

14th February 2014**Notice of Special Meeting:****Economy and Development Select Committee**Thursday 20th February 2014 at 10.00am
Council Chamber, County Hall, Usk.

**PLEASE NOTE THAT THERE WILL BE A PRE-MEETING
FOR ECONOMY AND DEVELOPMENT SELECT
COMMITTEE MEMBERS AT 9.30AM.**

AGENDA

Item No	Item
1.	Apologies for absence.
2.	Declarations of Interest.
3.	To receive a presentation and scrutinise the report relating to future provision of Car Parking in Monmouthshire County Council (copy attached).

Paul Matthews,**Chief Executive**

Economy and Development Select Committee

County Councillors:

D.L.S. Dovey
G. Down
D.J. Evans
D.L. Edwards
R.J.C. Hayward
S. Jones
P. Jordan
J.L. Prosser
A.C. Watts
S. White
K. Williams

Connecting with people

Our outcomes

The Council has agreed five whole population outcomes. These are *People in Monmouthshire will:*

- Live safely and are protected from harm
- Live healthy and fulfilled lives
- Benefit from education, training and skills development
- Benefit from an economy which is prosperous and supports enterprise and sustainable growth
- Benefit from an environment that is diverse, vibrant and sustainable

Our priorities

- Schools
- Protection of vulnerable people
- Supporting enterprise, job creation and entrepreneurship

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: MCC Car Park Review

MEETING: Economy and Development Select Committee

DATE: 20th February 2014

DIVISION/WARDS AFFECTED: all

1. PURPOSE

To consider the findings of a report of the options for the future provision of car parking by Monmouthshire County Council, prepared by Parsons Brinkerhoff.

2. RECOMMENDATIONS

2.1 That members receive a presentation by officers of the main proposals within the report.

2.2 By reference to the report proposals members scrutinize the report and decide what comments and recommendations they wish to provide to Cabinet.

3. KEY ISSUES

3.1 Reports about the car parking service have been prepared previously for members. However in 2013 it was agreed that Parsons Brinkerhoff be commissioned to provide a further review of the service.

3.2 The review included consultation with various stakeholder groups (summarized in the report appendices).

3.3 The main recommendations arising from the PB review are summarized in the executive summary of the report (appendix 1 – pages 7 -10). However other recommendations are included within the body of the report (these will be brought to members' attention during the presentation).

4. REASONS

4.1 The car park management regime that introduced charging was introduced in 1997.

4.2 Car park charges were last reviewed in 2007. Since that time the council's revenue budget has assumed an inflationary increase in income year on year. Charges have not been adjusted to keep up with this assumption and usage patterns have altered leading to a budget deficit in recent years.

5. RESOURCE IMPLICATIONS

There are no resource implications directly as a result of this report. However feedback from the select committee will inform decisions of cabinet some of which will have financial implications.

6. SUSTAINABLE DEVELOPMENT and EQUALITY IMPLICATIONS

AS provided in appendix 3 (EqIA and sustainability assessment attached).

7. CONSULTEES:

As described within the body of the Parsons Brinkerhoff report

8. BACKGROUND PAPERS:

Parsons Brinkerhoff Report (appendix 1) and appendices (appendix 2) attached.

9. AUTHORS

Roger Hoggins, Head of Operations

CONTACT DETAILS: rogerhoggins@monmouthshire.gov.uk

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 12th February 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:

None within protected characteristics.

- 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 listed above.

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, 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 report appendices.

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.

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.

Further mitigation may be considered by members . Mitigation suggested would be a reduced charge regime for blue badge holders or an element of free parking included within any charge.

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.....12th February 2014

Appendix A

The “Sustainability Challenge”

Name of the Officer Roger Hoggins		Please give a brief description of the aims proposed policy or service reconfiguration Review of MCC public car parking regime	
Name Operations		Date 12 th February 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

MONMOUTHSHIRE PARKING STUDY

Monmouthshire County Council

3512464L-PTC

Monmouthshire Parking Study

3512464L-PTC

Prepared for
Monmouthshire County Council
Regeneration and Culture
Council Offices
Usk

Prepared by
Parsons Brinckerhoff
29 Cathedral Road
Cardiff
CF11 9HA

www.pbworld.com

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1 EXECUTIVE SUMMARY

The purpose of this study has been to derive a strategy for parking in Monmouthshire. 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.

Parking in Monmouthshire should be a simple function which enables people to do what they have come to the town to do. Parking should support the regeneration and economic growth of the towns and county.

This strategy is supported by national, regional and local policies, providing a place for everyone to park off-street, ensuring that the road network is clear, and providing ease of passage of traffic within Monmouthshire.

This strategy reflects the findings from consultation involving workshops with town councils, Chambers of Commerce, council members / officers and questionnaires. Proposals and options were identified and analysed to assess the impact in terms of demand, supply, the local economy and council finances.

The key recommendation of this strategy is to upgrade the existing ticketing machines to new networked machines. The existing machines are not fit for use with current technology and do not provide a means of improving the operation of car parks in Monmouthshire. There are a range of benefits detailed within the strategy from introducing the new machines, including improved data collection, improved operation and a direct saving in software and maintenance. The new networked machines are essential to support a number of other recommendations outlined within this strategy.

The following tables outlines a number of recommendations that will help deliver a parking strategy to support a viable retail, commercial and visitor destination and facilitate in the regeneration of the local towns of the county:

Recommendations	Reasoning
Upgrading to Networked Machines	<ul style="list-style-type: none"> • Flexibility of payment – the new machines will allow user to pay by cash, card and phone • Improve maintenance/servicing work on machines – networked machines will inform the service company when there is a fault or other issue • Improvement to software updates – network machines can be remotely updated • Future proof – the networked machine will be future proof and have a life of 10 – 15 years • Improved data collection – the current system requires manual data extraction at each machine, networked machines can be accessed remotely • Marketing – the new ticketing machines will allow vouchers/offers to be printed on the reverse side of the parking tickets
Increase parking charges	<ul style="list-style-type: none"> • The charging structure within Monmouthshire has not been increased since 2007 in line with expenditure on parking • During the workshops the fixed parking tariffs were discussed at length and it was generally accepted that the existing charging structure should increase to accommodate the increasing gap in the budget • It is recommended as a minimum that the existing charging structure be increased by 20p for each hour tariff
Introduce a 'No Return' Policy at all car parks	<ul style="list-style-type: none"> • Improve short term turn over • Discourage 'feeding the meter' leading to key short term spaces being occupied unnecessarily
Improve signage	<ul style="list-style-type: none"> • It was identified in workshops that the existing signage is confusing and poorly maintained entering each town and specifically between car parks within the town • Getting the correct people (short term / long term) parking in the correct car parks • Increase visitor demand to car parks • Increase turnover • Encourage safer driving • Decrease illegal parking
Introduce Sunday charging	<ul style="list-style-type: none"> • There is currently sufficient demand on Sunday within the county and this would not be impacted by the introduction of charging • Sunday has been identified as becoming an increasing popular shopping day • In the workshops it was generally accepted that charging on Sunday would be beneficial and would not impact on trade • The benefits associated with Sunday charging will be better management of short term spaces in particular and allow for improvements to the parking infrastructure

Development of HGV/Coach Strategy	<ul style="list-style-type: none"> • During the consultation phase of this study the growing concern over limited coach and HGV parking was identified • It is outside the scope of this study to develop a HGV/Coach strategy • It is recommended that a separate strategy be developed for coach and HGV parking across the county. The information collected during this study can inform that strategy.
Introduce night charging	<ul style="list-style-type: none"> • There is high demand for parking in Monmouthshire due to a successful night time economy • There is anecdotal evidence to suggest that management of parking demand in the evenings could improve turnover and prevent spaces being blocked for long periods
Introduce Blue Badge charging	<ul style="list-style-type: none"> • Stop misuse of Blue Badges in some car parks • Additional income to support any disabled parking schemes
Urban Design	<ul style="list-style-type: none"> • The built environment for car parks across the county has some key areas for improvement, such as lighting, Disability Discrimination Act compliance and general maintenance of car parks needed in all towns. • It is recommended that the urban design of car parks be reviewed as an additional study to determine if the car parks are to current standards • Pedestrian links between the car parks and town centres are generally requiring improvement
Enforcement	<ul style="list-style-type: none"> • It was identified in workshops that an increased level of parking enforcement is needed • Decriminalisation of parking will be led by the police authority • As the responsibility of enforcement lies with the local police services it is recommended that a joint strategy/plan be developed

2 INTRODUCTION**2.1 Background**

2.1.1 Parsons Brinckerhoff (PB) has been commissioned by Monmouthshire County Council (MCC) to undertake an evidence based appraisal of issues and options to inform the development of a Monmouthshire Parking Study.

2.1.2 MCC is encouraged to provide a parking strategy for the county under the SEWTA Regional Transport Plan. The plan considers car parking policy to be an important part of the regional transport strategy. The document highlights the role of parking as ensuring that the road network is efficient, providing easier movement for all traffic. A full review of all relevant policies is provided in Appendix A.

2.1.3 There have been previous reports, studies, investigations and consultations undertaken over the last 5 years that provided a variety of recommendations and proposed options for the county and each town. This work emphasised the importance of parking in supporting town regeneration within Monmouthshire and creating a viable destination for visitors. The last study was undertaken in September 2011, entitled 'A Review of the Economic Influence of Car Parking Charges set in the Broader Context of MCC Business Support and Regeneration' (See Appendix A). The 2011 review did not have any recommendations taken forward by the council. MCC sought a further review by PB to see if any adjustments to the parking regime should be considered.

2.2 Approach

2.2.1 This report sets out a proposed strategy for parking in Monmouthshire. To do that, it draws on previous work, existing policies and information collected during stakeholder engagement. Figure 1 shows the project workflow.

2.2.2 The strategy focuses on developing a strategy for car parking, but includes different modes, such as coach, HGV and motorbikes at a high level. It will also assess different user types such as disabled users.

2.2.3 The strategy will focus on the five largest towns within the county; Abergavenny, Caldicot, Chepstow, Monmouth and Usk. As part of the study key stakeholders were engaged at each location through strategy workshops.

- Caldicot Town Council Offices, Sandy Lane – 14th August 2013
- MCC Headquarters Usk– 19th August 2013
- Representatives of Usk Commerce, Usk – 20th September 2013

2.2.9 Appendix C shows the minutes from each workshop. The minutes highlight the main issues within each town and proposed options, discussed at the workshop, some recommended by attendees, to solve or relieve the current problems.

2.2.10 This strategy should be considered as part of the long term programme following key developments within some locations, such as the completion of the Asda store in Caldicot.

2.3 Structure

2.3.1 This report is not intended to provide the final strategy but is an evidence based appraisal of possible solutions and recommended strategies.

2.3.2 The study will outline the overarching themes of the strategy and detail the key issues that have been identified through the desk based research and through stakeholder consultation.

2.3.3 The report has the following structure:

- Section 2: County Wide Appraisal – explores the overarching themes and strategy components
- Section 3: Urban Strategies – set out individual town strategies
- Section 4: Summary of Recommendations – provides recommendations, both county-wide and town specific

3 COUNTY-WIDE APPRISAL

3.1 Overarching themes

Supply and Demand

3.1.1 In this study, demand is the users who want to park in a car park and supply is the number of spaces available to be filled. The demand uses the supply subject to a user's choice which may be influenced by such things as tariff structure, operating hours, location and permits etc.

3.1.2 It has been identified that the existing supply in the majority of the five towns is sufficient for the demand, with the exception of Monmouth.

3.1.3 Abergavenny, Caldicot and Chepstow have sufficient supply to meet the current daily demand, although it was identified that the existing supply is not being used effectively and in turn some car parks may experience some capacity issues at times. This is not due to insufficient supply within the town; it is caused by misuse of the existing spaces available.

3.1.4 Monmouth is slightly different to its neighbouring towns, as the existing supply is insufficient to meet the current demand. With economic growth there is concern over the future supply not keeping up with the potential future demand.

3.1.5 The supply issue in Monmouth has been identified in previous studies and MCC has proposed developments to address the current issues. There are three schemes to increase the parking supply within the town, they are:

- Proposed increase of 15 spaces at the Rowing Club – Approved and Funded
- Proposed new 60 space car park at St James (also referred to as Grandville Street) – Approved and Funded
- Proposed new 90 space car park at Rockfield Road – Proposed but not had funding from MCC

3.1.6 MCC at present are addressing the supply issues within Monmouth, although during the consultation period concerns were raised as to the long term impact of other committed developments within the town on the parking supply. Consideration should be made as to the long term impact on economic growth. In addition to this study an assessment of the proposed committed developments should be undertaken to determine if the existing and forecasted parking supply will be sufficient to continue to support Monmouth’s economic growth.

3.1.7 A common theme within all of the five towns is the limited public transport offer. The limited mode choice for users within the county to access services is poor and a number of local residents rely on their cars.

3.1.8 Table 1 shows the method of travel to work for residents in Monmouthshire as identified in the 2011 Census. The results show a high dependency on the car within the county and the lack of public transport options will be a factor in these results.

Mode of Travel	Percentage of total travel
Car	71%
Bus	2%
Walking	10%
Cycle	2%
Train	2%

Table 1: 2011 Census Monmouthshire Method of Travel to Work

3.1.9 The 2011 Census showed that Monmouthshire has a high car ownership compared to the rest of Wales which is around 62%. Table 2 shows the comparison of car ownership between Monmouthshire and Wales.

Study Area	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household
Monmouthshire	15%	40%	33%	9%	3%
Wales	23%	43%	26%	6%	2%

Table 2: 2011 Census Car and Van Ownership

Utilisation

3.1.10 A common theme throughout Monmouthshire is the increasing conflict between long and short term parking within each of the towns. The majority of car parks are classified as long stay; Table 3 shows the number of short and long stay spaces in each town.

Town	Existing (2013)	
	Long Stay	Short Stay
Abergavenny	1207	158
Monmouth	526	0
Usk	179	0
Chepstow	689	52
Caldicot	159	0

Table 3: Existing Parking Capacity in Monmouthshire

- 3.1.11 Table 3 shows that the majority of spaces within the county are classified as long stay.
- 3.1.12 The lack of short term parking within the county and specifically close to town centres, leads directly to another major issue identified within each of the five towns which is the lack of turn-over within the car parks.
- 3.1.13 The lack of turn-over within the car parks in Usk, Monmouth and Chepstow has been identified as a continuing issue and directly impacts on the car park operation and the town's activity. It is essential for the continuing growth and regeneration of the towns in Monmouthshire to provide suitable parking.
- 3.1.14 It was highlighted anecdotally during the consultation that short term spaces are difficult to come by, particularly during peak periods. Locals and visitors have been required to drive to a number of car parks to find a parking space or in some cases left the town as they have been unable to park.
- 3.1.15 The misuse of car parks also leads to reduced turn-over, where employees use the key car parks near town centres for long term stay. This is often termed 'feeding the meter'. There is also a strong desire across the county to introduce a "No Return" policy within short term car parks to increase the turn-over and provide the spaces required.
- 3.1.16 There is an opportunity to change to a constrict model, where short term parking is provided near town centres. A constrict parking model compresses the short term parking availability to car parks near to the town centre and pushes the long term parkers to site further from the town centre. There is an opportunity to change the layout and signing at car parks within the towns to clearly identify short and long term parking.
- 3.1.17 This will provide the required turnover near the town centre for shoppers but also provide employees of the town with long term parking options on the outskirts at a cheaper tariff.

Support Business

3.1.18 During the consultation period it was suggested that parking could play a part in the economic issues currently impacting on trade in towns. The recent economic downturn is a result of global recession and therefore had many external factors. Parking is one of a number of items at a local level that can be adjusted by the council to help people access key retail and commercial centres in Monmouthshire. It is important that parking in Monmouthshire is available to appropriate users and that people can use council car parks to access key destinations in the County. This will support regeneration and economic growth by providing safe and secure parking facilities to all users. South East Wales Transport Alliance (SEWTA) Regional Transport Plan states that parking should:

- Support town centre viability and vitality
- Support regeneration

3.1.19 Parking will have a key role in regeneration of the towns in the county, but is not the only issue and it needs to work alongside other strategies and schemes to improve the economic viability of Monmouthshire.

3.1.20 MCC understand the importance of supporting local businesses and are keen to do more to improve business opportunities.

3.1.21 Throughout the consultation period town council members, marketing groups, business leaders, disability groups and other stakeholders have supported MCC for identifying each town as individual cases.

User Priority

3.1.22 Through consultation and on site observations a number of different types of car park users have been identified with Monmouthshire. Table 4 below outlines the user types and the different requirements in terms of parking.

User Type	Parking Requirements
Shoppers	<ul style="list-style-type: none"> • Close proximity to town centre • Clear pedestrian routes • Short term parking • Clear pricing structure
Business	<ul style="list-style-type: none"> • Long term parking • Good value parking
Visitors	<ul style="list-style-type: none"> • Vary between Long/Short term parking • Clear directions to car parks • Clear pedestrian routes to car parks and attractions/shops • Car Park is a gateway to the town – well maintained car parks
Residents	<ul style="list-style-type: none"> • Long term parking • Overnight stay • Locations near residential properties

Table 4: User groups and parking requirements

3.1.23 The priority structure of user types will differ between the five towns and this will be key to organising the parking structure and identifying which user groups have priority. Table 5 gives an indication of the priority structure for each town.

Town	Priority Structure	Reasons
Abergavenny	<ol style="list-style-type: none"> 1. Business 2. Shoppers 3. Visitors 4. Residents 	Abergavenny experiences a drop off in trade after 3pm. Abergavenny has the highest number of parking spaces in the county. The town centre has a number of businesses with a high employment level and is used by local residents to shop and access key services.
Monmouth	<ol style="list-style-type: none"> 1. Shoppers 2. Visitors 3. Business 4. Residents 	Monmouth is a vibrant town with a high number of visitors, shoppers and business and the parking supply needs to meet the high demand.
Chepstow	<ol style="list-style-type: none"> 1. Residents 2. Business 3. Shoppers 4. Visitors 	Chepstow struggles to compete with neighbouring retail offer. It offers key services to local residents. There are limited visitors to the town.
Usk	<ol style="list-style-type: none"> 1. Residents 2. Shoppers 3. Business 4. Visitors 	Usk is a rural town with limited off-street parking for residents and a high number of residents use on-street parking. Usk has limited visitors but is a key town for local residents to shop and access services, such as banks.
Caldicot	<ol style="list-style-type: none"> 1. Residents 2. Shoppers 3. Business 4. Visitors 	Caldicot does not have many visitors to the town and has a limited retail offer. The town centre is used by local residents and business.

Table 5: User Priority Structure

3.1.24 Particularly in Monmouth and Chepstow the conflict between residents and businesses has been identified as a growing issue. Both towns have a high number of residents without off-street parking facilities and therefore use local car parks and on-street facilities to park. Both towns have a large workforce that requires parking during working hours and residents that require parking during day and evening.

3.1.25 In both towns the misuse of car parks and the non enforcement of on-street parking cause obstruction of the footway and carriageway.

Local Events

3.1.26 Monmouthshire has a strong annual event calendar that has a high short term demand across the year. Events such as Local Market Days, Food Festivals and Cycling events provide the towns in Monmouthshire with high demand for a short period. This requires the supply of parking in each town to be flexible.

3.1.27 It is a indicative that other towns would consider during local events to utilise parking supply. Consideration of providing a flexible parking solution for events should be considered by MCC.

Coach, HGV and Motorbike Parking

- 3.1.28 There is limited coach parking across the county and through consultation coach parking was identified as a growing problem in Monmouth and Abergavenny. Both towns have a high number of visitors and coach trips, with coaches struggling to find layover and drop off spaces.
- 3.1.29 HGV parking has been identified as a growing issue in all towns within the county, especially Abergavenny where it was identified that with the increasing number of HGVs searching for parking within the town. The Bus Station is now being used by coaches to park. The limited coach and HGV parking requires further work to identify appropriate facilities for the county.
- 3.1.30 It was highlighted at the workshop sessions that overnight HGV parking is required in the north and south of the county. A model for successful integration of HGV overnight parking can be seen in North Wales at Deeside, Flintshire. The Truck Stop provides a safe and secure facility for HGV parking overnight ensuring that drivers can rest. The site has a toilet and shower blocks, a TV lounge, free Wi-Fi and cafe. The overnight parking at North Wales Truck Stop charges £18 a night per HGV. It is recommended that outside this strategy, an additional study is undertaken to identify possible sites for HGV parking and to provide an economic case for developing sites similar to the North Wales Truck Stop.
- 3.1.31 Monmouthshire attracts a high number of motorbikes, especially Abergavenny. There are no dedicated parking facilities for motorbikes within the county and there is no charging structure either. It is recommended that a separate study be undertaken to determine the impact of motorbikes on parking infrastructure and the economic benefit of introducing parking facilities and charging particularly in Abergavenny.

3.2 Charging

- 3.2.1 There is general acceptance across the county that a change in charging structure is necessary in Chepstow, Monmouth, Usk and Abergavenny to address the year on year budget projection and lack of fee adjustment and also to improve car park environments and help regeneration of the towns.
- 3.2.2 This is not the case for Caldicot, where the current parking is free and the proposed committed supermarket development, Asda, will have a major impact on the parking operation. The proposed store development is located next to the town centre and will offer around 200 free parking spaces. In light of this proposed development, no charging structure is proposed for Caldicot and it is recommended that a review of the car parks be undertaken again in two years time.
- 3.2.3 Part of the general acceptance in Abergavenny, Monmouth and Chepstow that charging remains necessary and where possible the introduction of “ring fencing charging” for each of the towns. Throughout the county there is a strong desire to see reinvestment in the towns where parking is charged.
- 3.2.4 Table 6 shows the net pay and display income figures for Monmouthshire between 2009 and 2013. The table shows that Abergavenny provides half the annual income for parking in Monmouthshire. The concept of ring fencing car park income to individual towns was discussed but would be difficult when delivering a county wide strategy.

Town	Net Pay and Display Income				Percentage Contribution to Budget			
	12/13	11/12	10/11	09/10	12/13	11/12	10/11	09/10
Abergavenny	£489,446	£511,693	£521,004	£535,621	50%	51%	51%	51%
Chepstow	£238,232	£240,819	£250,926	£260,424	25%	24%	25%	25%
Monmouth	£243,047	£255,384	£249,516	£260,739	25%	25%	24%	25%
Usk	£0	£0	£0	£0	0%	0%	0%	0%
Caldicot	£0	£0	£0	£0	0%	0%	0%	0%

Table 6: Net Pay and Display income figures for Monmouthshire 2009 - 2013

3.2.5 The parking in Usk as well as Caldicot is free and Table 6 shows currently that both towns do not contribute to the parking income. However, during this study it has been identified that charging in Usk is essential to improving the parking environment and improving provision in the town. There are works required to resurface and provide lighting in Maryport St South. To fund these schemes MCC can introduce parking chargers, thereby markedly improving the standard of provision and improve personal safety for users.

3.2.6 Through consultation it was identified that there is a strong desire within all the towns to provide a simplified charging structure. Table 7 shows the current charging structure within the County.

Duration	Long Stay	Short Stay
2hr	£0.80	£0.80
3hr	£1.30	£1.30
4hr	£1.80	£1.80
5hr		£2.80
6hr		£3.80
7hr		£4.80
8hr		£5.80
all day	£3.50	£3.50
Over stay	£2.00	£2.00

Table 7: Current parking charging structure

3.2.7 Throughout this study the term “simplified charging structure” has been mentioned and following a review of the existing structure it is understandable. The current tariff options are extensive and no clear divide between short and long stay.

3.2.8 The existing structure for parking charges is over complicated and offers an increase in charging every hour. The current charging structure in Monmouthshire is to charge in three towns, Abergavenny, Monmouth and Chepstow and provide free parking in Usk and Caldicot.

3.2.9 Table 8 below shows 2012 demand per tariff for all car parks in Monmouth, Chepstow and Abergavenny. The right hand side of the table shows the percentage demand for each tariff compared to the total annual demand. The table shows that the majority of demand in all three towns is for the 2hr tariff.

Tariff	2012 Demand			Percentage Demand		
	Monmouth	Chepstow	Abergavenny	Monmouth	Chepstow	Abergavenny
2hrs	133243	178385	382362	58%	72%	71%
3hrs	49549	33042	84143	22%	13%	16%
4hrs	34371	22837	47312	15%	9%	9%
5hrs	1203	741	828	1%	0%	0%
6hrs	602	406	286	0%	0%	0%
7hrs	352	218	91	0%	0%	0%
8hrs	312	216	59	0%	0%	0%
all day	10564	11184	23631	5%	5%	4%
Total	230196	247029	538712			

Table 8: 2012 car park demand

3.2.10 The current charging structure shows that although a car park is defined as a short stay car park, long stay options are available, undermining the rationale behind a short stay parking site.

3.2.11 The parking and charging structure should be there to support the different types of user groups. Within this study four user groups have been identified for each town, they are:

- Shoppers – short stay (generally between 1 – 4hrs)
- Business (Employees etc) - long stay (generally 5 - 8hrs)
- Visitors – short stay or long stay
- Residents – long stay (generally more than 6 hrs)

3.2.12 Each user group has different and specific requirements for parking, and the parking structure within Monmouthshire should so far as is reasonable provide the correct parking facilities for each group. There should be specific car parking locations for long stay groups. Long stay should be located where they do not block convenient spaces suitable for high turnover. Spaces of high turnover tend to be close to key retail and commercial centres. Therefore users such as employees and trades man should be encouraged to park in less central locations. These car parks could offer incentives such as reduced rates for businesses or flat daily fees during the day for residents.

Issues

3.2.13 Table 9 and Figure 1 show the annual budget variance for car parking in Monmouthshire over the last 5 years. It is clear from the table that there is an increasing variance in the budget and this is partly due to there being no increase in parking charges since 2007.

Period	Actual	Budget	Budget Variance
2012-13	£ 1,146,710.84	£ 1,260,000.00	-£ 113,289.16
2011-12	£ 1,192,534.17	£ 1,237,648.68	-£ 45,114.51
2010-11	£ 1,188,821.06	£ 1,206,585.00	-£ 17,763.94
2009-10	£ 1,176,433.10	£ 1,294,243.00	-£ 117,809.90
2008-09	£ 1,197,193.29	£ 1,294,218.00	-£ 97,024.71

Table 9: Budget variance

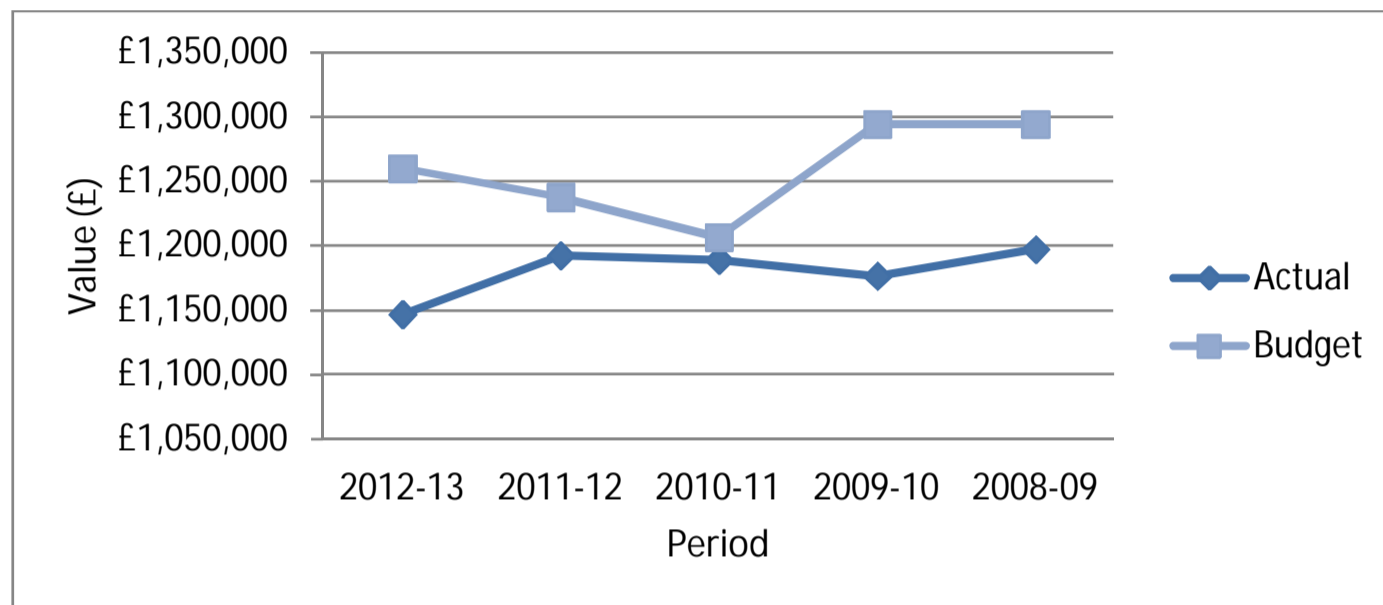


Figure 1: Actual and budget profiles

3.2.14 The decision not to increase parking charges is not the sole reasoning behind the decrease in pay and display income. Table 10 shows the annual number of ticket sales for each town within the last four years.

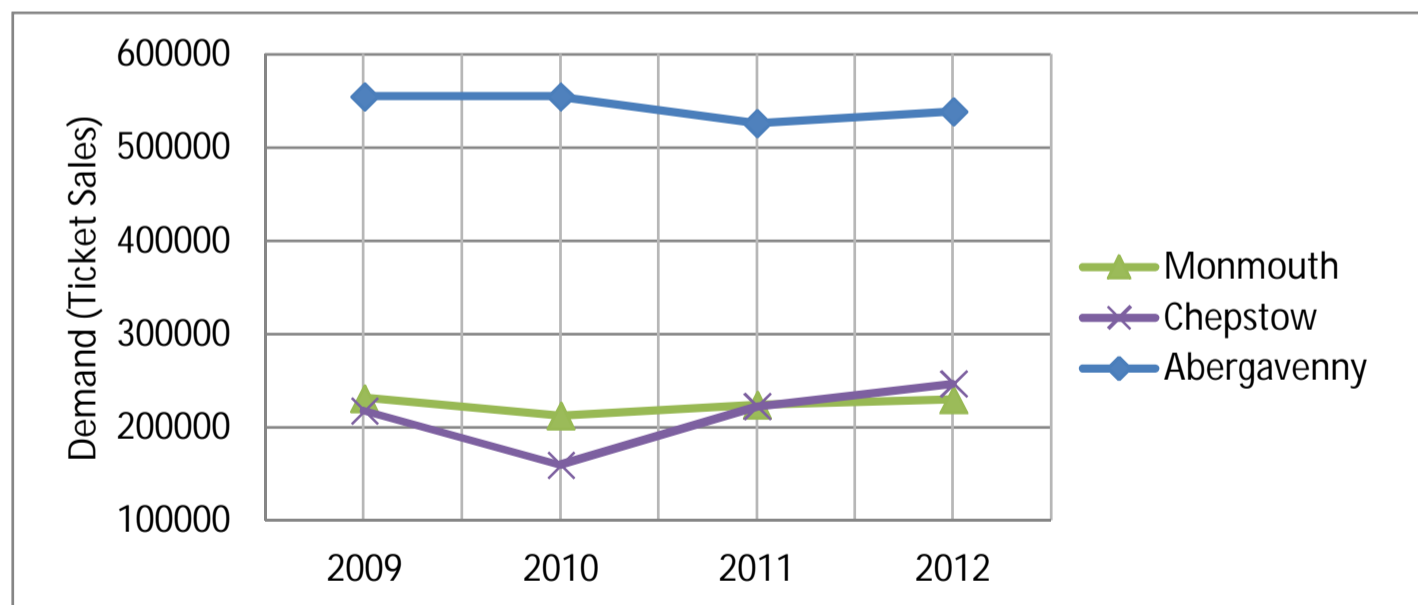


Table 10: Annual ticket sales for Monmouth, Chepstow and Abergavenny

3.2.15 Table 10 shows that demand in Abergavenny has dropped within the last four years but remained steady for Monmouth. The Monmouth statistics reflect the high occupancy and need to additional parking provision. In Chepstow demand decreased in 2010 but is slightly higher in 2012 compared to 2009.

3.2.16 Costs associated with the car park operation have increased over the last five years, such as maintenance, services, employment costs and lighting with an average

increase of 4% per annum based on the last three years of Budget Monitoring Report for Year End Outturn provided by MCC. During the same period maintenance of the car parks has been reduced and the overall condition has deteriorated. Without additional investment and maintenance the car parks will become increasingly outdated and unattractive for users.

Proposals/Options

Ticketing Machines

- 3.2.17 The existing ticketing machines that are in use at all Monmouthshire car parks were purchased in 1996/7 and are 17 years old. MCC owns the machines but pay an annual maintenance of £15,469 (this figure has been taken from the worksheet presented in Appendix H. The service company that provides support for the existing ticketing machines have now stopped producing the machine model used in Monmouthshire. The company does continue to hold parts to support the operation of the existing machines. It is worth noting that this service has a finite life, as no new machines are being produced and the number of parts available will run out.
- 3.2.18 The main proposal of this strategy is to update the existing ticketing machines to new networked machines. The cost of a new networked machine is £8,300 per unit. There are currently 36 machines within Monmouthshire's car parks; to replace all machines will cost £298,800.
- 3.2.19 There are a number of benefits of upgrading the existing machines to new networked machines, the key being new machines with a graded lifetime of 15 years. This report outlines later how the networked machines will provide flexibility and improve the operation of the car parks. There are additional benefits which include the following:
- Flexibility of payment – the new machines will allow user to pay by cash, card and phone
 - Improve maintenance/servicing work on machines – networked machines will inform the back office when there is an fault or another issue
 - Improvement to software updates – network machines can be remotely updated
 - Future proof – the networked machine will be future proof and have a life of 15 years
 - Improved data collection – the current system requires manual data extraction at each machine, networked machine can be accessed remotely
 - Vouchers – the new ticketing machines will allow double tickets to be printed on the reverse side of the parking tickets
- 3.2.20 The introduction of networked machines will also be a prerequisite to allowing a number of further improvements to parking.
- 3.2.21 The annual cost of software and maintenance for all new networked machines is around £2,700, this is a large saving on the existing maintenance and service charges for the existing machines at £15,469. Overall there will be an annual saving of £12,769 in the maintenance budget for the ticketing machines. However the capital cost (one-off cost) associated with upgrading the ticketing machines is large at £298,000, and although the reduction in the maintenance budget will help support this cost it will not cover it. Therefore additional income from other schemes will be required.

3.2.22 The provision of secure and reasonable parking options for long term users would free up central location car parks for the short term user groups such as shoppers and visitors. A common theme throughout the county is the introduction of “No Return” within the short term car parks. This scheme would address the current issues with “feeding the meter” that occur in some towns and provide the essential turn-over in other towns.

No Return Policy

3.2.23 To introduce a “No Return” policy the existing ticketing machines will need to be upgraded to “Networked” ticketing machines. This will allow the introduction of a “No Return” policy within all of the car parks.

3.2.24 A new proposal that identified within this study concerns issues with point of sale of the parking tickets. The current system requires users to determine how long they will stay in the town at point of entry, which may deter users from staying longer. It has been suggested the “pay and return” system is more effective as it allows users to pay once they have returned to the car park. This system has potential for Monmouthshire and may have additional benefits to the parking environment. This system will require a significant capital investment to install however and it is the recommendation of this strategy that in the current climate this proposal not be taken forward.

Increase Existing Tariff

3.2.25 The charging structure within Monmouthshire has not been increased since 2007 for a number of reasons. During the workshops the fixed parking tariffs were discussed at length and it was generally accepted that the existing charging structure should increase to accommodate the increasing gap in the budget.

3.2.26 It is recommended as a minimum that the existing charging structure be increased by 20p for each hour tariff. The associated cost to Monmouthshire of this increase is £2,440. This includes the cost of updating the existing ticketing machine software (cost provided by existing service suppliers) and updating the display information on the machines and associated signs.

Tariff	Existing	Minimum Recommendation
2hrs	£0.80	£1.00
3hrs	£1.30	£1.50
4hrs	£1.80	£2.00
5hrs	£2.80	£3.00
6hrs	£3.80	£4.00
7hrs	£4.80	£5.00
8hrs	£5.80	£6.00
all day	£3.50	£3.80

Table 11: Proposed increase in existing tariff

3.2.27 The introduction of this proposal will increase the annual income from pay and display parking by £207,725, which will meet the budget variance.

Sunday Charging

- 3.2.28 The proposal of Sunday charging was discussed at each town workshop and also at the council workshop. It was identified that there is currently strong demand on Sunday within the county and this would not be impacted by the introduction of charging.
- 3.2.29 Sunday has been identified in the workshop as a increasing popular shopping day. It was generally accepted in the workshops that charging on Sunday would be beneficial and would not impact on trade. There is a cost associated with introducing charging on a Sunday, through additional staff wages, amounting to £8,424 per annum.
- 3.2.30 The benefits associated with Sunday charging are:
- Improved daily turnover (short/long term) by preventing blocking of key parking spaces all day
 - Allowing more people to park on any given day
 - Increased income from the pay and display
- 3.2.31 No survey data was available for a Sunday, and therefore local ATC data was used to determine Sunday demand. This involved the application of a factor to synthesise the existing daily demand at each car park.
- 3.2.32 The associated benefit with the proposal of introducing Sunday charging is expected to be £59,429. This will be an annual increase on the existing pay and display income. Table 12 below shows the breakdown between the towns when Sunday charging is introduced:

Average Daily Income	Annual
Monmouth	£ 19,275
Chepstow	£14,525
Abergavenny	£25,628
Total	£ 59,428

Table 12: Breakdown of Sunday annual income

- 3.2.33 It is recommended that Sunday charging be introduced within the county; however key car parks near churches and other religious establishments will remain free to avoid negative impact on religious activities.

Resident Permits

- 3.2.34 Currently Monmouthshire residents are allowed one permit per house hold, which costs them £30 and allows them to park in council run car parks. It has been discussed at the council member’s workshop that a second residential permit may be needed given many households have two or more vehicles. It is recommended that this permit will allow residents with a second vehicle to park in car parks during the night only. This will improve the local environment and reduce the number of on-street parked vehicles. It is recommended that an additional assessment be undertaken to determine the cost of this second resident permit.

Free Parking

- 3.2.35 A number of recent publications have tried to link parking charges with the decline in town centre trade. In response to this, the proposed option of providing free parking within the county has been discussed.
- 3.2.36 There is a one off cost of £2,440 associated with introducing free parking across the county. This cost is calculated based on updating the parking display signs at all car parks. The associated loss of incoming from the pay and display machines, residential permits and parking fees is £1,138,164.
- 3.2.37 This proposal was debated at the workshops and the possible benefits discussed, such as increase in demand for access to the towns leading to an increase in town centre trade. However, there is no research to support this assumption.
- 3.2.38 It is recommended that the introduction of free parking not be introduced. There is an existing variance between the parking budget and parking incoming. Free parking would result in a further reduction in essential maintenance on car parks and other services.

Increase Parking Charges

- 3.2.39 There are two simplified charging options that were discussed within the workshop sessions in all towns; they are option 1 and 2. The table below outlines the impact of these two options on a county wide level.

Charging Options	Cost		Benefit
	Set-up	Annual	Annual
Option 1 2hr = Free 3hr – 4hr = £2 All day = £3	£2,440	N/A	-£392,884
Option 2 2hr = £1 3hr – 4hr = £2 All day = £4	£2,440	N/A	£301,105

Table 13: Impact breakdown of tariff options

- 3.2.40 The modelling results show that introducing Option 1 at a county wide level will have a negative impact on the annual income from the pay and display machines of -£392,882. This is due to the highest proportion of tickets sold in all car parks being 2 hour tickets, as outlined in Table 8. This ranges from 58% in Monmouth to 72% in Chepstow.
- 3.2.41 Option 2 at a county wide level will increase the annual income from the pay and display machines by £301,105.
- 3.2.42 Based on the modelling results at a county wide level the introduction of option 1 is not recommended. However, each town may need a different charge option and this is addressed in the Town Strategies outlined in the following section.
- 3.2.43 It is recommended that the pricing structure be flexible to best utilise the supply of infrastructure and provide greatest benefits to the associated towns.

Night Charging

- 3.2.44 The proposal of night charging was discussed in the workshop sessions across the county.
- 3.2.45 It was identified in the workshop sessions and from council members that there is a night time economy in Monmouthshire and by introducing charging in the evening this will provide an addition income and allow additional options to be introduced.
- 3.2.46 It is assumed that the networked machines will be introduced into the county and therefore the associated cost of introducing night time charging will be broken down to the following items:
- Updating ticketing signs = £360
 - Additional Staff = £13,140
- 3.2.47 This is a total one off cost of £360 and an annual increase on the car parking budget of £13,140.
- 3.2.48 During the workshop sessions it was identified that night time charging should be applied to a select number of car parks in each town. The following car parks have been identified for each town:
- Monmouth – Glendower House, Monnow Street, Cattle Market, Cornwall House and Chippenham
 - Chepstow – Nelson Street, Welsh Street, The Station and Chepstow Rail Station
 - Abergavenny – Tiverton Place, Brewery Lane, Trinity Terrace and Castle Street
- 3.2.49 The table below outlines the annual pay and display income for each town when night time charging is introduced in the above mentioned car parks.

Town	Annual income
Abergavenny	£62,649
Monmouth	£30,690
Chepstow	£45,046
Total	£138,385

Table 14: Impact breakdown of night charging

- 3.2.50 Based on the charging at key car parks in the above towns the forecasted additional income is £138,385 per year. This is calculated based on current demand and does not take into consideration any change in travel behaviour that may be associated with the proposed strategy.

Recommendations

- 3.2.51 The existing machines are not fit for modern use and do not provide the requirements needed to successfully operate the car parks in Monmouthshire. It is one of the two main recommendations of this strategy to update all ticketing machines in all car parks to network machines to support the future of car parking in Monmouthshire.
- 3.2.52 The second main recommendation of this strategy is as a minimum to update the existing charging structure by 20p for each hour tariff as presented in Table 11. However, it has been identified that there is a strong desire for a simplified parking structure across the county. The proposed charging Option 2 outlined in Table 13 would provide this requirement and fit in well as a county wide proposal.
- 3.2.53 Table 15 summaries the charging recommendations discussed in this section.

Option	Set up Cost	Annual Cost	Increase in annual income	Taken Forward as Recommendation
Increase existing tariff	£2,440	N/A	£207,725	√
Sunday Charging	£870	£8,424	£59,429	√
Night Charging	£360	£13,140	£138,385	√
Tariff option 1	£870	N/A	-£392,884	x
Tariff option 2	£870	N/A	£301,105	√
Free parking	£2,440	-£15,469	-£1,138,164	x

Table 15: Breakdown of proposed charging recommendations

3.3 Signage

- 3.3.1 Continuing on from the September 2011 parking study, signage has again been identified as a county wide issue. Poor quality, location and consistency of signage within each of the towns have been identified as a problem.
- 3.3.2 It was identified in workshops that the existing signage does not clearly indicate the location of parking on entering each of the towns. In some cases car parks are not signed at all, for instance the Chippenham, Monnow Street and Cornwall House car parks in Monmouth and Trinity Terrace and Tiverton Place car park in Abergavenny. There is also no distinction in signage between short and long stay car parks.
- 3.3.3 Limited pedestrian routes and signage from the car parks to the town centre and other key attractions has been identified within the consultation phase as insufficient.

Proposals

- 3.3.4 It is recommended that a detailed review of all parking signs for each town be undertaken. It is clear from this study that this issue is a county wide problem and not town specific. Poor signage will lead to misuse of car parks and will deter visitors from using the town as they cannot find their intended destination easily.

3.3.5 Signage should provide clear directions for all visitors entering the town and also within the town itself. The signs should clearly identify the location of short and long term parking.

3.3.6 There are 35 car parks within the county, listed in Appendix D. As a general indication of the likely cost of improving the signs it has been assumed each car park will require new car park signs and two new highway directional signs to provide improved signage. The proposed highway directional signs will either complement the existing highway directional signs or replace existing worn signs. The locating of signage is outside the scope of this strategy, however the information collected during this project will provide the basis for further investigation.

3.3.7 Table 16 provides an approximate indication of the likely cost for updating the signs within the county:

Car Park Signs	Units Cost (£)	Total (£)
New Car Park Signs	£432	£15,120
Pay and Display Signs	£30	£1,050
Highway sign	£125	£8,750
Total		£24,920

Table 16: Cost indication of updating parking signs

Recommendations

3.3.8 It is recommended that a detailed review of signs within each of the five towns be undertaken. The benefits associate with the improvements of the parking signs within the county are difficult to quantify. However the likely benefits associated with the proposed improvements are:

- Getting the correct people parking in the correct car parks
- Increasing visitor demand to car parks
- Increasing turnover
- Encouraging safer driving
- Decreasing illegal parking

3.4 Blue Badge Charging

3.4.1 Blue Badge holders are able to park in Monmouthshire car parks without paying. A Blue Badge allows the holder to park in the following locations:

- On a single or double yellow line for a maximum of three hours as long as no obstruction is caused
- At pay and display car parks for free as long as they want to
- In parking bays reserved for Blue Badge holders
- On a dotted yellow line for as long as they want to

3.4.2 Under all circumstances detailed above the driver may still be required to move their vehicle by a police officer or traffic warden. Within Monmouthshire the police have the power to enforce violations against traffic rules.

- 3.4.3 The issue of Blue Badge charging has been identified in previous studies and during the consultation stage of this study. It was generally accepted that Blue Badge charging should be introduced in Monmouthshire providing the appropriate upgrades to the ticketing machines and improved access is provided.
- 3.4.4 CAIR, the Monmouthshire Disablement Association attended a number of the workshop sessions, however there was no attendance at Caldicot or Chepstow. The group is part of the MCC Equality and Diversity Group and have been asked to comment on Monmouthshire's Car Parking Review by PB (see Appendix E). Over the years, CAIR have commented on all Monmouthshire's car parks, most recently in Abergavenny, Magor and the Market car park in Monmouth.
- 3.4.5 The Blue Badge scheme was widely criticised in the study workshops because of perceived misuse. The new guidance on Blue Badge was introduced in 2012. Those Blue Badges issued prior to 2012 were not subject to the GP assessment introduced by the adjusted guidance. The new guidance is not a means test but does approve people assessed by their GP as having impairment that affects their mobility to a considerable extent.
- 3.4.6 Currently MCC allow Blue Badges to park in car parks and in designated on street parking areas without paying for a maximum of two hours (on street). In recent years it has been identified that an increasing number of Blue Badge holders have been legally issued, resulting in increased pressure on spaces. It has been anecdotally identified that Badges are often lent to relatives to use illegally when the Badge holders are not in the car.
- 3.4.7 A number of Welsh Councils charge Blue Badge holders for parking, for example Blaenau Gwent charge in all car parks and Rhondda Cynon Taff allow valid Blue Badge holders to park free of charge in Council car parks if parked in a designated disabled bay only, otherwise the holder must pay. Blue Badge holders are being charged to park at council run car parks in almost a third of local authority areas in Wales.
- 3.4.8 CAIR are not united in their thoughts on the matter of introducing charging to Blue Badge holders, however they are united in the matter that the existing parking infrastructure (especially ticket machines) is not accessible to those with disabilities. The machines are complicated, too high (in some cases) and often on a raised pavement within the car parks with no disabled access. CAIR identified that most of Monmouthshire's car parks have the right number of spaces as per the British Standard 8300, but are not otherwise suitable for disabled use.
- 3.4.9 CAIR understand the growing issues with illegal use of Blue Badges and would welcome a crackdown on those abusing use of the Blue Badge scheme.
- 3.4.10 It is clear that to take this proposal for new machines and improved access will need to be in all car parks. This is essential and covered in the Monmouthshire Area Adult Protection Committee and Policy published in April 2011 which promises to support vulnerable people within Monmouthshire.
- 3.4.11 Table 17 shows PB has undertaken an assessment of the existing disabled provisions in the current car parks within Monmouthshire. The assessment has been categorised as follows:
- *Unacceptable* – the car park provides no disabled parking provisions

- *Poor* – the car park provides limited disabled parking provisions and the existing provisions are in a poor state
- *Acceptable* – the existing disabled parking provisions are at an acceptable level
- *Good* – the existing disabled parking provision are at a good standard of care and provide good quality parking locations

3.4.12 Table 17 shows that the existing provisions for disabled users is in a poor state across the county.

Town	Name of Car Park	Total Number of Spaces	Disabled Bays	Assessment
Abergavenny	Brewery Yard	85	7	Poor
	Bus Station	66	4	Acceptable
	Byefield Lane	334	1	Poor
	Castle Street	208	16	Poor
	Fairfield	473	11	Acceptable
	Tiverton Place	73	4	Acceptable
	Trinity Terrace	38	2	Acceptable
	Tudor Street	22	0	Unacceptable
	Train Station	96	3	Poor
Caldicot	Jubilee Way	59	4	Acceptable
	Woodstock Way	100	9	Poor
Chepstow	Castle Dell	99	4	Acceptable
	Drill Hall	80	3	Acceptable
	Nelson Street	86	5	Acceptable
	Chepstow Rail Station	42	0	Unacceptable
	Welsh Street	242	8	Good
	The Station	42	0	Unacceptable
	Severn Bridge Social Club	85	6	Poor
Monmouth	Cattle Market	184	13	Acceptable
	Chippenham	32	2	Acceptable
	Cinderhill Street	40	0	Unacceptable
	Cornwall House	50	3	Poor
	Glendower House	121	9	Poor
	Monnow Street	39	2	Poor
	Rowing Club	30	1	Poor
	Old Dixon Road	30	2	Poor
Usk	Maryport Street North	165	1	Poor
	Maryport Street South	85	0	Poor
	Twyn Square	16	0	Unacceptable

Table 17: Assessment of existing disabled conditions in current car parks

Proposals/Options

- 3.4.13 The option to introduce Blue Badge charging within the county would require new ticketing machine and highway improvements to car parks to provide the level of access required. It is worth noting that the networked machines meet the requirements for disabled use.
- 3.4.14 There are two costs associated with the proposal, the one-off cost associated with new ticketing machines, and highway cost associated with providing Disability Discrimination Act (DDA) compliant access to the machines and car parks.
- 3.4.15 It is assumed for this assessment that the new networked ticketing machines have been purchased and installed within the car parks. The proposed additional income from Blue Badge holders can be used to provide key services to disabled users, such as additional facilities, additional support for shop mobility and improved maintenance at car parks and will also support the loan payments for the new ticketing machines.
- 3.4.16 The highway cost of improving the access for disabled use in all car parks is estimated to be £180,000.
- 3.4.17 The associated benefit with this proposal is the additional income from the pay and display machines. The additional income has been calculated using spot surveys undertaken by MCC to identify the number of Blue Badge holders currently using the car parks. This demand has been modelled and the associated charging applied, providing an annual benefit of £98,177. This benefit is based on the existing charging structure.

Recommendation

- 3.4.18 It is the recommendation of this strategy that Blue Badge charging be introduced in the county of Monmouthshire following the installation of the new networked machines and improvements to make access to the machines DDA compliant.

3.5 Enforcement

- 3.5.1 Across the county, an increased level of parking enforcement is needed. The current level of enforcement is generally considered to be limited within all five towns. The misuse of parking locations is made easier by the limited level of enforcement. Across all five towns increased enforcement is required for:
- Double Yellow Line parking
 - On-street Parking
 - Residential Zone Parking
 - Permit Parking
 - Pay and Display Parking
- 3.5.2 It is important to improve the enforcement of parking in all towns to improve the current operation of the network by removing illegal parking on-street to allow free-flow of traffic through towns. This will support the SEWTA Regional Transport Plan which states that the local parking strategies should:

“Ensure that the road network is efficient by providing parking space for stationary vehicle off the highway and therefore affording easier movement of traffic through towns”.

3.5.3 When a new parking structure is introduced enforcement will be essential to manage the overspill from car parks. The enforcement of on-street parking lies with the police, however it is recommended that discussions with the police take place to develop a future action plan for this growing issue.

3.5.4 The increased enforcement will require additional finances, and it is recommended that the current enforcement policy be reviewed.

3.5.5 Appendix F highlights the residential parking within Monmouthshire. There are key locations within the county where the resident permits can park. The residential parking list shows that there are a number of car parks across the county that allow residential permit holders to park. It was identified during the consultation period that residential parking is limited and often spills over into on street locations and car parks not assigned to residents.

Issues

3.5.6 A number of issues have been highlighted within this report with regards to lack of enforcement across the county. The key issues are:

- On-street parking
- Blue Badge holders
- Illegal parking in residential zones
- Illegal parking on market days

Proposals/Options

3.5.7 Enforcement is a county wide problem; it is recommended that additional measures are taken to improve the enforcement in the following area:

- On-street parking
- Illegal parking on double yellow lines
- Enforcement of “no return” policy within car parks

Recommendations

3.5.8 It is recommended that the current issues of enforcement need to be addressed and a more consistent approach developed. As the responsibility of enforcement lies with the local police services it is recommended that a joint strategy/plan be developed to increase the level of enforcement.

3.6 Urban Design

3.6.1 Through stakeholder consultation the urban designs of car parks has been identified as a concern. The existing conditions of many of the car parks are poor, and maintenance is limited due to financial constraints.

Issues

- 3.6.2 Each town has specific requirements, however stakeholders identified that the majority of car parks within the county are in need of improvements. Pedestrian links to and from car parks have been identified as being of limited standard especially within Monmouth. Improvements are needed to pedestrian signs, maps and footpaths to and from the car parks but also within the car parks to provide safe access to all users. Security issues have been raised for a number of the county car parks in particular Byefield Lane in Abergavenny.

Proposals/Options

- 3.6.3 It is recommended that the urban design of car parks be reviewed as an additional study to determine if the car parks are to current standards. Table 18 shows a phased approach to the review. The table has been developed using information collected during the consultation period of this study. There are 3 phases for the urban design review, these are:

- Phase 1 - deemed to be urgent and these car parks and issues should be addressed as soon as possible
- Phase 2 - identifies car parks that will require essential works within the next 2 years
- Phase 3 - identifies car parks that currently have urban design issues but should be review within the next 5 years

Phase	Town	Car Park	Problem
1	Abergavenny	Byefield	Security issues Poor Pedestrian access to town Poor internal layout Poor access for disabled
	Usk	Maryport Street South	Poor Lighting in car park Poor surface No clear parking bays
	Monmouth	Monnow Street, Cornwall House and Chippenham	Poor pedestrian access Poor signs Poor internal layout
2	Usk	Twyn Square	Small car park – difficult to manoeuvre within site Poor layout of parking bays
	Abergavenny	Castle Street	Poor internal layout – zig-zag route through car park
	Abergavenny	Bus Station	Poor surface conditions
	Abergavenny	Trinity Terrace	Poor disabled parking Poor general maintenance
	Chepstow	Welsh Street	Not clear parking bays Mixed short/long term
3	Caldicot	Jubilee Way	Poor disabled parking Poor pedestrian access to town Limited space to manoeuvre

Table 18: Proposed Phasing of Urban Design Review

Recommendations

3.6.4

It is the recommendation of this study that additional work be undertaken to improve the urban design of the car park and specifically the pedestrian links between the car parks and town centres. Furthermore schedule maintenance resource to be introduced.

4 URBAN STRATEGIES

4.1.1 It was identified at an early stage of this study through consultation and review of past work that there is a need for individual strategies for each of the five towns in Monmouthshire. This section identifies current specific issues facing each of the five towns, and outline proposals and options to support the regeneration and economic growth.

4.2 Abergavenny

4.2.1 Abergavenny has over 50% of the parking supply for the county, with 1365 parking spaces available within the town. Byefield Lane offers free parking, with the exception on Tuesdays (Market Day). All other car parks within the town are charged.

4.2.2 The car parks are evenly spread throughout the town and all are within walking distance of the town centre.

Issues

4.2.3 The over arching theme in Abergavenny is the reducing trade and impact on the town. The town centre itself has increasing empty units and an anecdotal reduction in footfall. Abergavenny has a number of annual events and an active market on Tuesday which attracts visitors from a wide area. The parking supply is generally considered sufficient for the current demand.

4.2.4 It was identified at the town council workshop that Abergavenny’s town centre sees a drop in trade after 3pm. However, there is no data to support this observation and it may be useful to assess the wider impacts of the trade in Abergavenny by undertaking a footfall pedestrian count within the town centre. This data, with a follow up survey can be used to understand the impact changes to the parking structure has on pedestrian footfall in the town.

Proposal/Options

4.2.5 There is sufficient supply in Abergavenny for the current demand, but no structure for long/short stay users. It is recommended that the following structure be introduced, outlined in Table 19.

Car Park	Existing	Proposed
Fairfield	Mixed	Long
Trinity Terrace	Mixed	Short
Tiverton Place	Short	Short
Brewery Yard	Mixed	Short
Byefield Lane	Mixed	Long
Tudor Street	Mixed	Long
Castle Street	Mixed	Short
Bus Station	Mixed	Long

Table 19: Proposed parking structure for Abergavenny

4.2.6 Local businesses suggested at the workshop that a “free after 3pm” or “free after 4pm” parking scheme will draw in shoppers after the school pick up period and address the down turn in trade that is currently seen in the town at that time.

4.2.7 Table 20 shows the potential impact of introducing the “free after 3pm” or a “free after 4pm” scheme.

	Cost	Benefit
Option	Set Up	Annual
Free after 3pm	£300	-£65,958
Free after 4pm	£300	-£33,979

Table 20: Impact of proposed parking options

4.2.8 To offer the correct support to allow the successful operation of the proposed free parking scheme networked machines are essential to allow the issue of a free parking ticket.

4.2.9 The new networked machines software, that can be updated remotely, will allow the machine to issue tickets for the free parking for a defined period.

4.2.10 The one off cost outlined in Table 20 is the cost associated with updating the pay and display signage in the car parks with an assumption that networked ticket machines are a prerequisite to implementing this scheme.

4.2.11 As the proposed option is reducing the existing charging structure by 2 hours or 1 hour depending on what option is taken forward, there is a loss in income as shown in the last column of the Table 20.

Recommendations

4.2.12 It is recommended that one free parking scheme is introduced into Abergavenny on a trial basis. Footfall in the town centre should be monitored to determine if the scheme is successful in increasing the number of pedestrians in the town centre.

4.2.13 To minimise the impact on income in offering a free parking scheme, it is recommended that evening charging be introduced. Table 14 shows the impact of evening charging between 5pm and 10pm. This will provide an annual income of £62,649, including the additional spend of staff cost, which will cover the loss of introducing the “free after 3pm” scheme. However, it is recommended that Byefield Lane remain free, as existing.

4.2.14 It is recommended that the signage around the town be improved, especially between car parks.

4.3 Caldicot

4.3.1 There are 159 spaces in Caldicot, split between two parking locations, Jubilee Way and Woodstock Way. Jubilee Way is located behind the high street and provides direct access into the town centre. Woodstock Way is located to the south of the town centre, approximately 5 minute walk.

Issues

- 4.3.2 Currently Caldicot provides free parking to all users and both car parks within the town are within walking distance of the town centre. The issue in Caldicot is the uncertainty around the impact of the Asda store on the town centre and the parking operation within the town.

Proposal/Options

- 4.3.3 The proposed Asda Store development to the east of the town centre will have a large impact on the towns parking structure. The proposed parking outlined in the planning application for the Asda Store is 250 spaces.

Recommendations

- 4.3.4 It is recommendation of this study that the current parking conditions in Caldicot remain the same.
- 4.3.5 It is the recommendation at this time that a parking review is undertaken after the development of Asda to determine the impact on the council car parks and what measures are required to improve and support Caldicot town centre.

4.4 Chepstow

- 4.4.1 There are currently 591 parking spaces in Chepstow in 6 car parks. Table 21 shows the breakdown between short and long term parking within the town. Out of the 591 spaces, 86spaces (with 2 disabled) are free and the rest are chargeable.

Period	Existing	Proposed
Short	86	
Long	505	116
Total	591	707

Table 21: Current parking structure

Issues

- 4.4.2 The free car parks are located to the south of the A48, Chepstow Rail Station and The Station car parks. It has been identified through consultation that there is a mix of commuters and employees using the Chepstow Rail Station long stay car park for free.
- 4.4.3 At the four charged car parks north of the A48 (closest to the town centre), three are long stay and one is short stay. There is a lack of turnover at Nelson Street, which is a short stay car park and the long stay car parks have a varied occupancy profile (see Appendix D).
- 4.4.4 Chepstow's retail offer is competing with other nearby towns affected by large out of town retail areas such as Newport and Cribbs Causeway. Chepstow does not have a large retail offer and recently local business have seen an anecdotal decrease in footfall.
- 4.4.5 It has been identified that Chepstow has a night time economy and the car parks and town are busy in the evenings and on Sundays. Through the workshop process an option to charge during the evening and on Sundays was proposed.

4.4.6 Welsh Street car park is identified as a long stay car park but offers 20 free 30 minute spaces, with spaces in high demand and local residents queuing for a parking bay. This would indicate that there is a latent demand for short term parking in the right location for Chepstow.

Proposals/Options

4.4.7 It is recommended that charging is introduced in all car parks, including Station Road and The Station car park. The option 2 charging structure (outlined in section 3.6) is recommended, offering either 2 or 1 hour free parking to allow local residents to access the amenities within the town, but also capturing the long term users. It is assumed that the networked machines have been installed. Without the networked machines the enforcement of free parking schemes will need to be monitored this may lead to add additional staffing cost.

4.4.8 The table below outlines the impact of introducing charging in Chepstow. The table outlines the impact of introducing 2 and 1 hour free charging.

Option	Cost		Benefit
	Set-up	Annual	Annual
1 hours free (Chepstow)	£300	N/A	-£33,979
2 hours free (Chepstow)	£300	N/A	-£142,708

Table 22: Breakdown of proposed Chepstow options

4.4.9 Table 8 shows that 72% of Chepstow users in 2012 purchased a 2hr parking ticket. This represents a large portion of ticket sales. By introducing a 2 hour free tariff, MCC would be losing on average £142,708 in ticket sales from Chepstow annually and for 1 hour a reduction of £33,979. It is recommended that to offset the impact of introducing a free parking scheme that the charging period in Chepstow be extended into the evening, say until 10pm and also introduced on Sunday.

4.4.10 The option development shows that introducing a flat night time charging option of £1 will provide an annual income of £45,046 for Chepstow as presented in Table 14. Introducing charging in the evenings using the existing charging structure will meet the short fall and provide a small additional income that may be used to employ night time staff to enforce the new parking policy after 5pm.

4.4.11 The proposed additional annual income from the pay and display charging in Chepstow when Sunday charging is introduced is £14,525.

4.4.12 It is also recommended that each car park in Chepstow be clearly defined as a short/long stay car park. The proposed classification is presented in Table 23. Short stay car parks are defined as a maximum stay of 4 hours.

Period	Existing	Proposed
Nelson Street	Short	Short
Welsh Street	Long	Short
Station Road	Long	Long
The Station	Long	Long
Castle Dell	Long	Long
Drill Hall	Long	Long

Table 23: Proposed car park classification for Chepstow

4.4.13 The signage in Chepstow will need to be updated to clearly direct the right type of users to the right car parks. This will help make the town a more user friendly place to visit. The proposed cost has been included in the county wide option.

Recommendations

4.4.14 It is recommended that the following schemes be introduced into Chepstow:

- Introduce charging at The Station and Station Road car parks
- Free 1 hour parking between 9am – 5pm
- Reclassification of car parks to short and long stay
- Night time charging between 5pm – 10pm at Nelson Street, Welsh Street, The Station and Station Road
- Sunday charging

4.4.15 It is key for the successful operation of the proposed schemes above that networked machines are installed in all car parks.

4.5 Monmouth

4.5.1 Monmouth is a busy and active town, with a high number of tourists as well as providing local services to residents. Out of all the towns in Monmouthshire, Monmouth has been identified as the most active. There are various annual events as well as weekly markets.

4.5.2 Monmouth has 526 car parking spaces within the town, with 88% of the parking located south of the town centre. Five out of the eight car parks charge users, with Cinderhill Street in the south and Old Dixon Road and Rowing Club in the north being free to park.

4.5.3 There are three car parks, Chippenham, Cornwall House and Monnow Street located to the east of the town centre (behind the shopping street) providing close access to the main shopping street. However these three car parks have limited signs both for drivers and pedestrians. During the workshop in Monmouth it was identified that due to the high volume of traffic using Waitrose there is queuing along the B4293 deterring local residents from using the car parks. Furthermore there are currently no signs directing vehicles to the car parks. The result is visitors to the town being unaware of this parking option.

4.5.4 There is limited structure to the car parks in Monmouth, with no clear signs to short or long stay parking and also difference in pricing for long stays. The overarching theme

from the consultations in Monmouth is the question “Are we using the available car parking spaces in Monmouth in the right way?”

Issues

4.5.5 Monmouth is a busy town with a high level of footfall. There is an existing capacity issue in Monmouth, however a number of proposed and committed parking developments outlined in Table 24, will begin to address this issue.

Location	Number of Spaces	Position
Rowing Club	15	Approved and Funded
Queens Head	60	Approved and Funded
Rockfield Road	90	Proposed but has yet to get a decision and funding

Table 24: Proposed parking developments in Monmouth

4.5.6 The proposed development outlined in Table 24 will partially address the capacity issue in Monmouth, especially in the northern area of the town.

4.5.7 Table 25 shows the historic demand in Monmouth over the last four years. The results show that the demand has remained constant over the period, even during the difficult economic downturn.

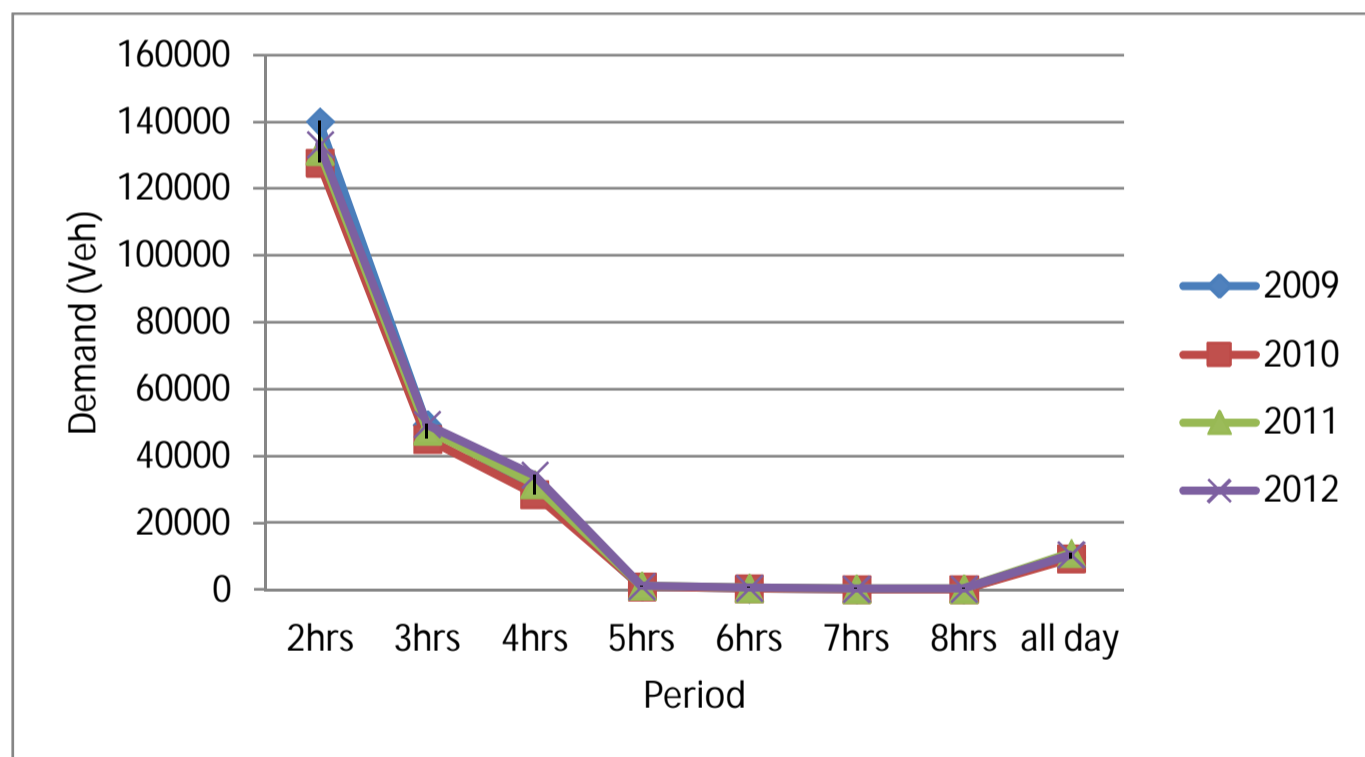


Table 25: Monmouth existing demand

4.5.8 The issue with coach parking in Monmouth was raised at the workshop, especially during the summer periods. There are two coach parking bays at Cattle Market Car Park. At the town council consultation it was identified that recent coach trips to the town did not stop there due to being unable to park. A proposed short term option presented in the workshop, to address the need for coach parking, was to use the drop-off lay-by at the school. It is recommended that discussions take place with the school to manage the demand and prepare an action plan to address the growing issues.

Proposal/Options

- 4.5.9 The capacity issue is being addressed with the proposed parking development being approved and funded. There is a growing concern that the proposed increase of 165 spaces will not support the economic growth and other future developments within the town. It is recommended that monitoring and review of the future capacity against proposed developments.
- 4.5.10 Due to the high demand for parking in Monmouth, it is recommended that charging be introduced at Cinderhill Street. Given the close proximity of the car park to the town centre for employees, it is proposed that an early bird discount could be introduced. It is also recommended that this system be introduced at the Rockfield Road Car Park once built. These two car parks will be identified as long stay car parks and will encourage workers to use the sites rather than the car parks nearest the town centre.
- 4.5.11 Due to the existing high demand within Monmouth being greater than the supply, the availability of short term parking was identified as an increasing issue within the town centre. It is recommended to introduce 10 short term spaces within an existing car park that will provide 30 minutes free parking. Similar to the system in Chepstow, these parking bays will allow users to park and quickly enter the town for services and will provide the much needed short term turnover. Table 26 outlines the impact of introducing this option, with the cost is calculated based on upgrading software and maintenance work to the parking bays.

Option	Cost		Benefit
	Set-up	Annual	Annual
30 mins free parking (10 Spaces)	£600	£973	-£18,135

Table 26: Impact assessment of proposed Monmouth parking options

- 4.5.12 Monmouth has a large evening demand with Glendower Street House car park particularly busy during the evenings. There are two proposed options for evening charging in Monmouth, firstly to use the existing tariff structure and extending the end time to 10pm rather than 5pm, secondly to introduce a flat rate for charging between 5pm and 10pm. Table 14 outlines the impact of both options.

Coach Parking in Monmouth

- 4.5.13 Coach parking has been identified as a growing issue in Monmouth with loss of trade already occurring. It is essential to the continuing economic growth of the town that adequate coach parking is provided. To address this issue it is recommended that short and long term solutions be considered. Table 27 outlines the proposed options for both.

Term	Location	Proposal
Short	Monmouth Comprehensive School	Out of school hours it is proposed to use the school drop off lay-by for coach parking. Coaches can drop off tourists in the town and park at the school during the day before collection.
Short	Sports Ground	Provide coach parking next to the sports ground.
Long	Rockfield Road Car Park	Provided dedicated coach parking bays

Table 27: Proposed short/long term coach parking solutions

Recommendations

4.5.14 The following recommendations are proposed for Monmouth:

- Introduce 10 free 30 minute parking spaces
- Introduce Sunday charging
- Introduce night time charging

4.5.15 It is also recommended that the following additional measures be considered for Monmouth:

- A meeting be organised with the school to discuss the feasibility of using the school lay-by
- The two car parks to the north of the town centre, Old Dixton Road and Rowing Club are kept free of charge
- Monitor supply and demand within the town over the next three years in light of new development, including residential developments

4.6 Usk

4.6.1 Usk has 381 parking spaces within the town, with the largest car park, Maryport Street South, having 200 spaces to the south of the town centre adjacent to the prison.

4.6.2 Maryport Street South car park is generally used by prison staff and local residents and is full daily. Maryport Street North, located next to the town centre, is used by a number of different users from local residents to employees. It was identified within the consultation that car parks in Usk may be used as a park and share site, however there is no supporting evidence of this. The car park is generally full and also has a civic amenity site within the car park that is also well used.

4.6.3 Twyn Square is a very narrow, small car park in the centre of Usk. This car park has 16 spaces and is used generally by local residents for long stay.

Issues

4.6.4 It has been identified through consultation that Usk car parks are very busy and there is a lack of short stay parking in key locations close to the high street. It was recommended within the workshops that by improving short stay turn over and

improving the signage visitors will be more able to locate and use the attractions Usk has to offer.

- 4.6.5 It was identified at the workshop in Usk that the car parks are in high use and that some areas may be used as unofficial park and ride sites, however there is no evidence to support this. PB has undertaken a parking survey in Usk the week beginning the 4th November to identify the demand for long and short term parking within all car parks. The results to the surveys are presented in Appendix I.

Proposals/Options

- 4.6.6 As there is currently free parking in Usk, the introduction of charging will require new ticketing machines within each car park. It is recommended that new networked machines be placed in all car parks in Usk. It is assumed that four networked ticketing machines will be installed; one in each of Maryport Street South and Twyn Square car parks, and two in Maryport Street North.

- 4.6.7 The total one-off installation cost for four networked machines is £33,200 and the annual cost is £2,700. The annual cost is county wide for all networked machines and is not directly related to the proposed measures in Usk.

- 4.6.8 There is an additional installation cost associated with pay and display signs at the ticketing machines and within the car parks. The cost of installing signs will be £3,456 in total. Therefore the one-off installation cost of introducing parking in Usk will be £36,656.

- 4.6.9 There are two proposed options for Usk, firstly a charging structure using the existing tariffs or secondly introducing a flat fee. The table below outlines the impact of introducing charging in Usk. The proposed introduction of charging in Usk is across a 7 day period.

Option	Benefit
	Annual
Introducing Charging in Usk - Existing Charging Structure	£141,093
Introducing Charging in Usk - Flat charge rate (£1)	£116,410

Table 28: Charging Options in Usk

- 4.6.10 As no parking demand data was available for Usk, the demand profile was calculated using Monmouth’s daily parking profile and two ATC counts - one along the A472 into Usk and another along the B4233 into Monmouth to determine the proportionate factor.

- 4.6.11 The modelling results show that both options will provide positive impacts in terms of additional income which could be used for the maintenance and improvement work required in the car parks.

- 4.6.12 It was identified at the workshop that a lighting scheme is proposed for Maryport St South that would cost £17,000. With the introduction of charging in Usk the funding for this scheme can be ring fenced from Usk contributions.

Recommendations

4.6.13 It is recommended that the following schemes are introduced:

- Parking charges in all three car parks
- Sunday charging

4.6.14 It is recommended that part of the revenue generated from Usk is ring fenced and reinvested locally.

4.7 Village Charging

4.7.1 The original scope for the Monmouthshire Parking Study focused on the five largest towns within Monmouthshire. During the study it was requested that the smaller villages where the council own and operate car parks were also considered for recommended improvements. The villages are Gilwern, Goytre and Magor, and at present all car parks are free to use.

Issues

4.7.2 The remaining villages in Monmouthshire currently have free parking. It has been identified through consultation that charging in all council owned car parks could be introduced to support the upkeep and provisions of the parking facilities

Proposals/Options

4.7.3 The proposed scheme of introducing charging in all car parks has been modelled to assess the impact. The cost of introducing charging within the three villages is £41,500, this is assuming one machine will be installed at each of the five car parks. The table below outlines the car parks along with the assumed occupancy and daily demand. This is used to calculate the annual income per car park and an overall annual income for the villages.

Town/Car Park	Number of Spaces	Assumed Occupancy	Daily Demand	Annual Income
Gilwern	24	50%	96	£ 25,056
Goytre	25	50%	100	£ 26,100
Magor - Sycamore Terr	35	50%	140	£ 36,540
Magor - Magor Square	29	80%	187	£ 48,441
Magor - Withy Close	26	50%	104	£ 27,144
Total				£163,281

Table 29: Village Charging

4.7.4 The table shows that the annual income for all three villages is £163,281 assuming a flat fee of £1. This additional income can support car park works and other schemes within the villages.

Recommendation

- 4.7.5 Although it is common within Wales to charge in village car parks that are run by the council, it is the recommendation of this strategy to undertake workshops within the villages to assess the proposed scheme. It is worth highlighting that the additional income can be used to support local schemes and improve the parking environment within the villages.

5 SUMMARY OF RECOMMENDATIONS

- 5.1.1 Through consultation, involving town council workshops, council member questionnaire and workshops, proposals and options were identified. This report has analysed the likely impact of the proposal in terms of demand, supply and economic impact on the council.

- 5.1.2 The key recommendations outlined in this report at a county wide level are:

- Provide networked ticketing machines to allow greater flexibility for future parking initiatives
- Update the ticketing hardware before they exceed their recommended lifespan.
- Signage improvements at all locations.
- Introduce Sunday charging in Monmouth, Chepstow, Abergavenny and Usk.
- Introduce night time charging in Monmouth, Chepstow and Abergavenny.
- Urban design review
- Enforcement review

- 5.1.3 Due to localised issues within Caldicot and the committed development of the Asda Store next to the town centre, it is the recommendation of this study that the existing parking structure should be maintained at that location. Following a two year period, the parking structure within the town should be reviewed to determine the impact of the store development.

5.2 Matrix of recommendations

- 5.2.1 Table 30: Matrix of Monmouthshire Parking Study Recommendations Presents the recommended proposals and options for each town within Monmouthshire.

Town	Proposal/Options										
	Sunday Charging	Introduce Simplified Parking Structure	Night Charging	Blue Badge Charging	“Free after 3pm/4pm”	1hr/2hr free parking	Free 30 min parking bays	HGV Strategy	Coach Strategy	Improved Signage	Urban Design Review
Abergavenny	√	√	√	√	√	x	x	√	√	√	√
Caldicot	x	x	x	x	x	x	x	√	√	√	√
Chepstow	√	√	√	√	x	√	x	√	√	√	√
Monmouth	√	√	√	√	x	x	√	√	√	√	√
Usk	√	x	x	√	x	x	x	√	√	√	√
Villages	x	x	x	x	x	x	x	√	√	√	√

Table 30: Matrix of Monmouthshire Parking Study Recommendations

5.3 Phasing and Budget Forecast

5.3.1 This strategy has outlined a number of options and subsequent recommendations. and this section of the report will provide a brief overview of the financial impact on the councils parking budget.

5.3.2 Table 31 below outlines a suggested phase approach of the recommendations presented in this strategy

Phase	Time frame	Recommendations
1	2014/15	Increase existing tariff by 20p per hour Undertake reviews of signage and urban design of car parks in each town Meeting with police regarding enforcement
		Upgrade ticketing machines to networked machines Introduce new parking structure – short and long term car parks and simple tariff structure (2hr = £1, 3hr – 4hr = £2 and all day = £4) Introduce Sunday and night time charging in Monmouth, Chepstow and Abergavenny Development of HGV and Coach Parking Strategy
2	2016/17	Introduce 30 mins free parking spaces in Monmouth Introduce 1 year trail of 1 hour free parking in Chepstow Introduce 1 year trail of “free after 4pm” in Abergavenny Introduce charging in Usk – flat rate Review of Caldicot Parking following opening of Asda Store
		Introduce Blue Badge Charging Review town options impact
3	2017-2024	Complete repayment of networked machine loan Reinvestment in signage, urban design and other parking schemes

Table 31: Proposed phasing of recommended options for the Monmouthshire Parking Study

5.3.5 The proposed phasing is just a recommendation on how the council could consider the recommendations in this strategy and how to implement them and the financial impact on the parking budget.

5.3.6 The proposed phasing outlined in Table 31 considers the financial impact of upgrading the ticketing machines. It is recommended that the total cost of upgrading the ticketing machines to new networked machines is paid off as a 10 year loan. This will allow the additional income from the other proposed recommendations support the payments over the next 10 years.

5.3.7 The total cost of networked machines is £298,800 and over a 10 year period would have an annual cost of £29,880 (+ interest). To fund the improvements needed for the new networked machines and schemes such as the resurfacing in Maryport Street South car park in Usk and the improvement in signage across the county additional parking schemes need to be introduced.

- 5.3.8 Table 32 that in the base year conditions, which is 2012 the End of Year Reporting showed that parking made a loss of £113,289. The budget outlined in Table 32 is calculated based on the council's 2012 budget sheet and the proposed increase in budget is based on the increase between 2013 to 2014 is forecast to be 2.5%.
- 5.3.9 Table 32 shows the financial breakdown of the proposed phased approach. Appendix H and G shows the cost assumptions and the budget forecast breakdown.
- 5.3.10 The table shows that at Phase 2 the one off cost does not include the new networked machines, as it has been assumed that the networked machines have been purchased based on a 10 year interest free loan. The calculations below also including the additional annual savings associated with the networked machines which is £15,469 annual saving on the existing spend.

Phase	Year	One off	Annual Increase in Cost	Annual Increase in income	Actual	Budget	Budget Variance
1	2015	£2,610	£ 251,915	£ 698,221	£ 1,590,407	£ 1,305,768	£ 284,639
2	2019	£ 470,610	£ 254,615	£ 869,920	£1,735,102	£ 1,402,353	£ 332,750

Table 32: Breakdown of proposed phasing of recommendations

Key:

The Base conditions represent the financial figures provided by MCC for 2012 (Monthly Budget Monitoring Report for Year End Outturn 2012)

Actual Cost represents the actual income for parking based on the 2012 budget figures

Budget is the MCC budget for parking has been calculated based on the 2012 budget and assuming a 0.018% growth (based on growth between (2012 to 2013)

Loan Payments. It is assumed that the loan payments are split evenly over the 10 year period

Phase 5 represents the financial year 2017 and is used as an indication of the remaining 6 years of the load for the networked machines.

Additional Costs:

- DDA compliant = £180,000
- Signage = £24,920
- Free after 4pm Abergavenny = £33,979
- New Networked Machine = £298,800
- 1 hour free in Chepstow = £33,979
- 10 free spaces in Monmouth = £41,500
- Village Machines = £41,500
- Usk Machines = £33,500
- Improve Village Car Park = £100,000 (estimate)
- Improve Usk car parks = £150,000 (estimate)
- Urban design/Car Park Improve = £500,000 (estimate)

5.3.11 The breakdown of the financial impact of the proposed recommendations shows that the improvements will pay for themselves and allow further investment in the parking asset, such as:

- Development of HGV and Coach Parking Strategy
- Urban Design review
- Further signage improvements
- Ongoing car park maintenance
- Ongoing car park resurfacing
- Car park lighting improvement schemes
- Supporting improvements to sustainable transport

MONMOUTHSHIRE PARKING
STUDY

Appendices

Monmouthshire County Council

3512464L-PTC

Draft

November 2013

Appendix A

Review of Pervious Work and Policies

Review of Previous Studies

Introduction

Monmouthshire County Council (MCC) has commissioned a set of studies in the past which have worked to establish a number of options and recommendations for improving the parking provision in Monmouthshire. In general, these recommendations were based upon local issues and opinion. While some of the actions were reported to be copied from other towns' limited evidence regarding the effect desired, the effectiveness of the action or its suitability to a Monmouthshire context was considered. Furthermore, the actions were not linked into a parking strategy or plan. There were no clear objectives for parking in the county and there was no clear strategy for the role parking plays, or should play, in supporting the county.

The previous work has been undertaken at various stages over the past 6 years, which is summarised in the following documents:

- Monmouthshire Car Park Charging Modelling: Technical Note – February 2010
- Monmouthshire County Council Public Car Park Management Strategy - July 2010
- Economic influence of Car Parking Charges – May 2011
- Consultation Report – December 2010
- Consultation Report – September 2011
- Consultation Report – January 2013

Monmouthshire Car Park Charging Modelling: Technical Note – February 2010

Capita Symonds undertook an assessment of car parking charges in Monmouthshire in February 2010. The report outlined a number of options for improving parking in Monmouthshire, and built upon the recommendations from the draft Public Car Park Management Strategy, which Capita Gwent undertook in July 2010. This section will outline the methodology and findings of the Technical Note.

Methodology

The study aimed to provide an estimate of the revenues and costs as well as the potential impact of the relevant options in Monmouthshire County Council owned car parks. A financial model was developed using existing data provided by MCC..

The financial model estimated the revenues that could be generated from the proposed adoption of each option based on the current number of tickets sold, the likely utilisation of the car parks and their existing capacity. Many of these options included additional charges.

The report identified all costs associated with car parks through the use of existing data. It made direct comparisons between the net financial benefit for each option, whilst detailing the assumptions used in each case.

Results

The report provided an overview of the risks and potential impacts resulting from each car park charging option, based upon the financial modelling. These were summarised for each of the large Monmouthshire towns.

- In Abergavenny the following conclusions were drawn; Additional charges may have a negative impact on town centre employees, tourists and users which aimed to use the car parks, especially on a Sunday. The displacement of cars to the streets nearby in order for users to avoid charges would also become an issueCharges

imposed were seen to be a hindrance to the town as it relies heavily on retail. Impacts were damaging to the local economy due to the level of competition from neighboring towns, such as Cwmbran. Charges would be damaging for smaller employers due to the need for employees to recover the cost of parking. In Caldicot the following conclusions were drawn; Impacts could be damaging to the local economy due to the inconvenience of purchasing a ticket for a short period of time, less than 2 hours. Charging could be a deterrent for users who may wish to use the towns' services quickly, affecting levels of trade within the town. Parking charges in Caldicot are an emotive issue due to the fact that car parks within the area are currently free. In Chepstow the following conclusions were drawn; Risks for user groups such as the visitors, tourists and town centre employees. Additional charges were seen as a potential threat for the local economy given the proximity of the town to alternative settlements which offer more attractions and shops. Effects could also be inflicted onto the nearby residential areas which would have to suffer from the displacement of cars from the car parks on to the street.

- The model indicated that there could be a positive impact on the utilisation of car parks in Chepstow by distributing the demand of long stay users. This could hinder the potential for more sustainable transport journeys, with current car parks being favourable with park and ride commuters.

In **Monmouth** the following conclusions were drawn;

- Some of the additional charging options tested could provide negative impacts to the employees and visitors of the town centre, who would not be able to take advantage of any free car parking provision. This could encourage displacement of cars on to the nearby streets.
- Plans for free parking only being available on certain days of the week may result in nearby residents being "*held hostage*", effectively confined to their homes except on particular days of the week.
- The exercise highlighted the lack of parking spaces within the central areas and the lack of capacity for visitors and local residents. They often compete for spaces against the private schools and employees who remain in the central locations by feeding the meters.

At **Usk** the following conclusions were drawn;

- Charging within the currently free car parks could be a strong deterrent for all user groups and thus impact the local economy. It is expected to exacerbate current economic decline within the area.
- The employees of the prison and other local shops park in the car parks all day. It is considered that some of the charging options were likely to be an inconvenience, with charges forcing the local employees out of the car parks and on to the nearby streets. Charges would also affect visitors of the local prison as well as the doctor's surgery.
- Displacement would become an issue and a hindrance for the local transport network.
- The suggested options would be a deterrent for locals and tourists to the commercial centre as Usk has less retail and trade to offer than the other settlements included as part of the study.

This exercise highlighted a number of risks associated with introducing new charging options. The model showed that for all of the five key towns, increased charging options had the potential to cause displacement and have a negative impact.

Monmouthshire County Council Public Car Park Management Strategy - July 2010

The findings from the ‘Monmouthshire Car Park Charging Modelling: Technical Note’ outlined in the previous section contributed toward the final version of the ‘Public Car Park Management Strategy’, as completed in July 2010. The strategy aimed to assist the county in managing parking demand and to address the off street parking issues in the region raised by the previous ‘2008 Parking Strategy Scoping Study’.

The study aims to review the existing charging arrangements and determine whether provisions were fit for purpose in utilising car parking capacity. Data concerning the existing arrangements was provided by the Monmouthshire County Council via the Car Park Manager and the Social Services department.

In summary, the data collected relating to the existing conditions within Monmouthshire in 2010 concluded that;

- Season ticket sales have a generally increasing trend.
- The number of Blue Badge holders increased by 38% between 2007 and 2009. Note that blue badge holders are not exempt from payment in off-street parking lots, and will therefore generally use on-street parking facilities.
- Ticket sales within the county from 2006 onwards have fallen each year.
- There has been a rise in the number of enforced parking fines and offences in all Monmouthshire County Council owned public off street car parks

Issues within the off street parking lots have reduced the efficiency of the parking stock available within the region. These issues include the variability of demand at car parks, the seasonal demand peaks during the tourist season, and the need for short stay car parking in areas where there are only longer stay spaces available.

The report outlined a five year plan which MCC aimed to implement in 2010. A public car parking strategy was defined with policies in order to help assist mcc in managing parking demand.

Recommendations put forward in the report for each of the town and village centres are presented in **Table 0.1** below.

Recommendation	Abergavenny	Caldicot	Chepstow	Monmouth	Usk
Improved Signage	✓		✓	✓	✓
Updated Ticket Machines	✓				
Improve parking facilities for cyclists and motorcyclists	✓	✓	✓	✓	✓
Increase number of disabled bays		✓	✓	✓	
Reclassify long and short stay car parks to maximise the utilisation of parking			✓	✓	
Improve level of lighting				✓	✓

at car park sites					
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Table 0.1: Proposed Recommendations in Monmouthshire County Council Public Car Park Management Strategy

The strategy also recommended possible charging options within all towns in the future. These included three possible charging options outlined in **Table 0.2**.

Option	Charging Recommendations
Option 1	The provision of a revised two tiered long and short stay charging structure
	The implementation of charges in all free Monmouthshire County Council off street car parks
	The introduction of charges for all blue badge holders
	The extension of charging period to include an additional hour from 5pm to 6pm
	The introduction of charges to all pay-and-display Monmouthshire County Council owned public off street car parks on Sundays
Option 2	As option 1 but with the removal of charges for Blue Badge holders
Option 3	As option 2 but the removal of charges to currently free Monmouthshire County Council car park

Table 0.2: Proposed Charging Options in Monmouthshire County Council

These recommendations were under consultation by a range of parties who had local and specific knowledge of car parking within Monmouthshire. Additional feedback from the consultation found that;

- Motorcycle parking bays are inadequately provided in Monmouthshire
- Car parks have a lack of designated spaces for cyclists to securely lock their bicycles
- Mother and baby parking facilities are not provided in any of the car parks in the county
- There is a considerable lack of appropriate signage in car parks. It was felt that bilingual signs should be provided in order to identify the key gateways into each of the five key settlements' central business areas
- All car parks currently in operation run on a 24 hour basis
- Issues relating to vandalism and security were apparent in Chepstow, Abergavenny and Monmouth
- Members would like to see the implementation of 'alpha numeric' pay and display machines in MCC owned car parks. This would enable more effective data recording, therefore reduce number of users reducing their parking costs by sharing tickets
- The demand for car parks is high in each identified key settlements, where as the supply is relatively low, particularly in Chepstow
- The effect of charging would be settlement specific given their different characteristics
- The implementation of longer charging hours and the inclusion of a Sunday charge would have operational consequences related to enforcement as well as a possible reduction in revenue due to the attractiveness of other areas such as Cwmbran which offers free parking

Consultation Report – December 2010

Monmouthshire County Council produced a consultation report entitled “Future Provision of Monmouthshire County Council Car Parking Facilities” published on 16th December 2010. The consultation offered members of the select committee the opportunity to comment on the future management of car parking in Monmouthshire prior to the submission of the final proposal to Cabinet.

It was recommended that a revised charging structure of the ‘Monmouthshire County Council Public Car Park Management Strategy’ be implemented for all existing charged car parks in all of the five key towns.

This recommendation came to the fore due to statutory legislation and guidance on transport policy which reinforced the roles that car parking should play in traffic management and other issues which town centres face. Implementing this strategy across the five key settlements was considered to be an equitable platform to spur a new sense of economic dynamism.

The current inefficient utilisation of short stay car parks by long stay users was noted, along with the need to redress the balance between the supply and demand of parking facilities in Abergavenny, Chepstow and Monmouth.

Recommendations put forward in the consultation report also highlighted the possibility of improvements to be made to traffic management operations and accessibility, with signage, facilities and improved public transport facilities initiating a car parking strategy which could have a beneficial impact on the economic prosperity of the five key towns.

Economic influence of Car Parking Charges – May 2011

Monmouthshire County Council produced a report entitled “A Review of the Economic influence of Car Parking Charges set in the Broader Context of Monmouthshire County Council Business Support and Regeneration” published in May 2011. The report aimed to investigate the importance of car parking with regards to economic regeneration. The review was undertaken in four key stages:

Desk based research sought to gather existing information about the five key towns and draw conclusions from a number of other similar towns outside Monmouthshire.

Stakeholder workshops invited representatives from local businesses and town councillors within Monmouthshire in an effort to understand their views and opinions towards the implementation of car parking charges. The aim of the workshop was to understand, in their views, what was an appropriate pricing mechanism for the new car parking proposal.

An **appraisal framework** used town specific indicators in order to provide a justification for any contrasting approaches for each of the five key towns. This framework provided an understanding of the different characteristics of each of the towns within Monmouthshire in terms of their economic performance and their key challenges.

An **Action plan** summarised work packages which had been outlined within the report and aimed to set an approach to car parking that was the most optimal for each of the key towns. These plans aimed to understand and clarify the current proposals put forward by Monmouthshire County Council, the feedback from stakeholders, the current car parking strategies in place and the key challenges which were drawn out of the appraisal frameworks. This section will provide a brief summary of each action plan for each town centre.

The outcome of the review was summarised for each of the five key towns in Monmouthshire.

Abergavenny

The action plan put forward for Abergavenny highlighted the decline which the town had recently suffered from the withdrawal of local shops and facilities, leading to low levels of tourism.

Information from desk based research concluded that both Birkenhead and Blackburn (comparator towns) have used contrasting parking strategies as a result of similar decline in their appeal to shoppers, tourists and local residents. Birkenhead introduced a '**Free after Three policy**' which aimed to draw shoppers from other nearby settlements and provide a suitable incentive for people to spend after work. Blackburn, in contrast, put forward a strategic approach to parking through collaborating with the private sector. This ensured that private car parking fell under an agreement with the council, who could exercise control over the supply of spaces, their pricing and their influence on the demand for parking in the city. In turn, this would ensure that underutilised parking spaces could be used to meet future demands for parking. The action plan noted the successfulness of these projects and how they could be suitable for Abergavenny.

Stakeholders highlighted the need to find an appropriate balance between the needs of the visitors, employees and for the local residents in the town.

Key officers highlighted the issue of on-street parking which could occur due to the displacement of cars from off-street facilities. This may occur as a result of poorly located car parks and the introduction of a one hour charge. It was suggested that users would simply park on double yellow lines to use the local services, or even be encouraged to travel further afield to Cwmbran where parking is currently free.

Caldicot

Issues mentioned within the action plan included the poor promotion and marketing of the town. The town was also seen to have a lack of parking provision with employees taking up spaces, which was seen to act as a deterrent for those who might want to visit the town centre.

Desk based research noted the successfulness of Blackburn in providing a partnership with the private sector and the council offering prime parking for key businesses.

Stakeholders highlighted the level of expenditure leakage from the Caldicot economy being at 96%. It was suggested that parking should be free for all users, providing the area with a strategic asset and to alleviate the poor economic performance.

Chepstow

The plan noted the towns' struggle in attracting new investors and high street brands, both of which find the parking provisions to be poor in the area.

Desk based research noted experiences from comparator towns such as Swindon, where parking charges were seen as a hindrance to the economic prosperity of the area. Their experience of a combined strategy which included a reduction in parking charges as well as a promotion of local attractions could be applied to Chepstow.

Stakeholders noted that the town has recently felt the effects of the economic downturn with most residents travelling to nearby Cardiff or Cribbs Causeway (Bristol) for shopping. Stakeholders also noted the inability to justify new parking charges when most visitors in Chepstow have to factor the price of the Severn Bridge in their commute.

The town has been identified as a possible park and ride facility for those travelling further afield and charges should not prompt this behaviour and encourage users to use the local services and facilities instead.

Monmouth

The main issue in Monmouth was considered to be the capacity of the car parks and the need for more availability during the day. In addition, spaces are often used by the private schools who often feed parking meters.

Desk based research noted the strategic partnership between the council and the school which Blackburn has put forward within its parking strategy. Stakeholders found that a similar partnership could be suitable for the management of car parks at Monmouth. Additional research was undertaken around the appropriateness of an employee-only car parking spaces, a new 1 hour free parking scheme at short stay car parks and the need for additional spaces to maintain the economic vitality of Monmouth.

Stakeholders highlighted that charging would not be an issue, but the management and the capacities of the car parks would need to be addressed. Charging for short stays were seen to be appropriate but the increase after 5pm was seen to be more of a penalty for those who aimed to visit the town after finishing work.

Stakeholders noted the need for additional coach parking in order to encourage tourism. Responses also highlighted that capacity issues can be alleviated via the use of better signage and more suitable allocations between long and short stay spaces.

Issues raised within the plan included the economic decline that Usk has recently suffered due to increased vacancy rates and the fact that the settlement acts more as a village rather than a town.

Desk based research collected evidence from comparator towns and highlighted the decision by Beverley to postpone the introduction of charges in an effort to draw visitors and provide the area with a unique selling point.

Stakeholders felt that charges would be inappropriate for Usk due to the size of the settlement. Charges were predicted to encourage drivers to park on local roads, subsequently causing congestion along the local transport network and prevent residents from being able to park.

Summary

Table 3 below outlines the action plan in the Car Parking Chagres report.

Action Plan	Towns				
	Monmouth	Chepstow	Caldicot	Usk	Abergavenny
Free one hour Parking	✓			✓	
Free two hour Parking			✓		
Free Parking after 4pm	✓		✓		
Raise awareness of how parking charges support local economic development	✓				
Partnership between business, school		✓	✓	✓	

and council to improve usage of existing car parks					
Delay the proposed extension of charging period from 5pm to 6pm				✓	
Remove 24hr parking – no over night stays				✓	
Offer free parking in all town car parks		✓		✓	✓

Table 0.3: Action Plan Summary for Monmouthshire

Consultation Report – September 2011

Monmouthshire County Council produced a consultation report with the subject, “Outcome of further consultation on Future Provision of Monmouthshire County Council Car Parking Facilities – agreeing the way forward”, published on 26th September 2011.

This consultation aimed to understand the economic impact of new charges at car parks and agree on which recommendations should be put forward to the Cabinet. This consultation had the benefit of referring to the additional research and workshops which Capita Gwent had undertaken in order to support the original proposal put forward in 2010.

Following the consultation suggestions were made for each town, as presented in **Table 0.4**.

Suggestion	Abergavenny	Caldicot	Chepstow	Monmouth	Usk
Delay charging extension from 17:00 to 18:00	✓		✓	✓	
Free after 4 scheme	✓		✓		
Free parking for stays under 2 hours	✓		✓	✓	
Delay introduction of parking charges		✓			✓

Table 0.4: Final Suggestions following consultation

Consultation Report – January 2013

Monmouthshire County Council most recently produced a consultation report, “Future Provision of Car Parking Facilities – Development of Proposals”, published on 29th January 2013.

The consultation aimed to review the work previously undertaken and to collate the latest updates on proposals and feedback responses in order to agree on what additional work was required before providing the Cabinet with a final proposal.

The outcomes of the previous consultations were used to revise the original recommendations submitted in December 2010 and on September 2011. The emotive nature of the car parking regimes was noted along how the revised proposals should be subject to additional consultation.

The revised proposals have taken into account a new report from WG, titled ‘Regeneration of Town Centres’, and from the Association of town and city management, titled ‘Re-Think!- Parking in the high street.’ These highlight the difficulty in being able to provide a standardised set of guidelines for towns to follow, as all towns differ in terms of their economic challenges. These documents, as well as the recommendations put forward in the previous consultation, highlight the importance that is attached to various aspects of parking arrangements between each of the five key towns in Monmouthshire. As a result, this consultation stressed the need to re-consult with representatives from the committee, the town councils and chambers of trade in an effort to approve proposals for submission to Cabinet.

The consultation recommended that the proposal included an increase in car parking charges in line with inflation in 2013. This recommendation was met with some additional comments from the Chambers of Commerce in Chepstow. Their arguments were based on the provision of free parking by supermarkets such as Tesco in the Chepstow, which deter users from using the Monmouthshire County Council owned car parks. Their comments have since provided constructive contributions to the wider debate on car park management.

This consultation also recommended that additional parking be provided for the town of Monmouth. This recommendation had been approved and acted upon at sites alongside the riverside between Granville St and Wye Bridge St.

Conclusion

In summary, the previous reports, studies, investigations and consultations have provided a variety of recommendations and proposed options for the county and each town. The previous work emphasised the importance of parking in supporting town regeneration within Monmouthshire and creating a viable destination for visitors.

The previous work emphasises the importance of looking at each of the five towns in Monmouthshire independently. A number of recommendations have been consistently identified, including:

- Improve signage to car parks
- Improve parking facilities for cyclists and motorcyclists to engage sustainable travel
- Issue parking permits or reduce parking charges to businesses to improve the parking environment
- Introduce a ‘No Return’ policy at all car parks
- Introduce charging in car parks for Blue Badge holders (where needed)
- Introduce a free car parking day once a month in each town

A major theme throughout each of the past studies is that the available parking capacity is not being utilised effectively by the right people. In order to alleviate the issues of a lack of capacity within the town, better signage and more suitable allocations between long and short stay spaces should be introduced. On this theme, it was also considered that there is a lack of parking provision with employees, who are currently using prime short stay spaces. This disproportionate use of car parking spaces was also seen to be a deterrent for those who might want to visit the town centre.

Stakeholders felt that there should be a working group consisting of local businesses and town centre users in order to focus on the regenerative needs of the town.

Policy Review

Introduction

This section reviews the relevant regional and local policy documents to identify objectives which aid in the production of the Monmouthshire Parking Strategy. The documents included are:

- South East Wales Transport Alliance – Regional Transport Plan
- SEWTA Car Parking Strategy
- A Modern Blue Badge Scheme for Wales: Action Plan (January 2010)
- Vision Monmouth - Planning for the Future (May 2009)
- The Monmouthshire Local Development Plan (LDP) - September 2011
- The Monmouthshire Strategic Transport Study – February 2009

SEWTA Regional Transport Plan

The SEWTA Regional Transport Plan (2010-2025) covers the county of Monmouthshire as well as a number of neighbouring authorities within south-east Wales. It provides the framework for transport in the region, including elements of car parking.

The document encourages actions for cycle parking throughout the region. Councils are encouraged to improve cycling infrastructure in the form of urban cycle networks, secure cycle parking spaces and improve facilities at major transport interchanges. In addition, the document stresses the need to reallocate road spaces in order to raise the levels of inclusion for walkers and cyclists and promote sustainable transport in towns.

Car parking policy is considered to be an important part of the regional transport strategy. The document highlights the role of parking as ensuring that the road network is efficient and providing an easier movement for all traffic. The main focus is to maintain clear roads and ease of passage for traffic. The plan notes the acute nature of parking provision can be localised and differ between towns. As a result, this document highlights the need to provide a strategic framework that supports the development of localised strategies by local authorities, including the effective management of parking. The strategies should encourage travel to the towns in order to gain access to the local services and attractions.

SEWTA Car Parking Strategy

With regards to town centre employees, the document encourages the use of demand management schemes such as workplace parking levies in order to reduce the levels of demand for those looking to travel to work by car. However, this would be difficult to implement in Monmouthshire given the poor public transport provision.

The document aims to provide secure interchanges for freight parking within the region. This can enhance the economic prosperity of the key settlements within the region, as freight plays a vital role in providing these areas with access to the goods and services they need.

With regards to the capacities of car parks in Monmouthshire, the document aims to address the issues of parking standards, the quality of on street parking and of the management of traffic as well as the provision of parking enforcement in order to help increase the rate of turnover.

The plan provides a number of directly relevant policies which stress the need to review the provision of parking in Monmouthshire. In addition, the strategy seeks to embrace the goals set in the Wales Spatial Plan (WSP). Abergavenny and Chepstow are highlighted as two key settlements in the WSP and recommended that parking is used to support economic development. These include:

- Policy 7: Local car parking strategies should support town centre developments in preference to out and edge of town development
- Policy 8: In key town centres, short stay users should have priority over others
- Policy 9: Parking charges in a centre should take account of planning, transport, social and fiscal policies and other wider social, economic and environmental goals.

A Modern Blue Badge Scheme for Wales: Action Plan - (January 2010)

The WG document 'A Modern Blue Badge Scheme for Wales: Action Plan for key stakeholders (January 2010) is a consultation paper setting out proposals to modernise the Blue Badge Scheme for Wales, in line with current transport policy in Wales.

The Blue Badge scheme is designed to enable blind or severely disabled people to travel independently, either as a car driver or as a passenger, and park close to their desired destination and key facilities.

WG believes there is merit in extending the time vehicles with Blue Badges can park on yellow lines to a maximum period of 3 hours, however such alterations needs to be in accordance with the Traffic Management Act 2004.

Evidence gathered from a public consultation identified extensive issues relating to Blue Badge abuse, where badges are forged, stolen, or misused by friends or other family members. This abuse minimises the available space for those who truly need it. WG is determined to tackle this issue by making the badges harder to copy, forge, and borrow.

WG is committed to introducing proposals for improving enforcement, for example, enabling local authorities to share information about Blue Badge holders subject to adequate safeguards on data protection. Civil enforcement officers will also be given additional powers to deal with abuse of the badge when it is discovered.

The fee that is charged for a Blue Badge is planned for review at the local level to ensure that it will help provide a more appropriate contribution to the administration costs involved.

The Blue Badge Action Plan sets out WGs key priorities for the next 4-5 years. 'Some of the proposals will require changes to Primary legislation, such as the ability of civil enforcement officers to seize misused Blue Badges'. WG will work with the Department of Transport and the Wales Office to identify appropriate opportunities for introducing these changes'.

Wales Government 'Regeneration of Towns' – January 2012

In an effort to examine legislation and hold the WG to account for its expenditure, administration and policy, a committee comprising different political party representatives from various counties within Wales was made in January 2010. The aims of the committee were to analyse improvements in economic development, transport, employment, higher education, research and development whilst also providing recommendations for the government to take into consideration when attempting to address some of these issues. The document highlighted that town centres are at the heart of sustainable communities and are a key asset in assisting economic development within Wales.

In an effort to alleviate the problems brought out of economic challenges, this document provides a strategy for regeneration. It is hoped that inter-departmental policy making, and ministerial portfolios will be improved to ensure the service provided by the government can be realised at the local level.

It is recommended that a strategy is produced in order to encourage more sustainable and integrated transport. The document states that interchange facilities should be used in conjunction with regeneration and redevelopment proposals. It was then concluded that this may be possible through an updated transport plan. This plan should have clear guidance for local authorities to ensure that transport is now a core element in all regeneration schemes.

In order to alleviate the effects of the over dependence on the car for shopping journeys this report recommends that sustainable travel centres be promoted in order to reduce congestion and pollution, whilst encouraging more active lifestyles through modal shifts to sustainable transport.

The key relevant recommendations within this document include:

- The protection of towns by Planning Policy Wales in order to alleviate the effects of out of town shopping markets
- For the Welsh Government to guide local authorities in order to make better use of contractual agreements with retailers to further protect the vitality of town centres. The document noted that town centres are in need of regeneration, with weak and vulnerable high streets being blighted by vacant shops, offices and a lack of attractions.
- To promote good practice and to build on the role of the Centre for Regeneration Excellence in Wales
- To commission more research on the effects that supermarkets have on the quality of town centres in order to better inform and improve the impact analysis of proposed developments
- The promotion of integrated and sustainable transport in towns and cities in Wales

Monmouthshire Local Development Plan - Deposit Plan - September 2011

Monmouthshire LDP sets out the council's vision and development objectives over the 10 years between 2011 and 2021.

The Transport policy helps to meet some of the LDP objectives in meeting their sustainable development aspirations for the county. It states that, where appropriate, all developments must minimise the adverse effect of parking.

Proposals for on-street parking along the county routes A466, A472, A48, B4245, A4136, A4143 and the A4077 will be considered against the interest of road safety and the efficient movement of traffic. This policy refers to any housing or other development proposed along any of the county routes with any parking required for the developments provided in the first instance off-highway and as a last resort would consider on-street parking to meet the development needs.

The LDP aims to maintain clear roads and ease of passage for traffic through major towns on the network.

Monmouthshire County Council Local Development Plan - Strategic Transport Study - February 2009

In January 2009, Monmouthshire County Council commissioned Capita Symonds to undertake a strategic transport study in relation to the proposed LDP mentioned in the previous section. The main aims of this report were:

- Strategic Option Analysis – To assess the likely transportation impact resulting from the strategic growth and spatial options presented with a view to inform the LDP Preferred Strategy
- Strategic Site Analysis – To undertake an overarching transportation review of the 24 sites identified as having potential strategic significance

With relation to parking provisions, particular emphasis has been placed upon the 4 rail stations within the county (Abergavenny, Caldicot, Chepstow, and Severn Tunnel Junction).

The rail/bus interchange at Abergavenny and Chepstow Rail Station is due to be improved, with additional parking spaces and plans to accommodate the Park and Ride service. The study found that these improvements could improve the attractiveness of benefit both towns.

Vision Monmouth – Planning for the Future (May 2009)

This document was produced by Monmouthshire County Council with the aim of outlining a vision for the town of Monmouth for the next 10 years. The vision objective was to strengthen the presentation and viability of the town as a shopping and tourism destination.

The strategy document states that the parking arrangements within the town centre are perceived to be insufficient for meeting the demand of local residents and visitors. This inadequacy will become worse with future development plans such as the Shire Hall Renovation Project which aims to raise the levels of accessibility through the installation of new lifts and entrances for disabled visitors. As a result, the town's parking project seeks to extend the existing parking provision, while also improving linkages between the central shopping area and existing, underutilised parking. Also the strategy identifies the need for coach parking in the town.

Policy Review Summary

This section outlines the findings of the national, regional and local policies and how parking is presented at each level. In summary, there are three clear parking objectives within Monmouthshire.

- At a national and regional level the role of parking is to ensure that the road network is efficient, providing an easier movement of traffic through the towns.
- At a regional level parking should support town centre development and short term users should have priority over long term users at town centre car parks.
- At a local level parking should maintain clear roads and allow easy of passage for traffic.

The clear message throughout the policy review is that there should always be enough parking for all users wishing to visit the towns in order to facilitate regeneration, and that on-street parking should be avoided wherever possible to enable efficient use of road space.

Summary

The previous reports, studies, investigations and consultations undertaken over the last 5 year have provided a variety of recommendations and proposals for the county and each town. This work emphasised the importance of parking in supporting town regeneration within Monmouthshire and creating a viable destination for visitors.

This work also emphasises the importance of looking at each of the five towns in Monmouthshire independently. A number of recommendations have been consistently identified, including:

- Improve signage to car parks
- Improve parking facilities for cyclists and motorcyclists to encourage sustainable travel
- Issue parking permits or reduce parking charges to businesses to improve the parking environment
- Introduce a 'No Return' policy at all car parks
- Introduce charging in car parks for Blue Badge holders (where needed)
- Introduce a free car parking day once a month in each town

Stakeholders' commentary supported the creation of working groups consisting of local businesses and town centre users in order to focus on the regenerative needs of the town.

The recommendations were set at the level of policies or specific local measures aimed to assist the county in managing parking demand. The work provides no statement as to why these options or measures are suitable or what the ultimate goal is. This does not mean the measures and options provided are incorrect or unsuitable. However it does mean that even if the policies proposed were to address the issue identified, there is insufficient clarity as to what that would actually achieve and why it is a good thing to be done.

A major theme throughout each of the past studies is that the available parking capacity is not being utilised effectively by the right people. Employees in some towns were parking all day in what were stated to be short stay spaces. But what is "right" has not been stated. Working without a framework of what the objective and principles are leaves officers and Council policy very vulnerable to challenge, contradiction and disgruntlement amongst the public; people develop their own view of what the wider objective is, what is reasonable and what is fair. This will not be consistent between users.

Thus in summary the previous "strategy" work is mis-labelled. It is a collection of potential policies and measures in response to the issues raised. This work has not been lost and will form the basis of further option development. However, at this stage a clear parking objective and strategy is required to guide the development and defensible selection of the options.

Appendix B

PB Parking Survey Summary

PB Parking Survey - Site Observations

Town	Survey Date	Description	Tariff / charging strategy comments	Signage	Other Observations		
				Location / onward parking signage	Negative	Positive	General
Abergavenny	05/06/2013	Largest town in monmouthshire . Used for locals, tourists for the shops, market and the cattle market.	<ul style="list-style-type: none"> - Good use/mix of short stay and long stay car parks - why not charge a nominal fee for the free car park (byefield) - Could consider a 1hr charging tariff, as noted by some of the locals... Could also result in additional revenue if structured wisely 	<ul style="list-style-type: none"> - Generally not great onward signage - Good signage to some of the short stay car parks from the town centre 	<ul style="list-style-type: none"> - Locals have made an effort to note on the machines that parking is free after 5... Possibly some are finding the signs confusing? - Generally not much CCTV in car parks. - Missuse of double yellow lines outside the police station - People generally find the number plate input confusing, often having to walk back to their cars - No signage between car parks 	<ul style="list-style-type: none"> - This is one of the only towns where the meter buttons are labelled - Good pedestrian signage around the town - Generally not much on street parking - Good initial signage to individual parking locations 	<ul style="list-style-type: none"> - Speaking to locals, a 1hr tariff period would be appreciated. - Some cycle paring in key central locations, but not much - Some free for 1 hr parking facilities scattered around the town. - would recommend a parking interview to understand the mix of users in each CP
Caldicott	04/06/2013	Small residential town in the south. Small town centre.			Car parks were a liltle run down		Free parking

Chepstow	04/06/2013	Town near the old severn bridge. Quite large in size, and very beautiful. Likely to attract tourism	Many of the central long stay car parks could be converted to short stay.		<ul style="list-style-type: none"> - Many of the car park entry signs are old and worn - no cctv in free car parks - not much free on street parking 	<ul style="list-style-type: none"> - Most car parks have CCTV (except free car parks) - Good lighting in all car parks 	<ul style="list-style-type: none"> - An overstay option is available in most car parks. This allows individuals to pay extra if they were late for their allotted time - No evidence of enforcement
Monmouth	05/06/2013	Reasonably small town in north Monmouthshire .	- Too many central car parks have long stay options of £3.50 flat fee. This should be revoked in order to encourage workers out of town.	Generally good as you enter town from Cinderhill Street / A40... But some alternative parking signage is a little poor	<ul style="list-style-type: none"> - Evidence of some parkers finding it difficult to use the machines - Clear restriction in parking easily accessible availability - Ped connection between many of the car parks and the town centre is not obvious 		There is plenty of available parking around the town, just access to it is not simple. As an example, Cornwall House car park was almost completely empty, but is disconnected from town.

Usk	04/06/2013	Small town / village in central Monmouthshire	- Could consider charging a nominal fee for central parking to discourage workers parking in central locations. However, this could lead to further parking on the street	Not bad, although the signs are immediate with no early warning that the turn for parking is imminent	- Quite a lot of people parking on street around the town - No cycle / motorcycle parking		- Free parking - Could consider use of double yellows to reduce on street parking. However, would require more central parking options - Loads of free residential parking
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PB Parking Survey Summary - Individual Car Park

Town	Car Park	Quick Description	Stay Type	Tariff Structure	Charging Period	Ownership	Spaces	Snapshot Occupancy	Signage		Other Observations		
									Location / alternative parking	Payment/Rule Signage	Negative	Positive	General
Abergavenny	Abergavenny Station	Rail Station car park	Long Stay	Free for 20 mins Daily: £2.70 Weekly: £10.80	All day, every day	Private - NCP	-	Full close to station, 60-70% elsewhere	Easy to locate by train station signage. No overflow option due to being out of town.	Meter location Signage is of high quality	- Not very clear spac layout, several different lot groups - In some areas it is not clear where you can and can not park - Security / Feel is not great	- Option to pay by card over the phone - Secure cycle bays	
Abergavenny	Bus Station Car Park	Slightly out of town parking facility. Appears to act as a transport hub.	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	-	Fairly sparse, 50 - 70% full	Good signage into car park from town, but not great alternative parking signage	Generally OK, and relatively easy to find. However, the signs are also used as advertisement boards.	- Access and exit to car park are confusing - Should really be a flat fee long stay	- Feels like a hub station - Good cycle / motorcycle parking - There is a single CCTV camera. Seems generally safe.	
Abergavenny	Castle Street Car Park	Edge of town centre parking facility	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC		Well used, 80% - 90%	Good signage into car park from town, but not great alternative parking signage	Good visible parking meter locations	- Parking bays are not very wide in some cases	- There is a single CCTV camera. Seems generally safe. - Good cycle / motorcycle parking	
Abergavenny	Tudor Street Car Park	Small edge of town centre parking facility	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00	MCC	20	Full, 100%	No signage from the street, no alternative parking signage. However, it is visible from the main road	Good visible parking meter location	- Somebody has written on the machines that it is free after 5... Possibly the signs are confusing? - No motorcycle or cycle facilities		
Abergavenny	Byefield Lane Car Park	Very large edge of town centre parking facility	Long stay	Free, except of tuesday when a flat rate of £2.50 applies.	Tue 8:00 - 17:00	MCC		Full, 90% - 95%	Good signage into car park from street, but not great alternative parking signage	Not many pay meters given the size of the car park. Also, they are not that visible. However, it is usually free anyway	- So full that people are parking on the edges, rather than the official bays. - No motorcycle or cycle facilities	- Good lighting and quality - Some additional non-official land at the back of the car park is also used for parking	Why not charge a nominal fee every day? This could be as small as £1 per day

Abergavenny	Trinity Terrace Car Park	Small central facility	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00	MCC	40	Full, 90% - 95%	Good signage into car park from street, but not great alternative parking signage	Good visible parking meter location	- Does not feel as safe as the other car parks - Minimal lighting - A bit hidden away - No motorcycle or cycle facilities	- Close to town	
Abergavenny	* Central dissabled bays	Not an official car park, but central dissabled bays	Disabeld	Free	Free	MCC							Good for providing a good central location for disssbled drivers.
Abergavenny	Tiverton Place	Central short stay	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00	MCC	27	Well used, 80% - 90%	Good signage into car park from street, but not great alternative parking signage	Good visible parking meter location	- Seems quite industrial, not great safety - No motorcycle or cycle facilities		
Abergavenny		Competing longer stay car park, next to Tiverton Place	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	All day, every day	Private - FullCircle / Ticketline		Fairly sparce, 50 - 70% full	No street signage, but fairly visible	Very clear payment rules	- No motorcycle or cycle facilities	attractive safe looking location	
Abergavenny	Fairfield Car Park	Edge of town large parking facility	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	490	Well used, 80% - 90% . Note that cattle market used a large proportion	Good signage into car park from street, but not great alternative parking signage	Good visible parking meter location	- It seems cctv operates some times, but not all the time. - No motorcycle or cycle facilities		A large proportion of the space was used for the cattle marked, farmer and trailer parking
Abergavenny	Brewery Yard Car Park	Close to market hall	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00 * note: closed on Tuesdays	MCC		Well used, 80% - 90%	Good signage into car park from street, but not great alternative parking signage	Good visible parking meter location	- Writing on entry sign is small, and there is a lot of it. Could be simpler. - No motorcycle facilities	- Nice new car park with safe feel - Good cycle parking facilities	The car park is closed on Tuesdays, probably for market day
Caldicott	Woodstock Way Car Park	Slightly out of town, but not far.	Long stay, but probably used for both	Free	Free	MCC	109	Reasonably Empty, 30% - 40%	Signage is a little old and worn. However, it is directed from the main road. Little alternative parking signage	Free, so no meters	- Not very close to town	- Good motorcycle / cycle parking.	

Caldicott	Jubilee Way Car Park	In Centre	Long stay, but probably used for both	Free	Free	MCC	63	Fairly sparse, 50 - 70% full	Not very easy to find	Free, so no meters	- Seems quite run down	- Easy pedestrian access into town.	
Caldicott		Waitroes Car Park		Free	Free	MCC							Competition to Jubilee Way Car Park
Caldicott / Rogiet	Severn Tunnel Junction Car Park	Very out of town, rail station car park	Long Stay	Free for 20 mins Daily: £2.80 Weekly: £11.20	All day, every day	Private - NCP							
Chepstow	Nelson Streed Car Park	Edge of town short stay	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00	MCC	80	Well used, 80% - 90%	Well signposted from the A48. Not great alternative parking signage	Good visible parking meter location	- Not far from the free parking on the other side of the A48	- Good quality well laid out car park - Good lighting - Many CCTV camera locations - Motorcycle parking bays	
Chepstow	* Central dissabled bays	Not an official car park, but central dissabled bays	Disabeld	Free	Free	MCC		Well used, 80% - 90%					Good for providing a good central location for dissbaled drivers.
Chepstow	Welsh Street Car Park	Short stay parking near centre, but with a long stay flat fee option	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC		Well used, 80% - 90%	Good signage into car park from street, but not great alternative parking signage	Paypoints are not very visible. Although they are well placed near the exits	- Very old main parking entry signs - No motorcycle parking	- Good quality well laid out car park - Good lighting - Many CCTV camera locations	Some 30 minute free parking spaces
Chepstow	Castle Dell Car Park	Short stay parking near centre, but with a long stay flat fee option	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	110	Fairly sparse, 50 - 70% full	Not well directed from street not great alternative parking signage. Good signage to next car park however (Drill Hall)	Good visible parking meter location	- Very old main parking entry signs - No motorcycle parking	- Good lighting - Many CCTV camera locations	Near tourist information centre
Chepstow	Drill Hall Car Park	Short stay parking near centre, but with a long stay flat fee option	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	80	Well used, 80% - 90%	Good signage, good routing from previous car parks and to next car parks	Good visible parking meter location		- Good lighting - Many CCTV camera locations	

Chepstow	Station Road Car Park	Long stay parking near Tesco. Not close to centre	Long Stay	Free	Free	MCC	42	Well used, 80% - 90%	Reasonable signage. No onward signage	Free, so no meters	- No disabled parking - Not great feel / safety. Quite industrial - No CCTV - No bike / motorcycle parking	- Free	- Not close to centre
Chepstow	Chepstow Rail Station	Long stay parking near station. Far from centre.	Long Stay	Free	Free	MCC		Well used, 80% - 90%	No signage / description in area. We assumed therefore that it is a free and public car park!	Free, so no meters	- Parking is a little disorganised. - Car park is full, so lots of on street parking in the area as well - No CCTV - No bike / motorcycle parking	- Good lighting	- Not close to centre
Chepstow	Tesco Car Park	Tesco car park		3 Hours Free £70 thereafter	All day, every day	MCC							- Competition for other free car parks... Probably the reason they are free - Evidence of erosion where people park here and walk into town. This is a safety issue given there are no close road crossings on the A48
Chepstow	Severn Bridge Social Club	Out of town small shopping centre and social club	Long Stay / Short Stay	Free	Free	MCC		Fairly sparse, 50 - 70% full	Poor directional signage from the street	Free, so no meters	- Industrial - Out of town - seems unsafe - No motorcycle / bike parking	- Loads of disabled bays - Well painted	
Monmouth	Glendower Street Car Park	Short stay car park on edge of town	Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 Subsequent hrs: £1.00	Mon - Sat 9:00 - 17:00	MCC		Well used, 80% - 90%	Good signage into car park from street, but not great alternative parking signage	Good visible parking meter locations	- No motorcycle / bike parking	- Good cycle parking - Reasonable lighting	

Monmouth	Monnow Street Car Park	Mixed use car park in centre, near to the park	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC		Fairly sparse, 50 - 70% full	Poor directional signage into parking facility from the town centre. Poor onward parking signage. Parking entrance sign is dated and worn	Good visible parking meter locations	- Access to town centre is difficult - No motorcycle / bike parking - Feels slightly hidden away / unsafe	- Good access to the park	Currently undergoing construction, so not all spaces are available
Monmouth	Cornwall House	Mixed use car park in centre, near to the park	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	50	Empty, 5% - 10% full	Poor directional signage into parking facility from the town centre. Poor onward parking signage.	Good visible parking meter locations	- Some of the disabled parking bays are poorly thought out - Poor lighting and safety - Access to town centre is difficult - No motorcycle / bike parking - Feels slightly hidden away / unsafe		
Monmouth	Chippenham Car Park	Reasonably small car park near to the park and town centre (via small walk way)	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC	40	Well used, 80% - 90%	Poor directional signage into parking facility from the town centre. Poor onward parking signage.	The parking meter is facing the wrong direction and is not in an entirely obvious location	- Ped access to town through thin and un-obvious walk way. Does not feel safe. - I would consider converting this to a short stay only car park	- Central location	In competition with the Waitroes car park, which offers free parking for 1.5 hrs if you buy items over £5. However, this facility is still well used.
Monmouth	Waitroes Car Park			Free for 1.5 hrs if you spend £5 in Waitroes		Private - Waitroes		Well used, 80% - 90%	Parking rules are not clear... Can you stay 1.5 hrs or 2 hrs?				
Monmouth	Cinder Hill Car Park	Slightly out of town free car park	Long Stay	Free	Free	MCC	38	Well used, 80% - 90%	Reasonable directional signage from the Cinderhill Street, but not that obvious. Good alternative parking signage	Free, so no meters	- no cycle/motorcycle parking - no disabled bays	- Good ped routing from car park - Not far from town - Clear mapping at side of car park	

Monmouth	Cattle Market Car Park	Edge of town car park	Long Stay / Short Stay	2 hrs: £0.80 3 hrs: £1.30 4 hrs: £1.80 24 hrs: £3.50	Mon - Sat 9:00 - 17:00	MCC		Not very used, 10% - 30% full	Reasonable directional signage from the Cinderhill Street, but not that obvious. Good alternative parking signage	There are only two parking meters in this large car park. Would suggest adding a central meter, and one in the Cattle Market area	- Poor meter locations	- Good lighting and secure feel	Part of the car park is used for the cattle market on Friday / Saturday. Could be used more wisely to solve some of the monouth parking capacity issues
Monmouth	Old Dixon Road	Out of town car park near leisure centre	Long Stay	Free?	Free?	Lesuire Centre/MCC		Fairly sparce, 50 - 70% full	Car park is not easy to find, no signage to / from. There is no sign confirming ownership by the council. No onward parking signage. However, not that important given its purpose for the leisure centre	Free, so no meters	- Difficult to find	- Secure feel	
Monmouth	Rowing Club	Poor quality free car park near the river	Long Stay	Free	Free	Rowing Club/MCC		Fairly sparce, 50 - 70% full	Car park is not easy to find, no signage to / from. There is no sign confirming ownership by the council. No onward parking signage. Not that important however, given its location	Free, so no meters	- Difficult to find - Poor paving quality - Some of the parking spaces are on the grass! - No lighing - No cycle / motorcycle parking	- Nice area, close to the river - Good for rowers!!	
Usk	Twyn Square Car Park	Small central facility	Long Stay / Short Stay	Free	Free	MCC	20	Full, 90% - 95%	No edge of village signage into car parks. However, good signage from the street, and good connection to alternative parking.	Free, so no meters	- Very tight parking spaces, little space to open doors - No security - although I doubt this is an issue - no motorcycle / cycle parking	- Close to town	There is lots of alternative free parking outside pub etc

Usk	Maryport Street South Car Park	Large out-of-town car park near the prison	Long Stay / Short Stay	Free	Free	MCC	78	Well used, 80% - 90%	Reasonably easy to find. Not great alternative parking signage	Free, so no meters	<ul style="list-style-type: none"> - Poor paving quality - Bay markings are very worn, and so parking is not fully efficient - Intended for use by tourist coach, but no space - no motorcycle / cycle parking 		According to the locals this is full of prison staff. There is apparently land behind the prison which could be used to provide alternative parking
Usk	Maryport Street North Car Park	Large central car park with easy ped connection. Recycling centre is within car park	Long Stay / Short Stay	Free	Free	MCC	165	Full, 90% - 95%	Reasonably easy to find. Not great alternative parking signage	Free, so no meters	<ul style="list-style-type: none"> - Access to the car park is through a small bollarded street which appears pedestrianised. Not clear that this is the correct entry. - no motorcycle / cycle parking 	- Nice safe feel with good lighting	Apparently there is a plan to expand the museum, which will reduce the parking availability. Potential land to the south could be used to expand, but it is owned by the conservative club. - Recycling centre close by

Appendix C

Consultation Minutes

Date: 25th June 2013
Time: 8:45am – 1:30pm
Venue: County Hall, Rhadyr, Usk
Contract title: Monmouthshire Parking Study

Attendees:

Ben Pritchard	Parsons Brinckerhoff
Rhian Watts	Parsons Brinckerhoff
Andrew Potter	Parsons Brinckerhoff
Roger Hoggins	Monmouthshire County Council
Amanda Perrin	Monmouthshire County Council
Richard Cope	Monmouthshire County Council
Debbie McCarty	Monmouthshire County Council
Tom James	Monmouthshire County Council
Alan Burkitt	Monmouthshire County Council
Mark Youngman	Monmouthshire County Council
Dave Bevan	Monmouthshire County Council
George Ashworth	Monmouthshire County Council
Will Mclean	Monmouthshire County Council
Councillor Bryn Jones	Monmouthshire County Council
Phylip Hopson	Monmouthshire County Council

Introduction

What do you want to get out of today?

- Listen, Learn, Be educated
- Clear direction and way forward for parking strategy and planning in Monmouthshire
- Fresh Ideas
- Enable debate and thinking beyond immediate needs

1st Session

What is driving the strategy for Monmouthshire?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information discussed

General Information about Monmouthshire		
Rural area high car dependence	Goytre Wharf used as a informal car share site along A4042	HGVs park in lay bys on A465 (night/day)
High number of motorbikes on the A40	Limited Public Transport Services	High growth rates in car ownership
Coach parking – separate Coach Strategy is needed	Blue Badge Holders can park in car parks for free and no time limit	HGV parking in towns – separate HGV Strategy is needed
Poor Public Transport Infrastructure in Towns	Increase number of Blue Badge Holders in Monmouthshire	Number of informal park and share site have been identified in the county
No Retail Competition in the North	High Activity of Motorbikes in Monmouthshire	

2nd Session

Who wants to park? What are the requirements for different users?

The table below summaries the drivers and requirements for different user types in Monmouthshire identified by each group in the workshop.

Users	Drivers/Requirements	
	Group 1	Group 2
Tourism	Signage Camper Van Parking Time – Weekly Tickets Day County Wide Parking (Cars and Coaches) Payment options – Credit/Debit care or pay by phone	Good signage Simple Premium charge for good service Coach drop-off points Coach parking Bike parking
Leisure	Availability of Space Long Stay Low Charge	Available Charge (reasonable)
Education	Availability of Space Charge – Free? Proximity	Employees and Students Diminished responsibility
Residents	Availability of Space Long-term parking	Parking outside propriety
Health	Availability of Space Low charge Proximity	Close proximity to site Employees: Available but could be at a distance
Commuters	Availability of Space Low charge	Long stay Low tariff Secure
Retail	Proximity Time Charge Signage Payment options – Credit/Debit care or pay by phone	Convenience Easy of access/use Charged (Low)

Session 3 – Identify the key location and influences for parking?

Attendees were asked to identify the key attractors for parking and the primary employment centre and tourist centre. The following table outlines the key attractors identified by each group at the workshop.

Users	Key Attractors	
	Group 1	Group 2
Monmouth	Retail Tourist Trips Saturday Morning Sports Market – Fri & Sat Employment Residents	Retail Coach Trips Market – Fri & Sat
Chepstow	Walking Holidays Castel Retail Restaurants	Employment Park and Share Site Coach Trips Tourist Sites Pubs
Usk	Park and Share Site Prison Staff	Park and Share Site Employment

	Pubs	Prison Residents Parking
Abergavenny	Markets Retail Employment Train Station	Market Retail Employment Residents
Caldicot	Market Park and Share Site	Employment Waitrose Market

Session 4 – What can be done about parking?

Within the workshop, eight proposed strategy's were presented and discussed the following table outlines the strategies

Proposed Strategy
Full Supply Proximity Parking
Full Supply Quota Proximity Parking
Intensification of Quota Proximity Parking
Full Supply Market-Priced Proximity Parking
Intensification of Market-Priced Proximity Parking
Full Supply Distributed Parking
Reduced Town Centre Supply and Controlled Peripheral Parking
Liberalised Parking Supply

Session 5 – Bringing a strategy to life?

A detailed breakdown of the proposed measures is presented on a GIS layer for each town. PDF versions of each layer are available on request.

The table below presents a general view of proposed options for each town.

Users	Key Attractors	
	Group 1	Group 2
Monmouth	Change tariff structure	Change tariff structure Improve Signage
Chepstow	Free Parking to Rail Users Free 1hr parking Change parking structure (long/stay)	Increase Charges
Usk	Introduce Parking Charges Remove Town Square CP Introduce Market at Town Square CP Site	Town Centre CP Short Stay Introduce Park and Share Spaces in CP
Abergavenny	Change tariff structure Introduce parking charges in all car parks Key long/short stay car parks	Change tariff structure Improve Signage
Caldicot	Introduce 50p a day charge	Remove town centre car park due to Asda Store Re-open High St to traffic – proposed one way system

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. All Monmouthshire_Existing Conditions (PDF)
3. Abergavenny_Existing Conditions_A1 (PDF)
4. Caldicot_Existing Conditions_A1 (PDF)
5. Monmouth_Existing Conditions_A1 (PDF)
6. Chepstow_Existing Conditions_A1 (PDF)
7. Usk_Existing Conditions_A1 (PDF)
8. Abergavenny_Proposed Measures _A1 (PDF)
9. Caldicot_Proposed Measures _A1 (PDF)
10. Monmouth_Proposed Measures _A1 (PDF)
11. Chepstow_Proposed Measures _A1 (PDF)
12. Usk_Proposed Measures _A1 (PDF)

If you require the additional material, please contact Rhian Watts at Watts@bpworld.com

Date: 5th August 2013
Time: 18:00 – 20:00
Venue: Town Hall, Abergavenny
Contract title: Abergavenny Parking Study
Attendees: See Attached Attendance Register

Introduction

A brief introduction was provided by PB outlining previous and the position of the current work on the Parking Study in Abergavenny. Following the presentation a brief discussion outlining the over arching issues in the town were discussed and the following issues were highlighted:

- Investment in the town centre is essential
- Maintenance of the car parks is long over due
- Local business praise MCC for the Small Business Relief
- Town Centre requires general maintenance
- Revitalisation of town centre is essential
- Morrison is a committed development and will have a large impact on parking in the town – has the price structure of the Morrison car park been discussed and agreed?
- Aging population in Abergavenny
- Foot fall in Abergavenny has dropped
- Car Parking in Monmouthshire not hitting budget
- Different car parking charges in different types in the county
- Increasing number of blue badges and miss use
- Car park policy should support improved footfall
- Should Abergavenn charging subsidise free parking elsewhere
- Worth exploring the Brecon charging regime
- Recognise the link between car parking and regeneration as part of the reclamation of the town centre
- Work with the ‘Gateway Project’ to improve the attractiveness of the town

1st Session

What are the current issues in Abergavenny?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information collected at the workshop at each of the three groups. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Physical state of car parks	Poor Disabled Parking Facilities	Users are unaware of the overstay charge facility
Poor signage – proximity to car park	Not enough capacity on Tuesdays – Market Day	Limited turnover in car parks
Aging population	Poor Maintenance of car park – in need of work	Visitors to the town are not price sensitive whereas regular shoppers are
Does Abergavenny subsidise other towns in the county – can the excess be used to regenerate the town	Poor Coach parking	Visitors to the town do not consider charges as high

Consistency for parking policy is needed	Poor Signage to car parks	Signage is inadequate and it should be more attractive
Small market town – number of events	Poor Signage for pedestrian	Is the balance of free car parking in the town correct?
Users are required to determine how long they want to stay on arrival	Like free parking at Byefield car park	Car Parks not welcoming
Limited shop mobility in town	Castle Street – poor layout	Poor security at Byefield
Capacity is ok – generally spaces are available	Poor enforcement	Poor Disabled parking
Cattle market – how is council using this for Town Centre?	Limited turn over in car parks	Increase number of blue badges in car parks
Brewery Lane car park – poor condition		

2nd Session – Identify the parking solutions?

Attendees were asked to identify the possible solutions to the parking issues in Abergavenny. The following table outlines the identified solutions by each group at the workshop. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Simple charging and structure - Aggregated Charging	Introduce Free After 3pm	Better Flexibility for the user – pay for what they use by barrier control rather than pay and display
Open ended ticket	Improve parking signs when entering town – especially free parking	Maintain Byefield Free Parking
Improve security at Byefield	Introduce new machines at car parks that allow users to pay after visit	Income from car parking generated in Abergavenny should remain in Abergavenny
Improve short stay turn over	Introduce No Return Policy in all Car Parks	Free after 4pm – might be acceptable and affordable
Prime spaces for shoppers	Straight Forward parking charges	Minimum stay should be reduced to 3 hours (not 4 hours)
Abergavenny parking revenue used to tidy up car parks	Improve maintenance at all car parks	£1 rather than 80p
Daily enforcement	Prime spaces for disabled	
Introduce number plate system	Look at charging on Tuesday	

Workshop Close

At the end of the workshop there was an open discussion were attendees could raise any additional issues. The following table outlines the closing remarks of the workshop.

Closing Points
Visitors are not price sensitive
Increase of turn over is important
Comparison with Beacon Town
Car Park Security
What would a scheme where shops refund car park charging look like?
Mixed views about the 1hr and 30 min charging options

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. Abergavenny_Existing Conditions_Local_A1 (PDF)
3. Abergavenny_Proposed Conditions_Local_A1 (PDF)

If you require the additional material, please contact Rhian Watts at Wattsr@bpworld.com

Date: 14th August 2013
Time: 18:00 – 20:00
Venue: Caldicot Town Council Offices, Sandy
Contract title: Caldicot Parking Study
Attendees: See Attached Attendance Register

Introduction

There were no members from the Caldicot Town Council who attended the workshop. A brief introduction was provided by PB outlying previous and the position of the current work on the Parking Study in Caldicot.

1st Session

What are the current issues in Caldicot?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information collected at the workshop at each of the three groups. If groups identified the similar issues they have been recorded once but highlighted in bold.

Current Issues
Poor retail offer
Asda store development (2014)
Market day – Tuesday and Saturday; car parks are very busy
Caldicot is not a tourist town
HGV park in Jubilee Way car park
Town centre not linked to Castel
Castel has good events – no impact on town
WoodStock Car Park – No Sign Post to pedestrian
WoodStock Car Park – 6 th forms from school parking

2nd Session – Identify the parking solutions?

Attendees were asked to identify the possible solutions to the parking issues in Abergavenny. The following table outlines the identified solutions by each group at the workshop. If groups identified the similar issues they have been recorded once but highlighted in bold.

Proposed Solutions
Asda will hopefully pull people into the town
Opening of old steel works road (Magor to Newport) will improve access to Caldicot
Re-open high st to one way traffic
Jubilee Way – in the future close and sell for development (following Asda development)
Cant introduce charge as Asda car park

Workshop Close

At the end of the workshop there was an open discussion where attendees could raise any additional issues. The following table outlines the closing remarks of the workshop.

It was concluded that in light of the proposed Asda development, which will have a major impact on the town and its parking infrastructure, any proposed measures for the council car parks should be postponed until after the Asda development is completed.

It is recommended that this study be reviewed in 2 years, following the completion of the Asda.

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. Caldicot_Existing Conditions_Local_A1 (PDF)
3. Caldicot_Proposed Conditions_Local_A1 (PDF)

If you require the additional material, please contact Rhian Watts at Wattsr@bpworld.com

Date: 5th August 2013
Time: 18:00 – 20:00
Venue: Chepstow Leisure Centre
Contract title: Chepstow Parking Study
Attendees: See Attached Attendance Register

Introduction

A brief introduction was provided by PB outlining previous and current work on the Parking Study in Chepstow. Following the presentation a brief discussion outlining the over arching issues in the town were discussed and the following issues were highlighted:

- Proposed increase of 116 spaces at Chepstow Rail Station is approved (outlined in the LDP) – awaiting funding from SWETRA
- Chepstow Rail Users are not local – not price sensitive
- Investment in the town centre is essential
- Chepstow is competing with large out of town retail locations near by
- Chepstow layout (being on a hill) impacts the time people will spend in the town
- Seven Bridge Social Club – parking lease to end of September, site used as an unofficial park and share site
- Visitors are not price sensitive – locals area (2 hr free parking?)
- Poor signs to car parks – especially Welsh St
- The vision for parking in Chepstow is to make parking easy for everyone
- Chepstow has a good capacity of parking – just not managed in the right way

1st Session

What are the current issues in Chepstow?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information discussed at the workshop at each of the three groups. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1
Chepstow Rail Station is fee
Chepstow is very busy during the evening
Overnight parking
High activity of coach trips
Long Stays on the increase – poor ticket officer
Poor Security at Car Parks
Welsh St – coach trips run from car park (London)
Increase in on-street parking
Severn Bridge Car Park – Used as Park and Ride
Good public transport in town – good buses to Bristol, Newport and London
Parking Capacity in Chepstow is good – turnover is poor
Poor Enforcement
Only one short stay car park
Poor pedestrian signs around town
A466 HGVs parking – issue

2nd Session – Identify the parking solutions?

Attendees were asked to identify the possible solutions to the parking issues in Abergavenny. The following table outlines the identified solutions by each group at the workshop. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1
Introduce Flat Fee in Chepstow Rail Station
Better use of Chepstow Race Course
Introduce flat fee after 6pm in all car parks
Introduce free 2 hour parking
Introduce charging for blue badge holders – provide good standard of disabled parking in all car parks
Pay as you park – barrier system?
No return in all car parks - Network machines
Nelson St – short stay
Welsh St – Long Stay?
Change out of hours – evening and Sunday
Drill Hall – Long Stay? Flat Fee all day – workers car park
Key parking locations for local residents
Introduce road closure for town centre for events (once a month?)
Workforce car park to be moved to further afield

Workshop Close

At the end of the workshop there was an open discussion were attendees could raise any additional issues. The following table outlines the closing remarks of the workshop.

Closing Points
Make it easy to use for everyone
Parking support local users
There is a lot of revenue not being charged in Chepstow
Chepstow need help now – plan reviewed in 2 years

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. Chepstow_Existing Conditions_A1 (PDF)
3. Chepstow_Proposed Conditions_A1 (PDF)

If you require the additional material, please contact Rhian Watts at Wattsr@bpworld.com

Date: 7th August 2013
Time: 18:00 – 20:00
Venue: Shire Hall, Monmouth
Contract title: Monmouth Parking Study
Attendees: See Attached Attendance Register

Introduction

A brief introduction was provided by PB outlining previous and current work on the Parking Study in Monmouth. Following the presentation a brief description of the progress on a number of proposed car parks was discussed.

- Proposed increase (15 spaces) at the Rowing Club – Approved and Funded
- Proposed new 60 space car park at St James (which is more often referred to as Granville Street/Wybridge Street or Queens Head) – Approved and Funded
- Propose new car park at Rockfield Road 90 spaces (long Stay) – proposed but has yet to get a decision and funding from MCC
- People travel to Monmouth find parking spaces
- Town is generally busy – high level of footfall
- Coach trips turned away due to lack of parking
- Concern over 1 day free a month (rolling through each town)

1st Session

What are the current issues in Monmouth?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information discussed at the workshop at each of the three groups. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Poor Signage	Additional Capacity needed – Queens Head 2014	Function of Old Dixton Road and Cinderhill Car Parks is unclear – full by 9am
Chipenham CP – Poor Pedestrian Access	Application for further parking needed	Improve signage – entrance to sports ground
Weekend – queuing traffic into Waitrose and stops people parking	Cattle Market – used on fir/sat	Better use of the car parks available
Lots of parking on the High St	Cindrhill – Full/Free/conflict with residents	Lack of parking at top of town
No traffic warrant	Town has good sustainable alternatives - Growth in cycling numbers	Lack of parking in the evening – especially top of town close theatre/cinema
No enforcement	Glendower CP – used by school/6 th formers take up space	Maximise parking for shoppers
Restricted area for car park development	Rowing Club – flood gate issue (£70 per space through business rates to WG)	Poor adverting of season ticket
Limited Coach parking in	Lack of Short Stay parking	Affordable parking for

Monmouth – only 2 spaces		workers
Poor facilities for coach trips	Good Walking and Cycle links to Monmouth – nation cycle route	Speak to schools about better managing student parking
High number of parking permits being used	HGV Parking	

2nd Session – Identify the parking solutions?

Attendees were asked to identify the possible solutions to the parking issues in Monmouth. The following table outlines the identified solutions by each group at the workshop. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Town Council employee enforcement officer	Introduce weekend charging – Sunday	Electronic signs
Redesign of high st	Land near Rugby Club – space to move/expand	Either remove or control free parking from centre parks
Proposed car park at Rockfield Rd – Park and Ride Site	In Cattle Market – move disable bays to taxi bays and increase coach parking	No support for 1hr parking option
Priority parking for blue badge holders	South East by garage use as coach parking	Differential charging regime – cheaper for the winter
Charge blue badge holders	North of town – long stay	Shared Space – needs to get back on the agenda
Charge for parking on Sunday?	Coach parking – use old Dixon road schools loading bay for additional parking on weekends and during summer	Improve the signage to all CP – especially behind M&S

Workshop Close

At the end of the workshop there was an open discussion where attendees could raise any additional issues. The following table outlines the closing remarks of the workshop.

Closing Points
Are we using the car parks in Monmouth in the right way?
Proposed new charging - £1 = 2hr, £1.50 = 3hr
Feasibility Study into the cost of new ticket machines

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. Monmouth_Existing Conditions_Local_A1 (PDF)
3. Monmouth_Proposed Options_Local_A1 (PDF)

If you require the additional material, please contact Rhian Watts at Wattsr@bpworld.com

Date: 19th August 2013
Time: 18:00 – 20:00
Venue: Council Offices, Usk
Contract title: Usk Parking Study
Attendees: See Attached Attendance Register

Introduction

A brief introduction was provided by PB outlining previous and the position of the current work on the Parking Study in Usk. Following the presentation a brief discussion outlining the overarching issues in the town were discussed and the following issues were highlighted:

- There is no trader chamber in Usk
- Usk has a strong annual event calendar and local actives
- Usk has a high number of car ownership
- High number of on-street parkers in Usk
- Any proposals need to plan for the future

1st Session

What are the current issues in Usk?

A detailed review of the existing conditions has been presented on a GIS layer. The GIS file or PDF visions are available on request. The table below presents general information collected at the workshop at each of the three groups. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Maryport St North – Park and Share Site	No real problem in Maryport St North	Maryport St South – Farmers market (Saturday), busy on-street parking
Aging Population	Twyn Square car park – poor layout and dangerous access road, very narrow	Coach parking in Maryport St South
Maryport St South – Full, Prison staff	Maryport St South – not used by shoppers, too far out of town	High volume of all day parkers in Maryport St North
Civic Amenity Site at Maryport St North – well used	Prison staff – 8hr or 12hr shifts (long stay parking)	High car ownership in the town
Poor turnover in Maryport St North	Maryport St South – poor condition	Maryport St South – Poor surfacing and no lighting
Usk Museum – free will increase demand	Maryport St North – 1/3 full by 8:30am	Maryport St South – lots of residents issues
In the morning – on-street parking causes large queuing	Air Quality Management Area in Usk	Limited residents parking along Maryport St
Poor maintenance in all car parks	Car Parked on Bridge St cause queuing and block pedestrian access	

2nd Session – Identify the parking solutions?

Attendees were asked to identify the possible solutions to the parking issues in Abergavenny. The following table outlines the identified solutions by each group at the workshop. If groups identified the similar issues they have been recorded once but highlighted in bold.

Group 1	Group 2	Group 3
Charge in all car parks	Close market 2 out of 7 days for use of markets	Introduce nominal charge at Maryport St South (mon to fri) – to support maintenance
2hr free parking	Charge at Twyn Square	Visitors are not price sensitive – locals are
Provide coach bays in Maryport St South	Traffic order on street to stop prison staff parking on-street	Maryport St South – Long Stay
Increase of turnover is important in Maryport St North	Residential parking scheme	Prison to provide car parking on-site for staff and visitors
No return in Maryport St North	Dont charge in Maryport St North – but something to fee up spaces	Remove cobbled pavement to provide parking spaces
Maryport St North – short stay	Park and Ride site at Rugby Club	
Enforcement - no stopping on Bridge St	Income for Usk fenced for maintenance	

Workshop Close

At the end of the workshop there was an open discussion were attendees could raise any additional issues. The following table outlines the closing remarks of the workshop.

Closing Points
Survey undertaken in Maryport St North to identify the users – is there a high number of park and share?
Park and Ride Site at Rugby Club – free up space in Maryport St North
Prison car park – if this was a new development, it would be required to provide its own parking
If you are going to start charging in Maryport St South – need to improve the quality of the car park
Enforcement of on-street is needed
Ragland Services – park and share site (wider network)

Additional Workshop Reference Material

A list of additional material that is available from the Workshop is outlined below;

1. PB's Presentation
2. Usk_Existing Conditions_Local_A1 (PDF)
3. Usk_Proposed Conditions_Local_A1 (PDF)

If you require the additional material, please contact Rhian Watts at Watts@bpworld.com

Date: 20th September 2013

Time: 18:00 – 20:00

Venue: Council Offices, Usk

Contract title: Usk Parking Study

Attendees: Roger Hoggins – MCC
Mark Youngman - MCC

Following the initial Usk Workshop held in Usk on the 19th August 2013 to discuss the Monmouthshire Parking Study an additional meeting was held between MCC and members of Usk council. The headlining points raised in the meeting are identified below:

Headline points:

- Two letters around car sharing
- Didn't believe there to be a car parking problem in any of Usk's car parks
- So didn't see need for surveying of Maryport Street North car park as they have no evidence of car sharing taking place
- View that introduction of charges – will force people out into residential streets
- Possibility that use of Tywn Square car park is by employees of Morgans

- Emphasised that there was need to take the views of local businesses, residents and volunteers on board
- Town won't be able to cope with charges
- Have to give reason for people to come here.
- Pride in our town – need help, don't need barriers; when people come to usk, enjoy it.
- Usk – considered as a destination
- MCC Might want to check on ownership of Usk car parks –

Appendix D

Current Car Parking in Monmouthshire

MONMOUTHSHIRE COUNTY COUNCIL CAR PARKS

TOWN	LOCATION	PAY & DISPLAY	PARKING SPACES	DISABLED BAYS	Additional Amenities
Abergavenny	Brewery Yard	Yes	85	7	
Abergavenny	Bus Station	Yes	66	4	TIC,WC
Abergavenny	Byefield Lane	Yes (Tues Only)	300	6	
Abergavenny	Castle Street	Yes	208	16	WC
Abergavenny	Fairfield	Yes	473	11	
Abergavenny	Tiverton Place	Yes	73	4	
Abergavenny	Trinity Terrace	Yes	38	2	
Abergavenny	Tudor Street	Yes	22	0	
Abergavenny	Bus Station (Priory)	Yes	96	3	As Bus Station
Caldicot	Jubilee Way	No	59	4	WC
Caldicot	Woodstock Way	No	100	5	
Chepstow	Castle Dell	Yes	99	4	TIC,WC, Coach Bays
Chepstow	Drill Hall	Yes	67	8	
Chepstow	Nelson Street	Yes	86	5	
Chepstow	Station Road	No	42	0	
Chepstow	Welsh Street	Yes	242	8	WC
Chepstow	The Station	No	55	0	
Chepstow	Severn Bridge Social Club	No	85	6	Agreement due to terminate end September 2013
Gilwern	Main road	No	24	0	
Goytre	Goytre	No	21	1	
Magor	Sycamore Terr	No	34	1	
Magor	Magor Square	No	28	1	
Magor	Withy Close	No	25	1	
Monmouth	Cattle Market	Yes	184	13	WC
Monmouth	Chippenham	Yes	32	2	
Monmouth	Cinderhill Street	No	40	0	
Monmouth	Cornwall House	Yes	50	3	

Monmouth	Glendower Street	Yes	121	9	
Monmouth	Monnow Street	Yes	39	2	
Monmouth	Rowing Club	No	20?	0	
Monmouth	Old Dixton Road	No	30	2	
Usk	Maryport St (n)	No	78	9	WC
Usk	Maryport St (s)	No	Not lined		
Usk	Twyn Square	No	20	0	

Appendix E

Blue Badge Review

Watts, Rhian

From: Hoggins, Roger [RogerHoggins@monmouthshire.gov.uk]
Sent: 20 October 2013 21:21
To: Watts, Rhian; Pritchard, Ben
Subject: FW: Parking Disabled people
Attachments: 2013_0510ADx.jpg; ATT00001.htm; 2013_0511AGx.jpg; ATT00002.htm; 004ee.jpg; ATT00003.htm; 2013_0511ADx.jpg; ATT00004.htm; My experiences of Market Street.docx; ATT00005.htm

Hello both

Please see attached comments from CAIR re possibility of MCC introducing charging for blue badge holders.

roger

From: Jenny Barnes [mailto:ffotojenic@btconnect.com]
Sent: 20 October 2013 12:17
To: Sarah Griffiths =; Sara Chicken Chicken; Mike Davies; Kate Thomas; ffotojenic@gmail.com; Chris Edmondson Edmondson; James, Andrew (Home); tony crowhurst; Felicity Branigan; Grayham preece Shopmobility; David Overland; James, Tom; Hoggins, Roger
Subject: Fwd: Parking Disabled people

CONTACT **MONMOUTHSHIRE DISABLEMENT ASSOCIATION**
ACTION *Working to remove the remaining barriers to access for all*
INFORM
REPRESENT **Charity Commission Registered No. - 1114001**

Hi Folks,

I sent this to the Abergavenny Chronicle last week end hoping for coverage of these issues. Nothing has gone in yet. It is a press release about a campaign that CAIR is running to try and stop people blocking pavements by parking on them and dropped kerbs.

It is also a report that we have prepared about Car Parks and charging in Monmouthshire, at the request of MCC Equality and Diversity Group and the consultants MCC have employed to do the work.

Kind Regards

Jenny Barnes Sec CAIR The Monmouthshire Disablement Assn.

Help CAIR tackle Selfish Parking and Blue Badge Abuse. Think Disabled Access.

CAIR, The Monmouthshire Disablement Association, made up of Disabled people and their carers, has been working in Monmouthshire for many years to try to improve access to services for disabled people. We have been working with Monmouthshire County Council to make through routes in our towns. This enables disabled people, in wheel chairs and pushing baby buggies to use pavements as highways, ie to have continuous through routes along pavements in the same way as cars use the roads. This means dropped kerbs across main roads and across road junctions, to access pavements.

CAIR has been partially successfully here and there are now many more dropped kerbs giving access to town centres.

We have a growing problem. Increasingly cars are parking on dropped kerbs and pavements blocking the routes. This is illegal but not a high priority for police who are over-stretched. We have contacted the police and have twice had the Police Community Support Officers to our meetings who want to help, but are not always available when there is a problem. Shop Mobility Abergavenny has also reported the problem. We have been told to ring 101, the non emergency police number, if a pavement is blocked. However this is unlikely to immediately solve the problem, even if the disabled person has a phone, as a person alone in a wheelchair can sit and wait, for what may be hours, for the police to arrive and then the driver to come. We have agreed to start ringing the number however, where we can, as we have rejected putting stickers on offending cars as we fear reprisals or accusations of criminal damage, from drivers who are already shown by their selfish parking to be anti-social.

We are therefore appealing to the public for consideration from drivers and delivery people parking their vehicles.

We know that not everyone has their own parking place outside their home, but cars are often blocking the pavement where there is plenty of room on the road to park. Please do not park across a dropped kerb or on a pavement if you there-by make it too narrow for a double buggy or a scooter to get past. At least a meter is needed. Market St is one of the main problem areas. We have not yet started to phone the police but we will if there is no improvement in people's selfishness.

Some of the selfish drivers have a blue badge themselves. CAIR would also encourage a crackdown on the misuse of blue disabled badges. Too many people have not read, or are ignoring, the laws printed on the badge. They are now only issued to people with a severe disability when they are using them to park and get out of the car. It is illegal to 'borrow' a badge or use it when the person to whom it is issued is not in the car. The badge owner must get out of the car. It is illegal to cause a traffic obstruction. It is illegal to re set the time on the clock on the badge with out moving the vehicle. It is illegal to buy a badge and use it.

Some of Abergavenny's car parks have a third of users getting free parking with a disabled badge. We would encourage people to 'shop' people they see using a badge illegally (but remember that not all disabilities are immediately visible.)

Jenny Barnes for CAIR The Monmouthshire disablement Assn

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My experiences of Market Street

In April 2010, I had to have a big operation, and to recover I had to have 3 months absence from Office Services, where I attend twice a week.

During the 3 months absence, when the weather was lovely, Mam and I went shopping, and to look around the shops, so we were making a day off it every week. We went through Market Street, I had a job to stay on the pavements with the electric wheelchair as firstly, you couldn't get through, as there were cars parked everywhere, and secondly, if you ask someone to move their car, they were ignorant. So you couldn't win either way. It was horrendous.

I don't go to town as much now, as I am busy doing other things, but if I got a doctor's appointment at Tudor Gate Surgery, we tend to go through that way, as we are not going through the town, which is good. It's a shortcut. I found the same issue happening again, especially, on a Tuesday, when it's Market Day. It's very busy on that street.

That's why, if all possible, I try to avoid that street, if I can, when I go to town. I went to town last Wednesday (25th September), and I avoided it completely, by going through directly into the town.

Written by Sarah Griffiths

Appendix F

Residential Parking in Monmouthshire

Town	Permit Zone	Car Park or On Street	Max Allocation	Valid Permits 2012	Geographical Eligibility
Abergavenny	St Michaels Rd	On Street	12	0	St Michaels Road
	Trinity Terrace	Car Park	20	12	Baker St, Trinity Terrace Nevill Street, High Street, Lewis Lane, Frogmore St, St Johns St.
	Ross Rd	On Street		3	
	Lower Monk St	On Street		15	
Chepstow	Brewery Yard	Car Park	10	9	Brewery Yard, Cross St
	Lower Church St	On-Street	18	10	Lower Church St.
	Castle Dell	Car Park	56	21	Lower Chepstow below Beaufort Square
	Drill Hall	Car Park	40	33	Lower Church St, The Back, St Annes St.
Monmouth	Regents Way/Steep St	On-Street	17	7	Regents Way, Steep St, Mount Pleasant
	Welsh St	Car Park		8	
	St Mary's St	On-Street	16	15	2-40 St Mary's St.
	Almshouse St	On-Street	14	6	1-12 Almshouse St.
	Drybridge St	On-Street	21	12	1-41 Drybridge St. and adjacent cottages
	Cinderhill St	On-Street	24	3	Cinderhill St.
	Old Dixton Road	On-Street		3	Old Dixton Road
	Glendower St	Car Park	68	37	Glendower St, Worcester St, Agincourt St, Church St, St Mary's St, Almshouse St, St John Street, Agincourt Square, Priory St, Chippenhamgate St
	Rear of Monow St	Car Park	20	8	Monnow St, Chippenham Court, Howells Place
	St James St	On Street	18	4	St James Squ, St James St
	Cattle Market	Car Park		0	
	Whitecross St	On-Street	25	6	Whitecross St, Monk St

Appendix G

Cost Assumptions

Item	Assumption/Cost
Number of Car Parks	31
Number of Ticketing Machines	36
Unit cost of updating pay and display signs	£30
General highway cost for updating access to ticketing machines	£1000
Updating software on existing machines - £778 per machine	£778*
Updating ticketing machines Sim £13.50 per month	£162*
New Networked Machine + Annual license per machine	£8,300 + £2,700*
Lifetime of a machine	10 – 15 years
Updating pay and display Sign per unit	£30^
Updating highway directional Sign per unit	£125^
Hourly Wage Rate for Staff – based on national minimum wage rates (Gov.uk)	£6.31
Maryport St Lighting Scheme	£17,000*
Maryport St Resurfacing Scheme	£60,000^

*Cost provided by MCC

^Cost provided by PB Highway Team

Appendix H

Car Park R102 Budget 2012

MONMOUTHSHIRE COUNTY COUNCIL



Monthly Budget Monitoring Report for Year End Outturn 2012

COST CENTRE: R102 Transport Policy

Cost Centre Manager: markyoungman@monmouthshire.gov.uk

Last Years Actual	Account	Account Description	Current Month Actual	Year End Outturn Amount	Year End Outturn Commitments	Annual Budget	Annual Forecast	Forecast Over/(Under) Spend
	MANAGED COSTS							
207,014	Employee		214	197,579	0	219,376	197,579	(21,797)
165,006	A001	Salaries	0	157,458	0	164,718	157,458	(7,260)
11,393	A005	National Insurance Ers Salaries	0	10,756	0	11,004	10,756	(248)
21,732	A008	Superannuation Ers Salaries	0	23,143	0	32,876	23,143	(9,733)
4,688	A020	Wages	0	0	0	10,100	0	(10,100)
627	A028	Superannuation Ers Wages	0	0	0	1,200	0	(1,200)
233	A045	Arrears Of Pay	0	0	0	0	0	0
0	A059	Allowances	0	995	0	0	995	995
370	A060	Subsistence	0	119	0	400	119	(281)
0	A072	Course, Conference And Seminar Fees	0	0	0	500	0	(500)
1,565	A081	Sick Pay	0	1,693	0	0	1,693	1,693
0	A082	Holiday Pay	0	505	0	0	505	505
1,836	A091	Travel Claims Allowance	214	2,910	0	2,900	2,910	10
0	A099	Employee Related Savings	0	0	0	(4,322)	0	4,322
(436)	A105	Industrial Action Deduction	0	0	0	0	0	0
117,105	Premises		0	127,398	0	122,000	127,398	5,398
0	B001	Building Improvements / Maintenance	0	232	0	0	232	232
137	B002	Corporate Building Maintenance(Indirect).	0	0	0	0	0	0
11,571	B050	Rents/Hire Of Premises.	0	15,749	0	12,000	15,749	3,749
105,397	B060	Rates	0	111,417	0	110,000	111,417	1,417
8,144	Transport		0	6,940	0	10,000	6,940	(3,060)
180	C015	Vehicles Repairs and Maintenance	0	180	0	200	180	(20)
877	C026	Diesel	0	992	0	1,000	992	(8)
3,600	C050	DSO Fixed Vehicle Charge.	0	3,600	0	3,800	3,600	(200)
3,487	H010	Vehicle Leases	0	2,168	0	5,000	2,168	(2,832)
40,525	Supplies and Services		360	29,419	0	30,601	29,419	(1,182)
0	B088	Pest Control	0	83	0	0	83	83
72	D005	Rental / Hire	0	0	0	0	0	0
0	D008	Health & Safety Equipment. Stores	0	117	0	0	117	117
224	D010	Repairs & Maintenance.	0	2,730	0	3,000	2,730	(270)
180	D015	Materials & Consumables.	0	(180)	0	0	(180)	(180)
198	D048	Furniture Purchases / Replacement	0	0	0	0	0	0
0	D060	Printing	0	1	0	0	1	1
78	D061	Photocopying.	0	0	0	0	0	0
10,955	D065	Stationery	0	6,717	0	5,000	6,717	1,717
3,506	D067	Repairs & Maintenance	0	0	0	0	0	0
8,433	D080	Professional And Specialist Fees	360	1,741	0	5,000	1,741	(3,259)
(10)	D091	Penalty Charges & Fines	0	0	0	0	0	0
0	D099	Supplies & Services Efficiency Savings	0	0	0	(41)	0	41
392	D107	Mobile Telephones	0	77	0	300	77	(223)
131	D108	Mobile Telephone Call Charges	0	181	0	600	181	(419)
13,139	D120	Hardware Rental/ Maintenance.	0	13,401	0	13,000	13,401	401
80	D122	IT Hardware	0	327	0	0	327	327
46	D161	Postages	0	109	0	200	109	(91)
1,730	D174	Display Equipment	0	713	0	1,800	713	(1,087)
60	D187	Write-Offs	0	0	0	0	0	0
961	D192	Subscriptions	0	845	0	1,000	845	(155)
422	D196	Clothing And Uniforms	0	1,557	0	742	1,557	815

0	D205	Self Insured Settlement Recharge (Indirect)	0	1,000	0	0	1,000	1,000
(72)	H013	Movement in Bad Debt Provision	0	0	0	0	0	0
107,790	Third Party		0	103,148	0	120,000	103,148	(16,852)
107,790	E012	General Contracts	0	103,148	0	120,000	103,148	(16,852)
0	Transfer Payments		0	0	0	0	0	0
0			0	0	0	0	0	0
37,116	Support Services		0	221,524	0	158,307	221,524	63,217
157	D204	Internal Insurance Premium (Indirect)	0	152	0	152	152	0
4,252	G012	Personnel (Indirect)	0	2,423	0	2,671	2,423	(248)
1,903	G013	Corporate Training (Indirect)	0	1,227	0	2,426	1,227	(1,199)
267	G016	Safety Services (Indirect)	0	269	0	232	269	37
0	G021	Legal Services (Indirect)	0	0	0	1,973	0	(1,973)
130	G080	Property Services (Indirect)	0	0	0	0	0	0
2,816	G085	Central Finance (Indirect)	0	3,545	0	3,366	3,545	179
7,158	G088	Internal Audit (Indirect)	0	7,550	0	7,550	7,550	0
8,514	G090	Cashiering Recharges (Indirect)	0	18,685	0	8,793	18,685	9,892
10,421	G092	ICT (Indirect)	0	13,566	0	11,095	13,566	2,471
23	G094	Debtors Recharge (Indirect)	0	138	0	27	138	111
263	G099	Payroll (Indirect)	0	272	0	225	272	47
0	G103	Strategic Asset Management Recharge (Indirect)	0	132,350	0	119,016	132,350	13,334
0	G109	One Stop Shop Abergavenny (Indirect)	0	40,546	0	0	40,546	40,546
226	G110	One Stop Shop Chepstow (Indirect)	0	179	0	196	179	(17)
163	G118	Occupational Health (Indirect)	0	265	0	228	265	37
823	G120	Procurement (Indirect)	0	357	0	357	357	0
164,990	Capital Financing		(650)	5,562	0	0	5,562	5,562
0	H003	Depreciation Charges General Fund (Indirect)	0	6,212	0	0	6,212	6,212
34,900	H004	Revaluation Losses on PPE (Indirect)	0	0	0	0	0	0
138,001	H005	Impairment Losses on PPE (Indirect)	0	0	0	0	0	0
0	H007	Unwinding of Impairment Losses on PPE (Indirect)	(650)	(650)	0	0	(650)	(650)
(7,911)	H008	Unwinding of Revaluation Losses on PPE (Indirect)	0	0	0	0	0	0
682,684	TOTAL EXPENDITURE		(76)	691,570	0	660,284	691,570	31,286
	Income							
	S090 Fee Income and Recharges							
(97)	0165	ICT Charges To Ext Customers	0	0	0	0	0	0
(1,800)	0184	Recharges external bodies	0	0	0	0	0	0
(1,897)			0	0	0	0	0	0
	S097 Telephone Income							
(46)	0261	Private Telephone Call Monies	0	0	0	0	0	0
(46)			0	0	0	0	0	0
	S129 Admission Charges							
26	0368	Season Tickets Off Street	0	0	0	0	0	0
26			0	0	0	0	0	0
	S159 Parking Income							
302	No Cat7		0	271	0	0	271	271
(95,049)	0360	Contravention Fee Income	(240)	(91,639)	0	(98,000)	(91,639)	6,361
(3,525)	0361	Letting of car parks	0	(4,817)	0	(3,000)	(4,817)	(1,817)
(1,011,604)	0363	Pay & Display Income	(14,859)	(973,661)	0	(1,090,000)	(973,661)	116,339
(6,042)	0365	Recovery Fees	(900)	(2,632)	0	0	(2,632)	(2,632)
(3,083)	0366	Residents Off Street Permits	0	(3,408)	0	(3,000)	(3,408)	(408)
(2,680)	0367	Residents On Street Permits	0	(3,430)	0	(2,000)	(3,430)	(1,430)
(67,537)	0368	Season Tickets Off Street	0	(65,994)	0	(63,000)	(65,994)	(2,994)
0	0393	Service Charges (commercial properties)	0	0	0	0	0	0
(1,189,218)			(15,999)	(1,145,310)	0	(1,259,000)	(1,145,310)	113,690
	S170 Rents							
(1,400)	0395	Wayleaves & Easements	0	(1,400)	0	(1,000)	(1,400)	(400)
(1,400)			0	(1,400)	0	(1,000)	(1,400)	(400)
(1,192,535)	TOTAL DIRECT INCOME		(15,999)	(1,146,710)	0	(1,260,000)	(1,146,710)	113,290

(509,851)	NET TOTAL	(16,075)	(455,140)	0	(599,716)	(455,140)	144,576
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Appendix H

Budget Forecast Breakdown

Option Tables

Forecasting is based on best available data

County Wide Options					Comments
Option	Cost		Benefit	Annual Return	
	Set-up	Annual	Year One		
Networking Machines	£ 298,800.00	£ 2,700.00	£ 10,321.89	£ 7,621.89	*Large one off cost or a 10 year payment plan. *The benefit is made up of the services that will no longer be required such as - Cashiering Recharges, Hardware Rental/.Maintenance, Professional and Specialist Fees *Comparing the new annual cost compared to the old *More benefit could be provided - such as reduced hours of working due to reduce number of collections (intelligent software) *The machines will also be future profe
Sigange	£ 24,920.00	£ -	Not a measurable Benefit - possibility of increase in demand due to improved directional sigange to car parks		*Assuming a new sign is required for each car park and the two committed car parks in Monmouth *Possibility of increase in demand due to improved directional signage to car parks
Blue Badge - Networking Machines	£ 335,730.00	£ 2,700.00	£ 98,663.33	£ 95,963.33	*Cost with upgrading the machines to Networked Machines or part of the 10 year payment plan *Highway cost to provide access to machines (average cost to rovide DDSA Compliance) *Demand profile was calculated using the spot surveys undertaken by MCC and growthed up to provide annual data
Blue Badge - Using Exisitng Machines	£ 64,938.00	£ 5,832.00	£ 98,663.33	£ 92,831.33	*Cost with upgrading the exisitng machines *Highway cost to provide access to machines (average cost to rovide DDSA Compliance) *Demand profile was calculated using the spot surveys undertaken by MCC and growthed up to provide annual data *It is assumed that the exisitng demand will remain the same

	£ 870.00	£ 8,424.00	£ 59,429.14	£ 51,005.14	* Assumed Network Machines have been installed in all car parks - one off cost is for upgrades to pay and display signs * Additional annual cost of staff for Sunday working * As no demand data is available - demand calculated based on ATC data and average car park profiles
Sunday Charging - all year round	£ 34,710.00	£ 8,424.00	£ 59,429.14	£ 51,005.14	* Using existing machines - one off cost of software updates and updates to signs * Additional cost of staff for Sunday working * As no demand data is available - demand calculated based on ATC data and average car park profiles
	£ 870.00	£ 8,424.00	£ 27,715.85	£ 19,291.85	* Additional cost of staff for Sunday working * As no demand data is available - demand calculated based on ATC data and average car park profiles * Summer profile was calculated based on demand profile from May - Sept which represents 52% of the demand
Sunday Charging - Summer only	£ 34,710.00	£ 8,424.00	£ 27,715.85	£ 19,291.85	* Additional cost of staff for Sunday working * As no demand data is available - demand calculated based on ATC data and average car park profiles * Summer profile was calculated based on demand profile from May - Sept which represents 52% of the demand
Increase the existing Traffic Structure (20p per hour charge)	£ 28,878.00	No Increase on Annual Cost	£ 207,725.30	£ 207,725.30	* There will be a one off cost in updating the software in the existing ticketing machines and displays (including signs) * The annual cost will be the same of existing * The benefit is calculated based on 2012 annual demand in each car park * The benefit represents the additional income compared to the existing structure
Introduce New Parking Simple - 2hr = Free, 3hr - 4hr = £2, all day = £3	£ 28,878.00	No Increase on Annual Cost	-£ 392,884.90	-£ 392,884.90	* Introduce a simple new tariff structure across the county and identify key short/long term car parks * Cost update to signs and programming using existing machines * The benefit represents the additional income compared to the existing structure * The benefit represents the additional income compared to the existing structure

Introduce New Parking Simple - Free	£ 870.00	No Increase on Annual Cost	#####	-£ 1,138,164.90	*Introduce a free parking across the county *Cost update to signs and programming using existing machines *The benefit represents the additional income compared to the existing structure
Introduce New Parking Simple - 2hr = £1, 3hr - 4hr = £2, all day = £4	£ 28,878.00	No Increase on Annual Cost	£ 301,105.10	£ 301,105.10	*Introduce a simple new tariff structure across the county and identify key short/long term car parks *Cost update to signs and programming using existing machines *The benefit represents the additional income compared to the existing structure
HGV Parking	Further works required outside of the parking strategy				
Coach Parking	Further works required outside of the parking strategy				

Option Tables

Forecasting is based on best available data

Traiff Options					
Option	Cost		Benefit	Annual Return	Comments
	Set-up	Annual	Annual		
Free after 4pm (Abergavenny) + New Network Manachines	£ 450.00	No Increase on Annual Cost	-£ 8,467.99	-£ 8,467.99	*Assuming use of exisitng machines, one off cost is for updating pay and display signs *Using ATC data identified daily profile entering the Abergavenny - 9% of demand is between 4pm - 5pm *Additional benefit - change in behaviour
	£ 124,950.00	£ 2,700.00	-£ 8,467.99	-£ 11,167.99	*One off cost - 15 new networked machines + updating pay and display signs *Using ATC data identified daily profile entering the Abergavenny - 9% of demand is between 4pm - 5pm *Additional benefit - change in behaviour
30 mins Free (Monmouth) - 10 spaces	£ 1,530.00	No Increase on Annual Cost	-£ 928.50	-£ 928.50	* Cost new signs and lining to identify the 30 min free spaces and resurfacing work on parking bay *There are 526 spaces in Monmouth *Assuming 1.9% of the spaces are not charged
1 hours free (Chepstow)	£ 83,300.00	£ 2,700.00	-£ 33,978.75	-£ 36,678.75	* Cost of installing all new machines in Chepstow Car Parks * Based on daily demand calculate average hourly demand and remove *There are 741spaces in Chepstow
	£ 10,000.00	No Increase on Annual Cost	-£ 33,978.75	-£ 33,978.75	* Assuming use of existing machines - one off cost of updating the pay and display signs *Based on daily demand calculate average hourly demand and remove *There are 741spaces in Chepstow

Night Time Charging (Chepstow at exisitng traiff)	£ 300.00	£ 10,620.00	£ 78,830.70	£ 68,210.70	*One of cosst of updating sings *Assuming 5 extra hours of charging from 5pm - 10pm *cost for additional staff (no machine cost) *Assuming 305 days charing a year (52 sundays and 8 bank hoilday) *Demand calculated based on ATC figures and parking demand (ATC shows 29% of demand between 5pm-19pm)
Night Time Charging (Chepstow = £1)	£ 300.00	£ 10,620.00	£ 3,243.36	-£ 7,376.64	*Assuming 5 extra hours of charging from 5pm - 10pm and cost for additional staff (no machine cost) *Assuming 305 days charing a year (52 sundays and 8 bank hoilday) *Demand calculated based on ATC figures and parking demand (ATC shows 29% of demand between 5pm-10pm)
Night Time Charging (Monmouth at exisitng traiff)	£ 330.00	£ 10,620.00	£ 61,381.12	£ 50,761.12	*One of cosst of updating sings *Assuming 5 extra hours of charging from 5pm - 10pm and cost for additional staff (no machine cost) *Assuming 305 days charing a year (52 sundays and 8 bank hoilday) *Demand calculated based on ATC figures and parking demand (ATC shows 27% of demand between 5pm-10pm)
Night Time Charging (Monmouth = £1)	£ 330.00	£ 10,620.00	£ 2,324.08	-£ 8,295.92	*Assuming 5 extra hours of charging from 5pm - 10pm and cost for additional staff (no machine cost) *Assuming 305 days charing a year (52 sundays and 8 bank hoilday)
Night Time Charging (Abergavenny = £1)	£ 450.00	£ 10,620.00	£ 5,671.44	-£ 4,948.56	*Assuming 5 extra hours of charging from 5pm - 10pm and cost for additional staff (no machine cost) *Assuming 305 days charing a year (52 sundays and 8 bank hoilday) *Flat rate £1
Night Time Charging accross county (flat rate = £1)	£ 1,080.00	£ 10,620.00	£ 11,238.88	£ 618.88	*Assuming use of exisiting machines *Annual charge for one member of staff night time working - accross all of the county

Introducing Charging in Usk - Existing Charging Structure	£ 122,900.00	£ 2,700.00	£ 141,093.83	£ 138,393.83	*Assuming new machines (use networking machine figures, assuming 3 machines (two for MarryPort North and one for MarryPort South) *As no demand data is available use Monmouth demand profile assuming 266 spaces in Usk
Introducing Charging in Usk - Flat charge rate	£ 122,900.00	£ 2,700.00	£ 116,410.90	£ 113,710.90	*Assuming new machines (use networking machine figures, assuming 3 machines (two for MarryPort North and one for MarryPort South) *As no demand data is available use Monmouth demand profile assuming 266 spaces in Usk *Flat rate charge of £1

Appendix I

Usk Parking Study

USK CAR PARKING SURVEY

TECHNICAL NOTE

05 DECEMBER 2013**PROJECT: 3512464L-PTC**

1 INTRODUCTION

The purpose of this technical note is to summarise analysis of the parking survey data for Usk collected in November 2013. That survey was undertaken to determine the type of users and the duration they used the car parks within Usk. The survey analysis will also consider if there is any supporting evidence that park and share is taking place in Usk. The technical note supports the wider Monmouthshire Parking Study Report.

Usk has three car parks with 381 parking spaces within and close to the town centre. Maryport Street North is next to the town centre (largest), Maryport Street South is next to the prison in the south region of the town, and Twyn Square is located on Priory Street (smallest). Maryport Street South is generally used by prison staff and local residents. Maryport Street North is used by a number of different user types, from local residents wishing to park short term to employees that require all day parking. Maryport Street North also provides access to the civic amenity site and the Usk museum located within the car park.

The table below provides a summary of the car parks located within the town.

Car Park	Total number of parking spaces	Number of disabled spaces	Parking Type
Maryport St North	165	1	Long Stay
Maryport St South	85	9	Long Stay
Twyn Square	16	0	Long Stay

Table 1: Usk Car Park Summary

2 SURVEY APPROACH

A high-level parking survey was undertaken in all three car parks in Usk to investigate the occupancy levels and the proportion of long and short term users in each car park. The surveys were also to determine if there was any supporting evidence that the Maryport Street North car park was being used as a park and share site.

The surveys were undertaken between Monday 4th November and Friday 8th November 2013 at three periods throughout the day. The three survey periods were 8-9am, 12-1pm, and 4-5pm. The surveys recorded the vehicles registration plates and the survey team undertook site observations each day to identify the type of use for each car park.

The number of vehicles are split into short and long stay. Long stay represents vehicles that were recorded in the same parking space within the car park at each of the survey times. Short stay represents vehicles that were not recorded at the same parking space at each of the survey times.

It was identified through stakeholder consultation that some local residents would use the car parks for a number of short term trips throughout a single day. The method of data collection allowed this to be recorded and these trips were identified as short stay.

3 SURVEY RESULTS

3.1 Average Occupancy

The survey data allowed the average weekly occupancy of each car park to be determined. The average occupancy represents the ratio of number of cars (users) to the number of parking spaces and is expressed as a percentage. Table 2 below shows the average weekday occupancy for each car park in Usk.

Car Park	Average Weekday Occupancy (no. of vehicles)			Average Weekday Occupancy (rate)		
	8-9am	12-1pm	4-5pm	8-9am	12-1pm	4-5pm
Maryport Street North	123	161	111	75%	97%	67%
Maryport Street South	60	61	59	71%	72%	70%
Twyn Square	15	17	16	95%	108%	101%

Table 2: Average Occupancy Summary

The results show that all car parks in Usk have a high occupancy rate, with the average occupancy during a weekday being above 67% throughout the day.

Both Maryport Street North and South car parks are generally busy, with the midday period being the busiest. Maryport Street South's occupancy rate is consistent across the three surveyed time periods.

Table 2 shows that the Twyn Square car park is generally operating over-capacity during the surveyed periods. On-site observations identified cars parked in the centre of the car park as there were no parking spaces available. The survey data showed that this occurred a number of times during the survey week. This clearly shows that the available capacity at the car park is not sufficient for the demand. On-site observations saw that in some cases vehicles who were unable to park in Twyn Square car park parked on street around the square.

3.2 Daily Occupancy

The survey results allowed the average occupancy to be calculated across the week, to determine if the car parks were being used more on some days relative to others. Table 3 below outlines the average occupancy rate for each day of the survey week.

Car Park	Monday	Tuesday	Wednesday	Thursday	Friday
Maryport Street North	71%	88%	81%	71%	88%
Maryport Street South	63%	82%	65%	63%	82%
Twyn Square	102%	100%	102%	102%	100%

Table 3: Average Daily Occupancy Rate

Table 3 shows that the average daily occupancy rate during the week is consistent, with each of the three car parks utilised to a similar level on each weekday. The survey data shows that both Maryport Street North and South have some available capacity, whereas Twyn Square car park is generally operating at over-capacity.

The survey findings for Twyn Square car park are supported by on-site observations identifying users parking within the central area and over-spilling to on-street parking. These cars represented short stay users, with their occupants accessing local facilities. The layout of the Twyn Square car park is small and provides limited manoeuvring space, and there is a safety issue with users parking in the central area. On-site observations saw that users parking in the

centre of the car park, block over vehicles and reduce the available space for car to manoeuvre in and out of the car park but also for pedestrian walking within the car park itself. The entrance to the car park is also narrow and on-site observations saw a number of vehicles attempting to park in the car park and unable to find a space and then having to reserve back onto the road due to the limited manoeuvring space within the car park itself. This increased the conflict between vehicles wishing to park and general road users and pedestrians using the footpaths.

The survey data shows that the busiest day of the week is a Friday, where all car park occupancy rates are higher than 80% of available capacity.

3.3 Type of Use

The survey data allowed the users of the car parks to be categorised into short term (less than 3 hours and 3-6 hours) and long term (8am-5pm) users. This allows the identification of the mix of parking supply required at each car park within the town. Table 4 shows the average weekday stay.

Car Park	Average Weekday Stay		
	Less than 3 hours	3 - 6 hours	All Day (8am – 5pm)
Maryport St North	24%	10%	67%
Maryport St South	15%	23%	62%
Twyn Square	17%	42%	42%

Table 4: Average Weekday Stay

Table 4 shows the greatest proportion users to be all day users across the three car parks. On-site observations evidenced the survey finding that Maryport Street North had a higher proportion of short term users compared to the other car parks. This was considered due to the close proximity of Maryport Street North car park to the town centre.

The results show that Maryport Street South has a small amount of short term users, with long term users observed to be mostly comprising prison staff and local residents. This is considered to be due to the relative distance from this car park to the town centre.

The results for Twyn Square show that over 84% of users park for longer than 3 hours indicating that there is a low turnover rate. A rate of turnover is a measure of how often parking demand at a car park will change. A short term car park will typically have a high rate of turnover, as the demand in the car park is constantly changing. Given the low turnover at Twyn Square it would indicate that the main users are local residents and employees rather than shoppers or tourists.

3.4 Park and Share

There is clear evidence that the car parks in Usk are being predominantly used for long stay parking, however there is no evidence to support the use of any of the car parks as park and share sites. The survey data recorded the vehicle registration plates at each car park throughout the week and although there was clear indication that a number of vehicles were owned by employees of the town and used the car parks every weekday, there was no cluster pattern of arrivals and departures.

On-site observations also support the view that the car parks are not being used for park and share sites. The survey team reported that during the morning survey period, no vehicles were seen to enter the car parks and leave following collection of other members of the public.

The survey results clearly show that Maryport Street South is being utilised largely by the prison staff and is a long stay parking location. This is also true for Maryport Street North where the car park is being utilised by long term parkers but there is also sufficient capacity to facilitate short term users during the day.

3.5 Conclusions

The parking survey clearly shows that the majority of users parking in Usk are long term users with a parking duration of over 3 hours, and that all car parks are well utilised daily.

In both the Maryport Street North and South there is evidence that the supply is sufficient for the daily demand.

There is evidence however that the level of demand exceeds supply in respect of Twyn Square car park, and that this car park is subsequently unable to sufficiently facilitate its demand for short term parking.

Table 5 summaries the key findings for each car park:

Car Park	Key Findings
Maryport St North	<ul style="list-style-type: none"> • Generally busy throughout the week (greater than 65% occupied) • Majority of users are long stay • Limited short term users but sufficient capacity to provide the short term parking requirements • No evidence of park and share
Maryport St South	<ul style="list-style-type: none"> • Generally busy throughout the week (greater than 70% occupied) • Used by prison staff • Majority of users are long stay • Limited short term use
Twyn Square	<ul style="list-style-type: none"> • Car park is operating over capacity throughout the week • Insufficient capacity for the demand • Poor turnover rate • Short term users will park in central area leading to safety issues • Overspill to on-street parking

Table 5: Key Findings