

Public Document Pack



County Hall
Rhadyr
Usk
NP15 1GA

Wednesday, 6 April 2016

Notice of meeting

Economy and Development Select Committee

Thursday, 14th April, 2016 at 10.00 am

Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA

AGENDA

PLEASE NOTE ALL MEMBERS INVITED FOR ITEM 6

THERE WILL BE A PRE MEETING FOR MEMBERS OF THE COMMITTEE 30 MINUTES PRIOR TO THE START OF THE MEETING

Item No	Item	Pages
1.	Apologies	
2.	Declarations of Interest	
3.	Public Open Forum	
4.	To confirm the minutes of the previous meeting	1 - 10
5.	Broadband and Superfast Business ICT Exploitation Programme - British Telecom invited to discuss progress of the programme	
6.	Car Parking Charges - Scrutiny of progress against recommendations made by the Select Committee - ALL MEMBERS INVITED	11 - 170
7.	Economy and Development Select Forward Work Programme	171 - 182
8.	To confirm the date and time of the next meeting	

Paul Matthews

Chief Executive

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillors:

S. Jones
S. White
D. Dovey
D. Edwards
D. Evans
B. Hayward
J. Prosser
A. Watts
A. Wintle

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Aims and Values of Monmouthshire County Council

Sustainable and Resilient Communities

Outcomes we are working towards

Nobody Is Left Behind

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

People Are Confident, Capable and Involved

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

Our County Thrives

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

Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation
- Maintaining locally accessible services

Our Values

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

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Public Document Pack Agenda Item 4

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

PRESENT: County Councillor S. Jones (Chairman)
County Councillor S. White (Vice Chairman)

County Councillors: D. Dovey, D. Edwards, B. Hayward, J. Prosser, A. Watts and A. Wintle

Also in attendance County Councillor(s): A. Easson, R.J.W. Greenland and V. Smith

OFFICERS IN ATTENDANCE:

Nicola Perry	Democratic Services Officer
Kellie Beirne	Chief Officer, Enterprise
Cath Fallon	Head of Economy and Enterprise
Dan Davies	Events Coordinator
Marie Bartlett	Finance Manager
Vanessa Janes-Evans	Business and Enterprise Manager
Huw Owen	Principal Environment Health Officer
Ian Saunders	Head of Tourism, Leisure and Culture
Paul White	Specialist Environmental Health Officer
Andy Smith	Strategic Investment and Funding Manager
James Woodcock	Business Insights Manager

APOLOGIES:

Councillors D. Evans

1. Declarations of Interest.

County Councillor J. Prosser declared a personal, non-prejudicial interest under the Members' Code of Conduct in relation to agenda item 5, due to involvement in the Agri-Urban Project as an Abergavenny Town Councillor.

It was agreed any further declarations would be raised under the relevant agenda item.

2. To confirm and sign the minutes of the previous meeting.

The minutes of the meeting held on Thursday 11th February 2016 were confirmed and signed by the Chairman.

3. Scrutiny of the Contaminated Land Inspection Strategy.

Context:

Members were presented with a report from the Principal Environmental Health Officer in order to inform Members of the options for revising the Authority's Contaminated Land Inspection Strategy prior to consideration by Cabinet.

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

Key Issues:

The Authority has duties under Part 11A of the Environmental Protection Act 1990 to inspect its area for contaminated land in line with statutory guidance, which includes the development of an inspection strategy. In 2002 the Council approved a Contaminated Land Inspection Strategy setting out its plans for identifying potentially contaminated land and prioritising any identified sites for remediation action.

The report provided a summary of the current position of the work undertaken to date and the options for consideration in revising the Authority's Contaminated Land Inspection Strategy and Members were advised of the following key points:

- 2480 potentially contaminated sites in the authority have had an initial desk top risk assessment, which has enabled sites to be placed into risk category bands. Of the 2480 identified sites, 44 are categorised as 'very high' or 'high' risk.
- Identifying these potentially contaminated sites enables effective consultation between the Development Control Section and Environmental Health.
- If a site is identified as contaminated, the land has to be declared as 'Contaminated Land' and be placed on public register. The legislation allows for the Council to serve notice on the original polluter to require remediation, but in the quite likely event of the company no longer being in existence, the options remaining would be to serve notice on the current property owners to remediate or for the council to undertake the work. Remediating land is very expensive, although the costs do vary widely according to the nature of the site. Property depreciation and anxiety for the property owner(s) is a likely consequence of a declaration of 'Contaminated Land' until remediation is completed.
- From 2005 to 2011 Welsh Government provided Capital Support to local authorities to fund intrusive investigations at potentially contaminated sites and towards the cost of remediation. This funding stopped in April 2011.

The Options presented in the report for a revised strategy were:

- Option A. Dealing with land contamination through the planning regime.
- Option B. Limited intrusive site investigations.
- Option C. Full site investigations.
- Option D. Further desktop studies to refine the prioritisation of sites in readiness for limited / full site investigations.

Members Scrutiny

Following a request for clarification regarding the risk register, the Specialist Environmental Health Officers explained that it was the responsibility of the Authority to carry out inspections from time to time which would be defined by having an Inspection Strategy. The majority of work regarding the prioritisation of sites had been done and it was now time to decide whether to move on to the highest risk sites and carry out detailed inspections.

Members questioned if the risk register also covered Asbestos issues. It was confirmed that the register would only cover land. If a building had asbestos it would not necessarily mean the ground is contaminated. Asbestos should be removed prior to being demolished.

Officers stressed that no detailed inspections of any site had been carried out. Potentially this could involve external companies and run to costs of tens of thousands. There would be a challenge of requiring the land owners to rectify and remediate the land, or the Council itself to take on the responsibility. It had been estimated by officers at other local authorities that costs

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

could run to £250,000 per hectare. Officers worked with Planning Department where there was development on potentially contaminated land, to ensure planning conditions were followed. Examples of such areas were the Coopers Filters site in Abergavenny, the old gas works sites in Chepstow and Abergavenny, which had been remediated under the planning regime.

Members asked the Officers what they considered to be the greater areas of concern. In response we heard that it was best to consider historical land uses such as Victorian gas works, and the legacy of the industrial revolution.

Members requested further information on any sites considered high risk, that were owned by the Council.

Members referred to the land at Llanfiostr School. Officers would provide further information following the meeting.

The Chair questioned if other local authorities were in a similar position and if any had adopted the strategy. Officers advised that all local authorities in Wales were in the same position. All have a responsibility to follow statutory guidance issued in 2012, and there had been no further legislative changes. Following the report going to Cabinet, Officers would consult with Welsh Government and liaise with the Environmental Health Technical Panel in preparation of the revised strategy prior to returning it to Cabinet for approval.

A Member questioned if farmland would automatically be tested when it comes to planning. It was explained that farmland was not automatically identified as contaminated land. Officers would look at historical data and maps to identify contaminated usage, and follow through from there.

In response to a Members question regarding military sites, we were informed that the Authority had no enforcement over these sites. However, Natural Resources Wales monitor water and information could be obtained from them.

Recommendations:

Members were recommended to note the content of the attached report entitled '*Monmouthshire County Council's Contaminated Land Inspection Strategy – Progress Summary*' February 2016, consider the options available and comment accordingly.

Committee Conclusion:

To conclude, the Chair noted that the general consensus of the Committee was to favour Option A: Dealing with land contamination through the planning regime.

It was acknowledged that Members requested further information on the school site in Llanfoist and Council owned sites on the register.

The Committee resolved to note and accept the report.

4. Monmouthshire Business and Enterprise - Performance Report.

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

Context:

Members received a report from the Head of Economy and Enterprise in order to provide the Committee with a performance update on the activities of Monmouthshire Business and Enterprise (MBE).

Key Issues:

In line with one of the Council's four priorities of 'Supporting Enterprise, Entrepreneurship and Job Creation', Cabinet approved the Monmouthshire Business Growth and Enterprise Strategy in November 2014 and endorsed the associated Action Plan. The Strategy hinges on three pillars namely '*Supporting Business Growth*', '*Enabling Inward Investment*' and '*Growing Entrepreneurs*' and addresses customer needs through the provision of a programme of business support, networking and facilitation to help unlock the potential for growth in the County. In 2015/16 activities are targeted towards achieving these key priorities and maximising funding opportunities to reduce the financial burden on the Council.

Further to this the Vale of Usk Local Development Strategy approved by Cabinet in June 2015, is a key tool in drawing down £2.79M from the new 2014-2020 Rural Development Programme (RDP), expanded to include the rural wards of Newport. This Council is the Administrative Body for the programme holding overall responsibility and activities are directed through the Vale of Usk Local Action Group (LAG) – a local partnership based on the three thirds principle of representatives from the community, private and public sector.

In addition MBE also delivers the external strand of the Council's iCounty Strategy which includes the coordination of broadband infrastructure and ICT exploitation activities.

Members Scrutiny:

The Chair advised the Committee that issues surrounding iCounty and Rural Development Plan would be addressed at a special meeting in early April 2016.

A Member queried if the targets for employment were achievable, as the jobs created were currently at 110 rather than the annual target of 200 set in the LDP. It was noted that many suggested areas of employment were not near completion, or even started. The Head of Economy and Enterprise responded that the target was based on information received from businesses the authority works with. Unfortunately it was out of the officers hands, as the Council do not create the jobs. It was acknowledged that where there were delays, this would be forwarded to next year's plan. The Chief Officer for Enterprise added that ideally it would be preferable to scrap annual targets as there was no direct control. It was suggested that with the new economy emerging, there would need to be more robust frameworks in place.

In response to a question from the Chair we heard there would be a wider regional framework particularly in terms of the City Deal, where an audit of the South East Wales economy is being undertaken.

A Member commented that with new technology and new types of businesses being established we must remain focused on the sustainability of existing businesses, particularly agricultural. Clarification was requested on the types of RDP projects in the pipeline. The Head of Economy and Enterprise explained the RDP was not a job creation programme but provided funding for innovation to ensure sustainability going forward. The Programme's Officers would also work with applicants to find additional funding post RDP intervention. A brief overview of approved projects included a BEES project "Breeding, Education, Environment & Skills" cooperation project between Vale of Usk, Caerphilly (& Blaenau Gwent) and Merthyr (and RCT);

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

a baseline study to identify non-statutory services in Monmouthshire and Newport with a view to identifying any gaps and future demand; a full community consultation on the Magor Three Fields Site identify the need and use of a community building on the site which will be in addition to the proposed and already funded Energy Centre. Future submissions include projects relating to off-road cycling, digital coding clubs, a community toolkit for community planning and Wi-Fi i for village halls.

The Chair noted that the village hall projects were fantastic and the aim was to create employment opportunities and expressed thanks to the Business Development teams.

A Member raised ongoing concerns surrounding the roll out of Superfast broadband in the South of the County given the close proximity to Bristol. It was hoped that Monmouthshire would be part of the development of technological businesses and considered it important to try harder to develop the workforce in Chepstow. It was frustrating for people who wished to work from home but could not due to lack of broadband. It was thought that as good as iCounty sounded, it was frustrating that it was not moving forward.

The Cabinet Member responded that we do need all the things in iCounty. The AB internet project would bring the most difficult areas of Monmouthshire up to superfast speeds but there were still concerns about how to reach the last few areas. It was important to keep pressure on BT to ensure they adhere to projected timescales but we had been encouraged by the AB internet pilot which is due to come on line in March 2016.

The Chief Officer agreed that there were big ambitions and there was a need to mobilise resources to match those ambitions. As the lead for innovation in the City Deal, the Chief Officer understood the importance for Monmouthshire as well as the wider region and was keen to note that the reason Aston Martin had been attracted to the region was due to an enterprise zone, and this should be developed in other areas. As part of the City Deal, a set of asks were being put forward around flooding the region and attracting different high calibre businesses.

The Cabinet Member expressed congratulations to Vale of Glamorgan on hooking Aston Martin and noted it had been due to the great work between Welsh Governemnt and the Vale of Glamorgan Council. In Monmouthshire, from the Chief Executive down, we were working on projects. It was noted that in terms of the City Deal there was a potential £1.2 billion coming into the area, due to working together as a region.

The Chair requested that BT be invited to the next meeting to address the issues with Superfast Cymru.

Clarification was requested regarding ERASMUS funding. The Business and Enterprise Manager explained that ERASMUS was an EU funding stream for entrepreneurship. Officers were starting to work with South East Wales colleges on the project but were still in the initial stages. Further information would be brought to Committee in due course. In terms of the situation with the EU referendum, we were informed that the EU budget was set until 2020 so any projects we were involved with during this funding round would not be affected. It was also noted that should the UK pull out of Europe in the future we would still be able to access EU funds as part of the European Economic Area.

A Member wished to highlight the importance of promoting the benefit of Monmouthshire and its strategic position to businesses in Bristol. It was thought that it would not take a huge budget to promote and publish and would be important to make the effort within the South West Gloucestershire area. It was expressed that we should take note of the appropriateness of what is being offered in schools.

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

The Head of Economy and Enterprise agreed that we need to attract business and have regular meetings with the Chambers, as well as currently having meetings with a Bristol based company regarding moving to the area. There was work being carried through within schools with an IT focus and in terms of a social level there were coding clubs.

Recommendations:

Members were recommended to receive the report in evidence of activities detailed in the Monmouthshire Business Growth and Enterprise Strategy Action Plan, as reflected in the Chief Officer's Annual report for Enterprise. Also, to receive a more comprehensive assessment of progress against the Monmouthshire Business Growth and Enterprise Strategy and the Vale of Usk Local Development Strategy in June 2016 following outturn.

Committee Conclusion:

The Chair concluded that some of the areas discussed by the Committee had included issues in rural areas, superfast broadband, the sustainability of existing businesses, and the promotion of Monmouthshire across the bridge.

The Committee were keen to invite BT to a meeting in April to discuss the issues surrounding Superfast Cymru.

We noted that further reports regarding iCounty would be brought to a future meeting

A Member requested an update on the Abergavenny BID be brought to Committee.

The Committee resolved to note the report and would welcome a progress report in June 2016

5. Revenue and Capital Monitoring 2015/16 Month 9 Outturn Forecast Statement.

Context:

Members received a report from the Finance Manager in order to receive information on the forecast revenue outturn position of the Authority at the end of reporting period 3 which represents month 9 financial information for the 2015/16 financial year.

The report would also be considered by Select Committees as part of their responsibility to:

- Assess whether effective budget monitoring is taking place,
- Monitor the extent to which budgets are spent in accordance with agreed budget and policy framework,
- Challenge the reasonableness of projected over or underspends, and achievement of predicted efficiency gains or progress in relation to savings proposals.

Members Scrutiny:

The Chief Officer highlighted that at month 6 we had been in a much different position and had now brought down an overspend of over £500,000 to £127,000, a significant

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

adjustment in light of the huge challenge faced this year. It was noted that 14% of the budget had been lost and credit was given to the officers involved. Alternative methods of delivery would be looked at as current methods were no longer sustainable

A Member thanked the Finance Manager for the clear and concise presentation. A question was directed to the Chief Officer regarding the timescales in terms of refocussing, and if there were adequate resources in place to accommodate the plans. The Head of Tourism, Leisure and Culture advised that in terms of timescales officers were currently working to deliver a new delivery process, and Members had been briefed on a timetable. It was hoped the new model would go live in April 2017, but there was still a lot of work to be done, as well as political decision making.

A Member requested an update on the situation with the Hub in Abergavenny. We were advised that any necessary reports and information had been shared through a variety of different mechanisms. It was hoped the Hub would go live in three to six months but there was still building and structural work to be done. Further reports would be brought to Select Committee.

A Member questioned the accuracy of fostering figures. We were advised the Chief Officer for Social Care and Health had taken a recovery plan to Cabinet and would be best placed to advise further.

Concerns were aired surrounding the costs of hosting the Eisteddfod and whether all areas were contributing to the funding. It was thought that not all areas were embracing the idea and the County should pull together. We heard that with regards to costs the Eisteddfod was so far on budget, with more events and activities to come.

There were concerns surrounding the deficit position of schools, particularly Mounton House and Chepstow School. We heard issues had been noted at Children and Young People Select Committee and a report called-in had been referred back to Cabinet. Audit Committee were addressing issues surrounding Chepstow School.

Committee Conclusion:

The Committee welcomed the substantial progress made from month 6. In doing so a number of issues were noted including the Eisteddfod, implementation of the Hub and early engagement of the new service delivery.

The Committee resolved to accept the report.

6. Update on Monmouthshire's Events.

Context:

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

The Event Manager provided Members with an update on the work and achievements of the Events team for 2015-2016 and on the progress of plans for events within 2016-2017.

Highlighted areas included:

- Monmouthshire's National Eisteddfod 2016
- Monmouthshire's area at the National Eisteddfod 2016
- Status Quo live at Caldicot Castle
- Velothon 2016

Member Scrutiny:

The Chair expressed that volunteers were a huge asset in terms of supporting events and questioned if the volunteers were being recognised by way of accreditation. The Event Manager advised that the Events team worked closely with the Programme Lead through the County that Serves programme for volunteers and currently certificates/thank you were issued but in terms of forward thinking it was hoped to hold an awards evening at the end of the year to recognise the input of volunteers. It was agreed that volunteers were the back bone in holding such big events.

A Member expressed congratulations on the progress to date. It was questioned if there were adequate resources in place as the Events Team became more busy and successful. In response we heard there were 2 full time roles but it was important to note that it was not the Events Team staging the events but Monmouthshire County Council. The role of the team was to support and coordinate the natural resource, working across leisure and tourism department. Volunteer teams were fundamental. Where necessary professional skilled freelance contractors were used.

The Chief Officer pointed out that the budget was cost-neutral.

The Chair questioned what proportion of income comes from outsourcing services and staff to third party events and projects. The Event Manager explained it was not as much as would be likes and this financial period had brought £5,000 to £8,000. It was hoped to increase this figure next year.

A Member brought attention to the 200th Anniversary of the Wye Bridge, and asked how this would feature in the statistics. We heard that Whole Place were looking at the project.

A Member raised a concern that the Monmouthshire Eisteddfod may be attracting publicity but to the detriment of the Abergavenny Eisteddfod.

With regards to the Abergavenny Eisteddfod Members stressed that the town should be in top quality condition with excellent facilities. We heard that the Waste and Street Services Teams were prepared.

There were concerns surrounding costs of the Eisteddfod and Members would welcome a cost benefit analysis. We heard that other areas had benefitted from a £6 to £8 million return on investment. The budget was being delivered and it was forecast to be maintained. Eisteddfod organisers did not foresee any problems. It was noted that fundraising would continue to the end of 2016.

The Chair noted that a Return on Investment report would be brought to Committee following the Eisteddfod

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Economy and Development Select Committee held at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am

A Member questioned why Status Quo had been chosen in particular for the event at Caldicot Castle. The Event Manager explained that there were many reasons for the event:

- We had been being presented with the opportunity from an agency
- The band fits with our demographics
- In terms of audience, an avid and loyal fan base, which we have benefitted from.
- This is a good starting point to develop relationships with music agents etc.

In terms of advertising, we heard that two thirds of tickets had been sold even though there had not been much in the way of advertising to date. We would now move onto physical advertising namely across libraries and leisure centres.

The Chair noted that the Committee would welcome an update following the event and offered congratulations on the sale of tickets to date.

With regards to the Velothon 2016, the Chair stressed the importance of working with the event organisers and highlighted the importance of helping local businesses benefit from the event. The Event Manager noted that in terms of internal arrangements all Community Hubs and Contact Centres had been briefed should people contact them for information, and would act as a link between residents and event organisers.

Committee Conclusion:

Members were keen to congratulate the team and volunteers, and welcomed the uplifting report. We appreciated the vibrancy being brought to the county and the economic benefits.

We noted that the return from the National Eisteddfod would be huge.

We acknowledged that the problems of the Velothon 2015 had been addressed and 2016 would be a great event.

The Committee resolved to accept the report and would welcome frequent updates.

7. Work Programming.

The Committee noted the future work programme, in doing so it was noted that a special meeting would be held on 16th March 2016 at 2.00pm to discuss the Circuit of Wales.

A special meeting would be arranged for early April 2016 to address iCounty, Skutrade and SRS.

8. To confirm the date and time of the next meeting.

The date of the next meeting was agreed as Thursday 14th April 2016 at 10.00am.

The meeting ended at 1.20 pm

MONMOUTHSHIRE COUNTY COUNCIL

**Minutes of the meeting of Economy and Development Select Committee held
at County Hall, The Rhadyr, Usk, NP15 1GA on Thursday, 3rd March, 2016 at 10.00 am**



REPORT

SUBJECT: Consultation exercise in relation to a proposed new car park order for MCC public car parks

MEETING: Economy and Development Select Committee

DATE: 14th April 2016

DIVISION/WARDS AFFECTED: County wide

1. PURPOSE

To scrutinize the feedback arising from the statutory consultation exercise in relation to the proposed new car park order for MCC public car parks and comment as members see fit.

2. RECOMMENDATIONS

- 2.1 That members note the contents of the draft car park order – Appendices 1a, 1b, 1c.
- 2.2 That members note the feedback arising from the consultation exercise.
- 2.3 That members reflect upon the outcome of their previous scrutiny and confirm if they wish to comment further as a result of the statutory consultation process.

3. KEY ISSUES

- 3.1 In 2014 the Economy and Development Select Committee scrutinized proposals to introduce numerous changes to the MCC car parking regime.
- 3.2 Following scrutiny proposals went to Cabinet for approval in September 2014.
- 3.3 Various recommendations were approved (new car parks, increase in charges) including the drafting of a new car park order.
- 3.4 The proposed car park order has been published and is presently in a statutory consultation period. Feedback has already been received and may be seen in 3 attachments (car park feedback parts 1,2 and 3).
- 3.5 62 pieces of correspondence have been received to date (the formal consultation process closes on 22nd April 2016).The feedback from the

consultation exercise is provided in the feedback attachments for members perusal but there are a few predominant themes:

Charging blue badge holders: 24 of the 62 pieces of correspondence have been received. The consistent response has been that to charge blue badge holders is unfair. In some instances mitigation has been suggested such as the first hour of parking being free.

Creating short term (no return within 2 hours) car parks: The withdrawal of the opportunity to park all day in a short stay car park means that those wishing to park all day must now use an alternative car park which may be less convenient.

Charging (Monday to Saturday) in Byefield Lane, Abergavenny: concern that this removes the only free car park in Abergavenny (other than Tuesday) resulting in those regularly using the car park moving to park on street to avoid charges.

Charging for the station car park, Chepstow: concern that this might deter travellers from using the train and prompting drivers to park on street to avoid car park charges.

4. REASONS

- 4.1 Members of the Economy and Development Select Committee carried out detailed scrutiny of the proposals in July 2014 before they went to Cabinet in September 2014.

link to Economy and Development select committee minutes:

[http://democracy.monmouthshire.gov.uk/Data/Economy%20and%20Development%20Select%20Committee/20140714/Minutes/\\$3ii%20Special%20E&D%2014th%20July.docx.pdf](http://democracy.monmouthshire.gov.uk/Data/Economy%20and%20Development%20Select%20Committee/20140714/Minutes/$3ii%20Special%20E&D%2014th%20July.docx.pdf)

- 4.2 Following the decisions of Cabinet in September 2014 the car park charges were increased (in car parks where a charge was already in place). However for other changes to how the car parks are managed a new car park order is required. Coupled with the preparation of a new order is the need to undertake statutory consultation and for this to be considered when a decision is taken about whether the new order should be implemented as proposed, amended or shelved.
- 4.3 The proposed car park order recently published largely reflects the proposals scrutinised previously by the Economy and Development Select Committee. However members are being given the opportunity to see the outcome of the statutory consultation exercise and decide if they wish to comment further prior to the relevant information being placed before Cabinet and a decision sought.

5. RESOURCE IMPLICATIONS

The financial impact forecast has been reviewed but that reported to Cabinet on the 3rd September 2014 remains a reasonable assessment.

Link :

<http://democracy.monmouthshire.gov.uk/Data/Cabinet/20140903/Agenda/Full%20Cabinet%20Agenda.pdf>

Members are reminded that the scheme as a whole seeks to generate income for reinvestment into the service so whilst recommendations for changes are the prerogative of members it is highlighted that changes may adjust the affordability of various elements of the investment plan/parking strategy.

6. SUSTAINABLE DEVELOPMENT and EQUALITY IMPLICATIONS

An Equality Impact Assessment was provided to cabinet in September 2014. This remains relevant however an updated Future Generations and Equality assessment is provided with this report.

7. CONSULTEES:

Consultees to the proposed car park order include:

County councillors
Community and town councils
General public

8. **BACKGROUND PAPERS: Reports to Economy and Development Select committee:**
20th February 2014 – titled ‘MCC Car Park Review’
14th July 2014 – titled ‘ Car Park Review – Feedback from Consultation Exercise and Recommendations to Cabinet’

9. AUTHORS

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MONMOUTHSHIRE COUNTY COUNCIL
SECTIONS 32, 33,34 and 35 - ROAD TRAFFIC REGULATION ACT 1984
MONMOUTHSHIRE COUNTY COUNCIL (OFF STREET PARKING PLACES) ORDER 2016

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

Notice is hereby given that Monmouthshire County Council of County Hall, The Rhadyr, Usk NP15 1GA propose to make an order under sections 32,33,34 and 35 of the Road Traffic Regulation Act 1984

Effect of the Order:

1. Designate all car parks as long, short stay or non charging

Long Stay Charging Car Parks

Bus Station Car Park, Abergavenny
Byefield Lane Car Park, Abergavenny
Castle Street Car Park, Abergavenny
Fairfield Car Park, Abergavenny
Tudor Street Car Park, Abergavenny
Castle Dell Car Park, Chepstow
Drill Hall Car Park, Chepstow
Station Road Car Park, Chepstow
The Station Car Park, Chepstow
Cattle Market Car Park, Monmouth
Cornwall House Car Park, Monmouth
Cinderhill Street Car Park, Monmouth
Wyebridge Car Park, Monmouth (Proposed new car park)
Monnow Street Car Park, Monmouth
Rockfield Road Car Park, Monmouth (Proposed new car park)
Rowing Club Car Park, Monmouth
Sports Ground Entrance Car Park, Monmouth
Rogiet Playing Field Car Park, Rogiet

Short Stay Charging Car Parks

Brewery Yard Car Park, Abergavenny
Tiverton Place Car Park, Abergavenny
Trinity Terrace Car Park, Abergavenny
Nelson Street Car Park, Chepstow
Welsh Street Car Park, Chepstow
Chippenham Car Park, Monmouth
Glendower Street Car Park, Monmouth

Non Charging Car Parks

Jubilee Way Car Park, Caldicot
Woodstock Way Car Park, Caldicot
Goytre Car Park, Goytre
Main Road Car Park, Gilwern
Magor Square Car Park, Magor
Sycamore Terrace Car Park, Magor
Withy Close Car Park, Magor
Chepstow Road Car Park, Raglan
Maryport Street North Car Park, Usk
Maryport Street South Car Park, Usk
Twyn Square Car Park, Usk

2. That charges be introduced Monday to Saturday in the following car parks:

Byefield Lane car park, Abergavenny charged @ £1.00 per day

Charges at Cinderhill Street Car Park and Rowing Club Car Park, Monmouth be introduced on completion of the proposed free car park on Rockfield Road @ £1.00 per day.

Station Road Car Park, Chepstow, charged as current long stay car parks.

The Station Car Park, Chepstow charged @ £1.00 per day

That an all-day charge of £1.00 be introduced at Drill Hall Car Park, Chepstow

3. That Blue Badge holders pay to park in all charging car parks with a concession of an additional free hour's parking over the tariff paid. Subject to new pay machines being installed.
4. That the Sports Ground Entrance Car Park, Monmouth be designated Long Stay for Season Permit holders only.
5. That the boundary of Chippenham Car Park, Monmouth be extended to include the access road (Plan T226)
6. That 8 car parking spaces be designated free for a maximum of 30 minutes at Glendower Street car park, Monmouth. Subject to new pay machines being installed.(Plan 229A)
7. There will be no charge at any council car park after 4pm in Abergavenny.
8. That a first free hour be introduced at the designated short stay car parks of Nelson Street and Welsh Street, Chepstow. Subject to new pay machines being installed.
9. To introduce a five day/weekly parking ticket in Long stay car parks at a reduced rate of £15.00 and £18.00 respectively at current charges. Subject to new pay machines being installed.
10. That Parent and Toddler car parking spaces be introduced within the following car parks;
Castle Street Car Park, Fairfield Car Park, Abergavenny
Nelson Street Car Park Chepstow, Welsh Street Car Park, Chepstow
Cattle Market Car Park, Monmouth Glendower Street Car Park, Monmouth
11. A maximum stay of 20 minutes loading/unloading within the loading bay at Glendower Street car park. (Plan 229A)
12. That the existing season permit be replaced with a designated season permit for either long stay, short stay or for the reduced rate car parks.
13. Introduce a parking charge of £2 per day at Rogiet Playing Field car park.
14. That the new car parks at Rockfield Road, Monmouth (Plan T232) Wyebridge Street, Monmouth (Plan T233) and Chepstow Road, Raglan (Plan T238) be included within the Parking Order.
15. The overstay charge will only be applicable in long stay car parks. There will no permitted return within two hours at any short stay car park.

A copy of the Draft Order, Statement of Reasons for making the order, the Monmouthshire County Council (Off Street Parking Places) Order 1996, Monmouthshire County Council (Off Street Parking Places) (Amendment No. 1) Order 2001, Monmouthshire County Council (Off Street Parking Places) (Amendment No. 2) Order 2010 (which will be affected by the proposed order) may be examined during normal office hours at :

County Hall, The Rhadyr, Usk NP151GA

Abergavenny One Stop Shop, Cross Street, Abergavenny NP7 5HD

Caldicot Community Hub, Woodstock Way, Caldicot NP264DB

Chepstow Community Hub, Library Building, Manor Way, Chepstow NP16 5HZ

Monmouth Community Hub, Library Building, Rolls Hall, Monmouth NP253BY

Usk Community Hub, 35 Maryport Street, Usk NP151AE

By visiting www.monmouthshire.gov.uk

Representations or objections should be made in writing to Roger Hoggins, Head of Operations, PO Box 106 Caldicot NP26 9AN or alternatively by email to carparking@monmouthshire.gov.uk no later than 22 April 2016

If you wish to obtain further information about these proposals please telephone the Car Parking Section on 01633 644702

Dated: 08 March 2016

Roger Hoggins
Head of Operations
Monmouthshire County Council
The Rhadyr
Usk
NP151GA

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“Contravention Notice” means a notice issued by an Authorised Officer of the Council in accordance with the provisions of Article 41.

“Council Offices” means:-

- (i) County Hall, The Rhadyr Usk NP15 1GA; or
- (ii) Monmouth Community Hub, Priory Street, Monmouth NP25 3XA
or
- (iii) Caldicot Community Hub Woodstock Way, Caldicot, NP6 4DB; or
- (iv) Abergavenny Area Office, Market Hall, Cross Street,
Abergavenny, NP7 5HD; or
- (v) Chepstow Community Hub, Library Building Manor Way,
Chepstow NP16 5HZ
- (vi) Usk Community Hub 35 Maryport Street Usk, NP15 1AE

“Charging Car Parks” means those parking places specified in column 1 of the Schedule and shown numbered 1,2,4,5,6,7,8,9,10,13,15,16,17,18,19,26,27,28,29,30,31,32,33,34,35, 37 and 42 inclusive.

“Days of Operation” means the days prescribed in column 3 of the Schedule.

“Disabled Persons Vehicle permitted to park in designated disabled bays” means:-

- (i) an invalid carriage as defined in section 136(5) of the 1984 Act; or

- (ii) a vehicle issued for a disabled person by the Department of Health in lieu of an invalid carriage; or
- (iii) any vehicle which bears at the front or rear in a conspicuous position a badge issued by any local authority to the driver in pursuance of section 21 of the Chronically Sick and Disabled Persons Act 1970.

“Driver” in relation to a vehicle waiting in a Parking Place means the person driving the vehicle at the time it was left in the Parking Place.

“Excess Charge” means a charge of £5 payable, in accordance with the provisions of Article 32, by the Driver of any vehicle parked in Long Stay Charging Car Park between the hours of 9 a.m. and 5 p.m.

“Hours of Operation” means the period prescribed in column 4 of the Schedule.

“Loading Bay” means the loading bay area at Glendower Street Car Park Monmouth identified hatched in Blue on the plan no.T229a.

“Owner” in relation to a vehicle which is required to be licensed under the provisions of the Vehicle Excise and Registration Act 1994 means the person in whose name the vehicle was registered under the said Act on the date on which the vehicle was left in the Parking Place in question.

“Driver” in relation to a vehicle waiting in a Parking Place means the person driving the vehicle at the time it was left in the Parking Place

“Parent and Toddler Parking Place” means any parking bay designated for the sole use of an adult with a child travelling in the vehicle using such a parking bay .

“Parking Fee” means the sum to be paid in accordance with the provisions of this Order and as specified in column 5 of the Schedule by the Driver of any vehicle left in a Charging Car Park and for the avoidance of doubt where any vehicle tows any other vehicle into a Charging Car Park the appropriate Parking Fee shall be paid in respect of each vehicle.

“Parking Permit” means a permit issued by the Council under the provisions of Article 47 to include season permits for use in long stay car parks and season permits for use in short stay car parks and permits that may only be used in specific car parks.

“Parking Place” means a place specified in column 1 of the Schedule and provided by the Council pursuant to section 32(1) of the 1984 Act for the purpose of vehicle parking within the area outlined in red and being the car parks identified on the corresponding Plan numbered and identified in that column.

“Parking Ticket” means any ticket issued from a Ticket Machine or issued by an Authorised Officer at a Charging Car Park including weekly tickets and five(5) day tickets.

“Permitted Position” means, where parking bays are provided, wholly within a bay marked on the Placing Place.

“Permitted Vehicles” means a motor car, motor cycle, invalid carriage as defined in section 136 of the 1984 Act, commercial vehicles not exceeding 2.5 tonnes unladen weight, caravan, trailer and pedal cycles.

“Plan” means a plan attached to and forming part of this Order.

“Public Service Vehicle” means a motor vehicle of a type defined in section 1 of the Public Passenger Vehicles Act 1981.

“the Schedule” means the Schedule attached to and forming part of this Order.

“Ticket Machine” means an apparatus provided by the Council at any Charging Car Park and which is designed to indicate on a Parking Ticket the time at which a vehicle arrived and the time at which it ought to leave or one or other of these items.

“Vehicle” includes motor cycle, caravan, trailer and pedal cycle.

- (2) For the purposes of this Order where a vehicle is drawing a trailer or caravan the vehicle and the trailer or caravan shall be deemed to be

separate vehicles and the driver of the leading vehicle shall be deemed to be the driver of both the vehicles.

- (3) References in this Order to any Article without further designation shall be construed as a reference to the Article so numbered
- (4) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, extended, modified or re-enacted by any subsequent enactment.
- (5) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 22 of that Act this Order were an Act of Parliament and the provisions revoked by Article 2 were enactments thereby repealed.

PART II

USE OF PARKING PLACES – GENERAL

4. Except with the written authority of the Council no Parking Place may be used other than as a parking place for such classes of vehicle as are specified in relation to that Parking Place in column 2 of the Schedule on the Days of Operation and during the Hours of Operation and in accordance with the following provisions of this Order.
5. Except with the written authority of the Council the Driver of a vehicle shall not permit the vehicle to wait in a Parking Place for longer than the

maximum period permitted for waiting specified in column 6 of the Schedule in relation to that Parking Place.

6. No person shall use a Parking Place or any part thereof which has been closed in part or in whole by authority of the Council.
7. The Driver of a vehicle using a Parking Place shall not permit the vehicle to be left in that Parking Place otherwise than in the Permitted Position.
8. Where in a Parking Place signs are erected or surface markings are laid for the purpose of indicating that part of the Parking Place is reserved no person shall allow a vehicle to be left within such part of a Parking Place unless such person is the holder of a valid Parking Permit authorising them to park within that part of the Parking Place PROVIDED THAT they shall only park within that part of the Parking Place in accordance with any terms and conditions which are attached to their Parking Permit.
9. No person shall without the written authority of the Council while a vehicle is in a Parking Place use the Parking Place for any purpose other than parking the vehicle, boarding or alighting from the vehicle or taking articles out of or into the vehicle, and in particular but without prejudice to the generality of the foregoing provisions of this Article shall not:-
 - (a) carry out any work of construction, overhauling, alteration, cleaning or repair in respect of the vehicle except such as may be necessary to enable the vehicle to be moved from the Parking Place;

- (b) use the vehicle in connection with the sale of any article to persons in or near the Parking Place or in connection with the selling or offering for hire of his or someone else's skill or services;
 - (c) use the vehicle for the purpose of storing any goods or materials with a view to selling or delivering such articles to persons in or near to the Parking Place.
- 10. No person shall use any part of a Parking Place or any vehicle left in a Parking Place:
 - (i) for sleeping or camping purposes; or
 - (j) for eating or cooking purposes.
- 11. No person shall permit a vehicle other than a Disabled Persons Vehicle a Motor Cycle or Pedal Cycle to wait in any part of a Parking Place which the Council has set aside only for the parking of Disabled Persons Vehicles Motor Cycles and/or Pedal Cycles.
 - (i) There will be no concession for disabled drivers; the appropriate charge must be paid (other than the additional permitted period as set out in Article 12)
- 12. Vehicles carrying a disabled person and displaying a blue badge will be permitted to park in any available bay and will benefit from receiving an additional hour free in addition to the time permitted on the payment made.

13 No person shall permit a vehicle other than a vehicle carrying a child to park in a parking bay within Car Parks identified in Column 1 of the Schedule being car parks 6,7,16,19,26, and 31 where parent and toddler bays are designated for that purpose

14 No person shall in any Parking Place:

(i) erect or cause or permit to be erected any tent, booth, stand, building or other structure without the written consent of the Council; or

(j) light or cause or permit to be lit any fire.

15 The Driver of a vehicle other than a caravan, trailer or pedal cycle shall not permit that vehicle to be left in a Parking Place unless the vehicle is licensed in accordance with the provisions of section 1 of the Vehicle Excise and Registration Act 1994 and unless there is in relation to the use of the vehicle by the Driver such a policy of insurance as complies with the requirements of Part V1 of the Road Traffic Act 1988.

16 No person shall except:-

(a)with the permission of the Council or an Authorised Officer, or

(b)where they have a legal right of access through the Parking Place,

drive any vehicle or ride any pedal cycle or other machine in a Parking Place other than for the purpose of leaving that vehicle in the Parking

Place in accordance with the provisions of this Order or for the purpose of departing from the Parking Place.

- 17 No person shall in a Parking Place destroy, damage, interfere with or deface any property belonging to the Council and in addition to the penalty provided by Schedule 2, Part 1, to the Road Traffic Offenders Act 1988 any person so doing shall be liable for and shall pay to the Council the full cost of repair of the damage.
- 18 No person shall in a Parking Place wantonly shout or otherwise make any loud noise or sound any horn or other similar instrument or do anything to the disturbance or annoyance of users of the Parking Place or residents or occupiers of premises in the neighbourhood.
- 19 No person shall in a Parking Place use any threatening, abusive or insulting words or behaviour with intent to put any person in fear or to provoke a break of the peace.
- 20 No person shall in a Parking Place distribute or cause to be distributed or sell or cause to be sold any leaflets, pamphlets, papers, journals or any other similar material or publications without the written consent of the Council.
- 21 No person shall within any Parking Place do anything which if the Parking Place were land in the open air would constitute an offence under the provisions of the Refuse Disposal (Amenity) Act 1978.

22 Where in a Parking Place signs are erected or surface markings are laid for the purpose of:-

(a) indicating the entrance to or exit from the Parking Place; or

(b) indicating that a vehicle using the Parking Place shall proceed in a specified direction within the Parking Place,

(c) no person shall drive or cause or permit to be driven any vehicle:-

(i) so that it enters the Parking Place otherwise than by an entrance or leaves the Parking Place otherwise than by an exit so indicated; or

(ii) in a direction other than that specified.

23 No person shall in a Parking Place cause or permit to be driven any vehicle in a reckless or dangerous manner or at a speed exceeding 10 m.p.h.

PART III

REMOVAL AND DISPOSAL OF VEHICLES IN A PARKING PLACE

24 Where an Authorised Officer is of the opinion that any of the provisions contained in Articles 4, 5, 6, 7, 8, 9, 10, 11, 13, 27 44 and

46 have been contravened or not complied with in respect of a vehicle left in a Parking Place he may remove the vehicle or cause it to be removed from the Parking Place PROVIDED THAT where a vehicle is left in a Parking Place in a position other than a Permitted Position an Authorised Officer may move the vehicle or cause it to be moved to a Permitted Position or may remove the vehicle or cause it to be removed from the Parking Place.

25 In case of emergency an Authorised Officer or any other person duly authorised by the Council may move or cause to be moved any vehicle left in a Parking Place to any place he thinks fit.

26 Any person moving or removing a vehicle in accordance with Article 24 or 25 may do so by towing or driving or in such a manner as he may think necessary and may take such measures in relation to the vehicle as he may think necessary to enable him to move or remove it as aforesaid.

(i) When an Authorised Officer moves or removes a vehicle or causes it to be moved or removed from a Parking Place in accordance with Article 24 or 25 he shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle but neither such Authorised Officer nor the Council, its servants or agents shall be liable for any loss or damage to any such vehicle or its contents arising from or in consequence of the exercise of the powers contained in Articles 24 and 25.

(ii) Section 102 of the 1984 Act shall apply to this Order in respect of the recovery by the Council of charges for the moving or removal of vehicles in

accordance with Articles 24 and 25 for storage and custody of such vehicles and for disposal of abandoned vehicles.

27 Where a vehicle has been removed from a Parking Place in accordance with Article 24 or 25 and it appears to the Council to have been abandoned the Council may sell or otherwise dispose of the vehicle after having made reasonable enquiry to ascertain the name and address of the owner of the vehicle PROVIDED THAT the Council shall be deemed to have made reasonable enquiry to ascertain the name and address of the owner of any vehicle to which this Article applies if it has taken in relation to that vehicle such steps as may be prescribed by any regulations for the time being in force by virtue of the 1984 Act, the Refuse Disposal (Amenity) Act 1978 or any other Act authorising the Council to sell or otherwise dispose of abandoned vehicles.

PART IV

CHARGES AND CONTRAVENTIONS

28 Subject to the provisions of Article 34, the Driver of a vehicle using:-

- (i) a Charging Car Park (excluding that Parking Place numbered 5 in column 1 of the Schedule and known as Byefield Car Park) between the hours of 9 a.m. and 4 p.m. and
- (ii) the said Byefield Car Park between the hours of 8 a.m. and 5 p.m.

on any day (except Sundays) who is not the holder of a valid Parking Permit shall

(iii) pay the Parking Fee in respect of that Parking Place as specified in column 5 of the Schedule, and

(iv) affix a Parking Ticket on the dashboard inside the vehicle in respect of which it was issued so that the date and time of issue or expiry (as appropriate) of the Parking Ticket may be read by an Authorised Officer and shall cause the said ticket to be so exhibited at all times while the vehicle is parked in that Charging Car Park.

29 The Parking Fee shall be paid:-

(i) by the insertion in a Ticket Machine of a coin or coins, bank notes, payment cards or tokens such as may be required by the appropriate Ticket Machine; or

(ii) in the case of that Parking Place numbered 5 in column 1 of the Schedule and known as Byefield Car Park, by payment to an Authorised Officer making up the amount of the charge for the period for which payment is being made.

30 When a Parking Ticket has been exhibited on a vehicle in accordance with the provisions of Article 28(iv) no person shall remove the Parking Ticket the vehicle until the vehicle is removed from the Charging Car Park.

31 Where any vehicle is left in a Charging Car Park and the provisions of Articles 7, 8 or 9 are contravened a Contravention Fee of sixty pounds (£60) shall become due.

32 Where the Driver of a vehicle has left that vehicle in a Long Stay Charging Car Park and the Driver has purchased a Parking Ticket but has left his vehicle for longer than the period paid for a Contravention Fee of sixty pounds (£60) shall become due PROVIDED THAT the Council may waive payment of that Contravention Fee where the Driver of any vehicle within one hour of the expiry time specified on the Parking Ticket purchased for that vehicle on that day has:-

(i) paid the Excess Charge by purchasing an additional ticket from the Ticket Machine, and

(ii) sent to the Head of Operations of the Council within five days the original ticket, the additional ticket and the Contravention Notice.

33 The Driver of any Disabled Persons Vehicle shall be permitted to remain in a parking bay for one extra hour over the tariff paid period

34 Where in any Charging Car Park a Ticket Machine becomes inoperable for any reason the Driver of any vehicle using any such Parking Place shall when so requested by an Authorised Officer pay to that Authorised Officer the appropriate Parking Fee in respect thereof and shall obtain from an Authorised Officer a Ticket indicating that the appropriate Parking Fee has been paid and shall display the Parking Ticket in accordance with Article 28(d).

- 35 In the event of the failure of a Ticket Machine at any Charging Car Park the Council shall be at liberty to operate any such Parking Place by means of an Authorised Officer in accordance with Article 34 until such time as the failure is rectified.
- 36 Unless it shall be proved to the contrary indications given by a Ticket Machine of the date and time of issue or expiry (as appropriate) of a Parking Ticket, of the Parking Fee paid and of the machine number of the issuing Ticket Machine shall be evidence of such facts for the purpose of:-
- (i) any proceedings for the recovery of any Contravention Fee payable to the Council in accordance with the provisions of this Order and of section 35 of the 1984 Act and section 4(3) of the Road Traffic Offenders Act 1988, and
 - (ii) any prosecution brought by the Council under section 35A of the 1984 Act.
- 37 Subject to Articles 31, 32 and 38 to 40 inclusive, where a Driver has left a vehicle in a Parking Place otherwise than in accordance with the provisions of Part II of this Order a Contravention Fee of one hundred pounds (£100) shall become due.
- 38 Where the Driver of a commercial vehicle exceeding 2.5 tonnes unladen weight parks the vehicle in a Parking Place other than as permitted in respect of those Parking Places numbered 3 and 12 in column 1 of the Schedule a Contravention Fee of one hundred pounds (£100) shall become due.

- 39 Where any vehicle is left in a Parking Place and the provisions of Article 5 are contravened a Contravention Fee of sixty pounds (£60) shall become due.
- 40 Where any vehicle is left in a Parking Place and the provisions of Article 9 or Article 23 are contravened a Contravention Fee of one hundred pounds (£100) shall become due.
- 41 Where any vehicle is left at any time in a Parking Place otherwise than in accordance with the provisions of this Order a Contravention Notice shall be attached to the vehicle in a conspicuous position by an Authorised Officer which shall include the following particulars:-
- (a) the registration mark of the vehicle or where the vehicle is being used under a trade licence the number of the trade plate carried by the vehicle;
 - (b) the time at which it was noticed that a Contravention Fee specified in Articles 30 ,31 and 36 to 40 had been incurred.
 - (c) a statement that the Contravention Fee or Excess Charge (as appropriate) is required to be paid;
 - (d) The manner in which the time within which the Contravention Fee or Excess Charge (as appropriate) should be paid and including:-
 - (i) where the Contravention Notice relates to payment of a Contravention Fee a statement referring to the provisions of

Article 42 relating to the payment of the Contravention Fee in the manner specified in that Article; and

(ii) where the Contravention Notice relates to payment of the Excess Charge a statement referring to the provisions of Article 31 relating to the payment of the Excess Charge in the manner specified in that article.

(k) a statement that it is an offence under this Order and Section 35A of the 1984 Act for the Driver of a vehicle who has left a vehicle in a Parking Place to fail to pay the Contravention Fee or Excess Charge (as appropriate).

42 Subject to Article 43 the Driver of a vehicle in respect of which a Contravention Fee specified in Articles 30, 31 and 36 to 40 has been incurred shall pay the Contravention Fee to the Council either by cheque or postal order which shall be delivered or sent by post so as to reach the County Engineer and Surveyor of the Council not later than 4.30 p.m. on the thirtieth day following the day on which the Contravention Fee was incurred or in cash at the Council Offices not later than aforesaid PROVIDED that if the thirtieth day falls upon a day on which the Council Offices are closed the period within which the payment of the Contravention Fee shall be made to the Council shall be extended until 4.30 p.m. on the next full day on which the Council Offices are open.

43 Where payment of any Contravention Fee specified in Articles 31 , 32 and 37 and 40 is received by the Head of Operations of the Council:-

(a)not later than 4.30pm on the fourteenth day on which the Contravention Fee was incurred.

- 44 When a Contravention Notice has been attached to a vehicle in accordance with the provisions of Article 41 no person shall remove the Contravention Notice from the vehicle until the vehicle is removed from the Parking Place.

PART V
MISCELLANEOUS PROVISIONS

- 45(a) Where the Driver of a vehicle is alleged to be guilty of an offence to which this Order applies the Owner of the vehicle shall give such information as to the identity of the Driver as he may be required to give by or on behalf of the Council and such information shall be given in writing if so required by the Council, and

(b) any other person shall if required as foresaid give in manner aforesaid any information it is in his power to give which may lead to the identification of the Driver.

- 46 Notwithstanding the fact that a Contravention Notice may have been issued by an Authorised Officer in respect of a breach of any provision of this Order and that payment of the Contravention Fee specified in that Contravention Notice may have been made, the Council shall be entitled to prosecute under

section 35A of the 1984 Act the Driver of any vehicle who was responsible for such a breach.

- 47 The Council may issue to any person or persons a Parking Permit valid for use in such Parking Places and on such conditions as may be determined by the Council and the Council may require payment or payments of such sums as it may determine prior to the issue of any Parking Permit.
- 48 The Council may permit free parking in any of the towns within Monmouthshire on up to three Saturdays in the run up to Christmas in any year
- 49 Any Parking Ticket issued shall be transferrable on the day of issue between Charging Car Parks situated in the same town where the Parking Fees payable in respect of those Charging Car Parks are the same.
- 50 Any appeal made to the Council arising out of any contravention of any 'article' in the Order will be processed in line with (1) The Civil Enforcement of Parking Contraventions (General Provision) (ales) (No.2) Regulations 2008 and (23) The Civil Enforcement of Parking Contraventions (Representations and Appeals) (Wales) Regulations 2008.

DATED this day of two thousand and sixteen

GIVEN under the Commons Seal of

MOUNMOUTHSHIRE COUNTY COUNCIL

Member of the Council

Authorised Signatory

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6
Name of Parking Place	Class of vehicle for which Parking Place may be used	Days of Operation	Hours of Operation of Parking Place	Parking Fees for permitted vehicles Monday to Saturday between 9am and 4pm (Abergavenny Car Parks)	Maximum Period for which vehicles may wait in Parking Place.
1. Brewery Yard Car Park, Abergavenny. (Plan No. T200)	Permitted Vehicles	Every Day (except Tuesdays)	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hours
2. Bus Station Car Park, Abergavenny. (Plan No. T201)	Permitted Vehicles	Every Day	-Ditto-	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day. Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
3. Bus Station, Abergavenny. (Plan No. T202)	Public Service Vehicles Caravans Commercial Vehicles exceeding 2.5 tonnes unladen weight	-Ditto- -Ditto- -Ditto-	7am to midnight 8am to 6pm 6pm to 8am	No Charge	17 hours 10 Hours 14 Hours

4. St Mary's Priory Car Park, Abergavenny (Plan No. T203)	Permitted Vehicles	Every Day	-Ditto-	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day. Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
5. Byefield Car Park, Abergavenny. (Plan No. T204)	Permitted Vehicles	Every Day	All Hours	£1.00 all day Car Park Specific Reduced Rate Permit £125 per annum	24 Hours
6. Castle Street Car Park, Abergavenny. (Plan No. T205)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
7. Fairfield Car Park, Abergavenny. (Plan No T206)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours

8. Tiverton Place Car Park, Abergavenny. (Plan No. T207)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hrs
9. Trinity Terrace Car Park, Abergavenny. (Plan No. T208)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hrs
10. Tudor Street Car Park, Abergavenny. (Plan T209)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6
Name of Parking Place	Class of vehicle for which Parking Place may be used	Days of Operation	Hours of Operation of Parking Place	Parking Fees for permitted vehicles where stated Monday to Saturday between 9am and 5pm.	Maximum Period for which vehicles may wait in Parking Place.
11. Jubilee Way Car Park, Caldicot (Plan T210)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours

12. Woodstock Way Car Park, Caldicot. (Plan No. T211)	Every Day	All Hours	No Charge	24 Hours
13. Castle Dell Car Park, Chepstow. (Plan No. T212)	-Ditto- -Ditto-	-Ditto- -Ditto-	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours 24 Hours
14. Castle Dell Coach Parking, Chepstow. (Plan No. T212A)	Every Day	7am to Midnight	No Charge	17 Hours
15. Drill Hall Car Park, Chepstow. (Plan No. T213)	Every Day	All Hours	£1.00 all day Car Park Specific Reduced Rate Permit £125 per annum	24 Hours
16. Nelson Street Car Park, Chepstow. (Plan No. T214)	Every Day	All Hours	First hour free thereafter which £1.00 for 2 hours or part thereof; £1.50 for 3 hours or part thereof; 4 hour maximum stay with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hours

17. Station Road Car Park, Chepstow. (Plan No. T215)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
18. The Station, Chepstow, (Plan No. T216)	Permitted Vehicles	Every Day	All Hours	£1.00 all day Car Park Specific Reduced Rate Permit £125 per annum	24 Hours
19. Welsh Street Car Park, Chepstow. (Plan No. T217)	Permitted Vehicles	Every Day	All Hours	First hour free thereafter which £1.00 for 2 hours or part thereof; £1.50 for 3 hours or part thereof; 4 hour maximum stay with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hours
20. Main Road Car Park, Gilwern. (Plan No. T218)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours
21. Goytre Car Park, Goytre. (Plan No. T219)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours
22. Magor Square Car Park, Magor. (Plan No. T220)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours

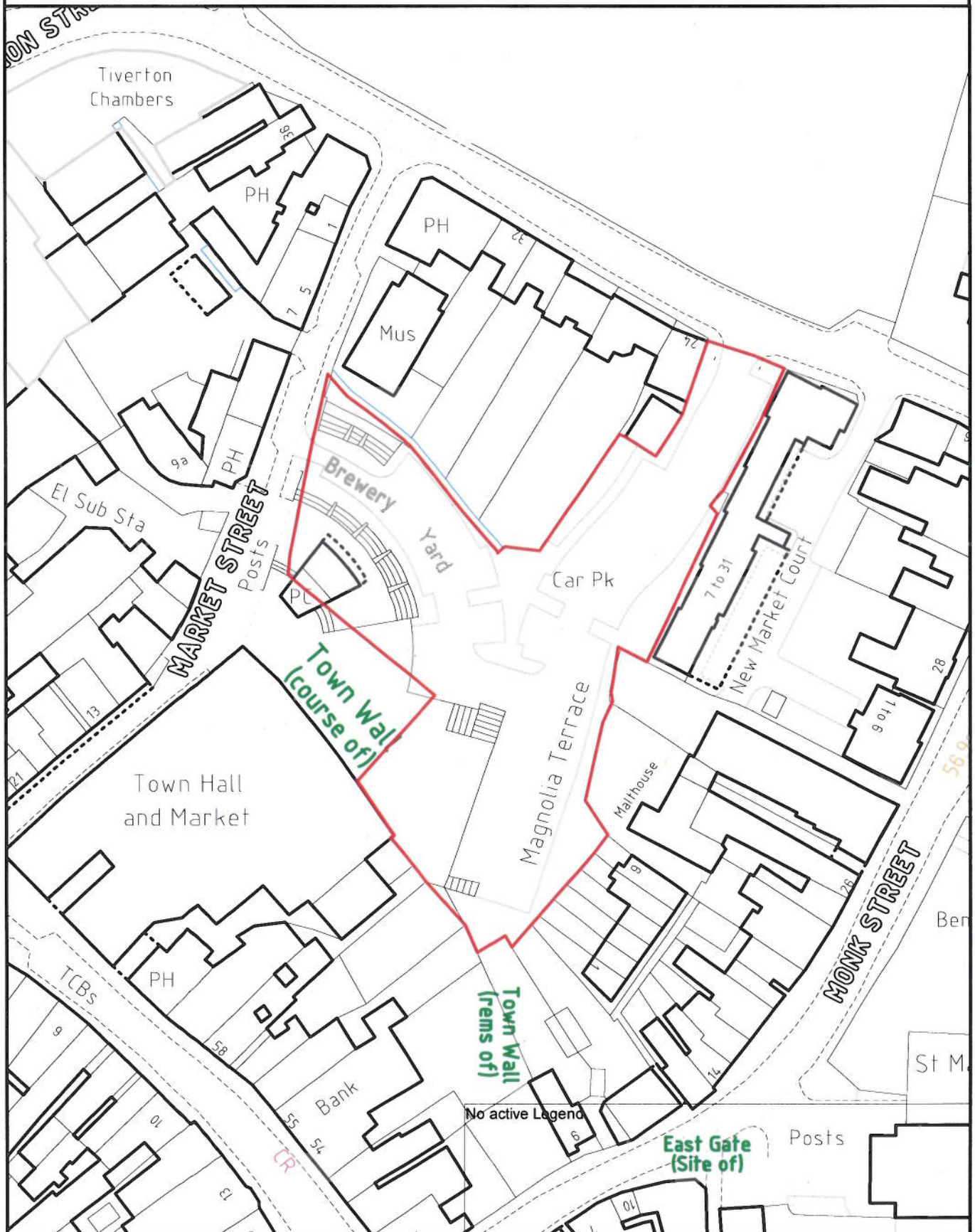
23. Sycamore Terrace/Brassknocker Street Car Park, Magor. (Plan No. T221)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours
24. Withy Close Car Park, Magor. (Plan No. T222)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours
25. Old Dixton Road, Monmouth (Plan No. T223)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours
26. Cattle Market Car Park, Monmouth. (Plan No. T224)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
27. Sports Ground Car Park, Monmouth. (Plan No. T225)	Permitted Vehicles	Every Day	All Hours	Long Stay Season Permit Parking only	24 Hours
28. Chippenham Car Park, Monmouth. (Plan No. T226)	Permitted Vehicles	Every Day	All Hours	£1.00 for 2 hours or part thereof; £1.50 for 3 hours or part thereof; 4 hour maximum stay with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hours



29. Cinderhill Street Car Park, Monmouth. (Plan No. T227)	Permitted Vehicles	Every Day	All Hours	£1.00 all day on completion of new free Rockfield Road car park Car Park Specific Reduced Rate Permit £125 per annum	24 Hours
30. Cornwall House Car Park, Monmouth. (Plan No. T228)	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
31. Glendower Street Car Park, Monmouth. (Plan No. T229)	Permitted Vehicles	Every Day	All Hours	£1.00 for 2 hours or part thereof; £1.50 for 3 hours or part thereof; 4 hour maximum stay with no return within 2 hrs of departure Short Stay Season Permit Parking at £490.00 per annum £250 half year and £125 quarterly	4 Hours
32. Loading Bay at Glendower Street Car Park Monmouth (Plan No. T229A)	Permitted Vehicles	Every Day	All Hours	No Charge	20 Minutes
33. Glendower Street Car Park, Monmouth (Plan T229A)	Permitted Vehicles	Every Day	All Hours	Free 30 Minutes in 8 designated spaces	30 Minutes
34. Rear of Monnow Street Car Park, Monmouth.	Permitted Vehicles	Every Day	All Hours	£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00	24 Hours

(Plan No. T230)					for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	
35. Rowing Club Car Park, Monmouth. (Plan No. T231)	Permitted Vehicles	Every Day	All Hours		£1.00 all day on completion of new free Rockfield Road car park Car Park Specific Reduced Rate Permit £125 per annum	24 Hours
36. Rockfield Road Car Park, Monmouth (T232)	Permitted Vehicles	Every Day	All Hours		No Charge	24 Hours
37. Wyebridge Car Park, Monmouth (T233)	Permitted Vehicles	Every Day	All Hours		£1.00 for the first 2 hours or part thereof; £1.50 for 3 hours or part thereof; £2.00 for 4 hours or part thereof; or £4.00 all day Long Stay Season Permit Parking at £390.00 per annum £200 half year and £100 quarterly	24 Hours
38. Maryport Street (North) Car Park, Usk. (Plan No. T234)	Permitted Vehicles	Every Day	All Hours		No Charge	24 Hours
39. Maryport Street (South) Car Park, Usk (Plan No. T235)	Permitted Vehicles	Every Day	All Hours		No Charge	24 Hours
40. Maryport Street (South) Car Park, Usk. Coach Parking	Public Service Vehicles	Every Day	7am to Midnight		No Charge	17 Hours

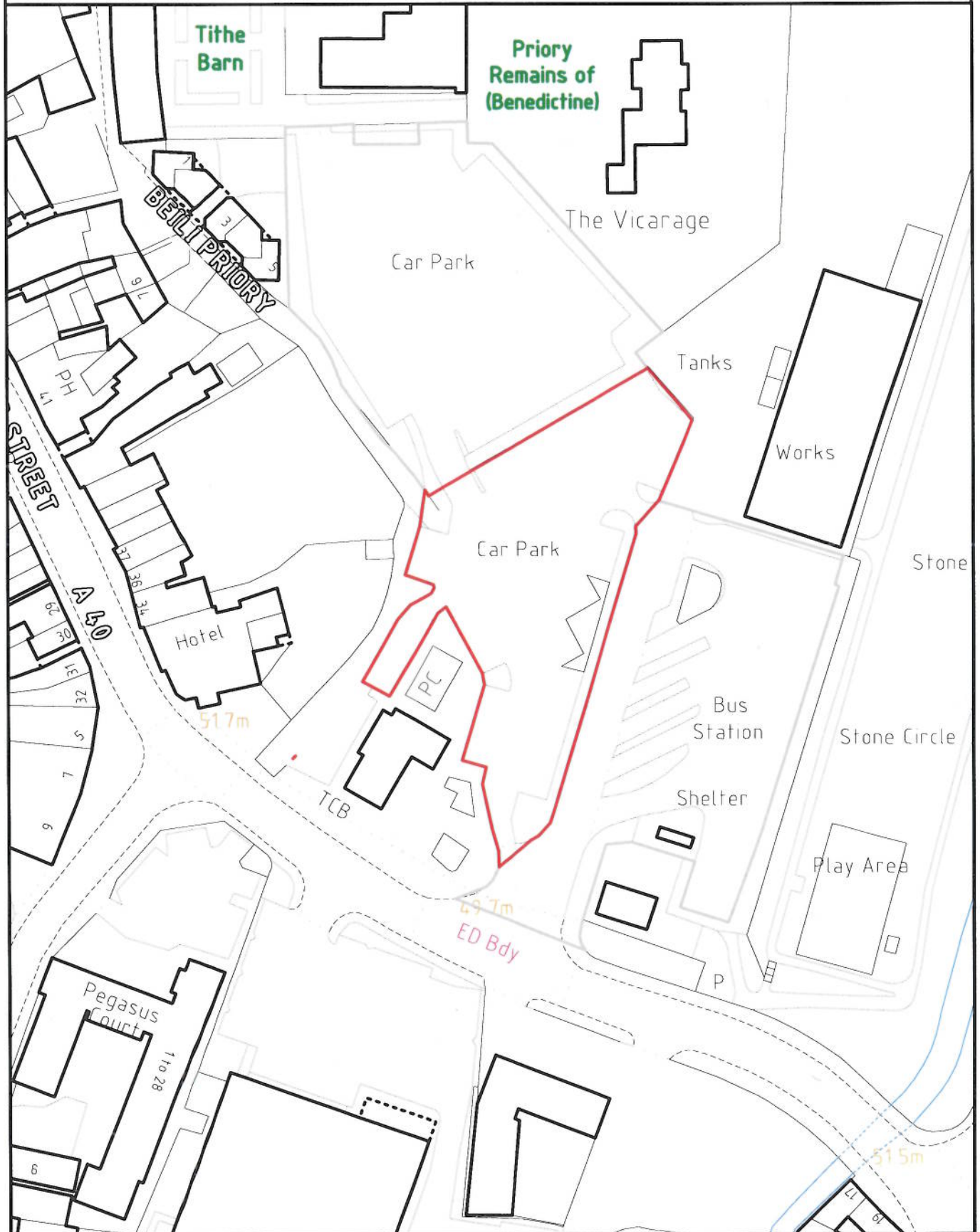
(T235A)							
41. Twyn Square Car Park, Usk. (Plan No. T236)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours		
42. Rogiet Playing Field Car Park (Plan No. T237)	Permitted Vehicles	Every Day	All Hours	£2.00 All Day Charge Car Park Specific Reduced Rate Permit £250.00 per annum	24 Hours		
43. Chepstow Road Car Park, Raglan (Plan No. T238)	Permitted Vehicles	Every Day	All Hours	No Charge	24 Hours		



Brewery Yard Car Park Abergavenny T200



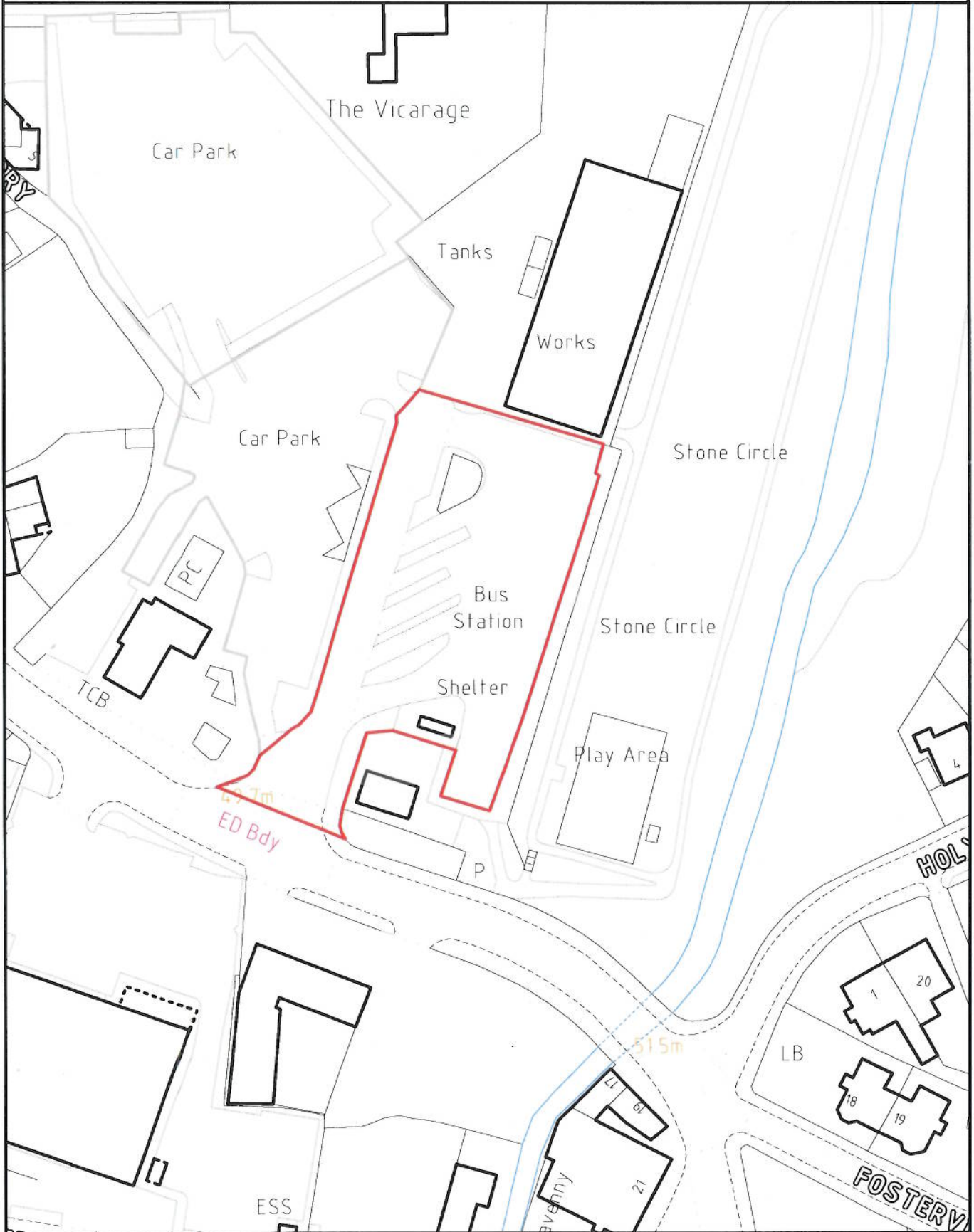
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Bus Station Car Park Abergavenny T201



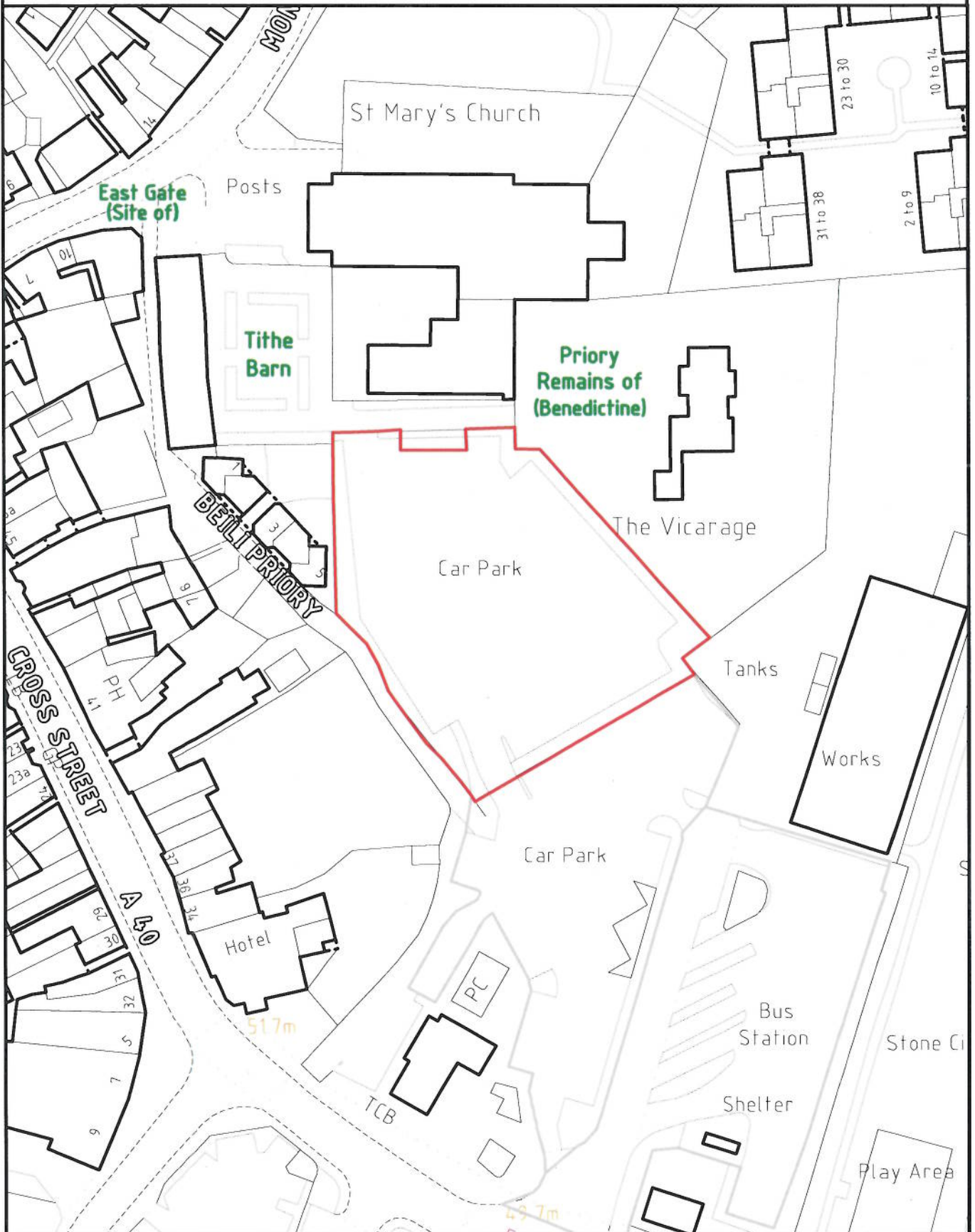
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Bus Station Abergavenny T202



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St Marys Priory Car Park Abergavenny T203



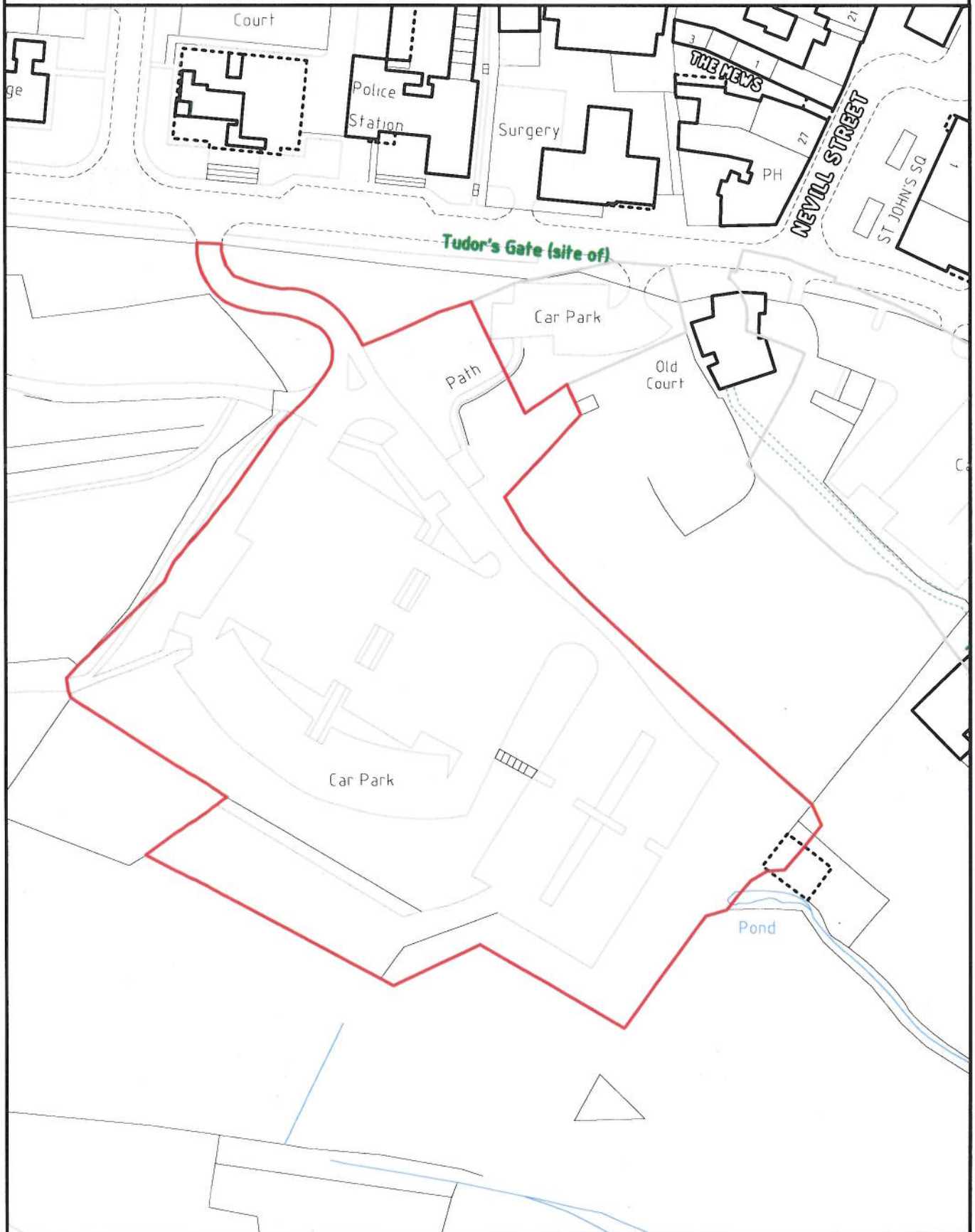
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Byefield Lane Car Park Abergavenny T204



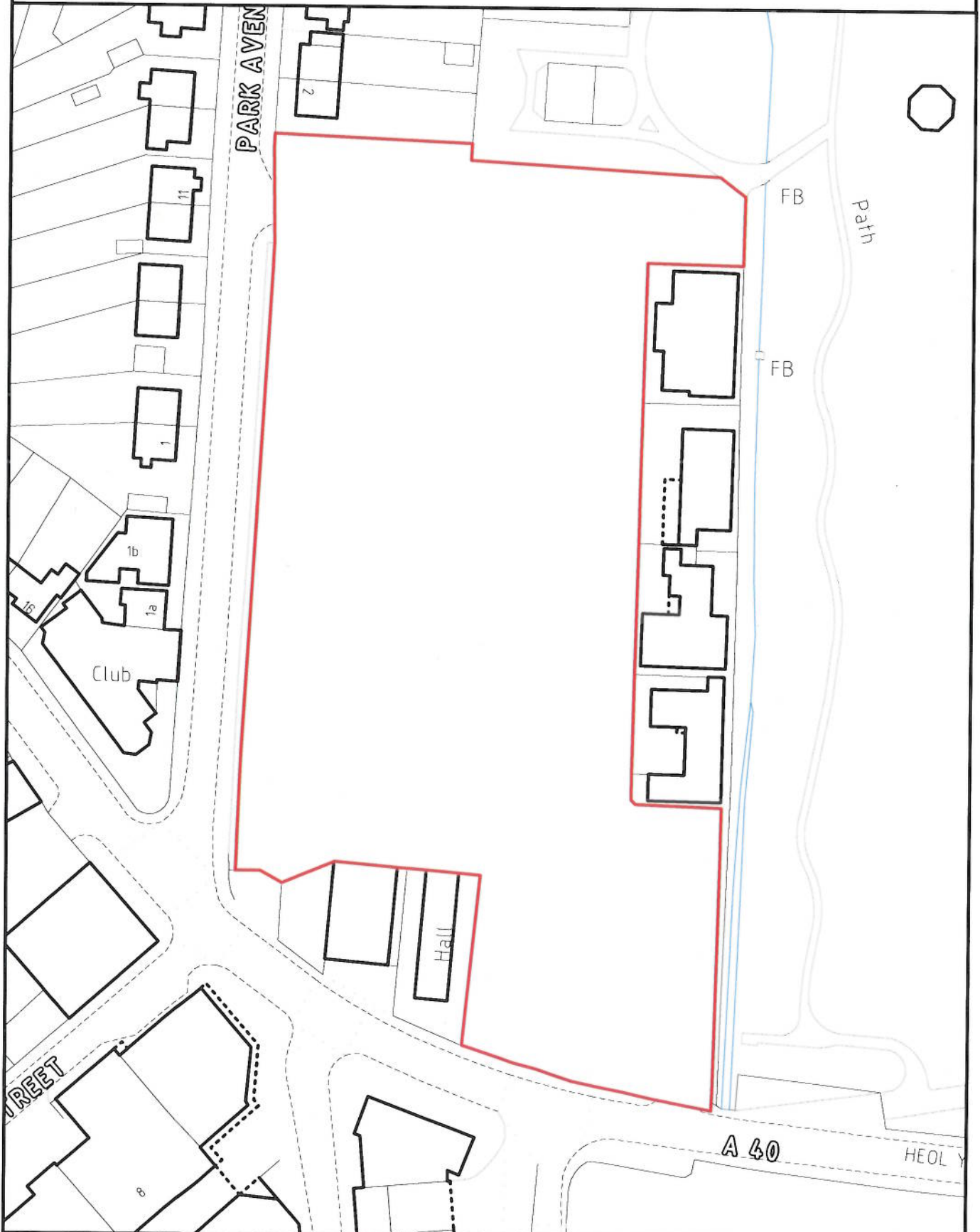
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Castle Street Car Park Abergavenny T205



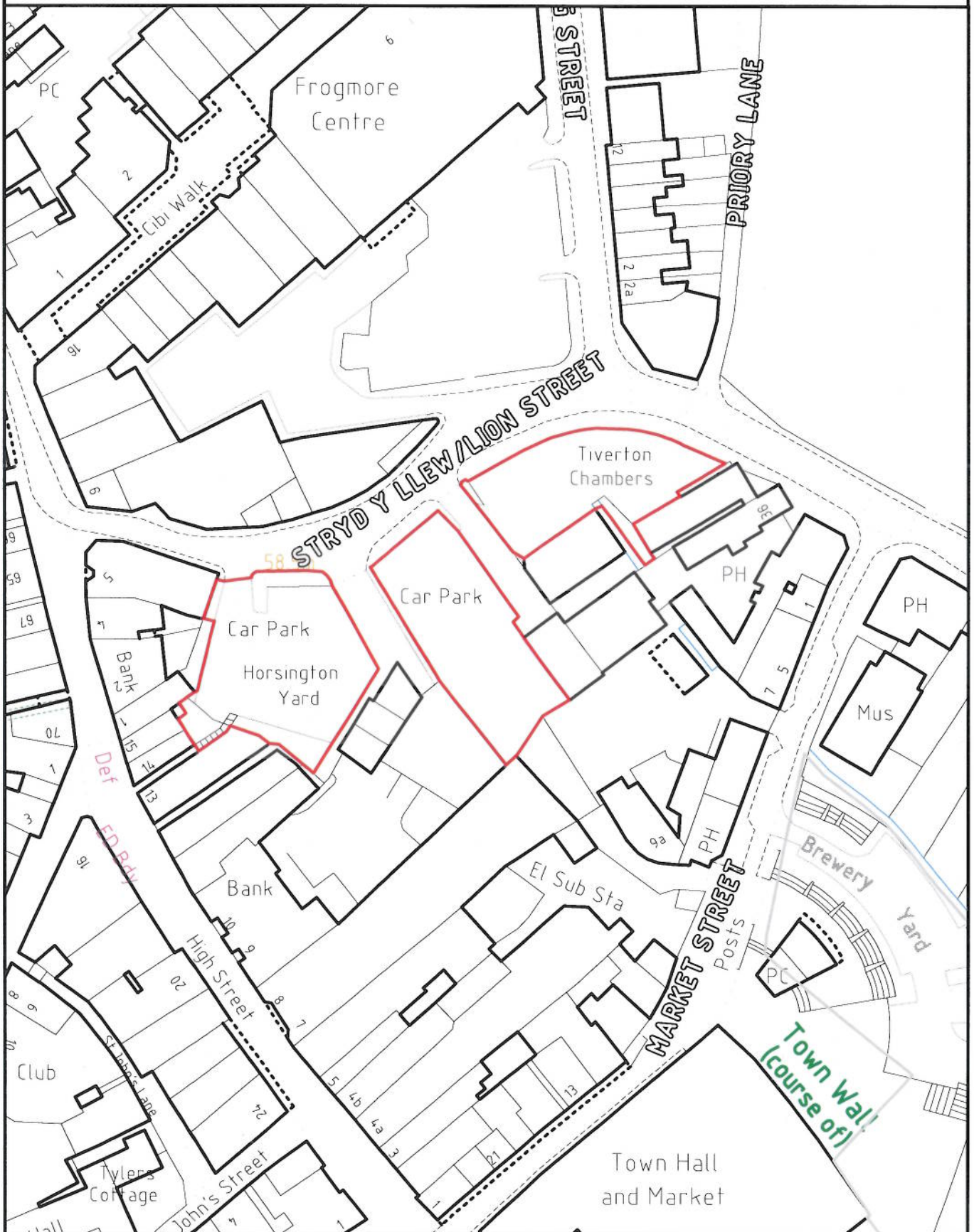
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Fairfield Car Park Abergavenny T206



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Tiverton Place Car Park Abergavenny T207



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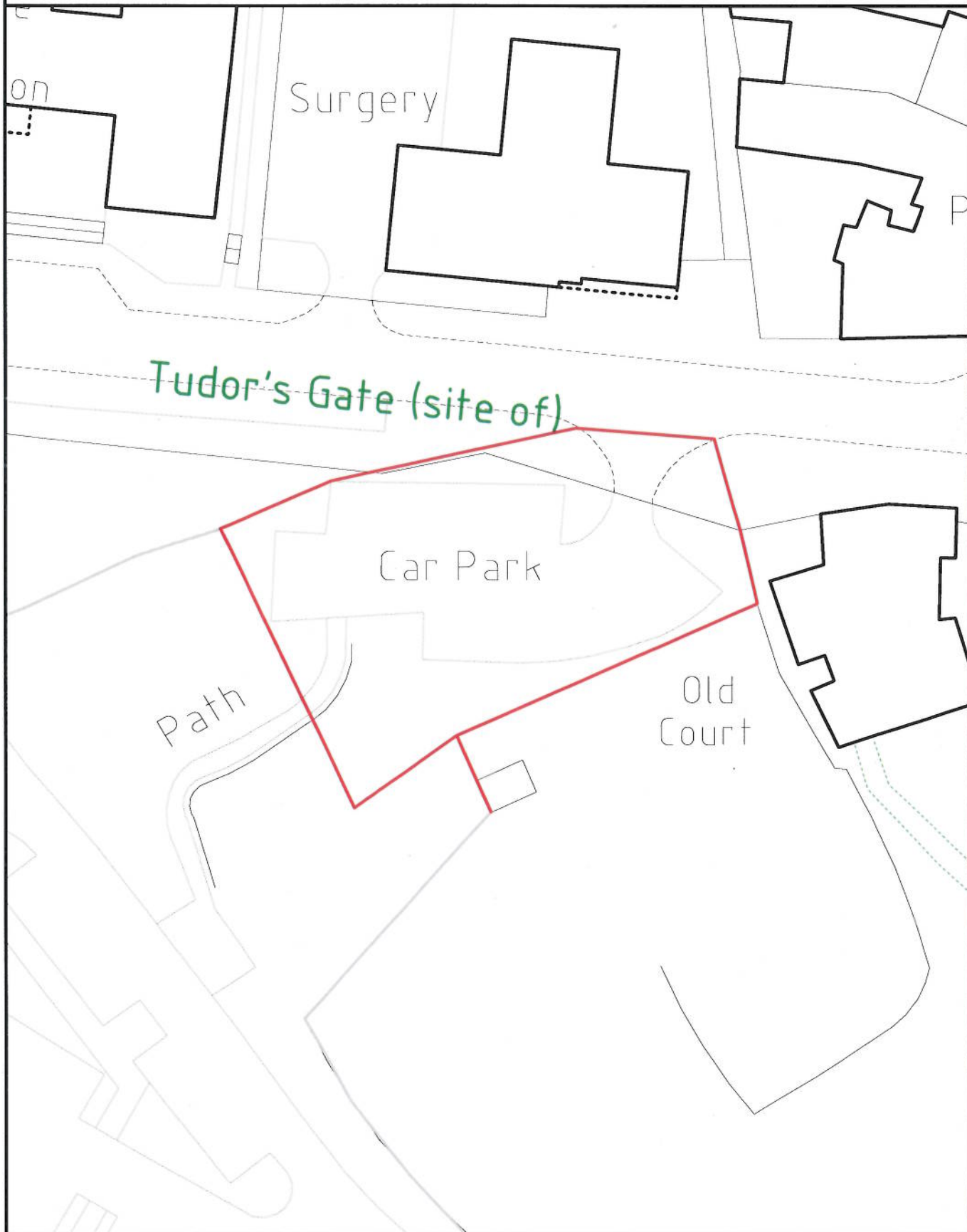
Trinity Terrace Car Park Abergavenny T208





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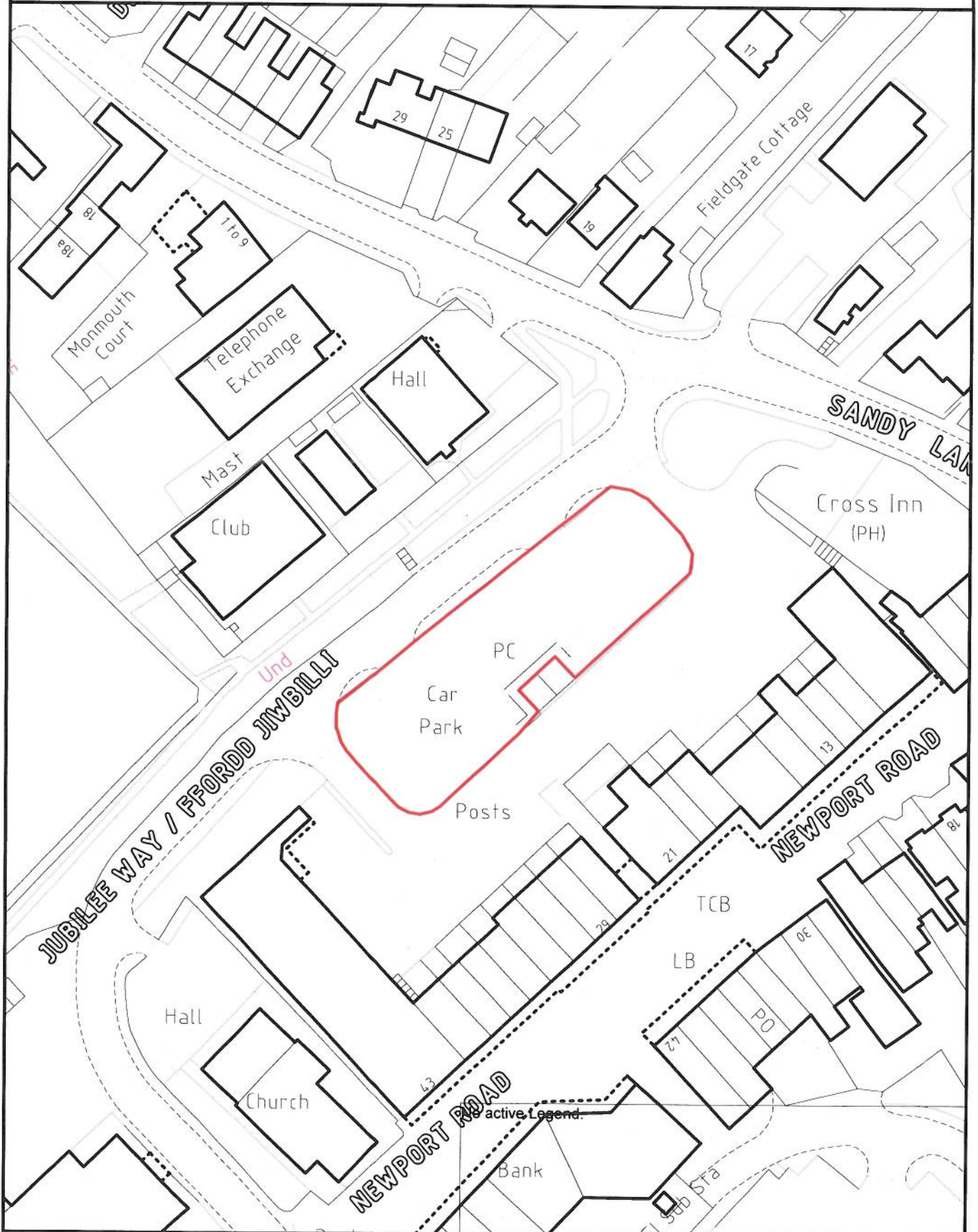




Tudor Street Car Park Abergavenny T209



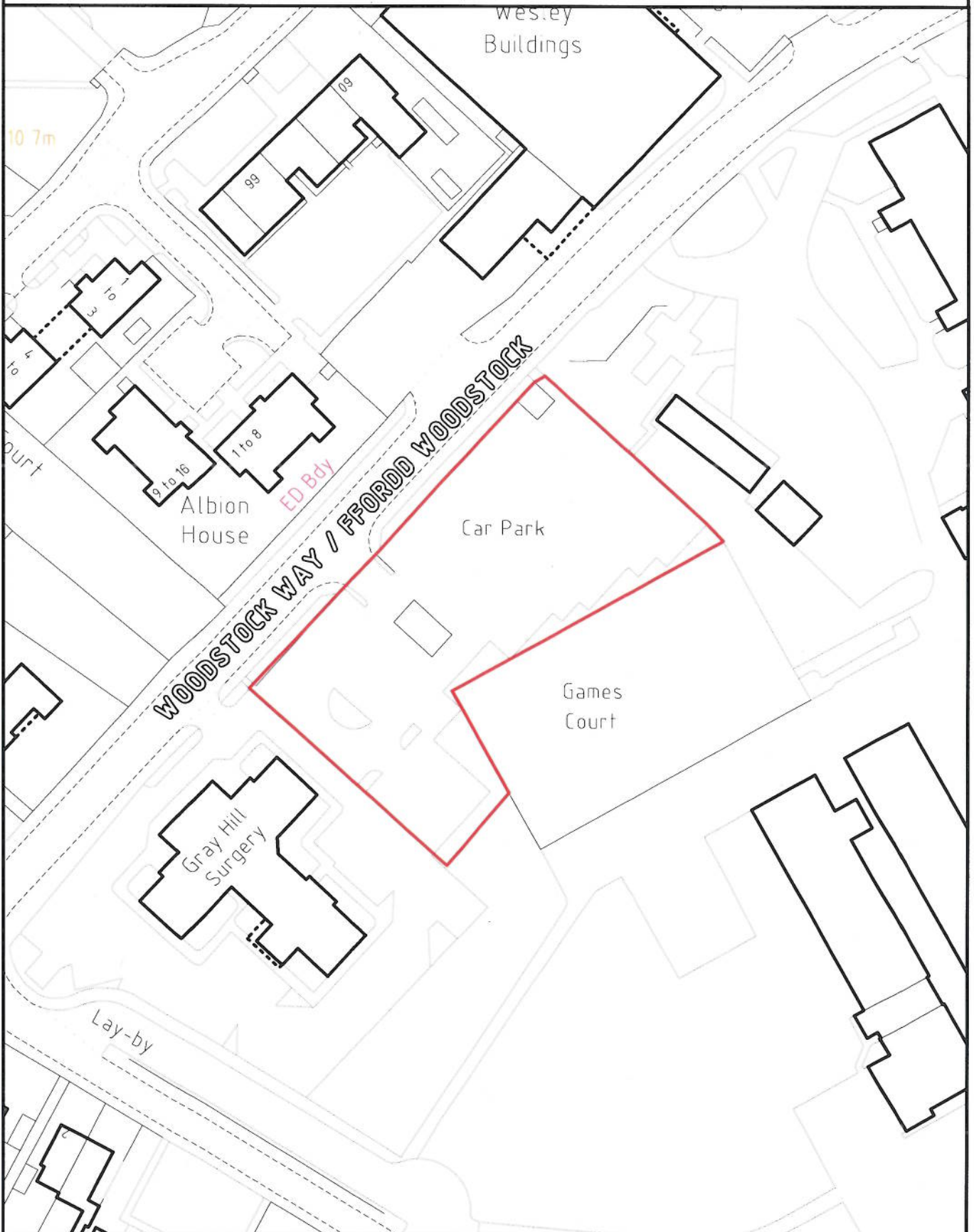
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Jubilee Way Car Park Caldicot T210



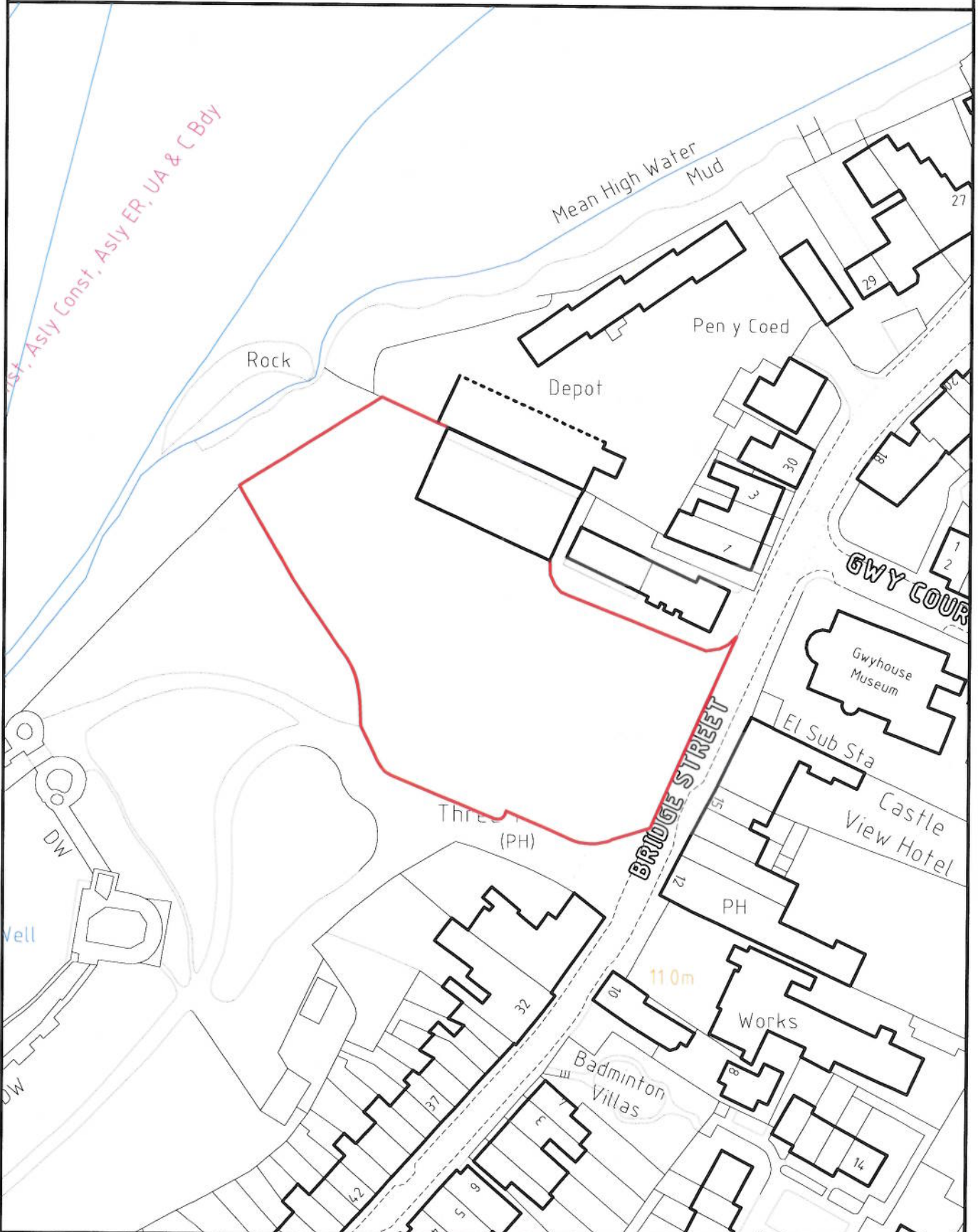
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Woodstock Way Car Park Caldicot T211



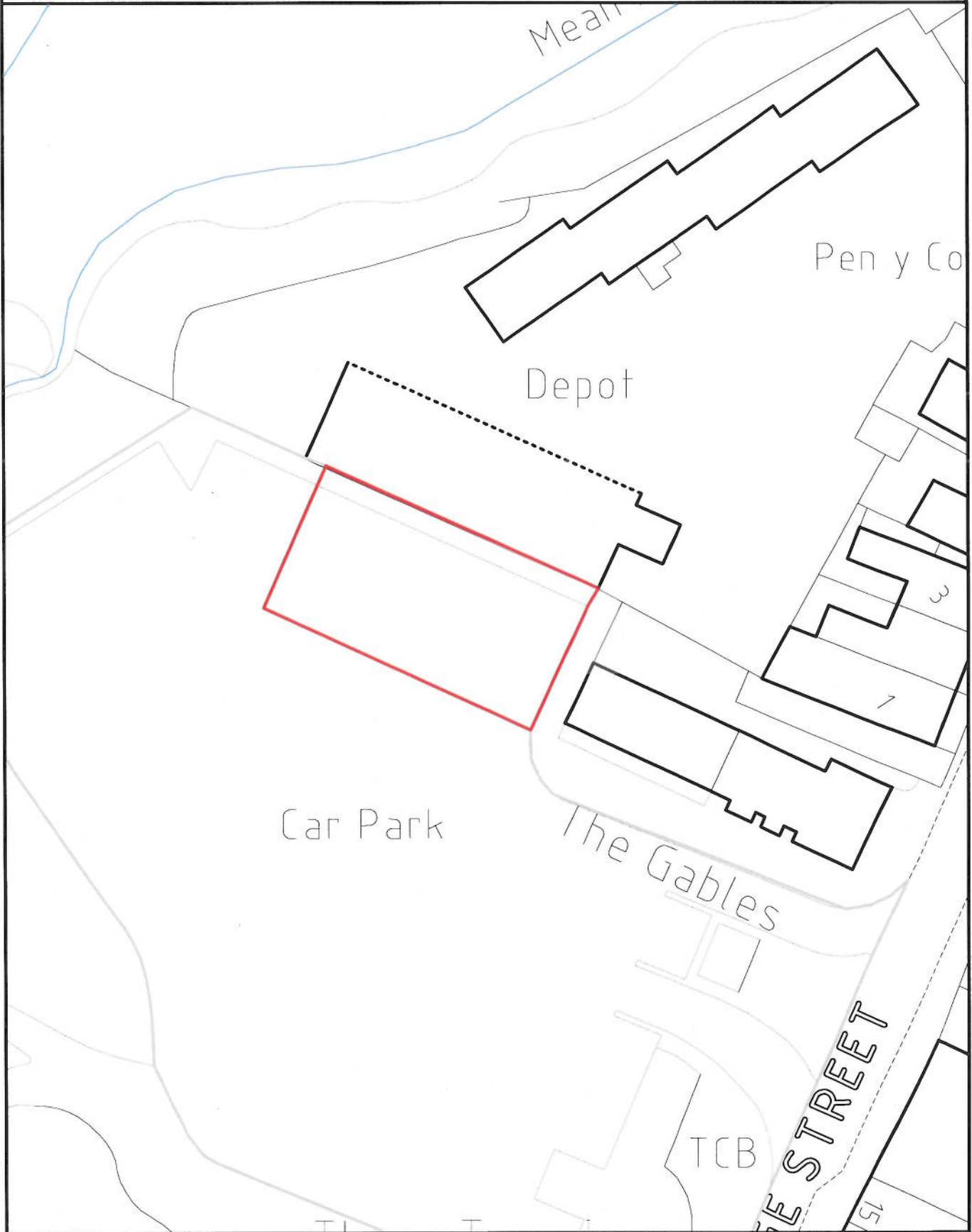
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Castle Dell Car Park Chepstow T212



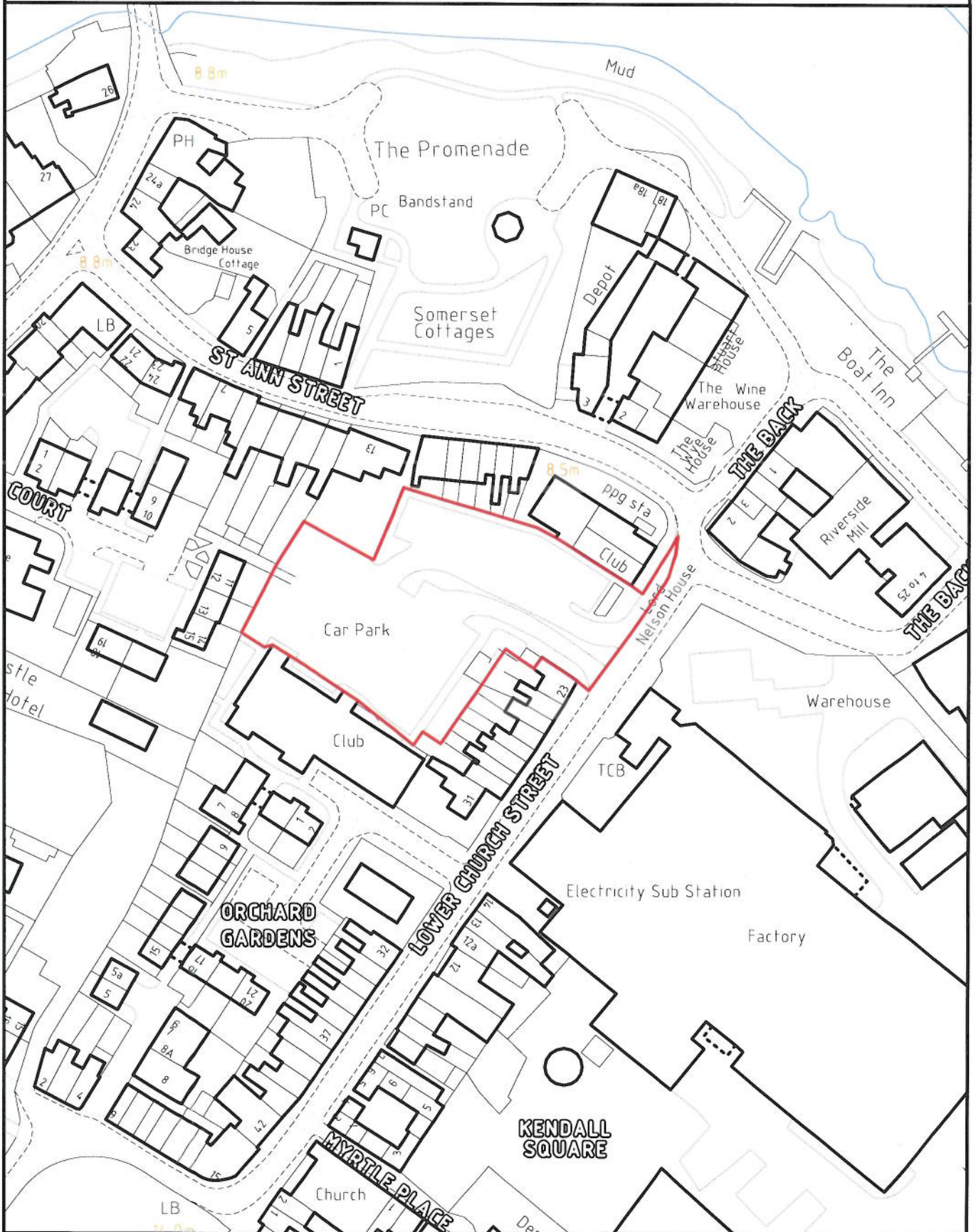
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Castle Dell Coach Bays Chepstow T212A



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Drill Hall Car Park Chepstow T213



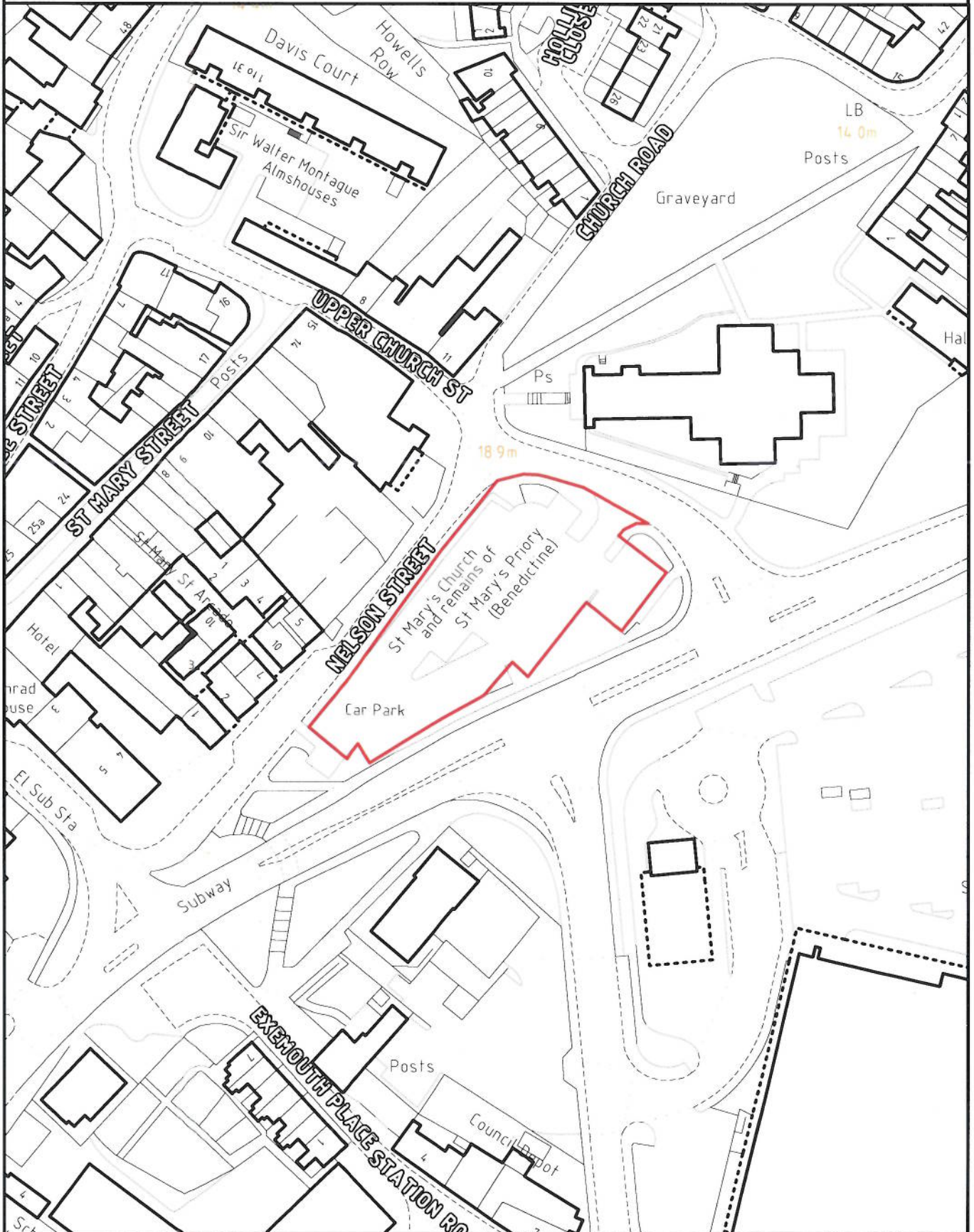
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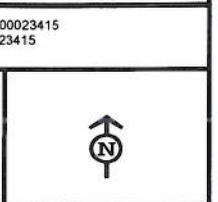
Nelson Street Car Park Chepstow T214



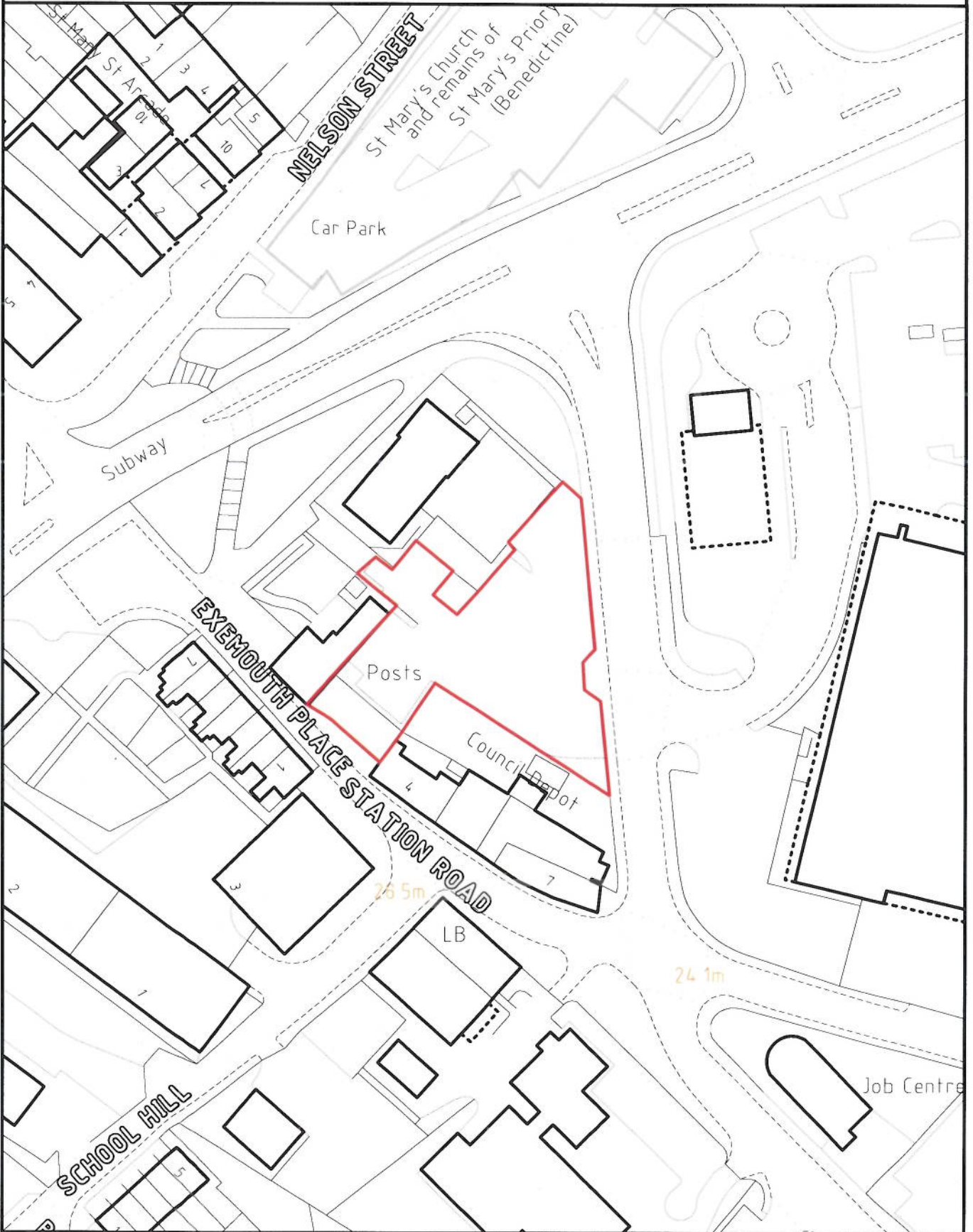
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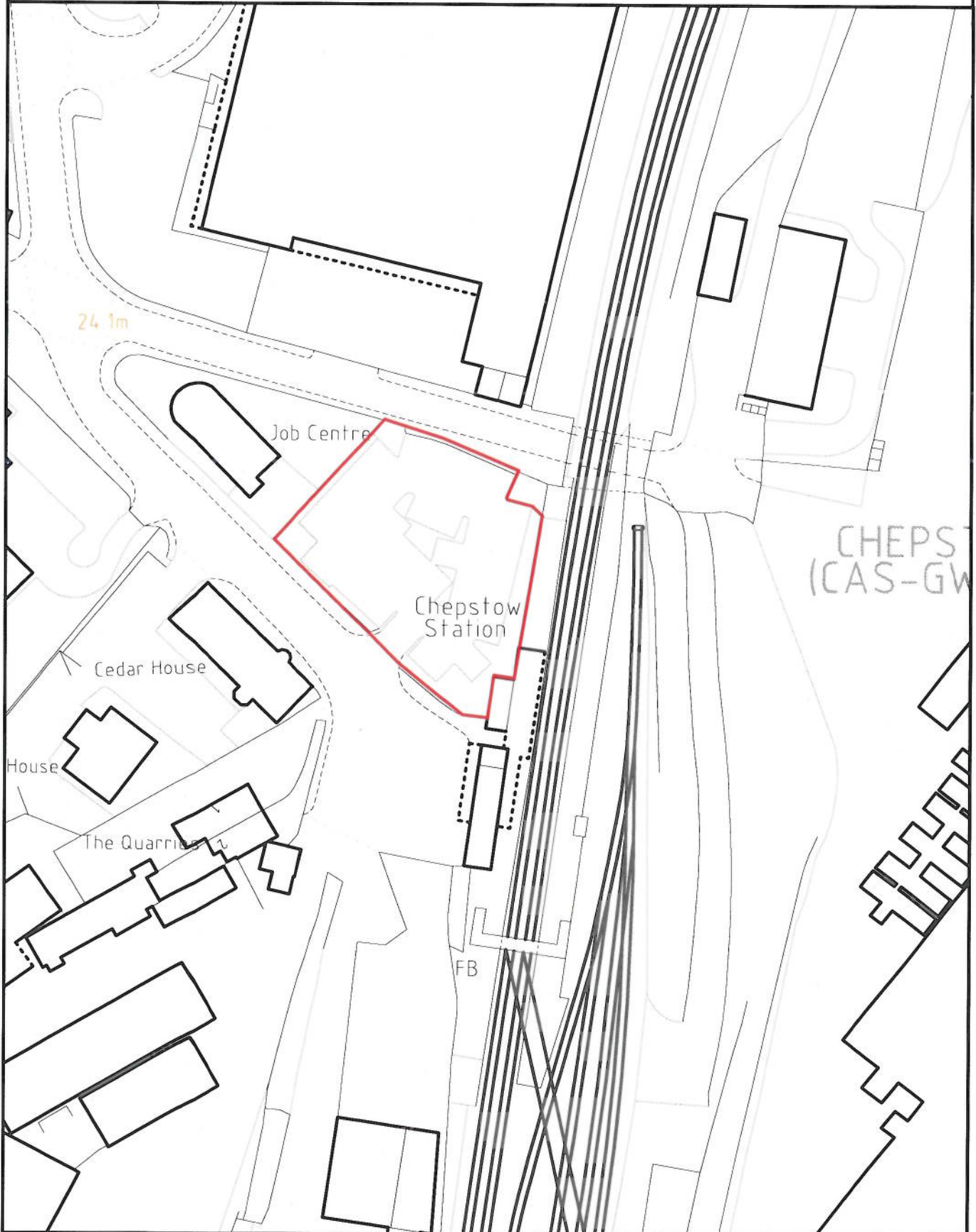




Station Road Car Park Chepstow T215



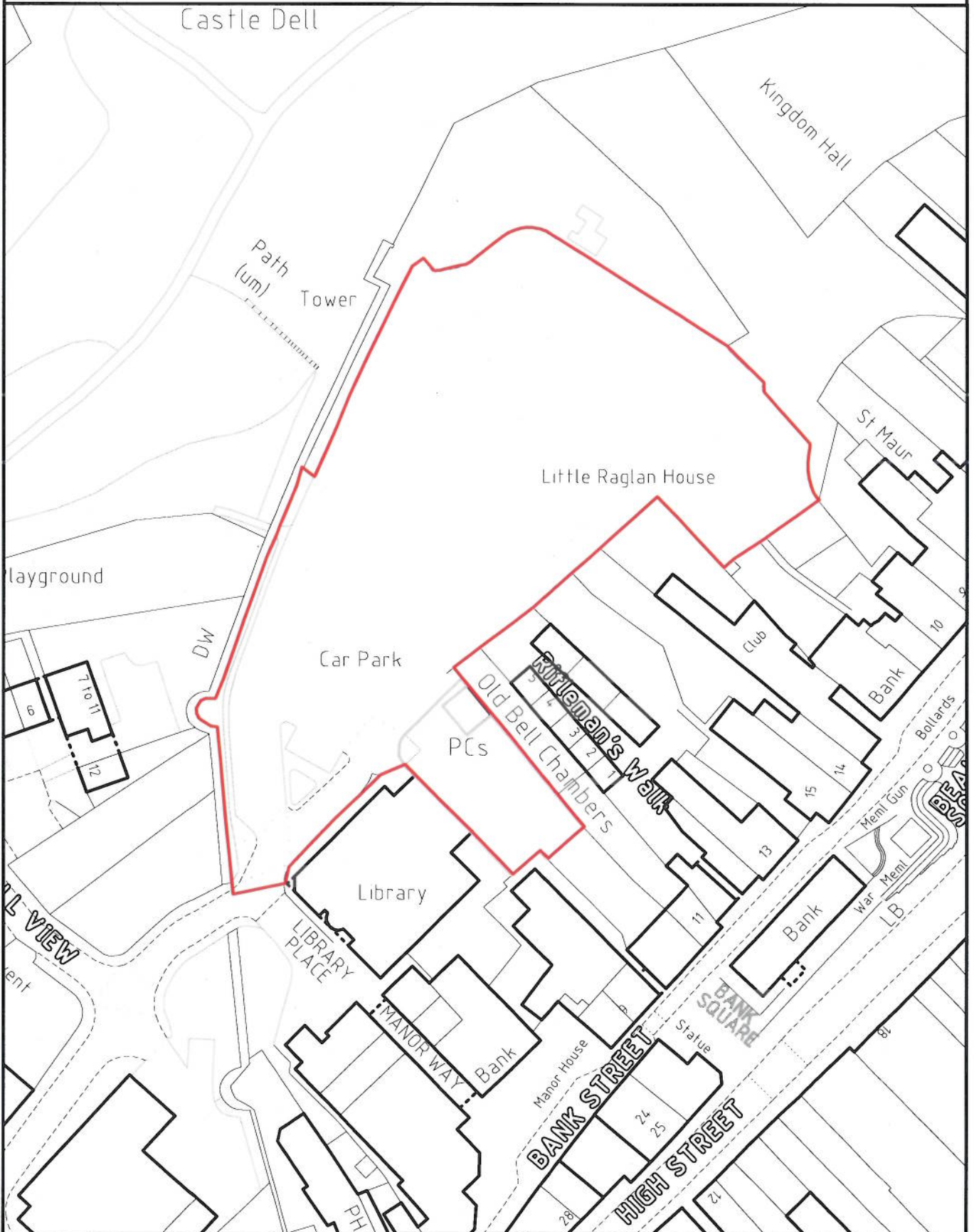
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The Station Car Park Chepstow T216



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Welsh Street Car Park Chepstow T217



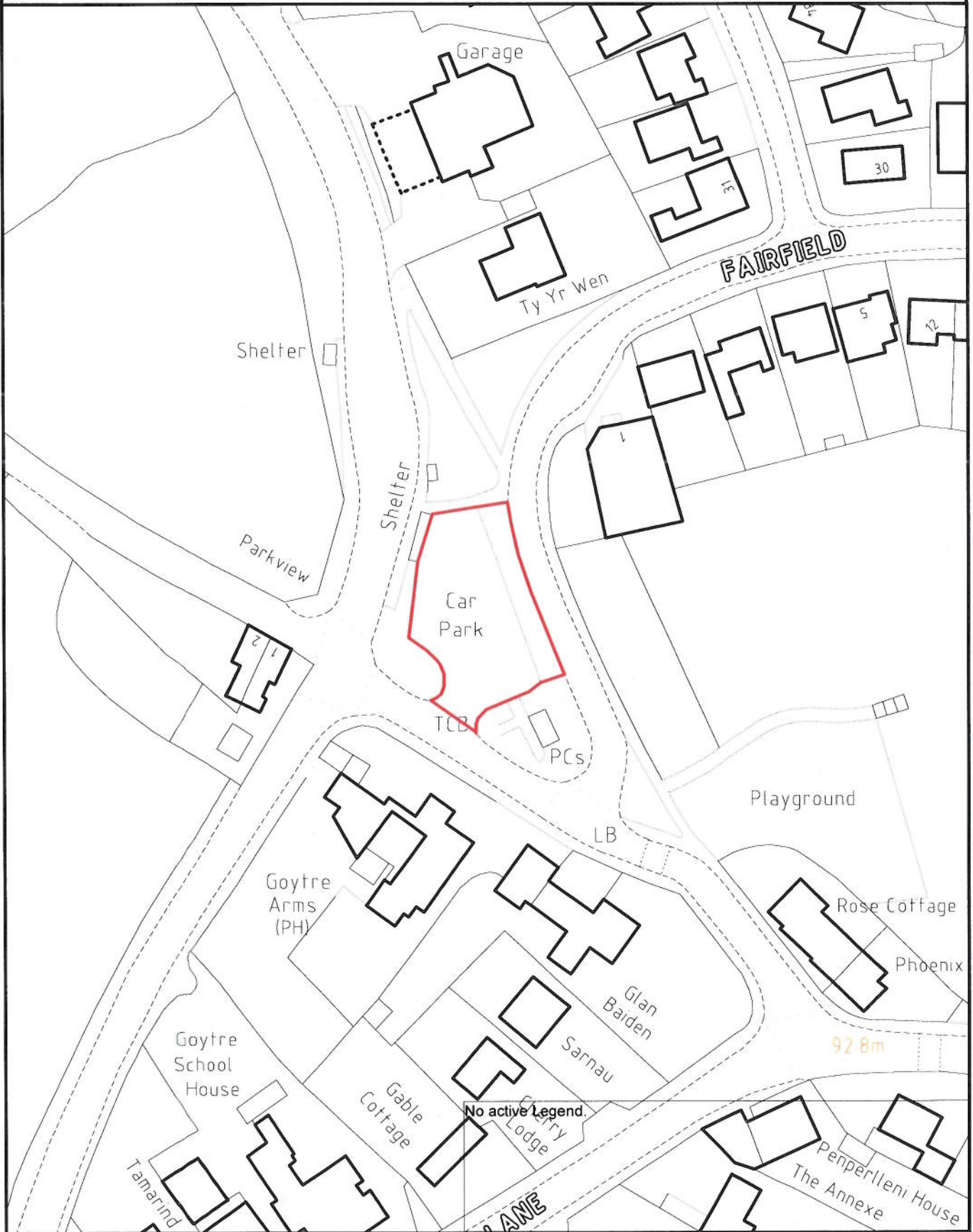
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Main Road Car Park Gilwern T218



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Goytre Car Park Goytre T219



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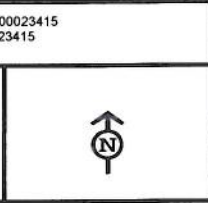
Magor Square Car Park Magor T220



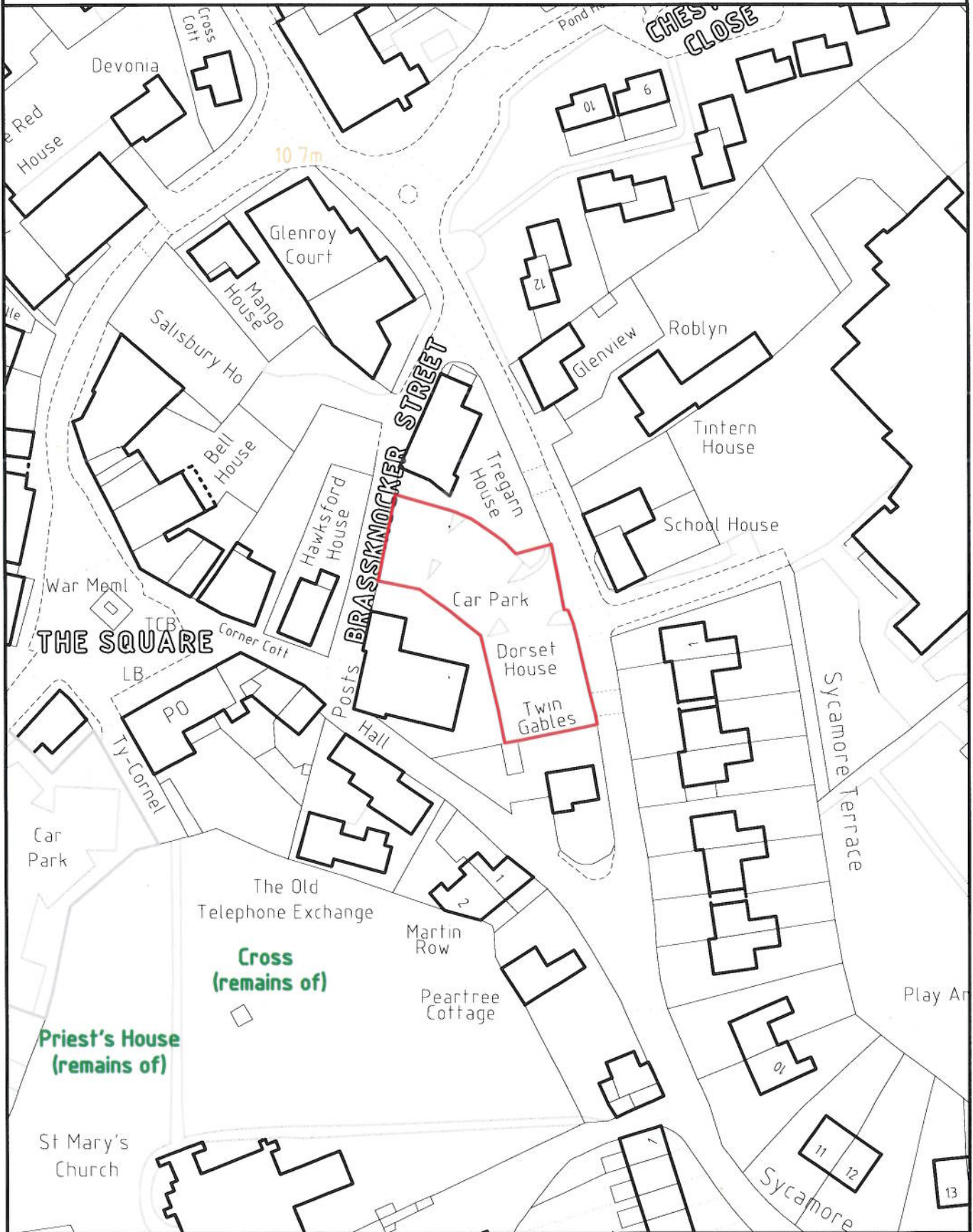
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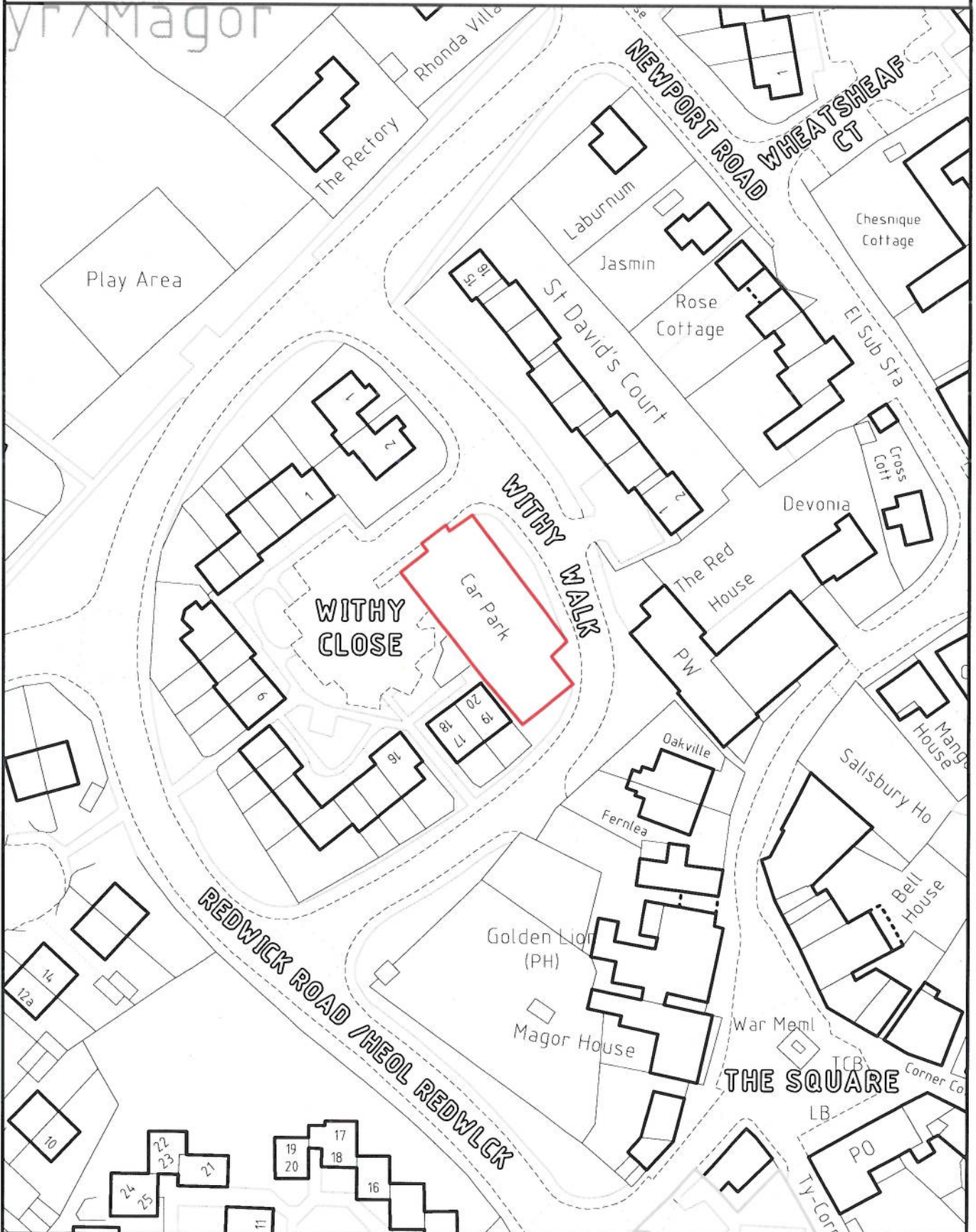
Brassknocker Street Magor T221





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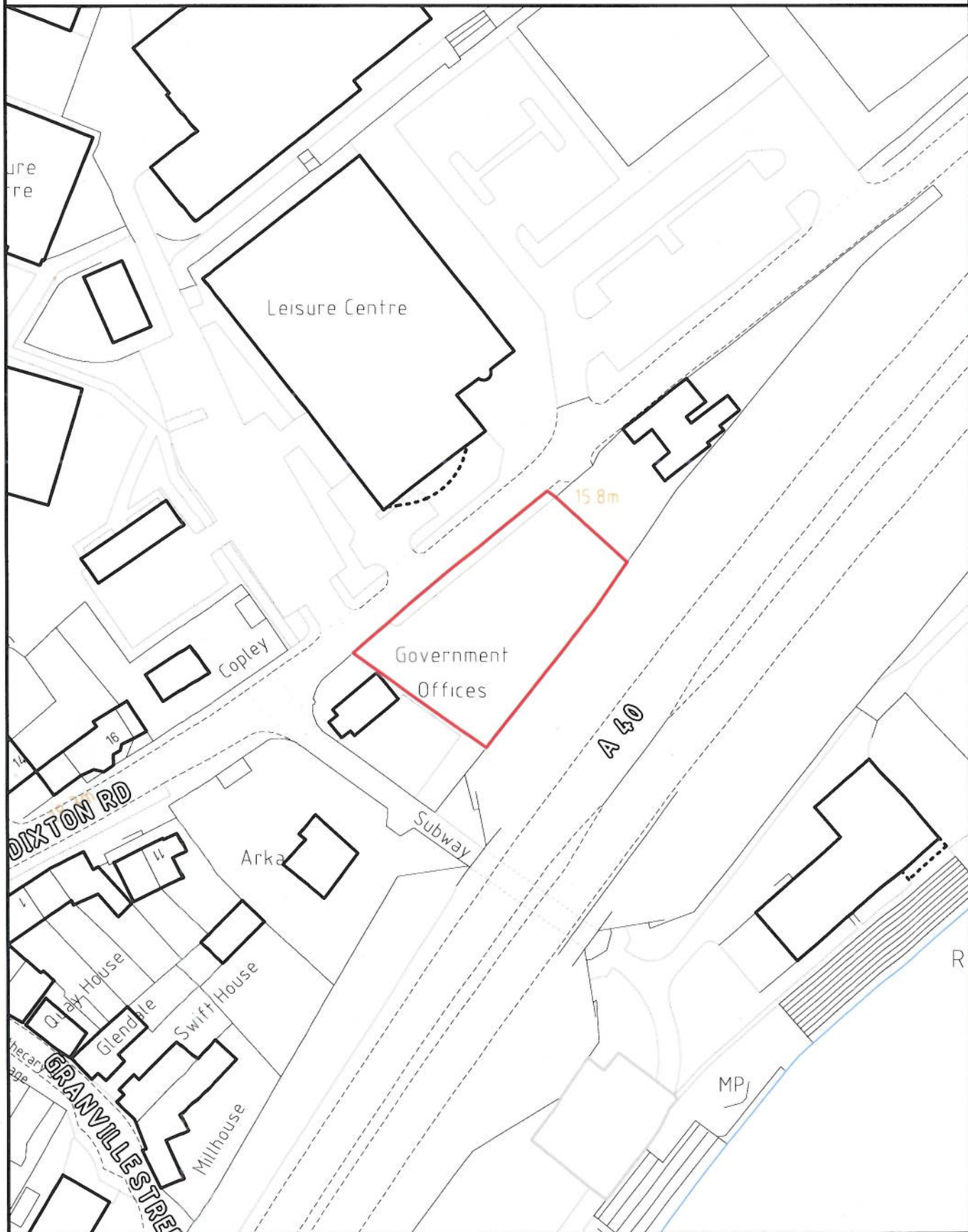




Withy Close Magor T222



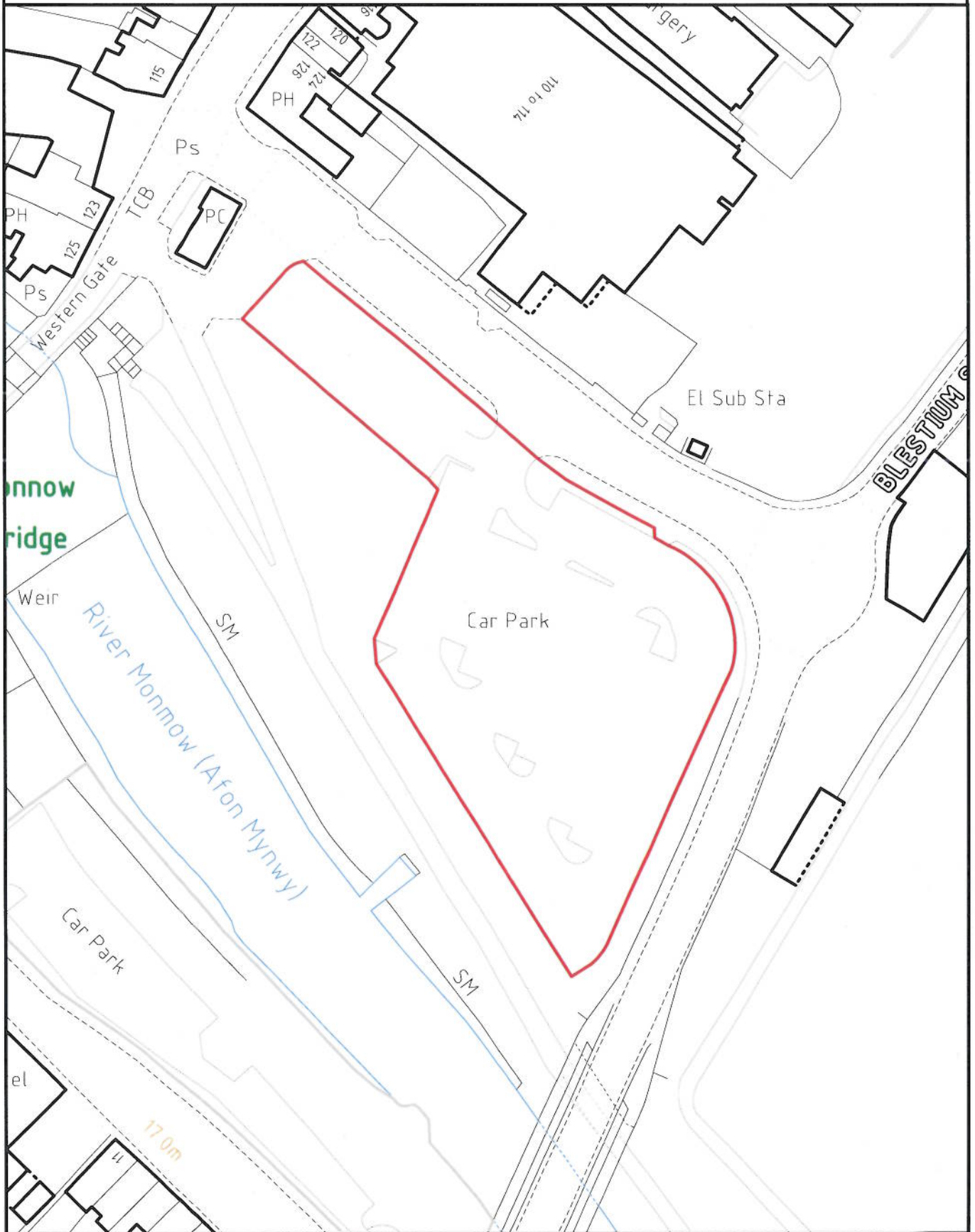
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Old Dixton Road Car Park Monmouth T223



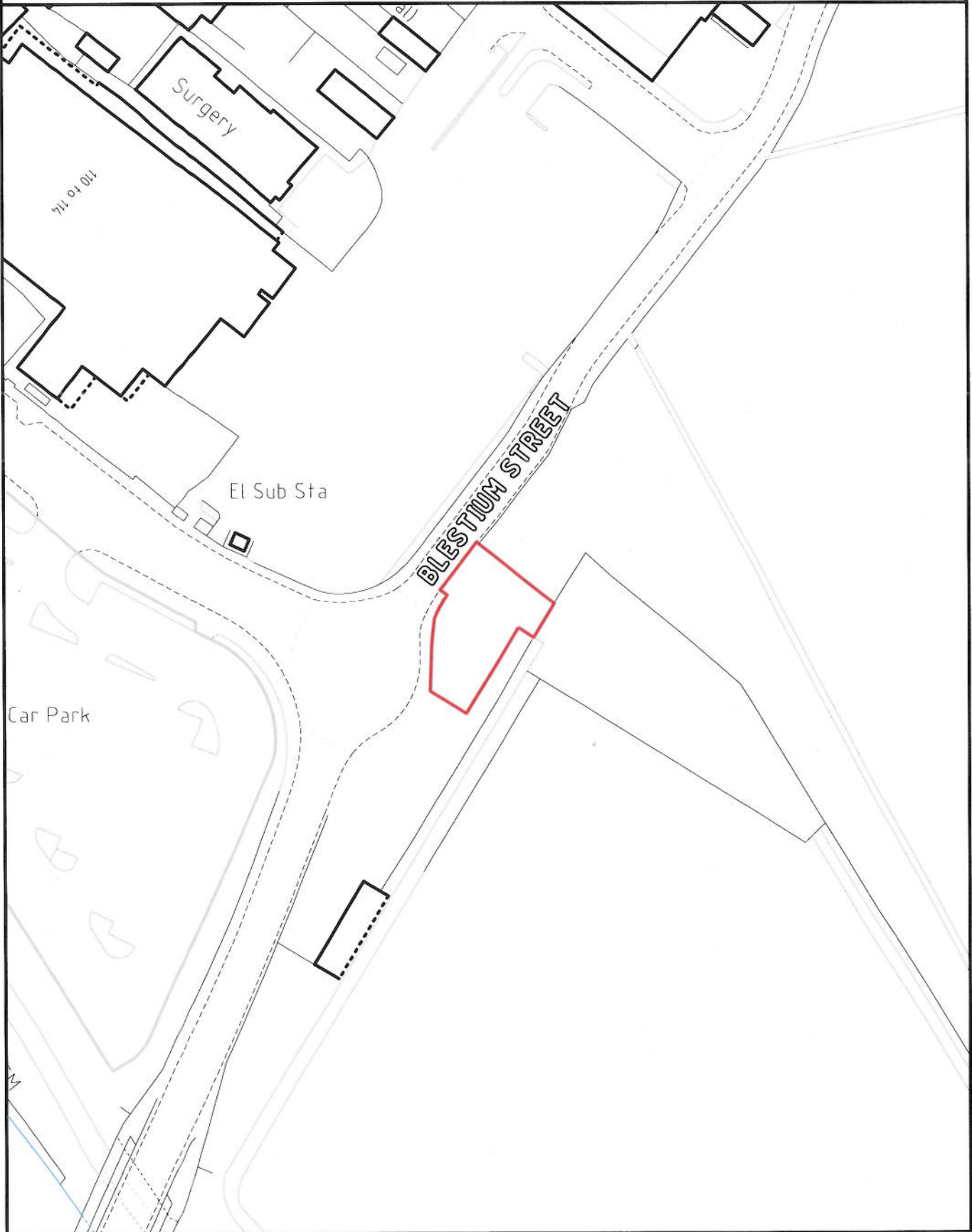
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Cattle Market Car Park Monmouth T224



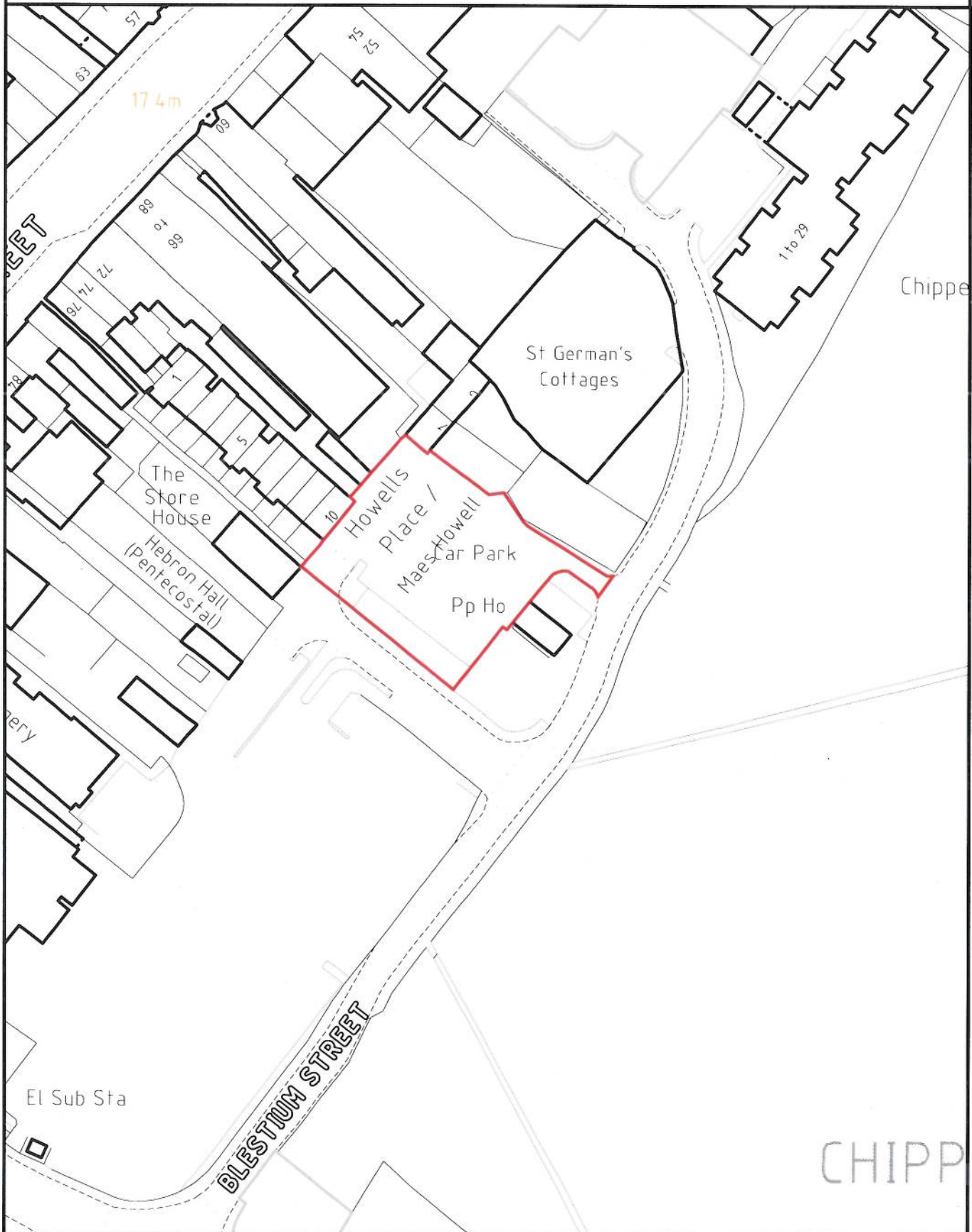
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Sports Ground Car Park Monmouth T225



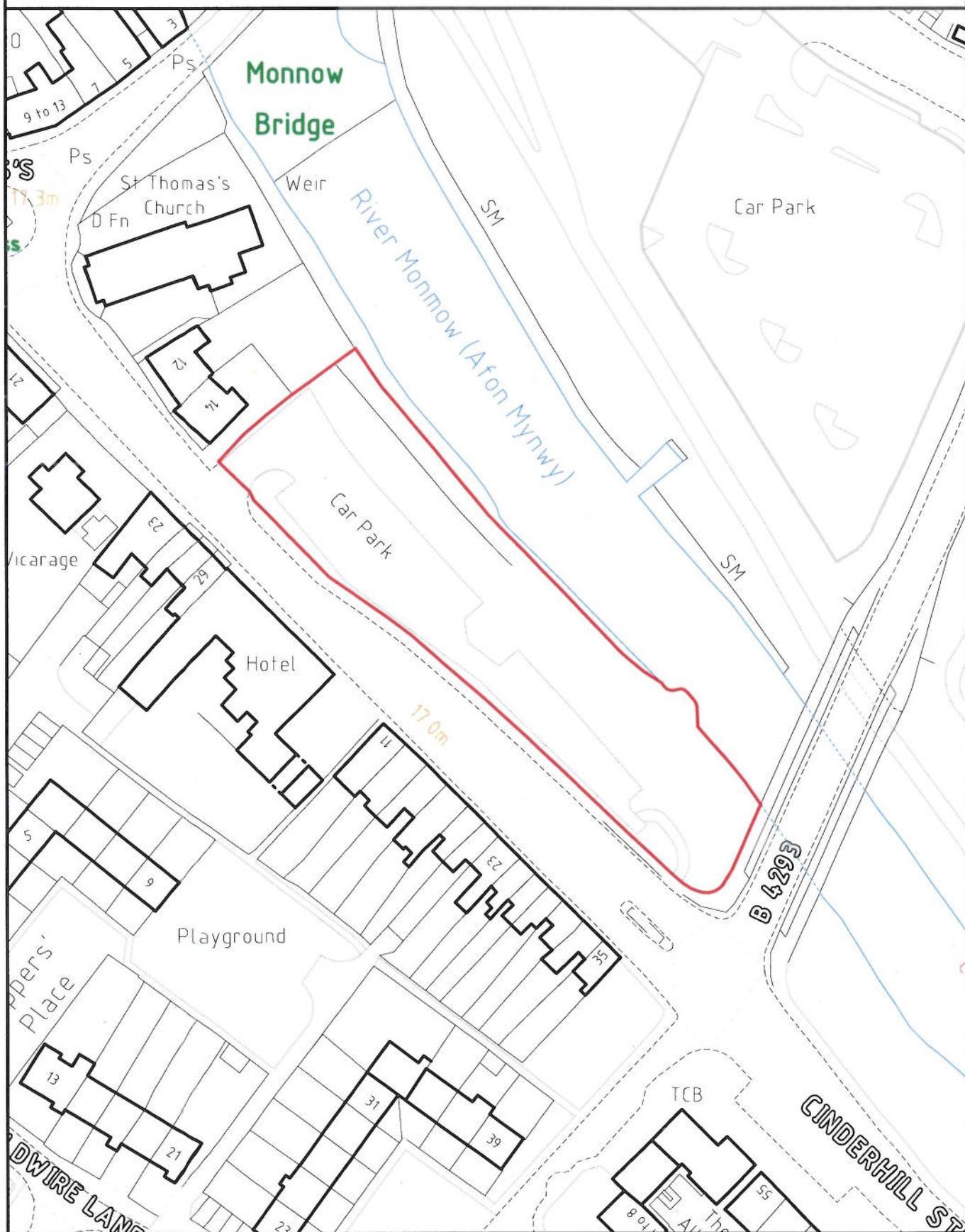
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Chippenham Car Park Monmouth T226



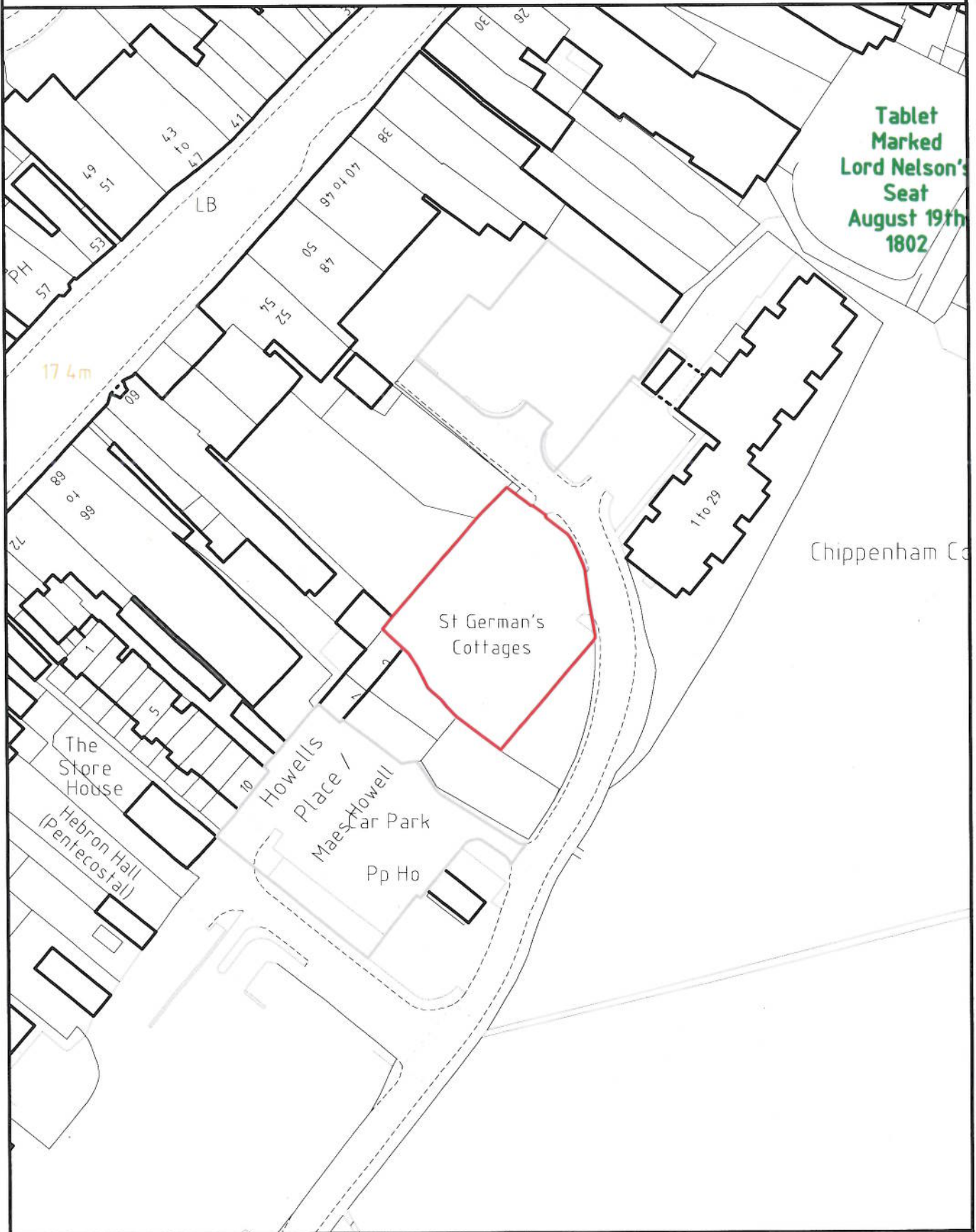
Details			© Hawlfraint y Goron a hawliau cronfa ddata 2013 Arolwg Ordnans 100023415	
Map Detail text			© Crown copyright and database rights 2013 Ordnance Survey 100023415	
Drawn by	Scale	Date	Monmouthshire County Council Innovation House, Wales 1 Business Park Newport Road Magor NP26 3DG www.monmouthshire.gov.uk/maps	
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Cinderhill Street Car Park Monmouth T227



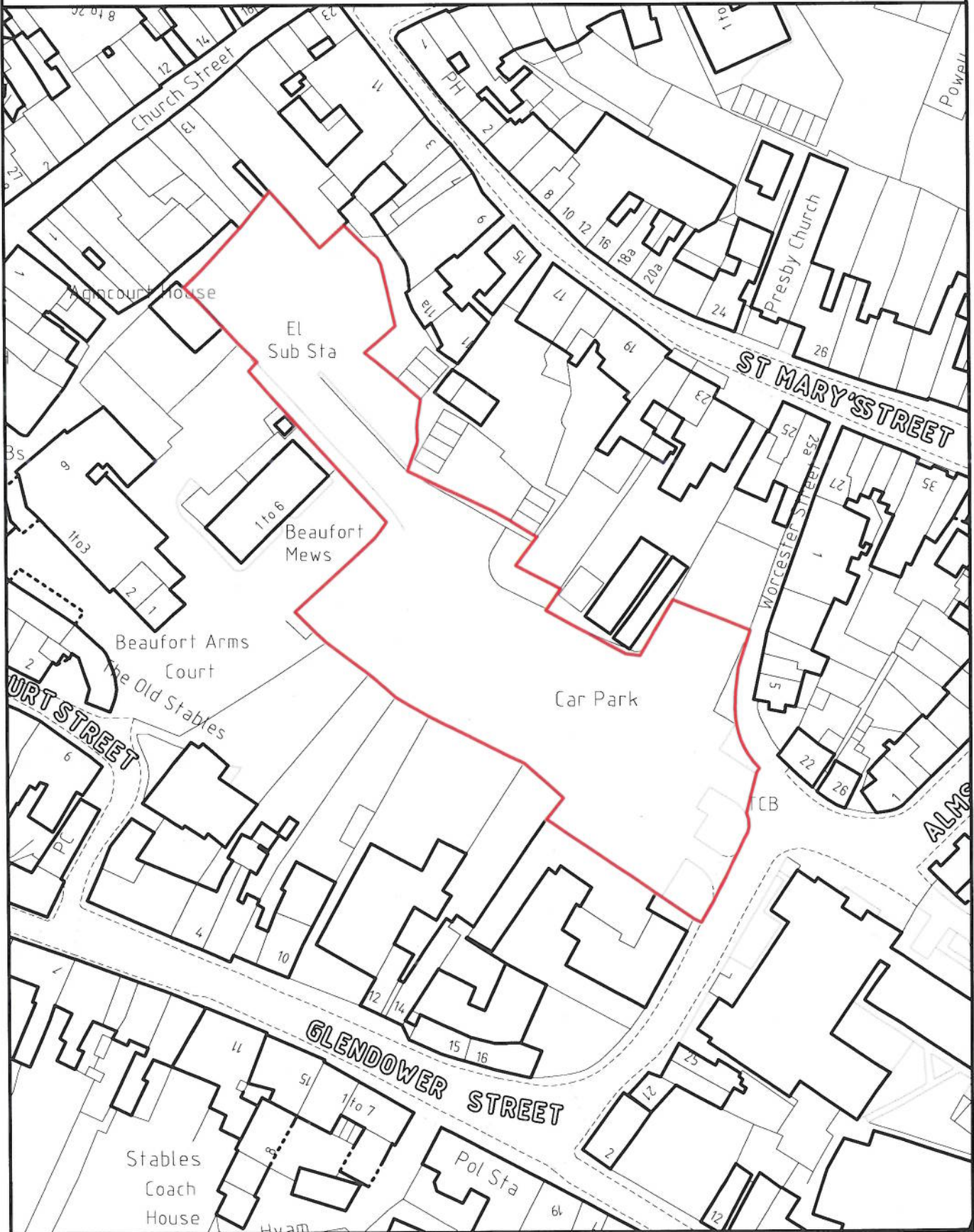
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File Pathname / Project / Drawing No.				



Cornwall House Car Park Monmouth T228

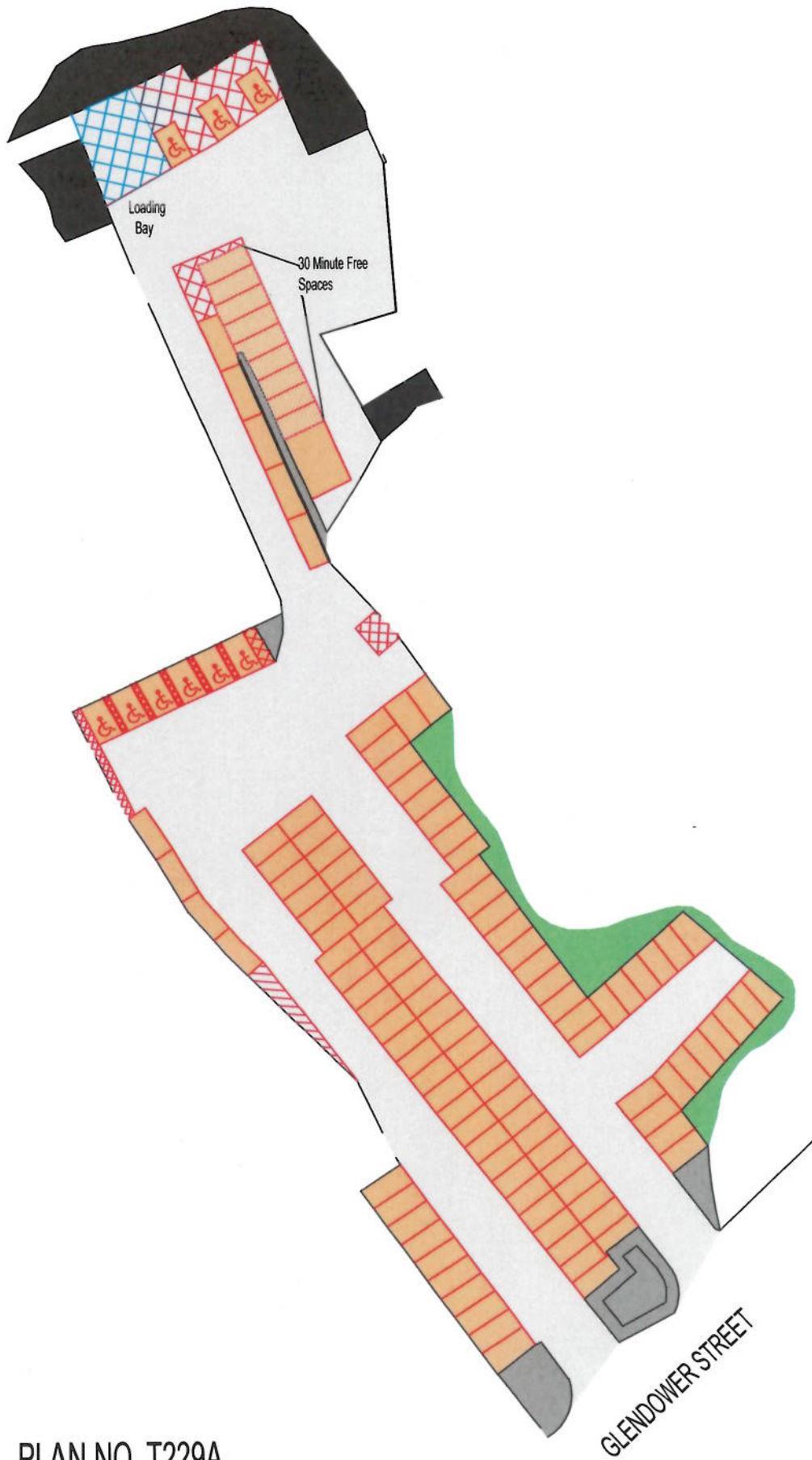


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File Pathname / Project / Drawing No.				

Glendower Street Car Park Monmouth T229

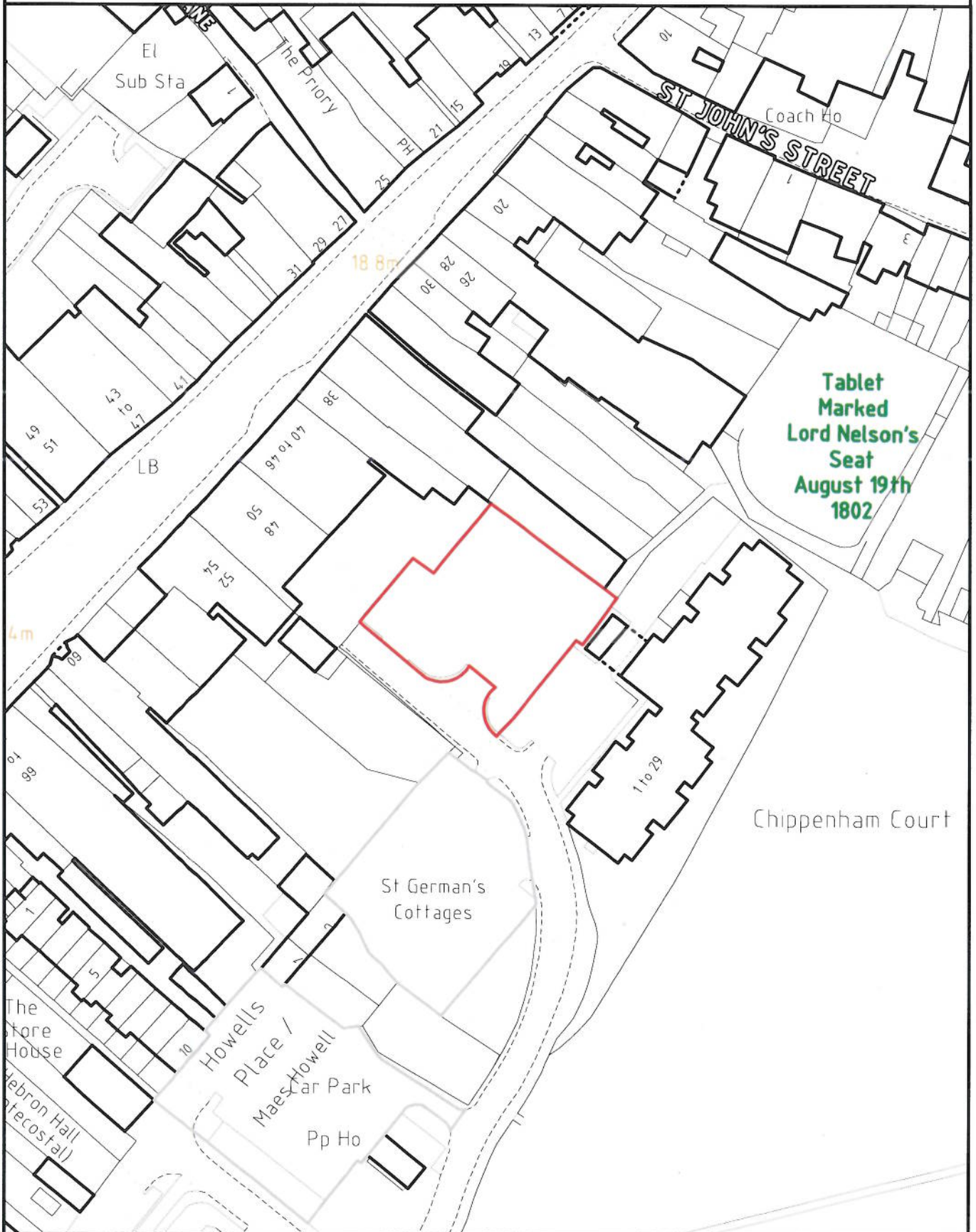




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	Drawn by Lang.L	Scale 1:1000	Date 24/11/2015	Monmouthshire County Council Innovation House, Wales 1 Business Park Newport Road Magor NP26 3DG www.monmouthshire.gov.uk/maps
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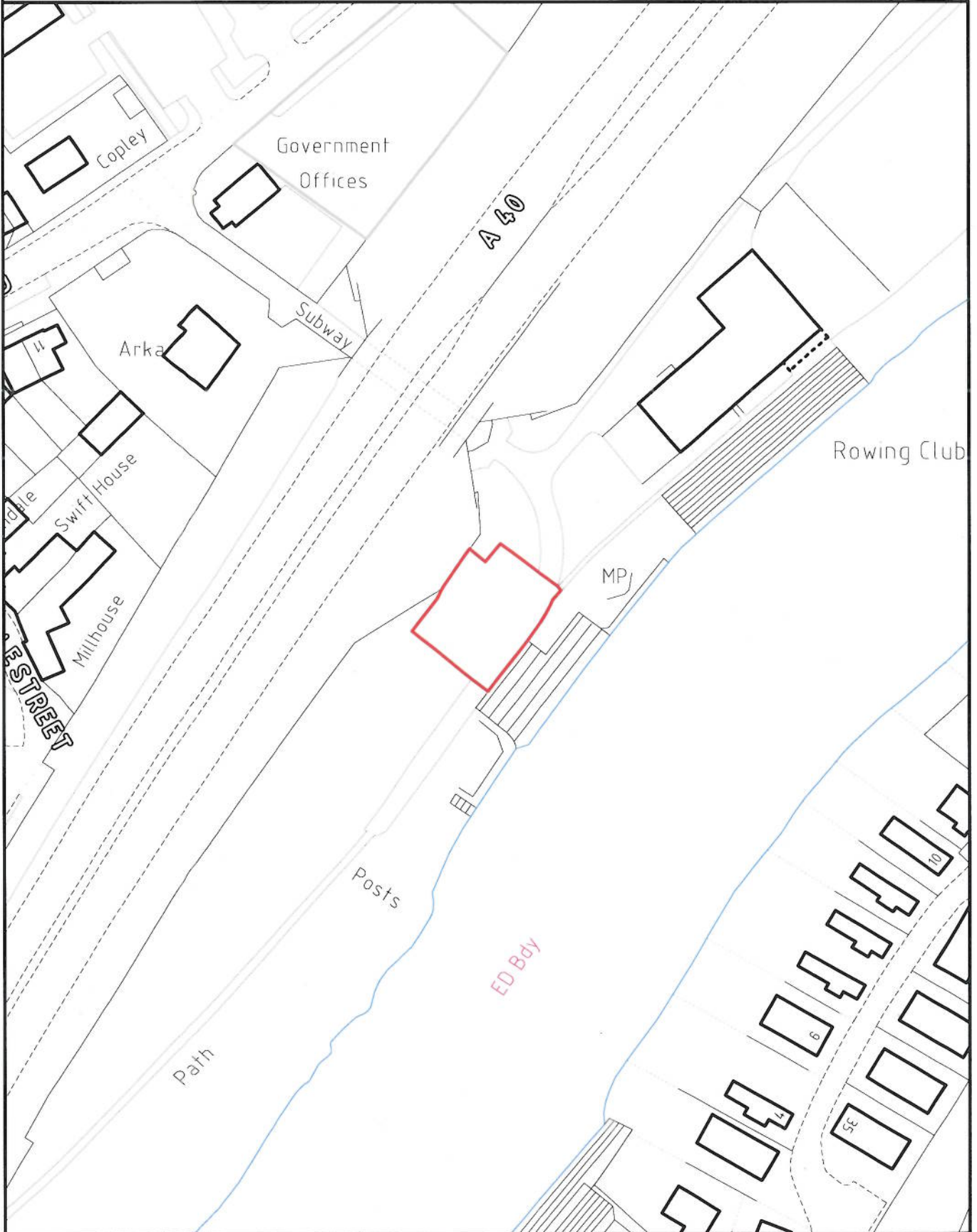
PLAN NO. T229A
GLENDOWER STREET MONMOUTH



Rear of Monnow Street Car Park Monmouth T230



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Rowing Club Car Park Monmouth T231



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Rockfield Road Car Park Monmouth T232



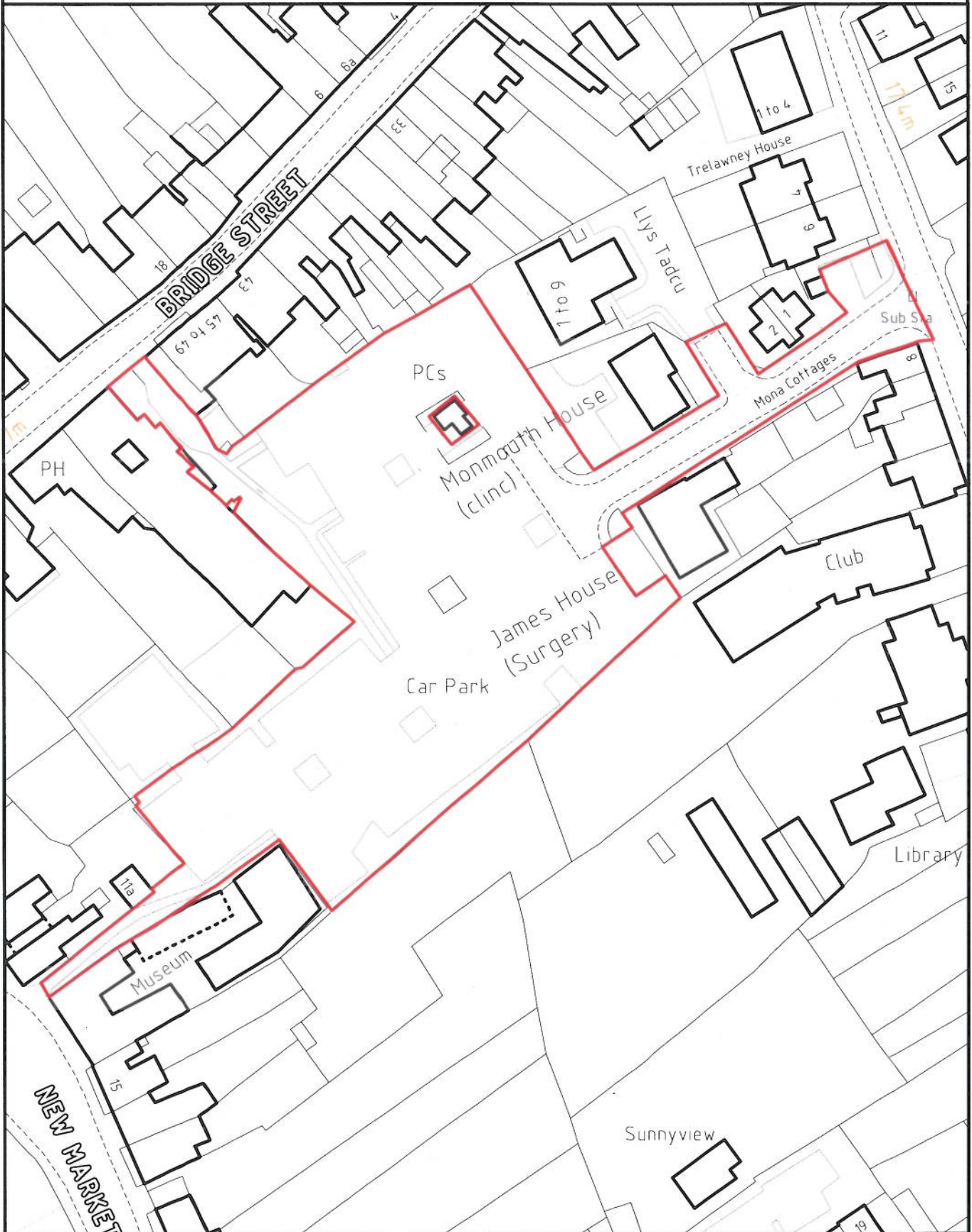
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Wyebridge Street Car Park Monmouth T233



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Maryport Street North Car Park Usk T234



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File Pathname / Project / Drawing No.						

Maryport Street South Car Park Usk T235

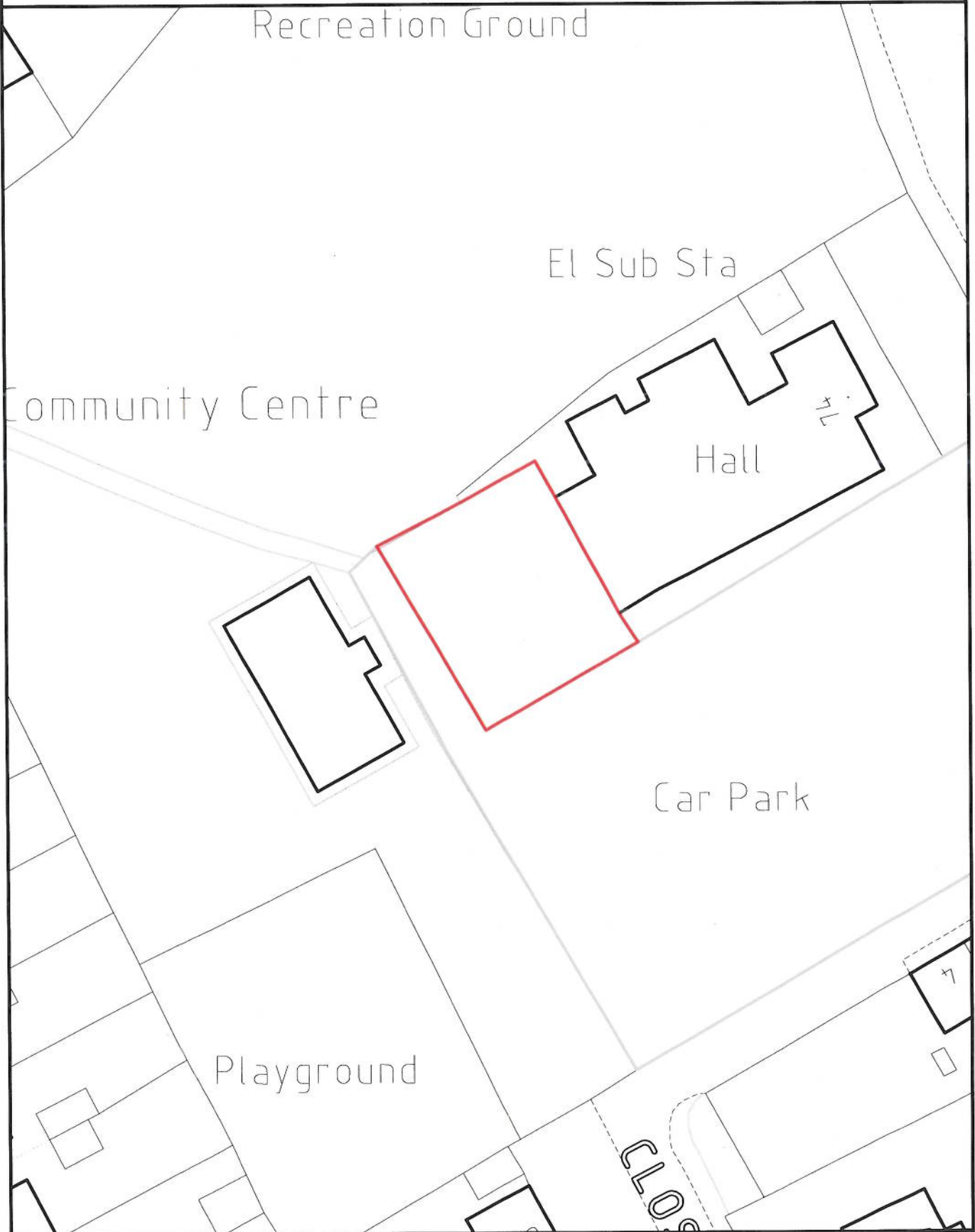




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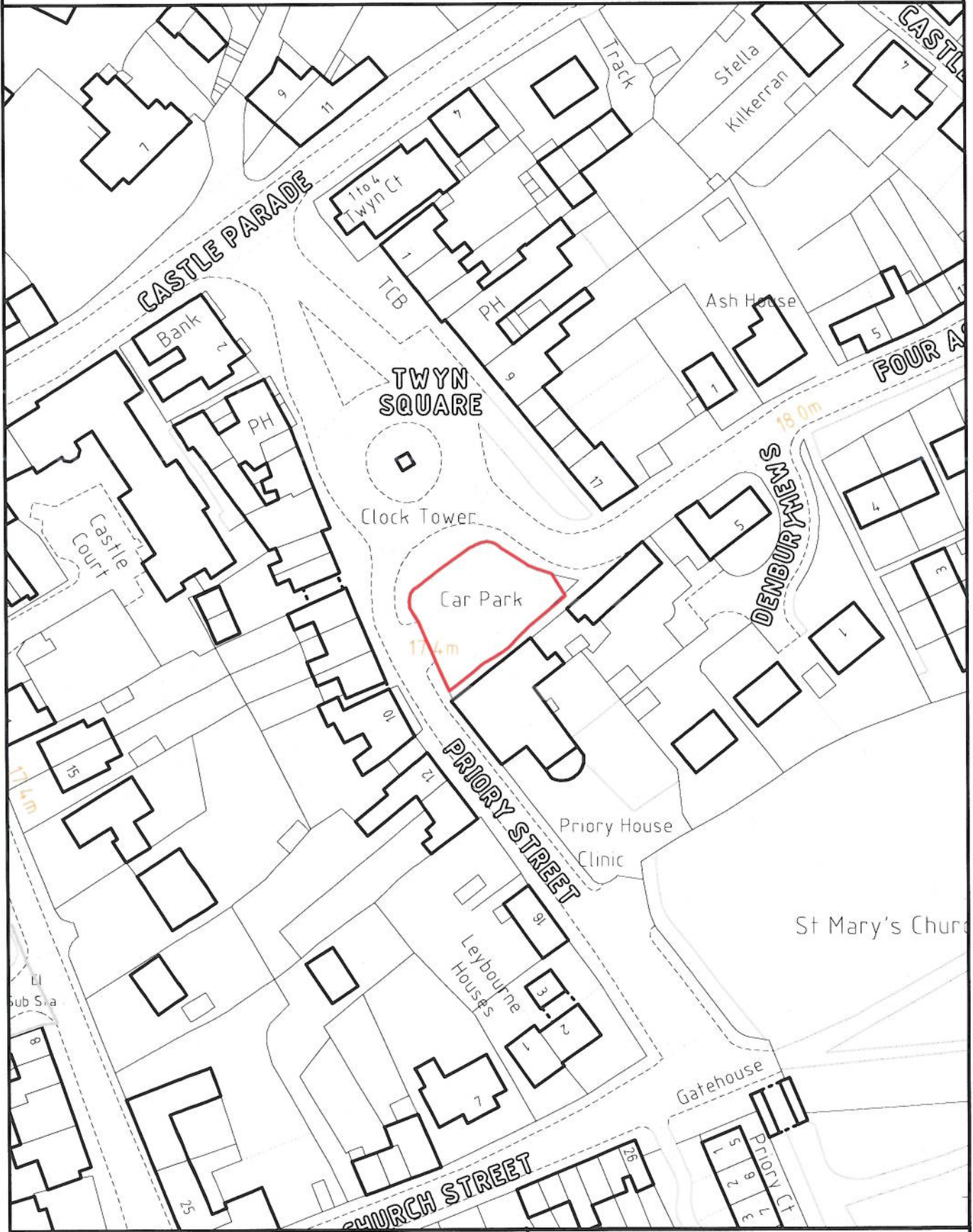
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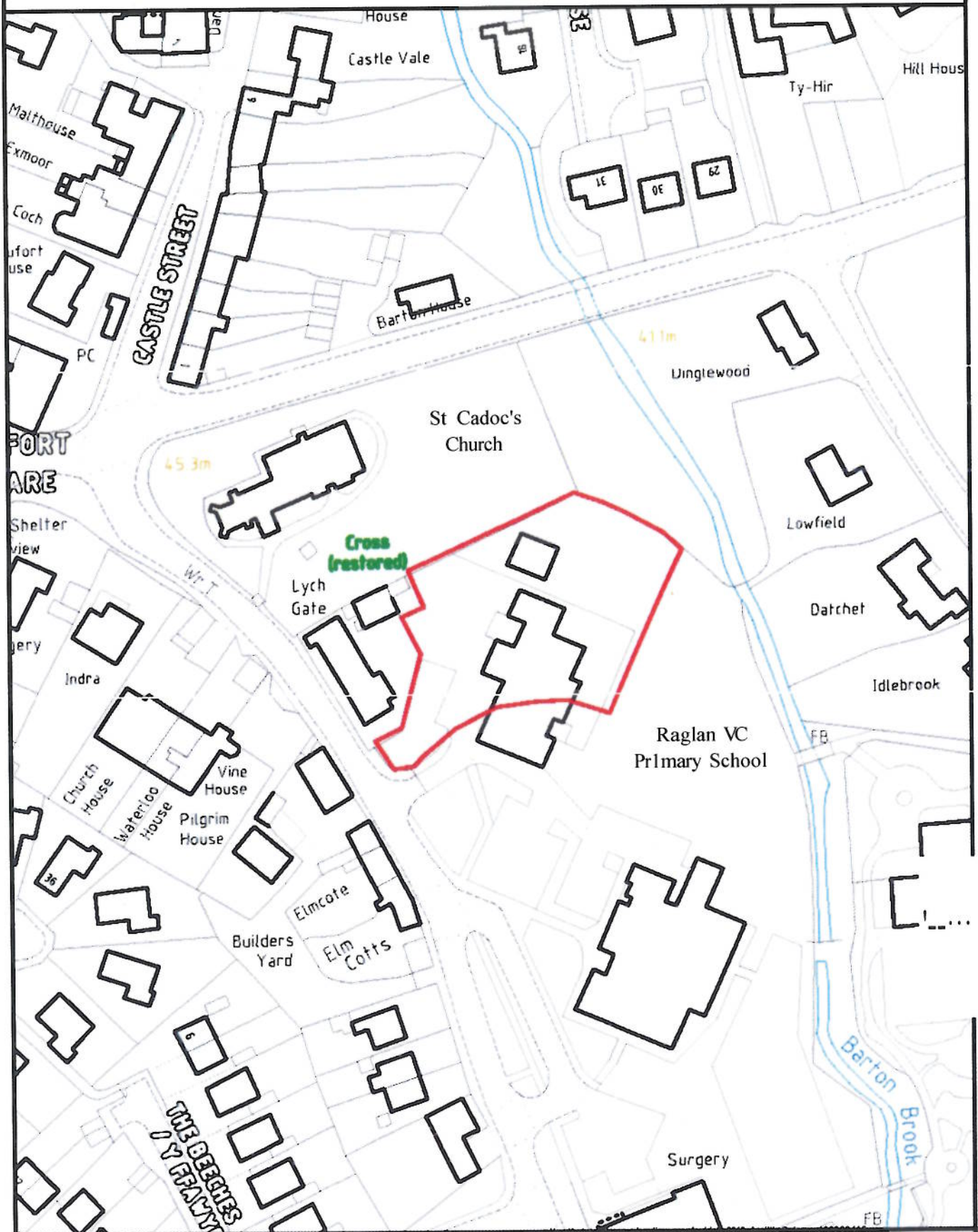



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	Drawn by Lang.L	Scale 1:1000	Date 24/11/2015	Monmouthshire County Council Innovation House, Wales 1 Business Park Newport Road Magor NP26 3DG www.monmouthshire.gov.uk/maps
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PLAN NO. T237
ROGIET PLAYING FIELD CAR PARK

T238 Chepstow Road Car Park Raglan



	Details Map Detail text		©Crown copyright and database rights 2013 Ordnance Survey 100023415		
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	File Pathname / Project / Drawing No.			Magor NP263DG www.monmouthshire.gov.uk/maps	



MONMOUTHSHIRE COUNTY COUNCIL
(OFF STREET PARKING PLACES) ORDER

STATEMENT OF REASONS

Background

Monmouthshire County Council has undertaken a review of off street public car parking owned by the county council within the county. Following extensive consultation the review was reported to the county council's Cabinet in September 2014. The review can be found on the Council's website by following the link:

<http://democracy.monmouthshire.gov.uk/Data/Cabinet/20140903/Agenda/Full%20Cabinet%20Agenda.pdf>

The decision was taken, amongst other things, to draft a proposed new car park order that reflected the findings and recommendations of the report. Any decision taken to introduce a proposed new car park order requires that it be made available for public consultation for a minimum period of 28 days. The outcome of this public consultation exercise and any recommendations for further amendments to the order will be reported to the Council's Economy and Development Select Committee for scrutiny and subsequently to the Council's Cabinet at some time in the future.

The detail of the changes to the order is described below, in the notice of making a permanent order and in the car park schedule which should be read in conjunction with this document. However the intention is to create extra parking and some free parking, reflecting the priorities in each community, and to fund these changes and improvements through adjustments to the current car park charges .

The proposed Order will amend and consolidate certain of the provisions contained in the Monmouthshire County Council (Off Street Parking Places) Order 1996 as previously amended by the Monmouthshire County Council (Off Street Parking Places) (Amendment No.1) Order 2001 and (Amendment No.2) Order 2010.

1. It is proposed to designate all car parks as short or long stay, to limit the maximum stay in short stay car parks with a no return of two hours to achieve a much needed turnaround of spaces particularly in proximity to retail areas..
2. It is proposed to reduce the charge currently paid only on Tuesday at Byefield Lane car park, Abergavenny and introduce a reduced rate daily charge Monday to Saturday to encourage vehicles to park in the car park on Tuesdays when the car park is underutilised.

It is proposed to introduce car parking charges at Station Road and The Station car parks at Chepstow to fund car park improvements and changes to the charging regime elsewhere (e.g. a free hour in short stay car parks).

It is proposed to remove current tariffs at Drill Hall car park, Chepstow and introduce a daily tariff at a reduced rate to encourage drivers to park in this car park which is currently underutilised and which will be of benefit to workers within the town.

It is proposed to construct a new free car park at Rockfield Road, Monmouth and subsequently introduce a reduced rate charge at Cinderhill Street car park and Rowing Club car parks to increase the car parking capacity within the town.

3. It is proposed to extend the charging policy to include Blue Badge holders with a concession of an additional hour to the amount of time purchased. It is intended to position pay machines in close proximity to improved and suitably located disabled spaces.
4. It is intended to incorporate The Sports Ground Entrance car park, Monmouth into the order and introduce permit parking only in lieu of pay and display and take enforcement action where vehicles are currently parking inappropriately and obstruction access.
5. It is intended to extend the boundary of Chippenham car park Monmouth to regularise the physical boundary into the Order.
6. It is proposed to incorporate 8 free short term parking spaces (of no more than 30 minutes) into the Order for Glendower Street car park, Monmouth.
7. It is proposed to cease the charge for car parking after 4pm daily in all of Abergavenny's pay and display car parks to encourage business within the town.
8. It is proposed to offer the first hour free in any marked bay within the short stay car parks of Chepstow to encourage business within the town.
9. It is proposed to introduce a 5 day and 6 day pay and display ticket @ £15.00 and £18.00 respectively at the current parking charge. This will be on offer only when the new pay machines are installed as part of the aim to offer more payment options and an alternative to making daily cash payments.
10. It is proposed to incorporate parent and toddler spaces within selected car parks
11. It is the intention to introduce a maximum 20 minute period for loading/unloading at the loading bay situated at Glendower Street car park, Monmouth to enable recording and controls on use of the area.
12. It is proposed to offer season permits specific to long and short stay car parks along with season permits for the reduced charge car parks in the aim to offer more payment options and an alternative to making a daily cash payment and benefiting workers within the towns.
13. To create long stay parking at a charge of £2.00 per day at Rogiet Playing fields in order to create much needed parking and alleviate parking problems with the community generally.
14. That the new car parks at Rockfield Road, Monmouth Wyebridge Street, Monmouth and Chepstow Road Raglan be included within the Order.

15. The overstay charge will only be applicable in long stay car parks. There will no permitted return within two hours at any short stay car park.

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Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:29
To: [REDACTED]
Subject: RE: Car parking/Blue badges

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 21 March 2016 11:48
To: Car Parking
Subject: Car parking/Blue badges

Dear Roger,

Re; Car parking and Blue badges Consultation.

As you are aware the above proposals have caused quite a controversy and dismay. I am supporting the CAIR Disability policy on Blue Badges. I am a past chair of CAIR and fought hard in the past for the 1970 Disability Act.

The consultation at Bridges, last year with you present. [REDACTED] suggested, and we all agreed, a concessionary first hour for charging would be sensible for older and disabled. Personally, I would like to see the Blue Badge be granted, and used in the spirit of the Disability Act and not for profit. The Welsh Gov't are consulting on Temporary Blue badges, have MCC taken this into consideration?

Have enclosed letter sent to Beacon for information.

Non Charging Car Parks.

Why Monmouth not included?

Are mother/toddlers having to pay parks ?

Regards,

[REDACTED]

Madam,

Re; Monmouthshire County Council consultation proposals on Car Parking.

Whilst I understand our economic system has let us down globally and “we are all in it together” to the extent we are in austerity and inequality grows. I would like to think our country was judged to be compassionate and helpful within past Disability Acts, now condensed into The Equality Act 2010.

Government appears to lose the intention and target of helping those most fragile and vulnerable. The

MCC consultation will give many the opportunity to air their views. I support the views of the

Disability Group CAIR, that MCC will fail its own policy and vision by charging the very people who need their help most. In an ageing society it makes sense to include and encourage people to be independent, and care in the community should mean just that,” Living in Age Friendly

Communities”. The Blue Badge is a great help, and was never given out for profit, but on enabling, and enhancing lives, for those not as fortunate in health and strength to live as normally as possible.

Trust the interpretation of MCC endorses that aim. Our economy needs all of us consumers, especially local traders. The free car parking areas proposed for Monmouth are not necessarily helpful for

disabled. Not many will be able to take advantage of the free concessionary hour if given at the end of long or possibly short stay car parking tariffs. I hope to see The Welsh Assembly giving a temporary

Blue Badge to people who are in pain and struggling. I understand Blue Badge Temporary

Consultation now in process.

Sincerely,

A thick black horizontal bar redacting the signature of the sender.

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:10
To: [REDACTED]
Subject: RE: Blue Badge Parking + EqIA

[REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Ca Park Manager

From: [REDACTED]
Sent: 28 March 2016 07:53
To: Car Parking <CarParking@monmouthshire.gov.uk>; Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>; Burkitt, Alan <AlanBurkitt@monmouthshire.gov.uk>
Subject: Blue Badge Parking + EqIA

Dear All,

I have recently written to you on this subject, which I have done as a resident of Monmouthshire and not an employee of MCC. Following further conversations with my wife, a blue badge disabled driver, I have conducted some research which I believe needs to be taken into consideration.

Over the weekend I spent some time in Tesco's car park timing the duration of visits comparing those parked in the disabled bays, with those in the 'with children' bays and with the more general public. At the same time I asked people when they returned to the vehicle the approximate value of their shopping and the number of people in their family unit.

Given that I only managed to research 11 blue badge holders, 10 'with children' and 14 general shoppers, I in no way present my findings with any statistical reliability, but they do appear to reflect/confirm the hypothesis that I set out to test - ***"disabled blue badge holders take longer to shop and have less disposable income than the more general public"***.

1. The blue badge shoppers spent 35% less in the same time when compared with the general shoppers - they took longer to spend an equivalent amount.
2. Families with children took 24% more time than general shoppers to spend an equivalent amount
3. The blue badge holders spent 18% less per family member than the other two categories that spent roughly similar amounts per family member - perhaps confirming that the disabled have less disposable income.

The purpose of this research was trying to understand the degree of mitigation necessary to ensure that ***the cost of a shopping trip (where parking is chargeable) is fair and equitable***. You will note that this is a

different fair access/equality challenge to that present in the EqIA you sent me. The mitigation needs to ensure that although blue badge holders will need to pay for parking, they either should pay less per hour, or as suggested, get the first hour free - which given the rough statistics above, seems a reasonable allowance.

I don't believe that the disabled take longer to shop can be contested. Indeed, when I previously wrote complaining about the blue badge parking in Chepstow that is only for 1 hour, MCC's response did at that time accept that the disabled took longer.

Lastly, the disposable income of the disabled has to be given consideration, especially as the research above does seem to confirm this. It still surprises me that in the EqIA there is reliance on CAIR to raise this as an issue, when this feature was covered in one of the examples presented in the EA 2010 training/awareness sessions that I presented to members and officers in 20011/12.

So the proposals as presented potentially represent a double disadvantage to blue badge holders. On my wife's behalf, on the basis of the differential in times needed for shopping, I would challenge that insufficient consideration has been given to this protected characteristic and therefore any decisions are unsound.

Could I also draw your attention to families with children, as it may well be that their situation has to be taken into consideration as well?

I hope you find my comments of interest and that they do suggest a way that the EqIA could be populated with statistical information that would enabled reasonable and considered decisions to be made - the current EqIA being strong on opinion but weak in terms of evidenced facts.

Yours sincerely

A redacted signature consisting of three thick, black horizontal bars.

Perrin, Amanda

From: Hoggins, Roger
Sent: 30 March 2016 10:10
To: [REDACTED] Perkins, Pat M.; Burkitt, Alan; Car Parking
Cc: #CE.Members - All Councillors
Subject: RE: CAIR Formal consultation on Car Parking

[REDACTED]

Thanks for the response. This will be considered as CAIR's formal response and provided to members as part of the consultation feedback.

Regards
Roger

From: [REDACTED]
Sent: 29 March 2016 13:59
To: Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>; Perkins, Pat M. <PatPerkins@monmouthshire.gov.uk>; Burkitt, Alan <AlanBurkitt@monmouthshire.gov.uk>; Car Parking <CarParking@monmouthshire.gov.uk>
Cc: #CE.Members - All Councillors <CE.LocalDemoc.Members-AllStaff@monmouthshire.gov.uk>
Subject: CAIR Formal consultation on Car Parking

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

Dear Mr Hoggins,

This is the formal response by CAIR, agreed at the last meeting of CAIR, on Monmouthshire's proposals to charge disabled people for parking in M.C.C.'s car parks, in Monmouthshire's towns. We were last consulted on this issue in November 2014 when we opposed the proposals and the council asked for more consultation on the matter. Please can you send this to the Economic and Development Select Committee, and the cabinet, if they take the final decision. We wish to oppose these proposals again.

1) We do not feel that things have improved for disabled people to warrant charging them to park. Since our last meeting Ian Duncanson MP has resigned from his government post because the budget penalised disabled people and made the wealthy better off. Basically he said the budget was unfair. Since then the government has dropped proposals to further cut disabled people's incomes and altered the budget. We think that these Monmouthshire proposals have the same effect. They are unfair to some of the poorest people in our community.

Transport provision is reduced and services for the most disabled young people have been cut. Many disabled people have had their benefit already cut in reviews. They appear to be being punished for not being able to work. Having a disability is not a life style choice. Disabled people need all the help they can get. People like me without a blue Disability Badge will be paying less for parking. This is unfair.

The orders are not fair, as the council is penalising the poorest section of the community. (We know that some disabled people are financially able and willing to pay for their parking) But the councils own figures, and those of the Welsh Assembly, see disabled people as poor and the Council Priority has deemed that they will be protected from falling further behind. It is the first of the councils stated Outcomes.

Statistics taken from the Equality and Human Rights Commission Annual Conference 2013
23% of the population in Wales are living in Poverty

23% of the population are disabled

46% of Disabled people in Wales are living in Poverty

60% of disabled people are digitally excluded

23% of the general population and 63% of Pensioners are digitally excluded

Charging for car parking is therefore against the council's own policy. Some councillors may want to see a blue badge means tested, but this is a national benefit given on need, not money, and many see a means test as intrusive and demeaning and would not apply to have a badge. It would also cost a fortune to implement.

2) We were promised, last time this issue was raised, that car parks and machines would be made accessible before disabled people would be asked to pay. Who will monitor this? We have not seen a pay machine that is disabled friendly. What is the time line for this? It is not just a matter of new machines they need to be accessible. Who will decide when they are accessible.? Not the manufactures selling them to the council surely?

3) This will increase congestion in our towns as disabled people are already legally able to park on roads, where others may not, if they are not causing an obstruction. More people will do so. Policing of this has been cut.

4) The council has tried to mitigate the hardship for people by significant tinkering with the orders. Every town is treated differently, but all people with a disability badge are treated the same. they are to pay! A free hour here or another there. You cannot mitigate if the hardship is taking money away from the poorest section of the population, by giving more time.

5) Disabled people need to go to the nearest car park to where they want to shop. They can not be encouraged to walk from their homes by charging to park. They have therefore have to move around the towns to different car parks, Walking and carrying shopping is not an option. The tickets would need to be transferable.

Disabled people spend money locally, if they can. Local businesses need them. Many tourists are disabled too.

6) Where are the figures.? How much money is the council expecting to save by doing this. Where is the Equality Impact Assessment.? How much will it cost for better machines and all the car park alterations needed? How much of this cost will be paid for by disabled people paying to park. We have not seen any figures for this. It was not isolated in the MCC Budget changes decided, and consulted on before Christmas.

Yours sincerely



Perrin, Amanda

From: [REDACTED]
Sent: 15 March 2016 12:08
To: Car Parking
Subject: Fwd: Post Bag ,New parking charges & The effects on Blue Badge Holders

Dear Roger ,

I am sending you this letter objecting to charges to the Blue Badge Holders in Abergavenny ,my main concern is for the severely disabled effected by these changes ,

Regards

Sara chicken

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 14 March 2016 11:01:21 GMT
To: [REDACTED]
Subject: Fwd: Post Bag ,New parking charges & The effects on Blue Badge Holders

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 13 March 2016 22:56:16 GMT
To: [REDACTED]
Subject: Post Bag ,New parking charges & The effects on Blue Badge Holders

Dear Editor ,
Monmouthshire County Council ,new Parking Charges and the Effects on Blue Badge Holders ,

I would like to Highlight through post bag the intention to make a permanent order of introducing new parking charges by Monmouthshire County Council

After reading the chronicle dated March 10th ,2016 I was surprised to see under public notices what the intentions were of our council to introduce new charges ,especially on Blue Badge Holders ,after campaigning two years ago along side other groups effected the MCC intentions were withdrawn .Abergavenny seems to have been targeted again as we will no longer have a non charging car park in the town ,charges will be introduced mon/sat in Byefield lane @£1 per day ,which will be detrimental to many working in the town centre .

My priority for writing is to make representation for All our severely disabled people in our community who hold a Blue Badge ,young & old for medical reasons and who cannot express opinion ,I have to be the voice for my daughter .

The notice states All Blue Badge holders will have to pay in All charging car parks with a concession of an additional free hour over the tariff paid ,it also states subject to new pay machines being installed ,may I add,at what cost will this be to MCC?? It is the principal,a severely disabled person has enough to deal,without these charges bestowed on them ,at this point I would like to ask ,why are so many of the pay machines out of order in the Fairfield car park last week it took my sister-in-law fifteen mins to purchase a ticket,surely machines need to be maintained regularly .

My concern is severely disabled people effected by these new introductions cannot air their views ,having a family member with a disability can have a huge strain on daily life ,parking is never easy when you have a person in a wheelchair it creates so many unnecessary problems,I feel so passionate and have developed strong views for this group of vulnerable people in our society,I don't believe I am alone with my thoughts ,it's the principal,many services have been withdrawn in our area for vulnerable members of our society,it is extremely hard to deliver a quality of life they deserve,without resources available to them, implementing charges,is the lowest of the low,surely the council can recoup the money from other areas,I strive along with other parents&professionals to do what our council is taking away from our most vulnerable in Monmouthshire,I am sure there are many who will back me .

[REDACTED]

Sent from my iPad

Perrin, Amanda

From: Perrin, Amanda
Sent: 31 March 2016 13:30
To: [REDACTED]
Subject: RE: Car Parking Orders

Dear [REDACTED]

Thank you for your communication, the comments will be considered with other feedback received during the consultation exercise.

Kind regards
Amanda

From: [REDACTED]
Sent: 31 March 2016 08:47
Perrin, Amanda <AmandaPerrin@monmouthshire.gov.uk>
subject: Car Parking Orders

Dear Amanda,
Abergavenny Town Council have considered the orders and have the following comments to make:

4.1. Byefield Lane Car Park

The majority of Members were opposed to any change in charging there. Putting on a charge every day will encourage more people to look for on-street parking in residential areas which then makes it difficult for residents.

4.3. Blue Badge holders charge.

Members did not see in principle why car owning disabled people should avoid car parking charges, but again the view was expressed that unless there is rigorous monitoring of on-street parking by Traffic Wardens, there will simply be an increase in that. Also, it was understood that Blue Badge holders are able to park on double yellow lines so long as they do not cause an obstruction.. On balance it was therefore decided not to support a charge on blue badge holders.

.7. The suggestion of free parking after 4pm was considered and it was pointed out that it would be more logical to allow it from 3:30pm as schools finish at about that time and those coming to town directly after school would then be encouraged to do so.

4.12. No comments.

4.15. The progression to a penalty charge directly from 2 hours without the overstay charge was considered to be quite restrictive. It was suggested that short stay should be increased to three hours if that was to happen. A question was raised about how much was outstanding on penalty notices. It has been quite high in the past.

There was discussion about the better outcome for car park users of pay on exit systems with barriers. It was agreed to question again why this was not being considered.

There was also concern about why charges are not being levied in Caldicot and Usk. It seems grossly unfair that the other towns take the burden when some still park free.

Finally, it was questioned how much the new parking equipment would cost.

I was instructed to make these representations to the County Council.

Best wishes,
[REDACTED]

carparking@abergavenny.gov.uk

--Forwarded Message Attachment--

From: [REDACTED]
To: carparking@abergavenny.gov.uk
Subject: Proposed charges for car parking in Abergavenny
Date: Wed, 9 Mar 2016 21:23:50 +0000

Dear Sir/Madam.

I am writing to oppose any further car parking charges in Abergavenny Borough, wherever and however they are intended to be applied.

I am a regular visitor to Abergavenny where I have family, and where I was brought up. I use the town facilities and shops on a daily basis, and I am a regular visitor to the general and flea markets in Abergavenny.

It is a sad fact that since the closure of the cattle market the soul of the town has deadened somewhat. What is needed in the town are initiatives to bring people permanently back to the shops and cafes of the borough. It has been proved (often where car parking restrictions are lifted, or the pay machines are out of order) that car parking charges are a deterrent to people spending time in any town where they are applied. This impacts on the profitability of traders as shoppers will then go to out of town supermarkets and shopping centres where usually parking is free and plentiful.

someone with close links to the town, I would not wish to see Abergavenny fall into further decay through, what I believe, is short sighted opportunism by the county authorities..

Yours faithfully,

[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:21
To: [REDACTED]

Subject: RE: Chepstow Car Parking

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 17 March 2016 16:25
To: Car Parking
Subject: Chepstow Car Parking

Dear Mr Hoggins

The proposals for re-designation of Car Parking in Chepstow as set out By Monmouthshire County Council are of considerable concern to myself and many other residents of Chepstow and its hinterland, and in particular the following

1. Long Stay; Drill Hall Car Park. This car park primary function is to service the Drill Hall which has regular events during the daytime and evenings. To make such a change as the council propose will have a very significant and detrimental effect on the viability of the hall, which is the towns only venue capable of hosting a myriad of functions. I would question the assertion of it being underutilize. This car park should retain its present format
2. Welsh Street Car Park. Here again it services the local shopping facilities and is constantly subject to short term usage. To make changes as proposed could adversely affect the local shops as without an easy parking solution shoppers could as easily shop elsewhere. Please retain this in its present format
3. I appreciate that with the introduction of an enhanced railway system, the need for parking to service it is required. Might it not be a more viable option to create a new car park at the rear of the station on the vacant land there

Yours sincerely

[REDACTED]

Perrin, Amanda

From: [REDACTED]
Sent: 13 March 2016 09:47
To: Car Parking
Subject: Car Park Review

Dear Sir/Madam

I would like to object to the new car parking proposal relating to blue badge holders being charged to park.

I understand there is a need to maximise revenue with tighter budgets to balance; but I think this proposal as planned is unfair to disabled people. Disabled people often have no choice about the transport they use to get to a town centre and also no choice about the distance they can get about and so are more obligated to park in the main car parks.

With the limited mobility that a blue badge holder has the additional time added onto the end of any paid ticket would help but this doesn't change the fact that a disabled person doesn't have the same choices as an able bodied person has.

I would see it as a fairer way to change the 'free' time to the allowed 2 hour parking that a blue badge has elsewhere first of all and then any additional time would be charged after this time has elapsed. I realise this will not be as revenue lucrative to the council but it would be still beneficial. 2 hours would provide enough time for smaller errands but still leaves scope for additional tasks when required.

Life with limited mobility isn't easy and can be painful and difficult. Even the simplest of errands involve planning and so to add an additional burden to this is only going to dissuade disabled people to go out.

Rather than implement the full charging policy as planned I would urge you to reconsider and water down the proposal as I have outlined above.

Yours faithfully
[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:27
To: [REDACTED]
Subject: RE: Carparking at Drill Hall.

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 17 March 2016 12:00
To: Car Parking
Subject: Carparking at Drill Hall.

If long term parking is implemented it will spoil the viability of the Drill Hall as numerous events and meeting are held there during the day. At some events the car park is full or it is difficult to find a space especially a disabled space.

Yours faithfully.. [REDACTED]

Perrin, Amanda

From: [REDACTED]
Sent: 11 March 2016 16:20
To: Car Parking
Subject: Car parking for disabled

I have read the notice of intention regarding car parking. Regarding blue badge holders, as in my case, I am unable to walk more than about 50 yards at one time, so that sometimes it is necessary to use more than one car park on the same visit to Abergavenny. To take a 'worst case', if I need to access, say, Rymans, Specsavers and the Post Office, I need to start at Fairfield, move on to Tiverton Place and finally to Castle Street on the same visit. This needs to be taken into account when detailing the changes in parking arrangements, and I trust this will be on the agenda.
Dr. A. F. Bissell, 31 Cresta Road, Abergavenny. NP7 7AU.

Sent from my iPad

Perrin, Amanda

From: [REDACTED]
Sent: 15 March 2016 10:15
To: Car Parking
Subject: Monmouthshire County Council(off street parking places) Order 2016

For the attention of Mr Roger Hoggins

Dear Sir,

I am contacting you concerning the proposal that Blue Badge holders pay to park in all charging car parks. I wish to object as this would cause severe financial hardship to my niece whose name is [REDACTED]

[REDACTED] 20 year old daughter [REDACTED] suffers from Rett Syndrome and is very seriously disabled both mentally and physically. She needs to be transported by car both by her carers and by [REDACTED]. Also, as she is confined to a wheelchair and is unable to use her hands, it is difficult to manoeuvre her in and out of her car.

I should also point out that [REDACTED] father lives in [REDACTED] Abergavenny where there is . airfield Car Park where there is a very limited number of disabled parking spaces. Should you find that you have to introduce charges, would you consider providing more of these spaces.

Yours faithfully,
[REDACTED]

Perrin, Amanda

From: Hoggins, Roger
Sent: 18 March 2016 14:59
To: [REDACTED]
Cc: Perrin, Amanda
Subject: RE: OBJECTION TO WELSH STREET CAR PARK BEING TURNED INTO A SHORT STAY CAR PARK.

[REDACTED]
Thank you for your email.
I appreciate your input and it will be included in the feedback to the consultation exercise.

Regards
roger

From: [REDACTED]
nt: 11 March 2016 15:51
To: Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>
Cc: Perrin, Amanda <AmandaPerrin@monmouthshire.gov.uk>
Subject: FW: OBJECTION TO WELSH STREET CAR PARK BEING TURNED INTO A SHORT STAY CAR PARK.

Hi Roger

I am emailing you about the above proposition. I feel very strongly against this.

It is totally unfair that staff working in Chepstow have to pay to park where as our MCC colleagues in other offices are provided with free parking facilities. Now they are proposing to make the Welsh Street car park into a short stay which we have been advised will increase the permit fee if we wish to continue parking there. I currently pay £100 per quarter for the benefit of parking outside my workplace – MCC do not give a concession to staff, even though free parking is provided in most other council offices. We are currently offered free parking in Chepstow leisure centre – which is a 10 minute walk away. In the winter and bad weather this is not feasible especially as we take laptops to and from the office.

I trust you will give this matter your full attention.

Regards
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Perrin, Amanda

From: Hoggins, Roger
Sent: 18 March 2016 12:16
To: [REDACTED]
Subject: RE: Car Park Chepstow

Hello [REDACTED]

Thanks for the email.

It will be considered as part of the feedback to the consultation exercise.

Regards
Roger

From: [REDACTED]
nt: 17 March 2016 14:11
To: Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>; Perrin, Amanda <AmandaPerrin@monmouthshire.gov.uk>
Subject: Car Park Chepstow

Dear Both

Sorry to bother you but I have been approached by staff located in the Library in Chepstow regarding the proposed changes to 4 hours stay only.

Officers currently pay to park there anyway for the day in work and it is not unusual for them to be in and out on district throughout the day. The walk up to the leisure centre is time consuming so they would rather pay and save time (MCC benefit totally by them doing this even though colleagues in other offices don't have to pay to park close to their office).

Can there be an exemption in the proposal to enable officers to continue to park there during the working day as the benefits in doing this fall to MCC (reduced work time in walking to car at leisure centre throughout day when going out on district and payment for parking).

With losing staff it's become so important to maximise officer time "on the job". I am not asking for freebies, just the status quo for officers please.

I sincerely hope something can be arranged.
Many thanks

[REDACTED]

[REDACTED]

Check your Posture at your machine

Perrin, Amanda

From: [REDACTED]
Sent: 12 March 2016 17:09
To: Car Parking
Subject: Car parking consultation

As there are no free parking spaces in the counties 3 main shopping towns why have free ones in other places - hardly a fair position across the county is it.

Remember free parking at Cribbs Causeway and they have maintenance costs to!

Perrin, Amanda

From: Hoggins, Roger
Sent: 18 March 2016 12:10
To: [REDACTED]
Subject: RE: OBJECTION TO WELSH STREET CAR PARK BEING TURNED INTO A SHORT STAY CAR PARK.

Hello [REDACTED]

Thanks for the email. It will be considered with other feedback in the consultation exercise.

Thanks
Roger

From: [REDACTED]
Sent: 17 March 2016 15:06
Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>; Perrin, Amanda <AmandaPerrin@monmouthshire.gov.uk>
Subject: FW: OBJECTION TO WELSH STREET CAR PARK BEING TURNED INTO A SHORT STAY CAR PARK.

I've just seen the notice on the parking meters in Welsh Street car park that there is a proposal to make the car park short stay, with a maximum stay of 4 hrs. I work in the office above the library and use the car park most work days. My work involves the use of technical equipment and protective clothing which I carry with me, as well as my laptop when I have to work away from the office at meeting and so forth.

Most days I pay for parking, unlike my colleagues who are lucky enough to work in other offices in Abergavenny, Monmouth, Magor or Usk. Using the Chepstow leisure centre car park is not an option for me due to having to transport this equipment back and fore.

Limiting the time we can park there is the final straw. Surely officers who need access to cars should be able to park a reasonable distance from where they work, and not have to pay for it. We're already at a disadvantage and now it's getting worse.

Could we please have a pass to use the carpark as an employee to allow us to park all day, also a reduction as we are MCC staff.

I look forward to hearing from you both.

[REDACTED]

Perrin, Amanda

From: Perrin, Amanda
Sent: 31 March 2016 14:50
To: [REDACTED]
Subject: RE: Carparking charges in Chepstow

[REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

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

From: hazelandbarie [mailto:hazelandbarie@metronet.co.uk]
Sent: 31 March 2016 13:26
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Fwd: Carparking charges in Chepstow

Wrong email address at first.

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

Subject: Carparking charges in Chepstow
Date: 31.03.2016 13:22
From: [REDACTED]
To: <carparking@monmouthshire.co.uk>

Dear Sirs,

Comments: Re - Changes to charges in Chepstow carparks.

Firstly, I think its quite good to have a free hour at Welsh St & Nelson St carparks, but not sure at only shortstay 2 hours? How about 3 hours maximum, would be better. Station rd carpark is not that big as long stay, the Castle carpark did not seem to have a mention in the list for Chepstow but presume that would be long stay for people wanting to spend time browsing the castle.

If the Town Council and Chamber of Commerce want us to shop in Chepstow then there are occasions when you may need more than 2 hours; if you are browsing for new furniture or carpets for eg, and if you want people to use cafes and restaurants. A lot of people, mainly older or disabled will not want to park down at the Castle and walk up? My thinking is that one of those, Welsh St probably as its larger, needs to remain long stay. Hopefully workers will use the Drill Hall. However, the problem I see with that is that the Drill Hall is used during the day for meetings and other activities, for eg crafts etc for children in the holidays.

Eg, U3A meet in the Drill Hall (usually fill the Drill Hall, a lot of people) once a month on a Tues afternoon, again alot of elderly who want to park nearby. But what with some parking kept separate for local residents, and then any longstay workers in the town, may not leave many spaces for general public? During the summer months the Castle car park gets quite busy!

Its good the Station car park will be kept at a £1 a day, but that still adds £5 per wk to the already extortionate rail fares for regular commuters and its not very big! With all the building planned for our side, Sedbury/ Tutshill, in the near future, plus all planned for the Mabey Bridge site, and Transport plans that assume people will use public transport to get to work in Bristol, Newport and Cardiff, as there's still not much employment in the Chepstow and surrounds, will we need far more parking areas for using trains and buses?

Yours faithfully,

Perrin, Amanda

From: [REDACTED]
Sent: 14 March 2016 19:25
To: Car Parking; Hickman, Martin
Subject: Proposed car parking charges at Byefield Lane Abergavenny

I wish to object to the proposed charges on the following grounds; The charges will unduly penalise some of the most poorly paid employees in Abergavenny i.e those who work in the local shops.

The charges are contrary to the report to the government by Mary Portas regarding the regeneration of town centres. This found that one of the main problems was the lack of car parking especially for short periods. These charges will discourage visits to Abergavenny.

The effect of these charges will be to encourage the use of out of town supermarkets. If the effect is for shops to close the council will lose revenue overall.

It will encourage parking in all other places such as Nevill Hall Hospital.

If the charges were to go ahead I want reassurance that all revenues will be used for transport purposes only as decreed by law.

[REDACTED]

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:16
To: [REDACTED]
Subject: RE: Blue Badge Parking Objection

[REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

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

[REDACTED]

Sent: 30 March 2016 10:08
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Blue Badge Parking Objection

Head of Operations

Dear Mr Hoggins

I attended the meeting at Usk County Hall and expressed my views regarding Blue Badge Parking. My son Jamie Farr is Down's Syndrome and sadly 9 years ago was taken ill and is now paralysed from the waist down and completely wheelchair bound. He is 42 years old and until he was wheelchair bound did not require a Blue Badge. He attends the Studio in Monmouth where a member of care staff will drop him off stopping in the carpark for about 20minutes in the morning and returning again in the afternoon to collect him. Also Jamie has to attend the Doctors surgery where again he has to be taken in his own car which we parents provided for him. Until Jamie was wheelchair bound I did not realise how difficult it was to plan ahead where we are able to go that we can manage the wheelchair pavements shops etc. Jamie enjoys going out and about leads a full life. I feel that we have been lucky in Monmouthshire with things like My Day and My Life and would be prepared to pay if Jamie has to stay longer than just being dropped off for his day activities but feel that people using wheelchairs should be able to park close to activities free of charge.

We hope that you consider this very carefully as I feel so much has been done in recent years to enhance the lives of people in wheelchairs so that they can lead as normal a life as possible.

Thanking You

Yours sincerely
[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:24
To: [REDACTED]

Subject: RE: Blue Badge proposals

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 20 March 2016 19:27
To: Car Parking
Subject: Blue Badge proposals

I wish to lodge an objection to one part of your proposed changes to car-parking charges in the county. I am a Blue-Badge holder due to mobility problems. An additional aspect of my disability is peripheral neuropathy which, in practical terms, means that I have extremely limited powers of grip and am unable to use a coin-operated machine. If you implement your changes I will instantly be excluded from council-run car parks in Monmouth, my home town.

If you decide to press ahead I would ask that I am contacted so that someone can explain this regressive measure.

[REDACTED]

17 March 2016

OBJECTION TO CHANGES TO PARKING IN CHEPSTOW

Dear Roger Hoggins,

I would like to express my objection to the changes proposed to the Car Park in Chepstow, changing this from a long stay to a short stay car park, this will cause staff of Monmouthshire County Council, who use this car park to attend work – the majority of those already purchase parking permits to use the car park – this cost is not reduced for Staff of Monmouthshire County Council and as far as I know in Chepstow we are the only employees who need to pay for parking. I believe that the proposed changes would result in a large increase that we already pay for our permits, which I do not feel reflects the Fairness side of the MCC strapline as like I say at no other offices within Monmouthshire County Council do staff pay for parking. (could there be a concession for staff members which could reduce this expense?).

I myself came to Chepstow to work in the Contact Centre due to the fact that I could park near my place of work, I know there is the option to use the Leisure Centre Car Park but coming from Cwmbran and the walk then needed to and from the building would add about an hour onto my already long day , and I suffer with a heart complaint and am a diabetic so this would cause me stress and discomfort especially when we have to take our laptops back and forth with us.

I do hope that you will consider the staff of Monmouthshire County Council that are working in the Chepstow Library Building or other buildings within the Chepstow Area. I do not object to paying for a permit but do object that the price will increase to park in the car park due to the proposed changes especially when we are the only Employees who work for Monmouthshire County Council who have to pay to park near their place of work.

Kind Regards



Perrin, Amanda

From: [REDACTED]
Sent: 11 March 2016 16:52
To: Car Parking
Subject: Response to consultation

I have read the documents relating to the proposed changes to car parking in Monmouthshire.

* Why not make all car parks free of charge but still time-limited? This would encourage trade to all areas and benefit every part of the community.

* Alternative suggestion: Standardise the charges e.g. £1 per two hours across all car parks.

I realise car parks have to be maintained but failure to encourage people to use car parks sensibly is driving away trade.

Perrin, Amanda

From: Perrin, Amanda
Sent: 04 April 2016 08:51
To: [REDACTED]
Subject: RE: car parking charges

[REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 03 April 2016 17:54
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Fw: car parking charges

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

From: [REDACTED]
Date: 03/04/2016 17:49
To: <carparking@monmouthshire.gov.uk>
Subj: car parking charges

I would like to express my anger at the proposed charges for disabled people to park in Monmouthshire car parks. My mother is 91 and has very limited mobility so relies on her blue badge to be able to shop and use facilities.

Also why oh why are some towns and villages in Monmouthshire entitled to FREE parking, whilst others are charged? We all pay our council tax to Monmouthshire so surely ALL should be entitled to the same services irrespective of our place of residence.

If parking charges were in place everywhere the cost could be reduced and the council would still have more money with which to provide our services.

Perrin, Amanda

From: [REDACTED]
Sent: 12 March 2016 09:45
To: Car Parking
Subject: Car Parking Consultation

I have no objection to the principle of car park charging. However, this is subject to the following matters being addressed.

1 If you plan to introduce family or mother and toddler parking bays, you need to enforce it regularly as, along with disabled parking, it is often abused and just serves those people who have a blatant disregard to laws or services provided to the most vulnerable.

2 In order to justify car parking, the council needs to do more to encourage safer walking and cycling provision in towns to encourage all ages to avoid car use as much as possible. I live in Usk and cycling in and around the town is very hazardous and there is no cycle provision. I suggest the Council does a survey of bike use in the town as you will be shocked how few children you will see using bikes as it is dangerous. It would be interesting to compare to other towns where there is cycling provision.

I should be grateful if you would report this back to the relevant committee at the end of your consultation period.

Regards

[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:25
To: [REDACTED]
Subject: RE: Parking consultation

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 16 March 2016 17:56
To: Car Parking
Subject: Parking consultation

Please can I add my comments for your consideration on proposed parking changes.

My mother has Parkinsons and my father is profoundly deaf. They use their blue badge regularly in Monmouth. It provides them with the option of easy parking without having to worry about change, walking to meters and checking they have the right time in their minds to return to the car on time. They also come into town when they need cheering up with a coffee or just a change of scenery. Their life was not one of ease my dad worked in the steelworks and that is the reason he is now deaf. After a full working life its nice to feel that people who need a little help are getting it. Introducing charges I am sure would cut down on trips making visits for essential needs only. It would also add an element of stress to their trips. This would be a real shame, is it really necessary to hit the people who need help and deserve a bit of a good turn?

Personally I would also hate to see charges at the rowing club. My children row there representing their town and school. I have to collect them regularly and they have large bags of kit. Why charge the parents who are only there to support their children and towns sporting success. Its not even that close to town its only used usually for sports access. Are we supposed to lug the kit all the way to the Rockfield car park if thats the reason you're using for new parking charges there?

Regards
[REDACTED]

nt from my Samsung Galaxy smartphone.

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:19
To: [REDACTED]

Subject: RE: Changes to car parking

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 18 March 2016 14:20
To: Car Parking
Subject: Changes to car parking

Dear Mr Hoggins,

I am dismayed at the plans to introduce car parking charges to the Byfield Lane car park in Abergavenny. The town is competing for visitors to its shops and other amenities with nearby places like Cwmbran which has free car parking. Other nearby towns like Usk also have free parking. I think this puts us at a disadvantage, even though it is 'only' £1.00 for a day. I wish to register my objection.

I think consideration should also be given for a free 20 minute stay for those just visiting one shop or office - otherwise one has to pay for two hours.

Yours sincerely
[REDACTED]

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:04
To: ~~_____~~
Subject: RE: Objection to proposed car parking charges for Blue Badge Holders

~~_____~~
Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: ~~_____~~
Sent: 24 March 2016 16:43
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Objection to proposed car parking charges for Blue Badge Holders

To whom it may concern

I wish to raise my concern and lodge an objection to the proposals for charging blue badge holders in Abergavenny car parks. As a carer for a family member who is suffering with terminal stomach cancer and who has been awarded a blue badge I feel it is very unfair to penalise people who are very ill or disabled when other towns allow blue badge holders to park without cost. An extra free hour concession over the tariff paid would be of no benefit to people who are very ill as in our case, since we would not be using a space for more than an hour during our stay in a car park.

I would further question why it remains free to park in the car park in Usk for everyone. Surely it would be fairer to introduce charges in Usk car park.

I would be grateful for a response
~~_____~~

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:08
To: [REDACTED]
Subject: RE: car parking

Dear [REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 26 March 2016 15:52
Subject: car parking

To whom it may concern,

Is it not bad enough that someone may be disabled in some way and then to take away some small benefit that they may have i.e. a blue badge which allows for free parking? I do not agree that blue badge holders should pay for parking - what is/will be the point in having such a badge. I do not have a blue badge, so am not showing any bias here. Just another way of fleecing people of their hard earned cash - and how much extra revenue would this really generate?

Can I also bring to your attention regarding the use of the English language i.e. it is not disabled parking that is needed (I think most drivers are guilty of that at some point), but parking for the disabled. The same goes for public toilets -- no-one wants a disabled toilet, but toilets for the disabled are most welcome. I am amazed that this has not been recognised by anyone before. Anyone up for getting these signs changed?
regards,
[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Car Parking Charges ETC Chepstow

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 18 March 2016 16:49
To: Car Parking
Cc: [REDACTED]
Subject: Car Parking Charges ETC Chepstow

Dear Mr Hoggins

At a recent meeting of the Chepstow Society the above proposal came under discussion. Members were concerned at the effects it will have upon the Drill Hall Car park. The Drill hall is presently the most used Centre for events in the Chepstow Area. It is used for events and attractions some times for short periods morning and afternoon as well as in the evenings. We would dispute any idea that it is underused. If it were to be full with Long term parking then the Drill Hall could be undermined as a centre for events, films etc.

The Welsh Street parking is we think also used by people catching trains at the Railway station and if this is reduced to a Short Term park a lot of inconvenience could arise as parking close to the Station is totally inadequate and is one of the larger factors inhibiting the expansion of Rail travel in this area. The Society holds the strong opinion that action should be taken sooner rather than later to make use of the area of vacant land to the east of the Station so that a proper start can be made on solving Chepstow's parking problems.

We hope that you will take into account these representations before making any order which will effect the parking regulations in the Chepstow Area, especially those which concern the Drill Hall Carpark.

Regards etc

[REDACTED]

Perrin, Amanda

From: Perrin, Amanda
Sent: 15 March 2016 09:38
To: [REDACTED]
Subject: RE: Draft Monmouthshire County Council Parking Places Order 2016

[REDACTED]

How are you, hope all is well with you.

Apologies that's a mistake and will be amended within the new order. It will be free.

Kind regards
Amanda

From: [REDACTED]
Date: 14 March 2016 15:44
To: Perrin, Amanda <AmandaPerrin@monmouthshire.gov.uk>
Subject: RE: Draft Monmouthshire County Council Parking Places Order 2016

Hi Amanda,

Thanks for the information received regarding the Draft MCC Parking Places Order 2016, and I just wanted clarification on one point please.

With my Monmouth Off Street Project hat on, am I right in thinking that the new Car Park on Rockfield Road which is being constructed as we speak, is now being a charged Car Park? The reason I ask is that I was led to believe it was due to be a Free Car Park, but perhaps I have told the Skatepark lads wrongly?

If you could let me which is correct, I would be most grateful.

Kind regards
[REDACTED]

From: Perrin, Amanda [<mailto:AmandaPerrin@monmouthshire.gov.uk>]
Sent: 09 March 2016 17:15
To: Abergavenny Town Council (clerk@abergavennytowncouncil.gov.uk) <clerk@abergavennytowncouncil.gov.uk>; Caerwent Community Council (clerk@caerwentcc.com) <clerk@caerwentcc.com>; Caldicot Town Council (towncouncil@caldicottc.org.uk) <towncouncil@caldicottc.org.uk>; Chepstow Town Council (clerk@chepstow.co.uk) <clerk@chepstow.co.uk>; Crucorney Community Council (gerald@geraldcooper.wanadoo.co.uk) <gerald@geraldcooper.wanadoo.co.uk>; Devauden Community Council (james@willowbarn.eclipse.co.uk) <james@willowbarn.eclipse.co.uk>; Goetre Fawr Community Council (theclerk@goytre.gov.uk) <theclerk@goytre.gov.uk>; Grosmont Community Council (thatwoman@hotmail.co.uk)

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:06
To:
Subject: RE: Carp parking proposal objections (OFFICIAL)

Dear Sir

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 25 March 2016 19:40
Car Parking <CarParking@monmouthshire.gov.uk>
Cc: [REDACTED]
Subject: Carp parking proposal objections (OFFICIAL)

This email has been classified as OFFICIAL

Roger,

Can I please provide a representation of objection to the proposed car parking order revision regarding off street parking places 2016 on behalf of local officers of Gwent Police in Monmouthshire.

My concerns regarding the adjustment to parking charges focuses on the charging of disabled blue badge holders and the concessions proposed.

We are cautious regarding this proposal due to disabled blue badge holders, under the local authorities traffic orders exemptions 2000 and road traffic act 1984, being provided exemptions to local traffic orders.

Ultimately our concerns will be that disabled blue badge holders will instead utilise their ability to park on double yellow lines for free instead of parking in the car parks resulting in extra pressure on the road network of Monmouthshire in our towns due to vehicles parked in areas where it has been deemed that a restriction is required.

For your consideration

Regards

[REDACTED]

Read, Angharad

From: Read, Angharad**Sent:** 21 March 2016 12:22**To:** [REDACTED]**Subject:** RE: Chepstow Car parking Changes

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]**Sent:** 17 March 2016 10:43**To:** Car Parking**Cc:** [REDACTED]**Subject:** Chepstow Car parking Changes

Dear Mr Hoggins,

This Society discussed your proposed car parking changes in Chepstow yesterday and are particularly concerned at two aspects.

First, your proposal to make the Welsh Street car park short term will cause considerable congestion in the town as it is used by many rail commuters. As you may know, Chepstow desperately needs an adequate station car park and, if commuters have to vacate the Welsh Street car park, we do not know where they will go.

Second, the Drill Hall is Chepstow's only events venue. It is used most days, both in the day and in the evening, and if the car park becomes long term, it will fill with commuters and the use of the Drill Hall will become very difficult. We have seen that you say that it is underutilised, with which we do not agree, but to fill it with long term parkers may well affect the viability of Chepstow's only venue.

We would appreciate your urgent consideration of these points and if there is anything you can to help create a station car park on the vacant land at the rear of the station it would solve many of Chepstow's parking problems.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

This email has been sent from a virus-free computer protected by Avast.

www.avast.com

Perrin, Amanda

From: Perrin, Amanda
Sent: 21 March 2016 15:12
To: [REDACTED]
Subject: RE: Disabled Parking Charges
Attachments: Equality Impact Assessment Form.pdf

Dear [REDACTED]

Thank you for your recent communication, your comments will be considered with other feedback received during the consultation exercise.

Please find attached Equality Impact Assessment as requested.

Yours sincerely
Amanda Perrin

From: [REDACTED]
Sent: 17 March 2016 12:24
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Disabled Parking Charges
Importance: High

My wife is a Registered Disable person having suffering from a certain illness for over 40 years. I am the lawyer in all of this.

You are of course governed by the Equality Act of 2010 and need please to see the Equality Impact statement which must follow of course any decision undertaken by the Authority.

Then your process is I say flawed in that Torfaen and Blaenau Gwent do not apply such charges and you cannot discriminate against those who happen to say live in Cheptow.

I truly believe that to date your process in arriving at the decision flies both in the face of Wednesbury and the 2010 Act. I have no doubt that a Judge in the High Court would rule that there is an arguable case for a JR in respect of your decision making process.

Then of course the Chancellor had his bite of disabled persons yesterday

Overall I think you have considerable problems and within seven days I need to see please the impact statement

Yours
[REDACTED]

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:25
To:
Subject: RE: Chepstow car parking changes

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

-----Original Message-----
From: [REDACTED]
Sent: 18 March 2016 11:10
To: Car Parking
Subject: Chepstow car parking changes

Mr Hoggins

My wife and I attend events at the Drill Hall on average twice a week, and are concerned that the proposed changes will rule out parking in Chepstow while attending events at the Drill Hall. The proposed changes will lead to a decline and closure of the Drill Hall, which is a valuable community asset, that is well used and brings business into the town. The Drill Hall is about to become a trust, the proposed changes to the Drill Hall parking will invalidate this, as without a parking facility the Drill Hall will become financially untenable.

Therefore please do not ruin this wonderful community asset.

Keith and Sallie James

Sent from my iPad

Perrin, Amanda

From: [REDACTED]
Sent: 10 March 2016 22:48
To: Car Parking
Cc: Howarth, Simon G. M.; Howard, Giles
Subject: Fw: Byfield Lane car park, Abergavenny.

On Thursday, 10 March 2016, 22:45, [REDACTED] wrote:

For the attention of Mr Roger Hoggins (Resent to correct address)

Further to the public notice displayed in today's *Abergavenny Chronicle*, I note that the only remaining free parking area in Abergavenny is to become a "Long Stay Charging Car park", and wish to register my objection to this change because this is the only car park in the town where parking is not chargeable (Except on Tuesdays)

The result of this will be that people working in the town will be subjected to an **additional** cost of attending work of at least £250 per annum. To many of those working in the town, this may represent 1.3% of their wages, which will undoubtedly **not** be reflected in wage increases.

[REDACTED]

Monmouthshire County Council

The Rhaydr

Usk

Monmouthshire.

Dear Mr Hoggins

RE: Car parking charges in Abergavenny

I was very saddened to see that you are considering charging for parking in the only free car park in Abergavenny and also increasing the general fee in all car parks. In a time of austerity and economic hardship I was sad to see that instead of supporting the High Street, its workers and the shoppers you are instead making it harder for all.

It seemed to me that one free car park for people who are working in the town was very fair, after all no one wants to be taxed extra for going to work. Byefield Lane car park is not the most accessible car park for the elderly or infirm or those with young children so it was really not taking away huge amounts of people from the towns alternative fee paying car parks.

I can't help but think a forward looking council would be providing an initial free hour for parking in all its car parks, as study after study has shown how detrimental car park charging is to a town. Cwmbran is a case in point being a very thriving town with free parking. I seem to remember that when the car park machines in Cardigan broke down there was a substantial increase in footfall which would of been of great help to the businesses of the town and also to the inhabitants of the town and its neighbourhood.

I notice also how difficult it is for those with young children who have to leave their children in the car to go to the pay machine or struggle to take them to the machine and then back to the car, especially in the rain. One hour free would go a long way to making life easier for people shopping in Abergavenny. I also note how many people struggle to use the machine, I have helped many people who cannot figure out how it works or have forgotten their number plate; again very irritating in bad weather.

I remember well how enthusiastic the Abergavenny Council was about the BID and in point of fact the only thing the town needs to benefit the retailers and office based businesses and the towns' people of Abergavenny is free car parking or at least a move in that direction, allowing an initial free period.

I have shopped in Abergavenny for many many years and I can see more and more shops closing and more charity shops arriving. Please do not put the nail in the coffin for our lovely town and help the High Street to survive these tough times and furthermore do not try to extract more money from already struggling shoppers and shop workers.

Read, Angharad

From: Read, Angharad

Sent: 24 March 2016 09:22

To:

Subject: RE: MONMOUTHSHIRE COUNTY COUNCIL (OFF STREET PARKING PLACES) Order 2016

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From:

Sent: 23 March 2016 13:59

To: Car Parking

Subject: MONMOUTHSHIRE COUNTY COUNCIL (OFF STREET PARKING PLACES) Order 2016

Good Afternoon,

Members of the Community Council have welcomed the creation of additional parking opposite the fire station in Monmouth. It is felt that this will benefit people living in their wards when visiting and working in Monmouth.

However, reservations were expressed as to the lack of any safe road crossing on Rockfield Road.

Regards,

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:14
To: [REDACTED]
Subject: RE: Carp parking proposal objections (OFFICIAL)

Dear Sir

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 29 March 2016 09:51
[REDACTED] <[REDACTED]>
Cc: [REDACTED]
Subject: RE: Carp parking proposal objections (OFFICIAL)

I will await any other response from Monmouthshire Officers before submitting the Gwent Police response to this consultation. I appreciate Jamie has a point and I believe as with currently market day with the car park opposite the station on Tudor Street, parking does hit the local on street areas when charges are raised. Disabled persons can park on double yellow lines for up to three hours which they will do if the car park is not adjacent to where they wish to go.

I will put this through as a point to note however I would not object in principle as it may mean having to go to a public meeting and show evidence why Gwent Police would wish to object to a proposal.

Can you possibly forward any other concerns and advise if this has also been forwarded to Chepstow to provide any concerns.

Regards

[REDACTED]
[REDACTED]
[REDACTED]
From: [REDACTED]
Sent: 29 March 2016 08:46
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Carp parking proposal objections (OFFICIAL)

Dave,

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:24
To:
Subject: RE: Proposed Changes to MCC Car Parks

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]
Sent: 18 March 2016 18:54
To: Car Parking
Subject: Proposed Changes to MCC Car Parks

Attn. Mr R Hoggins,

I understand Monmouthshire County Council is currently conducting a consultation on its car parks and is soon to decide on changes to these facilities in the County and in particular those provided in the Chepstow area.

I have familiarised myself with the proposed changes recommended by MCC and have a number of concerns particularly related the proposal to introduce car parking charges for Blue Badge Holders.

Blue Badge Holders by the very fact they qualified to be awarded this status means they have very limited mobility. Introducing a car parking payment requirement for this category of motorists will make it a most onerous task every time they are required to use the car park facilities in Chepstow.

Under the proposed change a car parking payment will require to be made at the Pay Kiosk. Hence the first task a Disabled Driver is required to do following parking their Car is to visit the Pay Kiosk located in the Car Park, pay the necessary fee and return to their parked car in order to properly display the registered parking ticket.

This is an additional double journey a Disabled Person can do well without.

Bear in mind Disabled Drivers will require walking aid facilities, i.e., Waking Sticks or Wheeled Rollators and the like. Struggling to extradite these aids from their car, secure their car, traverse their way through the car park to the Pay Kiosk, conduct the paying process and return to unlock their car in order to display the parking ticked as required, is in my opinion, grossly unreasonable on disabled and generally frail and elderly people prior to the shopping task they wished to conduct. Many will not be prepared to go through this difficult process and will, either decide NOT to visit Chepstow Town Centre for their shopping or more adversely (as far as other motorists are concerned) park with abandon in areas where restriction to normal car parking exists, i.e., double yellow lines, etc.

In summary, the introduction car park charging for Blue Badge Holders will have a serious affect on the quality of health of Disabled Car Users whilst having a direct impact on Chepstow shops, in terms of reduced footfall and disruption to traffic flow.

This proposal of introducing car parking charges for Blue Badge Holders requires to be dropped.

Best regards.

Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:03
To: [REDACTED]
Subject: RE: Chepstow car parking charges

Dear Sir/Madam

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 24 March 2016 11:54
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Chepstow car parking charges

Chepstow needs people to stop here, even if only for a short time, to spend their money. Proposals to charge or increase cost of parking in Chepstow will deter any footfall in the town. And a bypass for Chepstow. Wayhey, no need to stop here!!! Sort out the junction by Tesco, sort out St Lawrence roundabout and have free parking for two hours.

Perrin, Amanda

From: Perrin, Amanda
Sent: 31 March 2016 14:48
To: [REDACTED]
Subject: RE: Byefield lane carpark

Dear [REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
nt: 31 March 2016 12:13
ur: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Byefield lane carpark

Dear Sir,

As a daily user of byefield lane car park to use Castle Meadows to walk my dog I strongly object to non Tuesday parking charges being imposed. It will make people park on the streets around the town and make congestion worse, Look at the road side parking on Merthyr Road on a Tuesday to see the issue. I guess this is a fund raising solution rather than an parking solution.

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:25
To:
Subject: RE: Parking near Monmouth rowing club

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

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

From: [REDACTED]
Sent: 17 March 2016 14:43
To: Car Parking
Subject: Parking near Monmouth rowing club

Dear sir

I understand you are consulting on parking charges at subject car park I would like to understand why you are so keen to discourage visitors from coming to Monmouth by charging for parking. The funds generated are not spent on road repairs (look how many potholes remain unattended) They are not spent on new roads, look at the congestion, so they are being spent on excessive overheads and other MCC activities Towns will prosper if the motorist is encouraged to visit and stay, parking charges do the opposite [REDACTED]

Perrin, Amanda

From: Perrin, Amanda
Sent: 01 April 2016 11:33
To: [REDACTED]
Subject: RE: Car parking

Dear [REDACTED]

Thank you for your communication, the comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

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

From: [REDACTED]
Date: 31 March 2016 17:13
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Car parking

Dear Mr Hoggins

As a resident of Abergavenny I find myself paying £1 every time I need to park my car - even for a short period of time. I used to live in Cwmbran where all the parking is free! As a result Cwmbran shopping is thriving whereas towns like Abergavenny are not.

I note that the Byefield car park is now going to charge a daily rate. This is currently used by many employees in Abergavenny. This will be another burden on low paid workers.

I have friends living in Malvern where residents can pay an annual fee of £25 for parking; this enables them to park for short periods of time as long as they display their parking card.

Why can't we have similar schemes in Monmouthshire?

Sincerely

[REDACTED]

Perrin, Amanda

To:

Subject:

[REDACTED]
RE: Objection to Welsh Street Car Park, Chepstow being turned into a Short Stay Car Park

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

Mand

From:

Sent: 18 March 2016 10:01

Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>; Perrin, Amanda
<amandaPerrin@monmouthshire.gov.uk>

Subject: Objection to Welsh Street Car Park, Chepstow being turned into a Short Stay Car Park

Hi Roger

I am e-mailing you regarding the propositions for the Welsh Street car Park being turned in to a Short Stay car park as I am wishing to object against this and feel very strongly about this being changed.

I work in Chepstow and pay to park here which is currently £100 per quarter but if they make the changes to Welsh Street Car Park as proposed above this means that the cost of the permit is going to increase which will therefore cost us more in parking charges. The permit is going to increase from £100 which I currently pay to £125.00 costing me an extra £25 a quarter (£100 a year) this is a large sum to be paying for parking. I think this is very unfair as we here in Chepstow are in the minority of employees who have to actually pay for park. Most other MCC buildings do not have to pay for parking.

I do feel very strongly regarding this as MCC employees we are not offered any type of concession for parking charges which I think personally we should be as other offices do not even have to pay for parking. There is free parking in Chepstow Leisure Centre but this is not practical especially in the bad weather and winter as this is a 10-15 minute walk away also we do have to take home bulky folders and laptops to and from the office.

If these proposals do go ahead can we as MCC staff have a discount on the parking permit charges?

I trust you will take these comments on board

Thanks

Perrin, Amanda

From: [REDACTED]
Sent: 12 March 2016 08:00
To: Car Parking
Subject: Byefield Lane Car parking

Good morning,

I would like to object to the council's plan to scrap the free carpark in favor of a daily charge of £1. This will hit the pockets of the low paid shop workers, retailers and has the potential to affect trade in the town, damaging businesses. I urge you not to go ahead with the plan.

Thank you

Regards

[REDACTED]

Perrin, Amanda

From: Contact
Sent: 14 March 2016 15:19
To: [REDACTED]
Cc: Car Parking
Subject: RE: Byefield Car Parking Charges.

Thank you for contacting Monmouthshire County Council. Your e-mail has been forwarded to Car Parking dept.

Monmouthshire County Council / Cyngor Sir Fynwy

Tel / Ffôn: 01633 64 (4644)

Email / Epost: Contact@monmouthshire.gov.uk

Website / Gwefan: www.monmouthshire.gov.uk

Follow us on Twitter / Dilynwch ni ar Twitter: www.twitter.com/monmouthshirecc

Telephone: 01633 644644

From: [REDACTED]
Sent: 13 March 2016 17:38
To: Contact <Contact@monmouthshire.gov.uk>
Subject: Byefield Car Parking Charges.

ar Sir

I note that you now intend to charge for parking at the above car park. This will now mean every car park in Abergavenny incurs a charge. I can understand for those car parks within ease access of the shops, but not ly is this a fair distance from the shopping centre but also has a steep hill and is not only used by shoppers but people using the park , river walk and visiting the castle.

I am not a resident of Abergavenny but currently visit 4 or 5 times a month as I like the town, shops and market and spend money within the town. I can park for free in Cwmbran and will now have to consider no longer visiting or reducing my visits to the town and therefore trade lost to the traders and to Waitrose which I also visit when coming to Abergavenny.

[REDACTED]

Perrin, Amanda

From: Hoggins, Roger
Sent: 21 March 2016 12:26
To: [REDACTED]
Subject: RE: Car Parks Order

Hope you are well and thanks for the comments.
I'll pass these on for attention.

Regards
Roger

From: [REDACTED]
Sent: 20 March 2016 18:06
: Car Parking <CarParking@monmouthshire.gov.uk>
Cc: Hoggins, Roger <RogerHoggins@monmouthshire.gov.uk>
Subject: Car Parks Order

Hi

I wish to make representations and objections to the recently advertised car parking order.

I attach the draft order with some corrections which are required (this is not an objection). The corrections are shown as "comments". I have not done a complete check but the corrections I have noted indicate that perhaps a more detailed check is necessary.

I believe that the Blestium Street Car Park (at the entrance to the sports ground) *may* be part of Chippenham Village Green. If so, then probably that proposal is unlawful.

I seem to recall that the land at Rockfield Road was part of "exchange land" in relation to certain proposals relation to Chippenham Village Green. If so, then there were restrictions placed on the land at Rockfield Road which would preclude the use of the land for a car park. Whether or not the land was "exchange land", the land at Rockfield Road is open space and there should have been an appropriation of the land under section 122 of the Local Government Act 1972.

The land at Wyebridge Street is also open land. There should have been a formal appropriation as mentioned above.

Regards

[REDACTED]

Perrin, Amanda

From: [REDACTED]
Sent: 12 March 2016 10:40
To: Car Parking
Cc: Dovey, David L. S.
Subject: Proposed charges to The Station Car Park, Chepstow

Hello

I have read your consultation plans to introduce a £1.00 per day car park charge at the Station Car Park in Chepstow.

I work in Gloucester and commute to work every day using the train which costs £13.50 per day. Having an additional £20.00 per month attached to my travel expenses will now make this journey prohibitive and I will be forced to drive. If I am in this position I expect many other commuters will also make the same decision.

whilst I appreciate that the council needs to raise revenue during this time of austerity, it is a great pity that the council is not supporting sustainable means of transport.

I would urge the council to reconsider this proposal to help the citizens of Monmouthshire continue to work and support the rail network in our county.

Perrin, Amanda

From: [REDACTED]
Sent: 09 March 2016 14:39
To: Car Parking
Subject: Notice of Intention to make a permanent order

Dear Mr Hoggins,

I have read your notice in today's Beacon. I am a resident of Monmouth and was surprised to see that the new Rockfield Road car park has been listed under "long stay charging car parks", when all reports until now have said that it will be a free car park. Further down the Order, under point 2, you say that the car park in Rockfield Road is a "proposed free car park". Which is it to be?

In addition, can you please explain why there are never any charges at the car parks in Usk, when Monmouth and Abergavenny both seem to have their free car parks taken away? This is hardly a democratic situation.

Perrin, Amanda

From: Perrin, Amanda
Sent: 04 April 2016 08:54
To: [REDACTED]
Subject: RE: Abergavenny parking

[REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
nt: 02 April 2016 10:39
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Abergavenny parking

I think £4 to park all day is far too much. Is Fairfield going to be cheaper as this is where workers tend to park now?

When will these charges come into effect?

If I just want to park briefly could there please be a 20p for 30 min charge? This would probably stop people parking illegally if they only want to stop to pick something up eg. From Argos or the post office.

Perrin, Amanda

From: Perrin, Amanda
Sent: 31 March 2016 14:54
To: [REDACTED]
Subject: RE: Changes to parking fees in Abergavenny

Dear [REDACTED]

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards
Amanda Perrin
Car Park Manager

From: [REDACTED]
Sent: 31 March 2016 14:50
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Changes to parking fees in Abergavenny

Dear Mr Hoggins,

I was disappointed to read on the council's website that there are plans to charge £1 every day for parking at the Byefield car park in Abergavenny. I am a shopper and not a shop-owner but I believe free parking really helps local businesses, and this is the car park I always choose to use even for short visits. With these changes, I will have to pay even if I just want to pop into the bank, go to a doctor's appointment, and will probably spend time trawling around the smaller (more convenient) car parks where it will be the same price to park, leading to unnecessary congestion and frustration. What about a compromise of free for the first 2 hours, then £1 for the whole day?

I think you will find it leads to under-utilisation of this carpark on every day - and not just Tuesdays. Also, with the closure of the cattle market, I don't understand why Tuesdays are still chargeable.

Are you not worried more people looking for free parking will park in the hospital carpark?

yours sincerely


Perrin, Amanda

From: Perrin, Amanda
Sent: 30 March 2016 15:01
To: 
Subject: RE: Charging for the free car park

Dear sir/Madam .

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.#

Regards
Amanda Perrin
Car Park Manager

From: 
nt: 24 March 2016 11:16
To: Car Parking <CarParking@monmouthshire.gov.uk>
Subject: Charging for the free car park

To Roger Hoggins,

Hi i just wanted to let you know that i have started a petition against the proposal to start charging for the free car park in Abergavenny. As a business owner in Nevill street i'm very concerned about the effect that this will have on my business and my staff who have no choice but to park in town as they don't live in the surrounding area. This is a very big extra cost that they will have to find every year in order to come to work.

Please let me know when you need the petition's by.

kind regards

Perrin, Amanda

From: Hoggins, Roger
Sent: 11 March 2016 09:11
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Byefield Lane Free Car Park (excluding Tuesdays today)...

Thanks for the email offering comments on the draft car park order. The order is published for consultation and your comments will be included in the feedback to members.

regards
Roger Hoggins

From: [REDACTED]
Date: 11 March 2016 08:18
To: [REDACTED] <[REDACTED]@monmouthshire.gov.uk>
Subject: Byefield Lane Free Car Park (excluding Tuesdays today)...

Attention Roger Hoggins, Head of Operations, Monmouthshire CC

Hi,

I've just had my attention drawn to your proposals to start charging for other days outside of Tuesday (market day) at the above car park by an article in the Abergavenny Chronicle.

I want to register my objection to this change as it just seems a way of increasing taxes on the local population that will exacerbate parking in the more central car parks to the town. Not only will this discourage more physical exercise - my weight loss since moving here last year on retirement has been considerable - but removes part of the old-world charm of Abergavenny that is such a refreshing change from Surrey from where we relocated. I should point out that although I'm English my wife is 100% Welsh and I love it here!

My concern is that MCC seems to be pursuing an increasing agenda to over-regulate, precisely what the EU is appearing to do to our lives, hence my CC to my local MP (as well as that great tome the A.C.) - as once implemented, this one "free" car park will surely never return and be subject to ever increasing price rises over time.

Surely with all the new builds in our estate in Llanfoist the extra Council Tax revenue is a better and fairer way of increasing your funding rather than tax our parking yet more?

Sincerely

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:28
To:
Subject: RE: Blue badge holders

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

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

From: [REDACTED]
Sent: 16 March 2016 13:16
To: Car Parking
Subject: Blue badge holders

Dear sir/madam,

I feel that if you start charging blue badge holders to use car parks, you will find more and more parking on double yellow lines. This becomes inconvenient and dangerous for other road users and pedestrians trying to cross the road. I would like to hear your views on this and to know if you have had any consultations with the police or highways department as to their views. I look forward to your reply.

Sent from my iPhone

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:27
To: [REDACTED]
Subject: RE: Chepstow Drill Hall Car Park

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

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

From: [REDACTED]
Sent: 18 March 2016 09:31
To: Car Parking
Subject: Chepstow Drill Hall Car Park

I object to the use of the above car park to long term. This car park is the lifeline for the Drill Hall and it's various activities. I feel there should be more discussion. [REDACTED]

Sent from my iPad

Read, Angharad

From: Read, Angharad
Sent: 21 March 2016 12:27
To: [REDACTED]
Subject: RE: Station Road car park

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

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

From: [REDACTED]
Sent: 19 March 2016 10:55
To: Car Parking
Subject: Station Road car park

Roger Hoggins

I am the ticket agent currently operating the ticket office at Chepstow Station. I see from your notice that you are considering the option of charging for the station car park.

The problem we have at the station is caused by people who work in Chepstow using the free car park and walking into town. The upshot is that from 08:30 most mornings it is very hard to find a space if you are travelling by train and it is not uncommon for people to miss their train because they had to unexpectedly park some distance away.

Given that we are all trying to encourage people to use public transport where possible I would like to make a suggestion which would overcome this problem. We are here six days per week from 06:00 to 16:00 Mon - Fri and 07:00 - 13:30 on Saturday. So if we could issue a free ticket to park with a train ticket, and I have it on good authority that our machine could easily be set up to do this, then you could charge whatever price you fancied to park. This would raise the extra revenue you desire while ensuring that there is a good chance of finding a parking space if you are going by train.

A lot of people already travel to Severn Tunnel Junction to get trains and bringing in charges to park for will only encourage more to do so unless they are 'encouraged'.

Take care

[REDACTED]
Chepstow Ticket Office

Perrin, Amanda

From: [REDACTED]
Sent: 12 March 2016 09:46
To: Car Parking
Subject: Proposed parking fees in Chepstow

Hello, I have noted that you are proposing to introduce parking charges to the old market and station car parks in Chepstow. I am a local resident and am writing to object to this proposal as no suitable arrangements have been made for local drivers.

I live on St Mary Street, a pedestrianised street in the town centre. There is no on-street parking in the town centre other than time-limited spaces. Both my partner and I commute to different workplaces in the Forest of Dean and work a mixture of weekdays and weekends. This means that the only economically viable place for us to park in the locality is one of the two free car parks on Station Road.

If you introduce parking charges to these car parks we will be left with two options - take money from our ready limited household budget to pay for parking near to home (a cost most households do not have to bear) or move out of the town. If we were to move, we would probably go to the Forest of Dean as this is where we work most of the time, with a consequent loss of council tax to Monmouthshire council and our patronage of Chepstow businesses.

I understand that there is a parking permit scheme available at a cost, but as you do not allow more than one vehicle per household to have a resident's permit, this would not solve the problem.

As the car parks mentioned above have been operating free of charge for many years, it seems likely to me that their maintenance costs are not particularly high. Should you proceed with the order, I will be submitting a freedom of information request for the exact costs of maintaining these car parks (not including parking attendants, as they do not currently provide a service in these car parks). You will of course be aware that it is illegal to seek a profit from the introduction of parking charges, so the information obtained will be used in any subsequent judicial review of your approach.

Yours sincerely

[REDACTED]

Read, Angharad

From: Read, Angharad

Sent: 24 March 2016 09:11

To:

Subject: RE: Car Park at Chepstow Drill Hall

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]

Sent: 23 March 2016 12:22

To: Car Parking

Subject: Car Park at Chepstow Drill Hall

Dear Mr Hoggins

I understand there is a debate concerning the above car park - the suggestion being that it is underused. This car park is essential to organisations hiring the Drill Hall - daytime and evenings - and the suggestion of changing it to a long-term one would be detrimental to the hire and use of the only hall in the town.

The car park is well used and I hope it will continue to be so on a short-term basis.

Please have a re-think.

[REDACTED]

Perrin, Amanda

From: [REDACTED]
Sent: 10 March 2016 06:58
To: Car Parking
Subject: Blue badge

Never mind trying to charge blue badge holders. stop the illegal use of badges. ie photo copied papers on dashboards, the holder not present when it's being displayed. These alone would cut the parking problem considerably. By cutting the free parking in town you will only add to the parking problems at Neville hall hospital car park. As they will park at the hospital and take the "free" bus into town. Please consider these facts before making these changes.

Sent from my iPhone

Read, Angharad

From: Read, Angharad**Sent:** 21 March 2016 12:30**To:** [REDACTED]**Subject:** RE: Objection to Car Parking proposals

Thank you for your communication, your comments will be considered with other feedback received during the consultation exercise.

Regards

for Car Park Manager

From: [REDACTED]**Sent:** 15 March 2016 16:50**To:** Car Parking**Subject:** Objection to Car Parking proposals

Good afternoon

I wish to lodge an objection to some of the car parking proposals for Chepstow.

I object most strongly to the proposals to change Welsh Street car park to a short stay car park only and to MCC trying to push people, who have to use long stay car parks, into using the two large Castle Dell and Drill Hall car parks at the bottom of town.

However, the proposal to introduce the £1 parking charge for the Drill Hall car park is a good idea as this would provide an incentive, for people who are fit and able, to use this car park. It is such a good idea perhaps you should consider extending this charge to include the Castle Dell car park too.

The Drill Hall and the Castle Dell car parks are not feasible car parks for people who are either elderly, have a disability, have a health condition, have young children or pushchairs to push to use. The steep incline one has to walk up from the bottom of town, on every footpath from these car parks, in order to get to the shops, to go to work, the dentist, the opticians etc will create great difficulty in good weather with even more difficulty in inclement wet or wintry conditions.

Many years ago I always used to use the Castle Dell or Drill Hall car parks as I was fit enough to make the walk up to the town. Over the years, as various health conditions developed, I started to find the walk uphill very difficult and painful so had to stop using these car parks.

I now work in Chepstow and I am very concerned that other people, like myself, will find parking at a premium in the smaller proposed long stay car parks nearer the town and so force us to have to park at the bottom of town. The proposal is unfair and does not take into account the needs of those residents, workers and visitors to the town who are, for whatever reason, less able.

Please give consideration to keeping the majority of the Welsh Street car park as a long stay car park whilst offering long stay at a reduced daily rate in both the Drill Hall and Castle Dell car parks.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

Roger Hoggins
Head of Operations
Monmouthshire County Council
The Ryadyr
Usk
NP15 1GA

27th March 2016

Dear Sir

Your notice dated 8th March 2016 recommending Blue Badge holders being required to pay to park at council-run car parks is contravening the rights of the disabled. This selective discrimination is against a proportion of the population which should not happen.

As Jenny Barnes, secretary of Monmouthshire based disability support group CAIR stated in her newspaper article "charging the disabled for car parking is against MCC's policy."

I totally agree.

It would appear that you are specifically discriminating against Blue Badge holders, whether from Monmouth or visitors from across the UK and Europe. I am not aware of other municipal authorities charging Blue Badge holders.

Please re-consider.

Yours sincerely

[REDACTED]

[REDACTED]



21st March 2016

Roger Hoggins
Head of Operations
Monmouthshire County Council

Dear Roger,

As chair of both Action 50 Plus- Monmouth Area and Mobility Monmouth I have been instructed to respond to the notice of intention regarding car parking in Monmouthshire, this we consider to be a clear and concise document outlining proposed changes.

However, we are concerned about the proposal to charge disabled blue badge holders for using all paying car parks. At a time when it is proving to be an emotive issue nationally we are surprised to see M.C.C. regarding the disabled as a means of increasing revenue. It begs the question, how much cash will be raised as a result of this measure?.

If the proposal was to offer at least one hour of free parking and charge thereafter we feel it would be regarded as fairer. It should be obvious that unlike able-bodied people the disabled drive to the shops and park their cars as a necessary part of everyday living. Do they not bear enough extra costs in life without more being heaped upon them?.

We hope that M.C.C. will see this as a deeply unpopular proposal and remove Item 3 from their Notice of Intention.

Yours faithfully

[Redacted]

[Redacted]
Monmouth
Ma

Mr Roger Hoggins
Head of Operations
Monmouthshire County Council
PO Box 106
Caldicot NP26 9AN

Dear Mr Hoggins

Proposals for Car Parking Charging

I believe there are other options for raising increased revenue from car parking charges within Monmouthshire than targeting now Blue Badge Holders, not a very popular decision.

In the Republic of Ireland when the local authorities were presented with a similar situation, they introduced 'pay and display' for short term on-street parking in town centres. Monnow Street and Priory Street in Monmouth would be ideal sites for such a change. However the key to the scheme's acceptability by both car users and by local shop keepers was the charging period – there were free periods at the beginning and end of the day, i.e charging only operates between 0930-1630 hours.

I hope you would consider this initiative proposal.

I trust this helps.

[Redacted signature]

[Redacted address]

[REDACTED]

14 March 2016

Mr Roger Hoggins
Head of Operations
Monmouthshire CC

Dear Sir,

Car Parking
Blue Badge Holders

I refer to the proposal that Blue Badge holders pay to park in all charging car parks

I wish to make my objection to this proposal on the grounds that it would have serious consequence for my grand daughter.

She is Emily Chicken, who is severely handicapped and needs transport by wheelchair and car.

Yours faithfully,

[Signature]

[REDACTED]

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<p>Name of the Officer completing the evaluation Roger Hoggins</p> <p>Phone no: 01633 644133 E-mail: rogerhoggins@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>Amendments to the MCC public car parking regime to better reflect need and for reinvestment into the service and infrastructure</p>
<p>Name of Service; MCC car parking</p>	<p>Date Future Generations Evaluation 06/04/2016</p>






Page 16

4 Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The plan, amongst other things, seeks to improve car parking services to assist commerce within our towns by creating parking space closer to shops and the amount of parking available.</p>	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>		

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood		
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	This review has sought to use changes to the car parking regime to support retail and business in the larger towns in Monmouthshire. Supporting retail in particular helps to sustain the prosperity of our town centres with all of the knock on benefits to employment and the sustainability of our towns as attractive places to visit and live in.	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing		
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation		
A more equal Wales People can fulfil their potential no matter what their background or circumstances		

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Long-term Balancing short term need with long term and planning for the future</p>	<p><i>The proposals are intended to improve the car park service. Funding is generated but this is reinvested into the service to improve the car parking infrastructure which requires modernization.</i></p>	
 <p>Collaboration Working together with other partners to deliver objectives</p>		
 <p>Involvement Involving those with an interest and seeking their views</p>	<p><i>There have been several rounds of consultation with many stakeholder groups as detailed in the various reports referred to in previous reports to the Economy and Development Select Committee and Cabinet</i></p>	
 <p>Prevention Putting resources into preventing problems occurring or getting worse</p>		
 <p>Integration Positively impacting on people, economy and environment and trying to benefit all three</p>	<p><i>The car park management regime and charging structure is changing. The new regime reflects feedback from various stakeholders and seeks to balance the need for investment with schemes that are tailored to individual towns rather than a uniform approach across the county.</i></p>	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age			
Disability	Improved parking facilities (less obstruction, better delineated spaces)	Charges are proposed for blue badge holders whereas charging has been free to blue badge holders to date in MCC public car parks	Extra time is proposed for blue badge holders (for example 2 hours parking would be provided for a 1 hour charge
Gender reassignment			
Marriage or civil partnership			
Race			
Religion or Belief			
Sex			
Sexual Orientation			
Welsh Language	<i>Under the Welsh Language measure of 2011, we need to be considering Welsh Language in signage, documentation, posters, language skills etc.</i>		

4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	No safeguarding or parenting implications are anticipated as a result of these proposals		
Corporate Parenting			

5. What evidence and data has informed the development of your proposal?

Extensive consultation has taken place whilst arriving at the proposals. This has been with local councils, chambers of commerce, and locally representatives of disabled groups (through CAIR). Individuals have also been invited to comment through the statutory consultation process. Information about this has been provided on the website, sent to local councils and brought to the attention of interested groups. The draft order has also been posted on all car park signs throughout the county to bring the changes to the attention of all car park users.

The impact of the introduction of charging for blue badge holders has created significant feedback. This has previously been reviewed by the Economy and Development select committee and by Cabinet prior to the draft order being published. The statutory consultation has offered stakeholders the opportunity again to comment upon the proposals and these are provided in the appendices to the report.

Whilst the issue of blue badges relates to the applicants' health and is not 'means tested' correspondents objecting to the charge highlight that in information provided at the Equality and Human Rights Commission Annual Conference 2013 stated that 23% of the population in Wales is living in poverty, that 23% of the population is disabled and that 46% of disabled people in Wales are living in poverty. Comparable information for Monmouthshire is not available but analysis of blue badge issued by MCC shows that of 5955 issued 267 (4.4%) have been issued on the basis of Personal Independence Payments (PIP). Neither the whole Wales figures or the MCC blue badge figures offer a definitive assessment of affordability for blue badge holders but are provided to inform any decision that members contemplate.

The proposal offers mitigation by way of additional time provided for blue badge holders. For example a blue badge holder purchasing 2 hours parking will be granted 3 hours parking to reflect that mobility issues may delay a blue badge holder returning to a car park. The ticket will also be valid in various car parks within the town in any one day allowing a blue badge holder to move between car parks without incurring further charges.

Within Wales seven councils charge blue badge holders to use their car parks. Mitigation is offered by way of extra hours or an initial free period. The arrangements with neighbouring English authorities vary where charges are imposed some form of mitigation is often provided for blue badge holders.

The MCC proposal requires that the blue badge holder purchases parking time and extra vtime is then granted. Some correspondents have suggested that this be amended to offer an hour as free parking and time over and above that hour be paid for. Both examples are in use in other authorities.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

Mitigation has already been proposed for blue badge holders subsequent to previous consultation.

7. Actions. As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress

Page 169

Monitoring: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	Six monthly from the implementation of the order and changes otherwise proposed in the plan (new pay machines, improvements to the car parks)
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Monmouthshire's Scrutiny Forward Work Programme 2016

Economy Select Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
Special Meeting TBC	Circuit of Wales Report *Deferred*	Pre-decision Scrutiny of the report.	Peter Davies	Pre-decision Scrutiny
Special Meeting Monday 11th April	I County Strategy	To review the iCounty strategy and onward business planning arrangements.	Sian Hayward	Performance Monitoring
	Shared Resource Service	Performance update.	Sian Hayward	Performance Monitoring
	Skutrade Report *Deferred*	To provide an update on the position with Skutrade.	Peter Davies	Performance Monitoring
14th April 2016	Car Parking *Invite all Members for this item*	Position update due following recommendations made by the Select Committee.	Roger Hoggins	Policy Development
	Broadband and Superfast Business ICT Exploitation Programme	Cabinet Member and BT invited to discuss progress with Members.	Cath Fallon	Performance Monitoring
18th April 2016 (10am) Special Joint Select	Alternative Service Delivery Model	To present the Options Appraisal for scrutiny.	Cath Fallon	Policy Development / Pre-decision Scrutiny
	Improvement Plan	Scrutiny to inform the development of the Improvement objectives prior to Council approval on 12 th May 2016.	Richard Jones	Performance Monitoring
9th June 2016	Events Update	Exempt Report	Dan Davies	Policy Development
	Monmouthshire Business and Enterprise Update	Scrutiny of the end of year self-evaluation.	Cath Fallon Peter Davies	Performance Monitoring

Monmouthshire's Scrutiny Forward Work Programme 2016

Economy Select Committee				
Meeting Date	Subject	Purpose of Scrutiny	Responsibility	Type of Scrutiny
	Chief Officer Enterprise Annual Report *TBC*	Scrutiny of the performance of the directorate for the previous year. (May need to defer)	Kellie Beirne	Performance Monitoring
	Regional Economic Planning and City Deal *TBC*	To review the progress of the Cardiff City Region Board.	Kellie Beirne	Performance Monitoring
14 th July 2016				
1 st Sep 2016				
13 th Oct 2016				
24 th Nov 2016				
5 th Jan 2017				
9 th Feb 2017				
27 th April 2017				

Page 172

Future Work Programme items:

- × Risk Assessment Challenge
- × **Alternative Service Delivery Model** - (Cultural Services, Leisure, Youth and other services as part of a wider review)
- × **CMC2 - Community Interest Company leading green and digital growth**
- × **Leisure Services** - Annual performance report

Council and Cabinet Business – Forward Plan

Monmouthshire County Council is required to publish a Forward Plan of all key decisions to be taken in the following four months in advance and to update quarterly. The Council has decided to extend the plan to twelve months in advance, and to update it on a monthly basis.

Council and Cabinet agendas will only consider decisions that have been placed on the planner by the beginning of the preceding month, unless the item can be demonstrated to be urgent business

Subject	Purpose	Consultees	Author
22ND JANUARY 2016 – COUNCIL			
Final Budget Proposal			Joy Robson
Council Tax Reduction Scheme 2016/17			Ruth Donovan
Affordable Housing SPG			Mark Hand
Community Infrastructure Levy			Mark Hand
27TH JANUARY 2016 – INDIVIDUAL CABINET MEMBER DECISIONS			
Allocation Policy – Amendment – Syrian Relocation			Ian Bakewell
3RD FEBRUARY 2016 - CABINET			
Budget Monitoring report – month 9	The purpose of this report is to provide Members with information on the forecast outturn position of the Authority at end of month reporting for 2015/16 financial year.		Joy Robson/Mark Howcroft
Changes to school funding formula	To approve changes to the school funding formula for: Threshold payments, primary school		Nikki Wellington

Subject	Purpose	Consultees	Author
	top up and free school meal funding for primary schools.		
New Monmouthshire Carers Strategy			Deborah Saunders
10TH FEBRUARY 2016 – INDIVIDUAL CABINET MEMBER DECISIONS			
23rd FEBRUARY 2016 – SPECIAL COUNCIL			
SRS			Peter Davies
City Deal			Peter Davies
24TH FEBRUARY 2016 – INDIVIDUAL CABINET MEMBER DECISIONS			
Usk Play Lottery bid			Tim Bradfield
Poplars Road			Peter Woodrow
Proposed traffic regulation Tory St & Agincourt			Phaedra Cleary
Transfer of Post from Aneurin Bevan University Health Board to MCC			Bernard Boniface
Redundancy report			Ruth Donovan
Childcare Development Worker			Sue Hall
JAFF Project coordinator			Andrew Kirby
2nd MARCH 2016 – CABINET			
NEET strategy			Tracey Thomas
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2015/16 meeting 5 held on the 21 st January 2016		Dave Jarrett
2015/16 Education & Welsh Church Trust Funds Investment & Fund Strategy	The purpose of this report is to present to Cabinet for approval the 2016/17 Investment and Fund strategy for Trust Funds for which the Authority acts as sole or custodian trustee for adoption and to approve the 2015/16 grant allocation to Local Authority beneficiaries of the Welsh Church Fund.		Dave Jarrett

Subject	Purpose	Consultees	Author
New Monmouthshire Carers Strategy (Adults)			Deb Saunders
Mounton House Formula Change			Nikki Wellington
Proposed closure of Deri View			Debbie Morgan
Removal of post from CYP			Sharon Randall Smith
SRS			Sian Hayward
Pay Policy			Sally Thomas
9th MARCH 2016 – INDIVIDUAL DECISION			
Flexi retirement request			Ian Bakewell
Allocation Policy			Karen Durant
10th MARCH 2016 – COUNCIL			
Final Composite Council Tax Resolution	To set budget and council tax for 2016/17		Joy Robson
Treasury Management Strategy 2016/17	To accept the annual treasury management strategy		Joy Robson
The Future Food Waste Treatment Strategy: Outline Business Case & Inter Authority Agreement	for the Council to consider the inclusion of MCC in the Heads of the Valleys Anaerobic Digestion Procurement. To agree the Outline Business Case and the Inter Authority Agreement which commits the Council to the procurement and partnership and a 15-20 year contract.	SLT Cabinet	Rachel Jowitt
The Future Food Waste Treatment Strategy: Outline Business Case & Inter Authority Agreement	for the Council to consider the inclusion of MCC in the Heads of the Valleys Anaerobic Digestion Procurement. To agree the Outline Business Case and the Inter Authority Agreement which commits the Council to the procurement and partnership and a 15-20 year contract.	SLT Cabinet	Rachel Jowitt
Waste Strategy			Carl Touhig/ Roger Hoggins
CIL			Martin Davies
SPG			Martin Davies

Subject	Purpose	Consultees	Author
Draft Diary			
Pay Policy			Sally Thomas
17TH MARCH 2016 – SPECIAL COUNCIL			
City Deal (TBC)			Peter Davies
23RD MARCH 2016 – INDIVIDUAL CABINET MEMBER DECISIONS			
Release of restrictive covenant			Gareth King
Creation of business support officer post	To gain agreement to employ a full-time Business Support Officer within Children's Services.		Gill Cox
Tender for Treasury Services			Mark Howcroft/Jon Davies
Conservation area appraisals	To adopt as supplementary planning guidance		Mark Hand
Flexible retirement request			Roger Hoggins
24TH MARCH 2016 – SPECIAL CABINET			
Risk Assessment			Richard Jones
Proposed closure of Llanfair Kilgeddin CIW VA Primary School (23 rd March)			Debbie Morgan
Proposed establishment of an ALN facility and reduction in the capacity at Monmouth Comprehensive School (23 rd March 2016)			Debbie Morgan
Removal of CYP post (EXEMPT)			Sharon Randall-Smith
CYP Call-In (Moun-ton House)			Tracey Harry
APRIL 2016 – COUNCIL			
IRPW report			

Subject	Purpose	Consultees	Author
13TH APRIL 2016 - CABINET			
Digital Strategy	To update members on progress with the digital strategy and to agree the next steps.		Sian Hayward
Flood Plan			Dave Harris
Community Coordination evaluation of pilot			Matt Gatehouse
Proposed Closure of Deri View Special Needs Resource Base			Debbie Morgan
Mardy Park			Colin Richings
EAS Business Plan			Debbie Hartevelde (EAS)
Play Sufficiency Assessment			Matthew Lewis
Gilwern Setion 106 Funding	reporting back following the deferral of the Gilwern decisions at the February meeting		Mike Moran
Church Road Caldicot S106	new, short report to include some funding into the capital budget for 2016/17		Mike Moran
Monmouth S106 Funding			Mike Moran
27th APRIL 2016 – INDIVIDUAL DECISION			
SHG Programme			Shirley Wiggam
A40/A466 WYEBRIDGE JUNCTION MONMOUTH - PROPOSED JUNCTION IMPROVEMENT GROUND INVESTIGATION CONTRACT			Peter Woodrow
Transfer member of staff from Policy and Performance to CYP Directorate			Will McLean
Moving Boverton House from CYP into the Enterprise Directorate			Cath Fallon
Monmouthshire Flood Risk			Dave Harris

Subject	Purpose	Consultees	Author
Management Plan			
Primary Shopping Frontages Supplementary Planning Guidance'			Jane Coppock
4TH MAY 2016 - CABINET			
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2015/16, meeting 5 held on the 10 th March 2016		Dave Jarrett
Capability Policy for school based employees			Sally Thomas
BUDGET MANDATE 2016/17 – PREPAREDNESS ASSESSMENT	To provide Cabinet with an assessment on the preparedness of services to deliver the 2016/17 budget mandates.		Deb Mountfield
16TH MAY 2016 – INDIVIDUAL CABINET MEMBER DECISION			
12TH MAY 2016 – COUNCIL			
Improvement Plan 2016-17			Matt Gatehouse
25TH MAY 2016 – INDIVIDUAL CABINET MEMBER DECISION			
8th JUNE 2016 – CABINET			
Contaminated Land report for Cabinet decision			Huw Owen / David Jones
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2016/17, meeting 1 held on the 12th May 2016.		Dave Jarrett
Revenue & Capital Monitoring 2015/16 Outturn	To provide Members with information on the outturn position of the Authority for the 2015/16		Mark Howcroft

Subject	Purpose	Consultees	Author
Forecast Statement	financial year.		
6TH JULY 2016 – CABINET			
MTFP and Budget Process 2017/18	To highlight the context within the Medium Term Financial Plan (MTFP) will be developed for 2017/18 to 2020/21		Joy Robson
Budget Monitoring report – Period 2	The purpose of this report is to provide Members with information on the forecast outturn position of the Authority at end of month reporting for 2016/17 financial year.		Joy Robson/Mark Howcroft
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2016/17, meeting 2 held on the 23 rd June 2016.		Dave Jarrett
5TH SEPTEMBER 2016 - COUNCIL			
MCC Audited Accounts 2015/16(formal approval)	To present the audited Statement of Accounts for 2015/16 for approval by Council		Joy Robson
ISA 260 report – MCC accounts	To provide external audits report on the Statement of Accounts 2015/16		WAO
5TH OCTOBER 2016 – CABINET			
MTFP and Budget proposals for 2017/18	To provide Cabinet with revenue Budget Proposals for 2017/18 for consultation purposes		Joy Robson
Capital Budget Proposals	To outline the proposed capital budget for 2017/18 and indicative capital budgets for the 3 years 2018/19 to 2020/21		Joy Robson
2ND NOVEMBER 2016 – CABINET			
Welsh Church Fund working group	The purpose of this report is to make recommendations to Cabinet on the Schedule of		Dave Jarrett

Subject	Purpose	Consultees	Author
	Applications 2016/17, meeting 3 held on the 22 nd September 2016.		
Budget Monitoring report – Period 6	The purpose of this report is to provide Members with information on the forecast outturn position of the Authority at end of month reporting for 2016/17 financial year		Joy Robson/ Mark Howcroft
7TH DECEMBER 2016 – CABINET			
Welsh Church Fund working group	The purpose of this report is to make recommendations to Cabinet on the schedule of applications 2016/17, meeting 4 held on 20 th October 2016.		Dave Jarrett
Council Tax Base 2017/18 and associated matters	To agree the Council Tax Base figure for submission to the Welsh Government together with the collection rate to be applied for 2017/18 and to make other necessary related statutory decisions		Sue Deacy/Ruth Donovan
Review of Fees and Charges	To review all fees and charges made for services across the Council and identify proposals for increasing them in 2017/18		Joy Robson
Revenue & Capital Budget final proposals after public consultation	To present Revenue and Capital Budget proposals following receipt of final settlement		Joy Robson
11TH JANUARY 2017 – CABINET			
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2016/17 meeting 5 held on the 1 st December 2016.		Dave Jarrett
19TH JANUARY 2017 - COUNCIL			

Subject	Purpose	Consultees	Author
Final Budget Proposals			Joy Robson
Council Tax Reduction Scheme 2017/18			Ruth Donovan
1ST FEBRUARY 2017 – CABINET			
Budget Monitoring report – period 9	The purpose of this report is to provide Members with information on the forecast outturn position of the Authority at end of month reporting for 2016/17 financial year.		Joy Robson/Mark Howcroft
1ST MARCH 2017 – CABINET			
2016/17 Education and Welsh Church Trust Funds Investment and Fund Strategy 180 181	The purpose of this report is to present to Cabinet for approval the 2017/18 Investment and Fund Strategy for Trust Funds for which the Authority acts as sole or custodian trustee for adoption and to approve the 2016/17 grant allocation to Local Authority beneficiaries of the Welsh Church Fund		Dave Jarrett
Welsh Church Fund Working Group	The Purpose of this report is to make recommendations to Cabinet on the Schedule of applications 2016/17, meeting 6 held on the 19 th January 2017		Dave Jarrett
9TH MARCH 2017 - COUNCIL			
Final Composite Council Tax Resolution	To set budget and Council tax for 2017/18		Joy Robson
Treasury Management Strategy 2017/18	To accept the annual Treasury Management Strategy		Joy Robson
5TH APRIL 2017 – CABINET			

Subject	Purpose	Consultees	Author
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2016/17, meeting 7 held on the 9 th March 2017.		Dave Jarrett
3RD MAY 2017 – CABINET			
Welsh Church Fund Working Group	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications 2016/17, meeting 8 held on the 30 th March 2017.		Dave Jarrett