

7th July 2014**Notice of Special Meeting:****Economy and Development Select Committee****Monday 14th July 2014 at 1.30pm
Council Chamber, County Hall, Usk.**

**PLEASE NOTE THAT THERE WILL BE A PRE-MEETING
FOR ECONOMY AND DEVELOPMENT SELECT
COMMITTEE MEMBERS AT 1.00pm.**

AGENDA

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

Item No	Item
1.	Apologies for absence.
2.	Declarations of Interest.
3.	Car Park Review - To review the schedule of proposed amendments to the current car park management regime, from the Head of Operations (copy attached).

Paul Matthews,**Chief Executive**

Economy and Development Select Committee

County Councillors:

D.L.S. Dovey
D.L. Edwards
R.J.C. Hayward
S. Jones
J.L. Prosser
A.C. Watts
S. White
K. Williams
A. Wintle

Aims and Values of Monmouthshire County Council

Building Sustainable and Resilient Communities

Outcomes we are working towards

Nobody Is Left Behind

- Older people are able to live their good life
- People have access to appropriate and affordable housing
- People have good access and mobility

People Are Confident, Capable and Involved

- People's lives are not affected by alcohol and drug misuse
- Families are supported
- People feel safe

Our County Thrives

- Business and enterprise
- People have access to practical and flexible learning
- People protect and enhance the environment

Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation

Our Values

- **Openness:** we aspire to be open and honest to develop trusting relationships.
- **Fairness:** we aspire to provide fair choice, opportunities and experiences and become an organisation built on mutual respect.
- **Flexibility:** we aspire to be flexible in our thinking and action to become an effective and efficient organisation.
- **Teamwork:** we aspire to work together to share our successes and failures by building on our strengths and supporting one another to achieve our goals



REPORT

SUBJECT: Car Park Review – Feedback from Consultation exercise and Recommendations to Cabinet

MEETING: Economy and Development Select Committee

DATE: 14th July 2014

DIVISION/WARDS AFFECTED: all

1. PURPOSE:

That members receive a report on the future management of Monmouthshire County Council maintained car parks following further consultation undertaken since the original report presented on the 20th February 2014 and agree a set of recommendations to be presented to cabinet.

2. RECOMMENDATIONS:

- 2.1 That the schedule of proposed amendments to the current car park management regime contained in appendix 1 be reviewed and suggestions for amendments be approved for submission to the Cabinet for consideration and final decision.

3. KEY ISSUES:

- 3.1 Members of the Economy and Development Select Committee undertook a detailed review of the independent findings prepared by Parsons Brinkerhoff that were presented to members at a special meeting in February 2014.
- 3.2 Members endorsed some of the independent findings but agreed that area committees and other groups be given the opportunity to consider and comment upon the proposals that are town/area based.
- 3.3 The minutes of the relevant area committee meeting and public meetings, along with other comments provided by other interested bodies and the public are attached in appendix 2.

4. REASONS:

- 4.1 How MCC's car parks might be managed in the future has been the subject of review and debate over an extended period. A detailed study of the current car park management regime and proposals to update it was undertaken by Parsons Brinkerhoff on behalf of the authority. In February members of the Economy and Development Select Committee gave detailed consideration to the findings contained within the Parsons

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Brinkerhoff report. The minutes of the meeting reflect the debate and discussion undertaken by members at the committee.

Members of the Economy and Development Select Committee agreed to make comments on the findings and subsequent proposals to the cabinet. These included new pay machines, improved maintenance, 'rounding up' charges, the introduction charging for blue badge holders (subject to mitigation).

However members of the Economy and Development Select Committee recommended that further consultation be undertaken focused on those proposals that are specific to an area/town.

4.4 The revised proposals provided in appendix 1 have been prepared by MCC officers, drawing upon the original independent report and findings and feedback from the consultation exercise.

4.5 The February report provided detailed information about the service and options for future provision but for ease of reference the reason for the review is summarized below:

It is necessary to review all services from time to time but certain aspects behind this review are outlined below:

(i) The service charges have not been reviewed for seven years. However the revenue budget assumes an annual inflationary increase in income. Subsequently the budget has been operating in deficit for several years.

(ii) Since the last revision of charges (2007) the retail sector in our towns has been through difficult times. Although there are indications that circumstances might be improving some towns are seeking some incentive through the parking scheme to attract shoppers to the towns.

(iii) The demand for parking and how the car parks are presently used requires changes to the present regime and funding to create improved parking arrangements for users.

(iv) The need to update equipment and carry out essential maintenance to the car parks requires investment.

(v) Free car parking arrangements are provided in some towns and villages.

(vii) To introduce incentives such as free parking or free spaces requires revision of the charging regime to compensate.

4.6 There are numerous options and permutations of how the service might be revised, all of which have financial and operational implications. As such it is difficult to offer a series of different scenarios and the subsequent impact given the numerous permutations that are available. Therefore officers have taken the outcome of the review, members feedback and the consultation feedback, and prepared a set of new proposals with financial projections for

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members to comment upon and suggest amendments that may then be analysed and incorporated into final proposals to cabinet.

The proposed changes to the service are listed in appendix 1 but the main recommendations are replicated below in italics along with officer commentary on the rationale behind each proposal.

1. *That the current charges be increased as follows:*

<i>Category</i>	<i>current</i>	<i>proposed</i>	
		<i>Short stay</i>	<i>Long stay</i>
<i>Upto 2 hours</i>	<i>80p</i>	<i>1.00</i>	<i>1.00</i>
<i>Upto 3 hours</i>	<i>1.30</i>	<i>1.50</i>	<i>1.50</i>
<i>Upto 4 hours</i>	<i>1.80</i>	<i>2.00</i>	<i>2.00</i>
<i>Upto 5 hours</i>	<i>2.80</i>	<i>8.00</i>	<i>3.00</i>
<i>Upto 6 hours</i>	<i>3.80</i>	<i>8.00</i>	<i>4.00</i>
<i>Upto 7 hours</i>	<i>4.80</i>	<i>8.00</i>	<i>4.00</i>
<i>Upto 8 hours</i>	<i>5.80</i>	<i>8.00</i>	<i>4.00</i>
<i>All day</i>	<i>3.50</i>	<i>8.00</i>	<i>4.00</i>

Feedback suggested that if charges are to increase then they should be 'rounded up' because no change is given by the pay machines. This proposal simply increases the charge to the nearest 50p or pound denomination.

Chambers of commerce commented that any charge could jeopardise the recovery in town centre retail commerce but to offset 'free parking' offers (described later) and investment demands plus the budget deficit an increase is necessary.

2. *That Blue Badge holders pay to park but receive a concession of an extra hour parking over and above the period paid for. That tickets purchased by Blue Badge holders are transferrable between car parks in the relevant town whilst the parking period remains valid.*

(For example a blue badge holder paying for up to 2 hours parking will be entitled to three hours for the same rate for any car park and transfer between car parks).

Introduction of charges to coincide with at least one pay machine being made DDA compliant in the car park when the charge commences, along with improvement to the design and space allowed in dedicated Blue Badge parking spaces.

This proposal has proven contentious and has been debated at the Monmouthshire Diversity and Equality Group (MDEG) where although a consensus could not be reached, the majority of members supported the introduction of charges with the mitigation provision. Feedback has also been received through the consultation exercise with a wide range of representations and views being received.

The issue of a blue badge relies upon the applicants' medical condition(s) and has no means test criteria: it is not an income based benefit.

Charging for Blue Badge parking is widespread within the private sector and is increasingly common place amongst local authorities. However some mitigation by public sector providers is often included. Allowing an extra

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hour parking (e.g. 3 hours parking for the price of 2) allows Blue Badge holders more time to shop and pay for parking. Also allowing transfer between car parks and (within the time limit) allows a Blue Badge holder to move around the town by use of several car parks.

After lengthy debate at the Economy and Development select committee in February members approved a recommendation to Cabinet that the charge be introduced but with mitigation.

3. *Where a charge already exists, that a flat rate charge of £1 be introduced for parking in MCC car parks on Sundays.*

Charging for Sunday parking is not uncommon and was presented to members in February along with proposals to introduce evening charges for car parking. Members did not support evening charging and reaction to Sunday charging was mixed.

The consultation exercise did not generate significant feedback on these proposals, nevertheless officers are suggesting that proposals to charge in the evening be withdrawn but that Sunday charging remain.

4. *That car parks be designated as Short Stay or Long Stay and that a premium be paid by those choosing to park for over 4 hours in a short stay car park*

Appendix 1 includes the list of the categories (Short Term or Long Term) proposed for individual car parks.

The intention is to create an increased turnover of parking spaces in car parks closer to the shopping areas.

Although the effect varies in severity between towns it is recognized that 'feeding the meter' allows prime shopping spaces to be occupied all day by the same car. Parking all-day will continue to be permitted in all car parks but the price to the motorist of all-day parking in a short stay car park will be at a premium due to the close proximity to a town centre.

This proposal aims to reduce the practice of all-day parking in Short Stay car parks, thereby creating more convenient parking for shoppers.

5. *That the overstay payment facility be increased from £2 to £5 (long stay only).*

This facility allows a motorist to pay an overstay payment rather than incur a fine when they have received a ticket for an overstay (up to 1 hour). Given this facility and its relatively low cost officers believe that some drivers are choosing to 'take a chance' by paying a lower charge and then paying an overstay payment if a penalty notice is issued. This proposal retains the overstay facility (which remains a cost effective alternative to the fine) but does increase the charge in case motorists remain tempted to pay less than the charge for their anticipated stay.

6. *That a new season ticket regime be introduced as follows:*

	<i>5 day</i>	<i>weekly</i>	<i>3 months</i>	<i>6 months</i>	<i>Annual</i>
<i>Long stay</i>	<i>£15</i>	<i>£18</i>	<i>£100</i>	<i>£200</i>	<i>£390</i>

Presently season tickets can be purchased for 3 months, 6 months or annually.

The facility offers a cost effective alternative to buying daily tickets for those that routinely use a car park.

The facility has been extended to offer a greater range of options for regular car park users albeit they are only available for Long Stay car parks.

Purchase of season tickets will also be available at the new ticket machines when installed (rather than contacting MCC offices).

7. *That residential parking permits be increased to £40 per year.*

Motorists that reside close to car parks may purchase residential parking permits. This proposal increases the annual charge from £30 to £40.

8. *That new car park pay machines be installed that allow motorists to pay by cash, card or phone and that the new charge rates listed in section 1 above be introduced as and when new machines are installed.*

The existing machines are no longer in production. Most parts are still available but it is fair to assume that the manufacturer will not be able to maintain the machines in the longer term. It is also necessary to introduce new machines to offer greater pay options (cash, card and phone in some instances) and to 'network' the machines to cater for the proposals overall (e.g. free parking, no return within two hours , buying season tickets at the machine).

The revised charging regime will have to fund the investment in new machines unless additional capital budgets can be found within the authority.

9. *That charges (long stay) be introduced at Granville St, Monmouth.*
10. *That an all-day charge of £1 be introduced for the Cinderhill st car park and Rowing club car park.*
11. *That car parking at the entrance to the sports ground Monmouth be by season ticket only.*
12. *That income from the car park service be used to fund the development costs of a new (free) car park off Rockfield Road, Monmouth.*

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13. *That 8 car parking spaces are designated free for 30 minutes in Glendower St Car Park, Monmouth.*

Proposals 9 to 13 are specific to Monmouth. Feedback from the consultation exercises has been the need for additional parking and better use of the Glendower St car park to support retail and commerce at the top of town.

The proposals create extra parking and introduce charges to generate income to fund the development of additional car parking spaces.

Glendower Street car park will be designated Short Stay which will remove the problem of motorists feeding the meter and also create some 'free' 30 minute spaces for shoppers similar to arrangements in other towns.

14. *That MCC car park charges in Abergavenny cease after 4.00p.m.*
15. *That Byefield Lane car park charge be set at a flat rate charge of £1 per day and the £2.50 Tuesday charge be reduced accordingly.*

Consultation inevitably raises various issues but predominant in the Abergavenny consultation was a request that the charging regime provide some incentive for shoppers later in the afternoons when trade appeared to drop. This proposal removes all car park charges after 4.00 p.m. which for shoppers wishing to visit the town later in the afternoon will remove any charge if after 4.00 p.m. or reduce the charge to £1.00 for shopping from 2.00 p.m. onwards.

16. *That MCC car parks in Chepstow offer either:*
- i) one free hour parking for all motorists in designated Short Stay car parks*
 - ; or,*
 - ii) Free car parking on a Saturday in car parks designated Short Stay.*

17. *That Station Road car park, Chepstow be designated a Long Stay stay car park.*
18. *That the Drill Hall car park, Chepstow, be designated a Long Stay car park, with a flat rate charge of £1.*
19. *That a flat rate charge of £1 be introduced at the railway station car park, Chepstow.*

Clear feedback from the consultation exercise was a request to make the retail offer in Chepstow more attractive given the competition from other towns/retail outlets that are readily accessible from Chepstow.

To achieve this, proposed free car parking options for designated Short Stay car parks are included for the Select Committee's consideration.

20. *That negotiations commence with Usk Town Council to investigate the option that ownership and management of the car parks within the town be transferred to Usk Town Council. However if an agreement cannot be reached by January 2016 then consideration will be given to the introduction of a flat rate £1 charge after two hours at some future date,*

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to coincide refurbishment of the town's car parks and the introduction of lighting at Maryport Street East car park.

Proposals to introduce car park charging in Usk Town has proven particularly emotive and has generated the majority of the correspondence from the public in the latest consultation exercise.

Feedback has proven inconsistent with some complaining the parking is difficult whilst others maintain that spaces are always available. There have also been suggestions that the car parks are being used for car sharing and that one car park is largely for use by HM Prisons employees and visitors. A survey has shown that car sharing is not a major problem for parking but nevertheless the messages are sometimes inconsistent.

The Town Council has consistently advocated that car parking should remain free in Usk. Therefore it is proposed that valuations be undertaken and discussions commence with the Town Council about future management and ownership arrangements for the car parks.

Ongoing management and maintenance of the car parks will remain a demand upon whoever owns/manages the car parks so as a 'long stop', if despite best efforts, an agreement cannot be arrived at between MCC and Usk TC then consideration will be given to introduce charges at some time in the future.

The February report proposed charges be introduced in car parks in Magor, Goytre and Gilwern and that charges in Caldicot await the completion of the ASDA development and be reviewed in conjunction with any wider regeneration schemes within the town.

Members did not wish to pursue charging in the villages at this time and confirmed the decision about car park management in Caldicot.

- 21. That in the absence of any other decision that the charges within this report be adjusted bi-annually and in accordance with the retail price index as a compounded calculation on a two year period, rounded up or down to the nearest 10p (base RPI taken as of April 2014).*
- 22. That directional signage on street and within car parks be improved along with improved maintenance and in accordance with the current provisions of the Welsh Language Act.*
- 23. Develop advertising options and revenue opportunities within the car parking estate.*
- 24. Undertake a further review of parking options within the county for HGV's, coaches, motorbikes and cyclists.*
- 25. Feasibility of the introduction of electric car charging bays be developed for one Short Stay car park in each town and a discounted or free parking scheme for electric cars in Long Stay car parks be introduced.*
- 26. That the MCC car parking estate be rebranded in accordance with current corporate identity guidelines and branded "MON Parking" (in line with other Council services such as "MON Leisure").*

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27. *Develop a new MON Parking Mobile 'App' in line with the Council's "iCounty" policy to enable motorist to pay via smart/mobile phone technology.*
28. *Intention to introduce new "Parent & Child" parking spaces with both Short Stay and Long Stay car parks across the County.*
29. *Develop options to introduce a discount voucher parking charge for specific groups of people, such as 'back to work' initiatives to be reviewed regularly and introduced as and when deemed appropriate (single member decision).*
30. *Continuation of free all-day car parking in all MCC maintained car parks on the three Saturdays preceding Christmas Day.*

Proposals 21 to 30 are largely self-explanatory and not contentious, although several of the proposals will be subject to securing funding.

5. RESOURCE IMPLICATIONS:

Appendix 3 provides a schedule of the estimated financial impact of the various proposals listed in appendix 1. In many instances these costs are based upon current activity revised to reflect proposed changes to charges etc. However it should be noted that changes in parking behaviour caused by the changes will further impact upon the estimates.

If all proposals are implemented then the net financial benefit after recovering the deficit position is £74,028.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS:

- 6.1 EQIA assessment form is attached

7. CONSULTEES:

As provided in Appendix 2

Results of Consultation: revisions to the report proposal in February 2014

8. BACKGROUND PAPERS: Report titled:

MCC Car Park Review, presented to Economy and Development Select Committee on the 20th February 2014

8. AUTHOR:

Roger Hoggins, Head of Operations, Chief Executive Directorate

9. CONTACT DETAILS:

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APPENDIX 1

Car Park Management – Schedule of Proposed changes – July 2014

Changes to charging structure:

1. That the current charges be increased as follows:

<u>Category</u>	<u>current</u>	<u>proposed</u>	
		Short stay	Long stay
Upto 2 hours	80p	1.00	1.00
Upto 3 hours	1.30	1.50	1.50
Upto 4 hours	1.80	2.00	2.00
Upto 5 hours	2.80	8.00	3.00
Upto 6 hours	3.80	8.00	4.00
Upto 7 hours	4.80	8.00	4.00
Upto 8 hours	5.80	8.00	4.00
All day	3.50	8.00	4.00

2. That Blue badge holders pay to park but receive a concession of an extra hour parking over and above the period paid for.
(For example a blue badge holder paying for up to 2 hours parking will be entitled to three hours for the same rate).
A valid ticket purchased by a blue badge holder will be transferrable between car parks.
Introduction of charges to coincide with at least one pay machine being made DDA compliant in the car park when the charge commences.
3. Where a charge already exists, that a flat rate charge of £1 be introduced for parking in MCC car parks on Sundays.
4. That car parks be designated as short or long stay and that the maximum parking period in a short stay car park be 4 hours with no return within 2 hours.

Abergavenny	Fairfield	Long stay
	Trinity Terrace	short stay
	Tiverton Place	short stay
	Brewery Yard	short stay
	Byfield lane	£1 all day
	Tudor St	long stay

	Castle st	long stay
	Bus station	long stay
Monmouth	Glendower st	short stay
	Cattle market	long stay
	Chippenham	short stay
	Cornwall House	long stay
	Monnow st	long stay
	Granville st	long stay
	Cinderhill	£1 all day
	Sports ground	permit only
	Rowing club	£1 all day
Chepstow	Nelson st	short stay
	Welsh st	long stay
	Station rd	long stay
	The station	£1 all day
	Castle Dell	long stay
	Drill Hall	long stay

5. That the overstay payment facility be increased from £2 to £5 (long stay only).

6. That a new season ticket regime be introduced as follows:

	5 day	weekly	3 months	6 months	Annual
Long stay	£15	£18	£100	£200	£390

7. That residential parking permits be increased from £30 to £40 per year.

8. That new car park pay machines be installed that allow motorists to pay by cash, card or in some instances by phone and that the new charge rates listed in section 1 above be introduced as and when new machines are installed.(That the development of a parking app for information and payment be commenced).

9. That charges (long stay) be introduced at Granville St, Monmouth.

10. That an all day charge of £1 be introduced for the Cinderhill st car park and Rowing club car park.

11. That car parking at the entrance to the sports ground Monmouth be by season ticket only.

12. That income from the car park service be used to fund the development costs of a new (free) car park off Rockfield Road, Monmouth.
13. That 8 car parking spaces are designated free for 30 minutes in Glendower St Car Park, Monmouth.
14. That MCC car park charges in Abergavenny cease after 4.00p.m.
15. That Byefield Lane car park charge be set at £1 per day.
16. That MCC car parks in Chepstow offer one free hour parking for all motorists.
17. That Station Road car park, Chepstow be designated a long stay car park.
18. That the Drill Hall car park, Chepstow, be designated a Long Stay car park, with a flat rate charge of £1.
19. That a flat rate charge of £1 be introduced the station car park, Chepstow.
20. That negotiations commence with Usk Town Council to investigate the option that ownership and management of the car parks within the town be transferred to Usk Town Council.. However if an agreement cannot be reached by January 2016 then consideration will be given to the introduction of a flat rate £1 charge after two hours at some future date, to coincide refurbishment of the town's car parks and the introduction of lighting at Maryport Street East car park.
21. That in the absence of any other decision that the charges within this report be adjusted bi-annually and in accordance with the retail price index as a compounded calculation on a two year period, rounded up or down to the nearest 10p (base RPI taken as of April 2014).
22. That improved directional signage on street and within car parks be improved and increased maintenance in the absence of major refurbishment funding and in accordance with the current provisions of the Welsh Language Act.
23. Develop advertising options and opportunities within car parking Estate.
24. Undertake a further review of parking options within the county for HGV's, coaches, motorbikes and cyclists.

25. Feasibility of the introduction of electric car charging bays be developed for one short stay car park in each town and a discounted or free parking scheme for electric cars in long stay car parks be introduced.
26. That the MCC car parking estate be rebranded in accordance with current corporate identity guidelines and branded “MON Parking” (in line with other Council services such as “MON Leisure”).
27. Develop a new MON Parking Mobile ‘App’ in line with the Council’s “iCounty” policy to enable motorists to pay via smart/mobile phone technology.
28. Intention to introduce new “Parent & Child” parking spaces with both Short Stay and Long Stay car parks across the County.
29. Develop options to introduce a discount voucher parking charge for specific groups of people, such as ‘back to work’ initiatives to be reviewed regularly and introduced as and when deemed appropriate (single member decision).
30. Continuation of free all-day car parking in all MCC maintained car parks on the three Saturdays preceding Christmas Day.

**Minutes of the Central Monmouthshire Area Committee meeting
held in The Community Room, Shire Hall, Monmouth
on Wednesday, 12th March 2014 at 2.00 p.m.**

PRESENT: County Councillor S. White (Chair)

County Councillors: D. Blakebrough, G.C. Burrows, P.R. Clarke,
R.M. Edwards, E.J. Hacket Pain, P. Jones, R.J.C. Hayward, B.
Strong and A.M. Wintle

OFFICERS IN ATTENDANCE:

Mr. R. Hoggins - Head of Operations
Mrs. A. Perrin - Car Park Manager
Mr. R. Pritchard - Assistant Engineer
Mrs. S. Hughes - Community Development Officer
Mrs. D. McCarty - Area Services Officer
Ms. R. Rawlings - Democratic Services Officer

OTHER ATTENDEES:

Mr. R.G. Nicholas - Llangattock Vibon Avel Community Council
Mrs. J. Hall - Monmouth Town Council
Mrs. A. Dewhurst - Monmouth Town Council
Mr. A. Owen - Monmouth Town Council
Mr. R. Dagger - Trellech United Community Council
Mr. D. Pollitt - Llantrisant Fawr Community Council
Mr. A. Leathwood - Usk Town Council
Mr. T. Christopher - Visually Impaired Group
Mr. D. Hoyle - Visually Impaired Group

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- There should be a common sense balance and the safety aspect as to what was acceptable should be paramount. The safety aspect should be considered by the select committee.
- In terms of legal responsibility for the current apparatus on the public highway, this could fall to either the owner or the Authority if unsafe equipment was placed on the highway and not enforced.

The Head of Operations was thanked for presenting the information and comments were encouraged to be submitted during the consultation prior to agreeing a policy to progress in the future.

MCC CAR PARK REVIEW

6. We received a presentation from the Head of Operations on the Car Park Review in order to consider the future management of car parking which had been referred from the Economy and Development Select Committee.

The presentation outlined:

- Consultants Parsons Brinkerhoff had reviewed the current arrangements and prepared research and options which were currently out for consultation and had reported to the Economy and Development Select Committee on 20th February 2014. The Select Committee had requested that Area Committees be consulted in relation to their respective areas as some aspects of the review were town specific.
- Previously the Authority had considered imposing a uniform policy across the whole county and Members had decided that each town should be considered individually which had now become more relevant.
- Some issues highlighted by the review which were generic were that the machines were old and as they were no longer manufactured it was problematic when repairs were required, the car parks were poorly maintained and signage was not adequate, the issue of short versus long stay was an issue where people were feeding the metres and car parks were being tied up all day and this was a particular problem in the Glendower Street car park where there was not enough turnover to utilise the car park effectively due to there being little difference in the charging of short and long stay parking.
- Whilst Chepstow and Abergavenny had fed back information that there should be an hour free parking promoted, feedback for Monmouth had

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been that there was a need for additional parking and that there was not necessarily a need for promotion of a free hour.

- There was a need to update and simplify the charging regime currently in place, the metres did not currently give change and charging had not been updated over the previous seven years. There was a proposal that visitors to car parks could pay by various means, by phone, card or cash and that there should be better security with barrier controlled car parks however this would not be considered due to the extra manpower required in the need for an attendant to be on site. It was highlighted that season tickets were available but that there had been little uptake of this option and it was challenged whether this option was advertised and promoted adequately.
- Some car parks required improved maintenance arrangements with renewed surfacing, marking and lighting.
- No view had been put forward with regard to Sunday and evening charging and issues with regard to blue badge holders had been discussed and Members feedback was welcomed. When the review had been commissioned it had not considered the issue of HGV parking and feedback from the select committee had been that there was a need for this to be considered as it had become a particular issue in all of the towns.
- In terms of Central Monmouthshire, there was a recommendation to create some free short term spaces at Glendower Street and also to create a short stay car park with no return within two hours, there would not be an option to continually feed the metre for longer periods. There would also be the introduction of charging at Cinderhill Car Park and charging at a new car park opposite the Ambulance Station on Rockfield Road. There was also a recommendation to introduce Sunday and evening parking charges, however, Old Dixton Road and the Rowing Club would remain free. In relation to Usk the recommendation would be to introduce charging, to create some free spaces but with permutations on what the charge would look like, which could be a standard charge as in other towns or something different which could be an hour free and then a flat rate of £1. Funding from that would then be invested back into the car parks in the town and would contribute to the maintenance and resurfacing required at the car park opposite the prison as well as the introduction of adequate lighting. Consultation had produced strong feedback from the Town Council in that they considered this would adversely impact on the trade in the town.

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- In terms of the funding used for car parking, the overall budget created a gross income of £1.3m., which contributed to the direct cost of managing and maintaining car parks which was around £600,000, the remainder then would cover some overheads and would contribute to the overall budget spent on transport and highways related matters for traffic management. The Authority's budget over the previous 3-4 years had been in deficit and was currently £120,000 deficit and there was an assumption that this would raise every year.

Following the presentation the following points were raised:

- The Local Member for Usk was opposed to charging for parking within the town and supported the Town Council's view that the town would find it difficult to be sustainable with a limited range of shops within the town. It was raised that the consultants had compared the town to Monmouth and it was not considered that this was a fair or accurate comparison as were some of the other comparisons made within the report. It was considered that people would travel to Cwmbran where there were a large range of shops and free parking was available and the town should remain exempt from charging based on this, in line with the previous decision.
- Whilst it was recognised that officers were looking at bespoke solutions and that each town had different characteristics a Member was opposed to car parking as visitors should be encouraged to the towns and given time to meander through the high streets as well as being given the time to support local trade and food outlets. If an expense was incurred in order to do this it would encourage people to shop on-line or visit towns with free parking. This had been evidenced at Newport and Cwmbran and it would be interesting to see if all car parking charges were removed, how much revenue would be brought to the towns in terms of visitor spending.
- It was raised that Sunday and evening charging was opposed and that the evening economy in the towns with people visiting for meals would be detrimentally affected. All car parks in Monmouth were close to churches and tourists should be encouraged into the towns. It was also queried how this could be monitored in terms of checking tickets and lone working at night in a potentially unsafe environment.

**Minutes of the Central Monmouthshire Area Committee meeting
held in The Community Room, Shire Hall, Monmouth
on Wednesday, 12th March 2014 at 2.00 p.m.**

- It was raised that the maintenance of car parks required resources and it was queried whether there could be a free hour for short visits to collect prescriptions etc. but that an example of a £1 charge could be refunded via a ticket at retail establishments given a proportional spend at that outlet. Whilst the principle of this was acknowledged, this would create another tax on the traders and it was suggested that Chambers be consulted on whether businesses would be willing to support this.
- It was raised that the consultants had not taken into account the different aspects of the towns, with Monmouth having a number of on-street parking which was mostly occupied and not enforced. If a policy was in place there was a need for greater enforcement as it was not feasible to enforce within the car parks when there was no on-street enforcement and this would create an untenable situation for on-street parking.
- HGV and Coach parking had become a problem in Monmouth and these vehicles were taking up spaces on streets.
- In terms of additional parking for Monmouth, we were informed that there had been approval to fund additional parking at Granville Street by the Queens Head although the relevant air quality assessment had not been conducted. Proposals included improving the area by the Riverside and an in principle proposal to create car parking off Rockfield Road for cars only adjacent to another proposal to create a skate park on an informal play area opposite the ambulance station. This was likely to create two separate applications and the funding was not currently available to create the skate park. An example of introducing a £1 charge at Cinderhill Street would create funding for this additional car park. There had been an overwhelming result of consultation that there was a need for additional car parking and this could be achieved by charging elsewhere.
- We were informed that with no charging all of the best parking spaces would be taken and there would be no movement to support commerce, a charging regime allowed some creation of movement and this was particularly relevant to the car park at the top end of Monmouth.

**Minutes of the Central Monmouthshire Area Committee meeting
held in The Community Room, Shire Hall, Monmouth
on Wednesday, 12th March 2014 at 2.00 p.m.**

- There was a need for better signage to access the car park at the back of Dorothy Perkins which was currently blocked with vehicles queuing to Waitrose. It was raised that planning had been passed and preparatory work had commenced with regard to this matter.

Members were asked by reference to the report what comments and recommendations they wished to provide the Economy and Development Select Committee in relation to the consultation proposals that may impact on Central Monmouthshire. The following proposals were submitted based on the debate:

- No charges be introduced at Usk.
- No charges be introduced on Sundays and evenings.

Officers were thanked for their informative presentation and for attending the Area Committee to inform and update Members and public attendees.

UPDATE ON AREA ISSUES

7. We received a report updating Members on issues previously raised before the committee together with issues that had arisen since the previous meeting, as follows:

CSAT

The sale of shed alarms and family safety packs at the shows and the Christmas Fayre had proved successful. Group members talked to hundreds of people raising their awareness of shed and garage burglaries. They also raised over £600 to put up as match funding for future projects.

Work continued on a safety campaign regarding theft and safety of cycles.

S106 Monies Monmouth

There were twenty-four applications requesting funding for double the amount available. The Panel would be meeting to view the applications in the near future.

Gateway Project

**Extract of Notes of the Severnside Area Committee Meeting
held at Choir Hall, Caldicot
on Wednesday 26th March 2014 at 10.00 a.m.**

PRESENT: County Councillor D.J. Evans (Chairman)

County Councillors: A. Easson, R.J. Higginson and F.L. Taylor.

MCC CAR PARK REVIEW

We welcomed the Car Park Manager, who represented the Head of Operations and presented the consultant's report, which had been compiled following the review of car parks in Monmouthshire.

Parsons Brinkerhoff had carried out the car park study for the provision in the whole of Monmouthshire, particularly looking at individual towns, problems were identified and recommendations presented within the report.

The report had been considered on 20th February 2014 by the Economy and Development Select committee and whilst general recommendations were discussed, it was agreed that specific area issues should be considered by the relevant area committee and comments reported back to the Select committee.

During the review it had been identified that Pay and Display machines required updating, car parks were poorly maintained, with poor signage and existing short/long stay car parks had not been managed properly as people could feed the meters, by topping up valid tickets.

There was a requirement to update and simplify the charging regime. It was suggested that the pay and display machines were replaced, due to the age and no longer being manufactured. The report recommended that machines were replaced with fully networked models, which would allow information to be fed back in real time.

The report highlighted a charging regime in towns, which consisted of specific recommendations for each town, due to the different needs of each. The report proposed that there were no charges introduced for Caldicot or surrounding villages, however, the position would be reconsidered in 2016 following completion of the supermarket development.

During discussion we noted the following points:

- A query was raised whether the cost of new machines would be worthwhile and whether sufficient revenue be generated, compared to the amount spend. We were informed that the new machines would be worthwhile. Free car parks would not have controlled allocation of parking spaces, which need to be managed and could only be done through charging.
- We were advised that in towns with free Car Parks, the businesses would contribute to covering the cost of parking.

**Minutes of the Meeting of the Severnside Area Committee dated
26th March 2014 - continued**

- The report recommended that there is a need for hardware to be updated as machines have a lifespan. There is a requirement to implement changes to charges and networked machines will prevent a free hour and stop people feeding machines, through topping up existing tickets.
- In relation to proposed changes within other towns, charges would meet the shortfall, existing charges would be simplified and rounded up.
- It had been recognised that there was a requirement to replace poor maintenance and signage within car parks and the report recommended charging for some Sunday and evening tariffs, however, there had been opposition regarding this suggestion.
- Contentious issues surrounded charging for blue badge holders.
- Lack of enforcement, in terms of street parking was raised as an issue. On street parking is currently managed by Gwent Police, therefore there was limited action that Monmouthshire County Council could take at present.
- A members welcomed free parking in Caldicot and surrounding areas. However, was opposed to charging for blue badge holders and concerned that streets would be used for alternative parking for blue badge vehicles.
- It was highlighted that many options were presented within the report however, information was not clear. The committee were informed that the report had been undertaken and commissioned by consultants, officers had discussed recommendations with the Cabinet member.
- A member agreed that signage should be improved and concurred that blue badge holders should not be charged, it was perceived that they were on proportionately lower incomes.
- The variety of machines was being investigated, issues which were being considered included alternative pay options, to reduce cash collection costs. The total income budget was identified as £1.3 million and £600k profit would be put back into transport related issues, the amount could only be allocated to specific issues.
- We were informed that car park charges had not increased since 2007, however, the deficit had increased and income was weather dependent.

We thanked the Officer for the information and noted that the report would be considered again by Economy and Development Select, prior to full Council.

**Minutes of the Lower Wye Area Committee held at
Mathern Village Hall
on Wednesday 19th March 2014 at 10:00am**

PRESENT: County Councillor: A. Webb (Chairman)

County Councillors: D.L.S. Dovey, G.L. Down, P.S. Farley, A.C. Watts and A.E. Webb

County Councillor V.E. Smith was also in attendance at the meeting.

OFFICERS IN ATTENDANCE:

Ms A. Perrin	-	Car Parking Manager
Mr R.Hoggins	-	Head of Operations
Mr W.Mclean	-	Head of Policy and Partnerships
Mr M. Lloyd	-	Welcome Monmouthshire Project Officer
Mrs E. Tapper	-	
Democratic Services Officer.		

ALSO IN ATTENDANCE:

County Councillor V.E. Smith

Ms M. Lewis

Press

- Vice President, Chepstow Rotary Club

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from County Councillor R.J.W. Greenland and P. Murphy

2. DECLARATIONS OF INTEREST

County Councillor D.L.S. Dovey declared a personal, non – prejudicial interest pursuant to the Members Code of Conduct, Local Government Act 2000 within the capacity of spouse of Chepstow Town Councillor (Minute item 6: Managing Our Highways – Consultation Progress; Pembroke Primary School signage)

County Councillor P. Farley declared a personal, non - prejudicial interest pursuant to the Members Code of Conduct Local Government Act 2000 within the capacity of spouse of Governor at Pembroke Primary School.(Minute item 6: Managing Our Highways – Consultation Progress - Pembroke Primary School signage)

County Councillor A.C. Watts declared a personal, non – prejudicial interest pursuant to the Members Code of Conduct, Local Government Act 2000 within the capacity of Town Councillor and small business owner. (Minute item 6: Managing Our Highways Consultation Progress)

**Minutes of the Lower Wye Area Committee held at
Mathern Village Hall
on Wednesday 19th March 2014 at 10:00am**

Sponsorship of floral displays on the Authority's roundabouts was considered as a positive method of advertising.

County Councillor D.L.S Dovey commented that the fencing on High Beech roundabout required repair following damage caused by the erection of signage. The Democratic Services Officer agreed to progress this with Mark Youngman.

The Head of Operations welcomed the comments and advised Members that feedback received from interested bodies would be incorporated into a future report for scrutiny by Strong Communities Select Committee.

We resolved to note the Interim report.

County Councillor P. Farley expressed grave concern regarding the Authority's apparent reluctance to provide adequate signage to Pembroke Primary School particularly important for access by emergency vehicles. County Councillor D. L.S. Dovey supported this and requested prompt remedial action.

7. MCC CAR PARK REVIEW

We welcomed the Car Park Manager to the meeting. The Head of Operations and the Car Park Manager presented the consultant's report, which had been compiled following a review of car parks in Monmouthshire.

Parsons Brinkerhoff had carried out the car park study at a cost of £28125. The report was previously considered on 20th February 2014 by the Economy and Development Select committee and whilst general recommendations were discussed, it was agreed that specific area issues should be considered by the relevant area committee and comments reported back to the Select committee.

The review identified that Pay and Display machines required updating, some car parks were poorly maintained with poor signage and existing short/long stay car parks had not been effectively managed enabling people to feed the meters, by topping up valid tickets.

There was a requirement to update and simplify the charging regime. It was suggested that existing pay and display machines be replaced, due to their age and lack of availability of spare parts. The report recommended that machines were replaced with fully networked models, which would allow information to be fed back in real time.

The report proposed unique charging regimes to reflect the needs of the individual towns.

The following proposals were made in relation to Chepstow:

**Minutes of the Lower Wye Area Committee held at
Mathern Village Hall
on Wednesday 19th March 2014 at 10:00am**

- Sunday charging to be introduced for car parks not in close proximity to places of worship. Opposition to the proposal was expressed.
- Evening charges to be introduced. Concern was expressed that this would adversely affect the café culture within the town. Rounding up charges was not considered appropriate given the adverse economic climate in which businesses were operating. Members questioned whether the cost of monitoring evening charges would outweigh the income generated.
- Blue badge holders to be charged for parking. Members expressed concern that this could be viewed as discriminatory
- The Committee unanimously supported the first hour free proposal stating that it would increase foot fall in the high street. It was suggested that free weekend parking during the run up to Christmas be implemented
- Charges to be introduced at Station Road Car Park between the hours of 9am – 5pm Members expressed the need for Station car park to be for the exclusive use of station users until the site is re – developed. It was essential to promote rail travel within the Authority.
- The Seven Bridge Car Park is under – used. Members requested that consideration be afforded to providing a subsidy to the Seven Bridge Social Club to operate the car park. We were advised that the club had recently given notice to the Authority as the club planned to develop the site and therefore the facility was likely to be lost. The Authority is currently leasing the car park on a month by month basis.
- Re - classification of Nelson Street and Welsh Street to short stay car parking.
- Concern was expressed regarding inconsistent charges for car parking across the Authority and within Chepstow itself.
- Members requested that the potential for Chepstow Racecourse to be utilised as a park and ride facility be explored.

The Area Committee resolved to provide feedback to Economy and Development Select Committee and expressed thanks to the officers present.

8. CITIZEN ENGAGEMENT AND THE FUTURE OF AREA COMMITTEES

We welcomed the Head of Strategic Partnerships to the meeting in order to canvass members' views regarding the most effective use of Area Committees. During consideration of the benefits of area committees and how they could be adapted or improved the following issues were raised:

Car Park Review – Public Meeting
Tuesday 8th April 2014, 6.00pm
Council Chamber, Abergavenny Town Hall

Present:

Cllr Martin Hickman, Cllr Doug Edwards, Cllr Giles Howard, Cllr Maureen Powell, Cllr Kevin Williams, Cllr John Prosser, Cllr Simon Howarth.

Shopmobility – Graham Preece, Abergavenny Town Council – Chris Woodhouse, Bryn y Cwm Community Forum – Alan Michie, Abergavenny Town Team – Nick Tatum, Janis Davis, Emma Goode, Llanelly Community Council – Bryan ?

MCC officers: Tom James, Amanda Perrin, Roger Hoggins, Sandra Rosser

Roger Hoggins, Head of Operations, thanked everyone for the opportunity to give this presentation.

Parsons Brinkerhoff were employed by MCC to carry out a survey and make recommendations on how our car parks can be improved. This initial consultation has been completed and the report went to the Economy and Development Select Committee on 20th February 2014. We are now in the midst of going out to areas to discuss both the general and individual suggestions which have been made for the County and to gather feedback on these.

In brief, the recommendations made were:

- Upgrading to Networked Machines
- Increase Parking Charges
- Introduce a 'No Return' policy at all car parks
- Improve signage
- Introduce Sunday Charging
- Development of HGV/Coach Strategy
- Introduce night charging
- Introduce Blue Badge charging
- Urban Design
- Enforcement

The current machines need upgrading – it was asked if it was worth waiting until the introduction of the new £1 coin in 2016/17, but this would hold up the works considerably. Some of the proposals rely on the new machines being installed, due to the information they hold.

Controlled Car Parks with barriers are not being considered as there isn't enough staff provisions for these.

New machines will have the facilities to take cash, card payments, and telephone payment instructions. They will still not be able to give change should the public use the cash option.

Graham Preece from Shopmobility asked if the weatherproof flaps on the new machines would be disable-friendly, as those who have a condition which affects their hands can't use the current machines. Can this be taken in to account?

Roger Hoggins will be visiting an industry show to look at the machines that are available before any decision is made on what type to install across the County.

It was suggested that we use the Blue Badge Database to notify holders of the changes coming in to effect, and the possibility of a parking permit for Blue Badge Holders, which would enable them to park up and go, rather than having to negotiate plinths and machines, however this would only be possible with Monmouthshire Residents, and they account for only a small number of our current car park users. Machines will still need to meet DDA requirements.

Signage around the towns needs improving, showing what car parks are available and where, as well as directional signs in the car parks themselves. Advertising space can be offered at the new machines for local businesses.

Short stay car parks – we currently have no way of monitoring who is “feeding the meter” in these car parks, and there is no provision to make users leave the car park and not return within a set time frame. An overstay facility is available but this doesn’t help free up spaces in prime locations around the town.

On free days, Byefield Lane Car Park is full, however on a Tuesday when there is a fee of £2.50 for a day ticket, it is only 1/3 full. If we charged in this car park workers will come in to town earlier and fill spaces in chargeable car parks which are central in the town, meaning visitors would have to park further away from town. It was proposed that Byefield remain as it is.

Changes to assist Commerce

Initiatives had been suggested in workshops to encourage commerce in town centres – the most popular being the ‘Free after 3’ approach. It is felt that this would encourage families in to the town after the school run, helping bolster trade in what is usually a quiet period in the day. This could be offset by Sunday Charges.

Car Park Charges

The current pricing structure needs updating as this hasn’t changed since 2007. It is likely to be rounded up:

80p - £1

£1.30 - £1.50

£1.80 - £2.00 etc

We need to make more people aware that Monmouthshire County Council offers a Car Park Permit scheme, which could make town centre parking more affordable for users. The permits are currently available as either quarterly, six months, or annually, though a monthly permit has been suggested to make it more affordable.

Sunday Charges

Mixed feedback on this option, more fierce when looking at Evening Fees. It is felt that by charging on a Sunday, this would offset the costs of offering a ‘Free after 3’ initiative. The Evening Charges were not popular – Abergavenny is a Food Centre – there a great number of eateries that rely on trade after 6pm, as well as the Theatre, and introducing this may have a detrimental effect on the evening trade in town. There was some debate over concessions being given to those using car parks near places of worship on a Sunday – Cllr Prosser pointed out if this was done, then

visitors would be likely to fill these spaces rather than the car parks where fees are charged, meaning those who would be intending to use the car parks near places of worship for the purpose of attending a service, would then need to park further away. Chris Woodhouse asked if the Sunday charges that operate in surrounding towns in Powys have been looked at to see the impact that has had on their town centres. It was asked if the Sunday or Night Charges were to offset having another Parking Warden as there are currently only 2 covering the whole county. It was advised that a third post will be advertised shortly, but due to the a new contract having to be looked at to spread cover over the 7 days plus breaking it up so there is no pattern of cover (the public are quick to notice if there isn't a warden on duty on set days).

Blue Badge Charges and issues

The badge is not a means tested item, and surrounding counties already charge these people to park in disabled bays. There are schemes where those who hold a Blue Badge get concessions in charging car parks, where if they purchase a ticket for 2 hours they can park for 3 hours, 3 hours for 4 hours, etc. A lot of badge holders that visit Abergavenny are surprised that no fee is charged for parking for them. It was suggested again that we write out to the Monmouthshire holders and offer a permit to save them using the machines. It was mentioned that those who come in to town would be likely to be accompanied by someone who would be able to use the machine, however the counter-argument is that the badge helps offer independence for those with mobility issues so this should not be assumed. DDA compliance needs to be looked at, with the possibility of installing machines near disabled parking bays with easy access to the machine.

There are some car parks where, if you were unable to get in one of these bays and had to park elsewhere in the car park, gaining access to the machine is not so easy due to the kerbs around car parks. Cllr Edwards said there is no guarantee that Castle Street which is the offending car park in question, could be resurfaced. Chris Woodhouse suggested that if better signage is installed indicating where these machines are located that may help. Bear in mind, Castle Street has never had an issue with boy racers thanks to the curious kerbstone layout!

Cllr Powell indicated not all blue badge holders read the leaflet that comes with their badge, which would help them understand how and where the badge can be used. Cllr Howarth expressed concern over how many people have blue badges, and that there seems to be no check on them. Sandra Rosser explained that on initial application people either have to prove they are in receipt of the higher rate mobility component of the Disability Living Allowance, or we as an authority ask permission to contact their GP for a form to be completed indicating the nature of the persons mobility. The applicant has to be able to walk no further than 75 metres. These guidelines are changing and the Welsh Assembly Government is looking at re-assessment as well as how the new PIP will affect this.

HGV/Coach Strategy

There is no provision included in the review but it is in need of addressing. Cllr Powell suggested a patch of ground on the outskirts of town (near old nursery) could be established as a HGV stop. Cllrs Hickman and Edwards asked if the Tourist Information Centre building could be converted to shower facilities for drivers once it becomes vacant. Cllr Prosser commented that many new lorries which carry refrigeration equipment are constantly running, so there is a risk of noise pollution near residential areas, so an out of town facility would be favourable.

On Street Parking

Gwent Police haven't de-criminalised street parking, whereas most other counties have. This is why other Local Authorities can use this as a revenue stream. Of the Authorities that have taken this on, it is proving more problematic to control than initially thought.

Signage needs looking at particularly to make people aware where they can or cannot park (especially now there will be new enforcements outside the Town Hall itself).

Usk

Strong feelings were expressed over the current parking provisions in Usk. As it is free, if the local community wished to keep it this way, could the local community council consider taking on the management of them?

Caldicot

This area will be re-assessed after the new Asda Supermarket has opened to see what impact that has on parking in the town.

Abergavenny – Morrisons will be offering a £1 refund off your shopping should you use their car park.

Surrounding Villages

Gilwern, Goytre, Magor: It is suggested these car parks charge £1 per day, but there is a fear it will force users to park outside residents' homes and cause on street congestion. There would be a cost implication of installing machines, and the feedback for this being implemented is very negative. It is felt that it would be better to leave these areas as they are.

Photo ID for Parking Wardens

If the wardens had Photo ID, they would be able to ask to check ID on Blue Badges, which would help crack down on the misuse of these. This would help with the issue of Enforcement.

Representatives from Abergavenny Business Club had been involved in workshops and made it known that any increase in charges would be hard to swallow due to the struggles on the High Street. Best outcome would be for everything to stay the same, but aware this would not be possible.

Free after 3 scheme is popular choice, to encourage footfall after the school run. Unsure if this would work should night charges be introduced.

Concerns about abuse of parking on Frogmore Street – pedestrians have been knocked down frequently, and even a shop window has been hit by cars trying to park.

Cllr Powell commented that the taxi rank outside Tesco is also abused.

Alan Michie said we need to ensure that there is a level playing field. Don't use us to subsidise other areas. Would attitudes be different if we could see that money made from car park revenue is being brought back in to the town? It is crucial to focus on bringing people in to the town.

Local Authority	Blue Badge Parking Charge	Note:
Blaenau Gwent CBC	No	Privately operated car park Yes
Bridgend CBC	No	
Caerphilly CBC	Yes	
Cardiff City Council	No	
Carmarthenshire County Council	No	3hr Maximum stay
Ceredigion CBC	No	Free for Tax exempt vehicles displaying blue badge only
Conwy CBC	No	Only free in disabled spaces, 10% of spaces designated in each car park
Denbighshire County Council	Yes	
Flintshire County Council	No	
Gwynedd Council	No	Free in any bay
Isle of Anglesey County Council	No	
Merthyr Tydfil CBC	Yes	One solely designated car park also
Monmouthshire CC	No	Free in any bay. Private Cybi Walk car park, Abergavenny charge
Neath Port Talbot CBC	Yes	
Newport City Council	Not in Pay and Display	Yes in Multi Storey
Pembrokeshire County Council	Yes	Additional hour allowed
Powys County Council	No	
Rhondda Cynon Taff CBC	Yes	Free in disabled spaces only
Swansea City Council	Yes	Have one designated car park offering a cheaper rate
Torfaen CBC	No	
Vale of Glamorgan Council	No	
Wrexham Borough Council	No	

Date 16 February 2014 10:19:10

To Hoggins, Roger
Cc McCarty, Debbie
Subject Queries on PB car park report

Hi Roger,

I have spent 3 hours going through the report. I think it is fair to say the report comes across as better written than the old Capita Symonds one and takes into account more the needs of stakeholders.

There are a number of matters in the report, which I am unclear about or matters that I believe should have been considered but seemingly were not examined, as follows :

- There is no assessment of the impact that the soon to be imposed pay and display car parking at Waitrose will have on car parks at that end of town . In my view this will increase usage on the other car parks dramatically at peak times and might change the consultants attitude to Chippenham car park being empty .
- The option to abolish the market in the small Cattle Market car park on Fridays and Saturdays has not been considered. From an MCC standpoint this would increase car park revenues from zero to £11,000. From a business point of view we get 30 prime parking spaces back at times of peak demand . Several Chamber members feel that this market does nothing to enhance the profile of the town .
- The issue of creating bike parking close to shops rather than in car parks does not seem to have been fully addressed.
- There is motor cycle parking in Glendower Street car park. On page 86 it says not.
- 3.1.10 on page 24 shows Monmouth as having no short term parking car parks . Believe this is an error as Glendower Street is short term.
- The meaning of 3.1.6 on page 23. in relation to Monmouth is unclear .
- * Summary of car parking charges proposals on pdf page 70 seems to be at variance with information previously in the report. I thought Chepstow was getting the one hour free not Monmouth ?
 - "Sunday charging should be introduced as Sunday is now a busy shopping day and there would be no negative impact on business " *I don't remember this being agreed at the Shire Hall meeting(as PB state) last summer*

It may be that I have had limited time to read this report and comment upon it but does seem some of the wording in the appendices does look at variance with that used in the main body of the report. There were a couple of question marks after sentences suggesting that the consultants were still waiting for information.

I will send out a link to the report to all members and summarise the main points to them later today (Sunday) . Sometime on Monday or Tuesday I will prepare the document to be read out at the Select Committee meeting .

Off outside now to get some sunshine!

[Redacted signature block containing name and address details]

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From John Prosser

Date 17 February 2014 10:01:17

To clerk@abergavennytowncouncil.gov.uk

Cc Hoggins, Roger

Subject Re: Car Parking Report

Thank you Peter

I will bring this up at scrutiny

John P

Sent from my iPad

Cllr John L Prosser

01873850534

07814808324

On 17 Feb 2014, at 09:55, clerk@abergavennytowncouncil.gov.uk wrote:

Hi John,

I see the Car Parking Report is going to Economic Development Committee on 20th. I see no mention in the report of any discussion around payment on leaving the car park, although I may have missed it. This was discussed and suggested at the Abergavenny consultation meeting and favoured because it allows people to pay for what they use. As new machines are being proposed in any case, should this not be evaluated before new machines are purchased?

Peter



20.02.14

Monmouth and District Chamber of Trade and Commerce's response to the Parsons Brinckerhoff consultants Monmouthshire Parking Study to be presented to the Select Committee at 10am on 20th February 2014.

Letter to be presented to Members at the Select Committee meeting as written evidence

"Dear Councillors and county council officers ,

I have only been aware of the one hundred and thirty page document since last Friday and it has been challenge to study the report, engage with Monmouth Chamber members for their views and come up with credible comments in a three page letter.

There was extensive consultation with stakeholders prior to preparation of this report in contrast to the last one compiled by Capita Symonds. Each town covered by the report has its own challenges in relation to parking, but it has been widely acknowledge for many years that the major problem Monmouth faces is a lack of off street parking and we welcome the consultants proposals for new car parks behind the Queens Head and in Drybridge Park .

We are aware of the county council's need to find savings in the budget but believe that any increased income generated here will continue to be spent on improving the experience for those using car parks and to cover projects such as the Queens Head car park. As MP Eric Pickles said recently "car parks should not be a revenue stream for councils "

Whilst welcoming the opportunity to put the Monmouth Chamber's point of view it has been necessary to reduce comment to important issues and to make comments as succinctly as possible. Our response is simply divided into proposals in the report with which we concur, those we are against, options not considered by the consultants and apparent discrepancies. Some options proposed seem broadly neutral in their effect on business and, due to the confines of a short letter, we have not covered these.

Options proposed with which we do agree

- We support the principle that a short term car park should literally mean what it says in the description. Glendower Street car park should be for period of 3 or maximum 4 hours with no possibility of return in order to turn over spaces and increase visitor and resident spending in the town.
- We welcome the fact the consultants have approached the sensitive issue of charging blue badge holders for parking at peak times. Currently we

have 1078 blue badge holders in Monmouth, which is double the number of off street car parking spaces. Fridays and Saturdays would seem to be the logical days to charge blue badge holders.

- In the Executive summary it states that Parking within the county should serve the overall interest of the county and support the five key towns as vibrant places that people choose to spend time, shop, do business and live. The role of parking in achieving this objective is to support the position that no-one wishing to visit or live in Monmouthshire gets turned away on account of the unavailability or the difficulty of finding an acceptable and well located place to park their vehicle.," We fully support this objective
- There has been resentment from some businesses in Monmouth that the businesses of Usk have benefited from free parking for many years . The proposal to consider charging will be well received by some in the Chamber, as each town must be seen to pay its way.

Options proposed with which the Chamber does not agree

- The consultants assert that the towns of Monmouthshire have "nighttime economies". Monmouth Chamber's buy local survey of 2011 found that residents were reluctant to come into town in the evening. Great efforts by both the Savoy theatre and the Blake with major artists performances have increased the footfall in an evening and this has provided benefit for the restaurants and takeaways of the town. Glendower Street car park may appear well used at night, but 33 residents with parking permits park there . Evening and night time charging would negate all our efforts to give Monmouth a small nighttime economy.
- MCC's own figures show that each serviced accommodation bed in the county produces over £18,000 p.a for the local economy . 60 of the town's current 90 bedrooms have no dedicated parking. Evening and night time charging especially in Glendower Street car park is likely to deter visitors from staying in town and this will result in a subsequent loss for the town's economy.
- We do not agree with the proposal to charge for parking on Sundays. It has taken a great deal of encouragement of retailers to get them to open on Sundays and now Sunday is seen as taking excessive demand off parking spaces away from Saturday . About 40% of retailers now open on Sundays . Free parking on one day allows to compete with towns already offering free parking like Cwmbran .
- The Chamber is against increasing the charging period past 5pm not least because between 5pm and 6pm visitors will be arriving, parking up and going to accommodation providers.

Options not considered by the consultants

- There is no assessment of the impact that the soon to be imposed pay and display car parking at Waitrose will have on car parks at that end of town (£5 charge refunded in store) . In our view this will increase usage on the other car parks dramatically at peak times and might change the consultants opinion that Chippenham car park is usually empty .
- The option to abolish the market in the small Cattle Market car park on Fridays and Saturdays has not been considered. From an MCC standpoint this would increase car park revenues from zero to £11,000

p,a . From a business point of view we would get back 30 prime parking spaces back at times of peak demand . Several Chamber members feel that this market does nothing to enhance the image of the town .

- The development of the Dixton Road clinic (January 2015) for residential development , with only one parking space per dwelling, will increase demand for on street parking and will increase demand close to, and probably in, Glendower Street car park.
- Currently we have a number of shops that will soon be let as well as the development of 20-24 Monnow Street development. This is likely to increase parking demand from additional shoppers and increase use of Monnow Street car park.

Apparent discrepancies

- There is motor cycle parking in Glendower Street car park. On page 86 it says not.
- 3.1.10 on page 24 shows Monmouth as having no short term parking car parks . We believe this is an error as Glendower Street is currently short term.
- The issue of creating bike parking close to shops, rather than in car parks, does not seem to have been fully addressed. Touring cyclists with panniers and locals wanting to load up with shopping need to be near shops for security and for ease of use.
- The meaning of 3.1.6 on page 23. in relation to Monmouth is unclear .
- Summary of car parking charges proposals on pdf page 70 seems to be at variance with information previously in the report

It is not clear to us whether this will be the one and only opportunity we have to make comment on the report, but thank you for listening to the Chamber's points of view.

Regards

R D Cummings

David Cummings FIAB

Chairman, MDCTC

Monmouth and District Chamber of Trade and Commerce,
Singleton Court Business Park, Monmouth. NP25 5JA

From Prosser, John L.

Date 19 February 2014 09:51:19

To Ilett, Hazel L.; Hoggins, Roger

Cc

Subject FW: Car park proposals

fyi

This message was sent by County Councillor John L Prosser
Monmouthshire County Council Tel 01873 850534

-----Original Message-----

From:

Sent: 18 February 2014 21:04

To: Prosser, John L.; Jones, Bryan; Martin Hickman; peter johns;
paulmathews@monmouthshire.gov.uk; DAVID OVERLAND

Subject: Car park proposals

Dear All,

Having studied the car park regime that is up for consideration by MCC may I make the following comment re them.

It seems from the recommendations that once again Abergavenny will suffer worst despite providing over 50% of the total receipts from car parking in MCC car parks.

I find it astounding that Caldicot, the usage of the car parks as per your consultants report, is predominately used by commuters working outside Monmouthshire, quite possibly in jobs that are well able to support car parking charges and yet once again Abergavenny is being highlighted for the most change.

Much is made of the towns in the south of the county being close to out of town retail parks, my I also suggest that Abergavenny is as close retail parks in Brynmawr, Ebbw vale and Merthyr so the argument for Caldicot falls.

To the Abergavenny county councillors may I ask that you as reps for the town fight the proposal to allow Caldicot and possibly Usk to once again have get outs from car parking charges that the rest of the Monmouthshire towns quite rightly incur.

I also note that proposals for charge to Blue Badge holders say that disabled access to the machines will be addressed, I hope that this access will ensure that those with problems from contracture in their hands are able to use the proposed pay points easily.

From [REDACTED]
To Prosser, John L.; Hoggins, Roger
Cc

Date 21 February 2014 09:50:50

Subject proposed introduction of Usk town parking charges

Dear Sirs

I would like to voice my concerns over the recommendations received by MCC to introduce parking charges in the town of Usk.

I am a resident in Four Ash Court and have the luxury in the town of having access to a private car park at my home, and working in Cwmbran so I would not be directly affected by charges. My partner works in the Prison and walks to work so we are not concerned as a result of fearing we would have to pay charges.

[REDACTED]
My concerns are for the town itself, if parking charges are introduced it would affect EVERYBODY :

- The trades people of the town, as it would undoubtedly reduce visitor numbers both tourist and shoppers. There is a 24hr Tesco with free parking a matter of 15 minutes down the A449, free parking in Cwmbran and Caerleon. Usk suddenly looks like a less attractive option
- People working in the town – especially the Prison, as Maryport Street North car park services there needs adequately now, but if charges were introduced naturally people would look for the free option, which leads me, most importantly, to
 - The residents. My elderly parents live on Maryport/Old Market street and they like many other residents in the Town do not have access to their own off road parking. There are already issues with the street parking, and double yellow lines are not seen to be a deterrent at all. Already one resident has died as a consequence of an accident outside the One Stop shop, this situation would be made very much worse once the employees of HMP Usk are all parked on the road side.
 - There is also a lot of rural traffic – large tractors etc - in the town and they too would struggle to pass. It is inevitable that one day an emergency services vehicle would be held up and delayed

due to inconsiderate legal and illegal parking. [REDACTED]

- We already have issues with lorries in the town, and illegal parking. There seems to be lack of policing in these two areas, so I imagine policing in the car parks will be lax too? If not - would it be a coincidence that personnel would be found to monitor the car parks as this would result in an income for MCC? Or if not monitored car owners would take a risk and not pay – revenue would not be as expected, and costs would, no double, be at least double so it would take years to recoup the outlay of setting up the system?

Best regards

[REDACTED]

From Margaret Barford

Date 21 February 2014 10:20:37

To Hoggins, Roger

Cc

Subject Car Parking Charges in Usk

Dear Mr Hoggins

We have read the report reference the car parking charges in Usk , We are deeply concerned as we live four miles outside Usk (Monkswood) with no bus service. We need to be able, three or four times a week, to park in Usk to regularly attend the doctors, visit post office, bank and library. We are pensioners on a limited budget and are worried about car parking charges.

Yours sincerely

Margaret and Peter Barford

From [Redacted]

Date 04 March 2014 09:44:00

To Prosser, John L.; Hoggins, Roger

Cc

Subject Car Park Charges

Dear Sirs,

I was considering purchasing a house in Usk in the following year, I would seriously reconsider this should you introduce parking charges in the town.

It's not something of money, it's the fact it would ruin the town, the traffic would be awful and people would park erratically.

Yours,

[Redacted]

This email has been scanned for all viruses by the MessageLabs Email Security System.

From [REDACTED]**Date** 04 March 2014 09:59:13**To** Hoggins, Roger**Cc****Subject** Multimedia message

Dears Sirs, I would like to show support for my fellow residents of Usk and inform you that my family and I am totally against ANY form of car park charges. Usk has managed to trade its way through many a recession maintaining free parking as an incentive for visiting our beautiful Town.

I have read through the lengthy documents and proposals set out by MMC and for the life of me can't see a shred of evidence that Usk Town would benefit in any way by charging for parking. In fact I see it, as has been proven in the past, an illegal way of generating profit - no matter how you manipulate the figures!

Please take note of the strong opposition of the people that matter - the residents of Usk.

Yours sincerely,

[REDACTED]

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This Multi Media Message was sent wirefree from an MMS phone. If you would like to reply, please either text, phone or send a photo message to the sender directly by using the phone number listed in the sender's address.

From [Redacted]

Date 12 March 2014 20:41:06

To Hoggins, Roger

Cc

Subject Please oppose parking charges in Usk

 **image001.jpg** (3 KB [HTML](#))

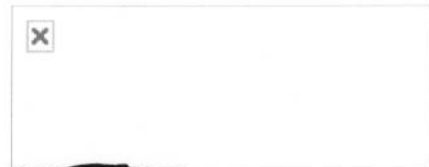
Dear Mr Hoggins,

We are writing to voice our opposition to parking charges in Usk. We cannot see any benefit to local residents, visitors or businesses by imposing fees. Local shops already suffer the impact of cut prices at large supermarkets which all offer free parking. Visitors like Usk for it's scenic walks and attractions and don't want to be hurried back because their parking ticket is about to expire. As a resident, parking outside our house will become difficult with the probability of more motorist choosing to park on the streets. Shops will suffer and close as people opt to shop in areas that offer free parking.

I have not met one person in Usk that are for parking charges. Please listen to the views of the people of Usk and oppose all parking charges.

Kind regards

[Redacted Signature]



[Redacted Signature]

From Neil Agutter

Date 12 March 2014 21:15:39

To Hoggins, Roger

Cc

Subject Proposed car parking charges in Usk

As a resident of Usk for over ten years, I am appalled that Monmouthshire County Council are looking to introduce charges for car parking in Usk. This will have a very negative effect, both on the economy of the town and environmentally. It will cause havoc as to avoid the charges people working, shopping and visiting Usk will attempt to park in the streets which have no capacity to cope.

I would like to register my opposition to these charges and hope that you revoke the decision to introduce car parking fees as it will destroy this small town - people will just drive straight through and do their shopping in the free to park supermarkets and retail parks in the larger conurbations for example Cwmbran, which is always busy and has free parking. The high street of Usk and other small businesses based here will die! It is a very short sighted move to introduce charges and I urge you to drop this idea - please dont do it!

Neil Agutter

[Redacted]
Road
[Redacted]
[Redacted]

From Prosser, John L.

Date 16 March 2014 21:39:11

To [Redacted] Hoggins, Roger; Hobson, Phylip A. D.

Cc

Subject Re: Car Parking Charges in Usk

[Redacted]

Thank you for your comments regarding car parking in Usk which I note. I forward this email to Chief Officer Roger Hoggins and Cabinet Member Phylip Hobson who have responsibility for Car Parks so they can add to their deliberations.

Many thanks

Cllr John Prosser
Chair
Economy and Development Scrutiny Committee

Sent from my ASUS MeMO Pad

[Redacted]@net.co.uk > wrote:

John,

Yet again the above has been put on the agenda. Have you ever visited Usk? It is no Monmouth or Abergavenny I done see why you are considering this.

I live out side the town I use the car parks in the to mainly to visit GP My surgery's and local Business. If you were to apply charges for use of the car park I would have to pay to visit my GP i thought this policy was removed by the Walsh assembly for Hospital so what makes to think you can introduce it to usk.

I see parking charges as a deterrent to use a town and promotes illegal parking. the main problem is lack of cash as most of us now all use credit cards the small change needed for parking meters dose not exists any more. I don't use Abergavenny or Monmouth because of this and you will be adding usk to the list.

Usk is a small town and local business will suffer if you introduce this i urge you not to destroy a lovely town.

NO Parking Charges for USK

[Redacted]

From Prosser, John L.
To Hoggins, Roger
Cc
Subject Fwd: I oppose the introduction of car park charges in Usk

Date 16 March 2014 22:31:23

Hi Roger

[Redacted]

Regards

John P

Sent from my ASUS MeMO Pad

----- Original Message -----

Subject: I oppose the introduction of car park charges in Usk

From: [Redacted]

To: "Prosser, John L." <JohnProsser@monmouthshire.gov.uk>,"Hoggins, Roger" <RogerHoggins@monmouthshire.gov.uk>

CC:

Hi,

I would like to know if there will be a meeting so that the people of Usk can give their views on the possible introduction of car park charges in Usk? I am opposed to this and have lived in the town for the whole of my 48 years. I think I have a right to have a say in this as it directly affects me and my family.

I have a few alternatives to alleviate parking problems in the town, which I would happily discuss with you and do not believe that introducing parking charges will enhance the town in any way. Actually I think it will drive businesses and tourists away rather than encourage them. For these reasons, and I object very strongly to the introduction of such charges.

I would like the opportunity to discuss ideas about possible parking and the continual problems of people parking on double yellows all around the town and on the Square where it is slightly dangerous in certain places. By introducing charging this will get considerably worse and this cannot happen. Please can we have a public meeting in the town, preferably when people who work have a chance of attending to discuss in an open forum type event? This will need to be 1830 / 1900 start time during the week so that most people have a chance to attend. Many thanks.

Regards

[Redacted]

From Prosser, John L.

Date 17 March 2014 12:53:57

To [redacted] Hoggins, Roger; Hobson, Phylip A. D.

Cc

Subject Re: Usk Car Parking

[redacted] Dear Christine

Thank you for your email regarding car parking which I note.
I forward your email to the Senior Officer and Cabinet Member responsible for Car parking to add to their deliberations.

Sincerely

Cllr John L Passer
Chair
Economy and Development Scrutiny Committee

Sent from my ASUS MeMO Pad

[redacted] wrote:

Dear Councillor Prosser

As a resident of Usk I am deeply opposed to the introduction of car parking charges. The shopping centre here is already in the middle of its death throes. if you end free parking then it will probably mean that yet more shops close as people stay away. This cannot be good for the town as a whole.

Please reconsider it.

Regards

[redacted]

rcvd 26.03.14

Roger Higgins
01.04.14

[Redacted]
18 MARCH 2014

Roger Higgins M.c.c.

RE: Proposed Car Parking Charges in Usk

Dear Roger,

I am compelled to write to you to express my dismay at Mon C.C. proposing to implement car parking charges in Usk. Note that we currently subsidise other facilities elsewhere such as leisure centres in, for instance, Monmouth, and we do not complain about it. When you already see for yourself the great success that Cwmbran enjoys, the attraction of the free car parking is self-evident. As a firm advocate of free car parking everywhere, such an imposition that you propose would have a devastating impact on not just small businesses, but Usk residents as a whole. Charging is a shopper "turn-off" that I feel very strongly about as an hotelier in Usk and as a consumer locally. I will not pay for car parking in Abergavenny, Newport or Monmouth; after all, I am going to these places to spend money, so I see it as a personal insult when asked to pay to car park. It represents an unjustifiable increase in costs for people who live in the surrounding hamlets who do their shopping in Usk. They already have to pay for expensive round trips, so any prospective extra charge will make a visit to Cwmbran more attractive, it penalises the public young and old in their visits to the doctor's surgery, the council's recycling facility and the local museum. It also represents an extra levy for the local Spar super market customers. In my case, because I have my own car park, like the Conservative Club, The Three Salmons, The Innbetween and the Cross Keys, car parking charges will mean I will experience a knock-on effect from people looking to avoid your charges. I may possibly have to put in place expensive barriers on my car park, compounded by the fact that my car park has two exits/entrances. It seems to me another case of business bashing and a very clear case of the council looking to generate extra revenue. My understanding is that raising revenue using these means is not cost effective in any event. Put simply - it is a bad idea - benefits nobody - scrap it!

Yours sincerely

[Redacted Signature]

C.C. Usk Chamber of Trade

Stephen Musto
[Redacted]

Telephone: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]

Sent: 03 April 2014 10:35

To: Southall, Amanda J.

Subject: Blue Badge numbers

Dear Amanda

I wrote to MCC several weeks ago asking for information about the number of people issued with Blue Badges in Monmouthshire currently, and in particular in Monmouth itself.

I have had no reply to date, so I am writing to ask you to provide me with this information, please.

I am a Town Councillor for Monmouth, and I need this information to make a rational argument against the dreadful issue of MCC deciding to charge disabled people to park in MCC car-parks.

I am disabled myself, with a blue badge. Having to struggle to obtain a ticket from a machine and then pay and display it would be an awful extra burden for me and for many other disabled or immobile people when they are trying to lead an independent life.

These sorts of ideas that make life more difficult and costly for the disabled need to be scrapped.

I was told by one county councillor that more than one thousand people in Monmouth itself hold blue badges. I find this hard to believe, and I would therefore like to know the true figure.

There is heresay that people abuse the use of the badge, but if that is the case, there needs to be proper proof, and if there is proof, then these people need to be prosecuted. It is not fair to suggest that people are abusing the badges, and then to punish those people who are not abusing the badges by charging them to park, for example.

In any case, a simple way to prevent abuse or reduce it, if it occurs, is to get traffic wardens and police to do spot checks in car-parks of badge holders' credentials.

I would therefore be most grateful indeed if you could provide me with as much detail as possible.

I have forgotten how much the Blue Badge administration charge is at present. If it is £2, this could be raised quite a lot, to perhaps £10 - £20, to be a more realistic amount. The amount could even help to offset the cost of allowing disabled people to park without charge. It is the hassle of using pay machines and the extra distance to walk or use a wheelchair that is the major problem with the council's proposed new policy.

If you cannot deal with this yourself, please would you pass it to someone who can, or ultimately to Roger Hoggins if no-one else is prepared to answer my request.

Best wishes,

From: [REDACTED]

Sent: 15 March 2014 13:03

To: OneStopShop Email

Subject: information - blue badge scheme

Hello

I should be most grateful if you would pass my letter on to someone at MCC who can answer it most effectively.

As a Monmouth town councillor, I need to have some explicit facts about the number of currently valid Blue Badges issued in Monmouthshire. It would also be most helpful if I could have a breakdown as to how many of Monmouth's residents hold a valid blue badge. This is especially important information due to the fact that there are considerations of charging blue badge holders to park at MCC car parks in future.

Best wishes,

Anthony Owen
(Town Councillor, Monmouth)

This email and any files transmitted with it are confidential and intended solely for the use of

Car Parking Charges for Usk?

These were first proposed by MCC in 2005 but not implemented at that time. Nine years later it is still the case that Usk's existing free car parks are coping with the demand (see Parsons Brinckerhoff Parking Survey 3.1, table 2).

The PB parking study suggests a minimum fee of £1, the same as Abergavenny, Chepstow and Monmouth. However, in these three towns the options available for £1 are much more numerous and varied. Compared with Usk there are vastly more shops, including major stores and many more facilities for entertainment, sport and other cultural and business activities. This is why the inhabitants of Usk and surrounding villages visit the three towns regularly and pay for parking there.

Diversion of trade from Usk. The businesses in Usk are almost entirely small independent businesses whose viability would be threatened by the introduction of charges. Unlike the other three towns in Monmouthshire, Usk has no car park attached to a supermarket: the Spar in Usk is located beside Maryport Street North car park and has no space for providing a free car park for its customers. Car parking charges would increase the 'pull' of large supermarkets where parking is free.

Trade would be diverted to the three main Monmouthshire towns, where more facilities are available, and there is free parking at the supermarkets, and to Cwmbran which has major stores and free parking.

Access to vital services. Usk's two doctors' surgeries are in Maryport Street North and the pharmacy, the optician and the dentist are nearby. None of these has any parking provided. Waiting times for such services are unpredictable. Charges would penalise patients particularly the elderly, parents with small children and residents in the rural hinterland who, from lack of public transport, are dependent on cars for access.

Maryport Street North houses the waste/recycling facility – parking spaces either side of the entrance are in regular use by people who are simply delivering items for recycling. Charges will inhibit this.

Diversion within Usk. If charges are introduced drivers will seek free parking spaces in nearby residential streets. Measures to avoid this, including residents' permits, would incur additional cost and more signage to the detriment of the **conservation area**. It would be unreasonable for a small town like Usk to expect a high level of enforcement. Drivers would also try to park in private free parking areas (e.g., pub car parks, the Conservative Club, the British Legion and the Castle) creating enforcement problems for the owners.

Maryport Street South Car Park

This car park is in no sense a valid alternative to Maryport Street North, as people coming to Usk for shopping or tourism (e.g., to visit the museum) would not use it. It currently provides parking for HM Prison staff and visitors.

The Memorial and Centenary Halls, both well-used for community activities, are located in this car park. The introduction of charges would discourage voluntary activity.

The Farmers' Market held fortnightly is both popular and successful and uses some of the car park for outside stalls. The introduction of charges would affect its viability, to the detriment of local producers and growers, hardly encouraging MCC's strategy for rural regeneration.

If this became solely a long-term car park it would seriously disrupt these activities.

Character of Usk

Visitors are attracted to Usk because of its small size, historic buildings and rural character. The necessary extra signage and equipment associated with parking charges would add to urban clutter and detract from its unique charm.

The town copes well with its visitors and their cars and coaches during special events such as Usk Open Gardens weekend and the Summer and Winter Festivals.

Conclusion. The PB survey concludes that in both the main car parks "supply is sufficient for daily demand". As explained above the introduction of charges would be likely to have significant negative effects.

Llanbadoc Community Council: Car Parking charges in Usk

Llanbadoc Community Council feels that introduction of car parking charges in Usk would be detrimental both to Usk and to the wider community, and the Council opposes the idea.

Usk is a small and compact community with residential and business premises close to each other.

Any move to tax users of the car parks would result in an increase in nearby on-street parking by visitors, leading to a conflict with residents' use of the roads for parking. There would be greater congestion from the street parking, unless parking restrictions on all roads were introduced, which would create its own problems with the residential and business population.

Llanbadoc community (comprising Monkswood, Glascoed, and Llanbadoc, which starts at the bridge), lies outside Usk and many of its residents drive into Usk (there being no bus service to speak of) for health visits, shopping, banking and similar purposes. Any penalising of this use would result in loss of business in Usk, in favour of New Inn, Caerleon, Cwmbran or other nearby resources offering free access. Usk is isolated, and has no safe cycle route access to offer another means of travelling.

Car park charges might suit larger spread-out towns like Monmouth or Abergavenny, where large car parks offer central secure parking for visitors who choose to drive in place of rail or bus. Usk visitors have no transport option. If faced with a charge, many visitors would choose to park in the neighbouring residential areas.

We feel that car parking charges would reduce visitor spend in the town, causing closure of some of the shops and businesses, with subsequent loss of business rate income, and a proliferation of empty commercial premises.

We appreciate that much of the parking space problem in Usk is caused by "commuter parking". However since car-sharing encouragement is both government policy and environmentally responsible, a solution to this problem, in the form of a remote car-park, should be considered. Free short-term parking (eg 2 hours) while charging for longer-term, might seem an option, but this would still drive long-term and commuter parking onto the streets. Some long-term parking is by residents with no vehicle space, which helps keep streets clear and traffic flowing . Allowances need to be made for this group.

The cost of controlling the car parks as well as patrolling and controlling street parking, might outweigh any income derived from a parking tax. Publication of the cost-benefit analysis would be appreciated.

Llanbadoc Community council registers its opposition to any introduction of car-parking charges in Usk.

Feedback for proposed car park charges in Usk

Gwehelog Fawr Community Council (GFCC) represents some 200 dwellings roughly three miles from the amenities of Usk and Raglan.

We have following observations to make about potential parking charges in the two towns.

Broadly speaking GFCC is opposed to car parking charges in the two towns.

This would involve our residents paying a parking charge to:

- visit their doctor and dentist
- perform essential banking
- visit the library
- Pick up a pint of milk, newspaper or loaf of bread – there is no shop in GFCC area.

The impact on local businesses will be profound. It is certain that those who wish to buy an item for lunch, tea or supper on the way home will go elsewhere rather than pay a parking charge.

As we all know 'popping out for a pint of milk' often leads to the purchase of other grocery items, all good for the commerce of Usk. Only the large supermarkets will benefit by Usk parking charges.

Local community activities in the Memorial Hall and Scout Hut will be drastically affected. (Often public buildings and leisure centres in other communities have free parking.)

Some local shopping and community business may well transfer to Raglan, which already has a significant problem with traffic congestion on its main street.

There has recently been police activity to deter people from parking on the double yellow lines outside the One Stop convenience store. This is just a small taste of the problems which will snowball if free car parking is axed.

Usk has insufficient on-street parking as it is and residents have severe parking problems. These can only get worse if free parking is axed.

The level of enforcement will increase significantly, so some slight perceived saving or income will certainly result in increased costs for enforcement.

Access to the recycling depot will also be compromised. Although there is space for three cars at some times in the depot, there are frequent times when vehicles queue up or park in adjoining spaces to offload their items. One possible consequence could be an increase in local fly tipping.

Our residents have to drive into Usk because there are few bus services. Parking charges will result in loss of business in Usk, in favour of Cwmbran and other nearby resources offering free access. (By the way cycling is also not really an option since there are no safe cycle paths in our area.)

By and large car park charges suit larger urban areas, where large car parks offer central secure parking for visitors who choose to drive in to the town centre. That does not apply to Usk...

So inevitably car parking charges will cause the closure of some of the shops and businesses - from which MCC derives an income and local people employment. Free parking or empty commercial premises and local unemployment? It's a no-brainer.

SCHEDULE OF FUNDING IMPLICATIONS OF PROPOSALS WITHIN CAR PARKING REPORT - JULY '14 - APPENDIX 3

1 increase in daily charges:

	tickets sold	current gross income (£)	Proposed gross income (£)	Gross increase (£)
Abergavenny	525,967	569,472	664,979	99,641
Chepstow	243,580	271,572	318,758	53,856
Monmouth	231,098	289,572	330,106	51,404
Less current overpayment income				-52,589
			sub total	152,312

2 Introduction of charges for blue badge holders

Taken from Parsons Brinkerhoff analysis (reported February '14) **98,177**

3 introduction of Sunday charging

1981 paid parking spaces with an assumed 25% occupancy **25,740**

5 overstay payment be increased from £2 to £5

estimated **3,000**

7 increase in residential parking permit charge from £30 to £40

1,000

8 introduction of new pay machines and works to make accessible

38 machines @£4,500 each plus DDA works - pc sum -£80,000
capital sum £251,000 paid over 10 years - assume £30,000 per annum **-30,000**

9,10,11 - introducing charges in Monmouth car parks

Cinderhill, Sports ground, Rowing club, Granville st (assuming planning consent granted)
assume 50% occupancy **48,500**

12,13 - developing new car parks in Granville st and Rockfield rd and providing 30 minute free spaces in Glendower st car park

Granville st and Rockfield rd - capital cost - £230k and £220k respectively
£450k paid over 10 years - assume £50k per annum **-50,000**

14,15 - remove car park charges in Abergavenny after 4.00 p.m.

current ticket sale after 4.00 - 19,756@ 80p = £15,804 - assume behaviour change - **-45,000**

£1 flat rate charge for Byefield Lane car park **12,500**
Existing income is £10,500, new income is estimated at £22,500

16, - Free one hour parking in Chepstow town

present 2 hour income is £138,308 - assume behaviour change - **-90,000**

17, 18 introduce charging in Station road and the Station car parks

Long stay and £1 per day for Station rd and the Station respectively **69,799**

19, introduce charging for parking in Usk Town

No income is assumed given the proposal to enter into discussions with Usk TC.

21, improved signage on the highway and in the car parks with better maintenance
to be assessed but assume £100k recovered over 10 years **-12,000**

Note : ongoing budget deficit on car park income (£117k in 12/13, £108k in 13/14) **-110,000**

NET BUDGET IMPACT 74,028

Appendix 3

The “Equality Challenge” (Screening document)

Name of the Officer Roger Hoggins		Please give a brief description of the aims proposed policy or service reconfiguration Review of the management of public car parks provided by Monmouthshire County Council	
Name Operations Department		Date 1 st July 2014	
0Protected characteristic affected	Negative impact Please give details	Neutral impact Please give details	Positive Impact Please give details
Age		X	
Disability	X		
Marriage + Civil Partnership		X	
Pregnancy and maternity		X	
Race		X	
Religion or Belief		X	
Sex (was Gender)		X	
Sexual Orientation		X	
Transgender		X	
Welsh Language		X	

What are the potential negative Impacts.	Ideas as to how we can look to MITIGATE the negative impacts (include any reasonable adjustments or engagement with affected parties).
➤ Introduction of car park charges for blue badge holders	<ul style="list-style-type: none"> ➤ The issue of blue badges is needs based but not means tested. Nevertheless evidence shows that disabled are more likely to be classed in poverty than able bodied. ➤ Charging blue badge holders is commonplace within privately managed car parks and is increasingly being introduced within local authority managed car parks. ➤ If charging is introduced then mitigation may be considered: (i) a reduced charging structure, (ii) a period of free parking before any charge is imposed (iii) no charging regime will be introduced until a car park is modified to become DDA compliant.
➤	➤
➤	➤
➤	➤

The next steps

- If you have assessed the proposal/s as having a **positive impact please give full details** below:

Improved disabled parking facilities (delineated spaces) and reduced likelihood of ‘abuse’ of disabled spaces by non-disabled motorists.

- If you have assessed the proposal/s as having a **Negative Impact** could you please provide us with details of what you propose to do to mitigate the negative impact:

Members will wish to consider whether mitigation should be applied if blue badge charging is recommended. Potential mitigation is proposed to be extra parking time (an additional hour parking time over and above that paid for).

Signed R Hoggins
Dated 12th February 2014

Designation Head of Operations



monmouthshire
sir fynwy

Appendix C

Equality Impact Assessment Form

and

Sustainable Development Checklist

EQUALITY IMPACT ASSESSMENT FORM

Name of policy or change to service (Proposal)	Directorate:	Department:
Review of MCC car park management	Chief Executive's	Operations
Policy author / service lead	Name of assessor	Date of assessment:
Roger Hoggins	Roger Hoggins	12 th february 2014

1. Have you completed the Equality Challenge form? **Yes / No.** If **No** please explain why

Yes

2. What is the **Aim/s** of the Policy or the proposed change to the policy or service (the proposal)

The various aspects of the management regime of Monmouthshire county council public car parks have not been comprehensively reviewed since the introduction of charging in 1997. This review looks at all aspects, including charging, disabled parking, maintenance, lighting, signage, short and long stay parking etc.

This review will seek to revise the current regime and make it more appropriate to current needs.

3. From your findings from the “Equality Challenge” form did you identify any people or groups of people with protected characteristics that this proposal was likely to affect in a **negative** way? Please tick appropriate boxes below.

Age		Race	
Disability	X	Religion or Belief	
Gender reassignment		Sex	
Marriage or civil partnership		Sexual Orientation	
Pregnancy and maternity		Welsh Language	

4. Please give details of any consultation(s) or engagement carried out in the development /re-development of this proposal.

CAIR has been invited to comment upon the current regime and draft proposals – feedback is included in the February report appendices .

Since then further consultation has been undertaken and an extract from the Monmouthshire Equality and Diversity Group meeting on the 28th May 2014 is provided below:

4. Car Parking

RH (Head of Operations for MCC) joined the group for this item.

PH explained that the Consultant's Report included in the papers for the meeting gave recommendations for the changing of provisions for Monmouthshire car parks. No increase of charges had been implemented by the Council in 7 years and the machines are in need of changing. PH added that everything needs to be remodelled, and the proposed charging mechanisms based on the report would be to fund all improvements. RH noted that all money raised by the proposed charging changes can only be used for highways/traffic purposes.

JB said that charging for disabled people seems as if the Council are trying to raise money, and wanted to see transferable tickets so that it would be possible to move from one car park to another. RH commented that he did not see this as an issue.

JB noted that following a report compiled by CAIR, it was found that disabled people are poorer as a whole and raising charges from 0 to £1 for a 2 hour stay will have an impact. RH said that a mitigation of allowing an extra hour for free for those with blue badges, so they will get 3 hours. JB commented that she would rather see the 1st hour as free.

BL asked about availability of spaces. RH said that there are free car parks in all of the towns, however the vast majority of spaces are taken up by 8.30am as they are usually taken by the people who work in the town. AD stated that any new ticket machines will need to be easily accessible and need to be very close to disabled bays, JB agreed and that the location of dropped curbs will have to be considered also.

PH said that if there were no charges at all for anyone it would create mayhem, whilst suggesting an idea of making car parks central to services a little more expensive to encourage workers to use car parks on the edge of town, to open up spaces for those who simply need to pop into town.

AB noted that the charges would create parity of everyone having to pay so people won't use disabled bays as much. JB and AB agreed that having disabled bays in Abergavenny just down from Castle Street would be a good idea – but Police cars park there a lot.

RH informed the group that all feedback received will be heard at economy and development select committee – who will then make recommendations to Cabinet.

JB said that some European countries have camper van spaces, where people pay an overnight fee and electric and water is available. PH asked for comments for charging on a Sunday, adding that it may cause upset for those who attend church services. LG commented that not charging on a Sunday could make Sunday trading more viable.

ACTION: AB to circulate car parking paper when received from RH (report published on Tuesday 8th July 2014 – MCC website, Economy and development select committee – agenda and minutes)

5. Please list the data that has been used for this proposal? eg Household survey data, Welsh Govt data, ONS data, MCC service user data, Staff personnel data etc.

Review of charging regimes employed by other local authorities and private sector car parking made available to the public (included in appendix 2).
Demographic data for Monmouthshire.

6. As a result did you take any actions to mitigate your proposal? Please give details below.

No charging for blue badge holders will be introduced until any car park is improved to become DDA compliant.
Mitigation proposed is an additional hour parking included with any charge (for example a payment for 2 hours will allow a blue badge holder a three hour parking entitlement).

7. Final stage – What was decided?

•**No change made to proposal/s – please give details**

To be resolved by Cabinet as and when any proposals are presented to members

•Slight changes made to proposal/s – please give details

See above

• Major changes made to the proposal/s to mitigate any significant negative impact – please give details

See above

Signed.....R Hoggins.....**Designation**...Head of Operations

Dated.....1st July 2014

Appendix A

The “Sustainability Challenge”

Name of the Officers - Roger Hoggins Alan Burkitt,	Please give a brief description of the aims proposed policy or service reconfiguration Review of MCC public car parking regime
Name Operations	Date 1 st July 2014

Aspect of sustainability affected	Negative impact Please give details	Neutral impact Please give details	Positive Impact Please give details
PEOPLE			
Ensure that more people have access to healthy food			
Improve housing quality and provision			
Reduce ill health and improve healthcare provision			
Promote independence			
Encourage community participation/action and voluntary work			
Targets socially excluded			
Help reduce crime and fear of crime			
Improve access to education and training			
Have a positive impact on people and places in other countries			

PLANET			
Reduce, reuse and recycle waste and water			
Reduce carbon dioxide emissions			Supports public transport provision so reducing private car journeys
Prevent or reduce pollution of the air, land and water			
Protect or enhance wildlife habitats (e.g. trees, hedgerows, open spaces)			
Protect or enhance visual appearance of environment			
PROFIT			
Protect local shops and services			New regime intended to promote local retail
Link local production with local consumption			
Improve environmental awareness of local businesses			
Increase employment for local people			
Preserve and enhance local identity and culture			

Consider ethical purchasing issues, such as Fairtrade, sustainable timber (FSC logo) etc			
Increase and improve access to leisure, recreation or cultural facilities			

What are the potential negative Impacts	Ideas as to how we can look to MITIGATE the negative impacts (include any reasonable adjustments)
➤	➤
➤	➤
➤	➤
➤	➤

The next steps

- If you have assessed the proposal/s as having a **positive impact please give full details** below

- If you have assessed the proposal/s as having a **Negative Impact** could you please provide us with details of what you propose to do to mitigate the negative impact:

Signed R Hoggins

Dated 12th February 2014