

AtkinsRéalis



Car Park Review

Monmouthshire County Council

June 2025

MONMOUTHSHIRE CAR PARK REVIEW

Notice

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1. Introduction

Monmouthshire County Council (MCC) are looking to review and update their previous Parking Strategy (2020-2030), undertaken in April 2020. As such, AtkinsRéalis have been commissioned to carry out an evidence led review of the existing operation and management of car parks under MCC control. Subsequently, recommendations for change will be considered in respect of updating the extant MCC Parking Strategy to ensure a forward thinking approach is developed to achieve an effective parking management regime.

AtkinsRéalis have completed a review of the Monmouthshire County Council Parking Strategy 2020-2030 looking at the recommendations that affect car parks. In total 44 car parks have been examined, located in Abergavenny, Caldicot, Chepstow, Monmouth, Usk, Gilwern, Goytre, Magor, Rogiet, Raglan and Tintern. These car parks range from long stay and short stay to leisure centre and visitor attraction car parks. Payable car parks are located in Monmouthshire's main towns including Abergavenny, Chepstow and Monmouth.

The existing charging regime for the MCC provision of parking in each town and village across Monmouthshire, both free / chargeable and short / long stay has been in place for over 10 years ever since the MCC Cabinet decision in September 2014. However, the price charged for car parking and permits within the regime has been set and agreed annually as part of the MCC budget review.

1.1 Background

Monmouthshire is a rural county in south-east Wales, bordering England to the east and providing a gateway to Bannau Brycheiniog (Brecon Beacons) National Park to the north. Monmouthshire attracted 2.3 million visitors in 2023, who contributed significantly to the economy of the county¹. The county's popularity among tourists, coupled with a sparse public transport network, supports the suggestion that MCCs car parks are essential to support local residents who use these car parks for daily activities, shopping, and commuting, as well as the visitor economy.

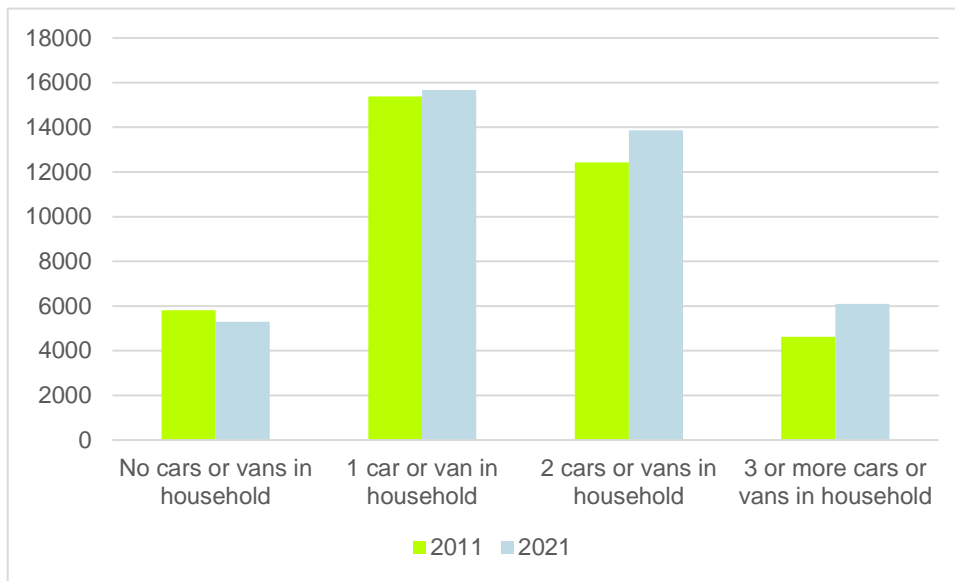
1.1.1 Car Ownership in Monmouthshire

Table 1-1 shows that the number of cars/vans per household has increased in Monmouthshire between 2011 and 2021. There was a decrease of 9% in the number of households with no cars of vans between 2011 and 2021, an increase of 2% in the number of households with 1 car or van, 12% increase of those with 2 cars of vans and 32% increase of those with 3 or more cars or vans.

¹ [Destination Intelligence - Visit Monmouthshire](#)



Table 1-1 - Car or Van Availability in Monmouthshire, 2011 to 2021 Comparison



(Source: Nomis and Office for National Statistics)

1.1.2 Monmouthshire County Council Parking Strategy 2020-2030

The existing Monmouthshire County Council Parking Strategy 2020-2030 was developed in April 2020, but was not formally adopted due to the impact of the Pandemic which disrupted travel patterns which have subsequently returned to a 'new normal'. The vision for parking recommended by the strategy is outlined below.

- Support the local economy (e.g. making it easier for people to visit towns in the County);
- Provide access to key services and facilities for groups of individuals with different sets of requirements (e.g. by providing appropriate Blue Badge parking provision);
- Encourage sustainable travel modes and help reduce reliance on the private vehicle (e.g. provision cycle storage and setting tariffs at appropriate levels);
- Meet residents' parking needs (e.g. reviewing Resident Parking Permits);
- Improve journey time reliability for road users (e.g. by designing and managing on-street and off-street parking to reduce traffic conflict and delays);
- Make Monmouthshire a safer place (e.g. by ensuring that parking is 'safer by design');
- Enhance the built and natural environment (e.g. reducing the amount of land required for parking and by improving the streetscape through civil parking enforcement); and
- Reduce competition between towns in the wider region (e.g. by setting car parking charges and standards that are consistent with surrounding local authorities).

This vision leads to the following overarching objective for the review of the parking provision in Monmouthshire:-

To support the economy by ensuring appropriately priced parking is available for all visitors, residents and commuters including Blue Badge holders and those using public Electric Vehicle charging points. Monmouthshire will provide safety and parking features to encourage modal shift.

Any recommendations proposed will be evidence led, where possible, or vision led to help support the overarching review objective, with appropriate refinement to support specific localised issues observed or concerns raised.



The 2020 Strategy made 16 recommendations of which 9 specifically relate to car parking provision and parking enforcement. The relevant recommendations from the 2020-2030 Parking Strategy that have been reviewed in 2024 are summarised below:-

R1 – Data Collection and Management

Undertake comprehensive data collection every three years to effectively review tariffs, maintenance, supply and enforcement of both on and off-street parking across Monmouthshire.

R2 - Technology

Explore a variety of technological improvements that will enhance the parking ‘experience’ for users; and advance the Council’s capability to effectively and efficiently manage all Council owned parking facilities.

Explore the introduction of technology.

Review whether the contactless and cash systems are effectively meeting the needs of users of parking facilities across Monmouthshire.

R2a – Technology – Electric Vehicle Charging

The Council is committed to providing electric vehicle charging facilities in accordance with the Council’s Climate Emergency Strategy. The Council will explore the introduction of charging points and tariffs.

R3 – Parking Tariff

On an ongoing basis review parking tariffs.

R4 – Tourist Parking Facilities

Evaluate the availability of coach parking, and tariffs, through consultation with tourist attractions and coach providers.

R5 – Short and Long Stay Provision

Encourage long-stay parking outside of the ‘core’ of town centres, market towns and villages throughout Monmouthshire through tariffs and/or availability of long-stay spaces.

Prioritise short-stay parking in ‘core’ areas through tariffs and availability of short-stay spaces.

Review and where necessary, re-allocate parking provision to meet demand or to encourage modal shift such as removing parking for private motorised transport for bicycle parking.

R6 – On-street parking

The Council will continue to review the provision of on-street parking through exploring the reallocation of spaces to sustainable forms of transport or for leisure uses in accordance with the town centre regeneration strategies.

A review will be undertaken into charging for on-street parking in-line with off-street parking and residential permit areas.

R7 – Residential Parking Permit

Investigate, where appropriate, resident parking permit schemes or resident parking zones in consultation with residents affected by on-street parking problems, to ensure a consistent approach to issuing permit parking.

R8 – Blue Badge Parking

Ensure parking standards for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum) and the Council’s Parking Standards to ensure spaces are efficiently and effectively utilised.

On an ongoing basis explore the introduction and implementation of disabled parking tariffs.

R12 – Parking Enforcement

To ensure the Council enforce parking restrictions effectively and efficiently under its civil parking enforcement regime,

1.1.3 2024 Technical Review Data Sources

Since 2020 there has been a significant period of local and national lockdown due to Covid 19 restrictions which prevented unrestricted travel. Consequently, this 2024 data review will collate and analyse the evidence to progress the 2020 recommendations and where required, enhancement or refine the 2020 recommendations as appropriate. Any additional recommendations identified from the evidence will highlight advantages and disadvantages for their consideration for implementation. The 2024 review has been developed through a series of workstreams and discussions which include:-:



- An analysis of car parking data including ticket transactions and occupancy data;
- A review of relevant MCC and Welsh policies;
- Benchmarking of MCC's existing parking regime against similar and neighbouring local authorities;
- A review of parking payment equipment;
- A review of the approach to electric vehicle charging provision;
- A review of the management of enforcement;
- A review of the car parking fee structure;
- A review of MCC's parking estate and consideration of the potential for asset transfer based on existing utilisation; and
- An investigation of how behavioural change analysis could be used to influence changes in parking behaviour.

Data Analysis – Occupancy

MCC provided data collected by Severnside Transportation Data Collection for 34 car parks covering a one-week period in January, March and June of 2022, as well as September/October of 2024. Data for 2024 covered a one-week period in either September or October, and included data for additional visitor attraction and leisure centre car parks, which were not previously surveyed in 2022. A total of 44 car parks were surveyed in 2024 using fixed video cameras to capture vehicle access/egress movements over a week and the data analysed. Data at three additional sites² was analysed, but excluded from further review due to anomalies identified in the data.

The data collected by Severnside Transportation Data Collection detailed the number of cars accessing and egressing each car park within each 15-minute interval surveyed, along with the corresponding hourly totals. AtkinsRéalis have utilised these hourly totals to calculate parking accumulation in each car park at each hour of the day.

Data Analysis – Transactions

MCC provided data for tickets purchased at (payable) council-owned car parks through both physical machines and digital tickets purchased via the PayByPhone app. Data for tickets purchased at physical machines covered the period from February to November 2024, and data for digital tickets covered the period from January to November 2024. The transaction analysis therefore focused on the 10-month period from February to November 2024 to capture the full transactions for each month.

The ticket machine data provided the total monthly revenue for each ticket type. However, the PayByPhone data revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold. The analysis was carried out in two stages from February to March and from April to November, making sure to capture the price changes before and after April 2024.

Benchmarking

Research into authorities of a similar character and/or bordering Monmouthshire was undertaken to examine their car parking strategies and tariff structure. This information was obtained from the relevant council's website in December 2024 and confirmed, where possible, on site. Where the parking strategy for particular local authorities was not in the public domain other relevant information was noted from each Council's website.

² Sports Ground in Monmouth (private car park), Severn Tunnel Junction in Rogiet (TfW car park) and Jubilee Way in Caldicot (Jubilee Way site video camera locations captured movement into/out of both the private land adjacent to the council-owned car park and the car park itself without being able to identify the car park utilisation).



Enforcement

Information regarding enforcement of car parking in Monmouthshire was provided by MCC for activities currently carried out by their staff. Investigation of concerns and issues regarding civil enforcement in Monmouthshire was carried out through discussion with Councillors, Business Forum and MCC Officers.



2. Baseline Position

This section presents an overview of the baseline information for MCC owned car parks in a series of maps that show the detail of

- a) the maximum available capacity of parking spaces by town and individual car park
- b) the type of car park (paid, free, leisure centre, etc.) overlaid on a map showing the Welsh Index of Multiple Deprivation (WIMD) for each area. These also include the free supermarket car park locations, where appropriate, which are not managed by MCC.
- c) the availability of Electric Vehicle (EV) charging facilities in car parks.

A summary of the occupancy and transaction analysis is then presented for each of the MCC managed car parks, with the full detailed analysis attached in Appendix A.

2.1 Car Park Capacity



Figure 2-1 and Table 2-1 excludes leisure centre, visitor attraction and season permit only spaces. It should be noted that Abergavenny has the most spaces (1381 of which 297 free).

Table 2-1 - Total number of spaces by town³

Place	Number of free spaces	Number of payable spaces	Total number of spaces
Abergavenny	297 ⁴	858	1381
Caldicot	175		175
Chepstow	98	502	600
Gilwern	24		24
Goytre	22		22
Magor	92		92
Monmouth	477	202	679
Raglan		54	54
Rogiet		244	244
Usk	254		254

³ This does not include leisure centre, visitor attraction or season permit only spaces.

⁴ Abergavenny's only free car park – Byefield Lane, is chargeable on Tuesdays.



Figure 2-1 - Total number of spaces by place

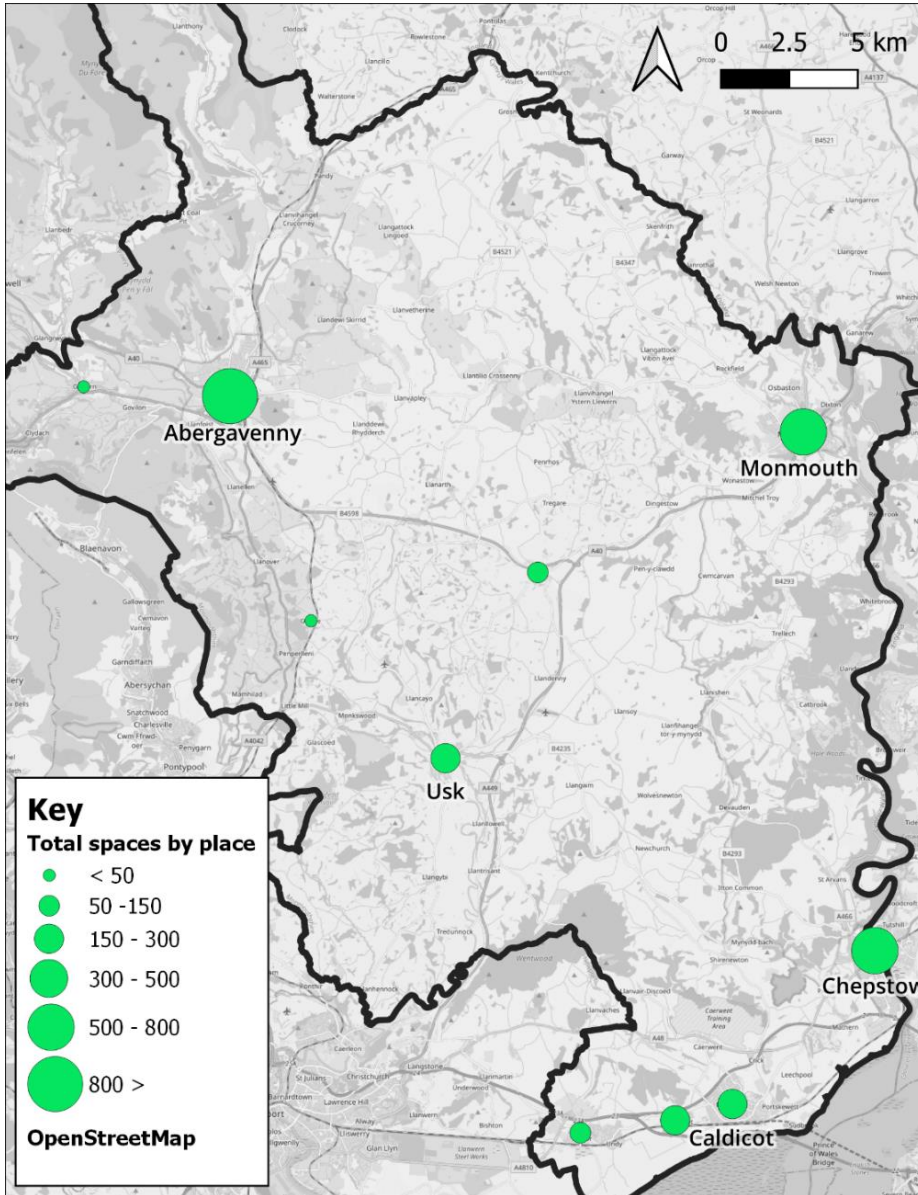


Figure 2-2 to Figure 2-6 show the capacity of individual car parks in each of Monmouthshire’s main towns, showing the total number of spaces by car park, including leisure centre, visitor attraction and season permit only spaces.



Figure 2-2 - Abergavenny car park capacity

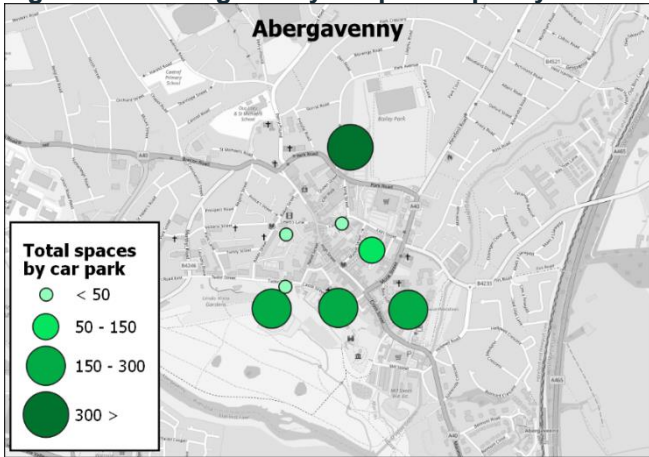


Figure 2-3 - Monmouth car park capacity

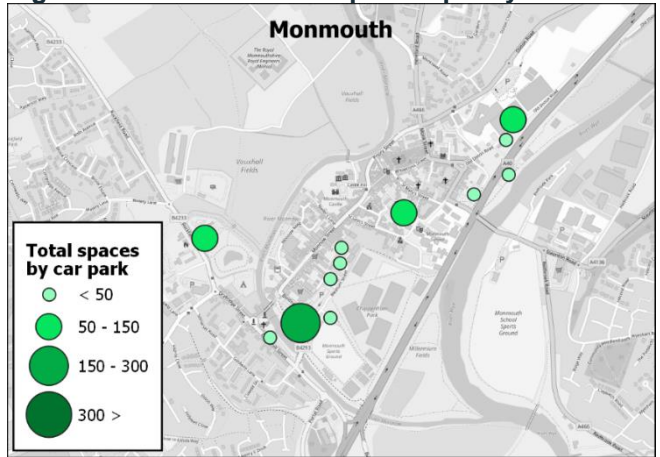


Figure 2-4 - Usk car park capacity

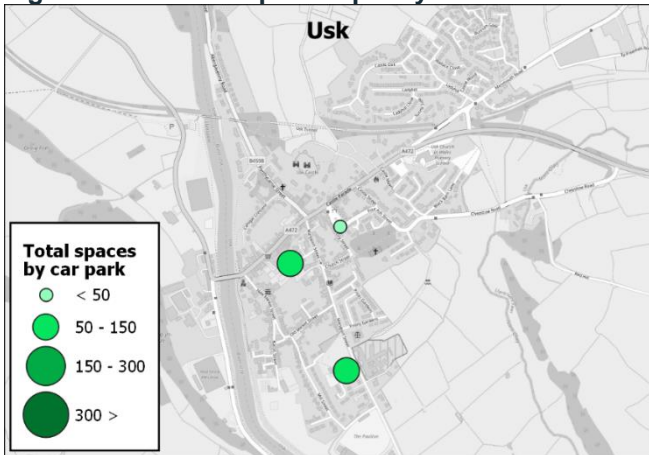


Figure 2-5 - Chepstow car park capacity

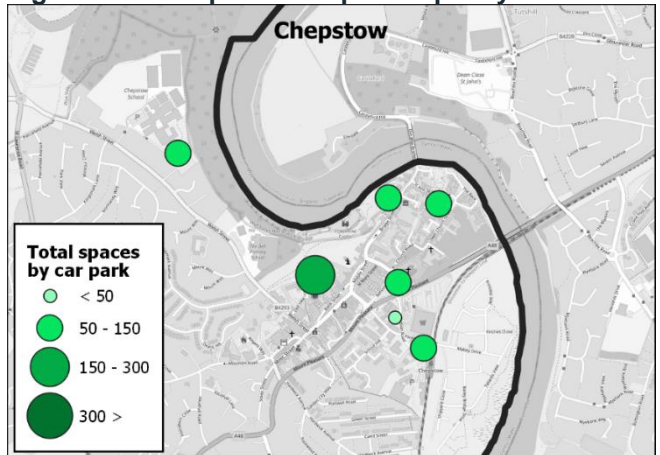
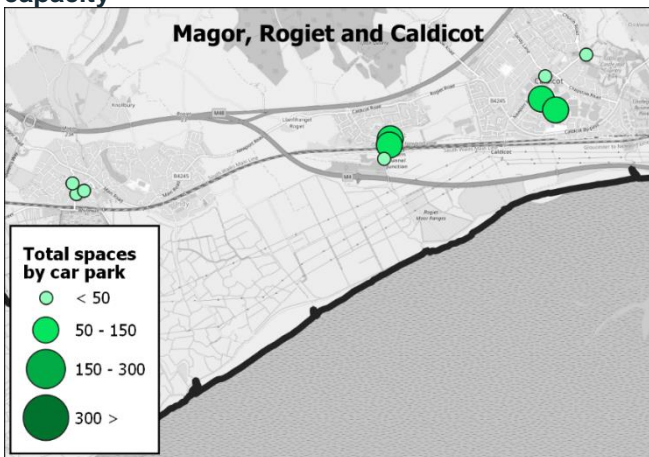


Figure 2-6 - Magor, Rogiet and Caldicot car park capacity



2.2 Cost of Parking

Figure 2-7 to Figure 2-12 present the cost of parking in Monmouthshire overlaid on a map showing overall WIMD 2019 data to show areas where there are some higher deprivation rates in relation to parking charges and possible availability of income to pay those charges. It can be seen that in Abergavenny (Figure 2-8) only 1 out of its 8 car parks is free of charge (Byfield Lane – excluding Tuesday Market days), despite there being a pocket of deprivation within the town. Usk only has free car parks, despite being within the 50% least deprived area. Also shown on these figures are town centre supermarket car parks which are free to customers with the associated allowed parking time limits.

Figure 2-7 - Monmouthshire cost of parking and WIMD 2019 data (overall domain)

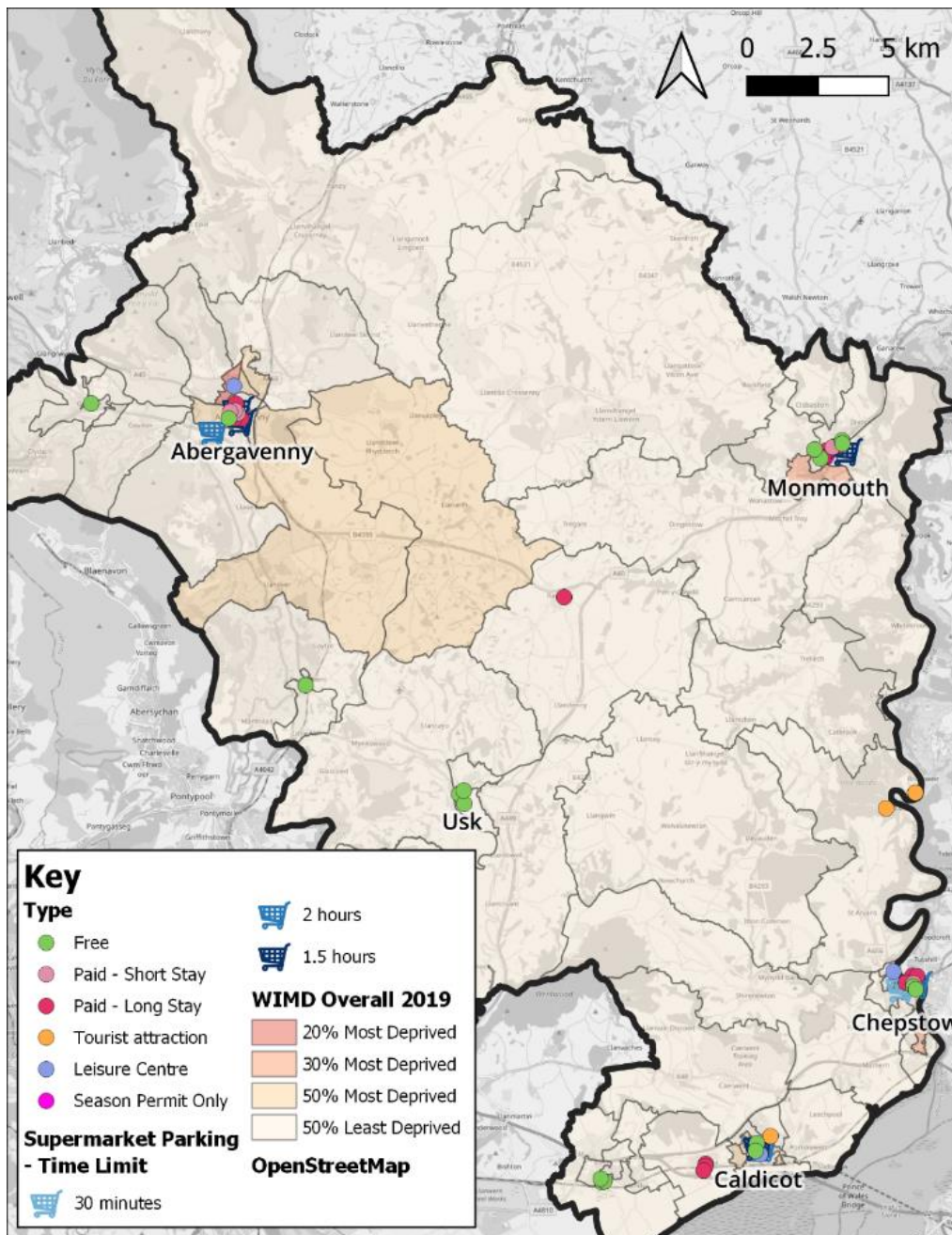


Figure 2-8 - Abergavenny cost of parking and WIMD data (Byefield Lane shown as 'Free')

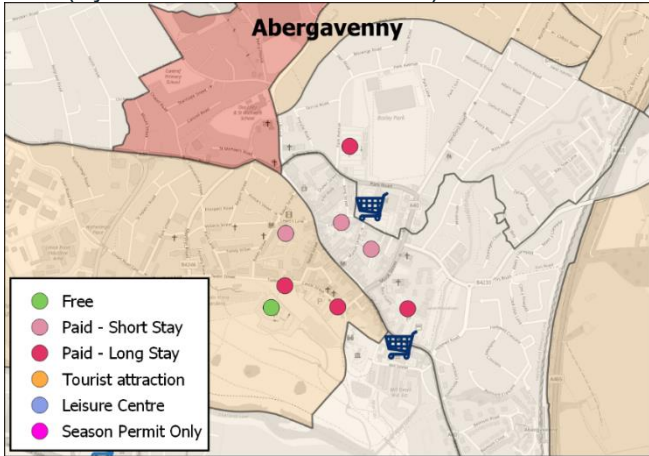


Figure 2-9 - Monmouth cost of parking and WIMD data

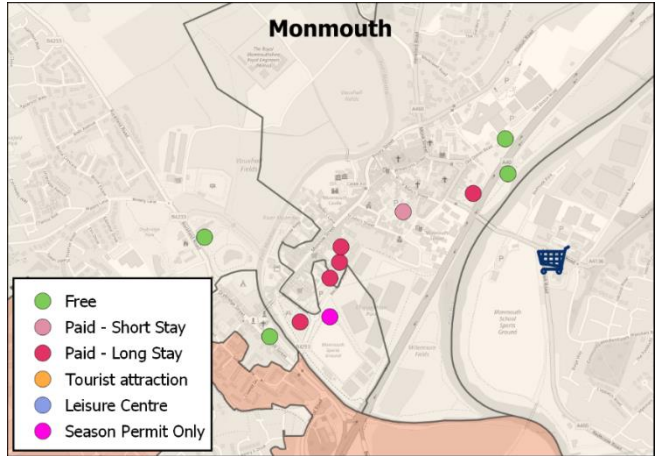


Figure 2-10 - Usk cost of parking and WIMD data

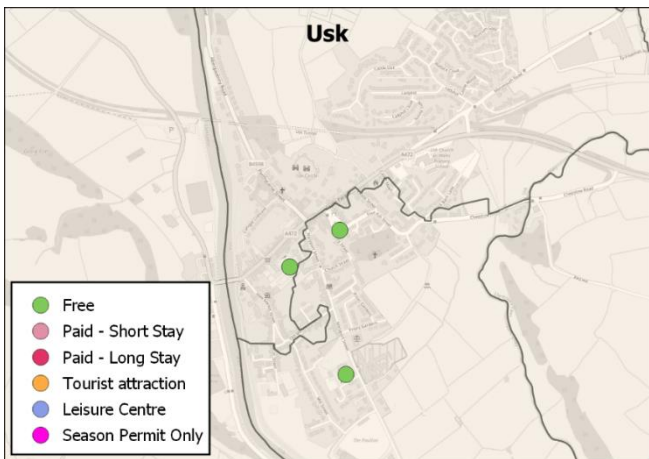


Figure 2-11 - Chepstow cost of parking and WIMD data

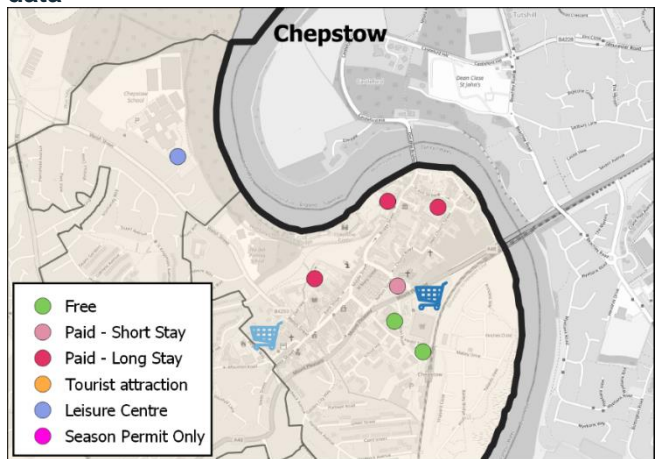
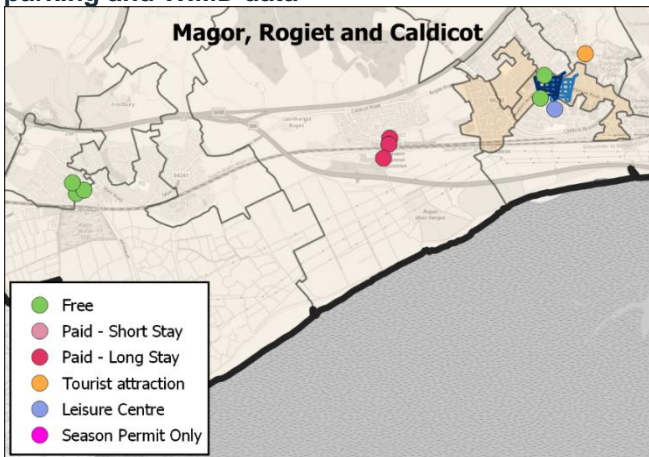


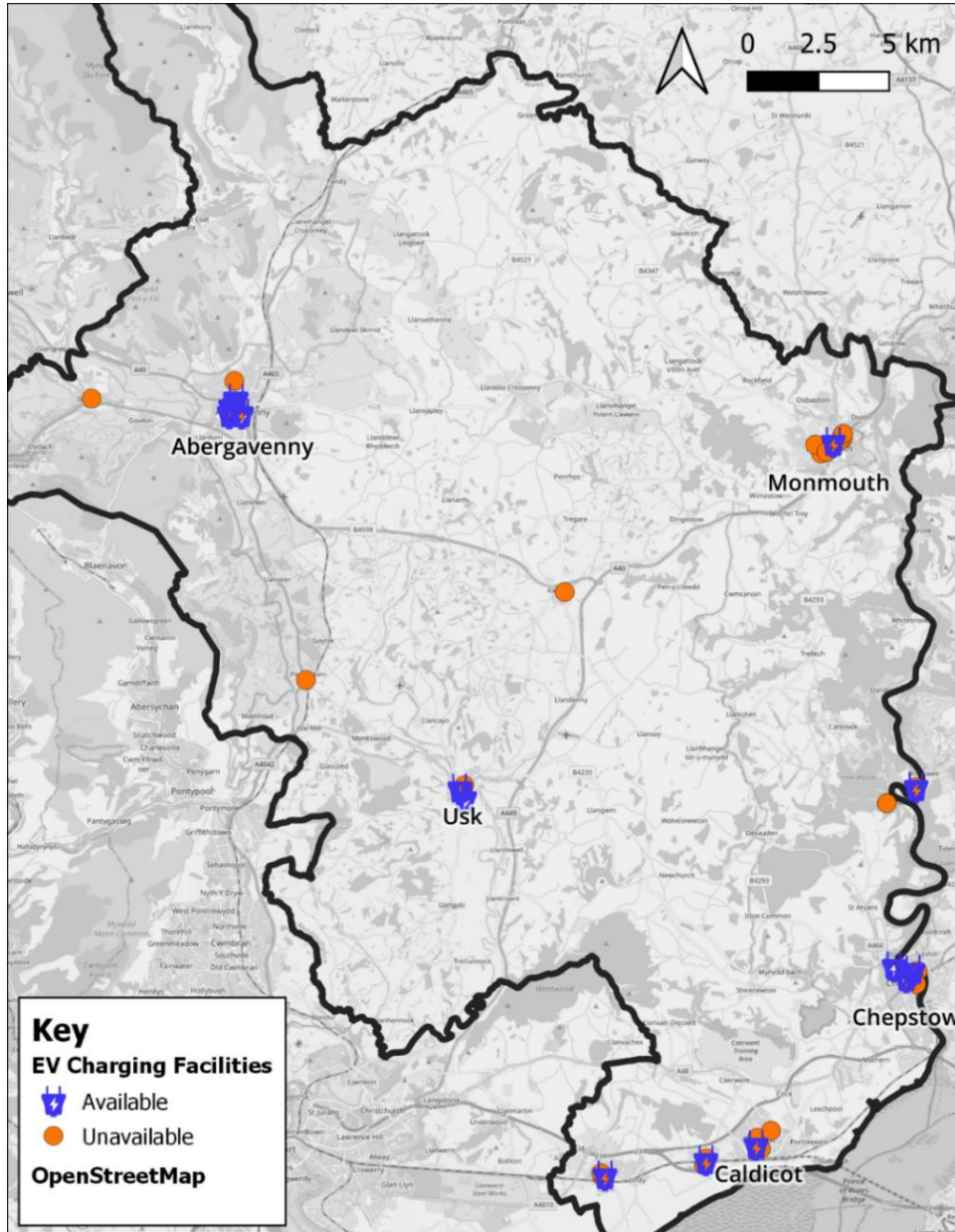
Figure 2-12 - Magor, Rogiet and Caldicot cost of parking and WIMD data



2.3 EV Charging Availability

Figure 2-13 to Figure 2-17 present the availability of EV charging facilities in Monmouthshire within Council owned and managed car park. Each of the main towns; Abergavenny, Monmouth, Usk, Chepstow and Caldicot all have EV charging options available for public use in some of their car parks.

Figure 2-13 - Monmouthshire EV charging availability⁵



⁵ Source: [Electric Vehicle Charge Points - Monmouthshire](#)



Figure 2-14 - Abergavenny EV charging availability

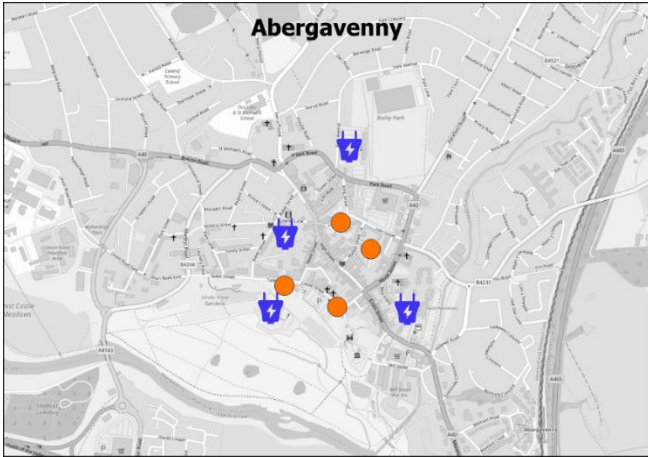


Figure 2-15 - Monmouth EV charging availability

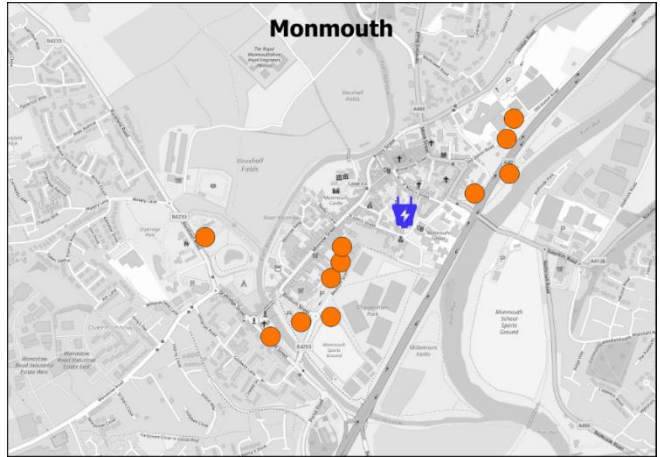


Figure 2-16 - Usk EV charging availability

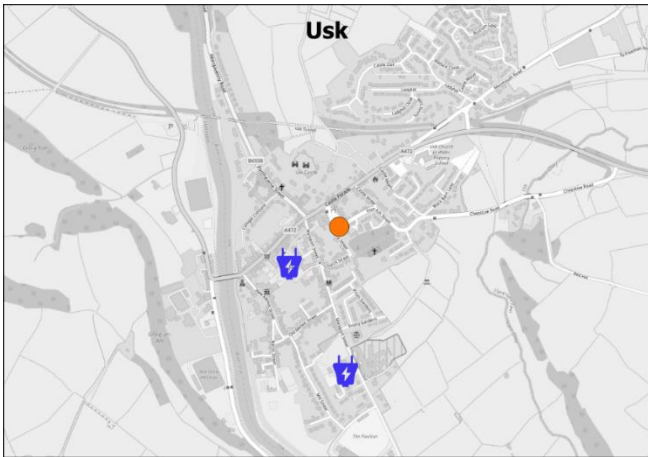


Figure 2-17 - Chepstow EV charging availability

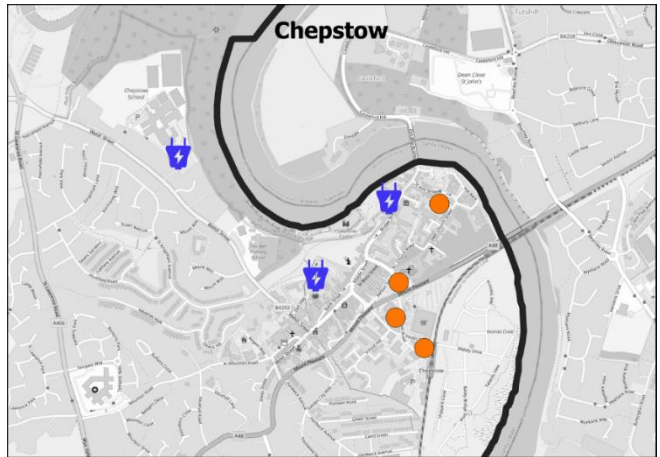
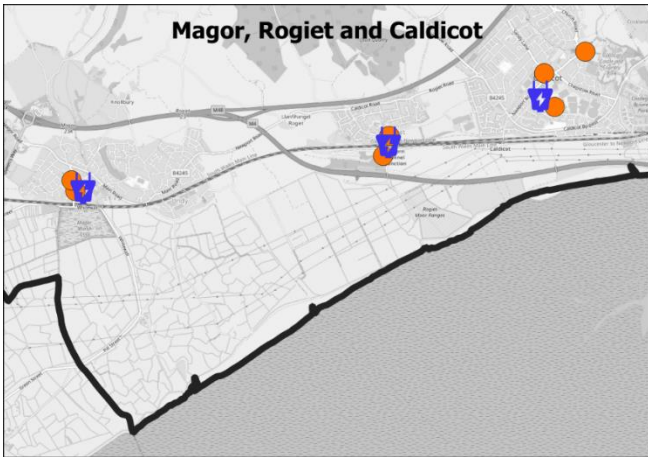


Figure 2-18 - Magor, Rogiet and Caldicot EV charging availability



2.4 Occupancy Analysis

Data was provided by MCC (collected by Severnside Transportation Data Collection) which detailed the number of cars accessing and egressing each car park and the corresponding hourly totals. The data available for analysis is not continuous, but covers a number of 'snap-shot' data collection weeks in different years which may not be fully representative of the annual picture. However, the total number of vehicles in a car park at each hour was determined from this data by summing the number of cars accessing and deducting the number egressing each car park to provide a reasonable measure of the likely occupancy levels. The percentage (%) occupancy of each car park, where the limited data was available, was then determined by dividing the total number of vehicles in a car park, with the total number of spaces⁶.

The highest percentage occupancy for weekdays, Saturdays and Sundays in both 2022 and 2024, as well as the time of day that the occupancy reaches its peak(s) has been presented Appendix A, alongside detailed graphs for car park and week where data was available. These highest occupancy percentages are used to determine the average peak occupancies for each car park by year. Where data was available, the occupancy levels along with the car park type and total number of spaces are shown in Table 2-2.

Using the data currently available, we have been able to gain a broad understanding of car park occupancy levels, identifying general usage patterns and peak periods. While this provides a useful starting point, a more detailed and systematic data collection process would be beneficial. Enhanced data granularity would support more accurate analysis, enabling a clearer and more robust picture of occupancy trends to inform future planning and operational decisions.

The full analytical methodology is provided within Appendix A.

Table 2-2 - Average Peak Occupancy

Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
Abergavenny	Brewery Yard	Short Stay Pay and Display	91	63%	78%
	Bus Station	Long Stay Pay and Display	160	89%	100%
	Byefield Lane	Other - Pay and Display on Tuesday	297	113%	107%
	Castle Street	Long Stay Pay and Display	226	98%	89%
	Fairfield	Long Stay Pay and Display	482	63%	63%
	Tiverton Place	Short Stay Pay and Display	65	90%	102%
	Trinity Terrace	Short Stay Pay and Display	38	75%	64%
	Tudor Street	Long Stay Pay and Display	22	-	78%
	Abergavenny Leisure Centre	Leisure Centre	48 ⁷	-	-

⁶ Including disabled, EV and parent and child spaces.

⁷ Uncertainty around total number of spaces at time of survey



Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
Caldicot	Jubilee Way	Free	57	89%	-
	Woodstock Way	Free	118	17%	38%
	Caldicot Leisure Centre	Leisure Centre	70	-	109%
	Caldicot Castle (Small car park off Church Road)	Visitor attraction	18	-	-
	Caldicot Castle (Main car park)	Visitor attraction	65	-	81%
Chepstow	Castle Dell	Long Stay Pay and Display	101	44%	43%
	Drill Hall	Other - Long Stay Pay and Display	83	36%	18%
	Nelson Street	Short Stay Pay and Display	92	72%	74%
	Station Road	Free	43	47%	59%
	Welsh Street	Long Stay Pay and Display	226	61%	73%
	The Station Car Park	Free	55	83%	78%
	Chepstow Leisure Centre	Leisure Centre		-	77%
Monmouth	Chippenham	Long Stay Pay and Display	35	113%	126%
	Cornwall House ⁸	Long Stay Pay and Display	46	39%	53%
	Glendower Street	Short Stay Pay and Display	134	60%	43%
	Monnow Street	Long Stay Pay and Display	41	59%	41%
	Cattle Market	Long Stay Pay and Display	188	77%	86%
	Cinderhill Street	Free	41	44%	57%
	Old Dixton Road	Free	32	65%	47%
	Rockfield Road	Free	109	72%	80%
	Rowing Club	Free	20	-	230%
	Sports Ground	Season Permit Only	9	-	-
	Wyebridge Street ⁹	Long Stay Pay and Display	33	-	39%

⁸ Note that Cornwall House offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

⁹ Note that Wyebridge Street offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town



Place	Name	Type	Total Spaces	Average Peak Occupancy	
				2022	2024
	Monmouth Leisure Centre	Leisure Centre	76	-	112%
Usk	Maryport Street North	Free	153	97%	91%
	Maryport Street South	Free	86	70%	74%
	Twyn Square	Free	15	-	47%
Gilwern	Main Road	Free	24	-	32%
Goytre	Goytre Village	Free	22	-	36%
Magor	Magor Square	Free	34	77%	85%
	Sycamore Terrace	Free	32	-	71%
	Withy Close	Free	26	-	58%
Rogiet	Playing Fields	Other - Long Stay Pay and Display	70	-	53%
	Severn Tunnel Junction	Other - Long Stay Pay and Display	144	-	-
	Country Park	Other - Long Stay Pay and Display	30	-	-
Raglan	Chepstow Road	Long Stay Pay and Display	54	52%	51%
Tintern	Wireworks	Visitor attraction	34	-	47%
	Old Station (including overflow)	Visitor attraction	46	-	75%

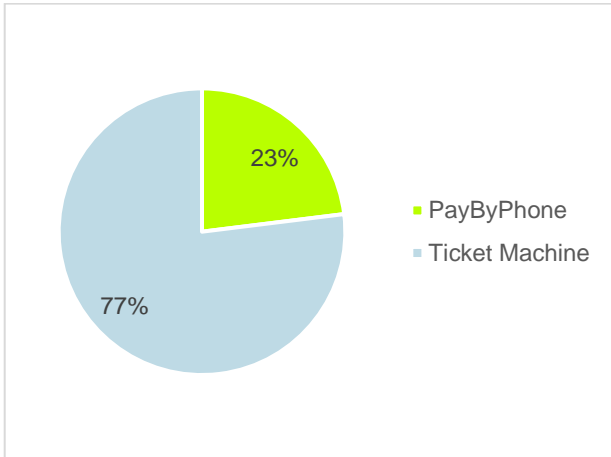
It should be noted that the castle was closed during the November/December survey period, leading to significantly less visitors in the 'visitor attraction' car park.

2.5 Transaction Analysis

Transaction data was received separately from MCC for tickets purchased at physical ticket machines in MCC car parks and digital tickets purchased via the PayByPhone app. The split between tickets purchased via the ticket machines and the PayByPhone app is presented in Figure 2-19. However, this graph has only included ticket types which were available to purchase at both ticket machines and using the PayByPhone app.



Figure 2-19 - Method of Purchase



Graphs detailing the total ticket sales and total ticket revenue for short stay, long stay and 'other' car parks are provided in Appendix A. While the physical ticket machine data provided the monthly revenue for each ticket type, the PayByPhone all did not. Therefore, the revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold, whilst making sure to capture the price changes before and after April 2024.

Table 2-3 provides a summary of the general ticket types available at short stay and long stay MCC car parks, the percentage of the total ticket sales, and the percentage of the total revenue from ticket sales that these made up.

Table 2-3 - Ticket Type Percentage of Sales/Revenue

Car Park Type	Ticket Type	% of Total Ticket Sales	% of Total Revenue from Ticket Sales
Short Stay	2 hour	67%	60%
	3 hour	19%	20%
	4 hour	15%	20%
Long Stay	2 hour	55%	42%
	3 hour	23%	21%
	4 hour	15%	18%
	All day	8%	19%

3. Estate Review and Asset Transfer

This section considers the utilisation of car parks based on the detailed data analysis provided within Appendix A and the full Estate Review and Asset Transfer analysis provided within Appendix B. The data has been analysed for both total ticket sales and total revenue from the ticket sale records for each month for the chargeable car parks.

3.1 Underutilised Car Parks

The following car parks have an average peak occupancy of under 40% and these are car parks where there may be opportunities to intensify use, in particular to relieve pressure on other car parks nearby. It is worth noting that some of these car parks only have occupancy data available in one year and therefore they would require further analysis before any final decisions are made.

The car parks with an average peak occupancy less than 40%, where there are options to use other car parks, are:

- Drill Hall, Chepstow
- Woodstock Way, Caldicot
- Wyebriidge Street, Monmouth

Despite having an average peak occupancy of 35% in November/December 2024, Caldicot Castle and Country Park car park has been excluded from this list as the castle itself was closed during the survey period¹⁰ leading to much reduced footfall. A survey conducted during the high season when the castle is open (summer holidays for example) would capture a more accurate the true utilisation of the car park, which provides an important function to the County's visitor economy. In addition, it should also be noted that, Main Road in Gilwern and Goytre Village in Goytre are the only car parks in these two villages and therefore have also been excluded from the above list.

For underutilised car parks asset transfer could also be explored. However, no car parks have been identified that have an average peak occupancy of under 15% where this could be a consideration based on engineering judgement, so no asset transfer is recommended at this time. However, the reallocation of some space within underutilised car parks could be explored for use by other sustainable modes, such as car clubs, bike storage and public transport etc.

3.2 Overutilised Car Parks

These are car parks which could potentially be explored to be expanded, although there would be significant challenges to this, and therefore signage to nearby car parks could be improved as a first step to provide a better distribution of parking demand to other nearby and less utilised car parks. It is worth noting that some of these car parks only had occupancy data available in one year, and there should be further analysis before any final decisions are made. It should also be noted that occupancy levels over 100% will sometimes reflect cars entering the car park and waiting for spaces to become available and/or cars parking outside of the formal marked bays.

The car parks identified as overutilised are:

- Chippenham, Monmouth
- Monmouth Leisure Centre, Monmouth
- Caldicot Leisure Centre, Caldicot

¹⁰ Open from 26th March to 3rd November in 2024 ([Caldicot Castle Pre-Visit Information.pdf](#))



- Byefield Lane, Abergavenny
- Tiverton Place, Abergavenny
- Bus Station, Abergavenny

The Rowing Club site in Monmouthshire has not been highlighted here, despite an average occupancy rate recorded as 230%. This occupancy rate has been observed when cars are utilising all the available space which exceeds the number of marked parking bays. MCC Officers have confirmed this is a regularly observed occurrence without causing any significant issues, but additional marked spaces could be considered although it is noted that the area is prone to flooding and as such it would be increase the risk of complaints to MCC if additional formal parking bays were marked out for use.

Monmouth and Caldicot Leisure Centre car parks have been identified to have an average peak occupancy rate over capacity. To ease this congestion, it is recommended that MCC ensures that leisure centre car parks are clearly marked for customer use only..

3.3 Next steps

Of the eleven car parks presented as either under or over utilised, five were either missing 2022 data, or the available data was identified to be incorrect. Therefore, these should be re-surveyed prior to any final decisions being made.

Pilot schemes for initiatives like strategic or dynamic pricing with improved signage could be developed to manage over and underutilised car parks. Prior to any rollout to the targeted car parks a full assessment of the impacts on revenue, customer (shoppers, residents, commuters and local businesses) should be carried out. In addition to engagement with stakeholders mostly likely to be impacted.

3.4 Summary of Estate Review and Asset Transfer

This section has identified both underutilised and overutilised car parks across MCC's parking estate, highlighting opportunities for improved efficiency and better distribution of parking demand. While no car parks currently meet a threshold for asset transfer, there is scope to explore alternative uses for space within underutilised sites, such as sustainable transport initiatives. For overutilised car parks, particularly those near leisure centres, measures to prioritise customer use could be considered. Additionally, to alleviate pressure on high-demand sites and improve traffic flow, the introduction of live capacity information and wayfinding could be explored. Given the variation in usage and charging across the estate, further data collection and stakeholder engagement could also be undertaken to review the consistency and rationale of current parking charges. Further data collection and stakeholder engagement will be essential before implementing any changes.



4. Policy and Benchmarking

A literature review of policy, parking strategies (where available) and parking charge regimes has been used to inform a benchmarking exercise against other areas, including neighbouring local authorities, and local authorities of a similar character to Monmouthshire. This is provided in full within Appendix B and is summarised below for the 11 local authorities identified, including:

- Torfaen;
- Newport;
- Blaenau Gwent;
- Herefordshire;
- Powys;
- Forest of Dean District Council, Gloucestershire;
- Neath Port Talbot;
- Carmarthenshire;
- Ceredigion;
- Gwynedd; and
- Shropshire.

4.1 Policy Overview

This section provides an overview of key national policies in Wales, with relevance to car parking. The full review of relevant policy and a summary of 'Transport in Rural Areas: Local Authority Toolkit' developed by the Department for Transport is included in a supporting Technical Note in Appendix B.

Llwybr Newydd: the Wales Transport Strategy 2021¹¹

The Wales Transport Strategy (WTS) is the core document for all decision making in respect of transport initiatives in Wales. The strategy calls for a transport system fit for future generations which integrates with the Well-being of Future Generations (2015) Act. In reference to parking, the WTS identifies the need to tackle illegal pavement parking, encourage behavioural change of individuals from private cars to more sustainable transport modes, expanding EV charging facilities and developing parking areas that can serve multiple purposes, such as including spaces for bicycles and EVs.

WTS also sets out transport responsibilities in Wales, detailing that local authorities, like MCC will lead on transport policy/planning for roads, streets and parking.

Under the WTS's roads, streets and parking mini-plans, set out by Welsh Government (WG) to be achieved by 2040, all transport initiative will have made a significant positive contribution to each of the four well-being ambitions, including people and communities, the environment, economy and places and culture and the Welsh language. Notably, ensuring the optimum location of parking and effective parking management will have a positive impact on economy and places.

¹¹ [Llwybr Newydd A New Wales Transport Strategy 2021: full strategy](#)



National Transport Delivery Plan 2022-2027 (Wales)¹²

The National Transport Delivery Plan calls for local authorities in Wales to address pavement parking, consider shifts away from private car use, deliver EV charging facilities (with the support of WG) and develop policies on parking for all vehicle types to drive mode shift to more sustainable transport.

Notable programmes, projects and interventions in relation to parking, set out in the National Transport Delivery Plan include the continuation of developing parking policies that are in support equality and modal shift (timescale 2022-2025).

Electric Vehicle Charging Strategy for Wales¹³

Notable points from the Electrical Vehicle Charging Strategy include:

- **Integration of Charging Infrastructure:** Local authorities are encouraged to incorporate electric vehicle (EV) charging points in parking areas, supporting the transition to EVs and ensuring accessibility for users.
- **Sustainable Transport Goals:** The strategy aligns with broader goals of decarbonisation and sustainable transport.
- **Public and Private Sector Collaboration:** Local authorities are key partners in implementing the strategy, working with the Welsh Government and the private sector to enhance charging infrastructure.
- **Regulatory and Planning Levers:** Local authorities will use planning guidance and regulations to facilitate the installation of EV charging points, ensuring they meet local needs and standards.
- **Localised Benefits:** The strategy aims to deliver local social, environmental, and economic benefits, which can be integrated into local parking reviews to support community well-being and economic growth.

4.2 Parking Charges overview

An overview of the parking charges for neighbouring local authorities has been provided within Table 4-1. The information summarised in the table is based on publicly available information taken from each Authority's website during December 2024. This table focuses particularly on ticket types which are also available in Monmouthshire as well as the commonly available 1-hour ticket, which is not available under MCC's current tariff structure. The full benchmarking table is provided within Appendix B.

It should be noted that Torfaen and Blaenau Gwent County Borough Councils, which additionally border Monmouthshire, have no fee charges for their council-owned car parks.

¹² [National Transport Delivery Plan 2022 to 2027](#)

¹³ [Electric vehicle charging strategy for Wales: action plan | GOV.WALES](#)



Table 4-1 - Comparison of Charges against Neighbouring Authorities

	MCC	Newport	Herefordshire				Powys	
Location	General tariff structure (some car parks follow different structures)	General tariff structure	Hereford	Leominster	Ledbury	Ross-on-Wye	Knighton	County-wide tariff structure
Charging hours	Charges apply Mon - Sat: 8am to 6pm Sunday: Free 2 hours, £1.30 for remainder of day	Charges apply Mon - Sun: 8am to 8pm (and some 24 hour car parks)	Charges apply Mon - Sat: 8am to 8pm in Hereford, and until 6pm elsewhere Sunday: Reduced tariffs for 2+ hours in Hereford, and free elsewhere Charges shown are the highest per type/town					
Free council-owned car park	✓	✓	✓					✓
1 hour			Zone 1: £1.80 Zone 2: £1.60 Zone 3: £1.00	Zone 1: £1.20 Zone 2: £1.00 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £0.70 Zone 3: £1.00	Zone 1: £1.40 Zone 2: £1.20 Zone 3: £1.00	£0.70	Short Stay: £1.40
2 hours	£2.00		Zone 1: £3.60 Zone 2: £3.20 Zone 3: £2.00	Zone 1: £2.40 Zone 2: £2.00 Zone 3: £2.00	Zone 1: £2.80 Zone 2: £1.90 Zone 3: £2.50	Zone 1: £2.80 Zone 2: £2.40 Zone 3: £2.00	£1.40	Short Stay: £2.50 Long Stay: £2.50



Location	General tariff structure (some car parks follow different structures)	General tariff structure	Hereford	Leominster	Ledbury	Ross-on-Wye	Knighton	General tariff structure
3 hours	£2.40	£2.80	Zone 1: £5.40 Zone 2: £4.80 Zone 3: £3.00	Zone 2: £2.70	Zone 1: £4.20 Zone 2: £3.10	Zone 1: £4.20 Zone 2: £3.60	£2.10	
4 hours	£3.00		Zone 1: £7.20 Zone 2: £6.40 Zone 3: £4.00	Zone 2: £3.60	Zone 1: £5.60	Zone 2: £4.80		Long Stay: £3.25
All day/24 hours	£6.20	£6.70	Zone 1: £16.20 Zone 2: £8.00 Zone 3: £5.00	Zone 2: £4.50 Zone 3: £3.00	Zone 1: £7 Zone 2: £4.30 Zone 3: £2.50	Zone 2: £6.00 Zone 3: £2.50	£2.80	Long Stay £4.00



4.3 Summary of Policy and Benchmarking

This section has reviewed relevant national policy and benchmarked Monmouthshire County Council's (MCC) parking approach against neighbouring and comparable local authorities. The findings underscore a growing national emphasis on sustainable transport, the integration of electric vehicle (EV) charging infrastructure, and the need for adaptable, multi-functional parking provision that supports broader mobility goals.

Benchmarking indicates that MCC's current charging structure remains broadly competitive, particularly given the popularity of the 2-hour ticket and the absence of significant underutilisation across the estate. However, to ensure that parking continues to support the economic vitality of town centres, while also funding the essential management and maintenance of the parking estate, a strategic review of parking charges is warranted.

Such a review should assess whether current tariffs remain fit for purpose in light of evolving travel behaviours, inflationary pressures, and the increasing costs associated with maintaining a high-quality parking offer. It should also consider how income from parking can be more effectively aligned with the delivery of sustainable transport objectives, including the rollout of EV infrastructure and improved user experience.

In the short term, retaining the existing tariff structure may be appropriate. However, to ensure long-term resilience and transparency, MCC should explore a more coherent and consistent approach to charge variations across locations. This would support both operational efficiency and public understanding, while reinforcing the role of parking as a strategic tool in shaping sustainable, economically vibrant communities.



5. Equipment

This section provides an overview of the different revenue collection mechanisms and EV charging equipment that can be deployed. It summarises and highlights the key information presented within Appendix D.

5.1 Payment Mechanisms

A literature review has been completed that provides an insight into the different methods of parking payment mechanisms and the technology available and utilised within Wales, alongside costs (where available), opportunities, potential risks and possible suppliers. In summary, commonly used payment mechanisms in Wales include:

- Pay and display;
- Payment by app;
- Pay on foot and pay on exit;
- Free parking within a time limit (ticketed); and
- Pre-purchased vouchers.

MCC owned car parks currently offer pay and display and payment by app (using the PayByPhone app).

The benefits of pay and display mechanisms are that they are well-established and generally well understood by the public, however they do require parking enforcement officers to validate tickets and maintain equipment.

Parking apps like PayByPhone offer the benefit of customer convenience, and as we continue into the digital age, it reduces the reliance on cash. There is however a risk regarding poor mobile data coverage restricting usage, people not having smartphones (a reducing frequency), and instances where fraudulent QR codes directing users to scam websites have been applied over the correct instructions.

A full overview of the opportunities and risks for each payment mechanism is detailed in Appendix D. The current blended approach that MCC to allow car parking tickets to be purchased, cash, card or PayByPhone, remains a sound option and no changes are recommended.

5.2 Electric Vehicle Charging

EVs have been becoming more popular in Monmouthshire and Wales, with the number of electric vehicles registered in Monmouthshire growing by around 50% in 2023¹⁴. As of March 2023, there were over 4,500 low-emission vehicles registered at addresses in Monmouthshire.

In total, there are 3525 spaces in MCC owned car parks (Table 2-1), of which there are only 46 publicly available EV charging spaces, accounting for approximately 1% of all spaces. The locations of these spaces are shown in Figures 2.13 to 2.18.

¹⁴ [Number of electric cars in Monmouthshire rose by more than 50% last year | monmouthshirebeacon.co.uk](https://www.monmouthshirebeacon.co.uk/news/number-of-electric-cars-in-monmouthshire-rose-by-more-than-50-last-year)



In order to continue to promote EV uptake in Monmouthshire, in line with the climate emergency declared by MCC in 2019 and the Local Transport Plan (2024-2029) which includes interventions designed to deliver the vision for EVs, the following steps are recommended:

- Continue engagement with businesses, including retail, workplaces, tourism attractions, fleet managers and other stakeholders to understand barriers, encourage adoption and promote synergies.
- Engage with Distribution Network Operators (DNOs) to ensure there is sufficient grid capacity available for the deployment of proposed chargers.
- Activities to promote EV adoption and address misinformation that is spreading with regards to EVs. This includes perceptions on safety risk, range anxiety, charging availability as well as improved awareness of the technology to assist the public to become more comfortable with this new technology.

5.3 Summary of Equipment

This section has reviewed the current payment mechanisms and EV charging provision across MCC's car parks. The existing blended approach (offering payment by cash, card, and PayByPhone) is considered appropriate at this time, balancing the familiarity and accessibility of traditional pay-and-display systems with the convenience and efficiency of digital options.

To future-proof MCC's parking offer and enhance operational effectiveness, a review of implementing alternative payment methods could be undertaken. This should include an assessment of more advanced systems such as pay-on-exit or barrier-controlled solutions, which could not only improve the user experience but also strengthen enforcement by reducing instances of non-compliance and enabling more accurate monitoring of parking durations.

In parallel, and in line with MCC's declared climate emergency and Local Transport Plan, further expansion of EV charging infrastructure should be explored. Enhancing the availability and visibility of EV charging points across the estate would support the growing uptake of electric vehicles, contribute to national decarbonisation targets, and reinforce MCC's commitment to sustainable transport.



6. Enforcement

The enforcement team in MCC includes six full time staff working 37-hour weeks and they are currently paired together to travel to either Chepstow, Monmouth and/or Abergavenny on a randomised daily basis which has been confirmed following a review of their work timetable records. Shift patterns may vary and are dependent on location and day, with more detail provided on this within Appendix E.

Appendix E.1 sets out the current proactive and reactive tasks undertaken by MCC enforcement officers, as well as other information regarding timetabling, occurrence and approximate number of hours per week spent on these tasks.

Where activities are not currently carried out by the MCC Enforcement Team (CEO's) these have also been included for information, as these are activities that could be likely to come into scope following the ongoing Welsh Government review of Local Authority responsibilities. These additional tasks could include Pavement Parking and PSPO orders, but these are now scheduled for finalisation in late 2025/26, following delays while clarification is sought of which duties could, and then would, transfer from the Police or Trunk Road Agents to Local Authority Enforcement Teams.

MCC is partnered with 6 other local authorities as part of the South Wales Parking Group (SWPG) to jointly process Penalty Charge Notifications (PCNs). There are no recommendations to change the working relationship with the SWPG, as this is currently working well for the enforcement team at Monmouthshire; it enables the officers to ensure their time is allocated to patrolling throughout Monmouthshire, either on-street or in car parks, rather than being office based completing the administrative side of the PCN process. It also ensures that there is an independent assessment of PCNs issued.

The enforcement team also address concerns and issues raised by members of the public directly with MCC. More detail on this is provided within Appendix E. In summary, these issues relate to a lack of free parking, a desire for a short amount of time to be free in payable car parks, complaints regarding payment methods (PayByPhone and ticket machines) for both ease of use and functionality as well as car parks being misused by students and workers. Although many are general comments, there are also specific complaints aimed at certain car parks.

The future requirements for parking enforcement in Wales, which do not already sit within local authority CEO responsibilities, and which are currently the responsibility of the police and / or the Trunk Road Traffic Officers, employed by Welsh Government are still under discussion. The 2023 consultation response from the Welsh Government identifying the proposed changes was delayed to 2024 and has now been further delayed to 2025. Any changes in responsibility would require accompanying legislative changes by Welsh Government. The need to provide moving camera enforcement from a vehicle could be linked to these proposed changes but is not currently a requirement for MCC. The initial outlay for this would be significant, unless an existing MCC owned vehicle can be adapted with the necessary enforcement equipment (camera). It may also be necessary to update the back-office administrative actions to enable the PCN notices raised from this activity to be issued. Enforcement cars are more effective for supporting the enforcement of on-street parking restrictions across large and often remote areas.

As previously mentioned, the introduction of barrier-controlled access and egress to car parks—using Automatic Number Plate Recognition (ANPR) and payment machines—could be considered as a future option. This approach may become increasingly relevant if the Welsh Government places additional enforcement responsibilities on MCC's Civil Enforcement Officers (CEOs), as it could help free up their time to focus on these expanded duties.

Such systems can often be implemented on a cost-neutral basis through partnerships with private parking enforcement companies. However, it is important to note that any existing parking revenue from sites where this model is adopted would typically be retained by the private operator, resulting in a loss of direct income to MCC.



6.1 Summary of Enforcement

This section has outlined the current enforcement operations across MCC's car parks, including proactive and reactive duties, staffing arrangements, and partnership working through the South Wales Parking Group. The existing enforcement model enables coverage across key towns and supports administrative efficiency through regional collaboration. While no immediate changes are proposed, future responsibilities (such as pavement parking enforcement) may be transferred to local authorities, potentially requiring additional resources or operational adjustments. In anticipation of this, options such as ANPR-based enforcement and barriered access systems could be explored to support capacity and efficiency. Additionally, feedback from the public regarding misuse of car parks and payment methods highlights the importance of ongoing monitoring and engagement. A broader review of parking charge consistency and stakeholder perspectives could also support enforcement by ensuring clarity and fairness across MCC.

To strengthen the effectiveness of parking management, further work is needed to better understand the relationship between enforcement activity, compliance levels, and the overall performance of parking controls. At present, there is insufficient data to draw firm conclusions about how enforcement influences user behaviour or the extent to which it supports compliance and effective control. A more detailed and systematic approach to data collection and analysis would help to fill this gap, enabling the development of more targeted, proportionate, and evidence-based enforcement strategies. This would ensure fair access, reduce misuse, and enhance the efficiency and responsiveness of MCC's parking services.



7. Fee Structure

This section details the general structure of parking charges in (chargeable) MCC owned car parks. For the most part, car parks are either short or long stay, with a general tariff structure for 2-hour, 3-hour and 4-hour tickets, alongside all day and multiple day charges for the long stay car parks. Short and long stay car parks also have a set Sunday charge where the first 2 hours are free, with a small charge being payable for the remainder of the day.

Table 7-1 details these charges, as well as those for 'other' car parks, which do not follow this general structure..

Table 7-1 - Ticket Prices

Car Park Type	Ticket Type	Ticket Price		
		Pre April 2024	Post April 2024	Post April 2025
Short Stay	2 hour	£1.80	£2.00	£2.20
	3 hour	£2.20	£2.40	£2.60
	4 hour	£2.80	£3.00	£3.30
	Sunday first 2 hours free		-	
	Sunday remainder day	£1.00	£1.30	£1.40
Long Stay	2 hour	£1.80	£2.00	£2.20
	3 hour	£2.20	£2.40	£2.60
	4 hour	£2.80	£3.00	£3.30
	Sunday first 2 hours free		-	
	Sunday remainder day	£1.00	£1.30	£1.40
	All day	£5.60	£6.20	£6.80
	5 day	£21.00	£23.00	£25.00
6 day	£25.00	£27.50	£30.00	
Other	Byefield Lane			
	Tues all day	£5.60	£6.20	£6.80
	Mon - Sat all day	£1.80	£2.00	£2.20
	Drill Hall			
	Sunday first 2 hours free		-	
	Sunday remainder day	£1.00	£1.30	£1.40
Country Park	First 3 hours free		-	
	Remainder of day	£5.00	£5.50	£6.00

Permits

In addition to the above fees, permits are available at a discounted price which can be allocated to a specific car park or residential area and these are priced (2024 price base) as follows

Resident Permits.

- Resident permit cost: £76.00 per annum, but restricted. Only 1 permit allocated per household.



Car Parks Season Permits.

- Long Stay car park Season Permit cost: £545.00 per annum, £275.00 per 6 months, £143 per 3 months.
- Short Stay car park Season Permit Cost: £682.00 per annum, £347.00 per 6 months, £176.00 per 3 months.

7.1 Summary of Parking Charges

This section outlines the current structure of parking charges across MCC owned car parks. Car parks are generally designated as either short stay or long stay, with a consistent tariff structure offering 2-hour, 3-hour, and 4-hour tickets. Long stay car parks additionally provide all-day and multi-day options (5-day and 6-day tickets). Both short and long stay car parks apply a Sunday tariff, offering the first two hours free followed by a nominal charge for the remainder of the day.

Despite the distinction between short and long stay designations, the pricing and duration structures are currently identical for both types, which may limit the effectiveness of demand management and user choice. Additionally, a small number of car parks operate under alternative pricing models, and discounted permits are available for residents and regular users.

It is recommended that to better align parking provision with user needs and town centre objectives, a further review of the pricing and duration structure is recommended. This should explore opportunities to:

- Differentiate short stay and long stay tariffs more clearly to encourage turnover in high-demand areas while supporting longer visits where appropriate.
- Assess whether current durations meet the needs of different user groups (e.g. shoppers, commuters, visitors).
- Evaluate the impact of Sunday charges on town centre footfall and business activity.
- Consider harmonising or rationalising pricing across “other” car parks to improve transparency and consistency.

8. Recommendations

Following the data analysis for the usage of the Car Parks in MCC, supplemented by the literature review and specialist knowledge, a number of options have been considered which could help improve and support the Parking Strategy for MCC and its fee charging structure. As MCC enters the midpoint of the unpublished 2020-2030 Parking Strategy, a series of considerations and additional actions for improvement have been developed to help improve the existing Car Parking Strategy. Each of these has been assessed against a range of criteria that have been developed to help inform the decision-making process. The criteria are:

- Strength of the evidence for a change/retention of the existing based on the data analysis
- The strategic fit to the Wales Transport Strategy (WTS) ambitions **An accessible, sustainable and efficient transport system;**
- The strategic fit to the MCC Transport Strategy **We want to develop a future facing integrated transport network that meets the transport needs of our communities in a sustainable way. Our network must address the climate emergency, be attractive to residents and visitors, and responsive to changing technology;**
- Likely positive acceptability to the public;
- Deliverability of the change by MCC; and
- Cost of implementing the proposed change to MCC.

Which will help support the Welsh Government's three priorities as set out in the WTS:

- to bring services to people in order to reduce the need to travel;
- to allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- to encourage people to make the change to more sustainable transport.

Key to any changes will be the need to collect robust data at locations that will enable decisions for change to be clearly supported by the evidence. From the data analysis that has been carried out there is no clear rationale to change the level of provision of free or chargeable car parks across Monmouthshire as all locations have free car parking provision.

A list of options to change were considered and scored against the identified criteria utilising a 3-point scale (where -1 is negative, 0 neutral and 1 positive). The combined score across all 5 criteria has then been used to enable positive scoring schemes to be taken forward as recommendations for MCC to consider progressing further to trial and / or implementation. The full list of positive scoring schemes has been presented within Appendix F, including detailed scores, actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation. These have also been broken down in to two themes, Parking Charges and Use of Technology, and are summarised in Table 8-1 and Table 8-3.

It should be noted that none of the recommendations have been packaged together at this stage as further stakeholder engagement would be needed to refine the options before implementation, and in some cases, if there are a number of proposals which would be contradictory only one option could be progressed.

In addition to the four specific recommendations detailed in Table 8-1 and Table 8-3 a number of more generic small-scale options which could also be considered to improve the general operation of all MCC car parks have been included:

- Maintain a blended approach to ticket purchasing – cash, credit card and PayByPhone, ensuring information is clear in each car park location.



- Consider formalising currently used 'ad-hoc and overflows spaces' in carparks and surrounding areas, through the introduction of white lines to mark 'formal' bays.
- Clearer signage to direct occasional visitors and commuters towards the less utilised car parks.

Recommendations presented within this section are not intended to be implemented as a single package. Instead, they are presented as a selection of options, some of which may be more relevant or feasible than others depending on priorities and available resources. They are intended to be considered individually or in combination, allowing decision makers to adopt the desired approach based on evolving needs and stakeholder input.

The recommendations are structured around two key sub-themes: Parking Charges and Use of Technology where additional research or stakeholder engagement may be required to fully evaluate their feasibility and potential impact next steps have been proposed.

8.1 Parking Charges

The recommendations for the Parking Charges are detailed in Table 8-1 with actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation.

Recommendations for Parking Charges in MCC are as follows:

Recommendation 1: Existing charging structure remains

Recommendation 2: Retain season ticket/permit tariff structure

Recommendation 3: Undertake a future review of parking charge variations and charge inconsistencies

Justification for change as well as the advantages and disadvantages for undertaking a future review of parking charge variations and charge inconsistencies have been provided separately within this subsection.



Table 8-1 - Recommendations: Parking Charges

Recommendation	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale
Existing charging structure remains	No change	Transaction data highlights that the 2-hour ticket is the most popular choice in all car parks where it is offered. Occupancy data shows there are no car parks which are greatly underutilised, thus supporting keeping the existing pricing structure in place.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing public perceptions raised that free parking for initial hour or 2 hours would increase footfall and parking behaviour	Short Term
Retain season ticket/permit tariff structure	No change	This is a cost effective solution with minimal disruption. No issues regarding season ticket/permit tariff structures have been identified.	Stability: provides consistency for users already familiar with the current system Low cost: in comparison to implementing other recommendations	Limited improvement: does not address any existing issues or inefficiencies in the current system	Short Term



8.1.1 Next Steps to undertake data collection and stakeholder engagement to review possible parking charge variations and inconsistencies

There is currently a lack of consistency in parking charges across MCC, with some towns applying charges while others do not (Usk, for example, where there are no payable spaces), and varying tariff structures in place as presented within Section 2. The existing parking regime is based on a review conducted in 2014, which acknowledged the local context and needs of each town in Monmouthshire. However, ten years on, these factors have likely changed substantially, particularly due to the rise of home-working and increased environmental considerations. Additionally, the current variations in parking charges can cause frustration among residents, visitors, and businesses, potentially leading to inequalities between Monmouthshire's towns.

At present, there is insufficient data available to support a detailed recommendation regarding changes to the existing parking charge structure. While the current arrangements reflect historical decisions, the lack of robust, up-to-date evidence limits the ability to assess how well these structures serve current needs. Recognising the challenges posed by inconsistent charging; such as confusion, perceived unfairness, and potential impacts on town centre vitality; it is suggested that a more detailed review be undertaken. This should aim to assess the potential benefits and most suitable approach to a harmonised pricing structure, taking into account local context, user behaviour, and stakeholder perspectives.

It is therefore recommended that the issue be explored in greater depth as part of a dedicated investigation which should aim to better understand the origins and impacts of the current arrangement and consider the potential benefits of a more coherent and transparent parking strategy.

To support a more up-to-date, informed, and strategic approach to parking charges across MCC, a future review may be undertaken with the following areas of focus:

Data Collection and Analysis

- Conduct additional and targeted data collection on the usage patterns of currently free car parks, including capturing how long vehicles remain parked.
- Parking data may be analysed alongside indicators such as footfall, retail activity, and business feedback to assess the broader economic impact of current charging arrangements.

Stakeholder Engagement

- Engage with local businesses, residents, and councils to gather insights on how current parking arrangements and / or a change in these would affect them.
- Facilitate workshops or surveys to understand local priorities and ensure that any proposed changes to parking charges are responsive to community needs.

Policy and Strategic Considerations

- Explore the feasibility and implications of introducing a more consistent, equitable, and transparent charging structure across the authority.
- Consider how any changes could be phased in, communicated, and monitored to ensure a smooth transition and measurable outcomes.



As a recommendation for further review / research, this has not been scored against the identified criteria, however its justification, advantages and disadvantages are summarised in Table 8-2.

Table 8-2 - Analysis of recommendation to undertake a future review of parking charge variations and charge inconsistencies

Justification	Advantages	Disadvantages
<ul style="list-style-type: none"> ▪ To provide an up-to-date rationale with transparency and data driven decisions about future parking tariffs within Monmouthshire. ▪ Inconsistent provision: Some towns only have free parking (Caldicot and Usk for example) whereas in others, some car parks are free and others payable. This may cause frustration among residents and businesses if, for example, free car parks within towns with a mixed provision, are full. ▪ Changing local context and needs: Over the past 10+ years, the retail landscape of town centres has changed drastically given the rise of online shopping, with town centre footfall generally decreasing across Wales. Post Covid-19 recovery has also changed how people travel and shop locally in addition to an increase in the number of people working from home. ▪ Revenue: A more consistent approach with payable car parks in all towns could increase MCC’s parking revenue and ensures revenue from income is not perceived among ‘payable’ towns having to provide revenue to ‘free’ parking within other towns 	<ul style="list-style-type: none"> ▪ A transparent rationale can reduce frustration among residents and businesses. ▪ Data-driven decision making can provide support for local economies by implementing a fairer tariff across all towns. 	<ul style="list-style-type: none"> ▪ If a future review were to recommend changes in the tariff structure, especially increases or new charges in previously free areas, it may face opposition. ▪ Stakeholders may have conflicting views and could highlight tensions between economic, environmental and social priorities. ▪ Conducting a thorough review into each individual town to better understand needs would require time and extensive data collection.

8.2 Use of Technology

The recommendation for the Use of Technology is detailed in Table 8-3 with actions for implementation, justification for change, the advantages and disadvantages of the recommended change and the timescales for possible implementation.

Recommendations for Use of Technology in MCC is as follows:

Recommendation 4: Live information and wayfinding on capacity of car parks



Table 8-3 - Recommendations: Use of Technology

Recommendation	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale
Live information and wayfinding on capacity of car parks	The installation of sensors and cameras in car parks to monitor real-time occupancy could be implemented to direct people to car parks with available space. This may be implemented in certain towns / car parks with higher occupancy levels.	This recommendation would maximise the efficiency for drivers, reducing the time spent searching for parking and improving traffic flow. It could be of particular use in towns where car parks are reaching capacity, but nearby ones are underutilised.	Enhanced user experience: makes parking more convenient for users Improved use of underutilised car parks	Implementation costs: high initial investment required for technology and system set ups Maintenance: ongoing costs for maintaining technology Technical issues: risk of system failures	Long Term

The use of technology to help wayfinding would help drivers locate underutilised Car Parks and reduce traffic circulation while searching for spaces. In addition, with appropriate active smart technology in place, wayfinding could be used to change driver behaviour and direct commuters to edge of town car parks and visitors to the more central ones to encourage their dwell time in the town centres. However, this would need to be done in conjunction with an altered car pricing structure and retuning policy to ensure the desired change is achieved.

Although not currently recommended for further action a long-term technology-based solution for managing car parking could be to link all Council monitoring technology to form a Smart Town – a Smart Town is an urban area that uses different types of electronic methods and sensors to collect data and uses the information analysed to gain insight into the use of assets, resources and services in order to use the collected information to improve operations and services with a long term goal to improve prosperity across the smart town. The six-stage process progresses from identifying a problem; through exploring solutions; planning and procurement; installation of equipment and software; collecting, analysing and sharing data; and finally continuously monitoring and evaluating the scheme. Introducing Smart Town technology into MCC’s management of the car park spaces and on-street parking would need a comprehensive review of the monitoring technology that MCC has available across all departments to ensure that the systems could be linked and would be likely to include installation of ANPR monitoring of car parks and parking sensors for all parking spaces both within car parks and on-street and real-time signage to be installed for all car parks.



8.3 Next Steps to consider in the short term

Initial Next Steps and Recommendations

To address the current challenges around inconsistent charging, limited data, and evolving enforcement responsibilities, the following initial steps are recommended. These actions are intended to support a more strategic, equitable, and future-ready approach to parking management across Monmouthshire:

Reallocation of Spaces for Specific User Groups

Reallocation of spaces should be considered in all car parks with over 100 spaces, aiming to meet good practice standards by 2030. This includes providing:

- 3%–6% of spaces for Blue Badge holders,
- 10%–20% for electric vehicle (EV) charging,
- 5%–10% for parent and toddler parking.

These spaces should be located to minimise walking distances for those with mobility impairments, with higher provision in car parks closer to town centres. This supports inclusive access and aligns with evolving user needs.

Comprehensive Data Collection Programme

A robust data collection effort is essential to inform future decisions, particularly around the review of free parking provision and the potential for a harmonised charging structure. This should include:

- 16-hour (06:00–22:00) parking beat surveys and / or 24/7 video surveys to analyse vehicle dwell times, parking accumulation, and duration of stay.
- Mapping of all special parking allocations (motorcycles, Blue Badge, EV, parent and toddler).
- Mobile phone signal strength assessments in all car parks to ensure reliable use of parking apps.
- A cross-departmental inventory of existing and planned smart technologies to assess readiness for a potential Smart Towns rollout.

These efforts will address current data gaps and support evidence-based policy development.

Review of Civil Enforcement Officer (CEO) Operations

A review of current CEO operations including staffing levels, enforcement beats, vacancies and duties, is necessary to assess the adequacy of enforcement capacity. This is particularly important in light of:

- Potential expansion of paid parking areas,
- Anticipated new responsibilities (e.g. pavement parking enforcement),
- Expected Welsh Government consultation in late 2025 on expanding local enforcement duties.

Any increase in enforcement scope may require additional CEO hours or recruitment to maintain effective monitoring and compliance.

Expansion of Smart Town Technology

Consideration should be given to the wider deployment of Smart Town technologies across Monmouthshire. This would enable:

- Real-time monitoring and management of parking assets,
- Development of a dynamic pricing strategy for both car parks and on-street parking, if adopted as a long-term goal.



This approach would support more responsive and efficient parking management, improve user experience, and provide a foundation for future innovation.

Review of Overall Parking Provision and Stay Duration Strategy

As part of the wider review, it is recommended that MCC undertakes a strategic assessment of the overall parking provision, with particular attention to the balance and distribution of short-stay and long-stay car parks. This should include:

- Analysis of duration of stay patterns across all car parks to determine whether current designations (short-stay vs. long-stay) align with actual usage and demand.
- Assessment of car park locations in relation to town centres, key destinations, and public transport links, to ensure that short-stay parking is prioritised in more central, high-demand areas, while long-stay parking is directed to peripheral or less congested locations.
- Consideration of pricing structures that support this approach, encouraging turnover in central areas and promoting sustainable travel options for longer stays.
- Evaluation of signage and user information, to ensure that the purpose and intended use of each car park is clearly communicated to users.

This review will help ensure that the parking offer is not only efficient and user-friendly but also supports wider goals such as town centre vitality, accessibility, and environmental sustainability.



APPENDICES



Appendix A. Baseline Position (Data Analysis)



TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT Data Analysis	PROJECT NO. 5230879	DATE May 2025
AUTHOR HH	DISTRIBUTION Monmouthshire County Council	REPRESENTING AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft	HH	CLC	MS		November 2024
1.1	Updated Draft	HH	CLC	CLC	CLC	December 2024
2.0	Final	HH	CLC	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	Project No.	5230879

Client
signature /
date

TECHNICAL NOTE

1. Introduction

This Technical Note presents background information and data analysis completed for the Monmouthshire County Council (MCC) owned and managed car parks in Monmouthshire; including free, pay-and-display, leisure centre and visitor attraction car parks.

Maps have been used to present baseline information for all the car parks, detailing their capacity (by town and individual car park), the type of car park (paid, free, leisure centre, etc.), overlaid on a map showing the Welsh Index of Multiple Deprivation (WIMD), and the availability of Electric Vehicle (EV) charging facilities

Findings from the 2024 transaction data from February to November is presented. This details the split of transactions made by the PayByPhone app, in comparison to physical ticket machines within MCC car parks. The transactions also show the total tickets sold and total revenue subsequently generated by each car park.

The findings of the video survey data analysis, conducted by Severnside Transportation Data Collection on behalf of MCC, is then presented. Using this data, AtkinsRéalis calculated the variation of occupancy levels within each car park throughout the day and seasons. All types of council-owned car parks have been explored, and whilst there are some gaps within the data there is sufficient information to draw conclusions on the current parking behaviour in Monmouthshire. Each car park is either covered by 2022 or 2024 data and in each case for more than one day in those years.

The findings are presented in summary in Section 2:

- Table 3-2 - outlines the Occupancy Summary, detailing the peak percentages on Weekdays, Saturday and Sundays for January, March and June of 2022, and September/October of 2024.
- Table 3-3 and Table 3-4 presents the car parks with the highest and lowest average percentage occupancies over Weekdays and Saturdays.

Section 4 presents the Detailed Data Analysis, with graphs for each car park by month and year.

In total 46 car parks have been analysed, located in Abergavenny, Caldicot, Chepstow, Monmouth, Usk, Gilwern, Goytre, Magor, Rogiet, Raglan and Tintern, with outcome recommendations to be considered on a case-by-case basis in the final MCC Parking Review Report.

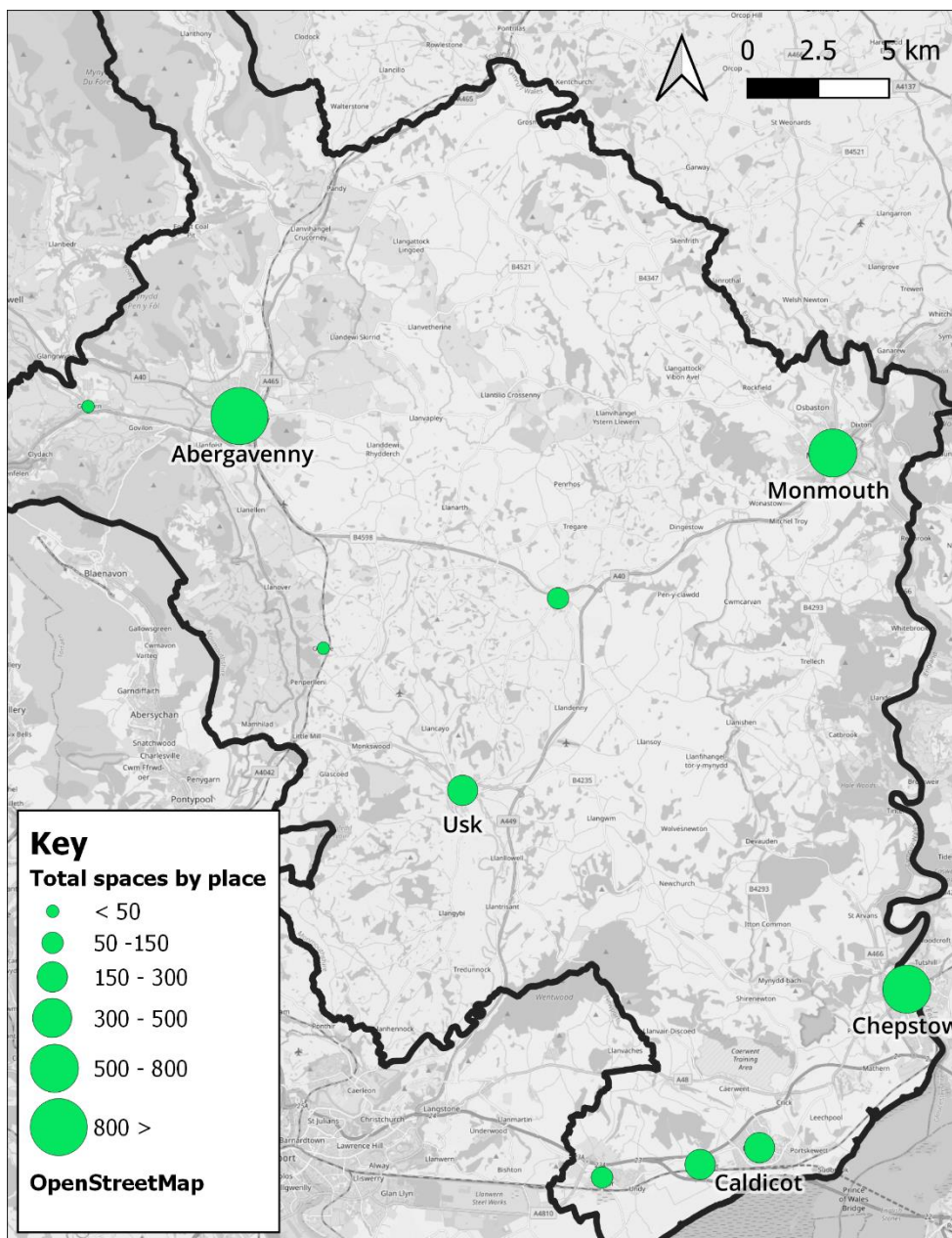
TECHNICAL NOTE

1.1 Car Park Capacity

Figure 1-1 and Table 1-1 presents the total number of spaces by location in Monmouthshire, including both free and payable spaces. Figure 1-1 and Table 1-1 excludes leisure centre, visitor attraction and season permit only spaces. It should be noted that Abergavenny has the most spaces (1,381 of which 297 are free).

Figure 1-2 to Figure 1-6 present the capacity of individual car parks in Monmouthshire, showing the total number of spaces by car park, including leisure centre, visitor attraction and season permit only spaces.

Figure 1-1 - Monmouthshire car park spaces by place



TECHNICAL NOTE

Table 1-1 - Total number of spaces by town¹

Place	Number of free spaces	Number of payable spaces	Total number of spaces
Abergavenny	297 ²	858	1381
Caldicot	175		175
Chepstow	98	502	600
Gilwern	24		24
Goytre	22		22
Magor	92		92
Monmouth	477	202	679
Raglan		54	54
Rogiet		244	244
Usk	254		254

¹ This does not include leisure centre, visitor attraction or season permit only spaces.

² Abergavenny's only free car park – Byefield Lane, is chargeable on Tuesdays.

TECHNICAL NOTE

Figure 1-2 - Abergavenny car park capacity

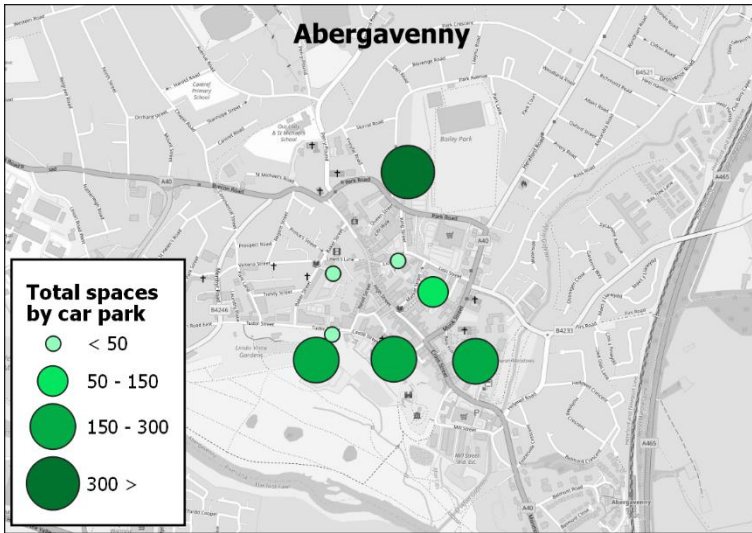
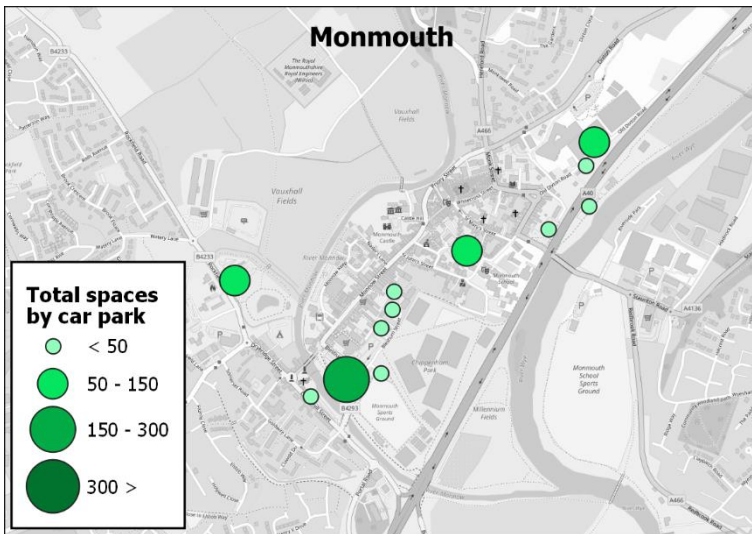


Figure 1-3 - Monmouth car park capacity



TECHNICAL NOTE

Figure 1-4 - Usk car park capacity

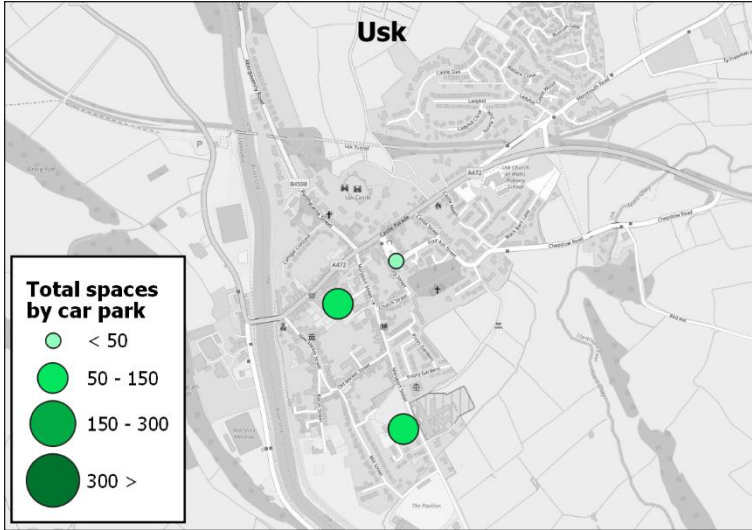
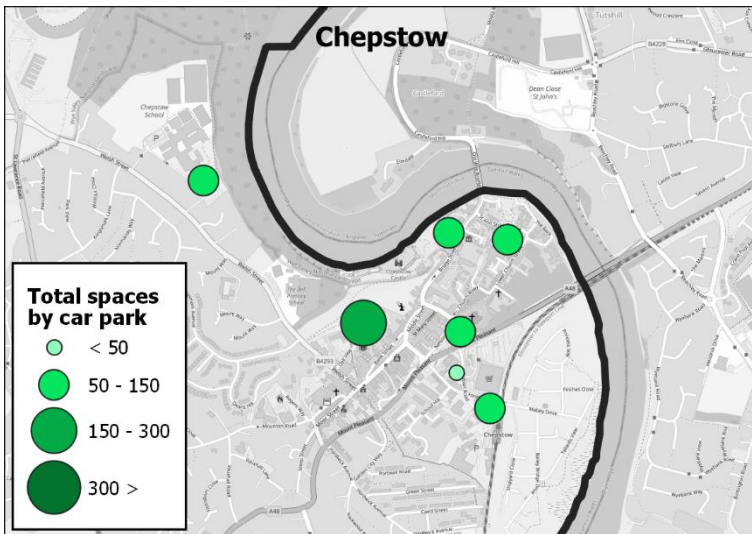
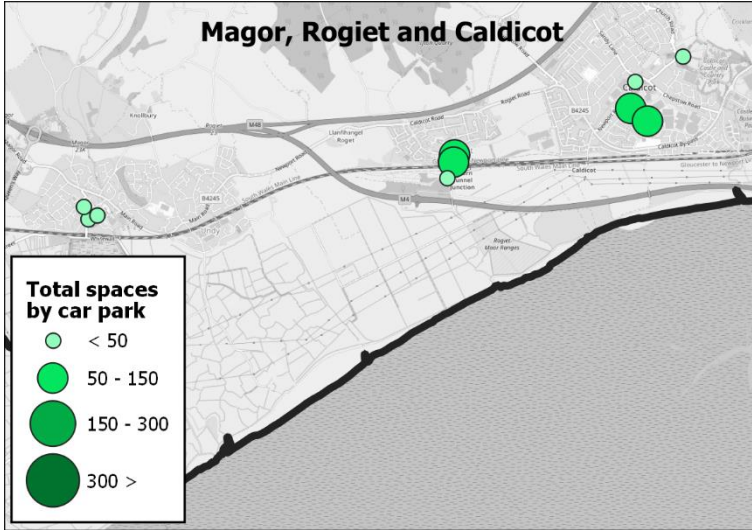


Figure 1-5 - Chepstow car park capacity



TECHNICAL NOTE

Figure 1-6 - Magor, Rogiet and Caldicot car park capacity

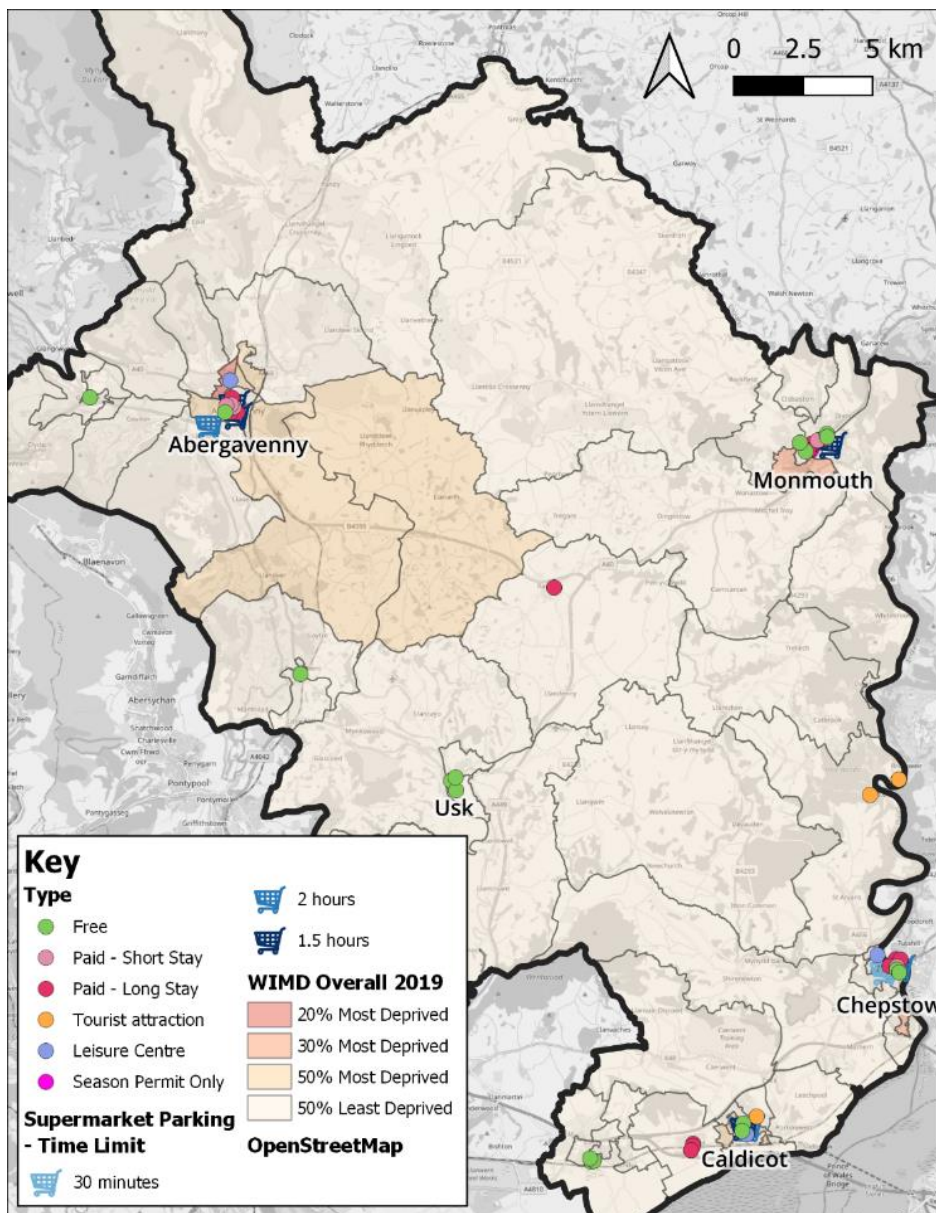


TECHNICAL NOTE

1.2 Cost of Parking

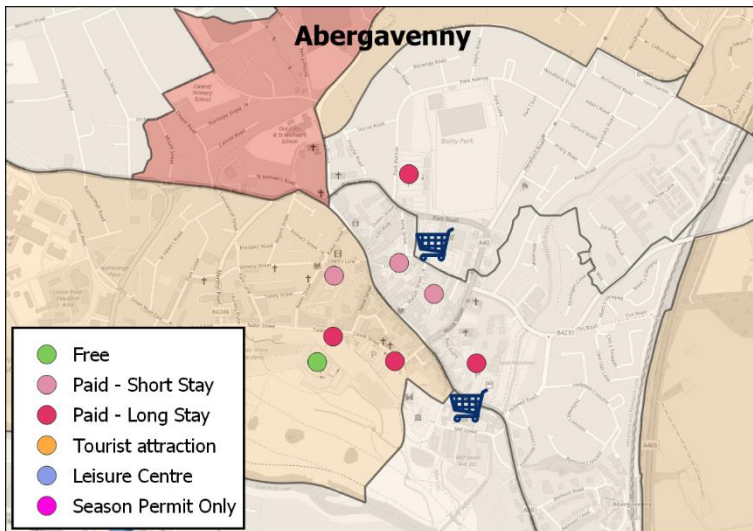
Figure 1-7 to Figure 1-12 present the cost of parking in Monmouthshire, by type. This has been overlaid on a map showing WIMD 2019 data (overall) to show areas where there are some higher deprivation rates. It is worth noting that Abergavenny (Figure 1-8) has 1 out of its 8 car parks free of charge (Byfield Lane – excluding Tuesday), despite there being a pocket of deprivation within the town. Whereas Usk only has free car parks, despite being within the 50% least deprived area. Also shown on these figures are town centre supermarket car parks with the time limits for parking that customers are allowed. Despite these car parks being reserved for customer use, there is anecdotal evidence that they are often used by members of the public when visiting town centres without making use of the supermarket.

Figure 1-7 - Monmouthshire cost of parking and WIMD 2019 data (overall domain)



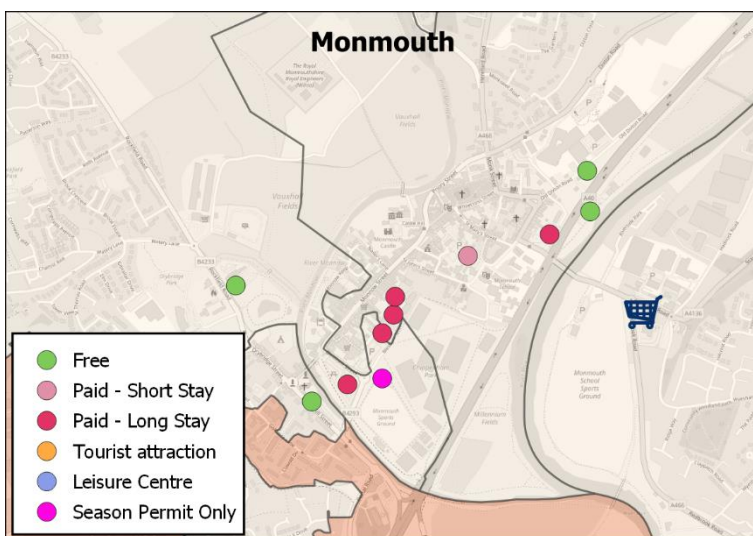
TECHNICAL NOTE

Figure 1-8 - Abergavenny cost of parking and WIMD data³



(for full key see Figure 1-7)

Figure 1-9 - Monmouth cost of parking and WIMD data

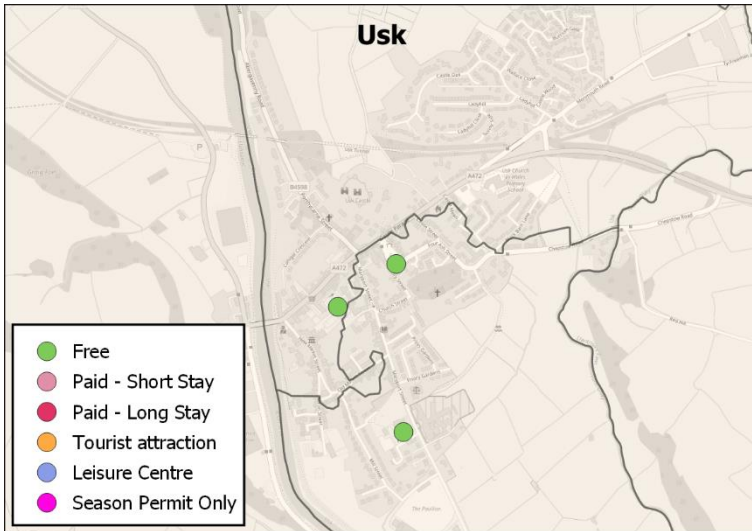


(for full key see Figure 1-7)

³ Byfield Lane (Abergavenny) is chargeable on Tuesdays. This car park has been shown as 'free' within the figure 1.8.

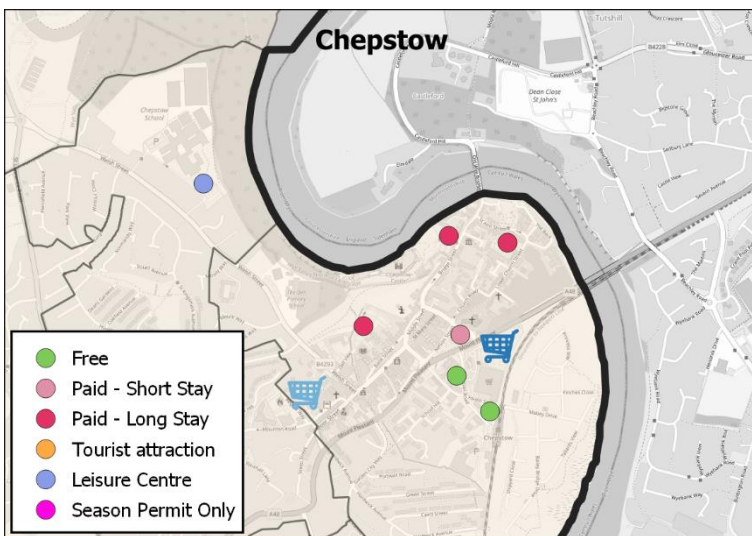
TECHNICAL NOTE

Figure 1-10 - Usk cost of parking and WIMD data



(for full key see Figure 1-7)

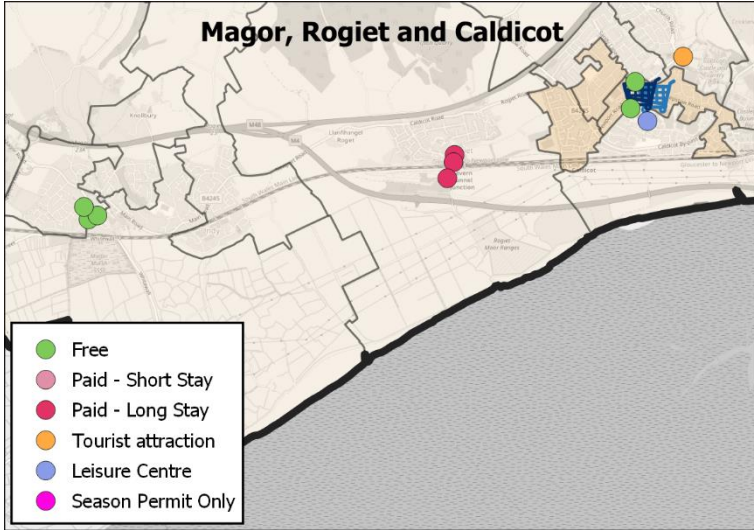
Figure 1-11 - Chepstow cost of parking and WIMD data



(for full key see Figure 1-7)

TECHNICAL NOTE

Figure 1-12 - Magor, Rogiet and Caldicot cost of parking and WIMD data



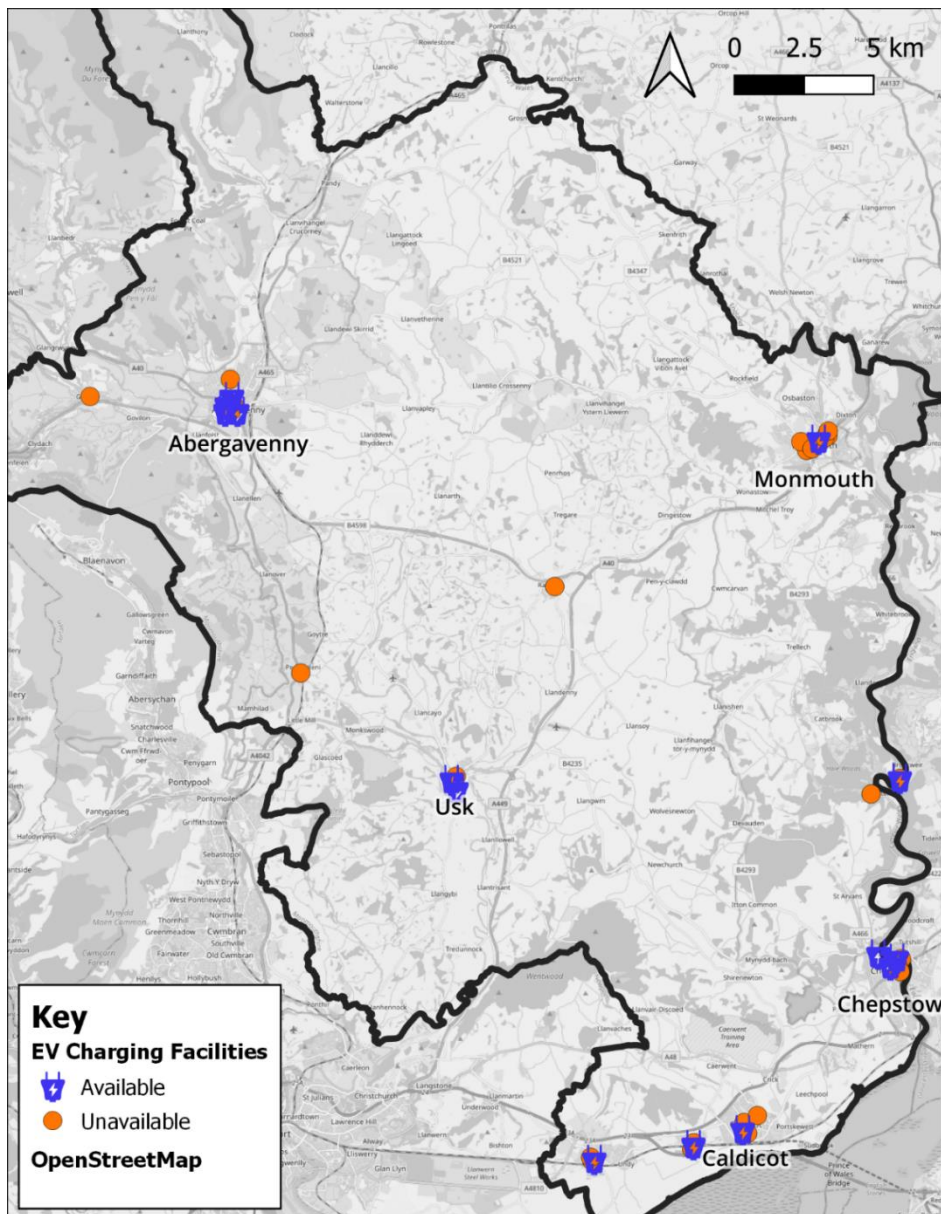
(for full key see Figure 1-7)

TECHNICAL NOTE

1.3 EV Charging Availability

Figure 1-13 to Figure 1-17 present the availability of EV charging facilities in Monmouthshire (within Council owned and managed car parks). Each of the main towns; Abergavenny, Monmouth, Usk, Chepstow and Caldicot, have some EV charging options available for public use.

Figure 1-13 - Monmouthshire EV charging availability⁴



⁴ Source: [Electric Vehicle Charge Points - Monmouthshire](#)

TECHNICAL NOTE

Figure 1-14 - Abergavenny EV charging availability

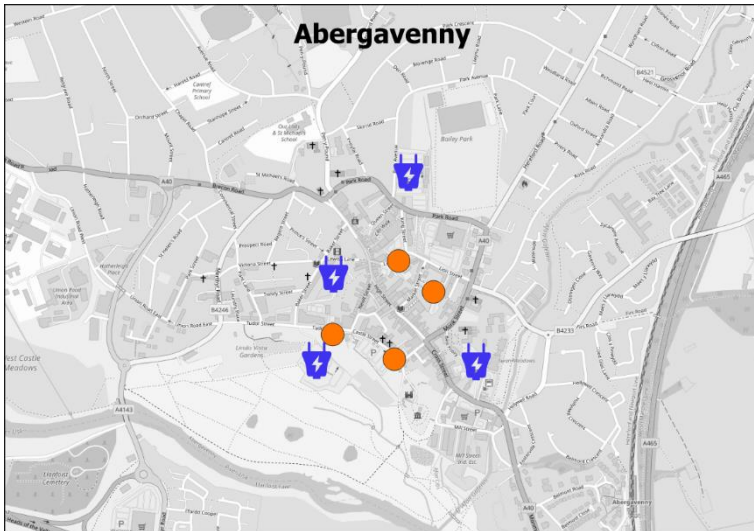
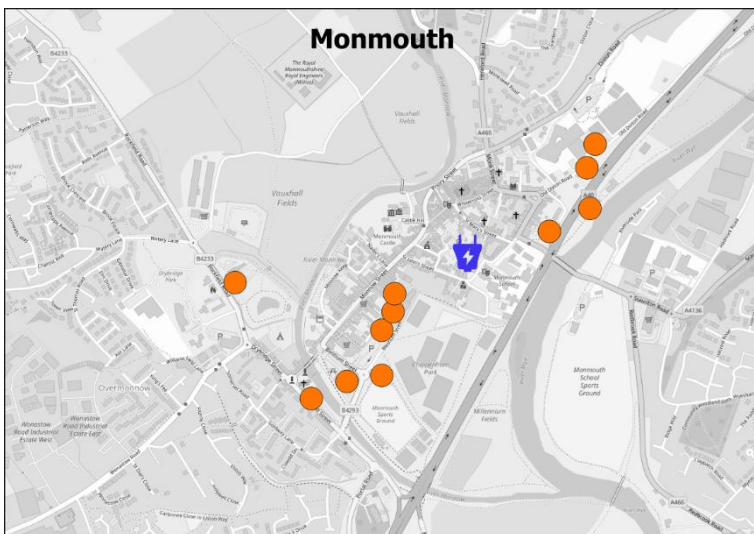


Figure 1-15 - Monmouth EV charging availability



TECHNICAL NOTE

Figure 1-16 - Usk EV charging availability

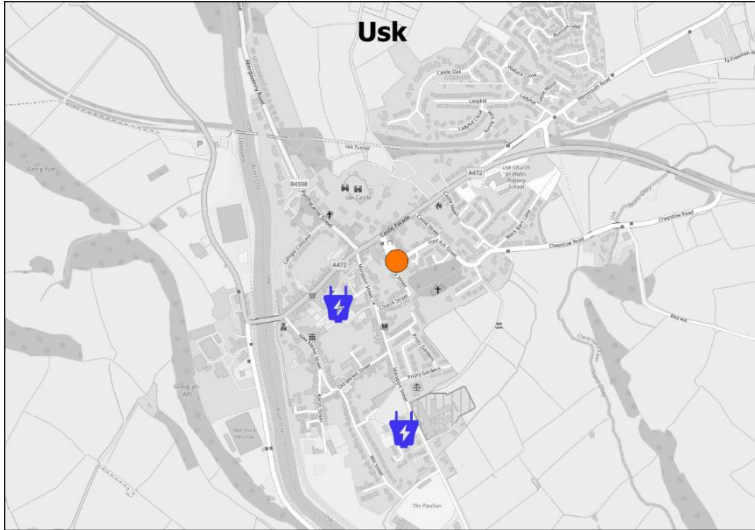
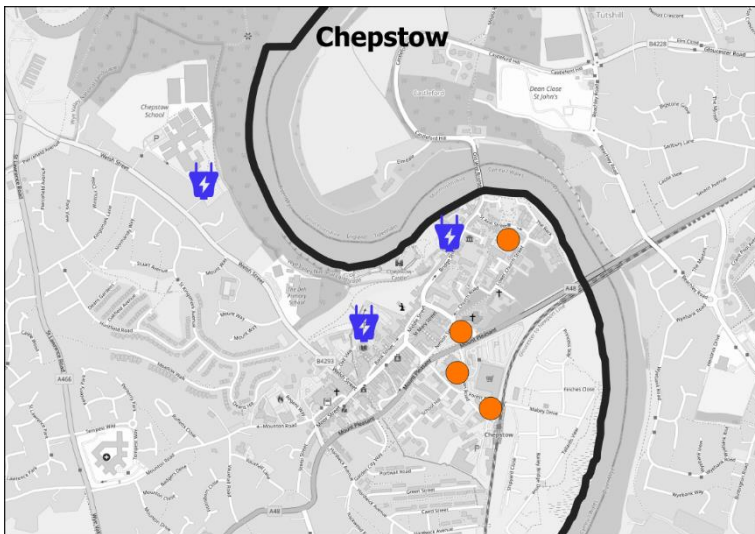
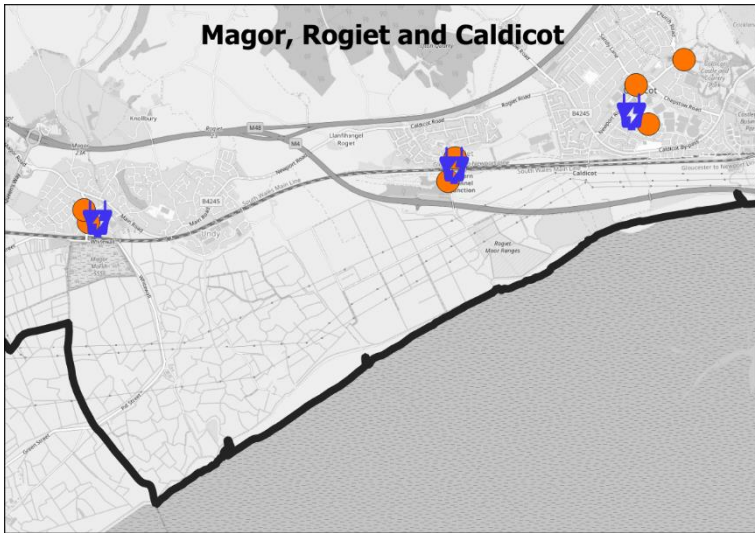


Figure 1-17 - Chepstow EV charging availability



TECHNICAL NOTE

Figure 1-18 - Magor, Rogiet and Caldicot EV charging availability



TECHNICAL NOTE

2. Transaction Analysis

This section details the analysis of the transaction data received from MCC. Data for tickets purchased at physical ticket machines in MCC car parks and digital tickets purchased via the PayByPhone app was received separately. PayByPhone data covered January to November 2024, and ticket machine data covered February to November 2024; data presented within this section has therefore displayed the total ticket sales and total revenue from ticket sales for a 10 month period (February to November 2024).

While the ticket machine data provided the total monthly revenue for each ticket type, the PayByPhone data did not. Therefore, the revenue from each type of ticket sale was calculated by multiplying the ticket price by the number of tickets sold, whilst making sure to capture the price changes before and after April 2024. The prices for each ticket type are detailed in Table 2-1.

Table 2-1 - Ticket Prices

Car Park Type	Ticket Type	Ticket Price	
		Pre April 2024	Post April 2024
Short Stay	2 hour	£1.80	£2.00
	3 hour	£2.20	£2.40
	4 hour	£2.80	£3.00
	Sunday first 2 hours free		-
	Sunday remainder day	£1.00	£1.30
Long Stay	2 hour	£1.80	£2.00
	3 hour	£2.20	£2.40
	4 hour	£2.80	£3.00
	Sunday first 2 hours free		-
	Sunday remainder day	£1.00	£1.30
	All day	£5.60	£6.20
	5 day	£21.00	£23.00
Byefield Lane	Tues all day	£5.60	£6.20
	Mon - Sat all day	£1.80	£2.00
Other Drill Hall	Sunday first 2 hours free		-
	Sunday remainder day	£1.00	£1.30
Country Park	First 3 hours free		-
	Remainder of day	£5.00	£5.50

TECHNICAL NOTE

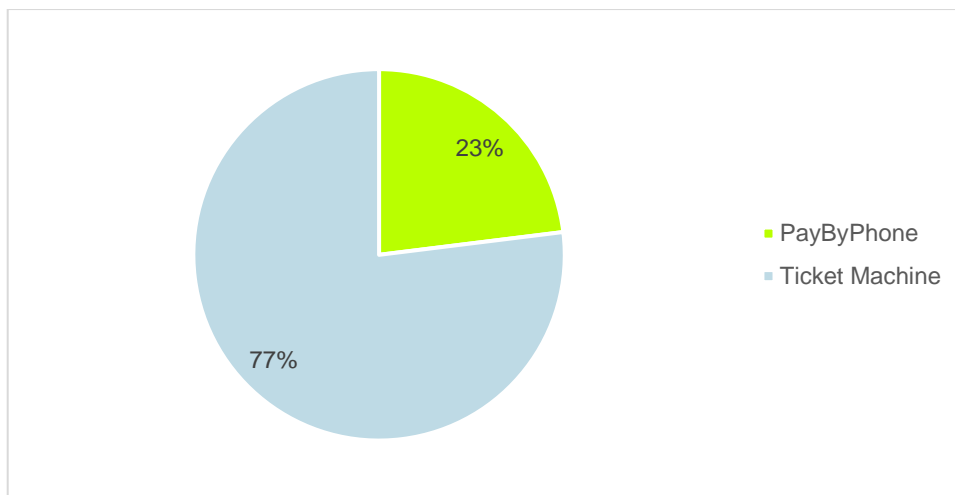
Playing Fields	Mon - Fri all day	£2.20	
Severn Tunnel Junction	All day/24 hour	£3.00	£3.30

The PayByPhone data revealed that there were some purchases of tickets not under the general structure of short and long stay car parks (2 day/3 day etc). For consistency with the ticket machine data where these ticket types were not available for purchase, these sales have not been presented in this data analysis Technical Note.

2.1 Method of Ticket Purchase

The split between tickets purchased via ticket machines and the PayByPhone app is presented in Figure 2-1. This has only included ticket types which were available to purchase at both ticket machines and using the PayByPhone app.

Figure 2-1 - Method of Purchase



2.2 Total Ticket Sales and Total Ticket Revenue

Figure 2-2 to Figure 2-11 present the detailed transaction analysis, showing the total ticket sales and total revenue from ticket sales from February to November 2024.

For short and long stay car parks (where the ticket type was available), the 2-hour ticket made up 52% of the total ticket sales, and 45% of the total revenue from ticket sales⁵. Figure 2-2 presents the percentage that 2, 3, 4-hour and all-day tickets make up of the total sales and total revenue in short stay and long stay car parks.

⁵ Including 2, 3, 4 hour, all day, Sunday first 2 hours free, Sunday remainder of day and 5/6 day tickets.

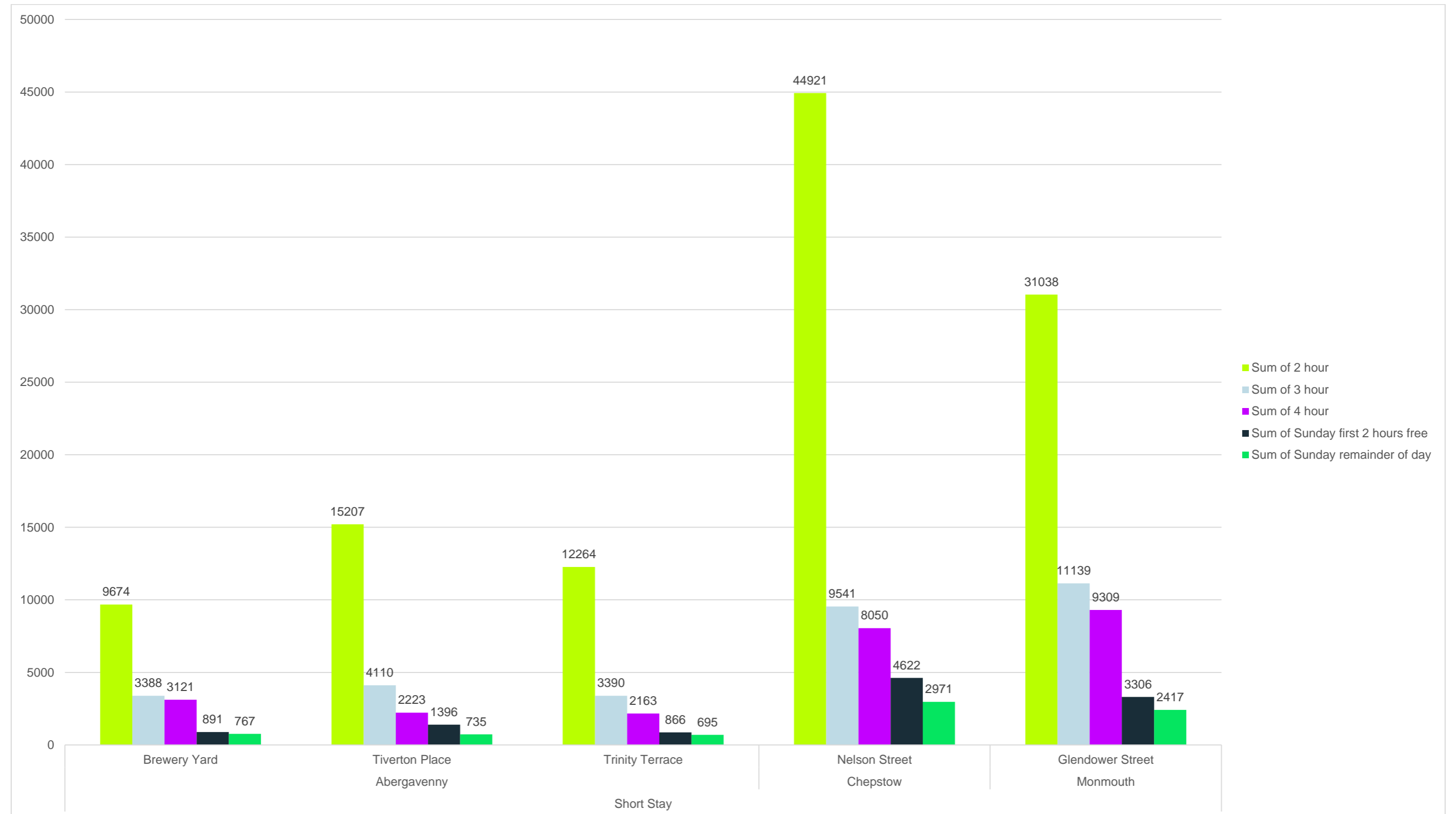
TECHNICAL NOTE

Table 2-2 - Ticket Type Percentage of Sales/Revenue

Car Park Type	Ticket Type	% of Total Ticket Sales	% of Total Revenue from Ticket Sales
Short Stay	2 hour	67%	60%
	3 hour	19%	20%
	4 hour	15%	20%
Long Stay	2 hour	55%	42%
	3 hour	23%	21%
	4 hour	15%	18%
	All day	8%	19%

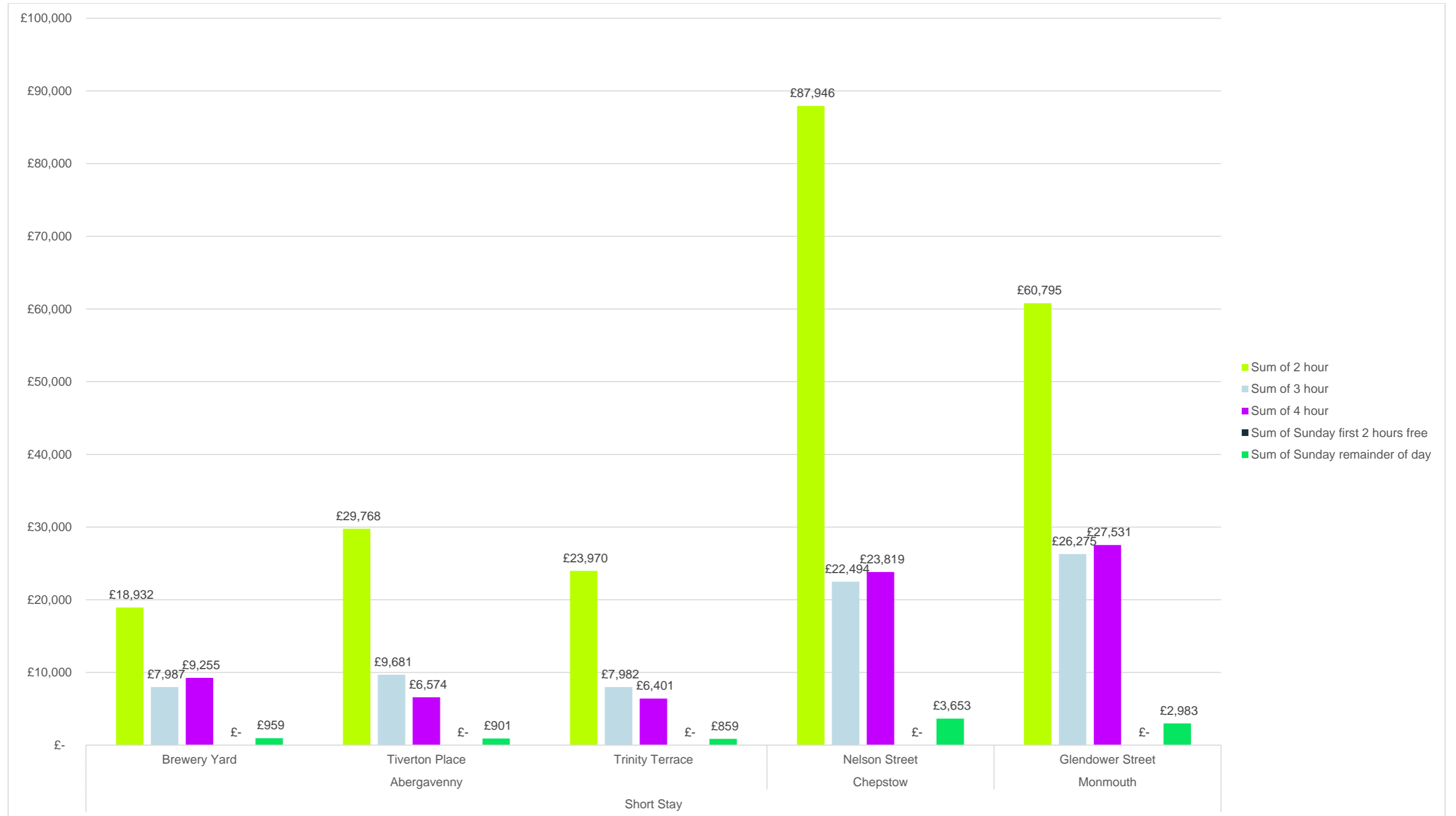
2.3 Short Stay Car Parks

Figure 2-2 - Total Ticket Sales: Short Stay



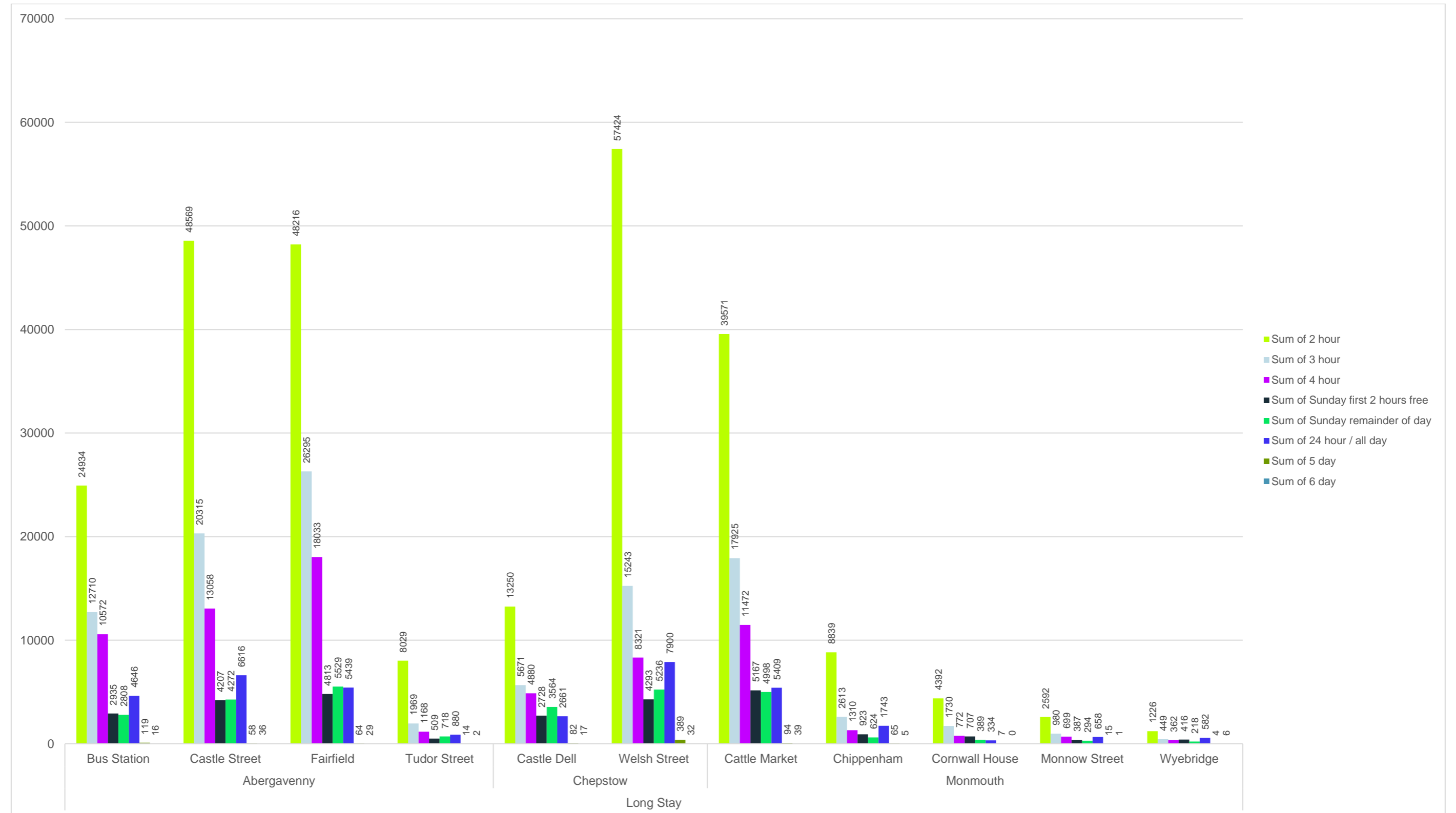
TECHNICAL NOTE

Figure 2-3 - Total Revenue from Ticket Sales: Short Stay



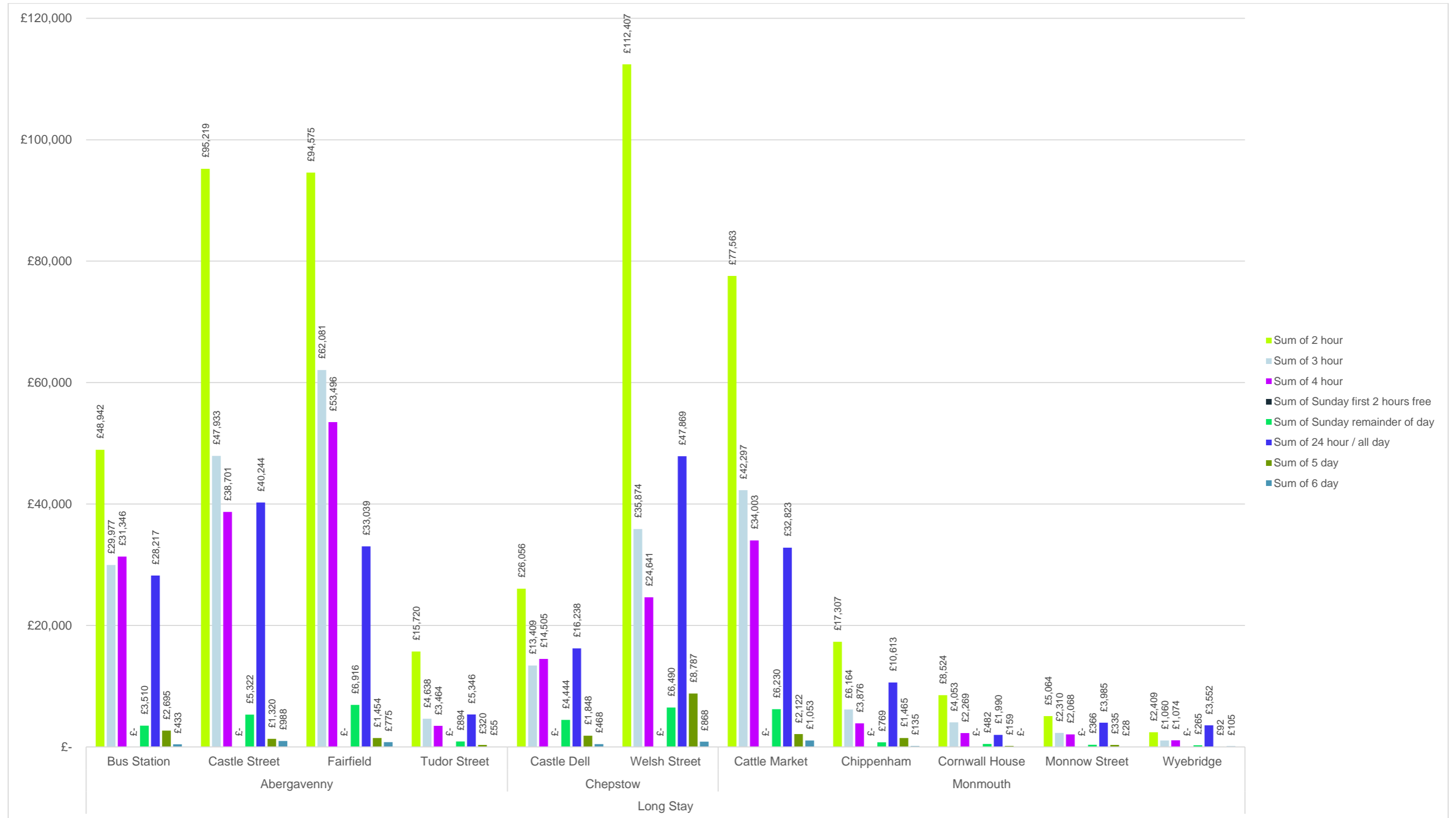
2.4 Long Stay Car Parks

Figure 2-4 - Total Ticket Sales: Long Stay



TECHNICAL NOTE

Figure 2-5 - Total Revenue from Ticket Sales: Long Stay



TECHNICAL NOTE

2.5 Other Car Parks

2.5.1 Abergavenny – Byefield Lane

Figure 2-6 - Total Ticket Sales: Byefield Lane, Abergavenny

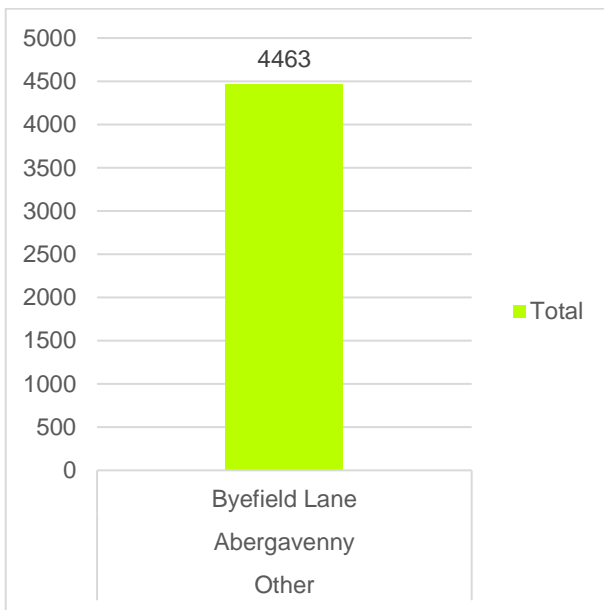
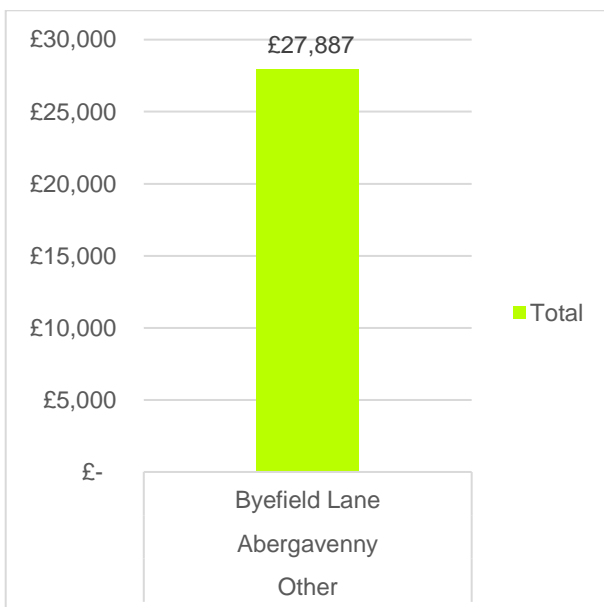


Figure 2-7 - Total Revenue from Ticket Sales: Byefield Lane, Abergavenny



TECHNICAL NOTE

2.5.2 Chepstow – Drill Hall

Figure 2-8 - Total Ticket Sales: Drill Hall, Chepstow

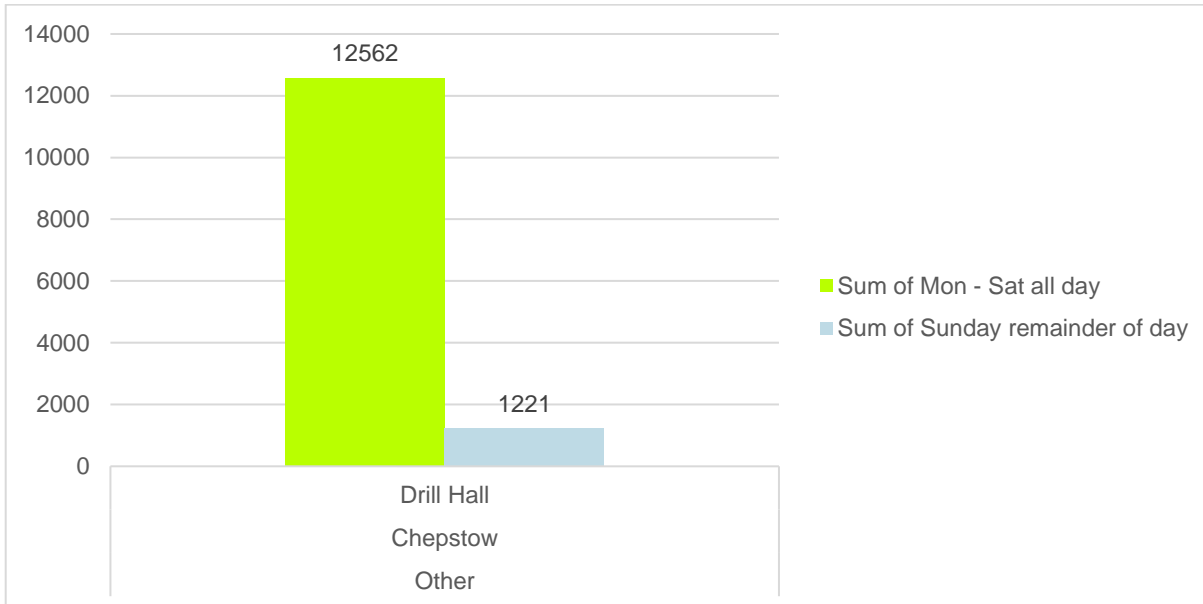
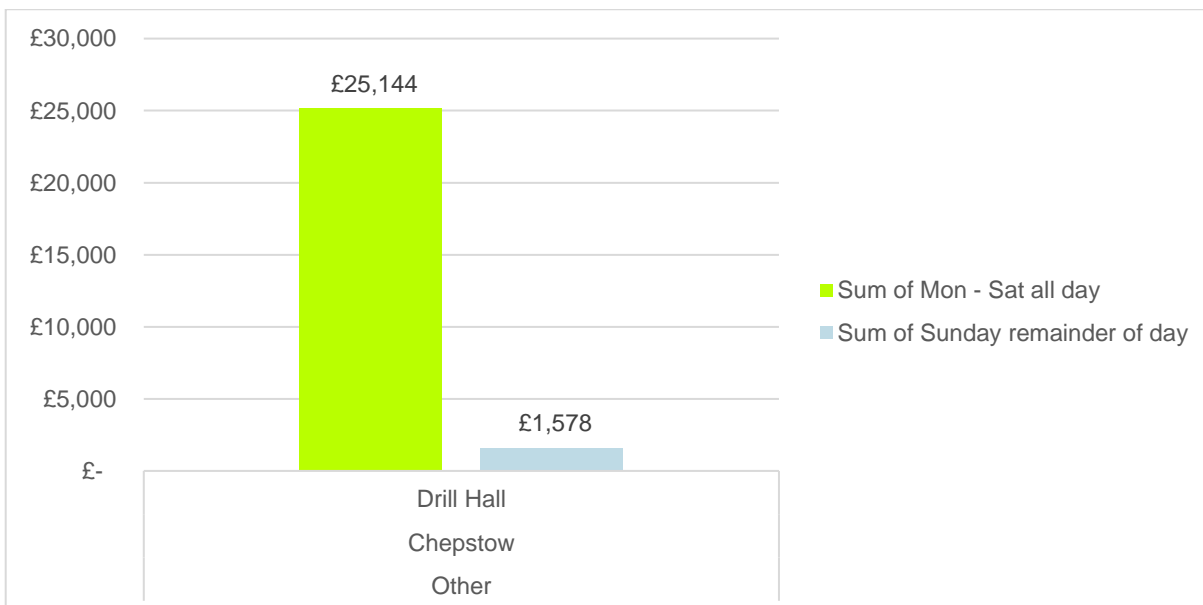


Figure 2-9 - Total Revenue from Ticket Sales: Drill Hall, Chepstow



TECHNICAL NOTE

2.5.3 Rogiet

Figure 2-10 - Total Ticket Sales: Other Car Parks in Rogiet

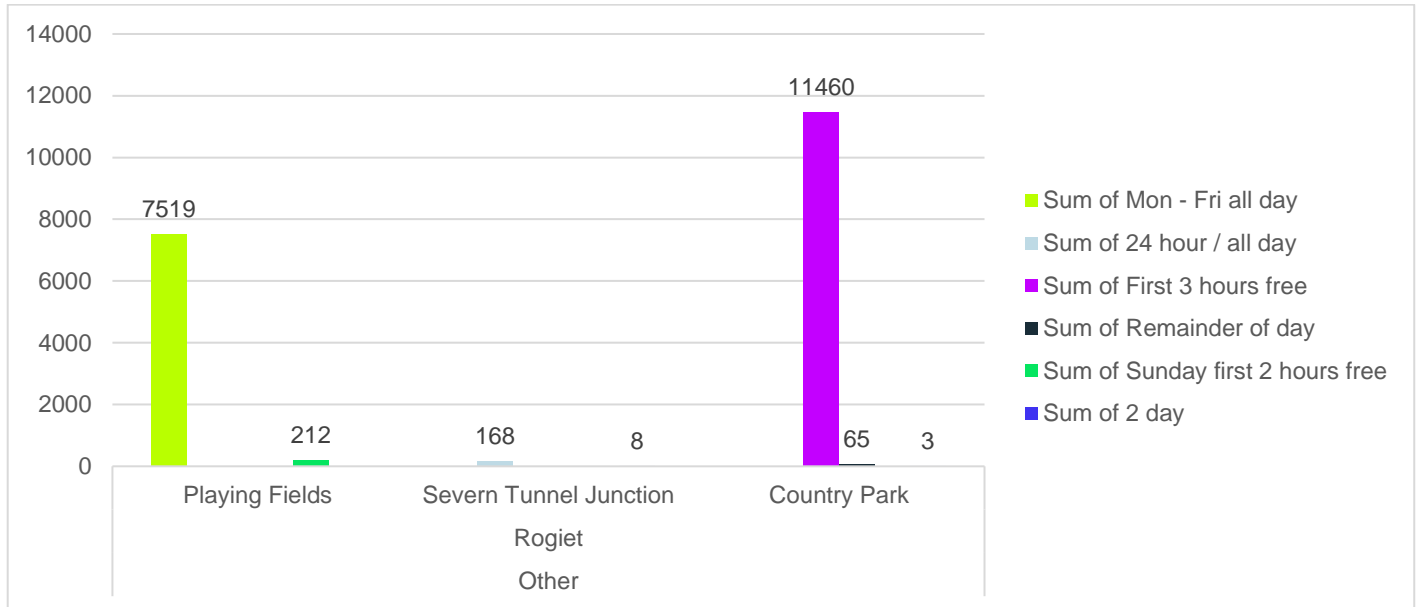
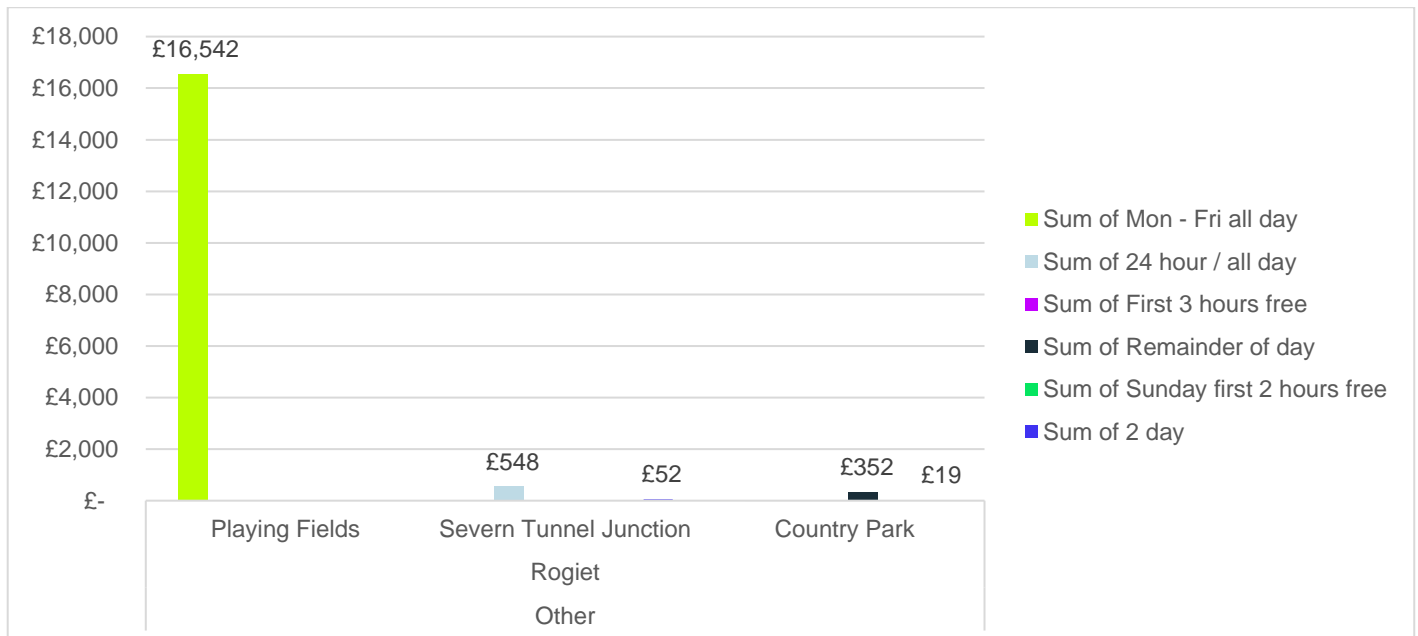


Figure 2-11 - Total Revenue from Ticket Sales: Other Car Parks in Rogiet



TECHNICAL NOTE

3. Occupancy Analysis

This section details the analysis of the Car Park data received from MCC. This data covered one-week periods in January, March and June of 2022, as well as September/October of 2024. Data for 2024 covered a one-week period in September or October and included data visitor attraction and leisure centre car parks, which were not previously surveyed in 2022. The extended 2024 period of data collection, in October, was due to some film equipment failures which necessitated refilming of some sites, and it should be noted that data for Caldicot Castle and Country Park (main car park) was collected over a week in November/December 2024.

The data provided to AtkinsRéalis by MCC and was collected by Severnside Transportation Data Collection and detailed the number of cars accessing and egressing each car park within each 15-minute interval surveyed, along with the corresponding hourly totals. AtkinsRéalis have utilised these hourly totals to calculate the number of vehicles in a car park at each hour of the day. The following formula was then applied to determine % occupancy:

$$\% \text{ occupancy} = \frac{\text{Number of vehicles in car park}}{\text{Total number of spaces}^6}$$

Table 3-1 details the type of each car park (payable or not) and the availability of EV charging facilities. Within the analysis some data was determined to be erroneous, due to significant anomalies which were not possible to correct manually, and some car parks had missing data which is detailed below. In Table 3-2 and within the detailed car park analysis (Section 3.2) the data was analysed and included if only a select few days of data were impacted and the impact on the results was deemed not to be significant.

Table 3-1 - Car Park Details

Place	Name	Type	EV Availability	Total Spaces	Additional Information
Abergavenny	Brewery Yard	Short Stay Pay and Display		91	
	Bus Station	Long Stay Pay and Display	Available	160	
	Byefield Lane	Free	Available	297	Pay and Display on Tuesday (all day charge)
	Castle Street	Long Stay Pay and Display		226	
	Fairfield	Long Stay Pay and Display	Available	482	

⁶ Including disabled, EV and parent and Child spaces

TECHNICAL NOTE

Place	Name	Type	EV Availability	Total Spaces	Additional Information
	Tiverton Place	Short Stay Pay and Display		65	
	Trinity Terrace	Short Stay Pay and Display	Available	38	
	Tudor Street	Long Stay Pay and Display		22	
	Abergavenny Leisure Centre	Leisure Centre		48	Total number of spaces changing on a weekly basis, based on the work programme of the school
Caldicot	Jubilee Way	Free		57	Access road at the back of this car park where some people park - this could reflect occupancy over capacity
	Woodstock Way	Free	Available	118	
	Caldicot Leisure Centre	Leisure Centre		70	
	Caldicot Castle (Small car park off Church Road)	Visitor Attraction		18	Used for school drop off/pick up
	Caldicot Castle and Country Park (Main Car Park)	Visitor Attraction		65	
Chepstow	Castle Dell	Long Stay Pay and Display	Available	101	
	Drill Hall	Long Stay Pay and Display		83	
	Nelson Street	Short Stay Pay and Display		92	
	Station Road	Free		43	
	Welsh Street	Long Stay Pay and Display	Available	226	

TECHNICAL NOTE

Place	Name	Type	EV Availability	Total Spaces	Additional Information
	The Station Car Park	Free		55	
	Chepstow Leisure Centre	Leisure Centre	Available	123	
Monmouth	Chippenham	Long Stay Pay and Display		35	
	Cornwall House	Long Stay Pay and Display		46	
	Glendower Street	Short Stay Pay and Display	Available	134	
	Monnow Street	Long Stay Pay and Display		41	
	Cattle Market	Long Stay Pay and Display		188	
	Cinderhill Street	Free		41	
	Old Dixton Road	Free		32	
	Rockfield Road	Free		109	
	Rowing Club	Free		20	
	Sports Ground	Season Permit Only		9	
	Wyebridge Street	Long Stay Pay and Display		33	
	Monmouth Leisure Centre	Leisure Centre		76	
Usk	Maryport Street North	Free	Available	153	
	Maryport Street South	Free	Available	86	
	Twyn Square	Free		15	
Gilwern	Main Road	Free	Available	24	

TECHNICAL NOTE

Place	Name	Type	EV Availability	Total Spaces	Additional Information
Goytre	Goytre Village	Free	Available	22	
Magor	Magor Square	Free		34	
	Sycamore Terrace	Free	Available	32	
	Withy Close	Free		26	
Rogiet	Playing Fields	Long Stay Pay and Display		70	
	Severn Tunnel Junction	Long Stay Pay and Display	Available	144	
	Country Park	Long Stay Pay and Display		30	
Raglan	Chepstow Road	Long Stay Pay and Display		54	
Tintern	Wireworks	Visitor Attraction		34	
	Old Station	Visitor Attraction	Available	16	Seasonal difference - overflow car park (extra 30 spaces open from 31st April to October). This Overflow car park was assumed to be open for the analysis of October data.
	Old Station (including overflow)	Visitor Attraction		46	

3.1 Occupancy Overview

Table 3-2 summarises the data analysis, detailing the highest percentage occupancy for weekdays, Saturdays and Sundays in both 2022 and 2024, and the time of day that occupancy reaches its peak(s). The car parks in this table have been colour coded based on their type, which clarifies some variations in occupancy percentages which show in excess of 100%:

- Green = Free
- Pink = Paid
- Blue = Leisure Centre or Visitor Attraction

NB: Sports Ground, Monmouth is a season permit only car park and has been left without colour.

TECHNICAL NOTE

Table 3-2 - Highest Percentage Occupancy Summary

	Name	2022 Peak																		2024 Peak											
		Weekday									Saturday						Sunday			Weekday		Saturday		Sunday							
		January			March			June			January		March		June		January		March		June		September/October								
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time			
Abergavenny	Brewery Yard	77%	11:00	Wed	63%	18:00	Thurs	<i>Assumed incorrect data</i>			57%	13:00	55%	13:00	<i>Assumed incorrect data</i>			21%	09:00	24%	13:00	<i>Assumed incorrect data</i>			76%	13:00	Fri	79%	11:00	36%	10:00
	Bus Station	74%	11:00	Tues	82%	11:00	Tues	101%	12:00	Thurs	94%	13:00	107%	12:00	74%	12:00	48%	12:00	58%	10:00 & 11:00	36%	11:00 & 13:00	81%	11:00	Thurs	119%	12:00	35%	11:00		
	Byefield Lane	109%	10:00	Wed	115%	10:00 & 11:00	Wed	118%	12:00	Wed	113%	11:00	108%	11:00	113%	11:00	6%	09:00	41%	14:00	43%	13:00	110%	10:00 & 12:00	Wed	103%	11:00 & 14:00	28%	14:00		
	Castle Street	98%	11:00	Tues	129%	12:00	Mon	97%	11:00	Tues	85%	12:00	88%	13:00	92%	11:00	26%	10:00 & 11:00	47%	13:00	43%	13:00	82%	11:00	Tues	95%	12:00	24%	12:00		
	Fairfield	53%	10:00	Tues	<i>Assumed incorrect data</i>			77%	11:00	Tues	63%	14:00	<i>Assumed incorrect data</i>			57%	12:00	26%	10:00 - 12:00	<i>Assumed incorrect data</i>		20%	13:00	50%	11:00	Tues	75%	13:00	62%	10:00	
	Tiverton Place	111%	11:00	Tues	109%	10:00	Tues	102%	09:00 & 11:00	Tues	80%	11:00	68%	10:00	71%	13:00	40%	12:00	<i>Assumed incorrect data</i>		29%	11:00	106%	11:00	Tues	97%	13:00	38%	13:00		
	Trinity Terrace	82%	11:00 & 12:00	Tues	84%	09:00	Wed	71%	10:00 & 12:00	Thurs	79%	13:00	79%	12:00	53%	13:00	21%	13:00	50%	14:00	39%	17:00	66%	11:00 - 12:00	Fri	61%	12:00	26%	13:00		
	Tudor Street	No 2022 data																		82%	09:00 - 12:00 ; 12:00	Tues & Fri	73%	11:00 - 12:00	45%	12:00					
	Abergavenny Leisure Centre	No 2022 data																		<i>Uncertainty around number of spaces prevents accurate calculation of % occupancy</i>											
Caldico	Jubilee Way	89%	12:00 ; 10:00 & 11:00	Mon; Tues	102%	13:00	Fri	109%	11:00	Tues	82%	12:00	81%	13:00	72%	10:00	26%	09:00	51%	13:00	<i>Assumed incorrect data</i>			<i>Assumed incorrect data: Survey camera capturing movement in/out private land</i>							

TECHNICAL NOTE

	Name	2022 Peak																		2024 Peak									
		Weekday									Saturday						Sunday			Weekday		Saturday		Sunday					
		January			March			June			January		March		June		January		March	June	September/October								
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time		
	Woodstock Way	31%	11:00	Tues	28%	11:00	Tues	27%	10:00	Wed	7%	13:00	7%	10:00	3%		5%	09:00	Assumed incorrect data		Assumed incorrect data		27%	09:00 ; 10:00	Mon & Tues	49%	10:00	3%	10:00
	Caldicot Leisure Centre	No 2022 data																		107%	19:00	Mon	110%	09:00	69%	09:00			
	Caldicot Castle (Small car park off Church Road)	No 2022 data																		78%	18:00	Wed	83%	11:00	39%	13:00			
	Caldicot Castle and Country Park (Main car park) ⁷	No 2022 data																		28%	11:00 - 12:00	Mon	42%	12:00	8%	09:00 ; 12:00			
Chepstow	Castle Dell	17%	11:00	Thurs	35%	13:00	Mon	51%	19:00	Fri	62%	12:00	60%	14:00	41%	14:00	25%	12:00	61%	13:00	43%	12:00	43%	12:00	Thurs	No 2024 data			
	Drill Hall	30%	18:00	Wed	54%	19:00	Fri	43%	18:00	Wed	16%	11:00 - 15:00	49%	13:00	22%	19:00	13%	12:00	31%	15:00	34%	13:00	Assumed incorrect data		36%	13:00	25%	13:00	
	Nelson Street	76%	13:00 ; 12:00	Wed; Thurs	78%	12:00 & 19:00	Fri	77%	19:00	Fri	74%	12:00 & 19:00	58%	13:00	71%	19:00	41%	10:00 & 11:00	51%	13:00	47%	10:00	88%	19:00	Fri	60%	11:00	52%	10:00
	Station Road	60%	10:00	Tues	49%	08:00 & 11:00 ; 08:00 , 10:00 & 11:00	Tues; Wed	65%	10:00 - 12:00	Tues	44%	12:00	21%	06:00 - 11:00	40%	10:00 & 12:00	26%	12:00	19%	13:00	26%	14:00	70%	09:00 ; 12:00 ; 11:00	Tues, Wed & Thurs	47%	10:00 & 13:00	28%	14:00
	Welsh Street	Assumed incorrect data			65%	12:00	Fri	73%	11:00	Fri	Assumed incorrect data		52%	13:00	52%	11:00	Assumed incorrect data		46%	13:00	23%	12:00	79%	11:00	Fri	66%	11:00	30%	13:00

⁷ November/December 2024 data

**TECHNICAL
NOTE**

	Name	2022 Peak																				2024 Peak									
		Weekday									Saturday						Sunday					Weekday			Saturday		Sunday				
		January			March			June			January			March			June		January		March		June	September/October							
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	Day	%	Time	%	Time	%	Time
	The Station Car Park	96%	10:00 ; 12:00 & 13:00	Tues; Wed	89%	09:00 & 11:00	Thurs	87%	11:00 & 12:00	Mon	82%	11:00	75%	10:00	67%	11:00	9%	10:00 & 11:00	2%	10:00 & 12:00	Assumed incorrect data			104%	10:00	Tues	51%	10:00	9%	10:00	
	Chepstow Leisure Centre	No 2022 data																				72%	10:00 & 17:00	Wed	81%	10:00	45%	09:00			
Monmouth	Chippenham	126%	10:00	Thurs	111%	13:00	Tues	114%	11:00	Tues	111%	11:00	103%	12:00	114%	11:00	80%	08:00	49%	13:00	60%	10:00	126%	12:00	Tues	No 2024 data					
	Cornwall House	Missing parts of data			30%	11:00	Thurs	30%	11:00	Fri	37%	12:00	48%	12:00	52%	12:00	28%	09:00	24%	14:00	22%	13:00	52%	11:00	Fri	54%	13:00	76%	11:00		
	Glendower Street	75%	18:00	Fri	73%	12:00	Tues	67%	18:00	Fri	54%	12:00	56%	10:00 & 11:00	37%	11:00 & 13:00	26%	09:00	35%	13:00	18%	12:00	51%	19:00	Wed	35%	14:00	22%	11:00		
	Monnow Street	34%	10:00 & 11:00 ; 13:00	Mon; Tues	46%	14:00	Fri	Assumed incorrect data			88%	13:00	66%	12:00	Assumed incorrect data			66%	09:00	15%	13:00	Assumed incorrect data			32%	12:00	Fri	49%	14:00	59%	10:00
	Cattle Market	73%	11:00	Fri	76%	12:00	Fri	77%	12:00	Fri	83%	12:00	86%	11:00	65%	11:00 & 12:00	61%	09:00	51%	11:00 & 12:00	53%	13:00	Assumed incorrect data			86%	13:00	65%	11:00		
	Cinderhill Street	44%	10:00	Tues	51%	12:00 & 13:00	Tues	61%	09:00	Mon	44%	12:00	27%	07:00 - 10:00	34%	10:00	24%	08:00	17%	09:00	15%	09:00	59%	08:00 - 09:00 ; 11:00 - 08:00 & 13:00	Tues, Wed & Thurs	54%	10:00	41%	14:00		
	Old Dixton Road	84%	11:00 & 12:00	Tues	59%	10:00 & 11:00	Sat	75%	09:00 & 12:00	Fri	59%	10:00 & 11:00	66%	12:00	47%	10:00	22%	09:00	Assumed incorrect data			47%	12:00	Assumed incorrect data			47%	11:00	16%	11:00	

TECHNICAL NOTE

	Name	2022 Peak																		2024 Peak											
		Weekday									Saturday						Sunday			Weekday		Saturday		Sunday							
		January			March			June			January		March		June		January		March		June		September/October								
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time			
	Rockfield Road	<i>Assumed incorrect data</i>			85%	11:00	Fri	74%	10:00	Wed	<i>Assumed incorrect data</i>			69%	11:00	61%	11:00	<i>Assumed incorrect data</i>			15%	12:00	28%	14:00	86%	11:00	Wed	73%	13:00	43%	11:00
	Rowing Club	<i>Occupancy greatly exceeds capacity, see page 134</i>																		<i>Occupancy greatly exceeds capacity, see page 134</i>											
	Sports Ground	No 2022 data																		<i>Incorrect survey site</i>											
	Wyebridge Street	No 2022 data																		30%	13:00	Mon	48%	14:00	18%	10:00 - 11:00					
	Monmouth Leisure Centre	No 2022 data																		<i>Assumed incorrect data</i>						112%	10:00	91%	12:00		
Usk	Maryport Street North	103%	12:00	Fri	107%	12:00	Thurs	95%	11:00	Tues	91%	11:00	103%	11:00 & 12:00	80%	14:00	31%	10:00 & 11:00	44%	12:00	38%	12:00	92%	12:00	Thurs	90%	13:00	19%	12:00 - 13:00		
	Maryport Street South	90%	10:00	Wed	<i>Car Park Closed</i>			102%	13:00	Wed	35%	11:00	<i>Car Park Closed</i>		51%	10:00	17%	12:00	<i>Car Park Closed</i>		27%	14:00 & 15:00	97%	10:00	Mon	51%	09:00	53%	12:00		
	Twyn Square	<i>Assumed incorrect data</i>																		60%	12:00 - 13:00 ; 15:00	Mon & Thurs	33%	18:00	40%	12:00 - 13:00					
Gilwern	Main Road	<i>Assumed incorrect data</i>																		38%	17:00 %	Tues	25%	11:00 - 12:00	25%	17:00 - 18:00					
Goytre	Goytre Village	<i>Assumed incorrect data</i>																		45%	14:00 ; 10:00	Mon % Fri	27%	14:00	9%	09:00 - 10:00					

**TECHNICAL
NOTE**

	Name	2022 Peak																				2024 Peak							
		Weekday									Saturday						Sunday					Weekday			Saturday		Sunday		
		January			March			June			January		March		June		January		March		June	September/October							
		%	Time	Day	%	Time	Day	%	Time	Day	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time	%	Time			
Magor	Magor Square	88%	14:00	Wed, Thurs & Fri	91%	13:00	Wed	82%	12:00	Tues	62%	20:00	62%	11:00 & 19:00	76%	11:00	65%	14:00	25%	10:00	41%	09:00	91%	12:00 - 13:00	Fri	79%	14:00	53%	11:00
	Sycamore Terrace	Assumed incorrect data																				103%	14:00	Fri	38%	10:00	13%	13:00 - 14:00	
	Withy Close	Assumed incorrect data																				69%	10:00 - 11:00	Fri	46%	10:00	58%	10:00	
Rogiet	Playing Fields	Assumed incorrect data																				69%	10:00 - 12:00	Tues	36%	14:00 - 15:00	17%	13:00	
	Severn Tunnel Junction	No 2022 data																				Incorrect survey site							
	Country Park	No 2022 data																				Assumed incorrect data							
Raglan	Chepstow Road	39%	Mon	11:00	50%	14:00	Tues & Fri	94%	13:00	Wed	Assumed incorrect data	33%	09:00	43%	15:00	Assumed incorrect data	13%	11:00, 12:00 & 14:00	7%	10:00 - 12:00	81%	19:00	Wed	20%	11:00	43%	10:00 - 11:00		
Tintern	Wireworks	No 2022 data																				32%	13:00	Fri	62%	13:00	62%	12:00	
	Old Station	No 2022 data																				Overflow car park was assumed to be open							
	Old Station (including overflow)	70%	11:00	Fri	80%	14:00	65%	12:00																					

TECHNICAL NOTE

3.2 Highest and Lowest Peak Occupancy

To determine the car parks with the highest and lowest average occupancy percentages, the peak occupancy for Weekdays and Saturdays within January, March and June were used for 2022.

For car parks with complete data, the six peak occupancy figures were summed and divided by six to give the Monday to Saturday average.

If data for a specific period, for example a Saturday in March, was missing, the calculation was adjusted by summing the available figures and dividing by the number of available data points.

The peak occupancy for September or October 2024 was calculated using the same method above.

Table 3-3 and Table 3-4 display the average occupancy findings for both 2022 and 2024. It should be noted that if a car park was missing data for the entire period, it has not been included. Car parks with occupancy above capacity may be partially explained by cars being parked outside of set spaces; for example, at the Jubilee Way Car Park (Caldicot) it has been noted that some cars were parked along an access road at the back of the car park.

Table 3-3 - 2022 Average % Occupancy for Weekdays and Saturdays

Place	Name	Type	2022
Monmouth	Chippenham	Long Stay Pay and Display	113%
Abergavenny	Byefield Lane	Free	113%
Abergavenny	Castle Street	Long Stay Pay and Display	98%
Usk	Maryport Street North	Free	97%
Abergavenny	Tiverton Place	Short Stay Pay and Display	90%
Caldicot	Jubilee Way	Free	89%
Abergavenny	Bus Station	Long Stay Pay and Display	89%
Chepstow	The Station Car Park	Free	83%
Magor	Magor Square	Free	77%
Monmouth	Cattle Market	Long Stay Pay and Display	77%
Abergavenny	Trinity Terrace	Short Stay Pay and Display	75%
Chepstow	Nelson Street	Short Stay Pay and Display	72%
Monmouth	Rockfield Road	Free	72%
Usk	Maryport Street South	Free	70%
Monmouth	Old Dixton Road	Free	65%
Abergavenny	Brewery Yard	Short Stay Pay and Display	63%
Abergavenny	Fairfield	Long Stay Pay and Display	63%

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Chepstow	Welsh Street	Long Stay Pay and Display	61%
Monmouth	Glendower Street	Short Stay Pay and Display	60%
Monmouth	Monnow Street	Long Stay Pay and Display	59%
Raglan	Chepstow Road	Long Stay Pay and Display	52%
Chepstow	Station Road	Free	47%
Chepstow	Castle Dell	Long Stay Pay and Display	44%
Monmouth	Cinderhill Street	Free	44%
Monmouth	Cornwall House	Long Stay Pay and Display	39%
Chepstow	Drill Hall	Long Stay Pay and Display	36%
Caldicot	Woodstock Way	Free	17%

Table 3-4 - 2024 Average % Occupancy for Weekdays and Saturdays

Place	Name	Type	2024
Monmouth	Rowing Club	Free	230% ⁸
Monmouth	Chippenham	Long Stay Pay and Display	126%
Monmouth	Monmouth Leisure Centre	Leisure Centre	112%
Caldicot	Caldicot Leisure Centre	Leisure Centre	109%
Abergavenny	Byefield Lane	Free	107%
Abergavenny	Tiverton Place	Short Stay Pay and Display	102%
Abergavenny	Bus Station	Long Stay Pay and Display	100%
Usk	Maryport Street North	Free	91%
Abergavenny	Castle Street	Long Stay Pay and Display	89%
Monmouth	Cattle Market	Long Stay Pay and Display	86%
Magor	Magor Square	Free	85%
Caldicot	Caldicot Castle (Small car park off Church Road)	Visitor Attraction	81%
Monmouth	Rockfield Road	Free	80%
Abergavenny	Brewery Yard	Short Stay Pay and Display	78%
Chepstow	The Station Car Park	Free	78%

⁸ Likely due to parking outside of formal bays.

TECHNICAL NOTE

Abergavenny	Tudor Street	Long Stay Pay and Display	78%
Chepstow	Chepstow Leisure Centre	Leisure Centre	77%
Tintern	Old Station (including overflow)	Visitor Attraction	75%
Chepstow	Nelson Street	Short Stay Pay and Display	74%
Usk	Maryport Street South	Free	74%
Chepstow	Welsh Street	Long Stay Pay and Display	73%
Magor	Sycamore Terrace	Free	71%
Abergavenny	Trinity Terrace	Short Stay Pay and Display	64%
Abergavenny	Fairfield	Long Stay Pay and Display	63%
Chepstow	Station Road	Free	59%
Magor	Withy Close	Free	58%
Monmouth	Cinderhill Street	Free	57%
Monmouth	Cornwall House	Long Stay Pay and Display	53%
Rogiet	Playing Fields	Long Stay Pay and Display	53%
Raglan	Chepstow Road	Long Stay Pay and Display	51%
Monmouth	Old Dixton Road	Free	47%
Tintern	Wireworks	Visitor Attraction	47%
Usk	Twyn Square	Free	47%
Chepstow	Castle Dell	Long Stay Pay and Display	43%
Monmouth	Glendower Street	Short Stay Pay and Display	43%
Monmouth	Monnow Street	Long Stay Pay and Display	41%
Monmouth	Wyebridge Street	Long Stay Pay and Display	39%
Caldicot	Woodstock Way	Free	38%
Goytre	Goytre Village	Free	36%
Caldicot	Caldicot Castle and Country Park	Visitor Attraction	35%
Gilwern	Main Road	Free	32%
Chepstow	Drill Hall	Long Stay Pay and Display	18%

TECHNICAL NOTE

4. Detailed Occupancy Data Analysis

This section provides the detailed data analysis from where the peak occupancy summary data was drawn. The graphs within this section show the number of cars within each car park for each hour on each day of the week surveyed, and each car parks total amount of spaces. This data has then been used to determine the percentage occupancy at each hour, as outlined by the methodology detailed in Section 3. Where car parks were missing a month/year of data, or it was identified to be incorrect, the graph has been omitted. Anomalies for certain days of data, which were identified to be incorrect, have been noted appropriately throughout the section.

The detailed analysis is split by town, available on the following pages:

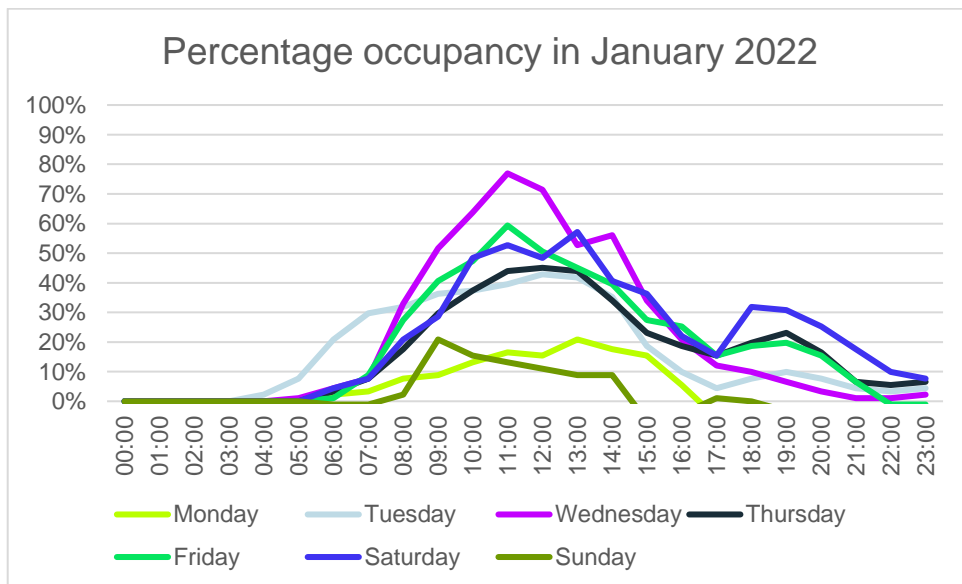
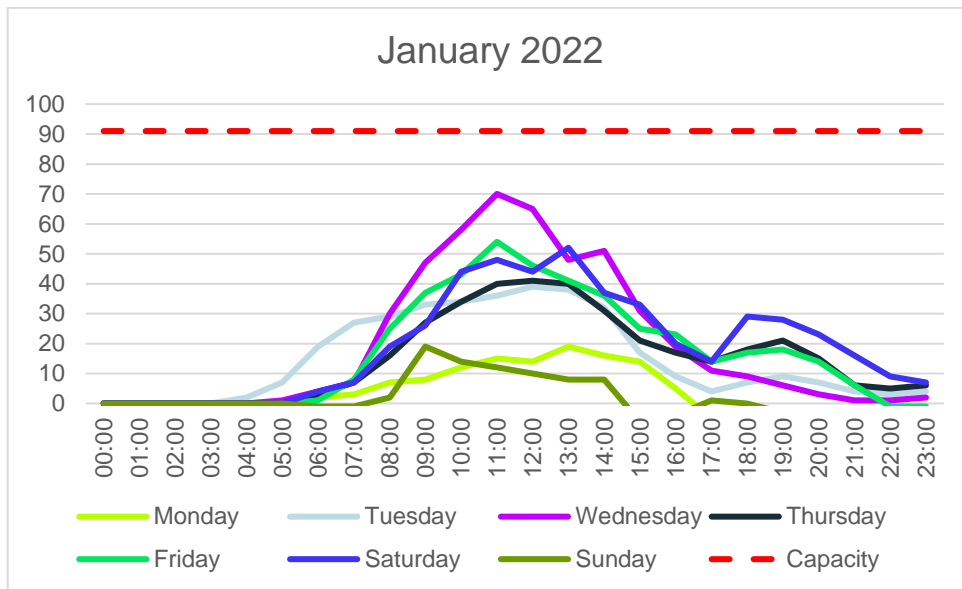
4.1	Abergavenny	39
4.2	Caldicot	66
4.3	Chepstow	77
4.4	Monmouth	102
4.5	Usk	140
4.6	Gilwern	151
4.7	Goytre	155
4.8	Magor	159
4.9	Rogiet	171
4.10	Raglan	176
4.11	Tintern	180

TECHNICAL NOTE

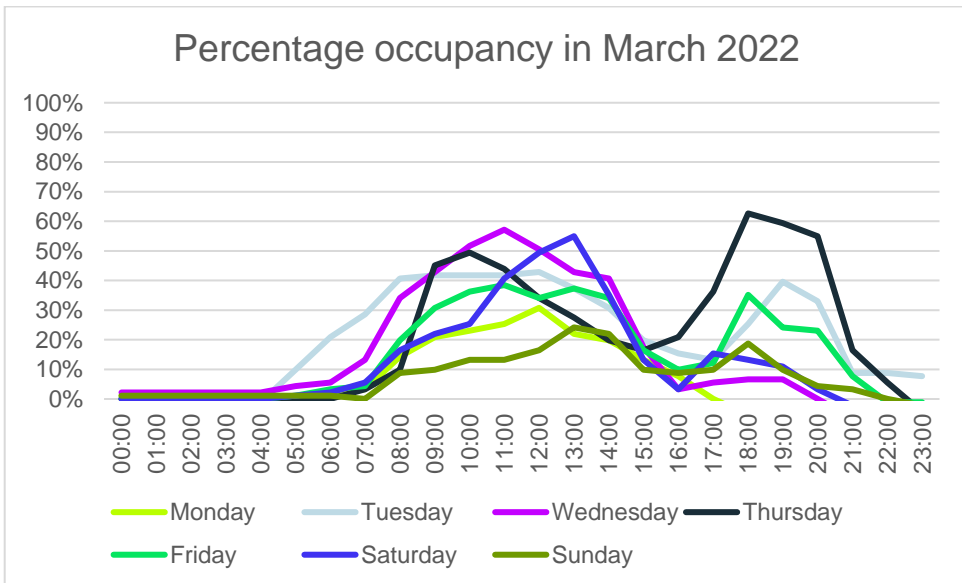
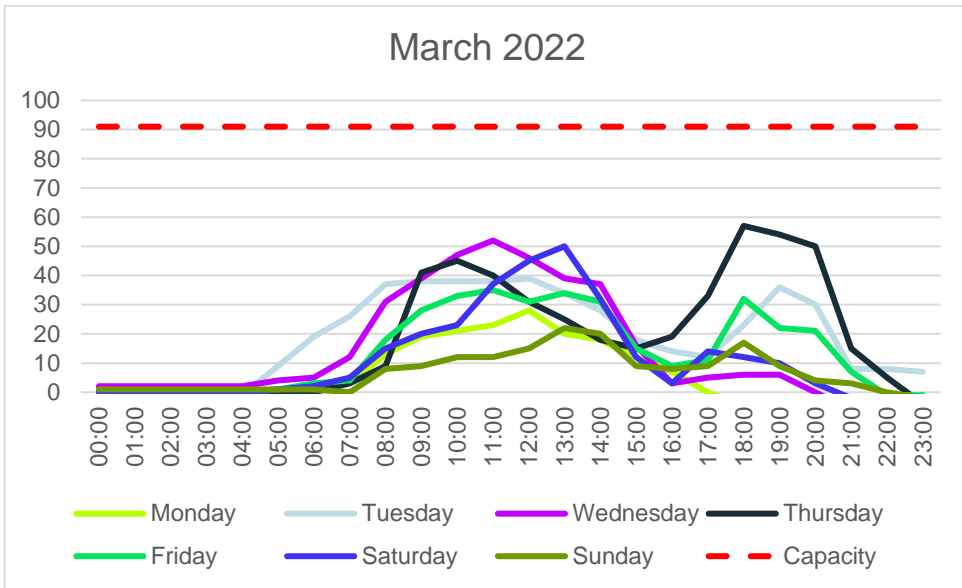
4.1 Abergavenny

4.1.1 Brewery Yard

2022 Analysis

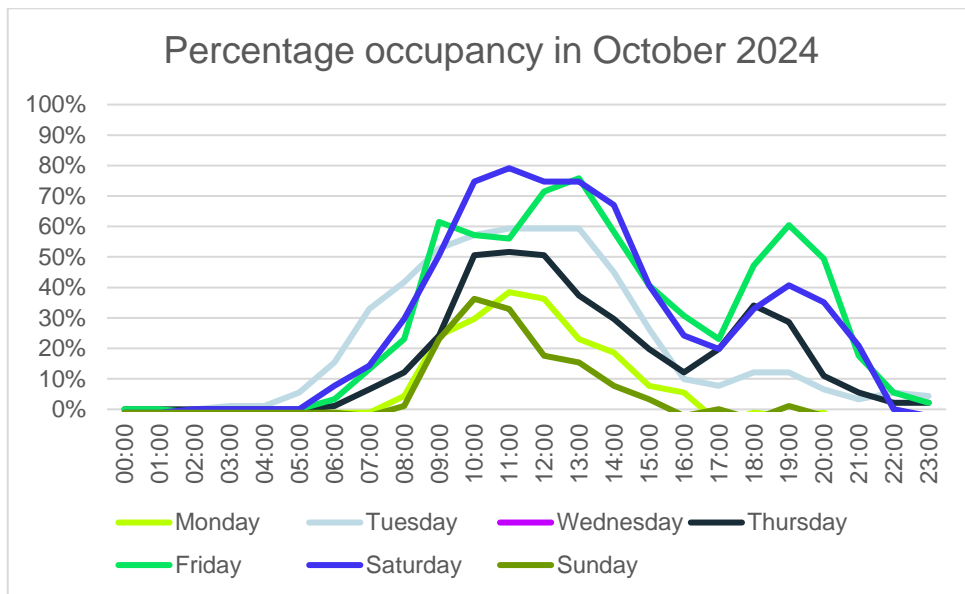
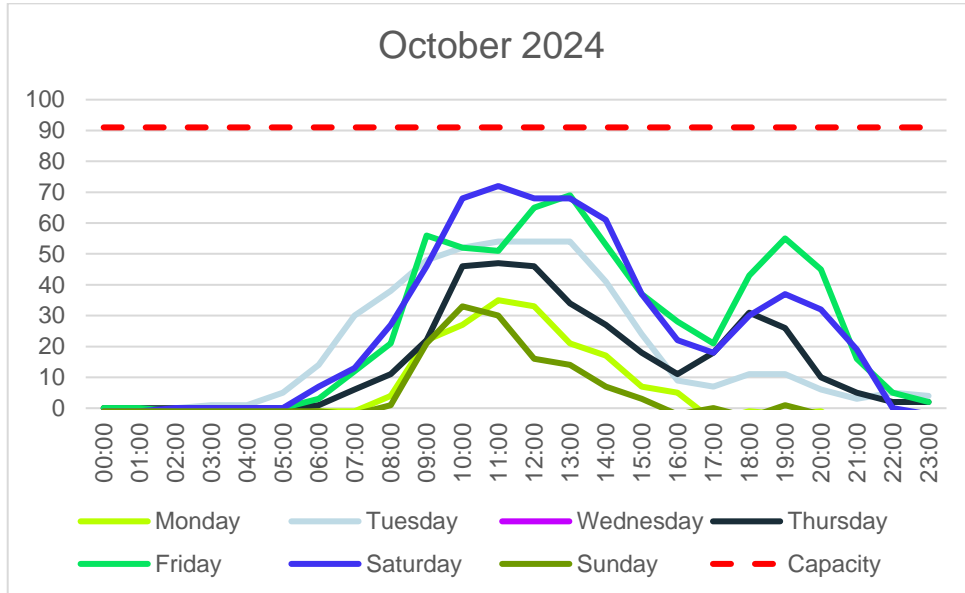


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis⁹

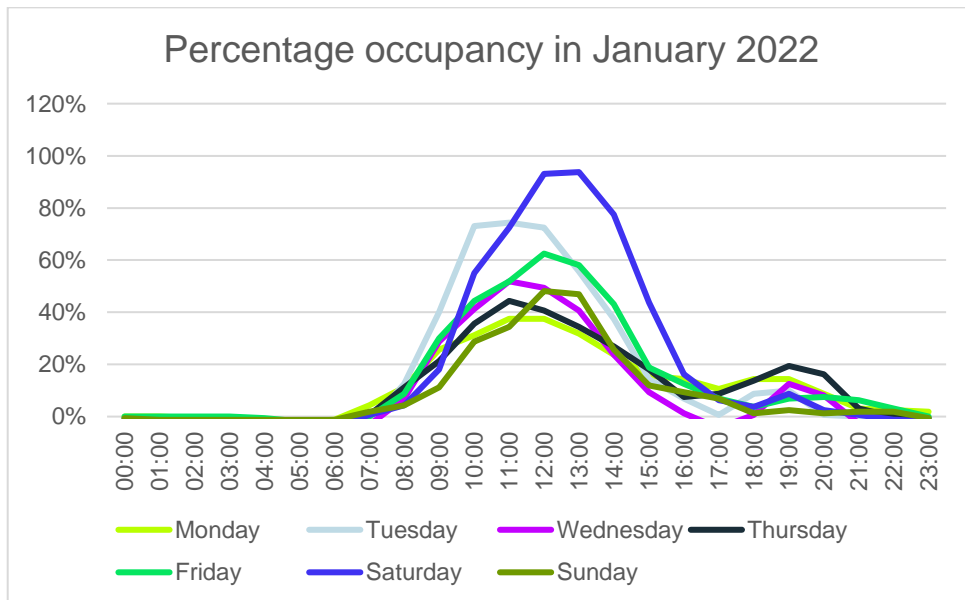
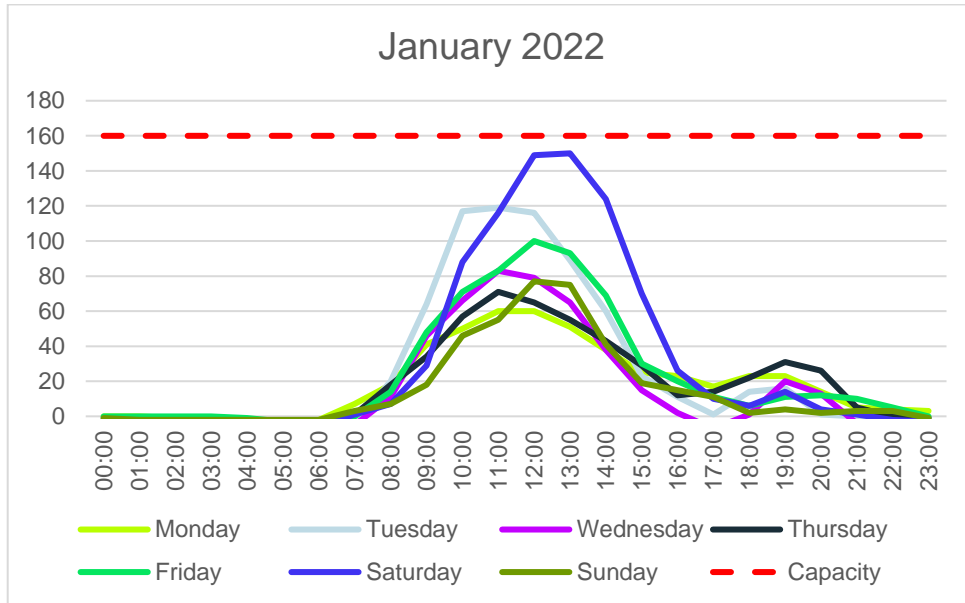


⁹ Wednesday data for October was identified to be incorrect and has therefore been removed from the graph.

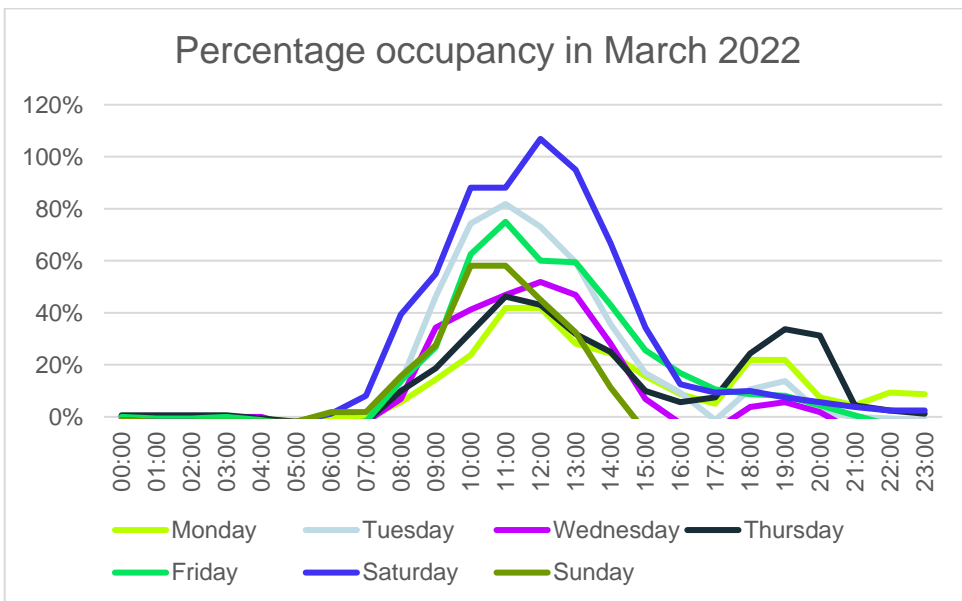
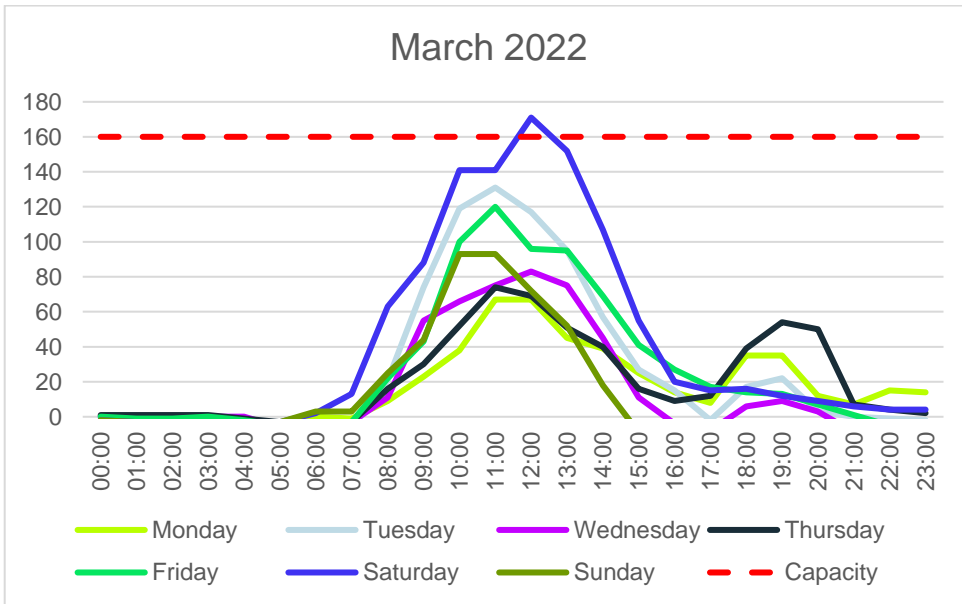
TECHNICAL NOTE

4.1.2 Bus Station

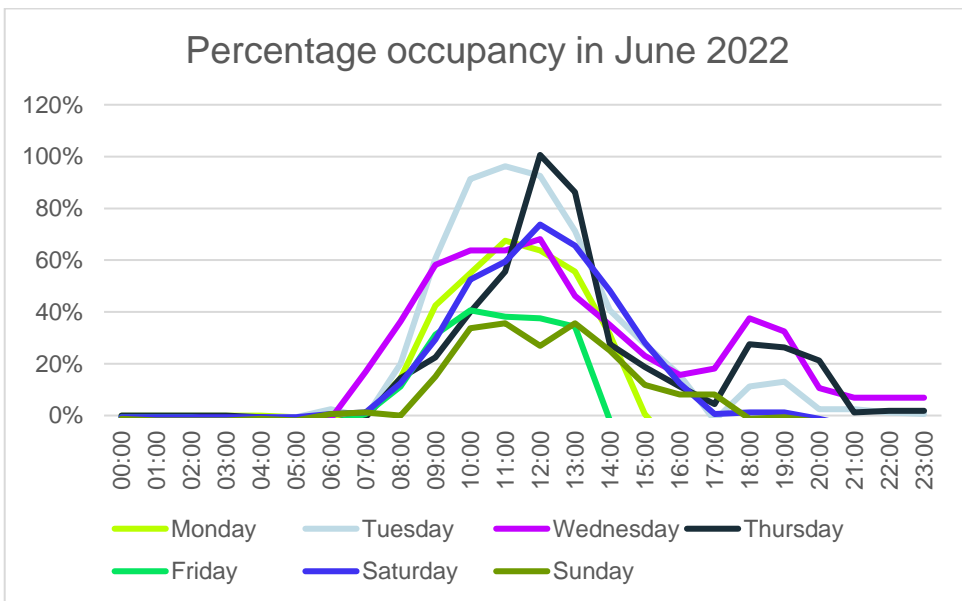
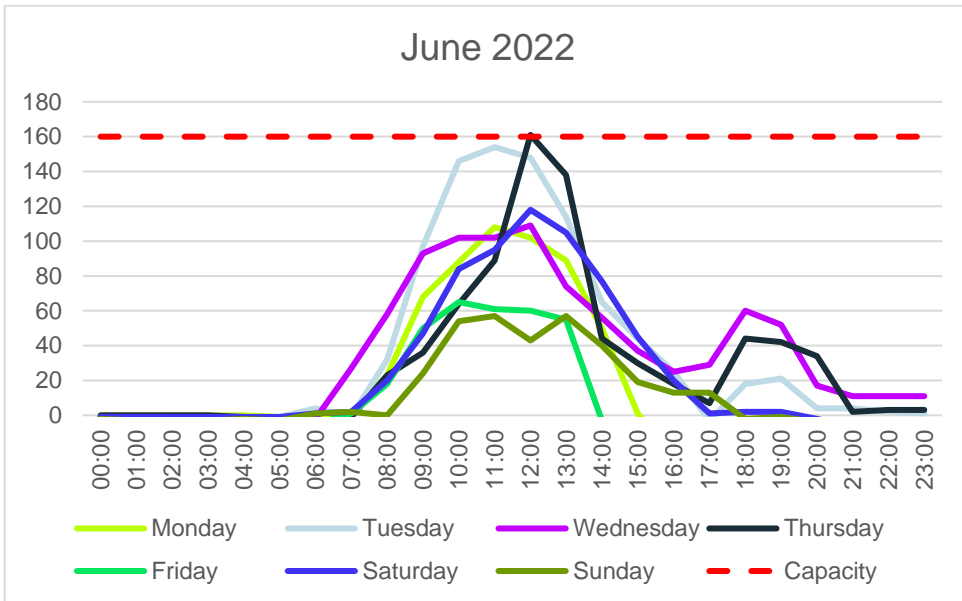
2022 Analysis



TECHNICAL NOTE

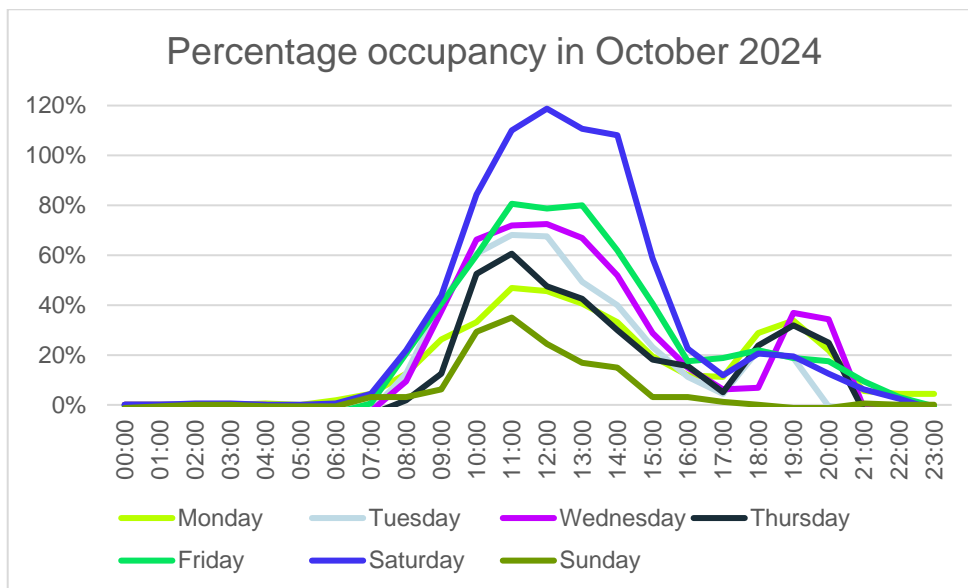
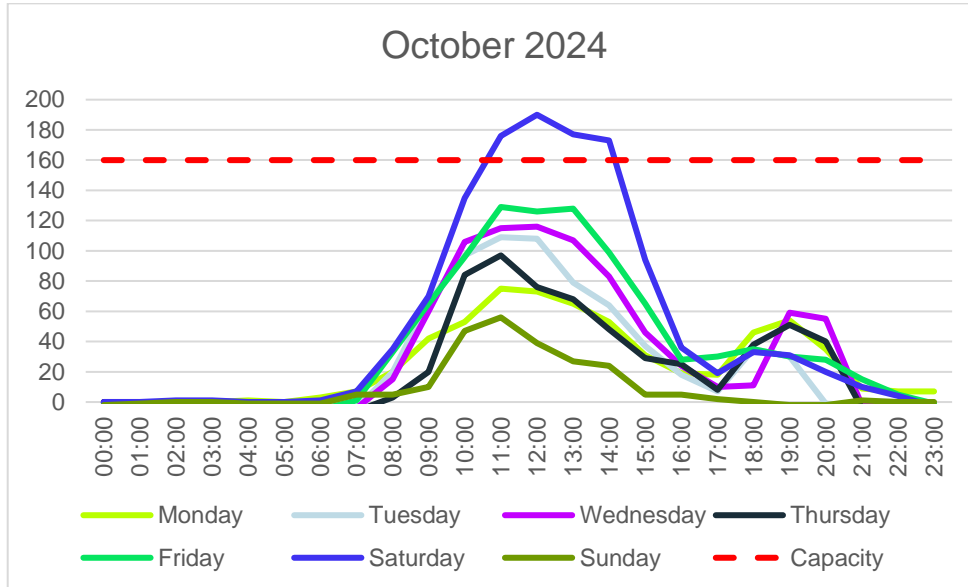


TECHNICAL NOTE



TECHNICAL NOTE

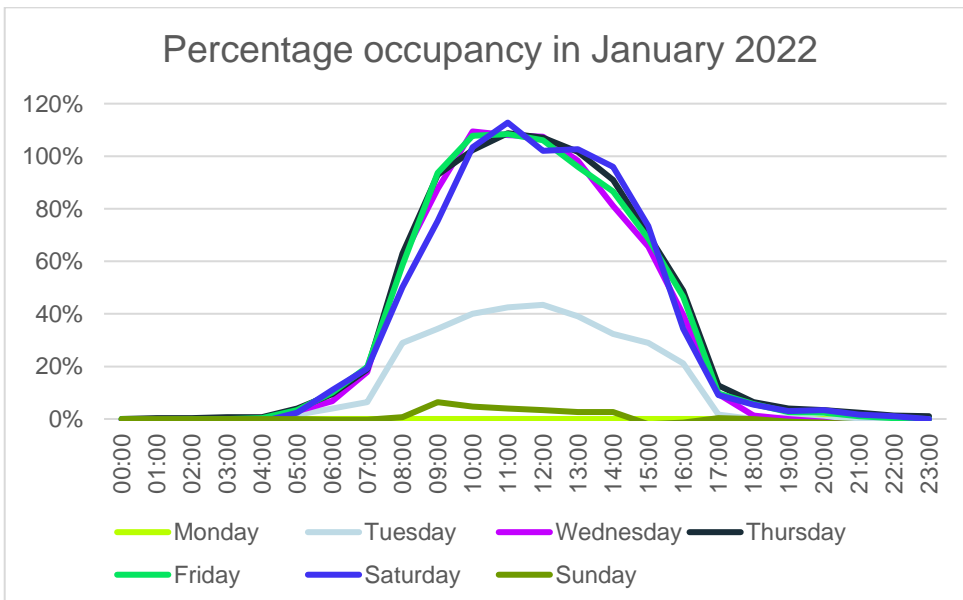
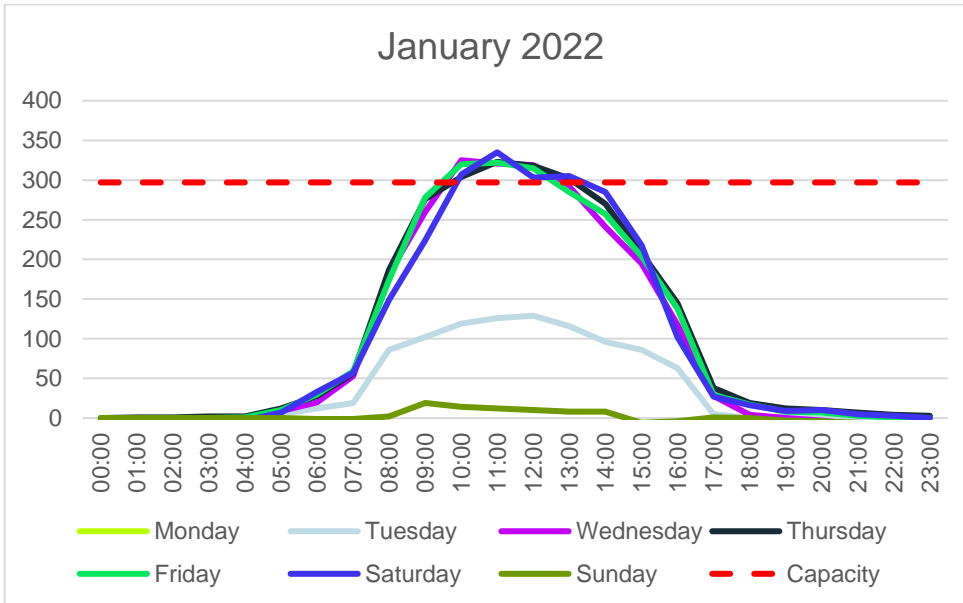
2024 Analysis



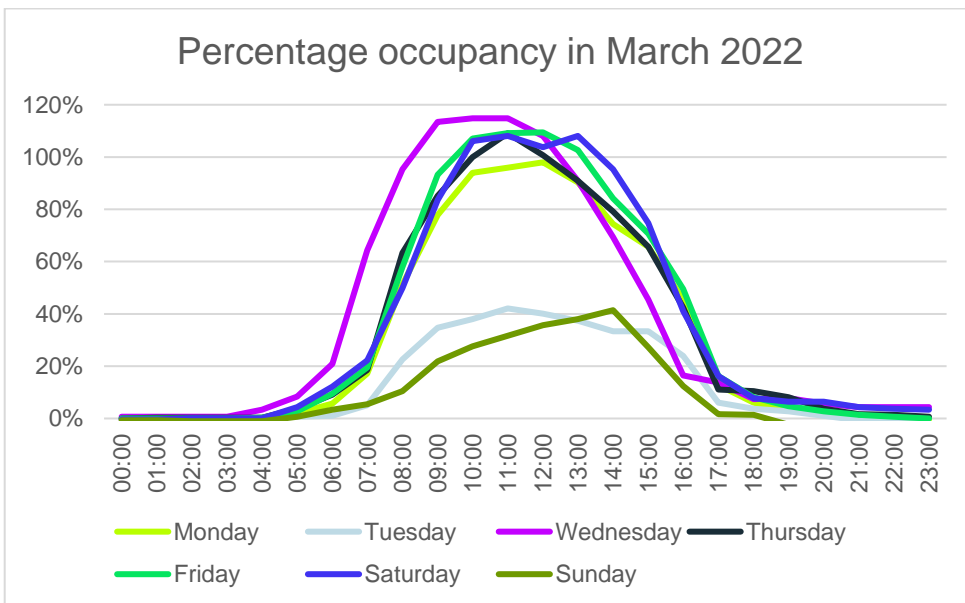
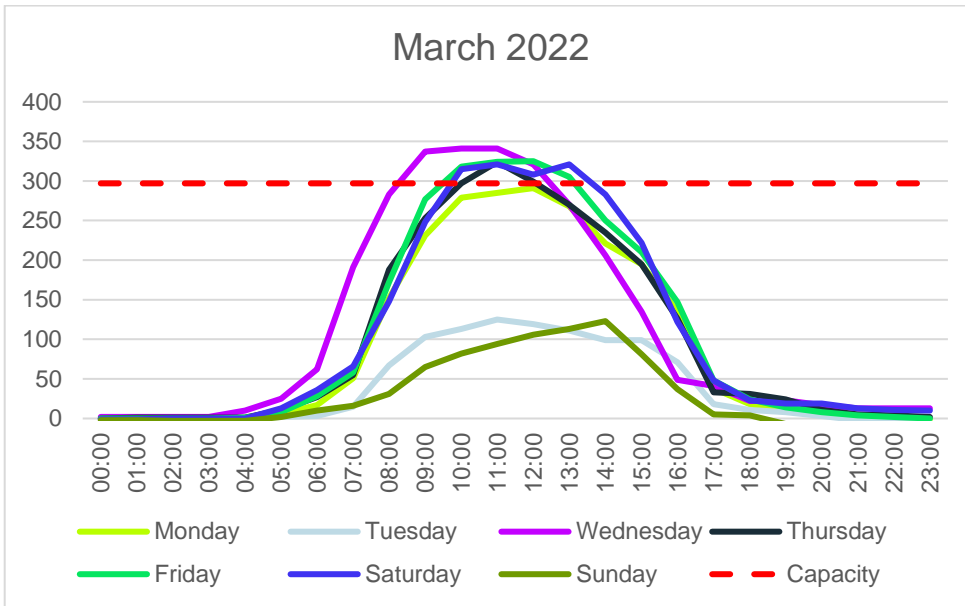
TECHNICAL NOTE

4.1.3 Byefield Lane

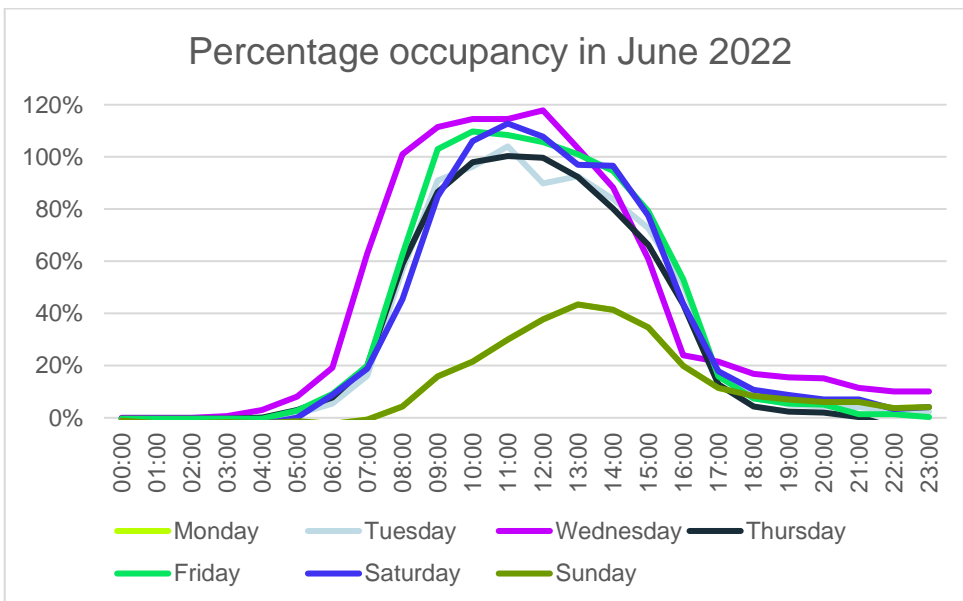
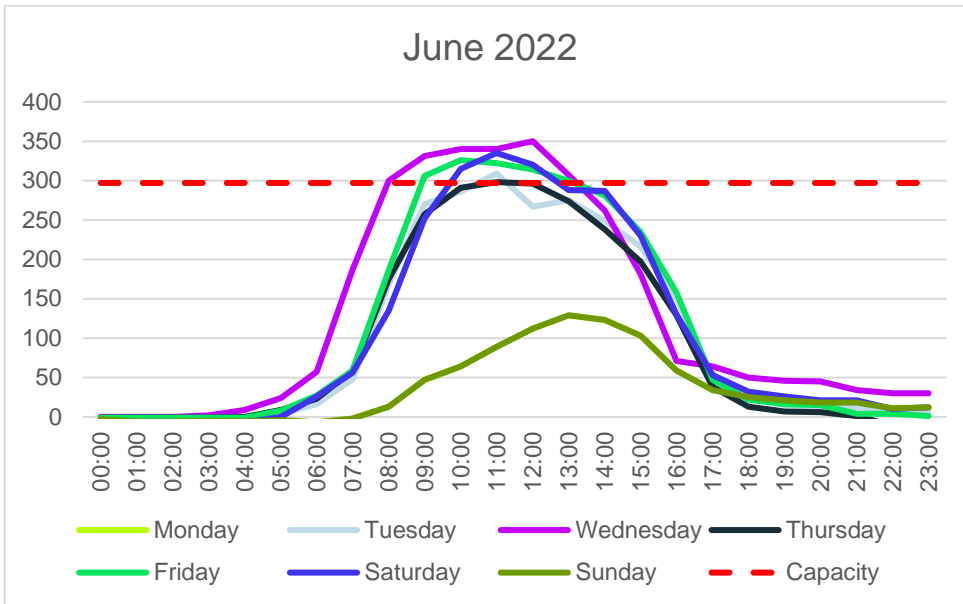
2022 Analysis



TECHNICAL NOTE

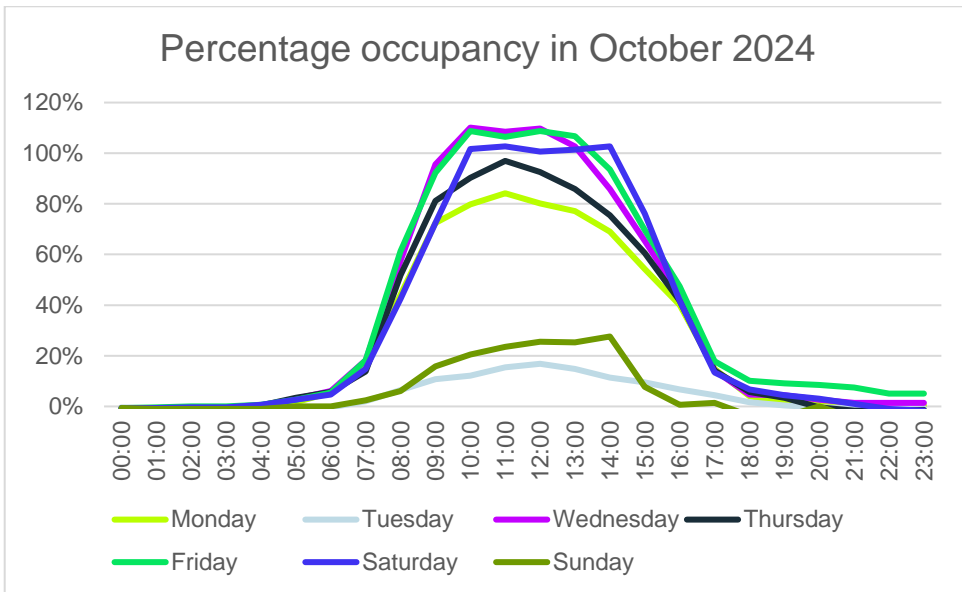
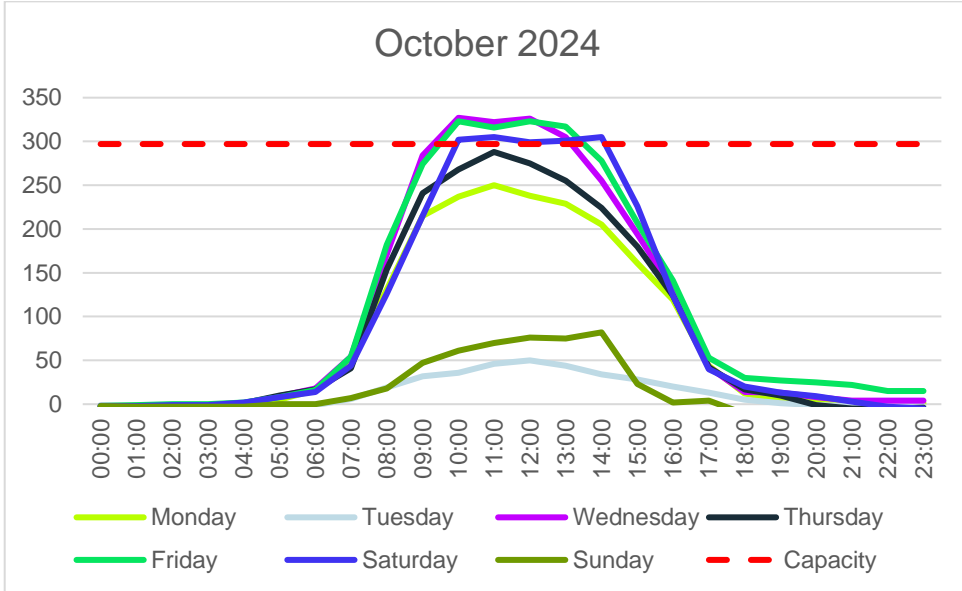


TECHNICAL NOTE



TECHNICAL NOTE

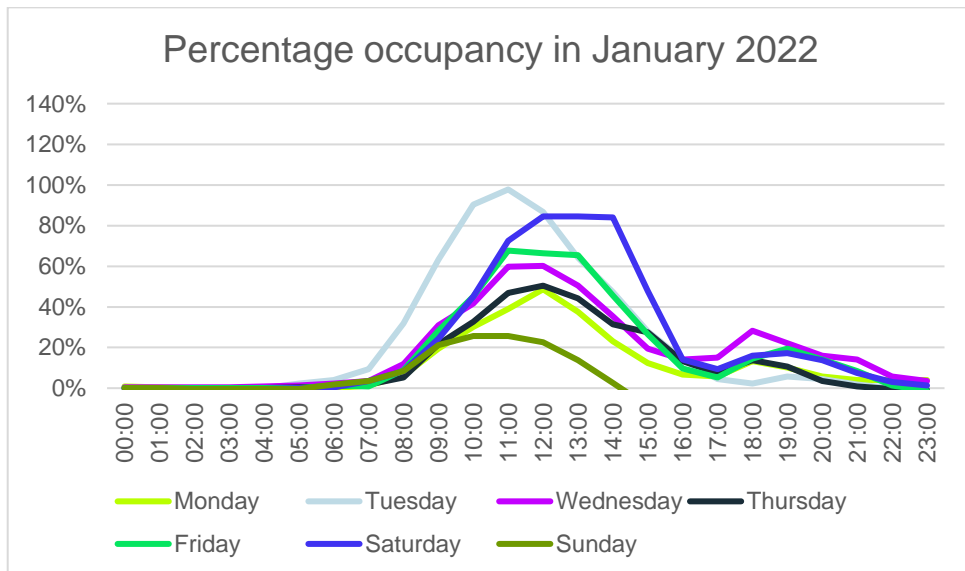
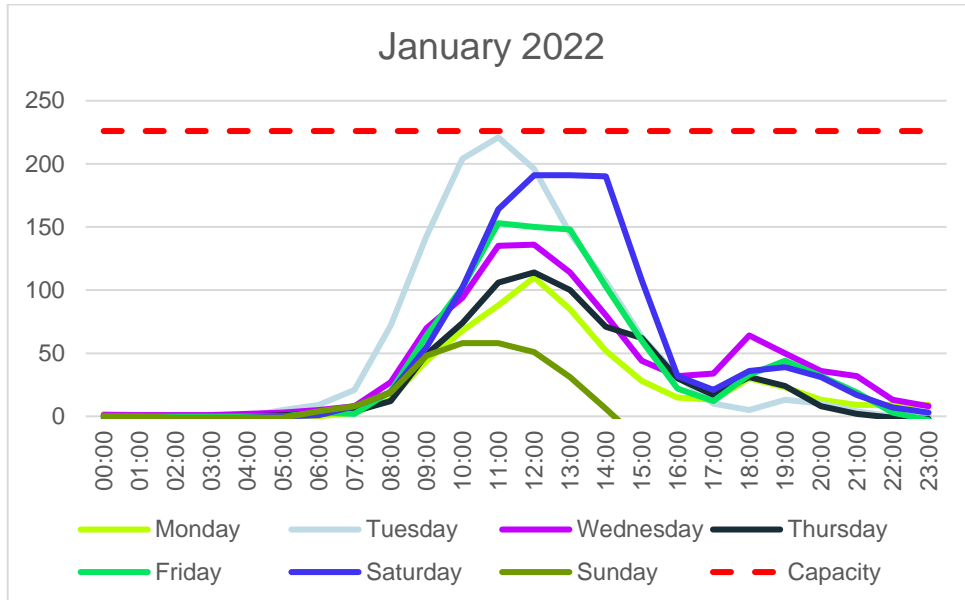
2024 Analysis



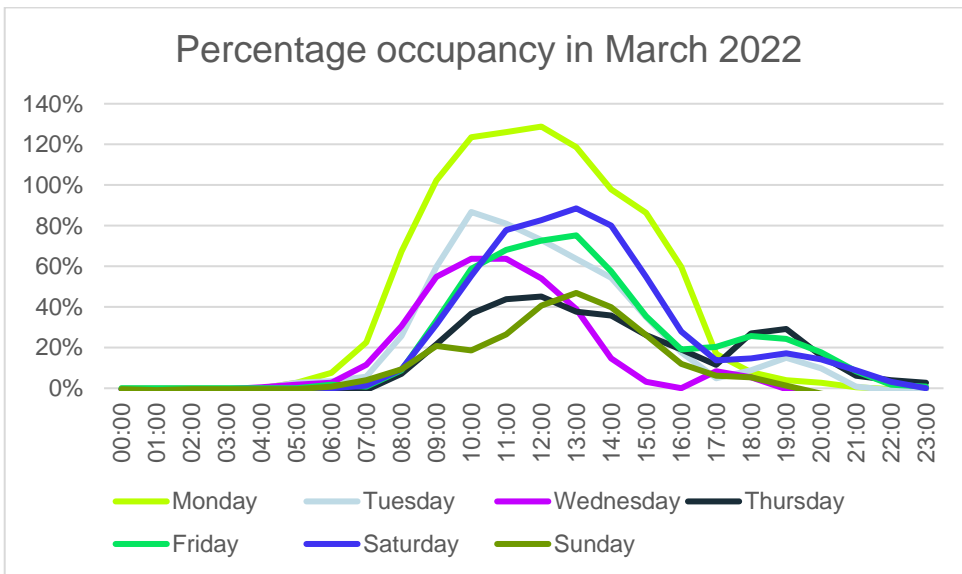
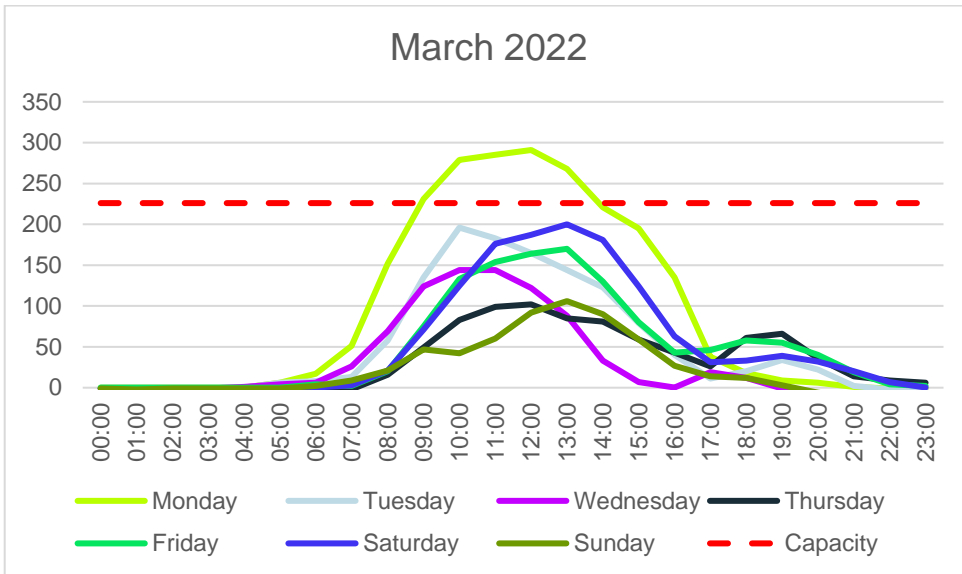
TECHNICAL NOTE

4.1.4 Castle Street

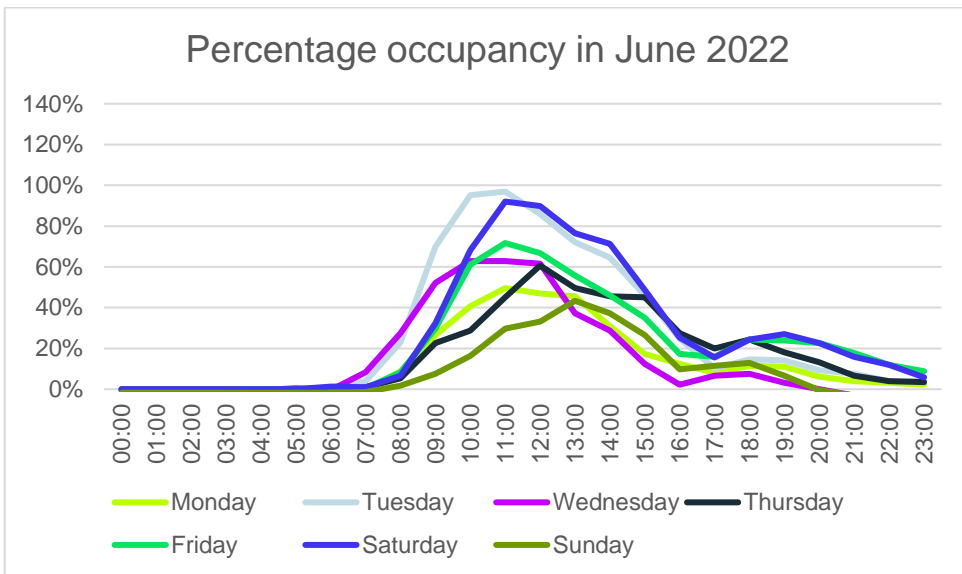
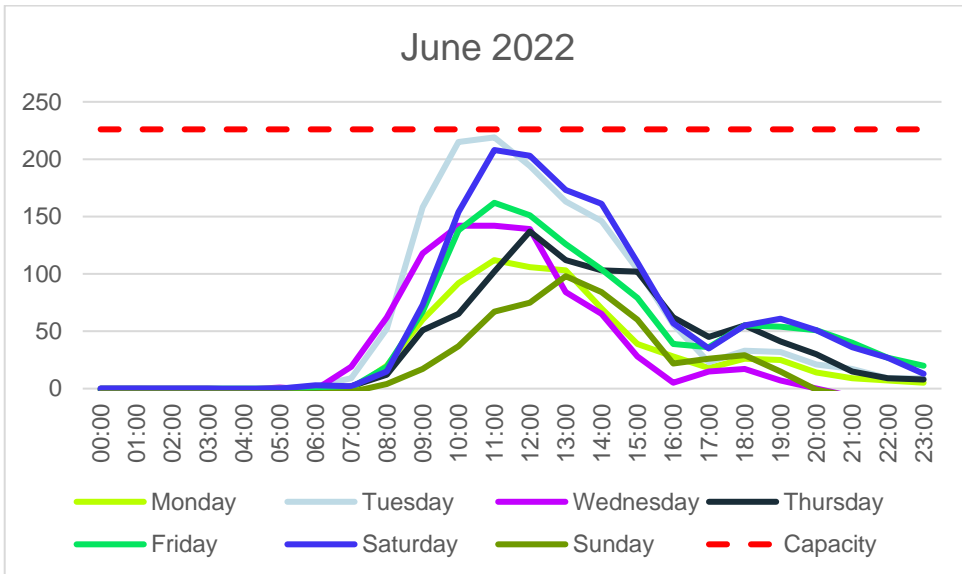
2022 Analysis



TECHNICAL NOTE

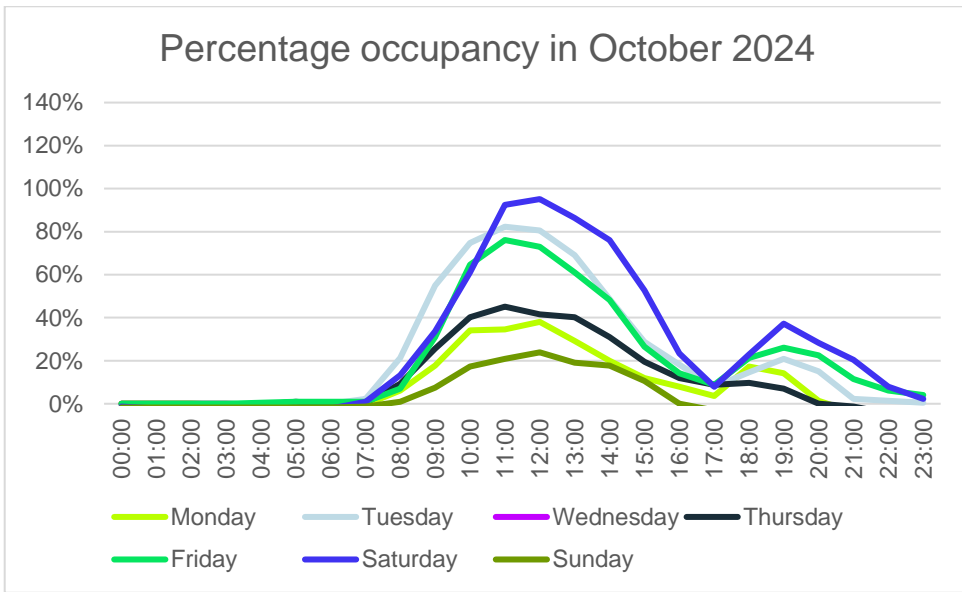
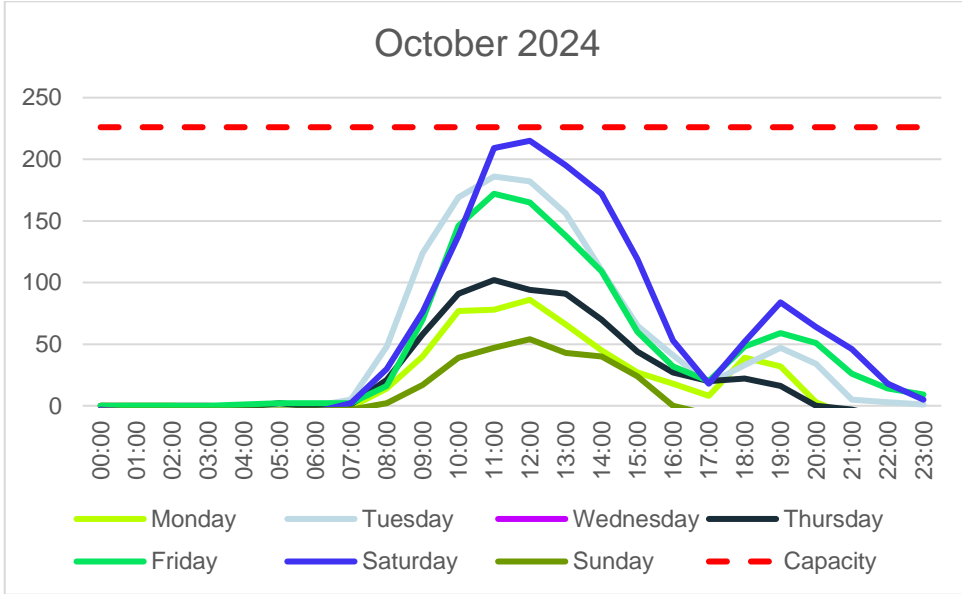


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹⁰

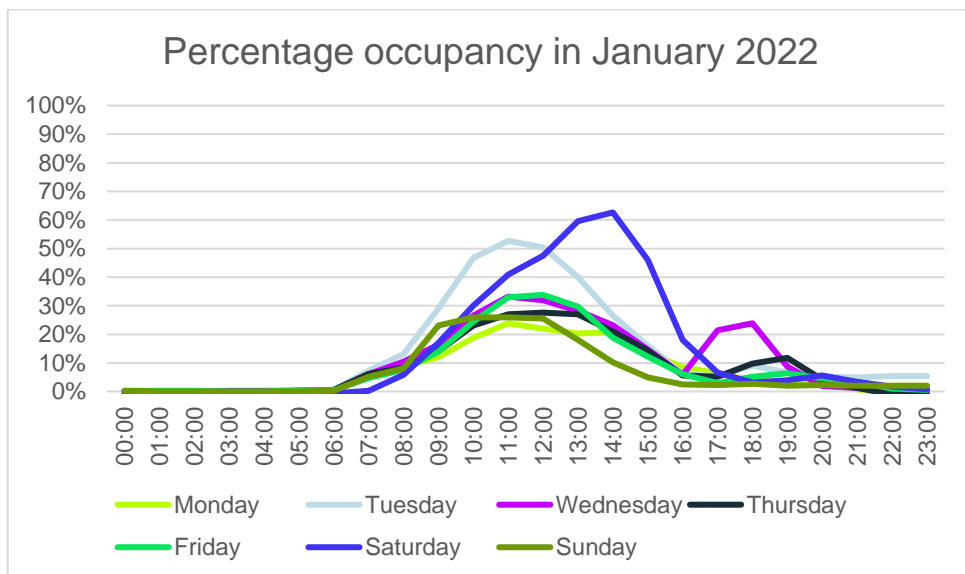
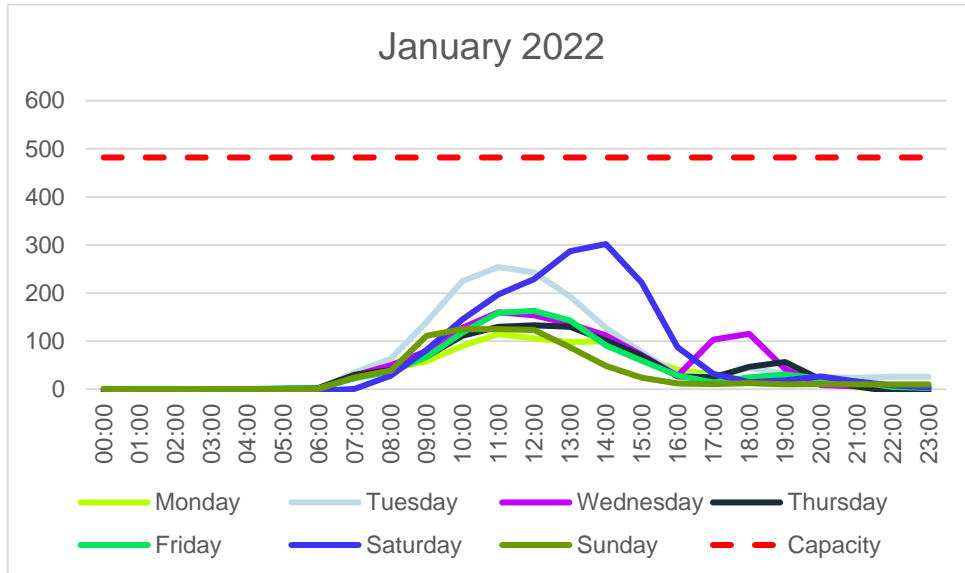


¹⁰ Wednesday data was identified to be incorrect and has therefore been removed from the 2024 graph.

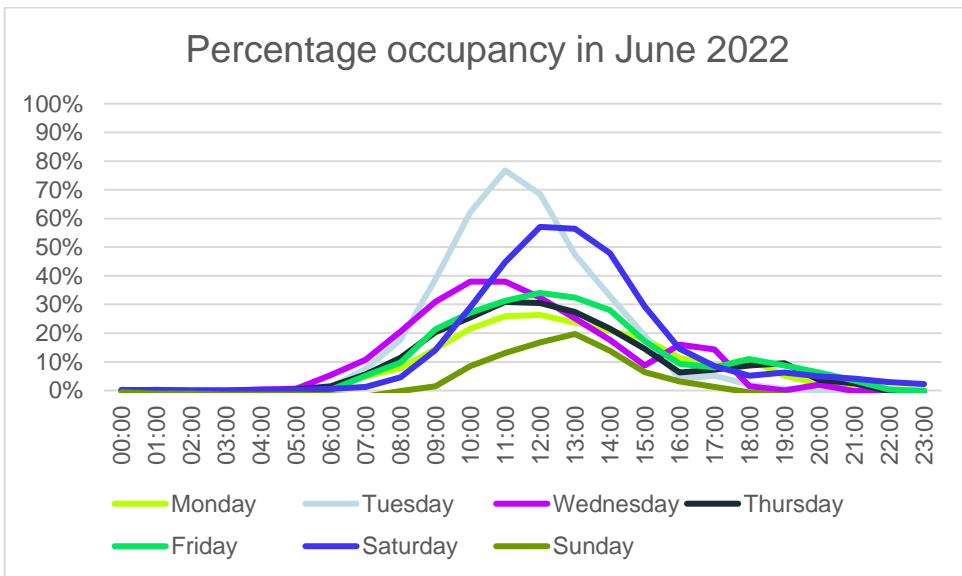
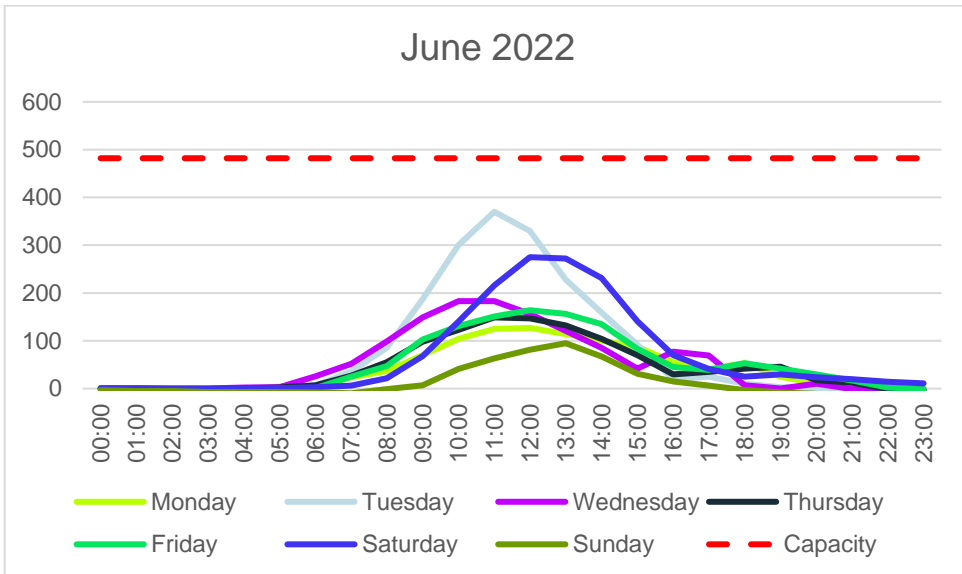
TECHNICAL NOTE

4.1.5 Fairfield

2022 Analysis

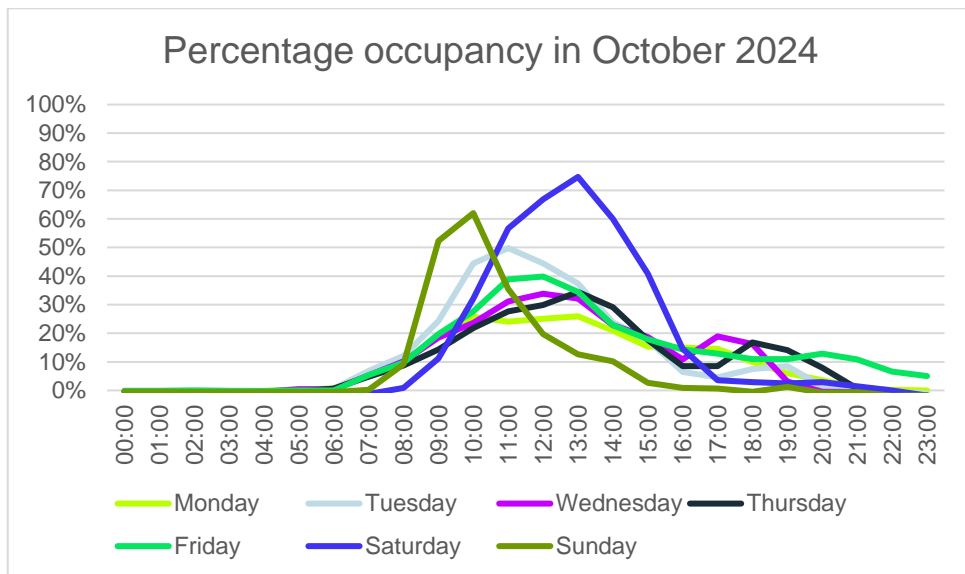
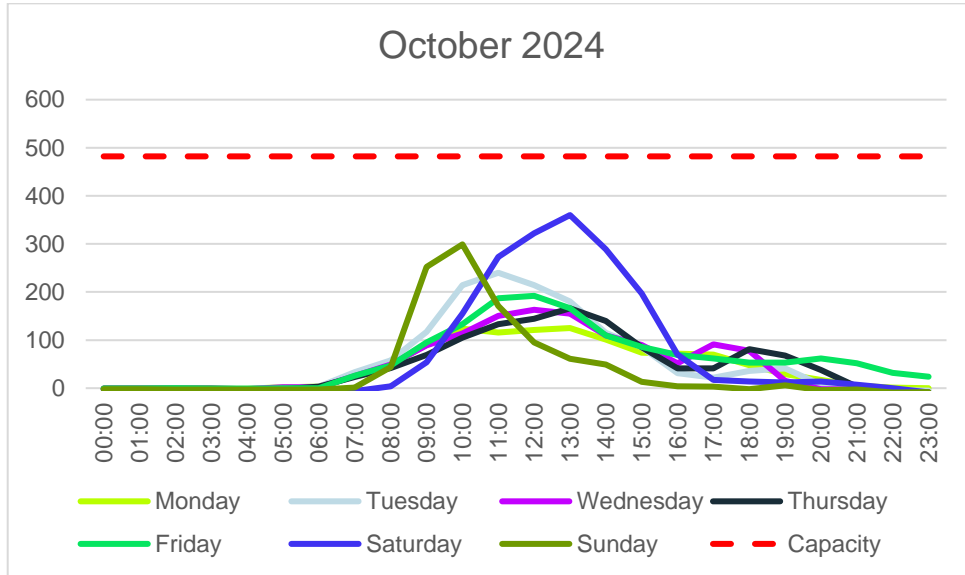


TECHNICAL NOTE



TECHNICAL NOTE

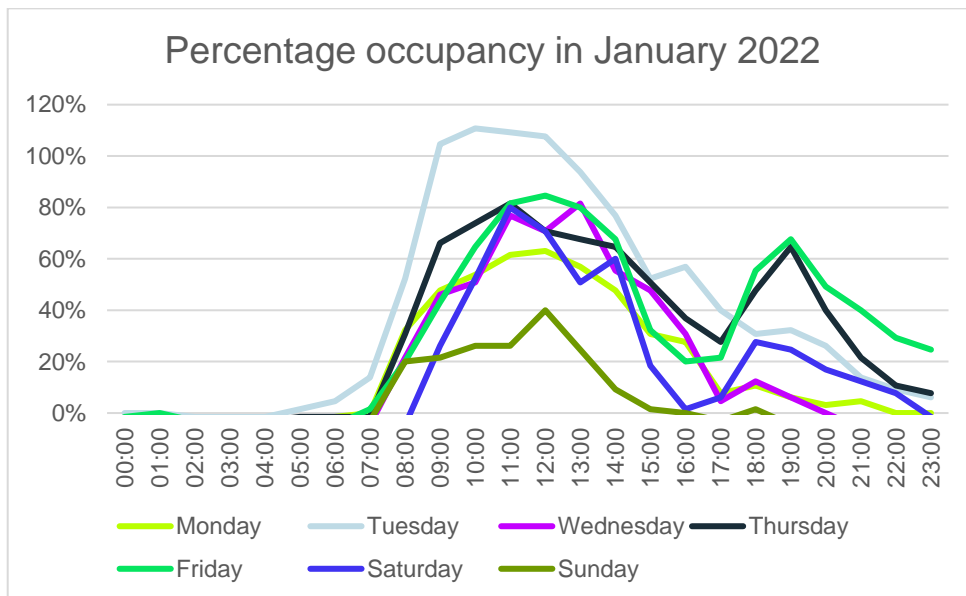
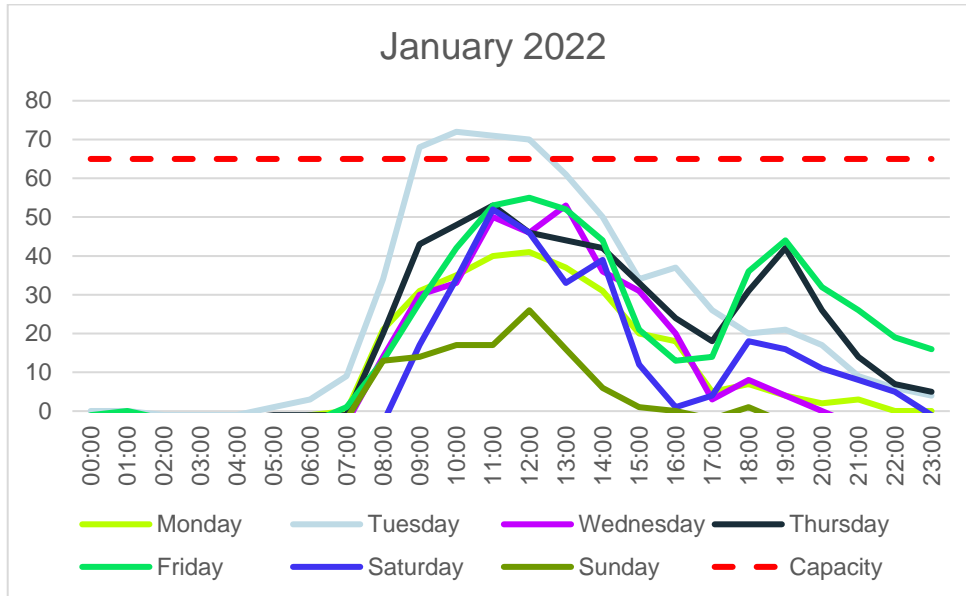
2024 Analysis



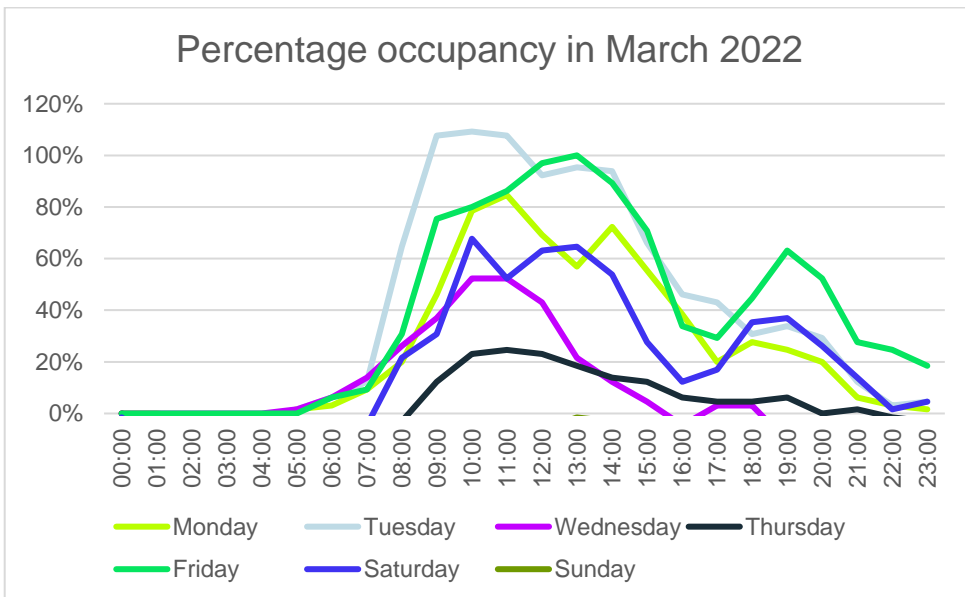
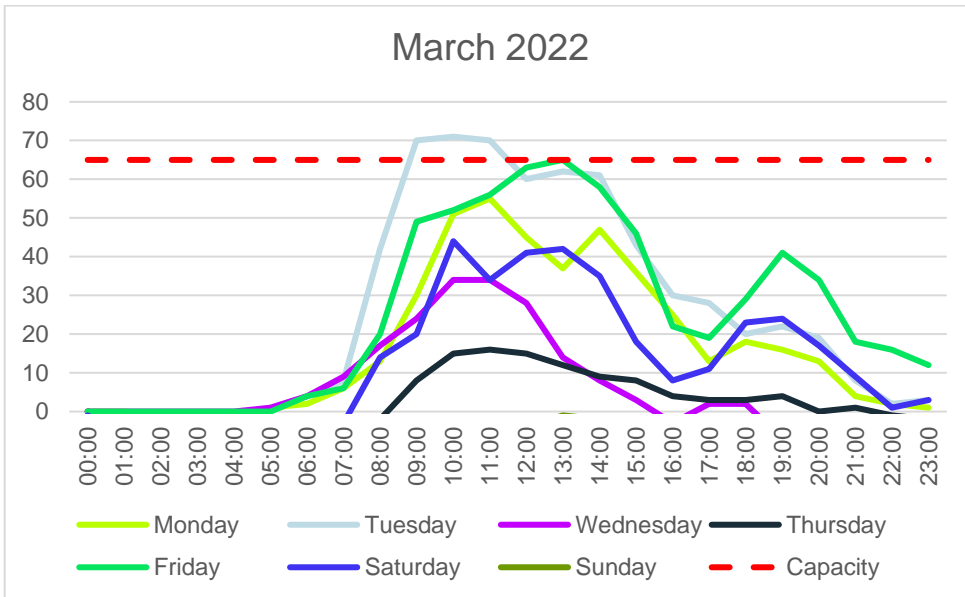
TECHNICAL NOTE

4.1.6 Tiverton Place

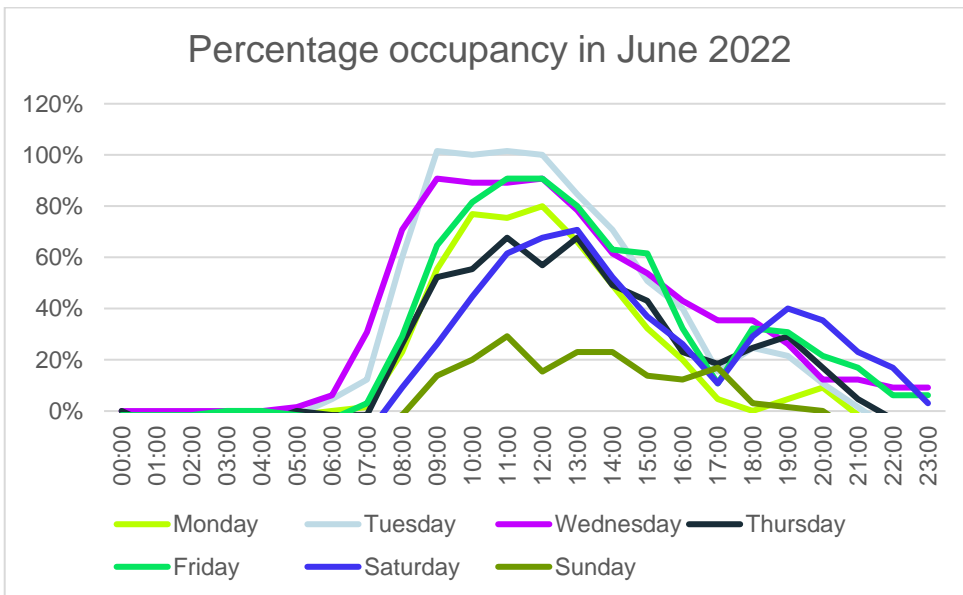
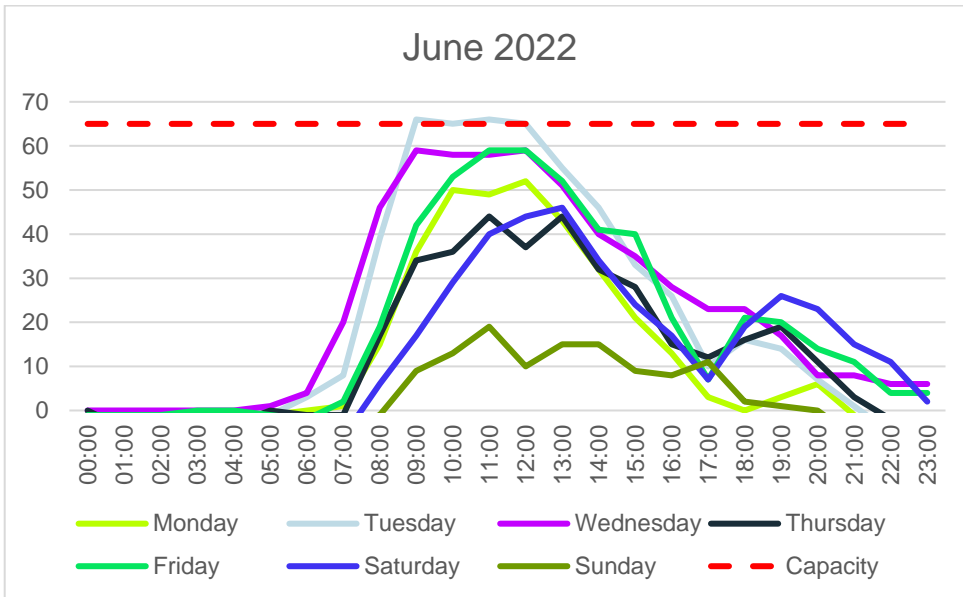
2022 Analysis



TECHNICAL NOTE

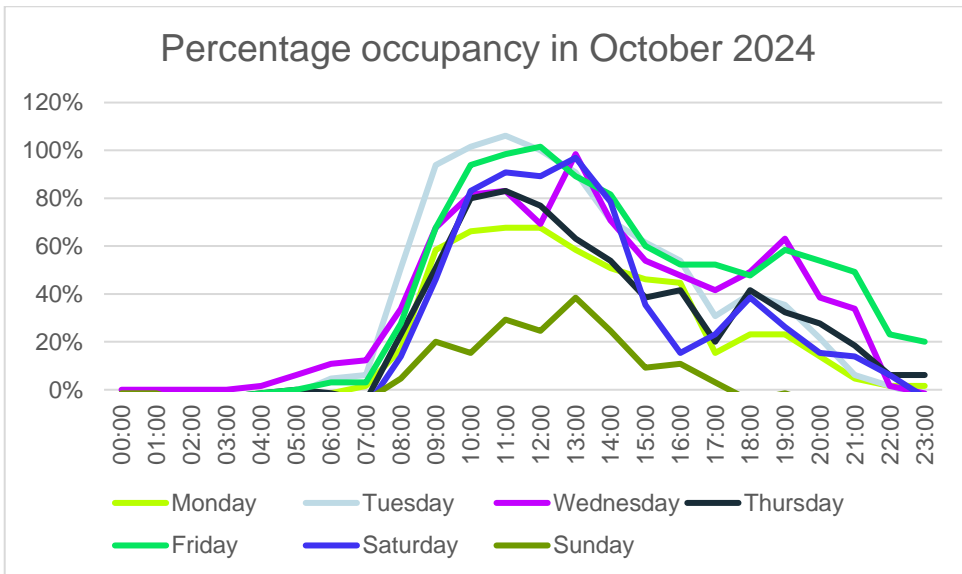
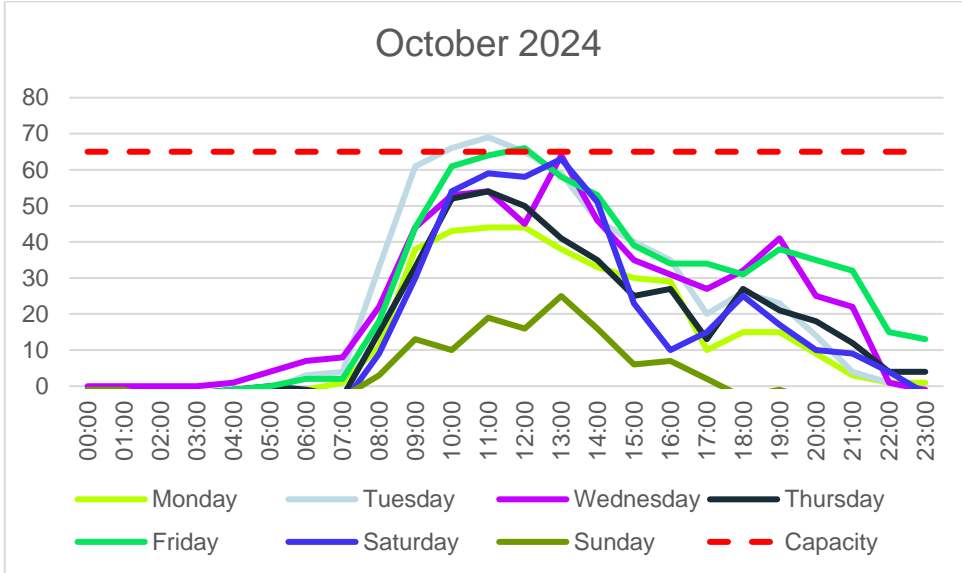


TECHNICAL NOTE



TECHNICAL NOTE

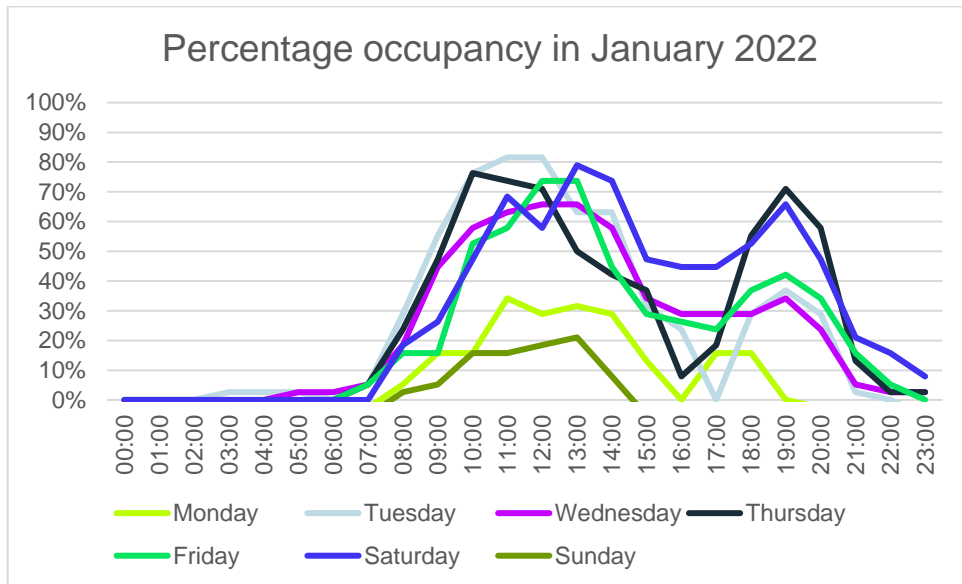
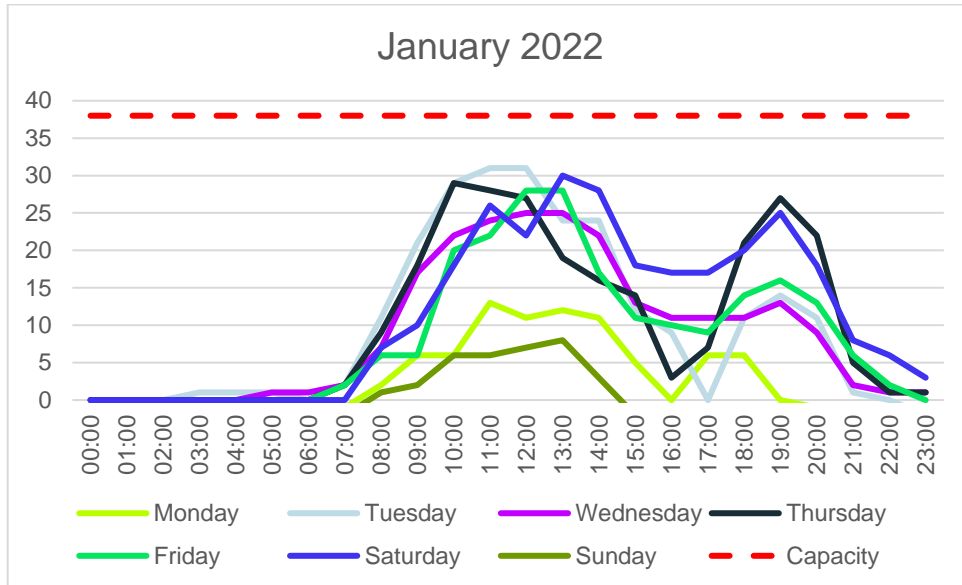
2024 Analysis



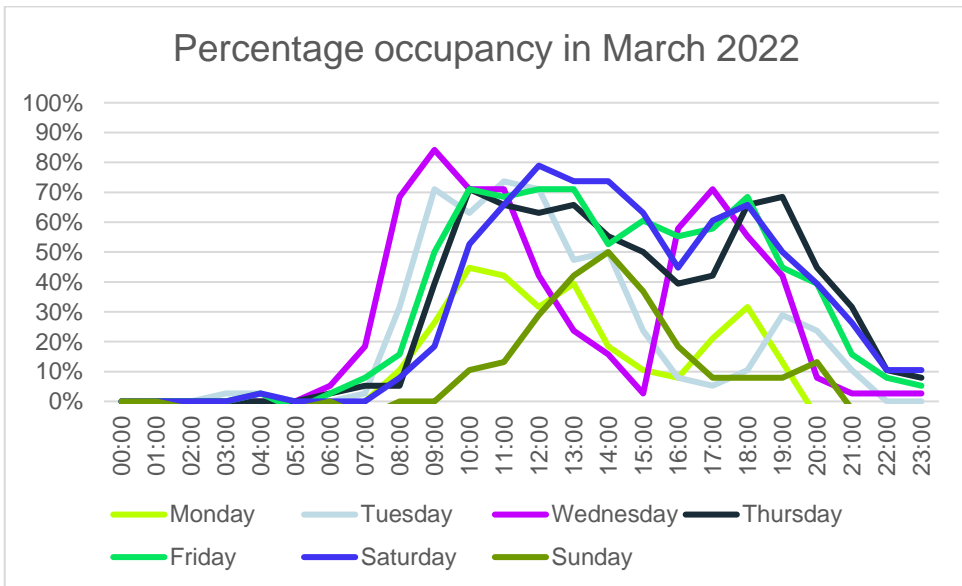
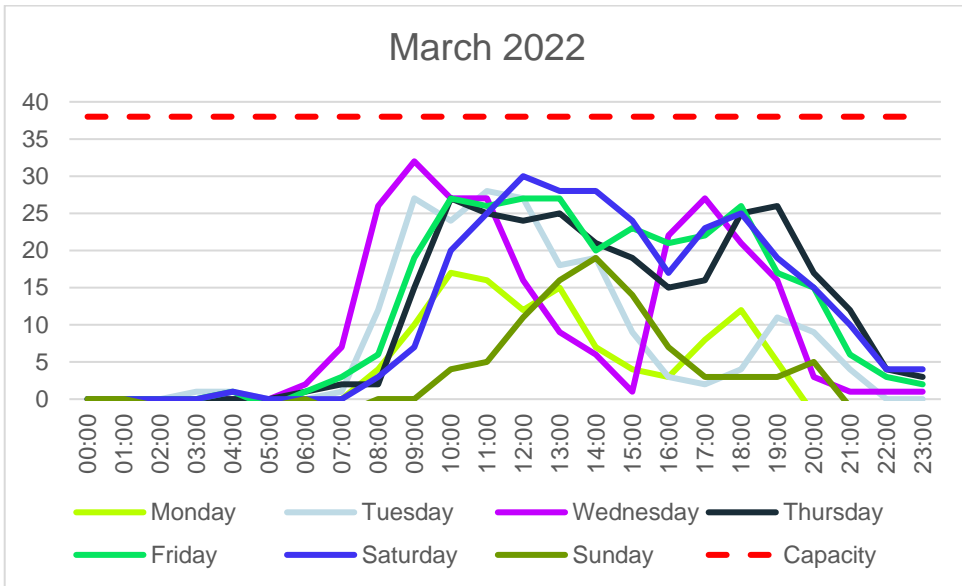
TECHNICAL NOTE

4.1.7 Trinity Terrace

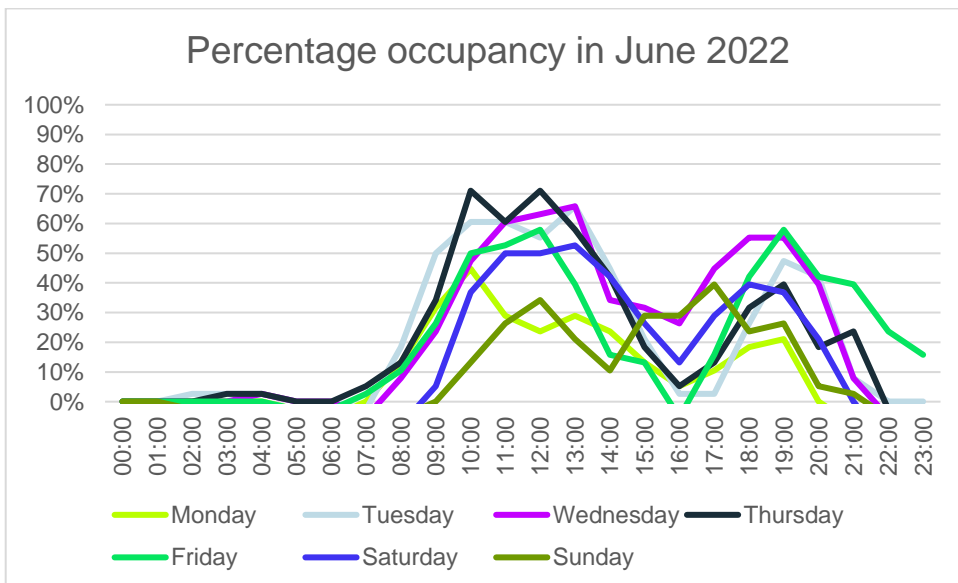
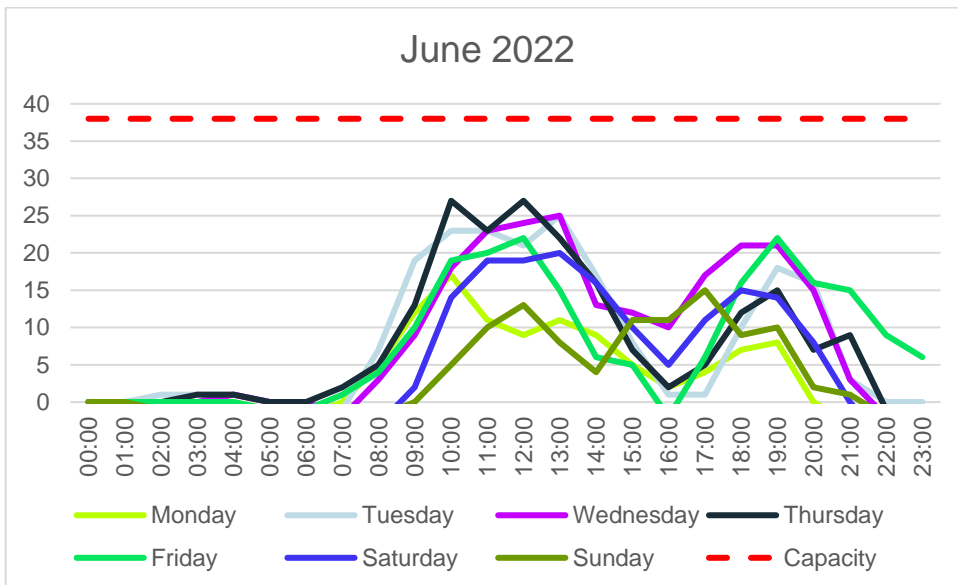
2022 Analysis



TECHNICAL NOTE

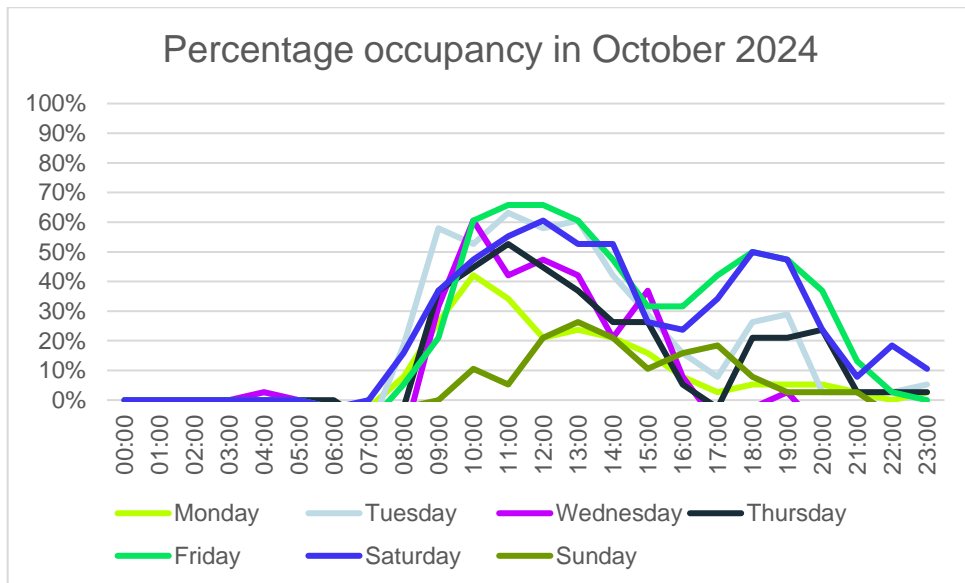
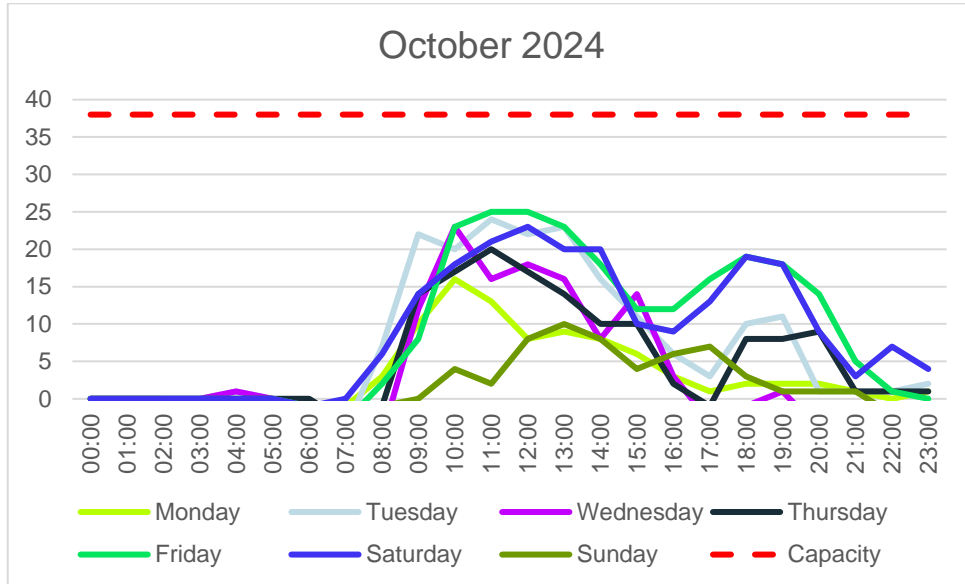


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

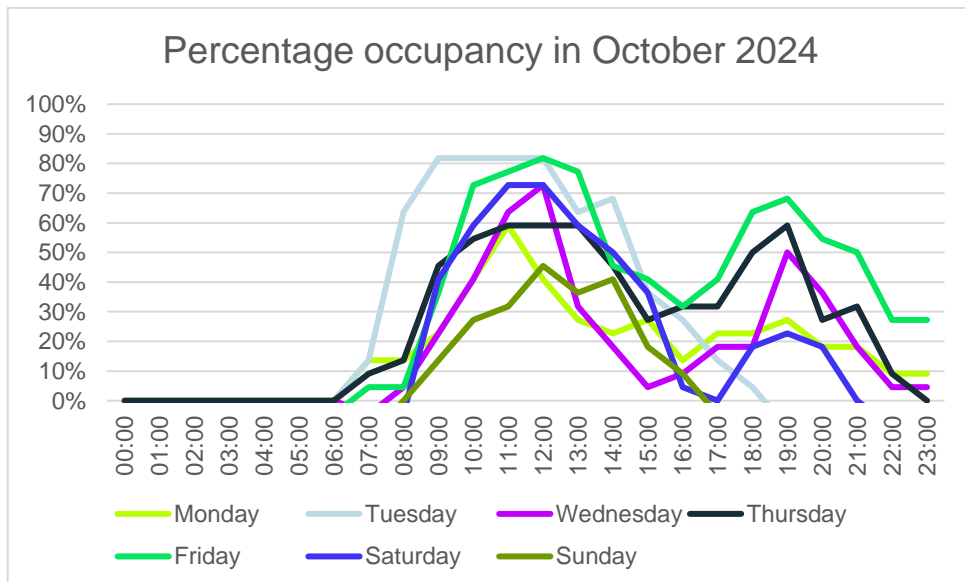
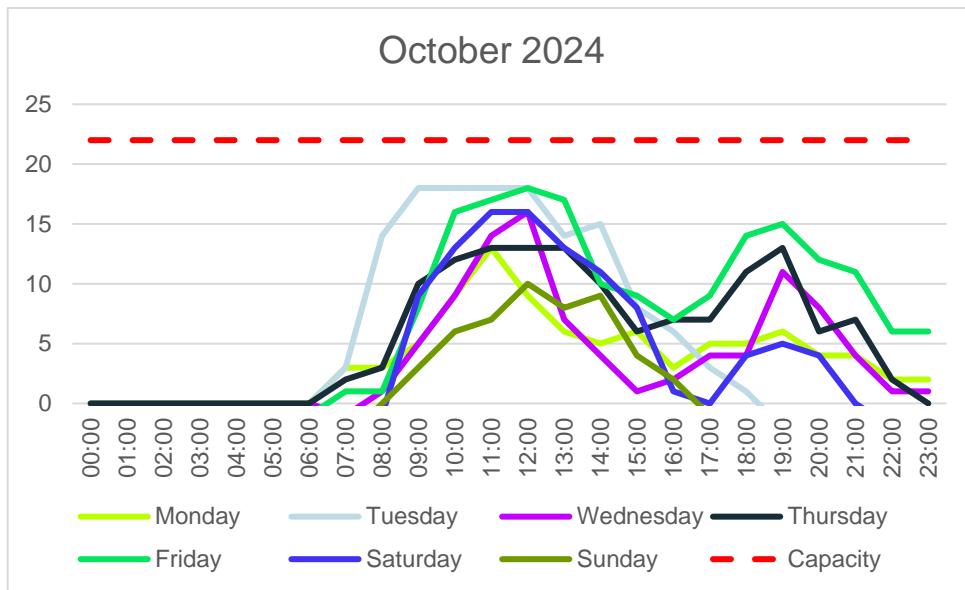


TECHNICAL NOTE

4.1.8 Tudor Street

No 2022 data for analysis

2024 Analysis

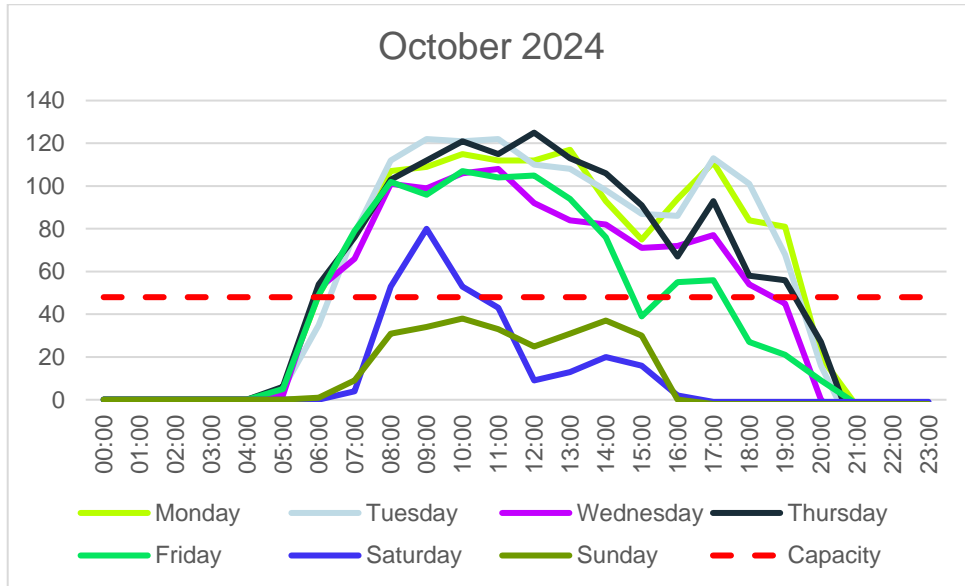


TECHNICAL NOTE

4.1.9 Abergavenny Leisure Centre

No 2022 data for analysis

2024 Analysis¹¹



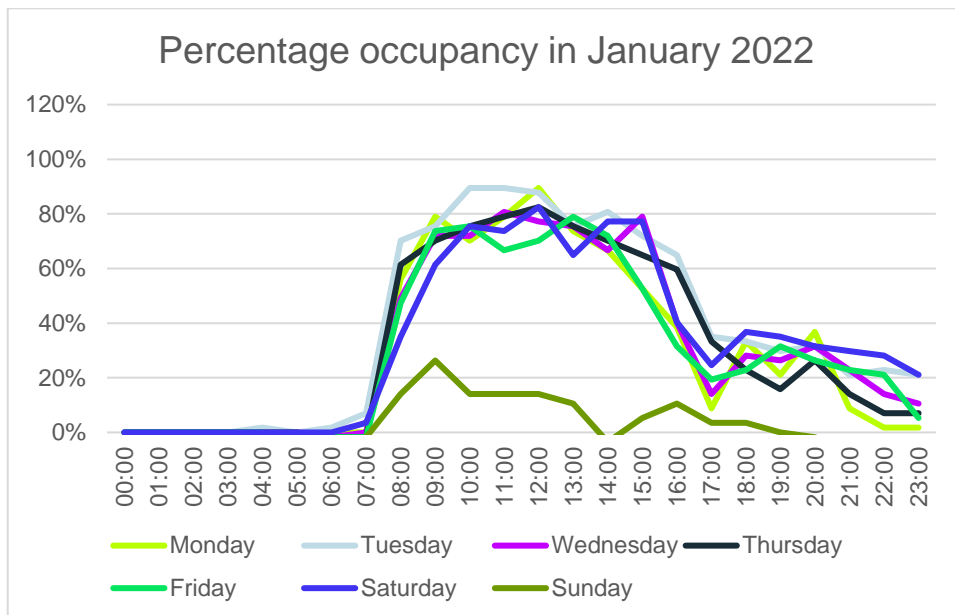
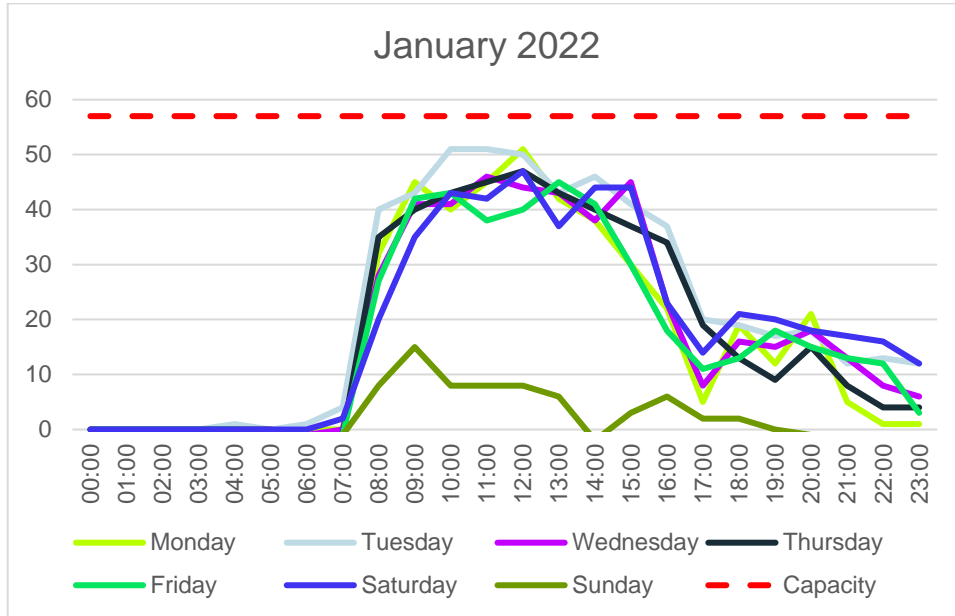
4.2 Caldicot

4.2.1 Jubilee Way

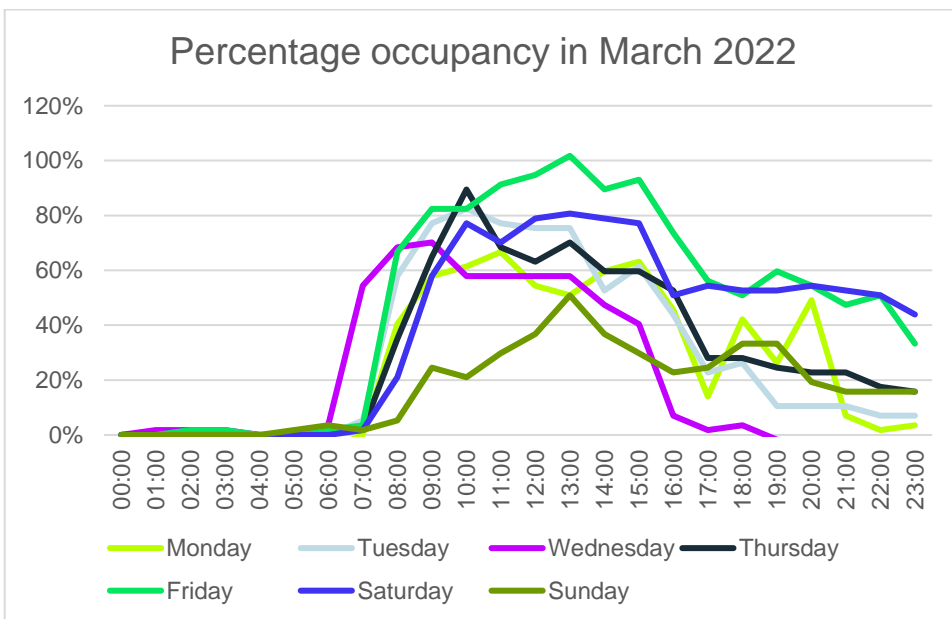
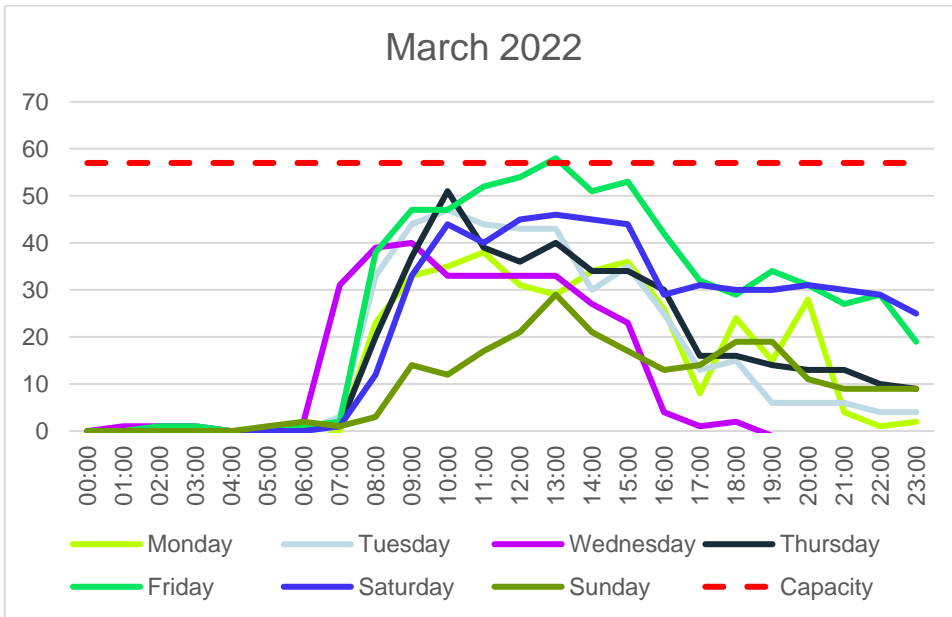
¹¹ Uncertainty around number of spaces prevents accurate calculation of % occupancy

TECHNICAL NOTE

2022 Analysis



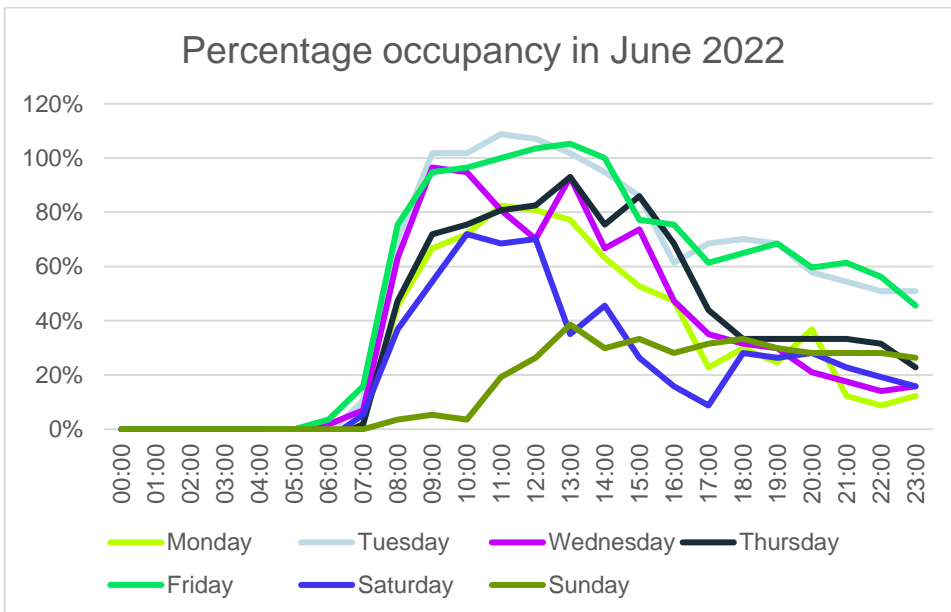
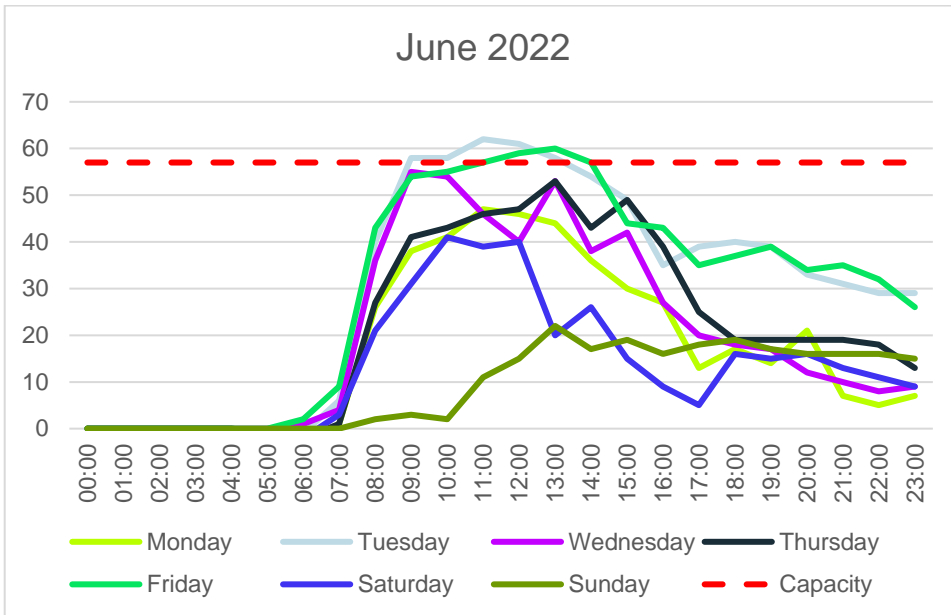
TECHNICAL NOTE



No 2024 data for analysis¹²

¹² Survey site location issue

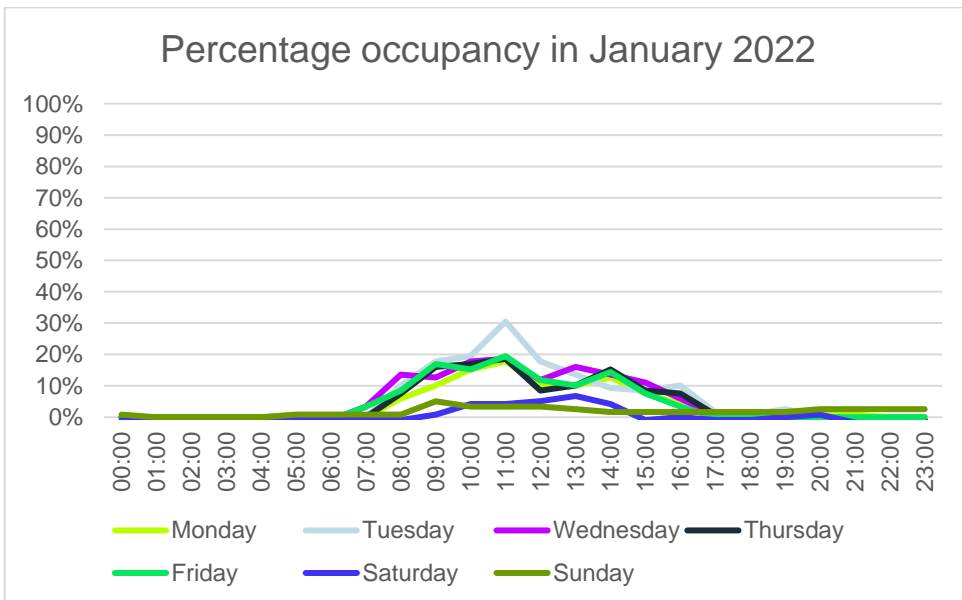
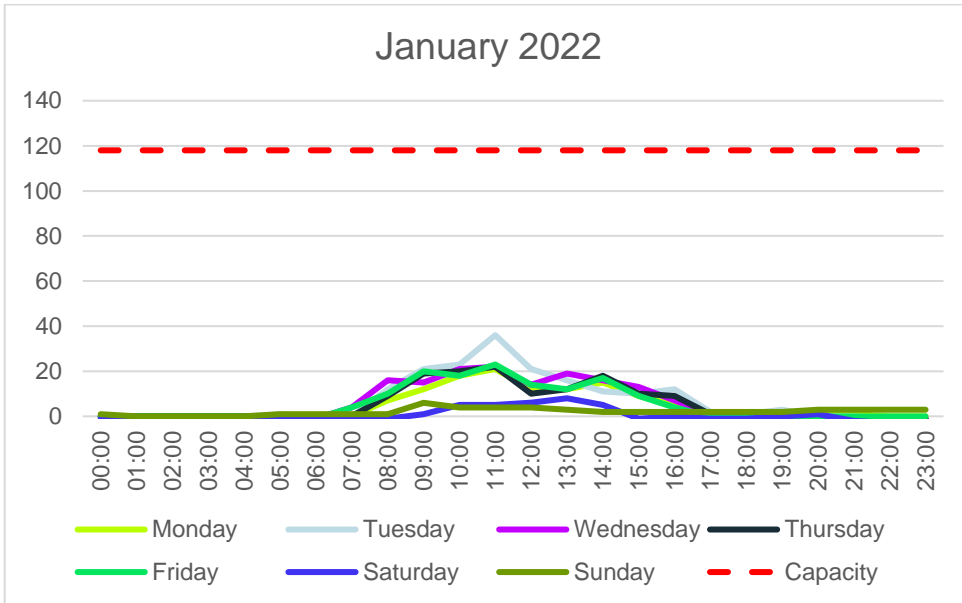
TECHNICAL NOTE



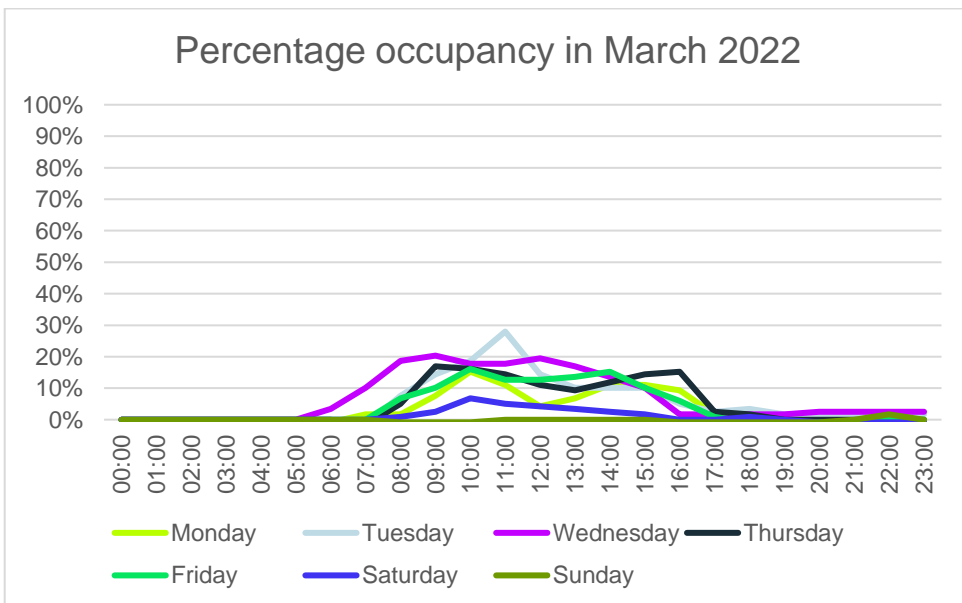
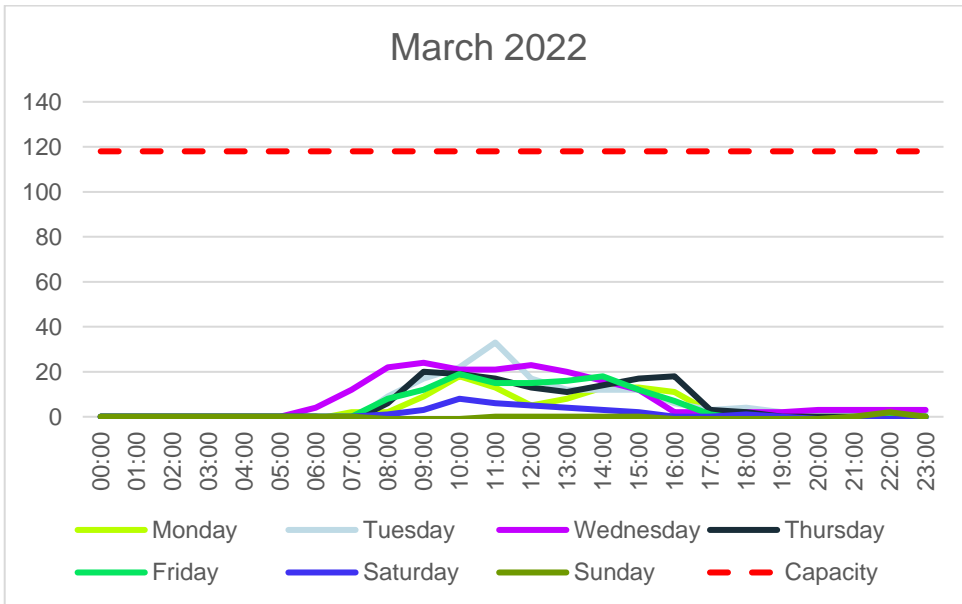
TECHNICAL NOTE

4.2.2 Woodstock Way

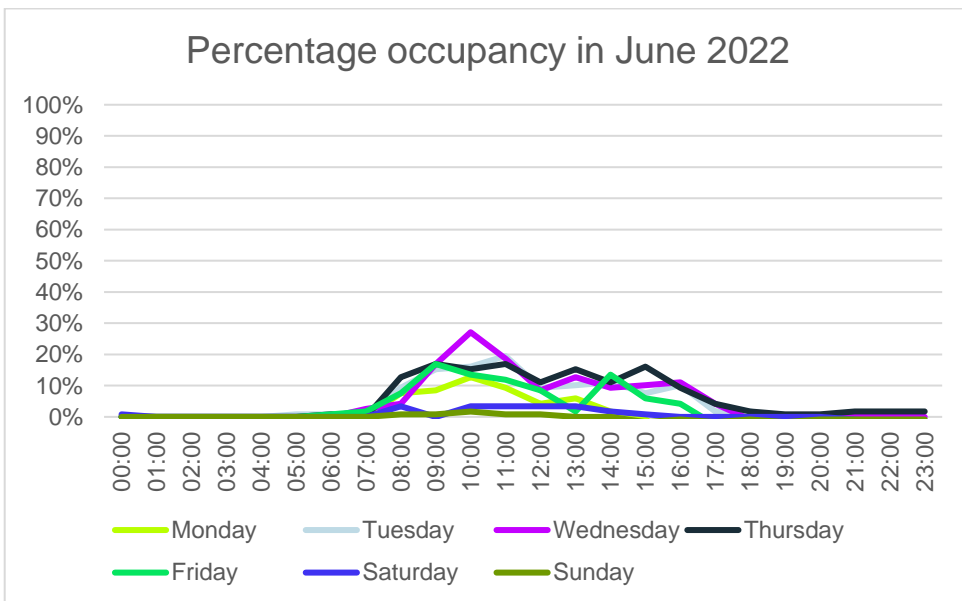
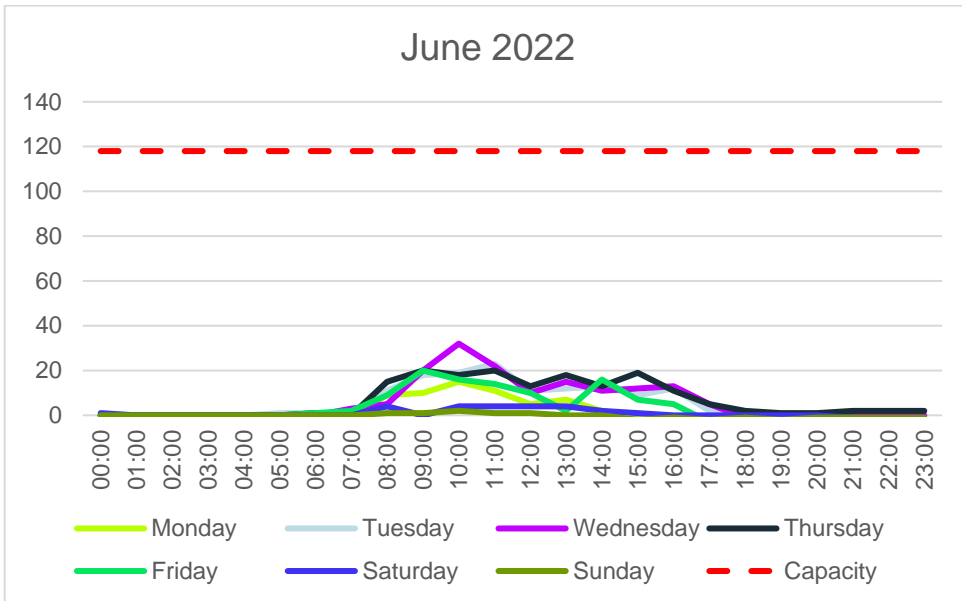
2022 Analysis



TECHNICAL NOTE

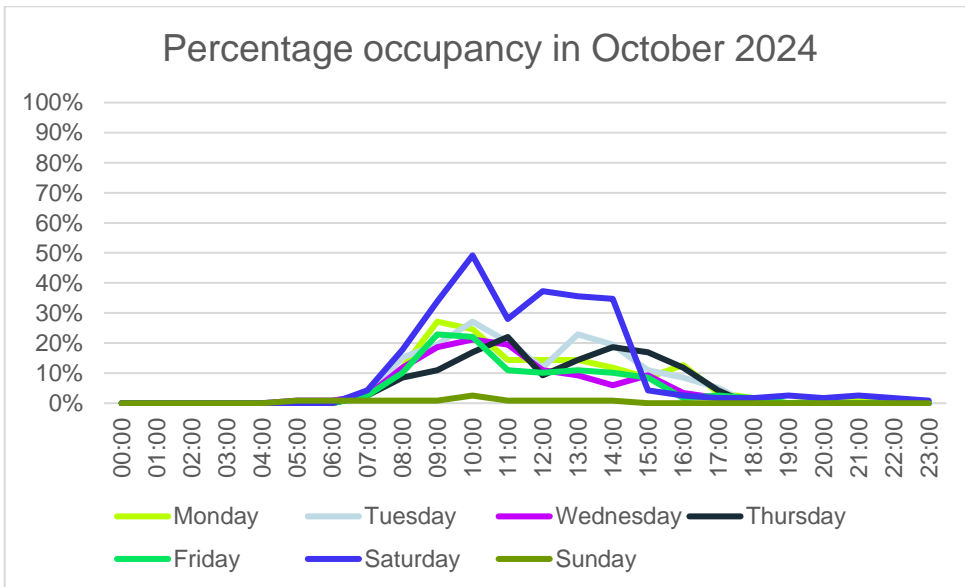
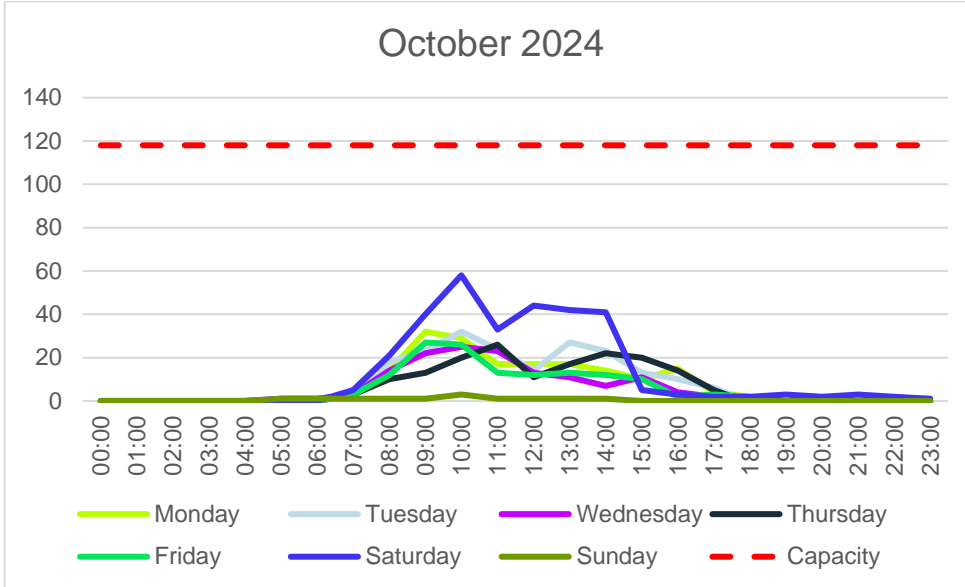


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

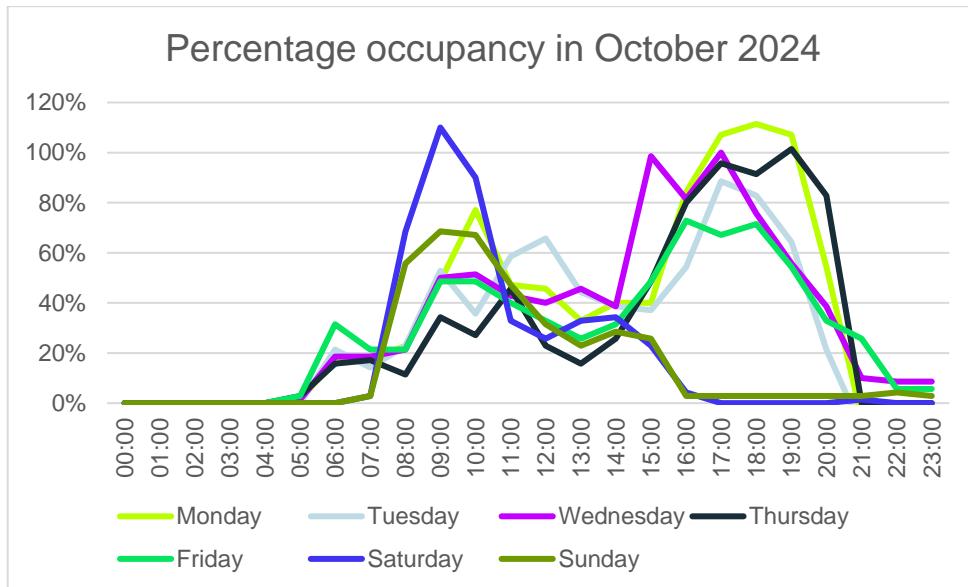
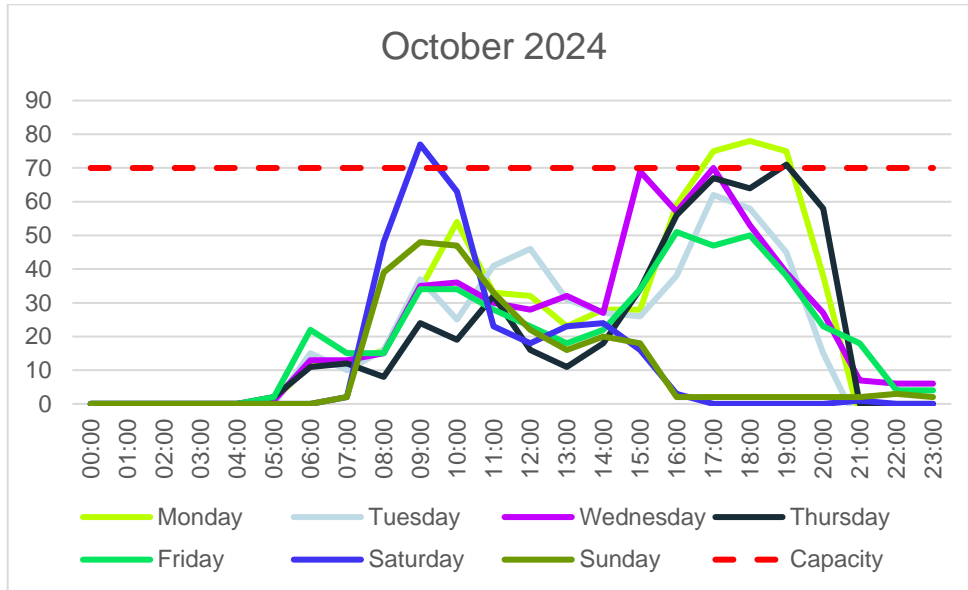


TECHNICAL NOTE

4.2.3 Caldicot Leisure Centre

No 2022 data for analysis

2024 Analysis

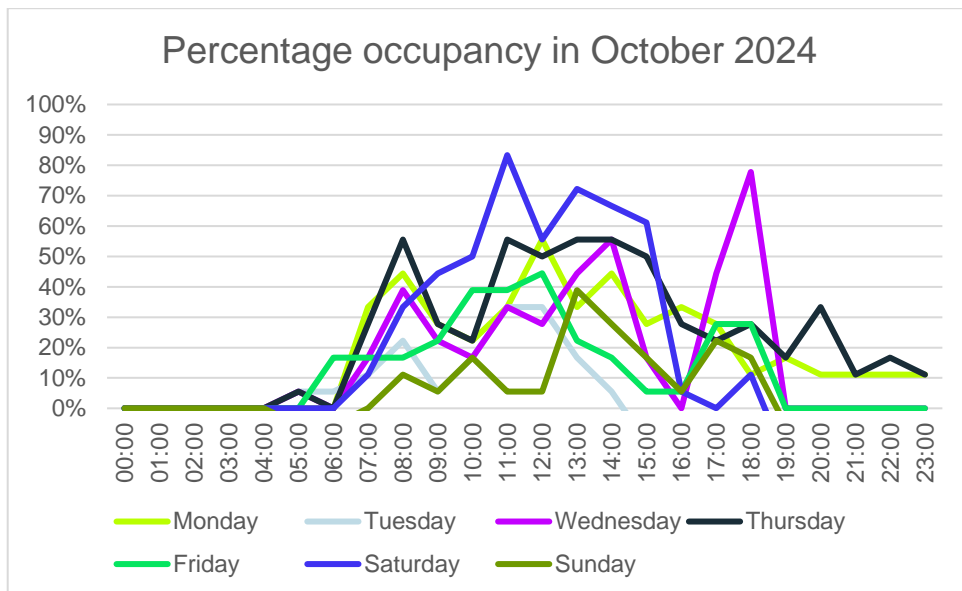
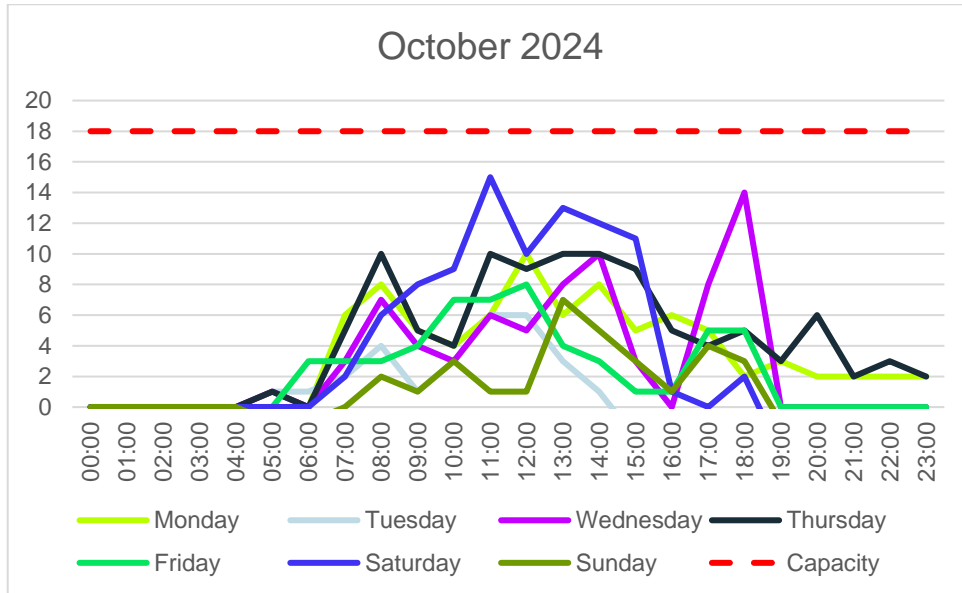


TECHNICAL NOTE

4.2.4 Caldicot Castle (small car park off Church Road)

No 2022 data for analysis

2024 Analysis

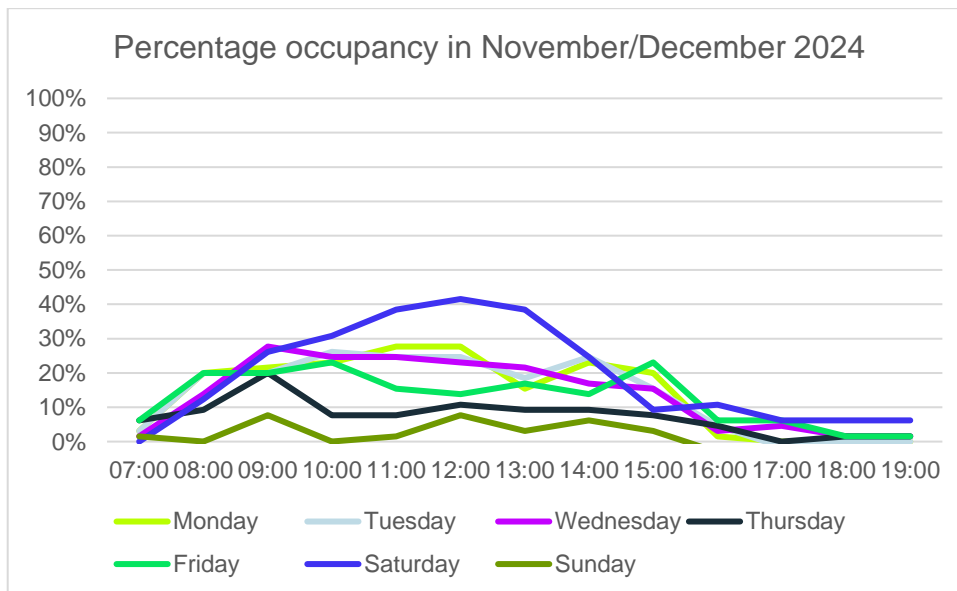
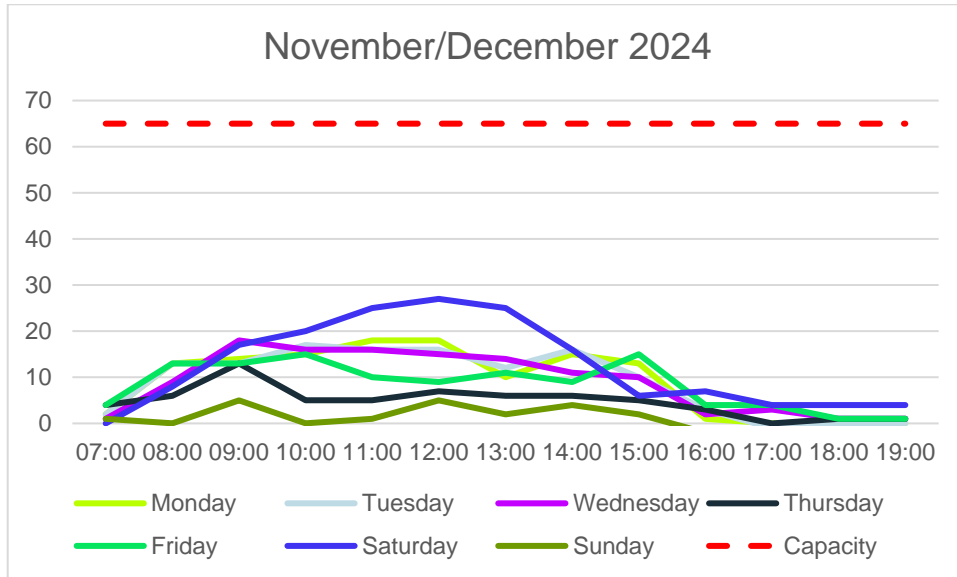


TECHNICAL NOTE

4.2.5 Caldicot Castle (main car park) – Awaiting data for analysis.

No 2022 data for analysis

2024 Analysis

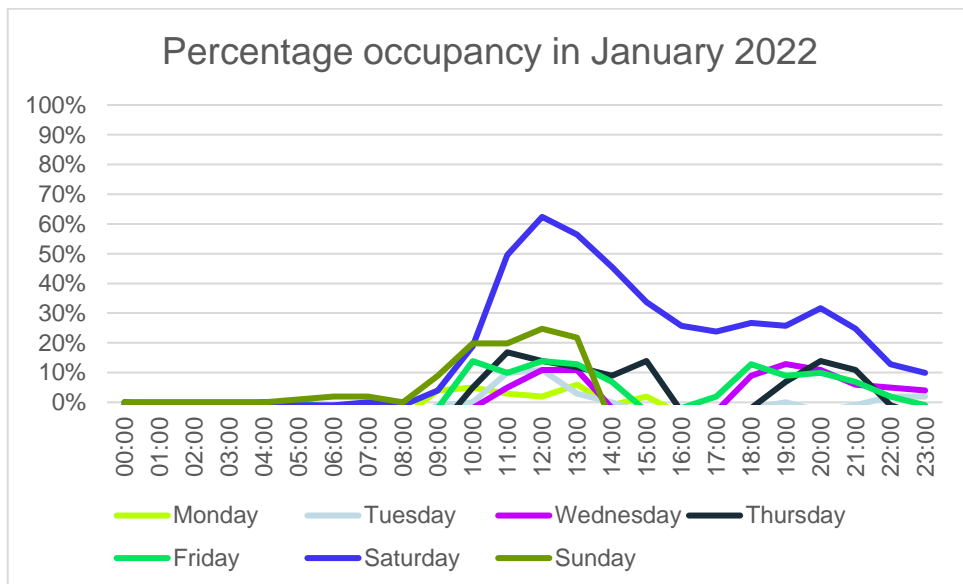
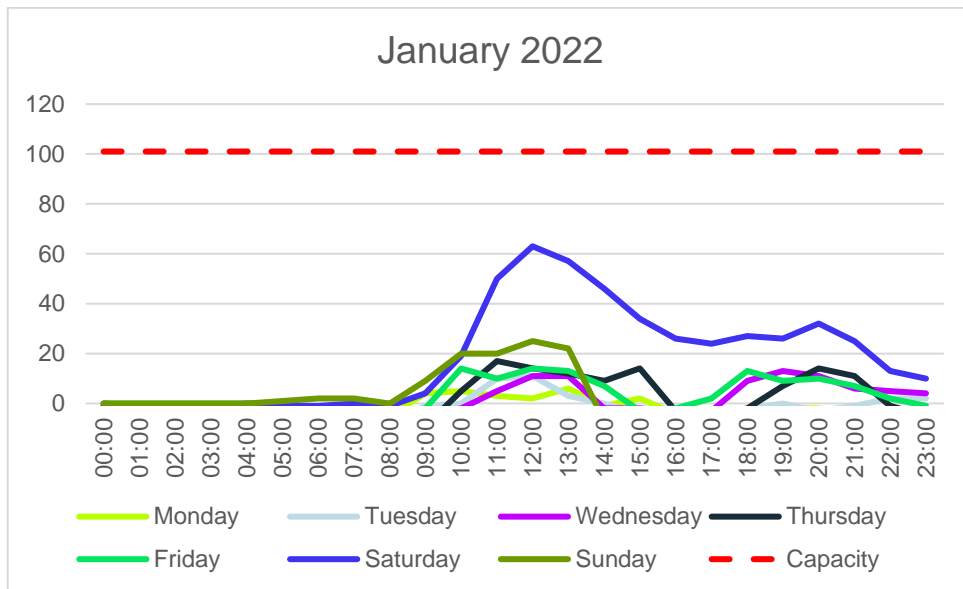


TECHNICAL NOTE

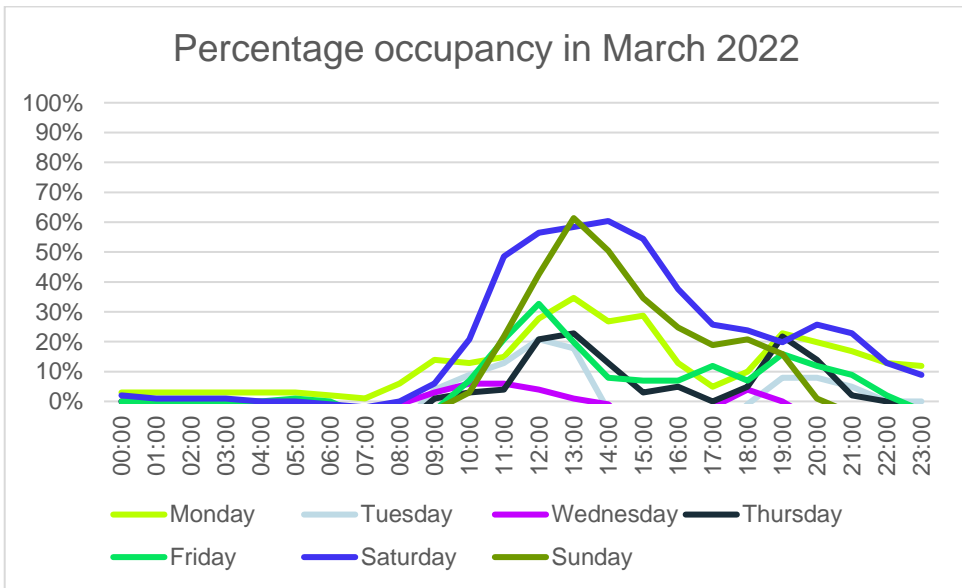
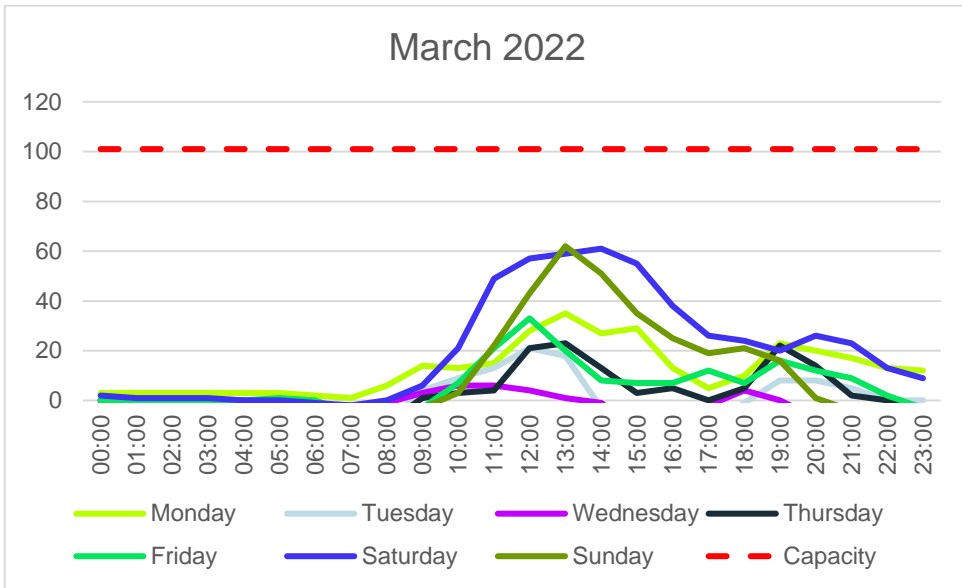
4.3 Chepstow

4.3.1 Castle Dell

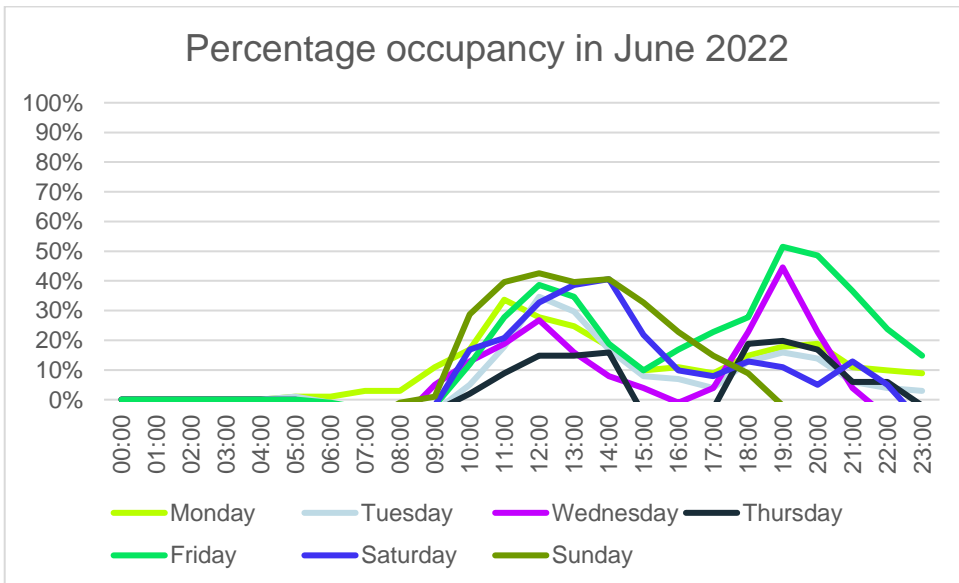
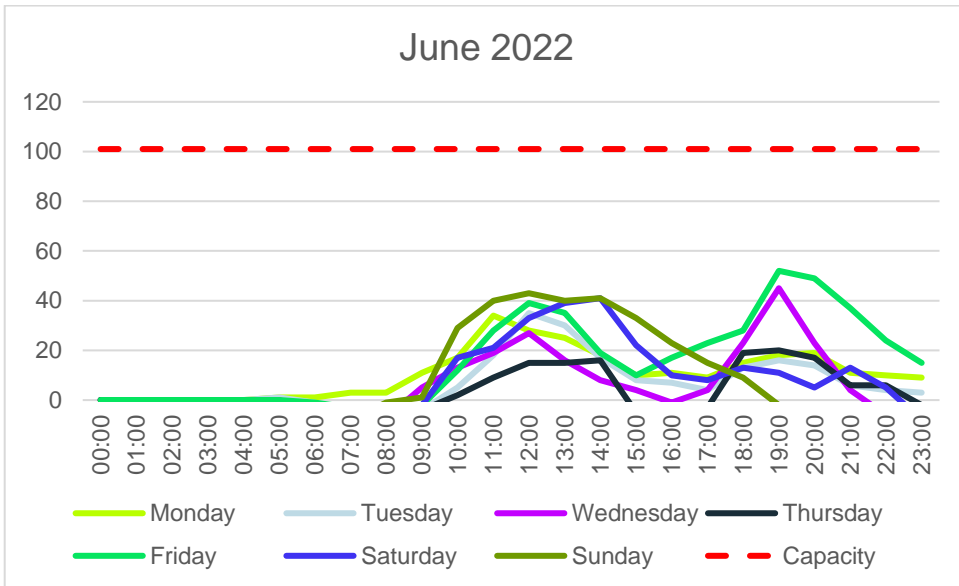
2022 Analysis



TECHNICAL NOTE

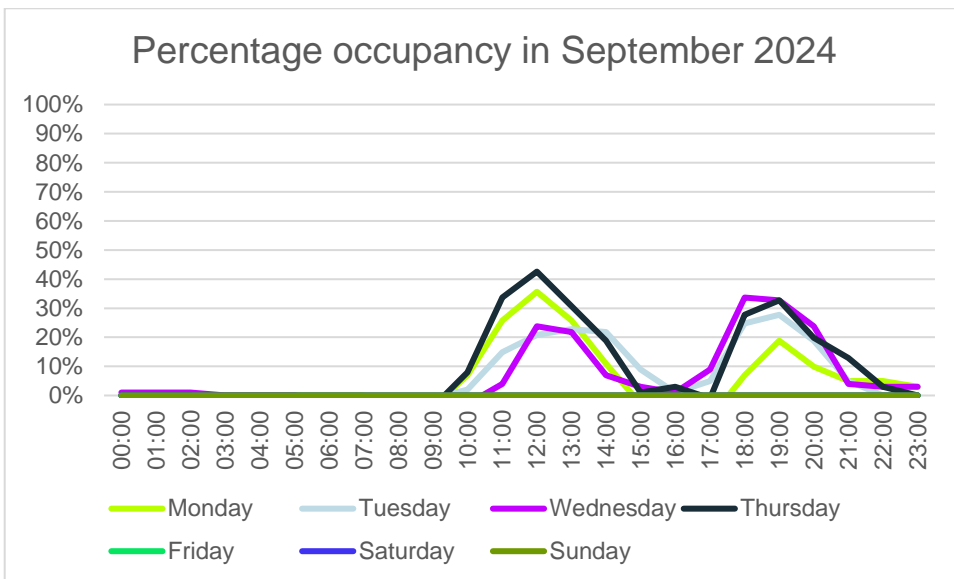
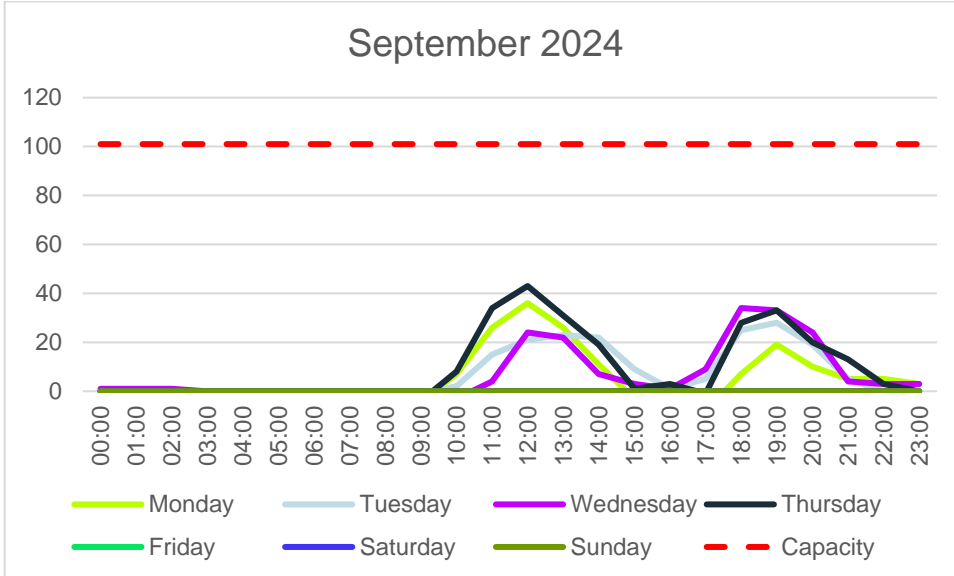


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹³

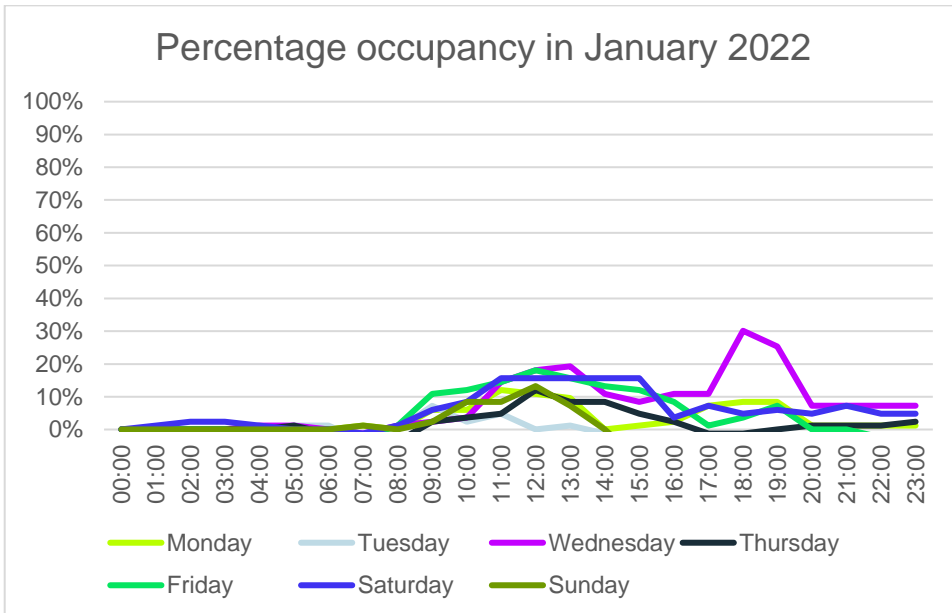
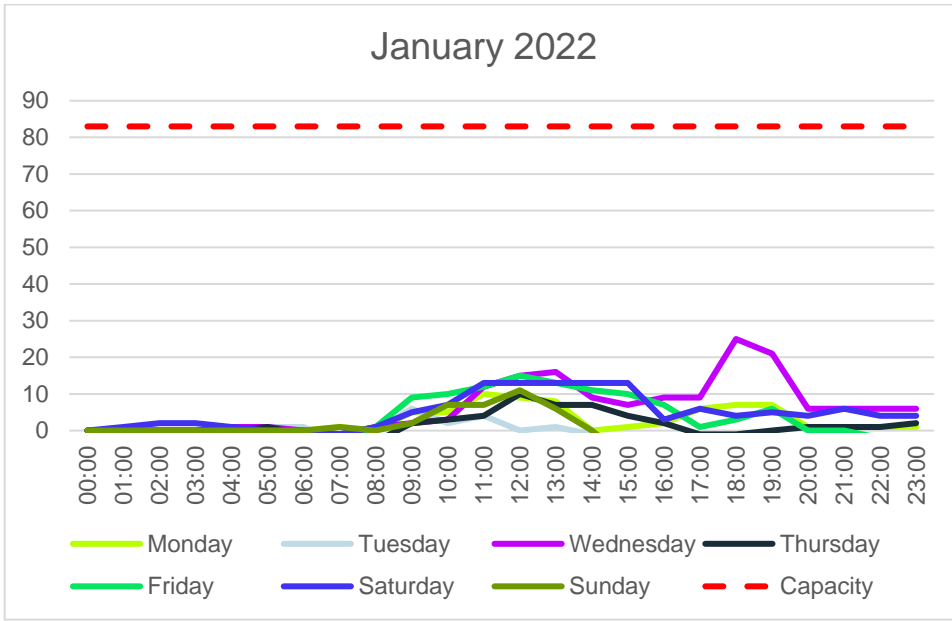


¹³ Data for Friday, Saturday and Sunday was missing for 2024.

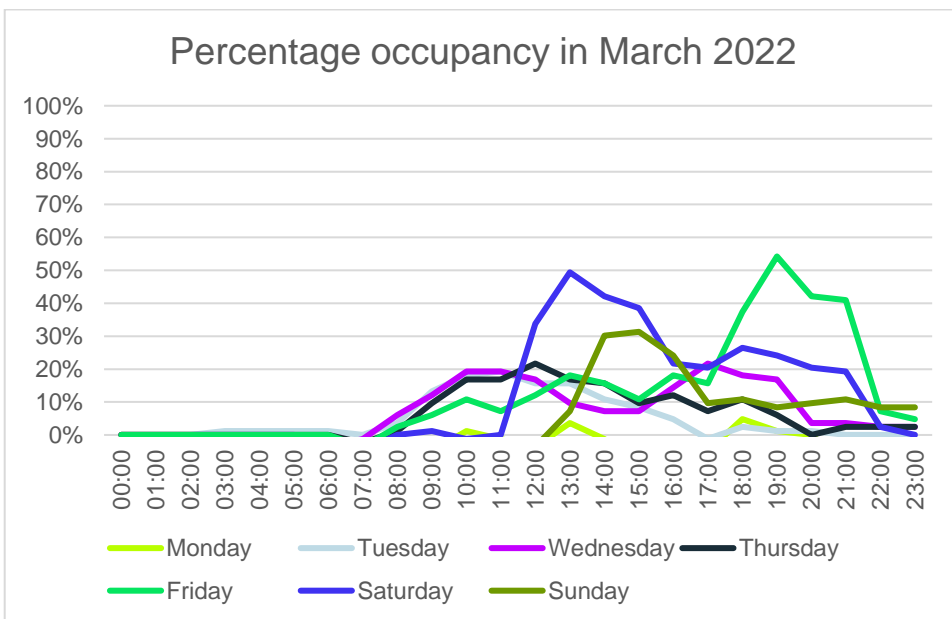
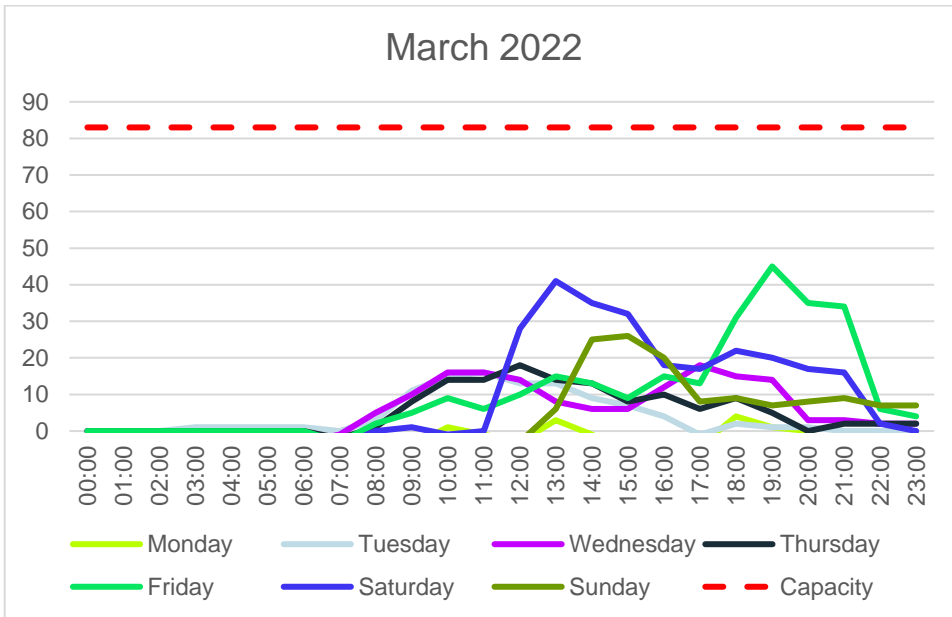
TECHNICAL NOTE

4.3.2 Drill Hall

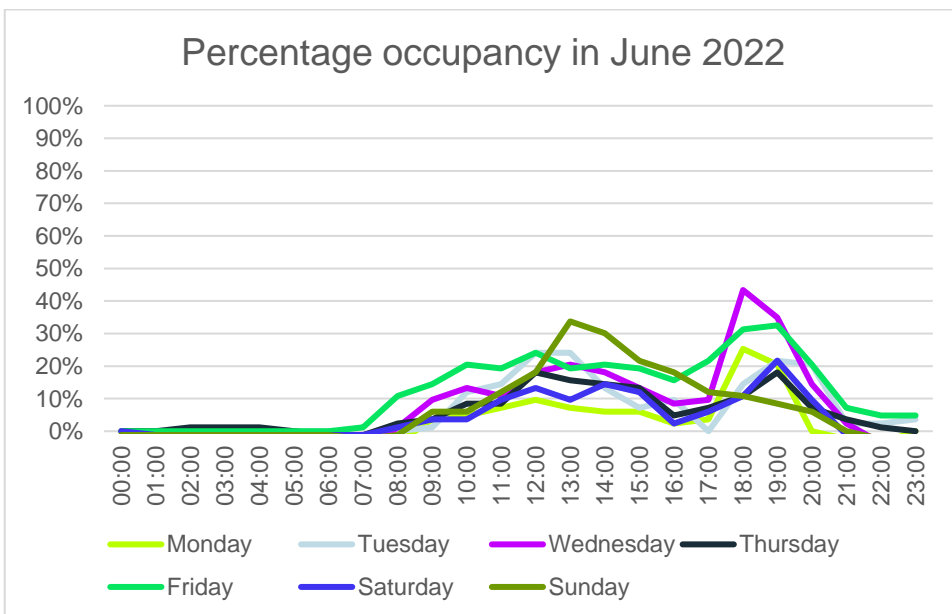
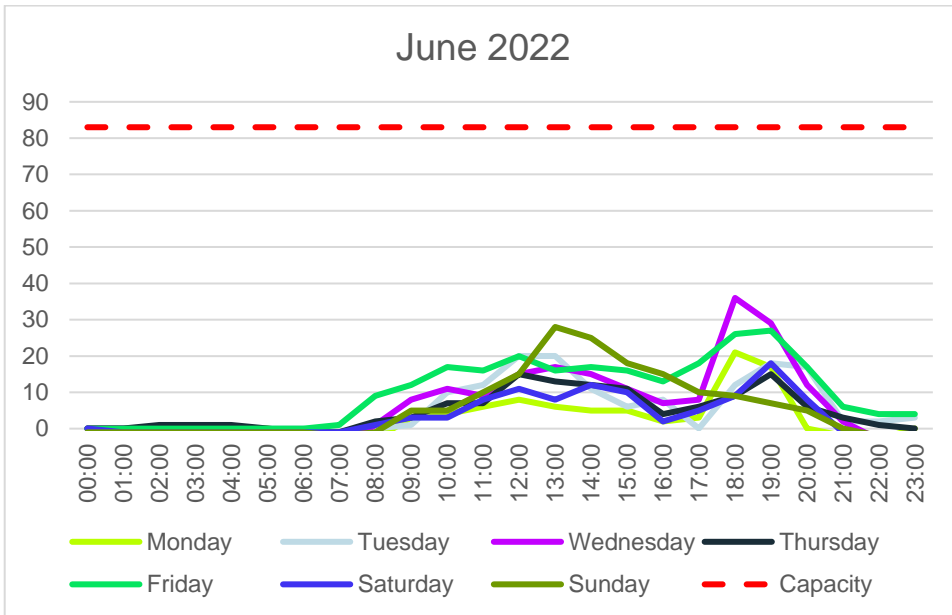
2022 Analysis



TECHNICAL NOTE

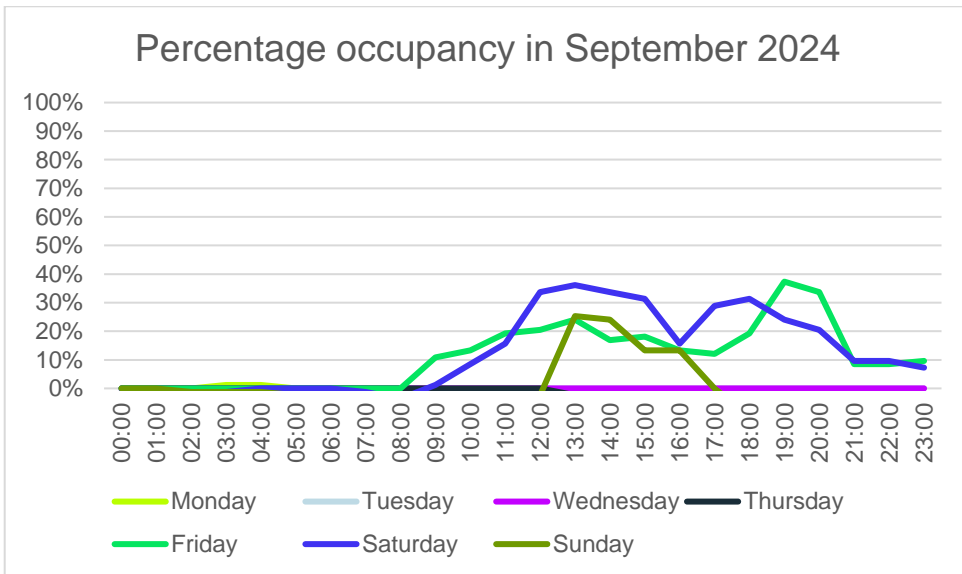
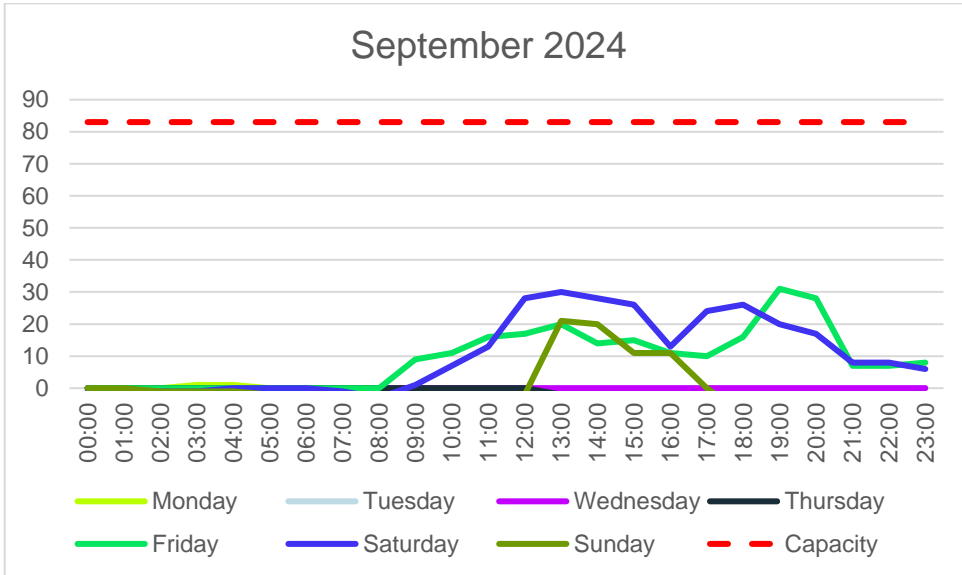


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹⁴

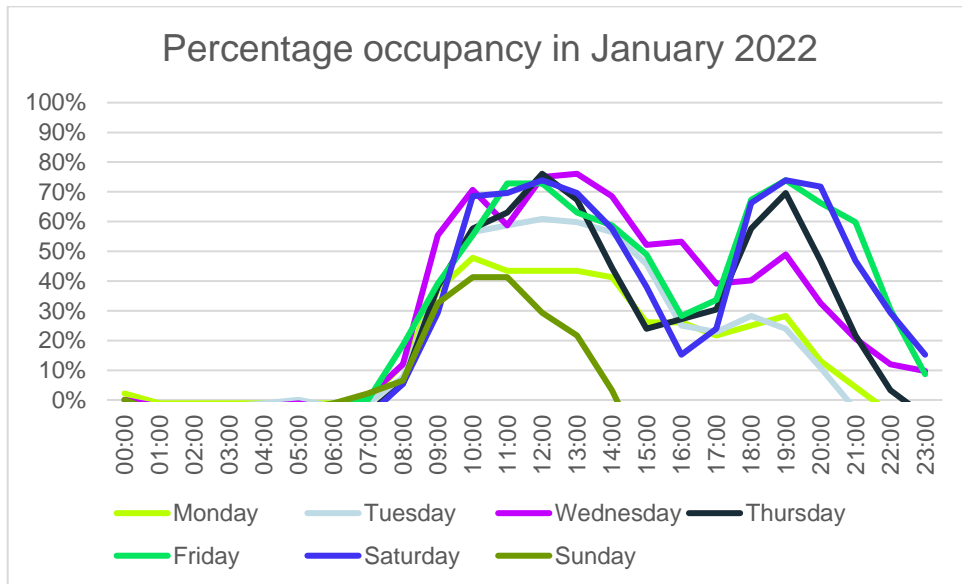
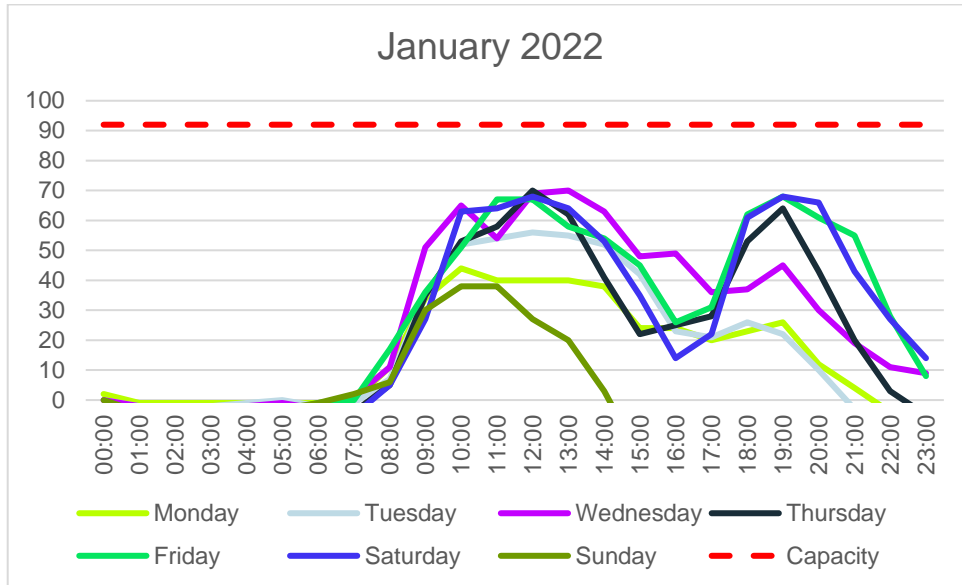


¹⁴ Data collected for 2024 for Monday, Tuesday, Wednesday and Thursday was missing or identified to be incorrect.

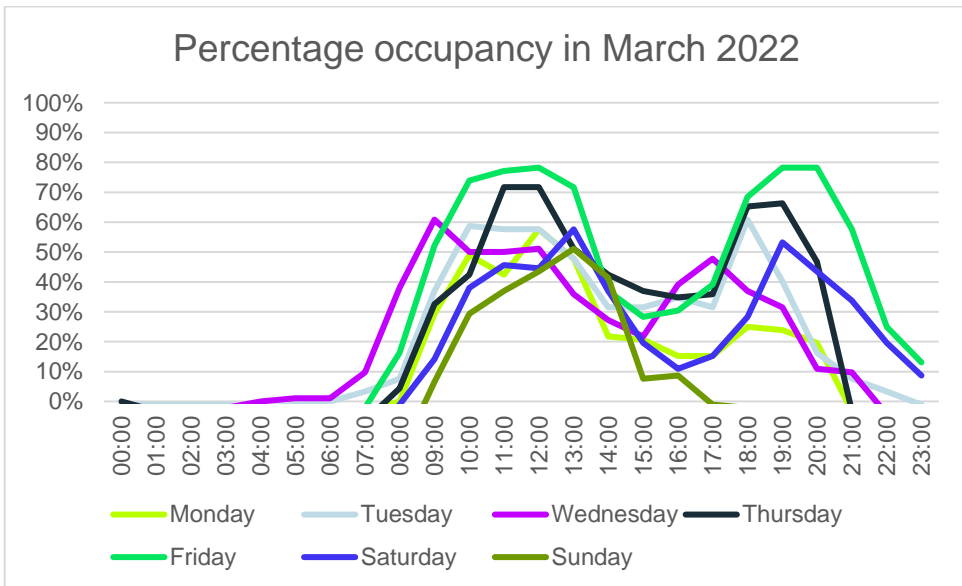
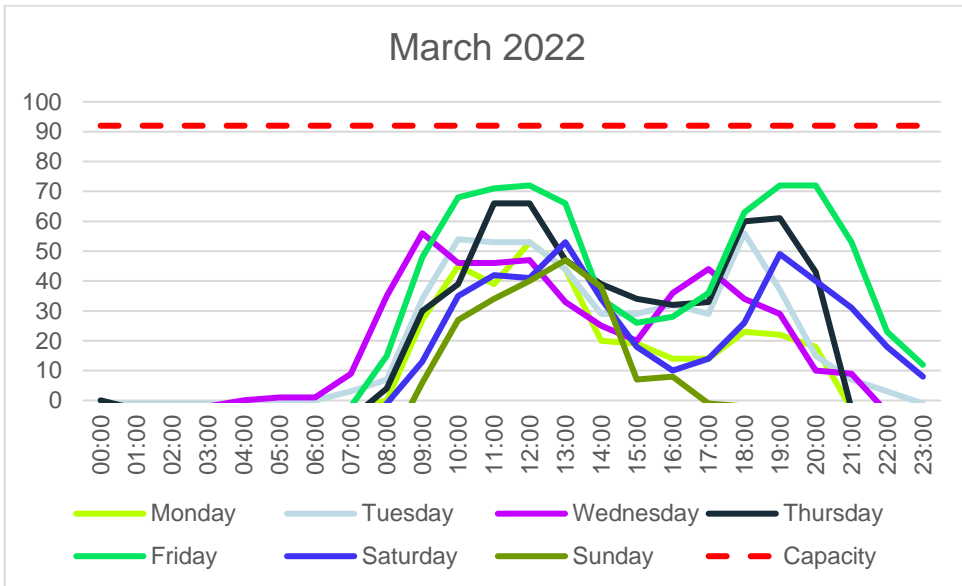
TECHNICAL NOTE

4.3.3 Nelson Street

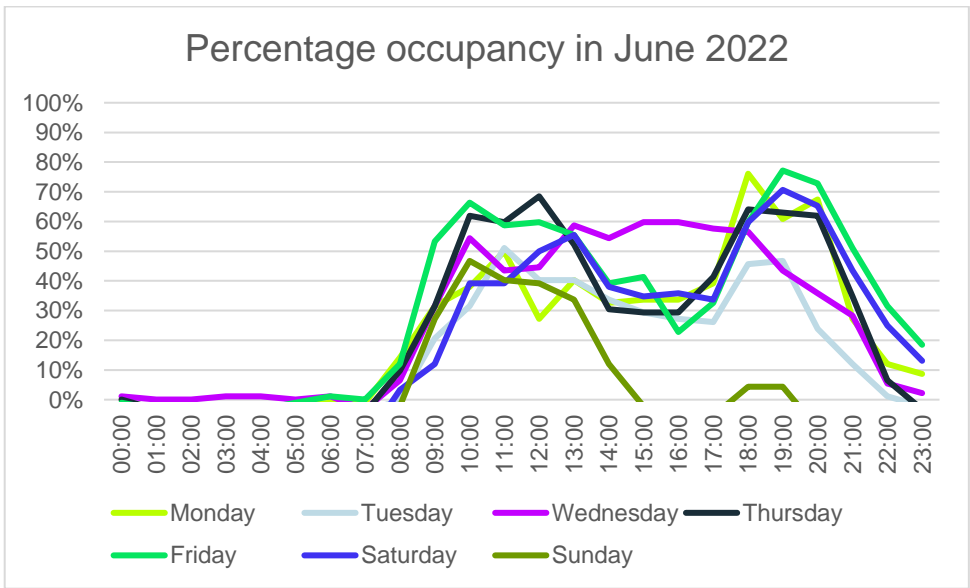
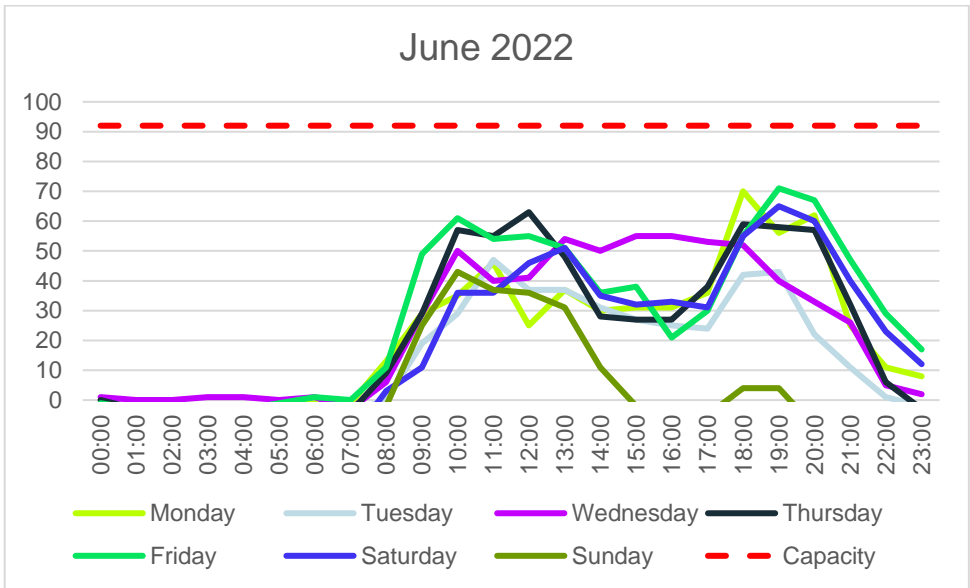
2022 Analysis



TECHNICAL NOTE

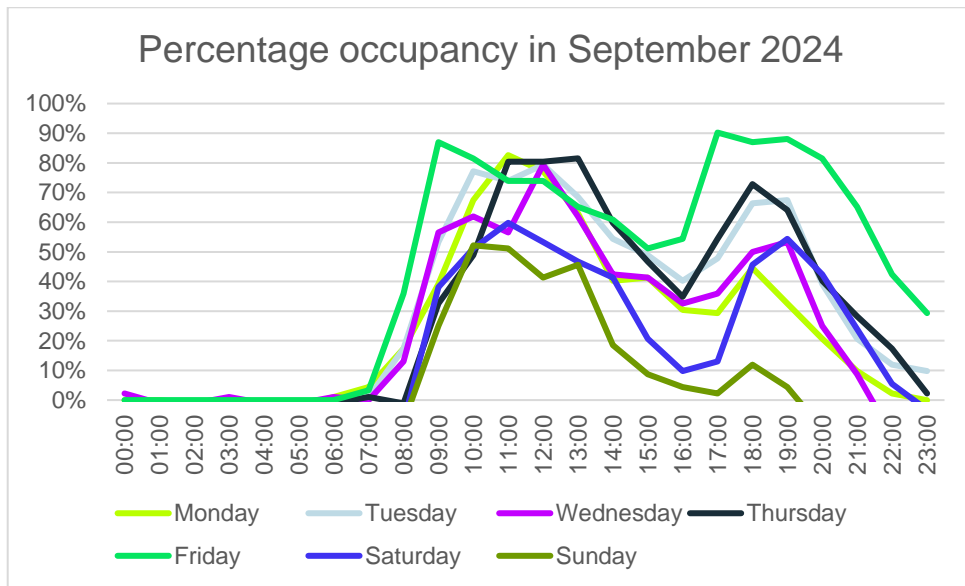
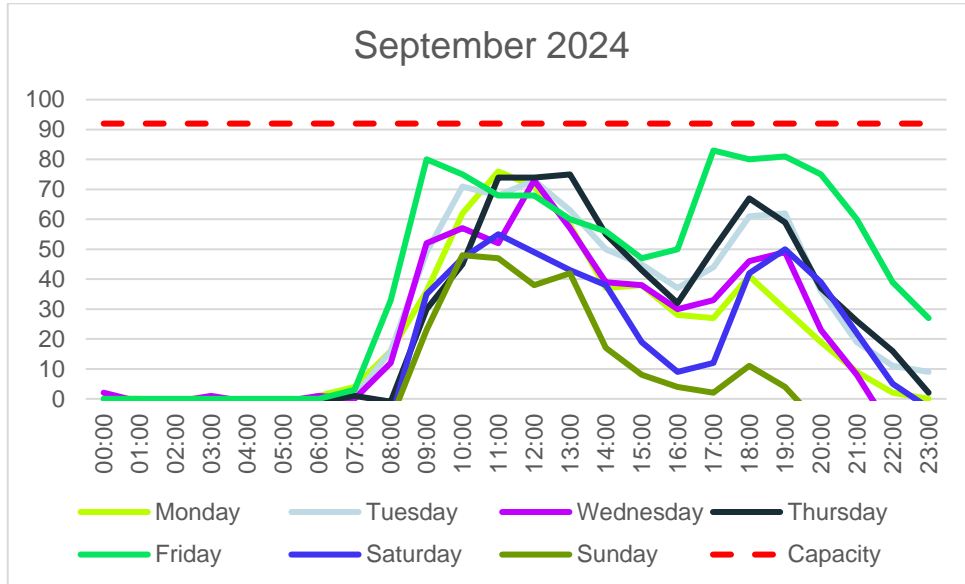


TECHNICAL NOTE



TECHNICAL NOTE

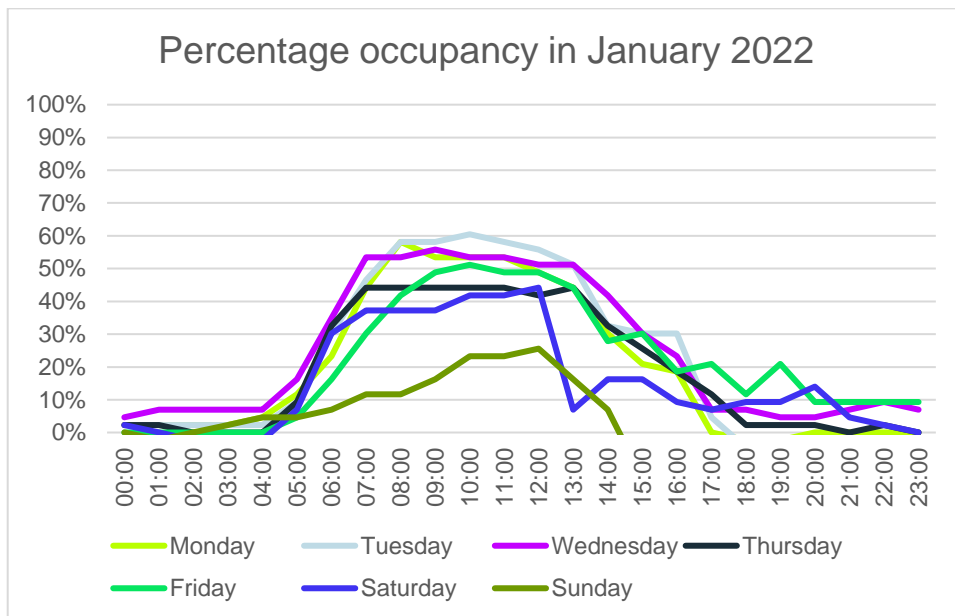
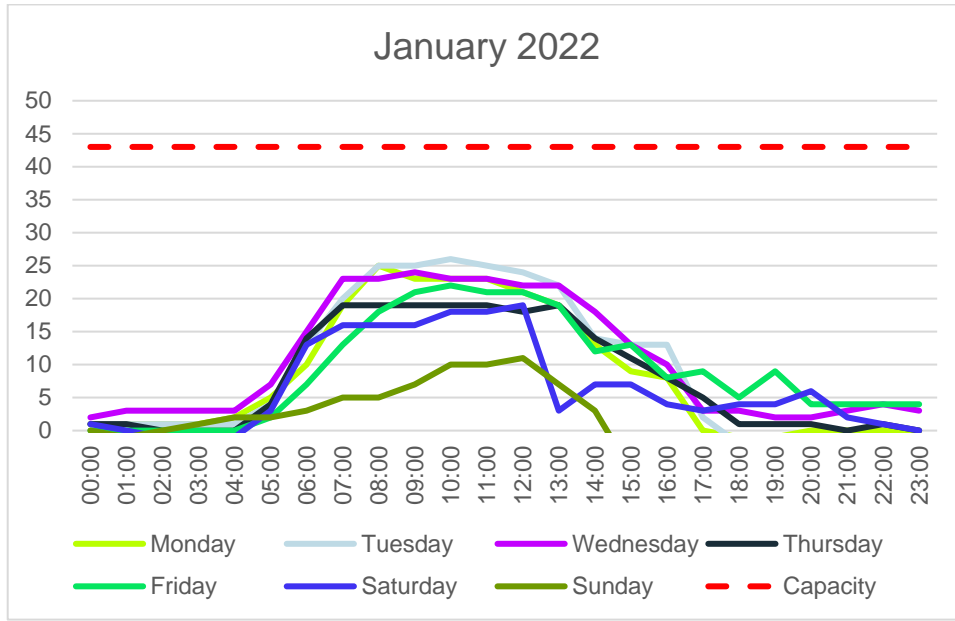
2024 Analysis



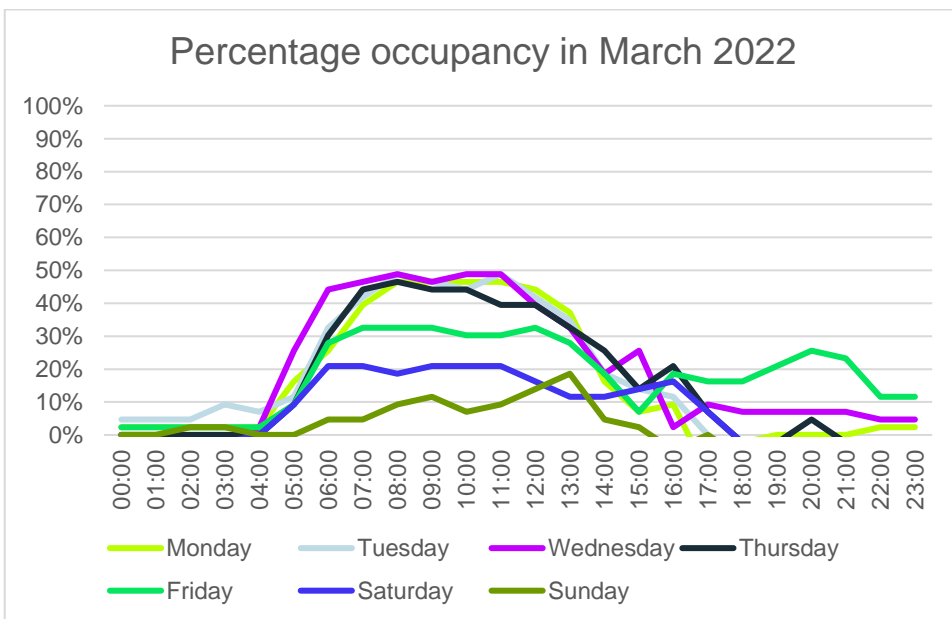
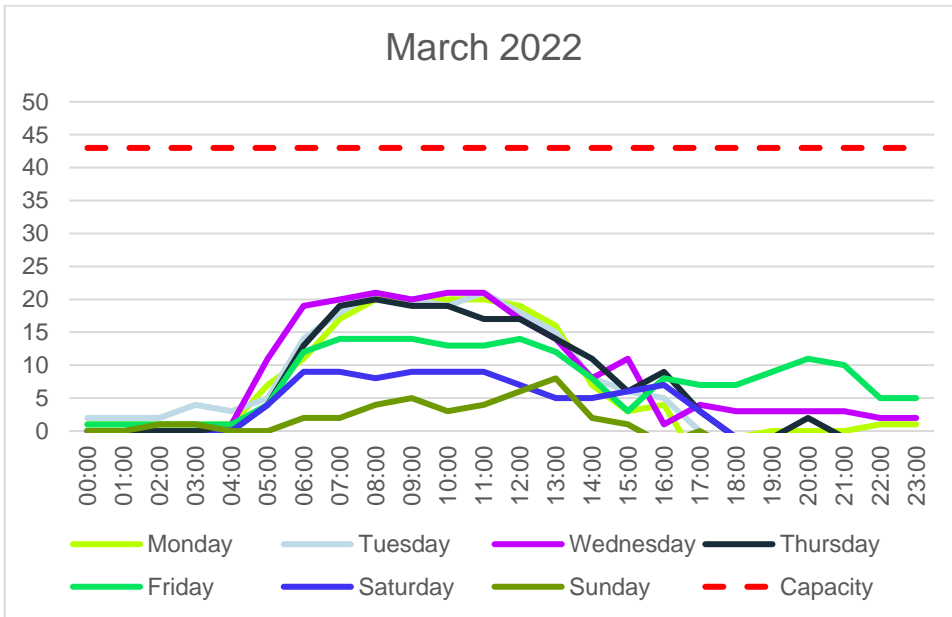
TECHNICAL NOTE

4.3.4 Station Road

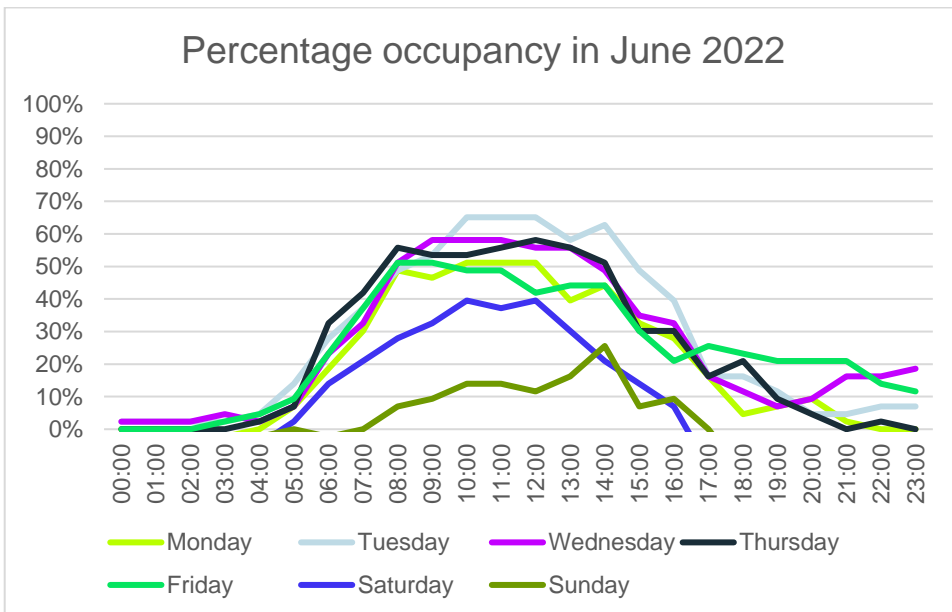
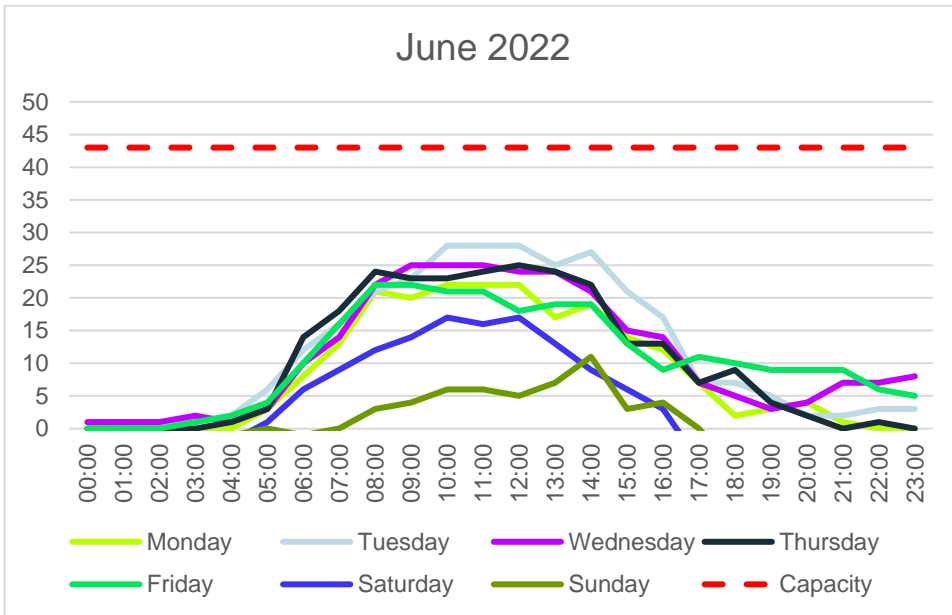
2022 Analysis



TECHNICAL NOTE

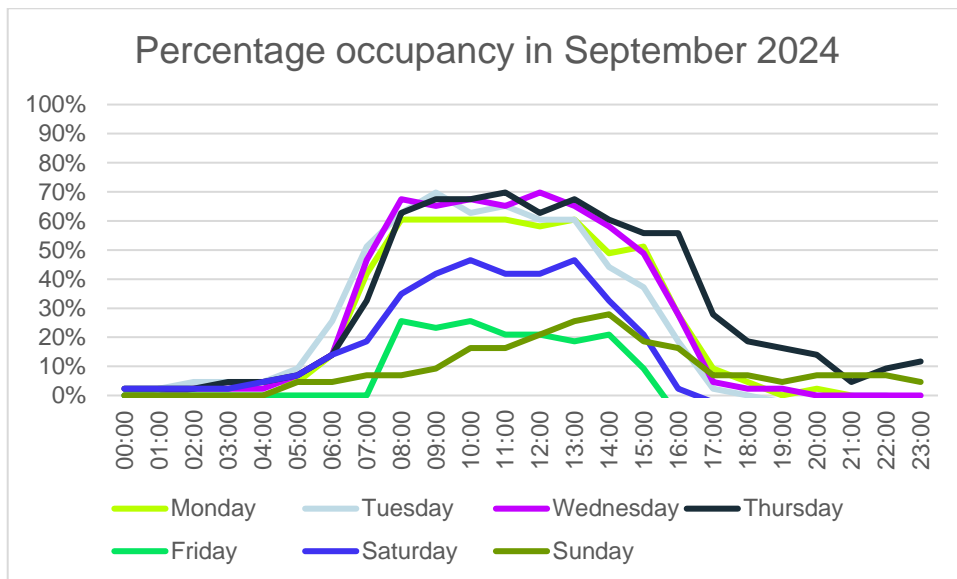
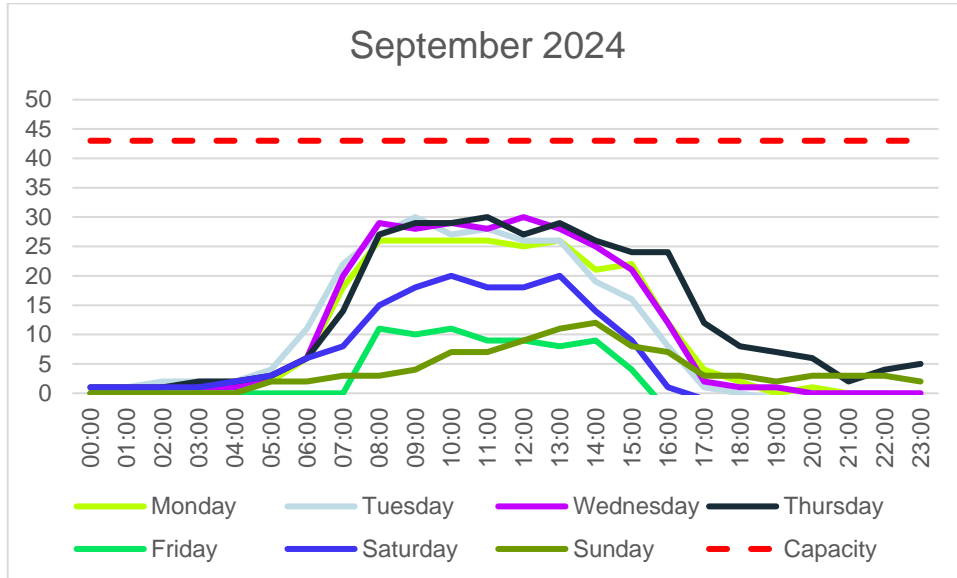


TECHNICAL NOTE



TECHNICAL NOTE

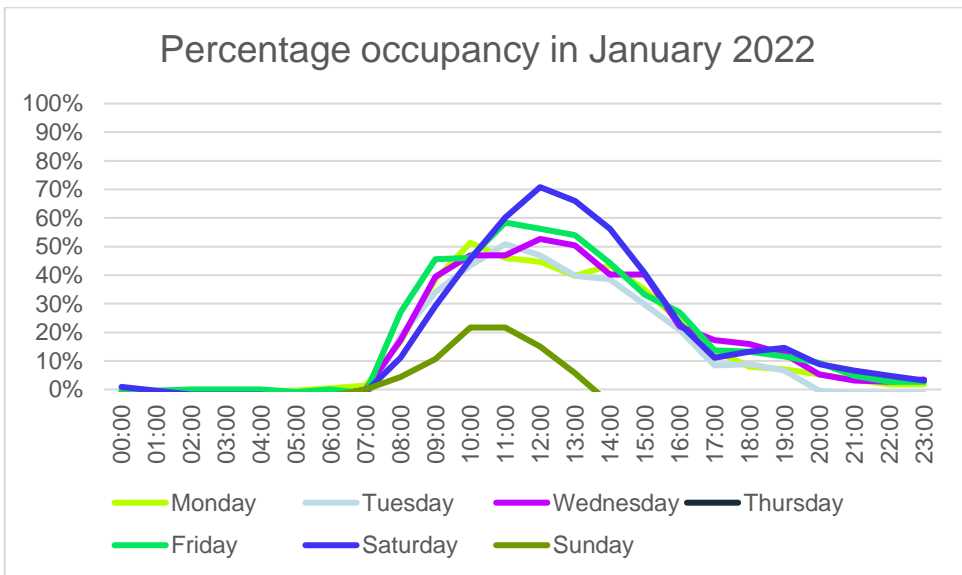
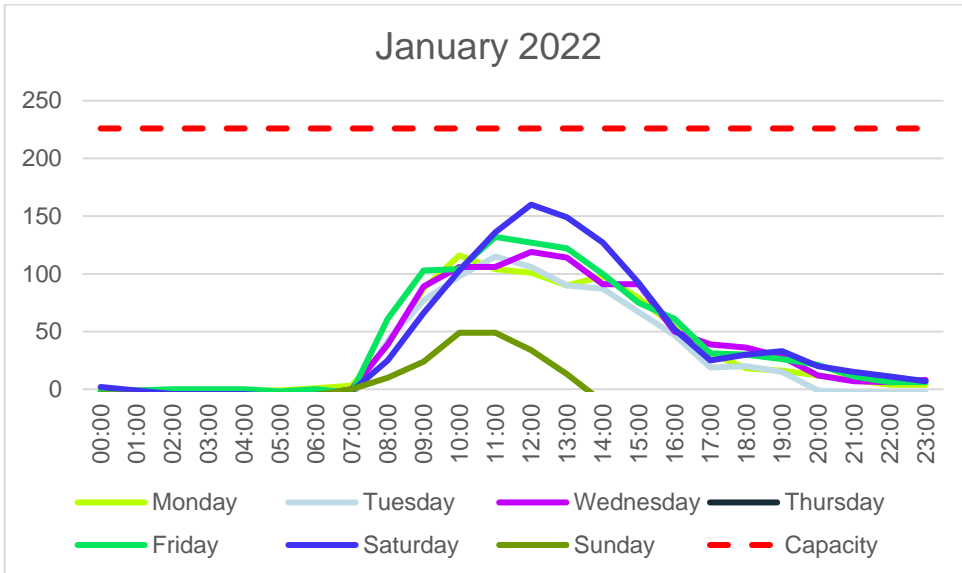
2024 Analysis



TECHNICAL NOTE

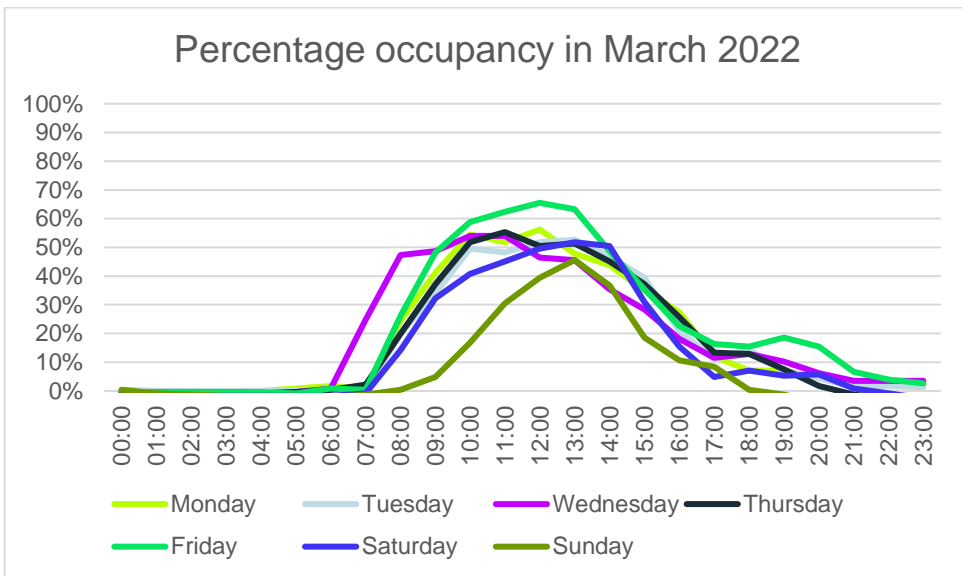
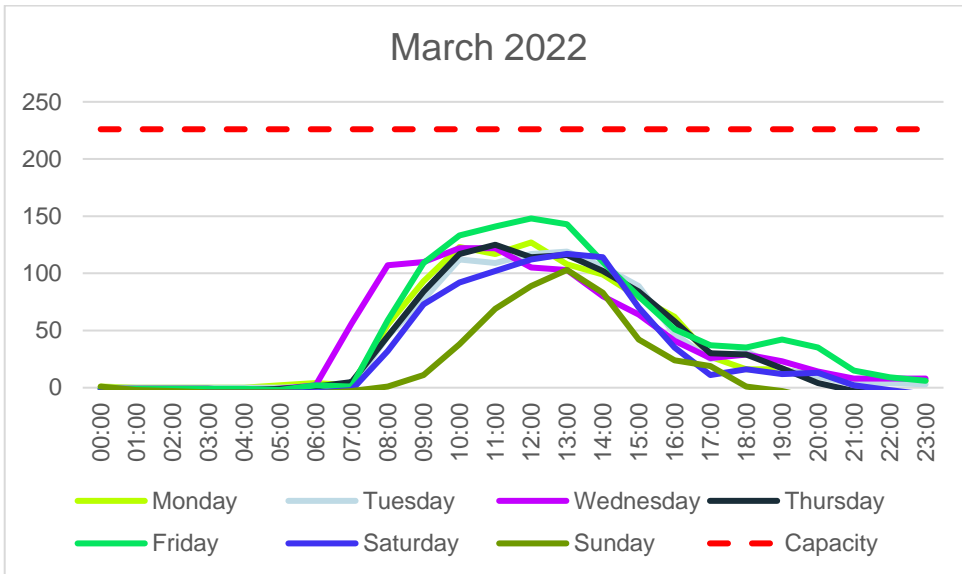
4.3.5 Welsh Street

2022 Analysis¹⁵

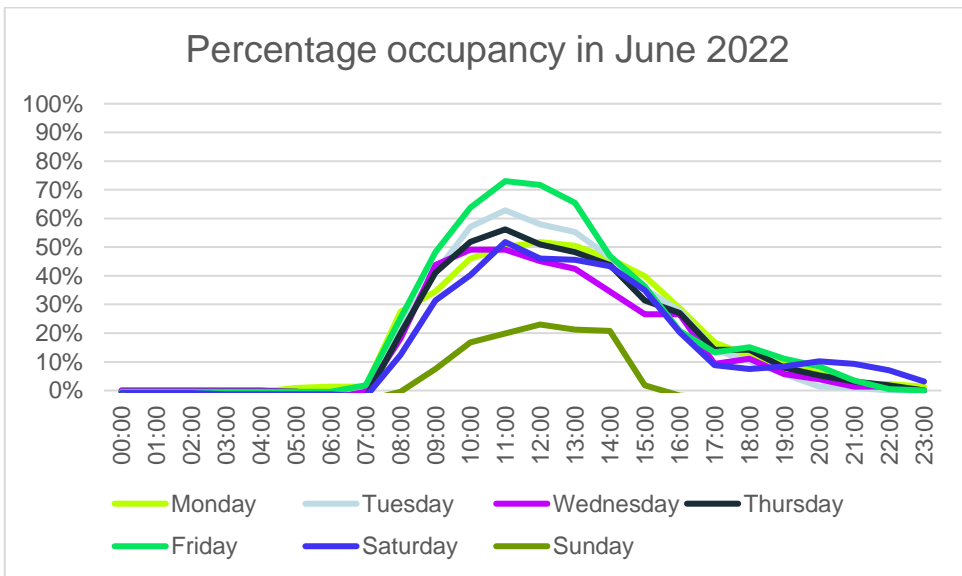
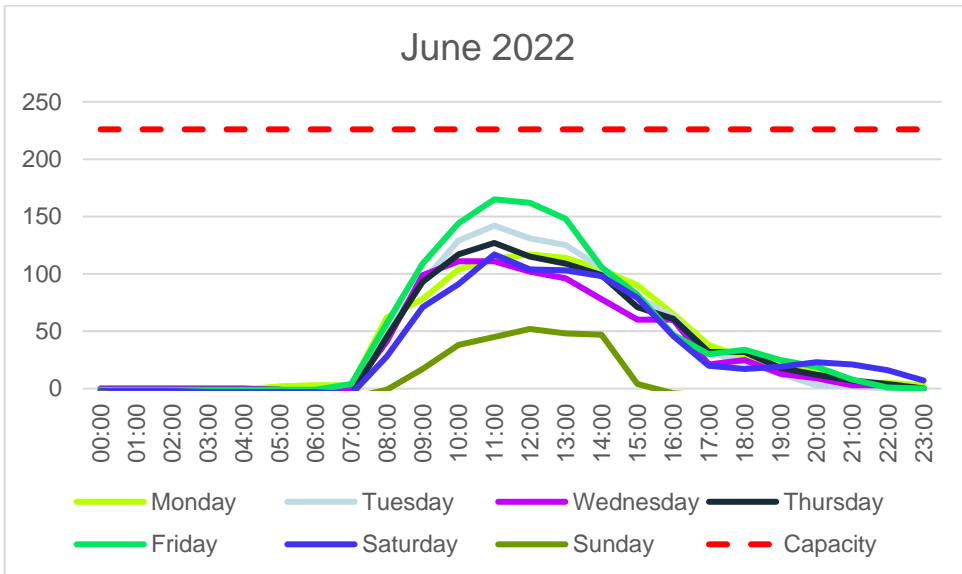


¹⁵ Thursday data was identified to be incorrect and has therefore been removed from the 2022 data graph.

TECHNICAL NOTE

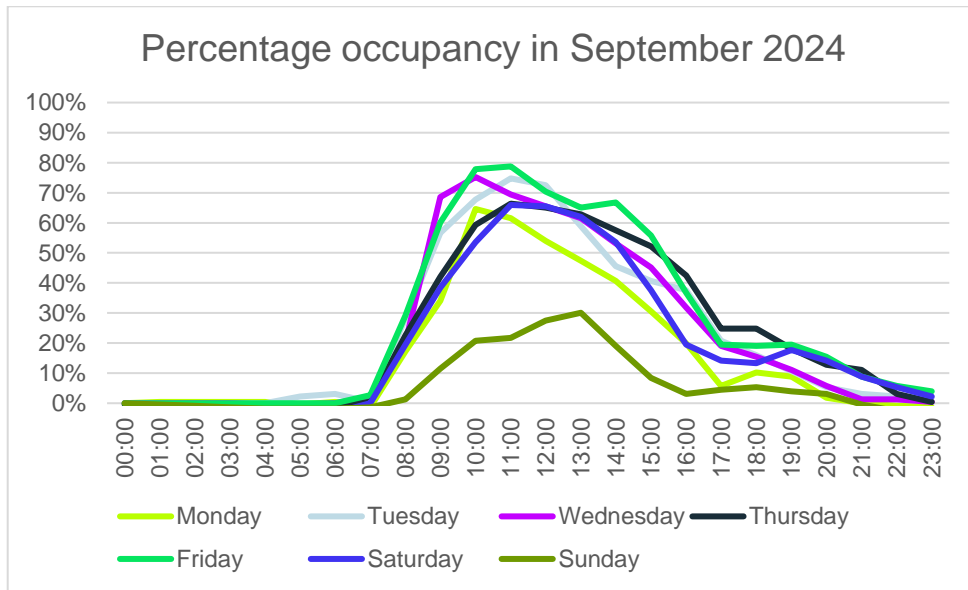
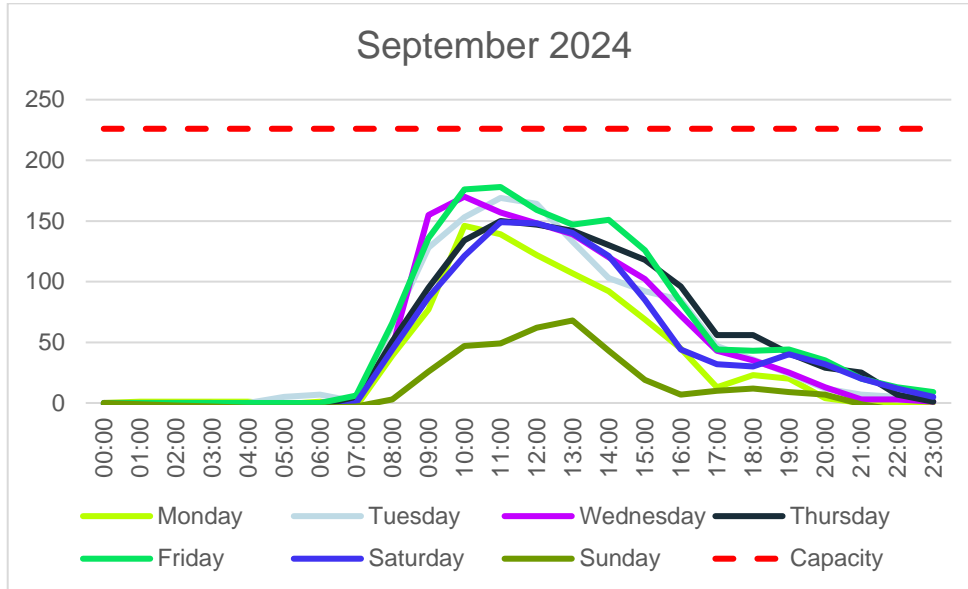


TECHNICAL NOTE



TECHNICAL NOTE

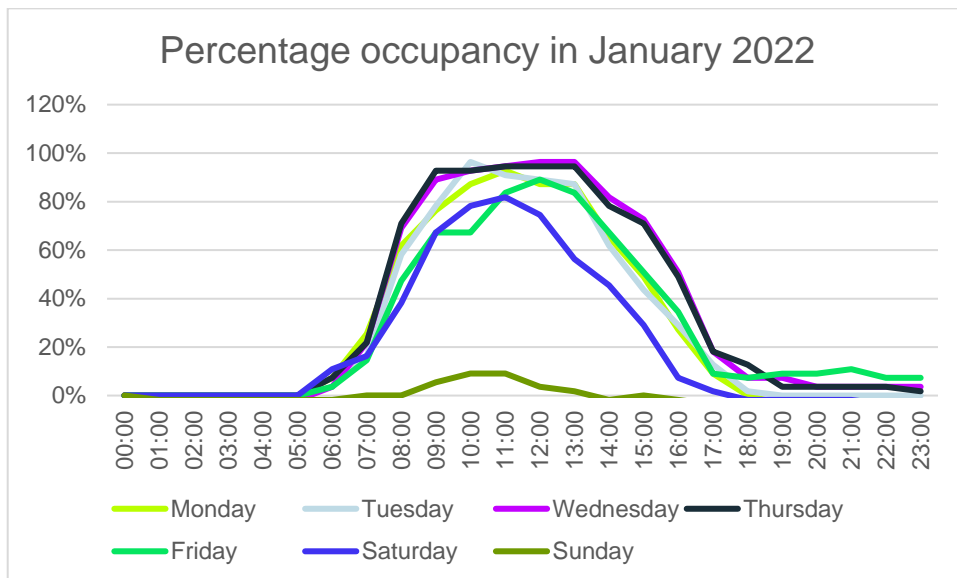
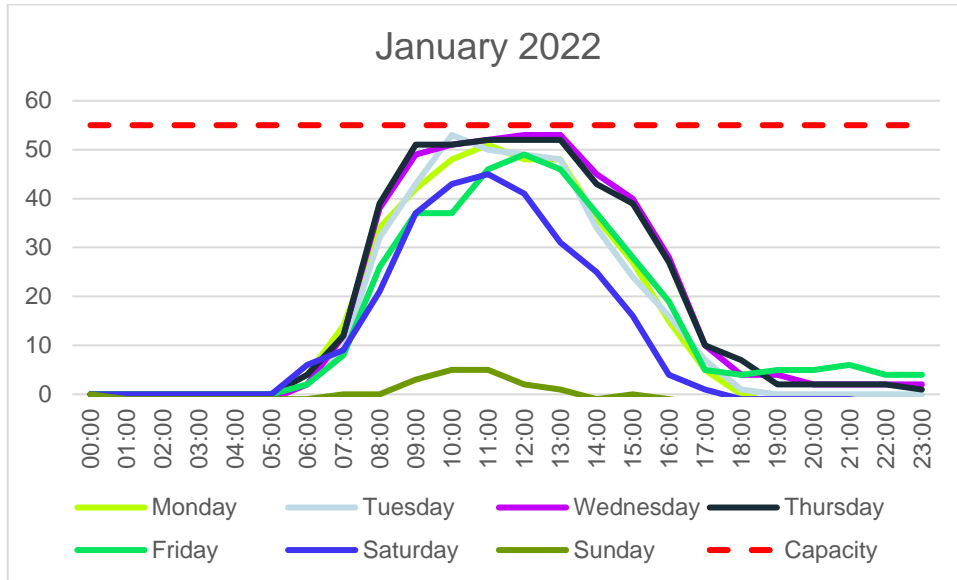
2024 Analysis



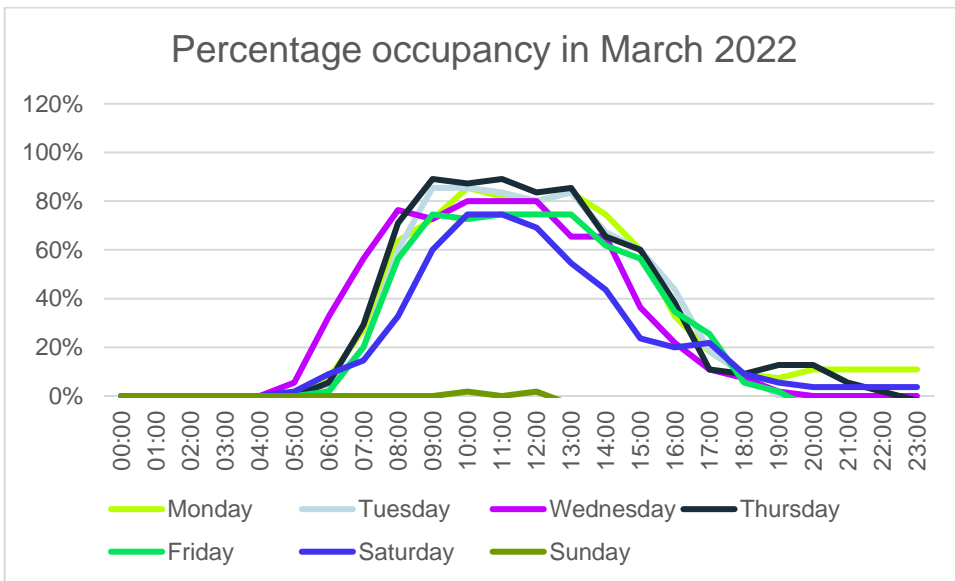
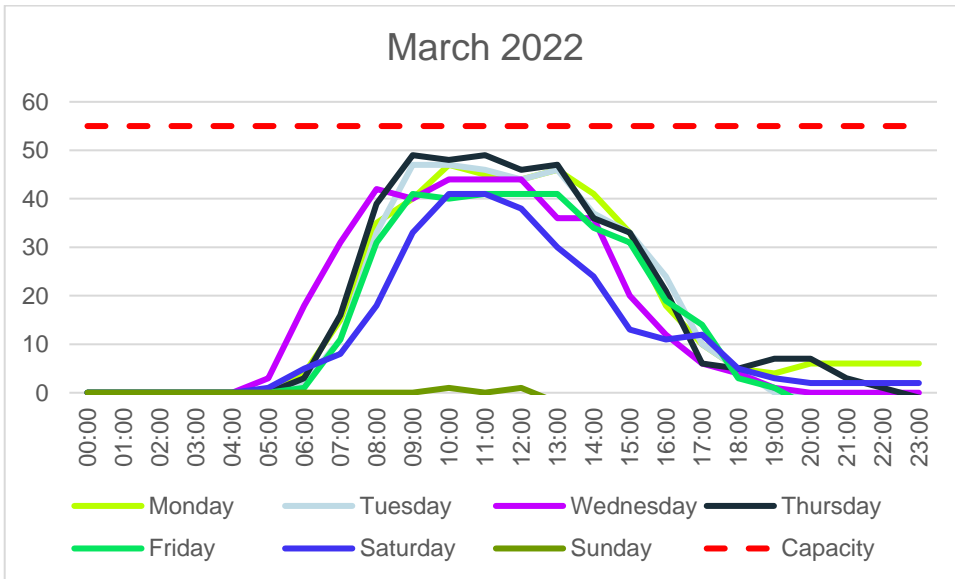
TECHNICAL NOTE

4.3.6 The Station Car Park

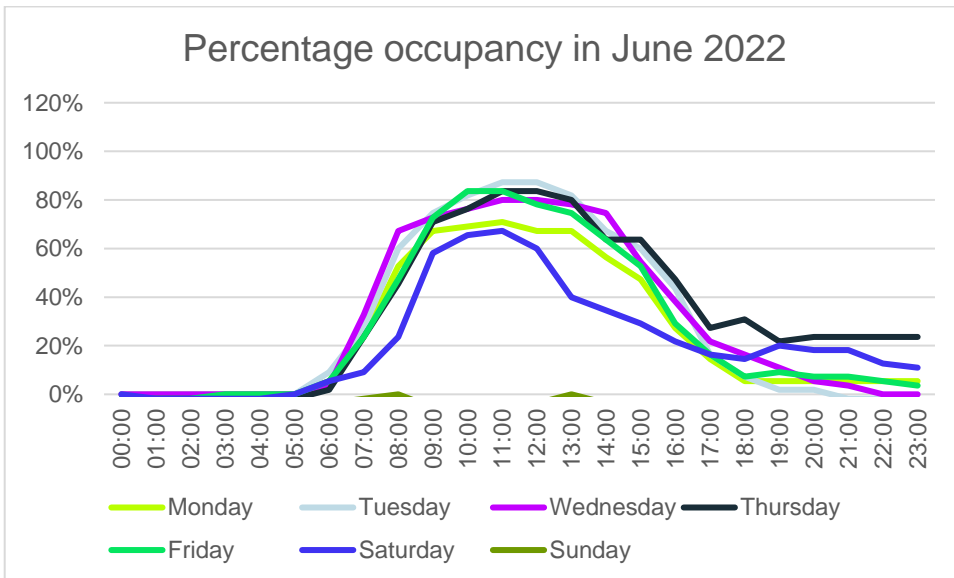
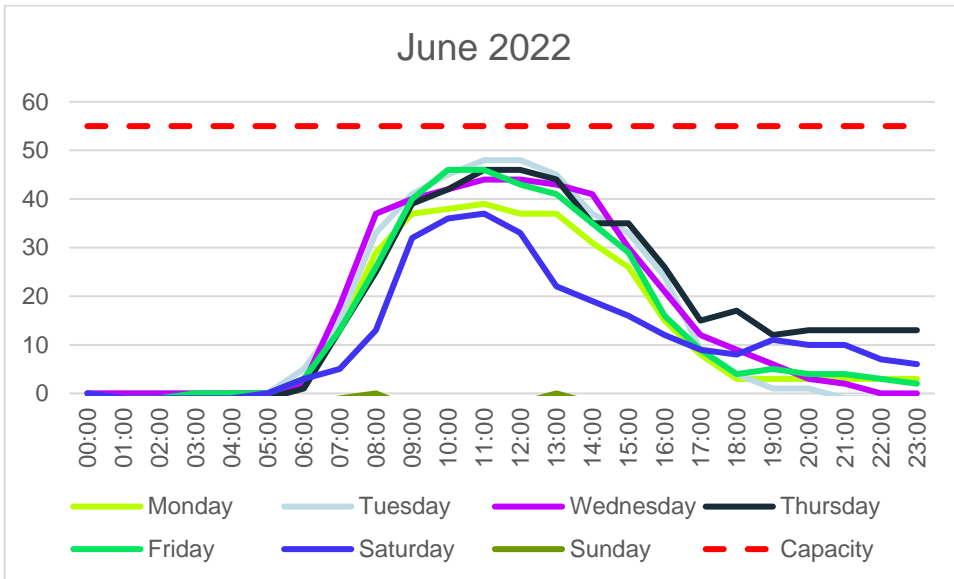
2022 Analysis



TECHNICAL NOTE

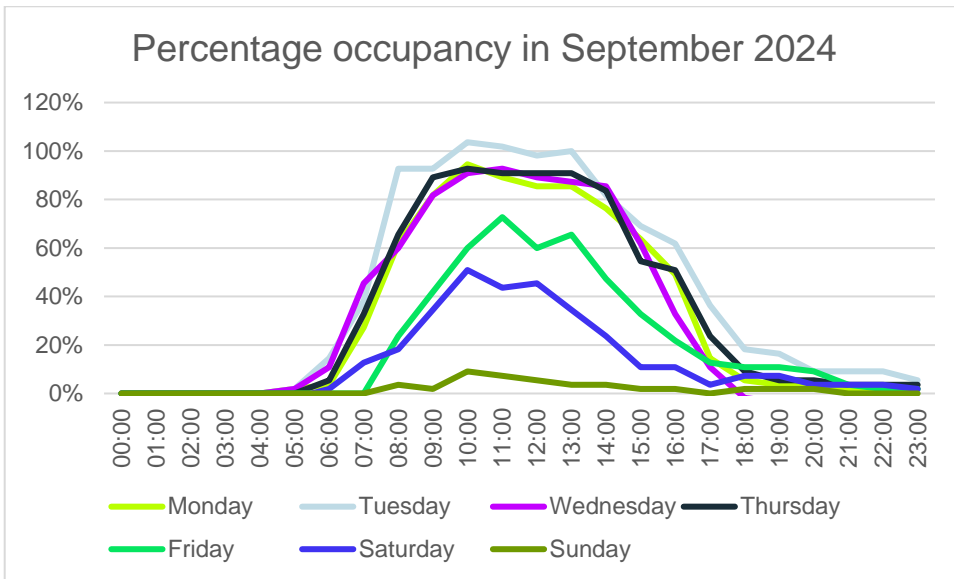
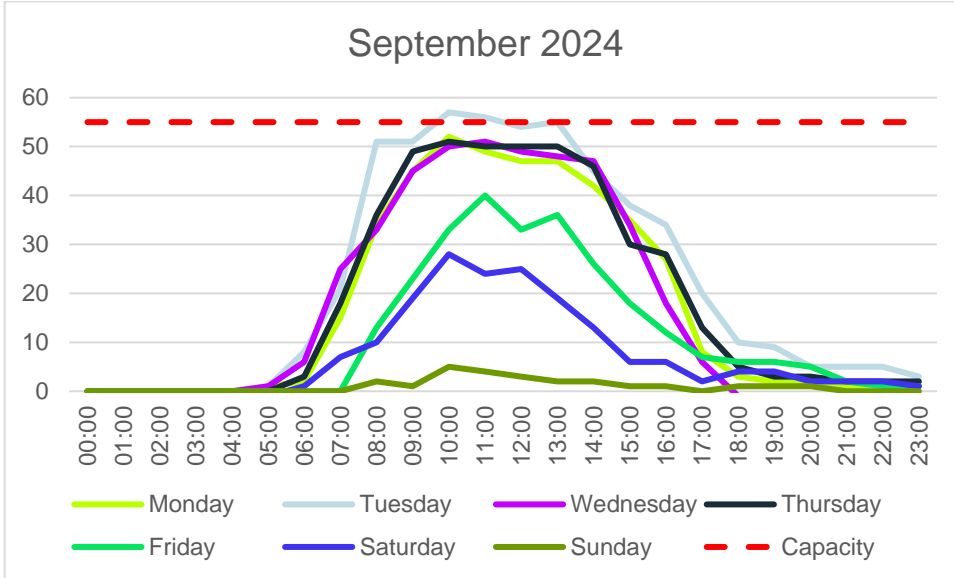


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

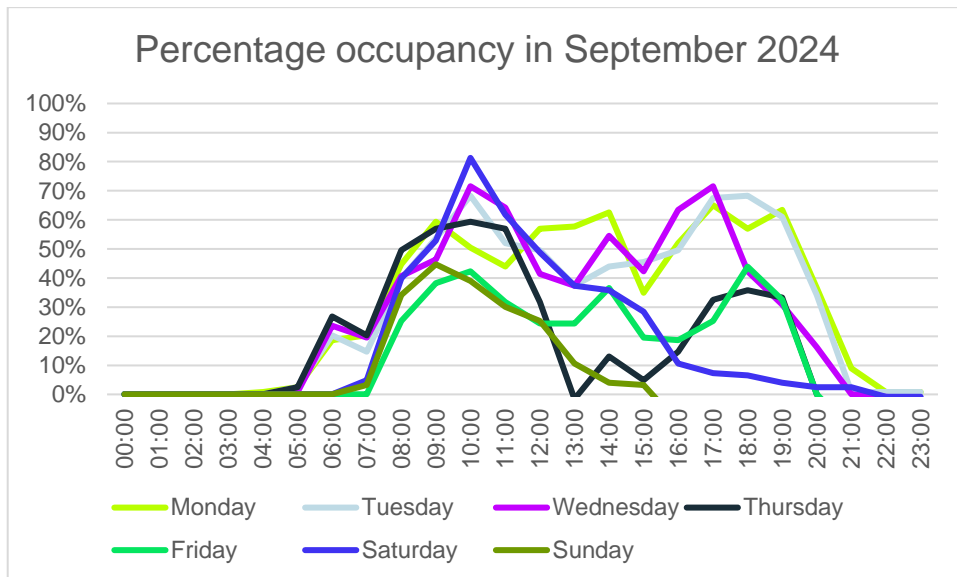
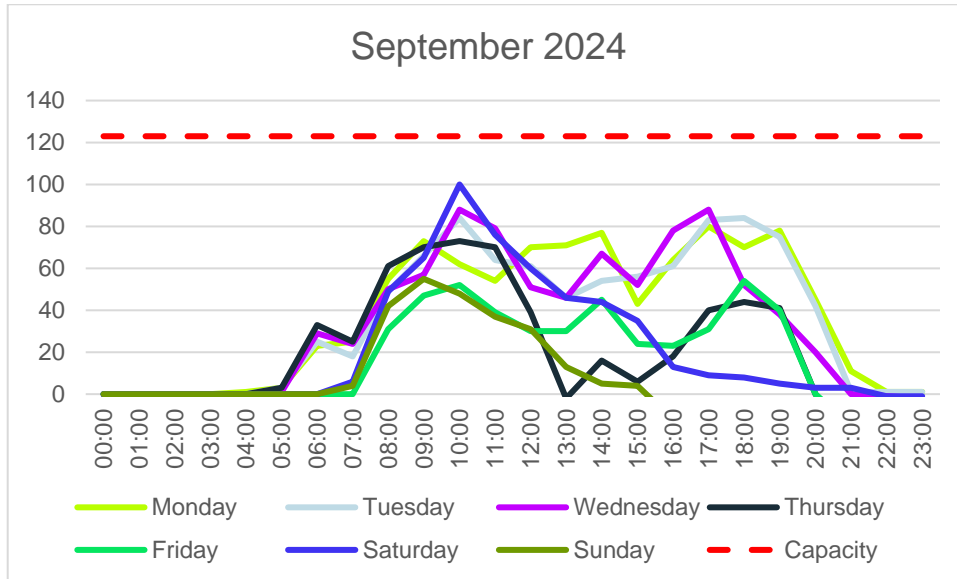


TECHNICAL NOTE

4.3.7 Chepstow Leisure Centre

No 2022 data for analysis

2024 Analysis

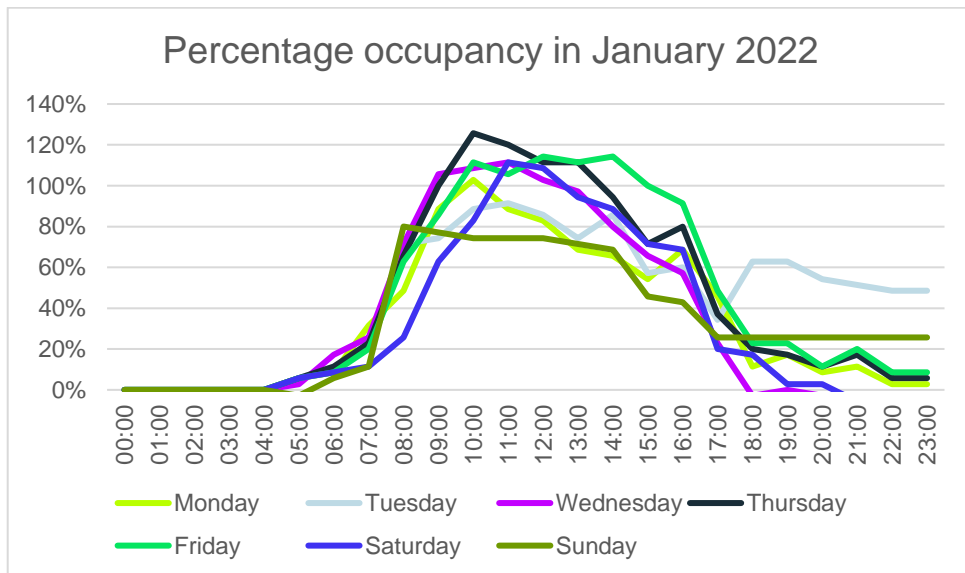
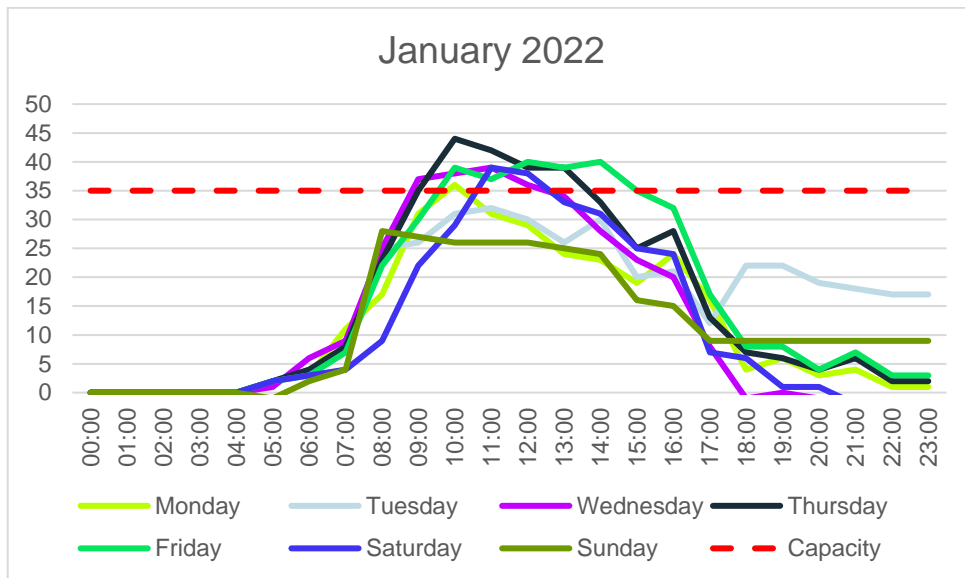


TECHNICAL NOTE

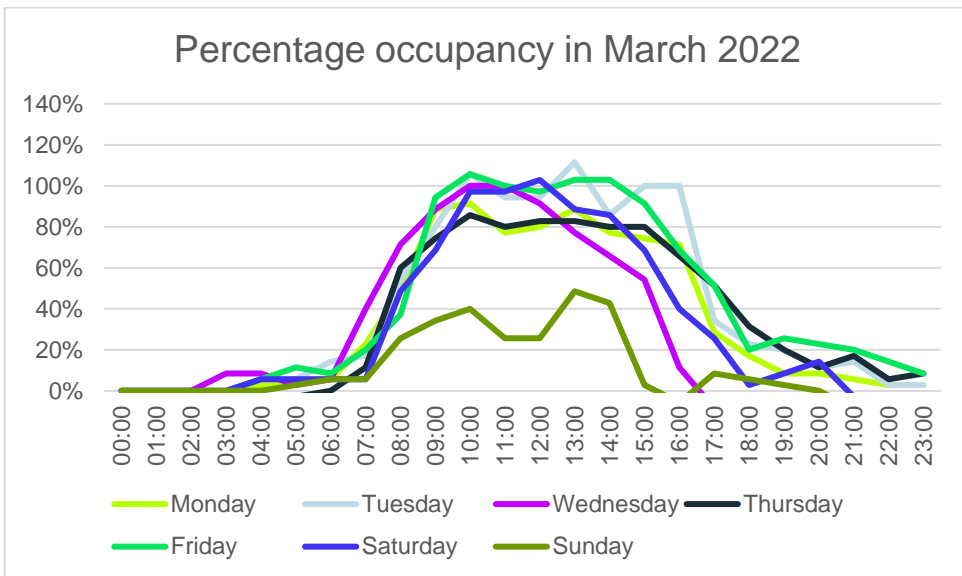
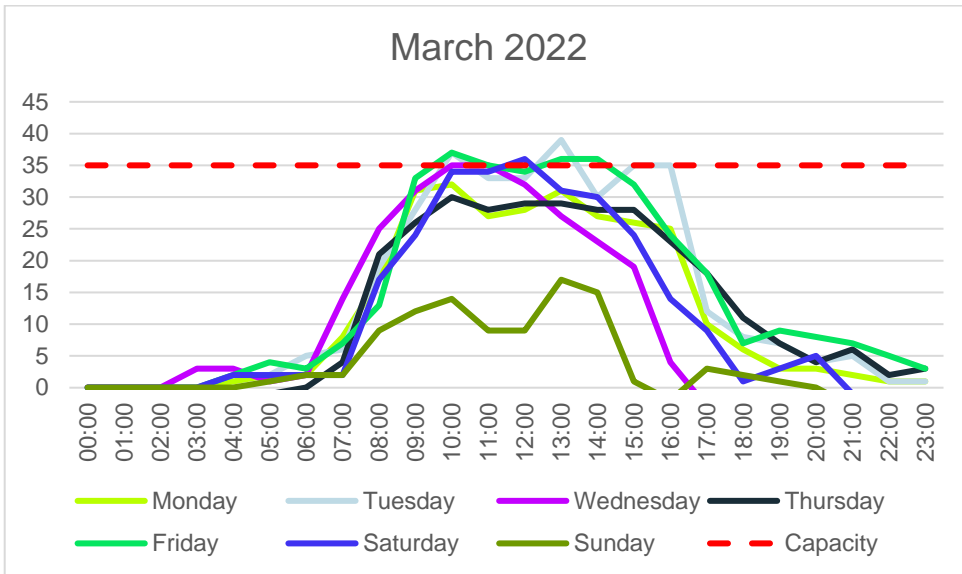
4.4 Monmouth

4.4.1 Chippenham

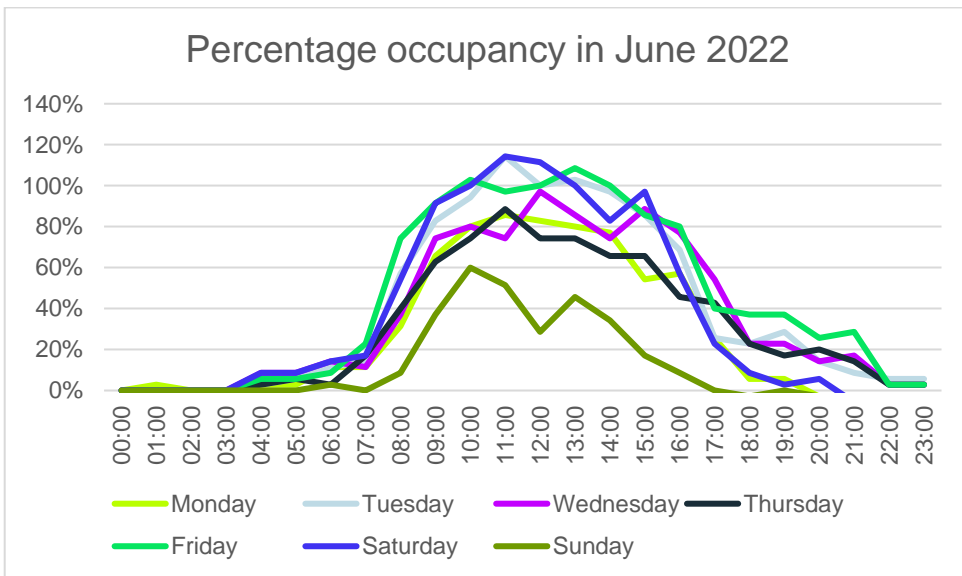
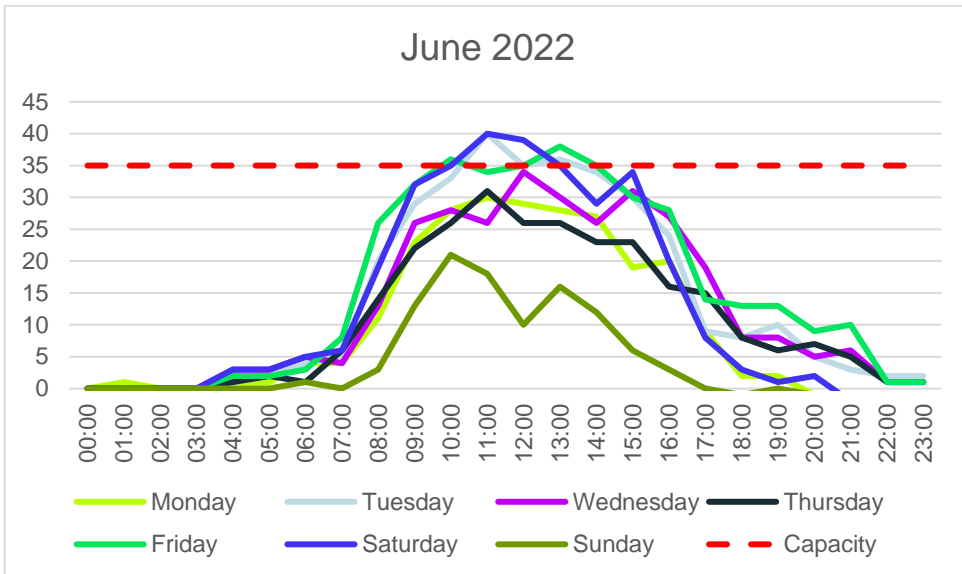
2022 Analysis



TECHNICAL NOTE

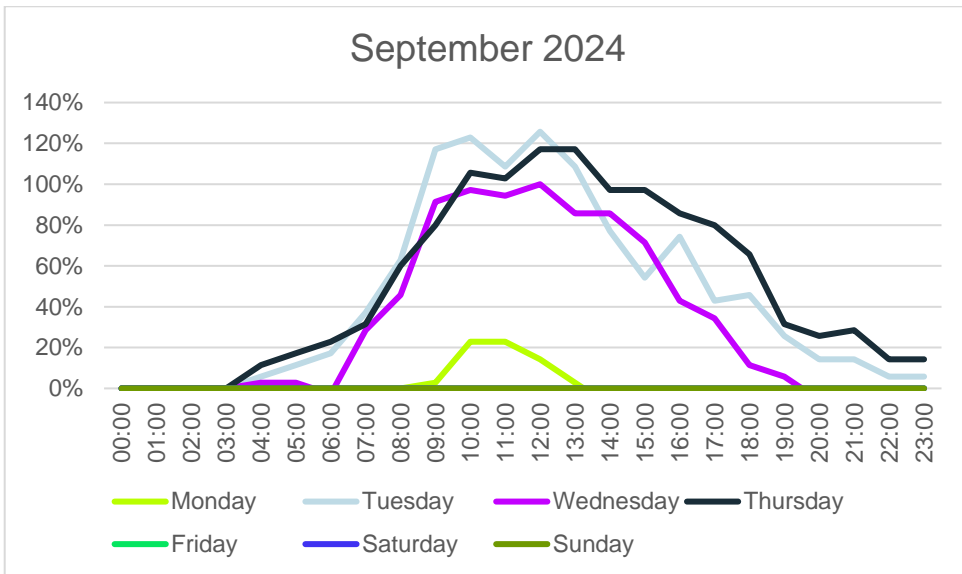
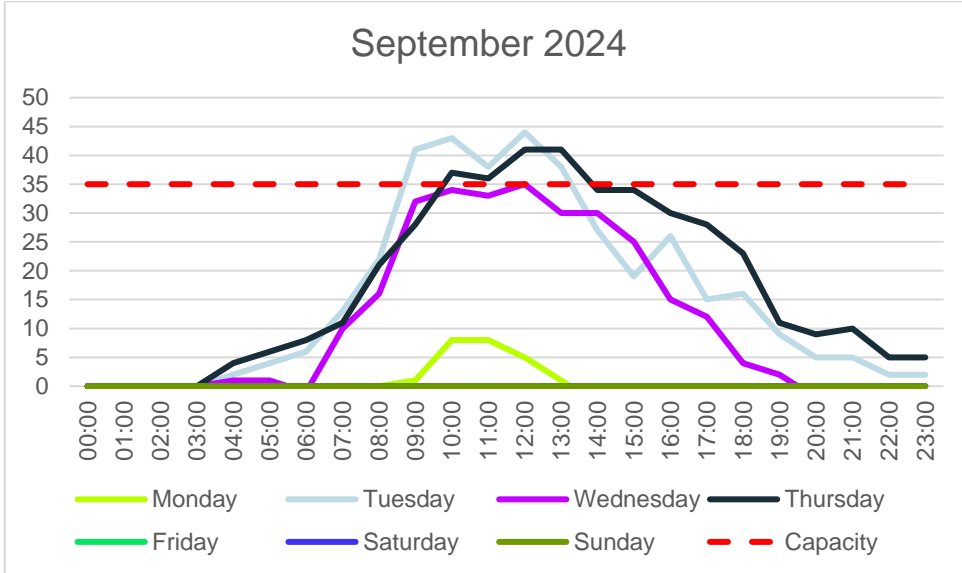


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹⁶

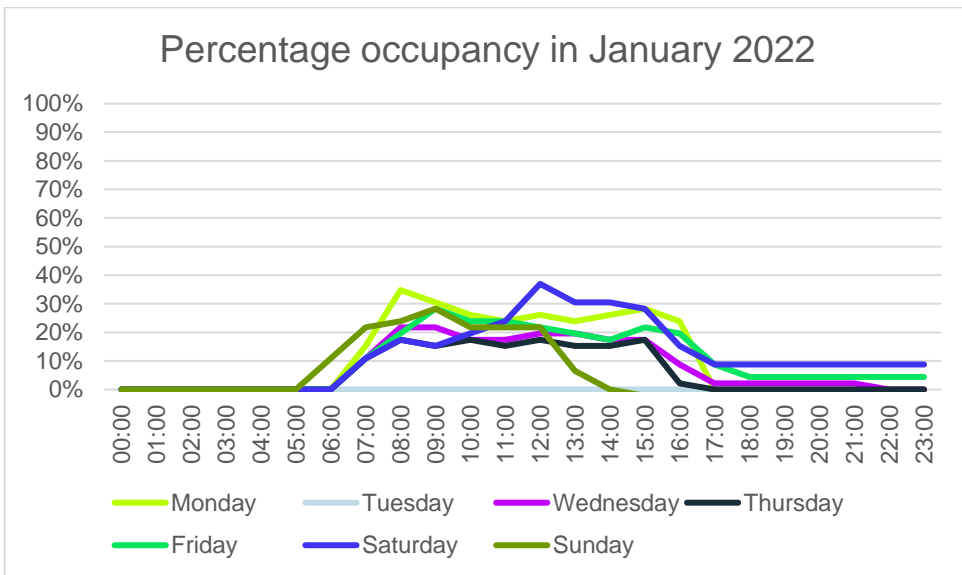
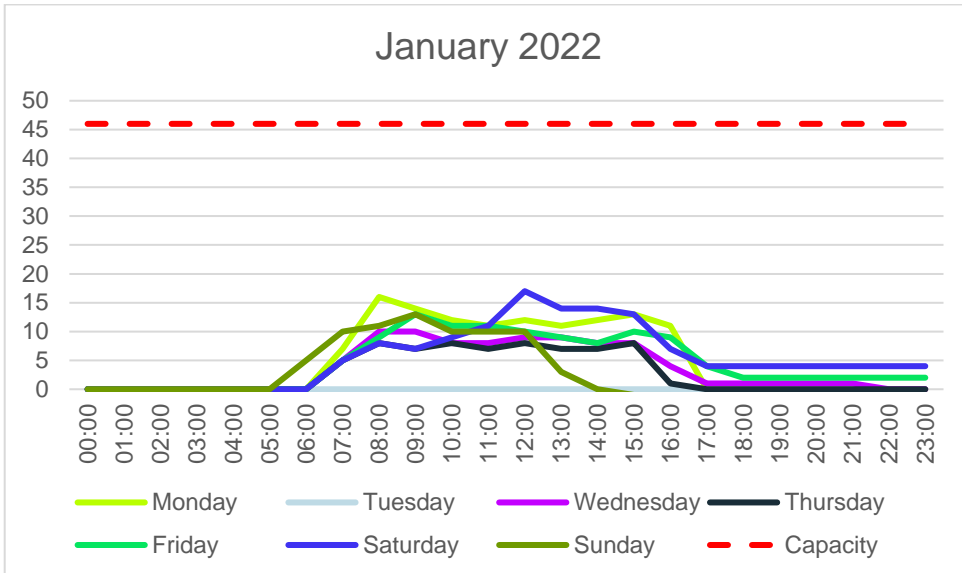


¹⁶ Data collected for 2024 for Monday, Friday, Saturday and Sunday was missing or identified to be incorrect.

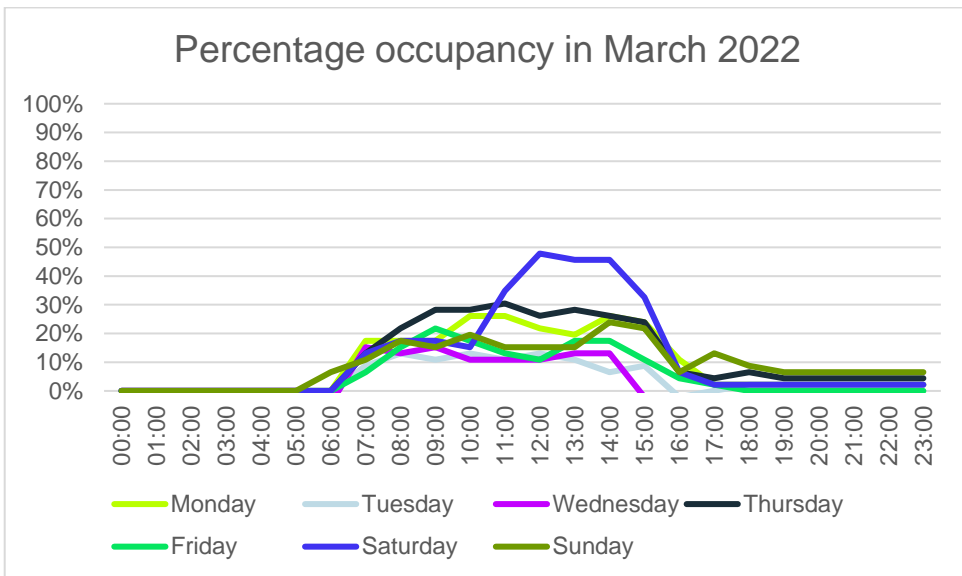
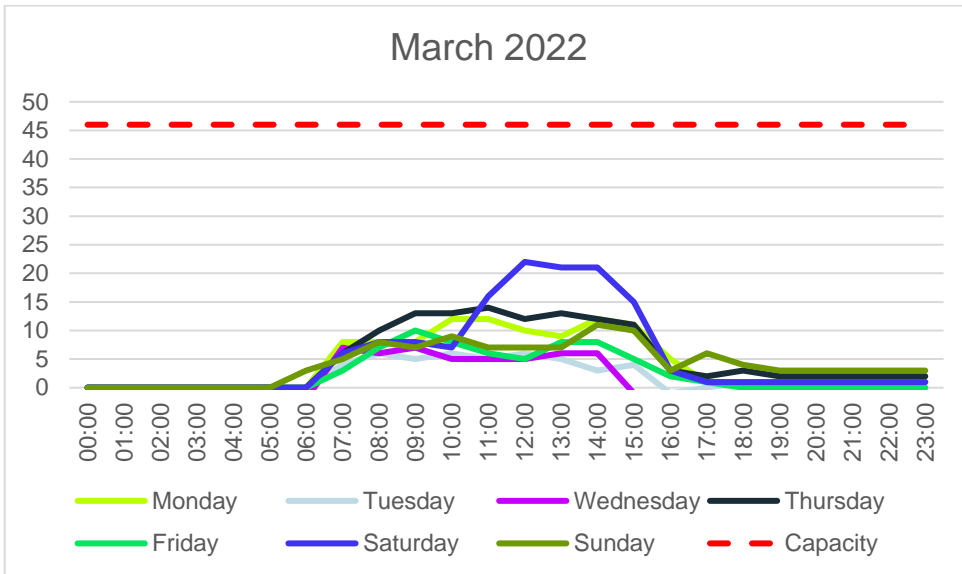
TECHNICAL NOTE

4.4.2 Cornwall House

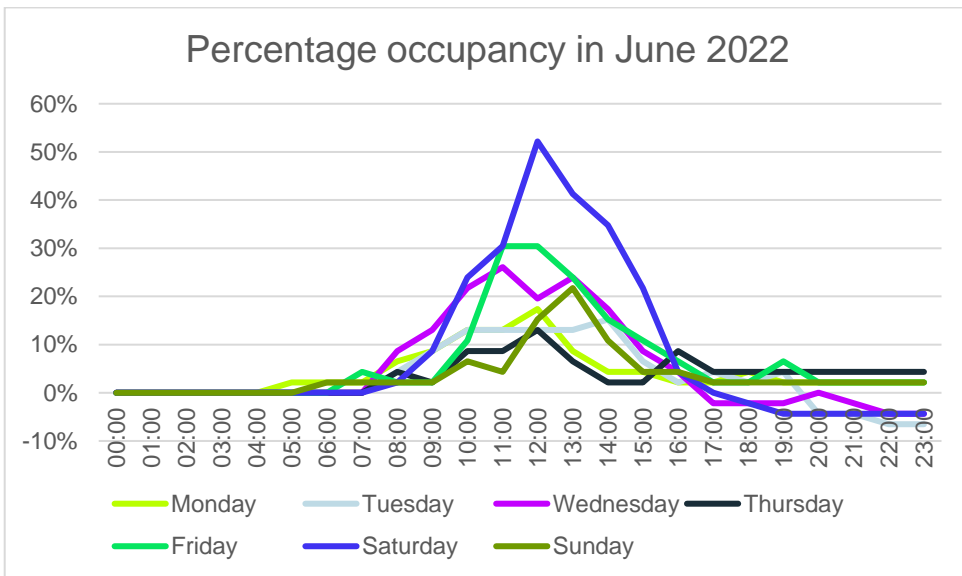
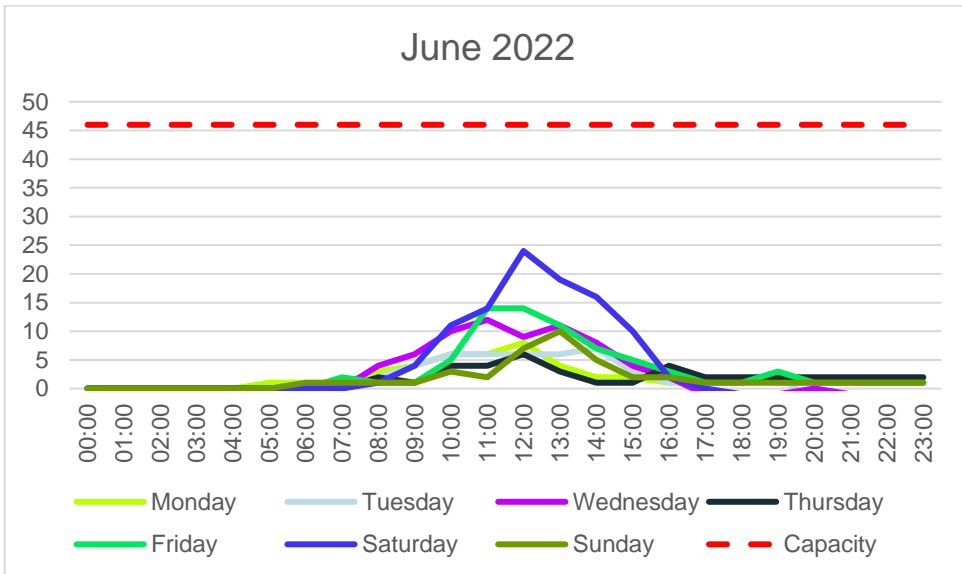
2022 Analysis



TECHNICAL NOTE

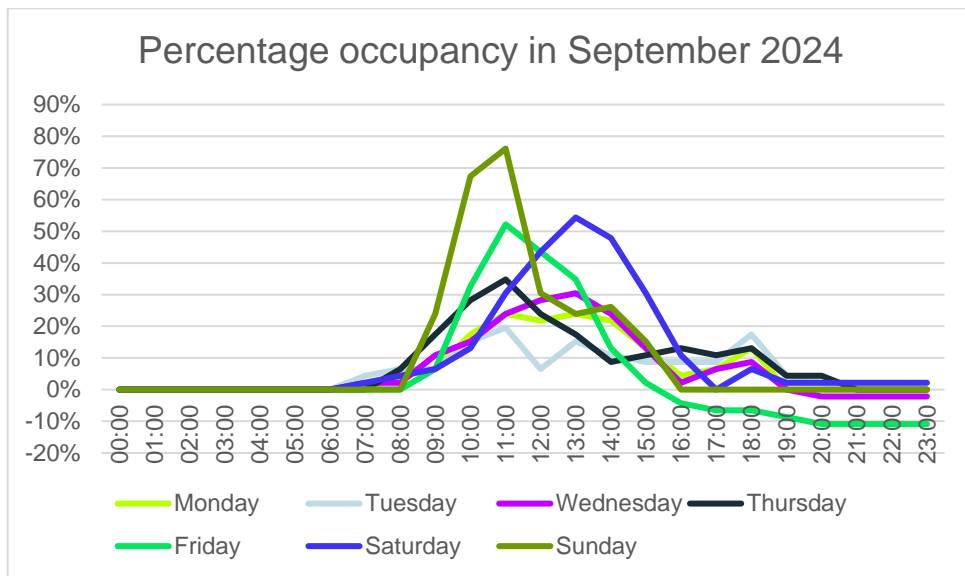
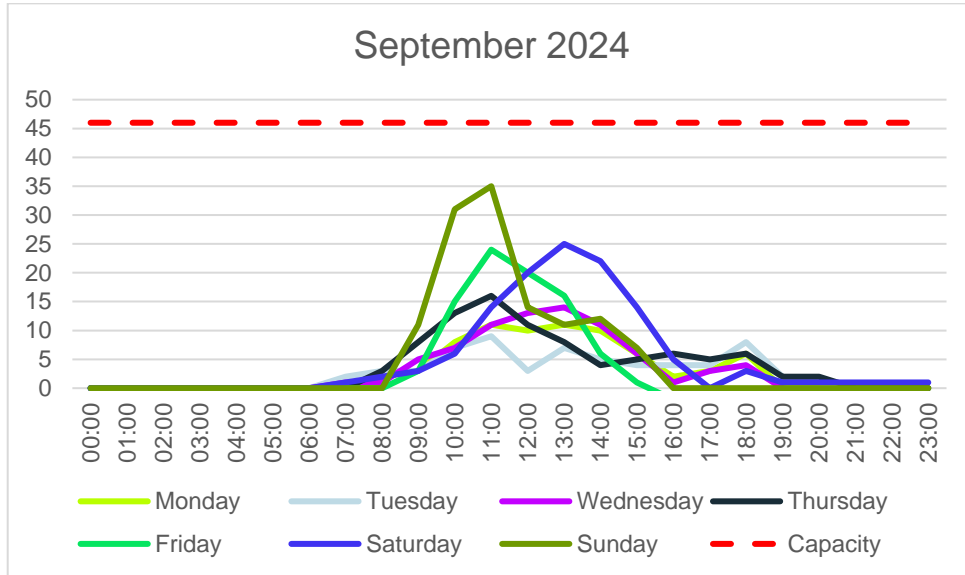


TECHNICAL NOTE



TECHNICAL NOTE

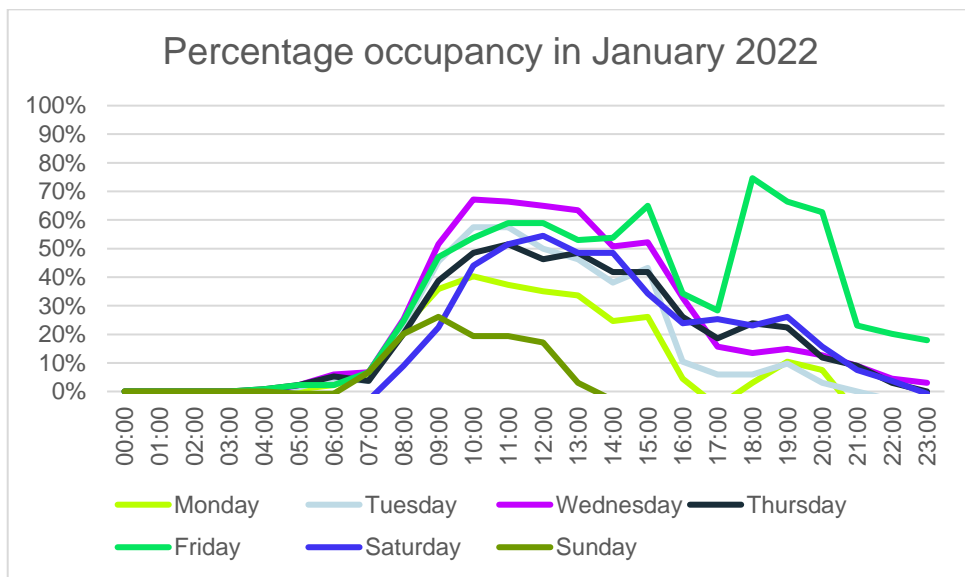
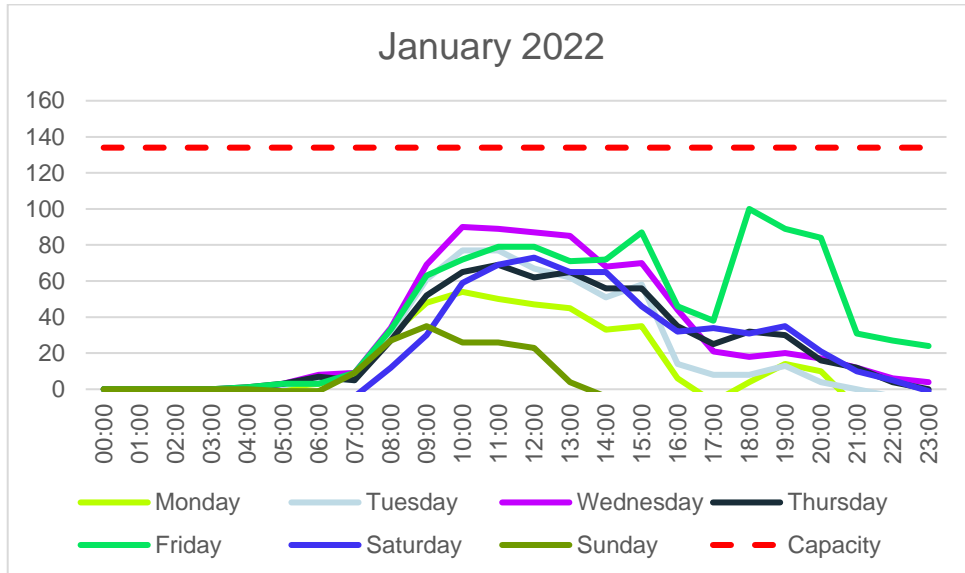
2024 Analysis



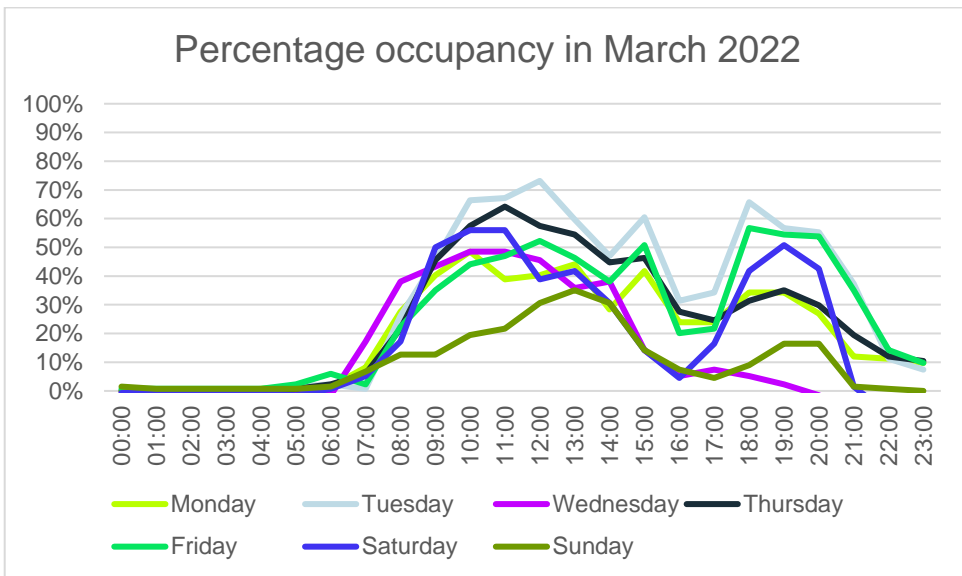
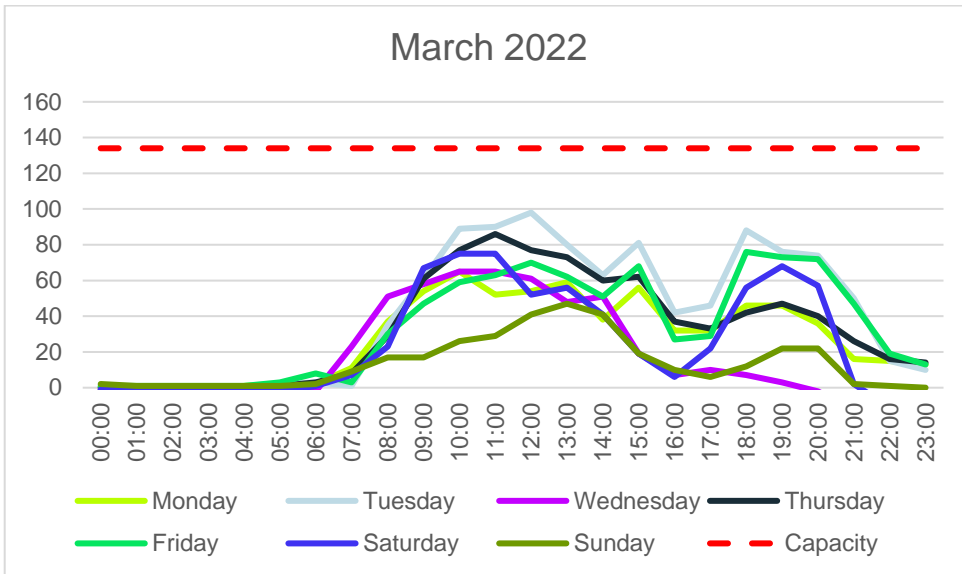
TECHNICAL NOTE

4.4.3 Glendower Street

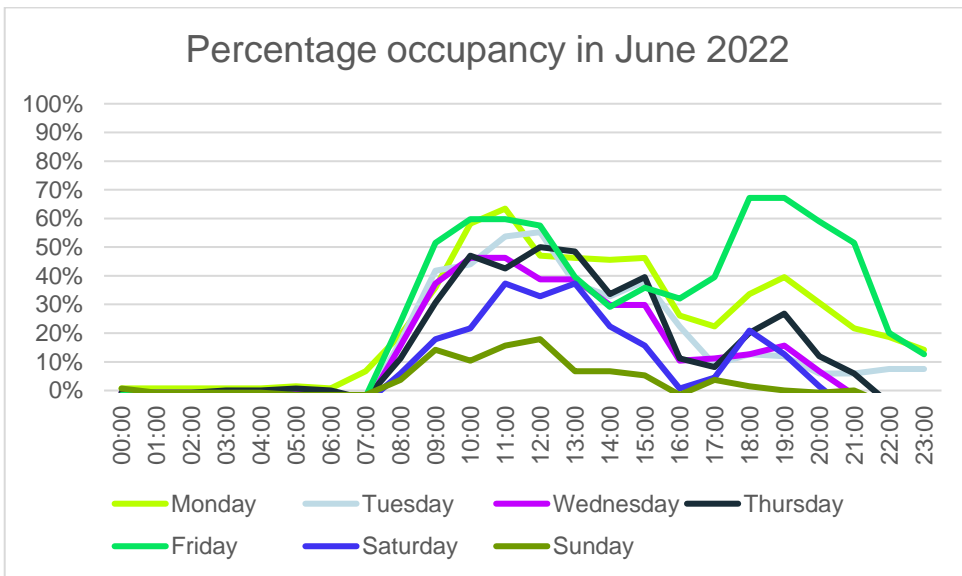
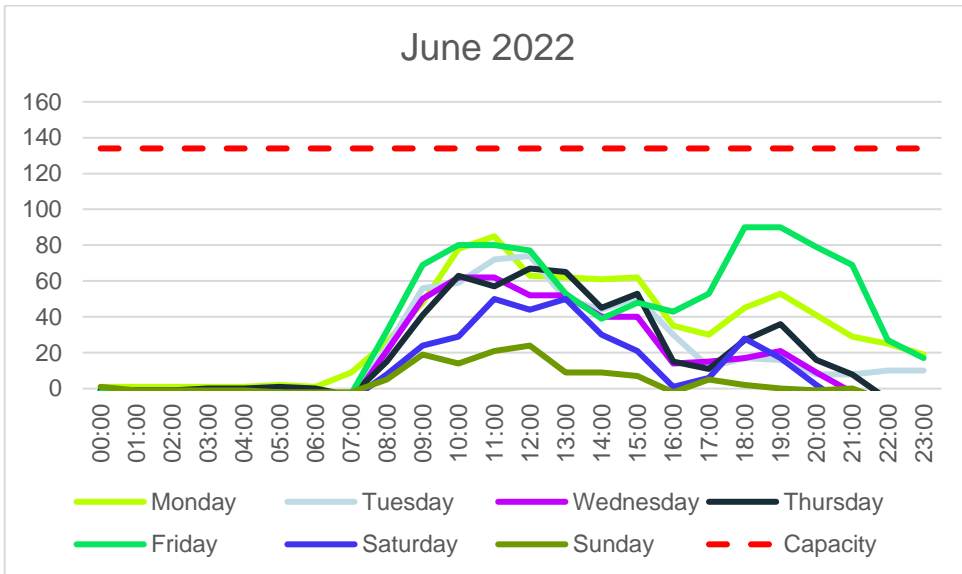
2022 Analysis



TECHNICAL NOTE

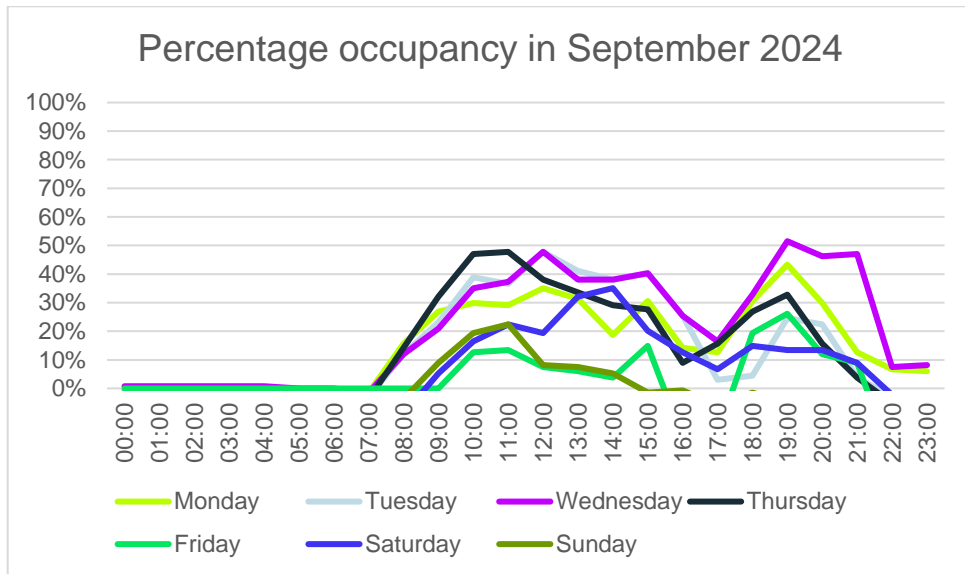
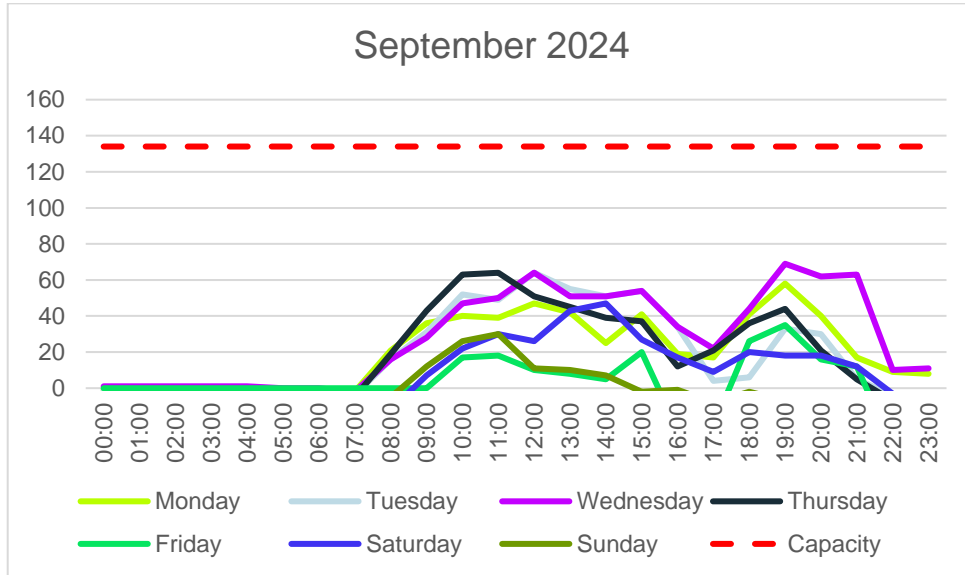


TECHNICAL NOTE



TECHNICAL NOTE

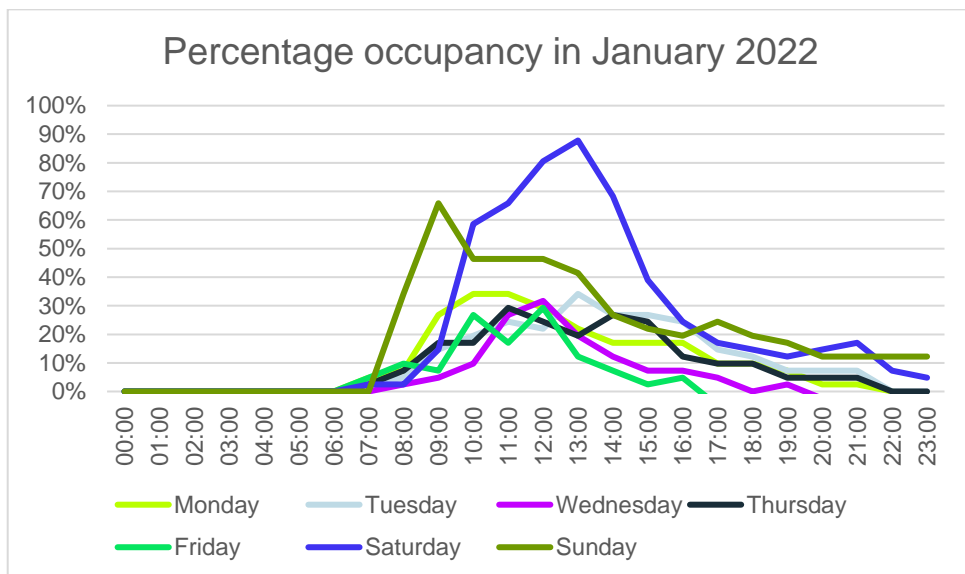
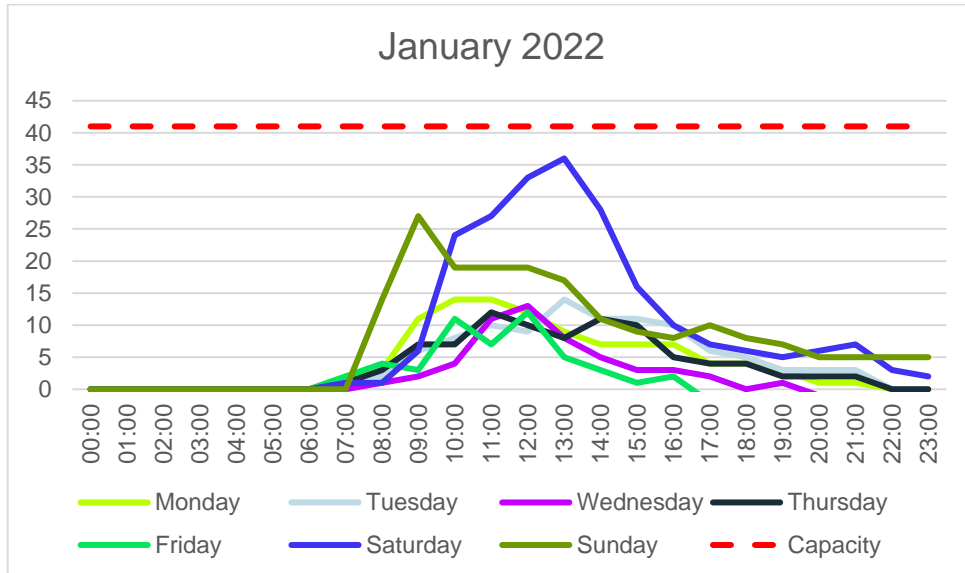
2024 Analysis



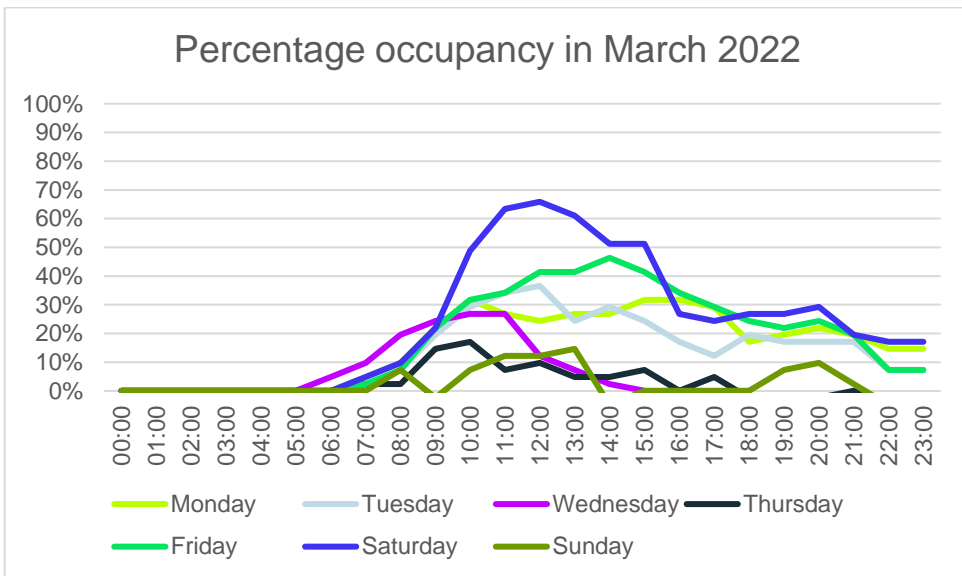
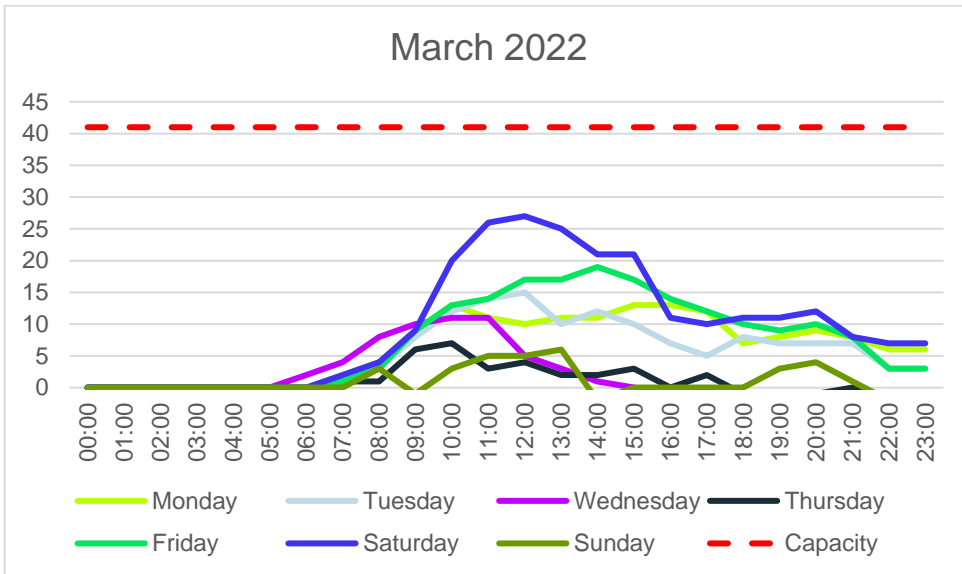
TECHNICAL NOTE

4.4.4 Monnow Street

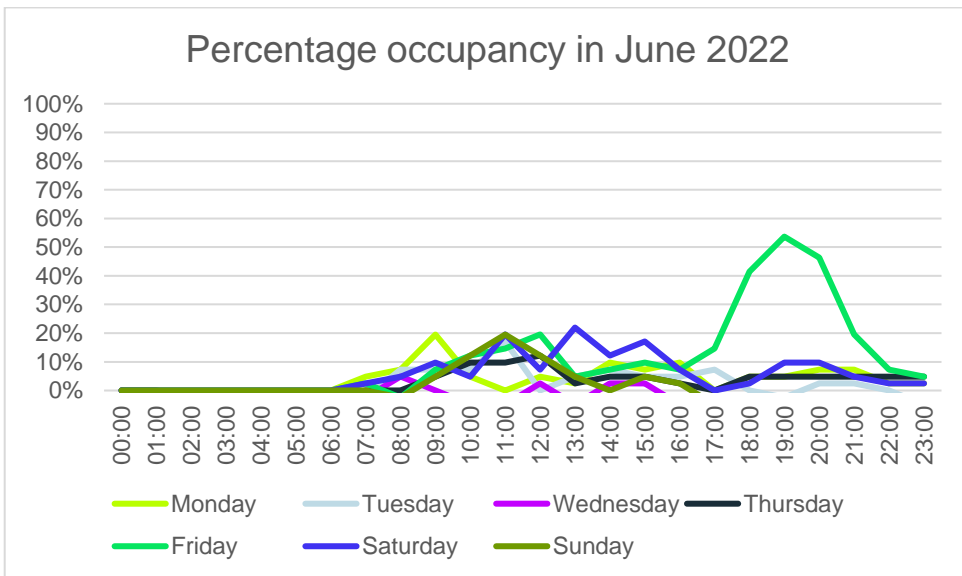
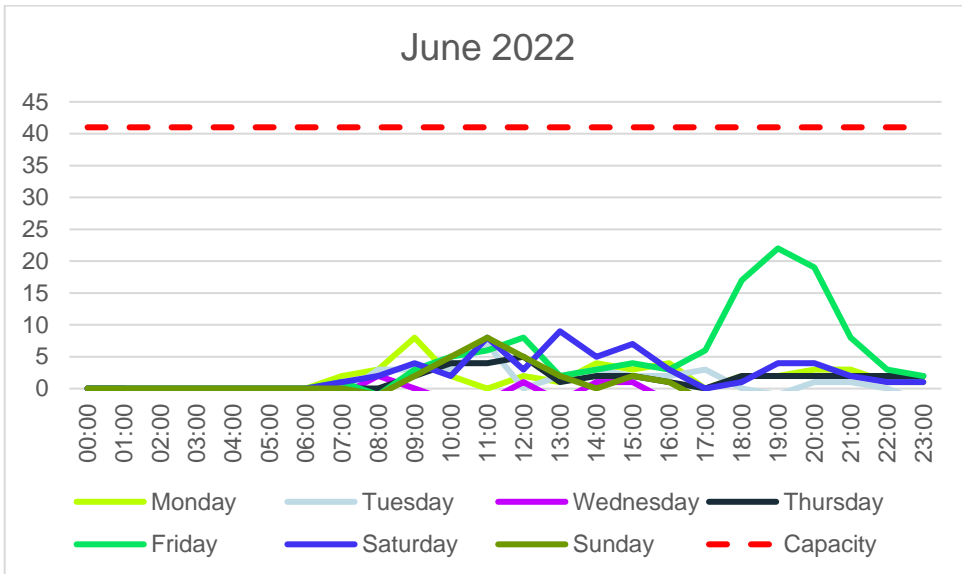
2022 Analysis



TECHNICAL NOTE

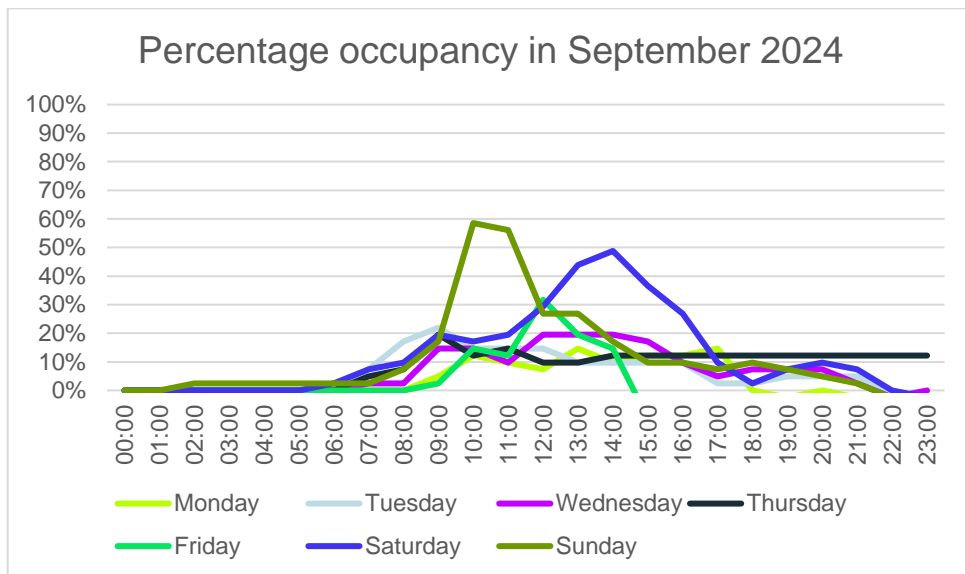
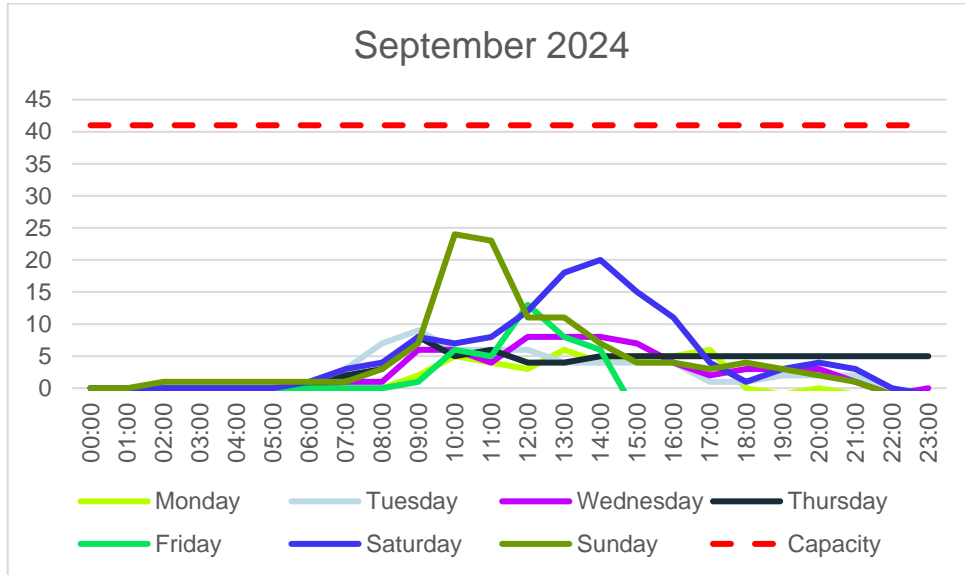


TECHNICAL NOTE



TECHNICAL NOTE

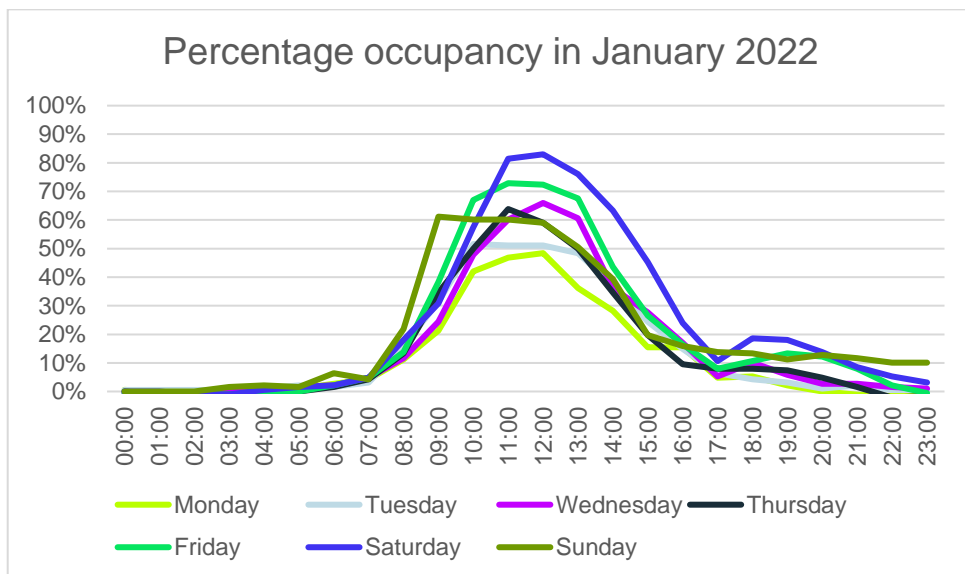
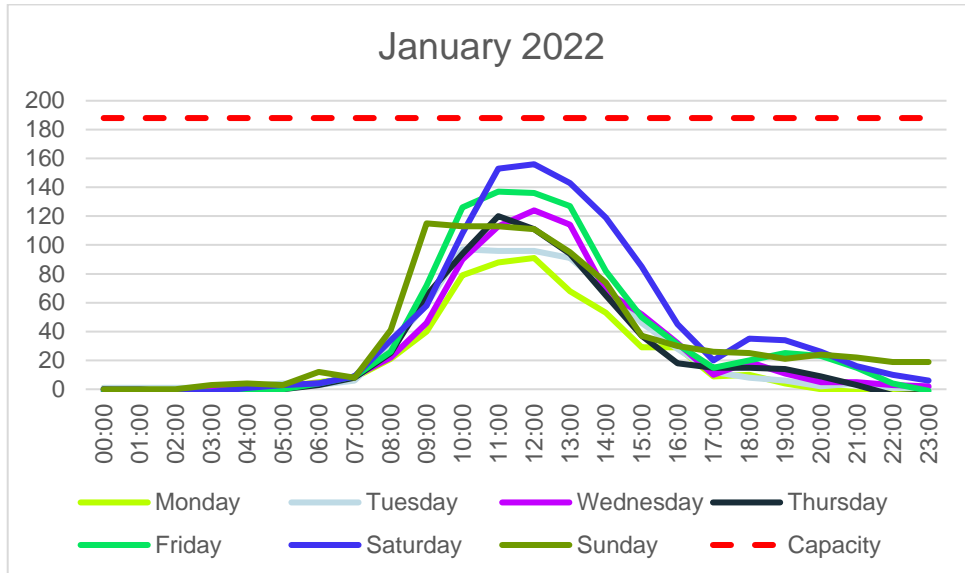
2024 Analysis



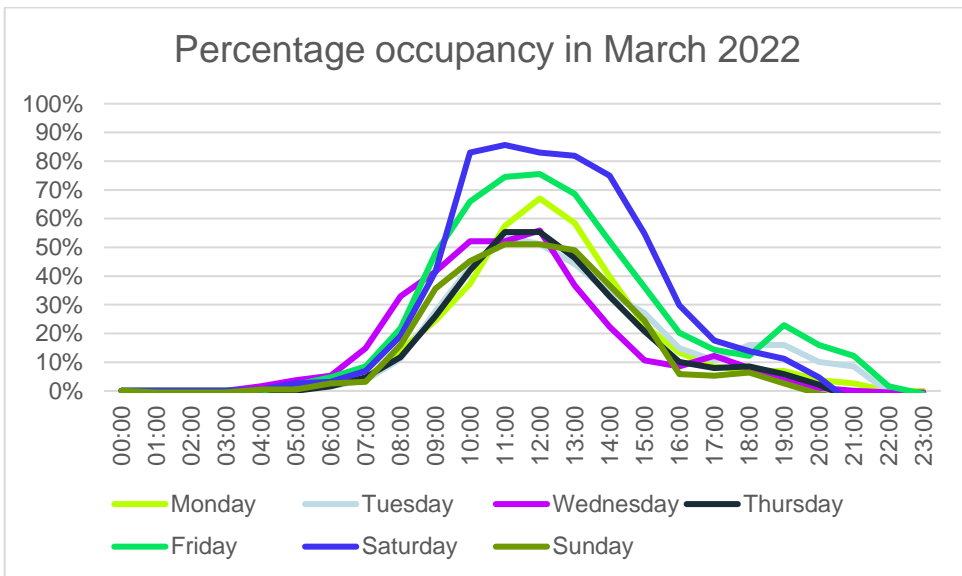
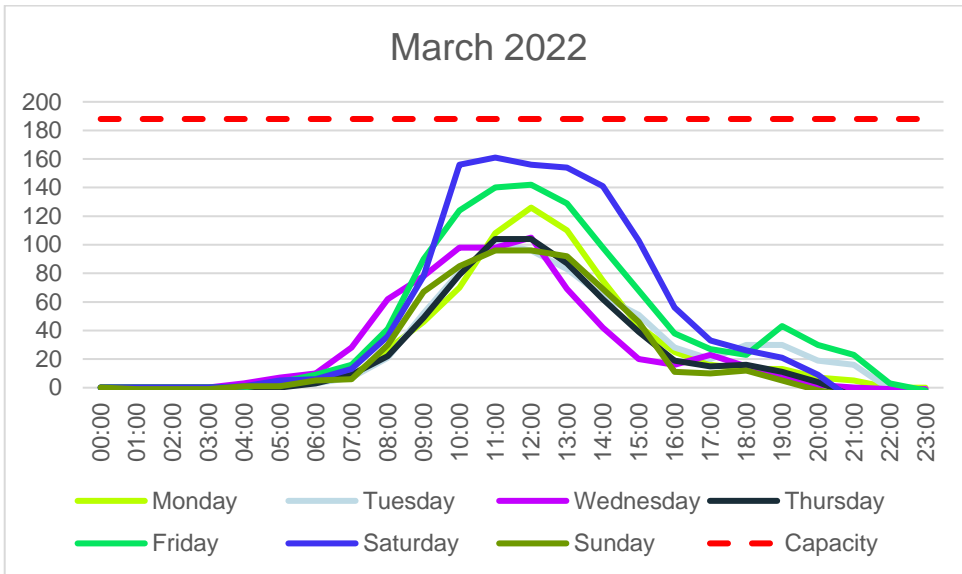
TECHNICAL NOTE

4.4.5 Cattle Market

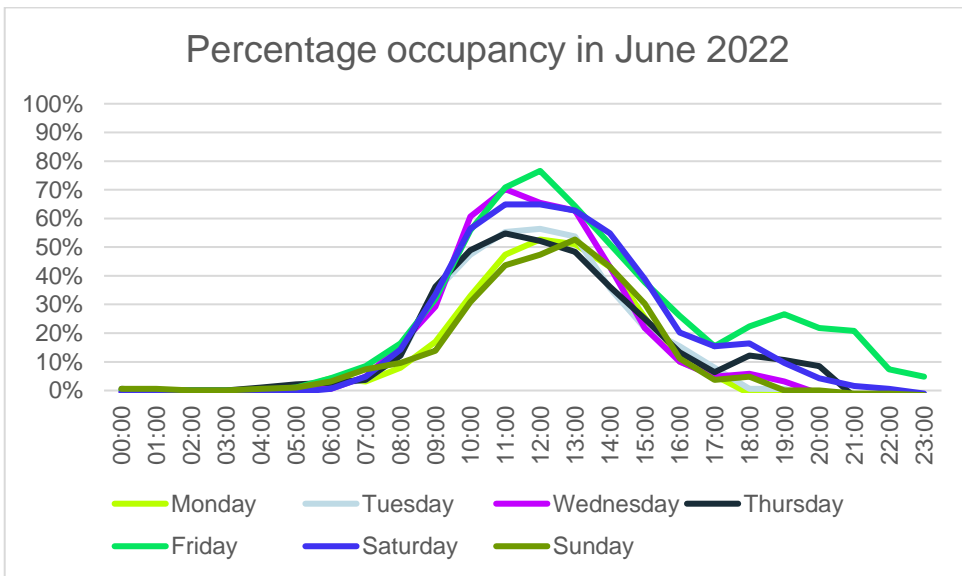
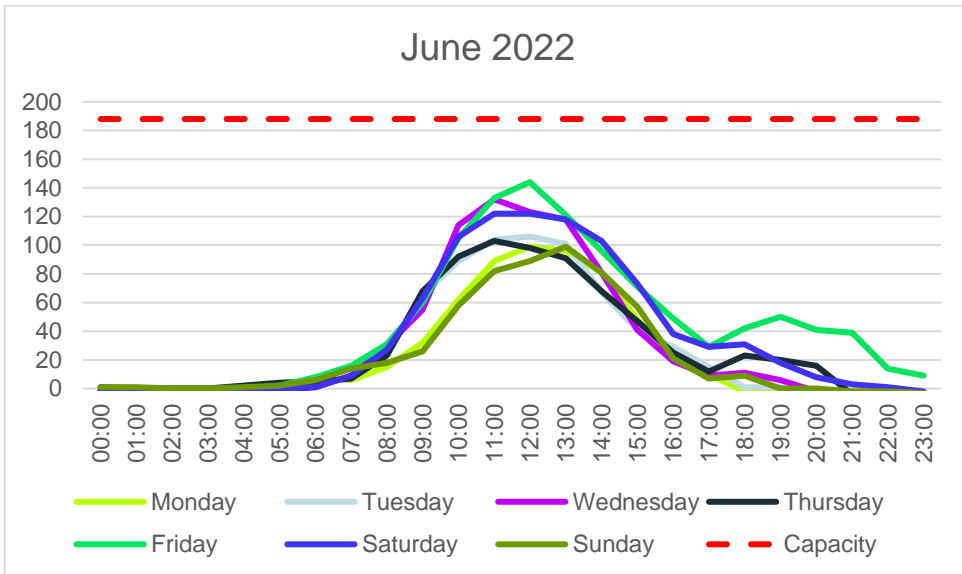
2022 Analysis



TECHNICAL NOTE

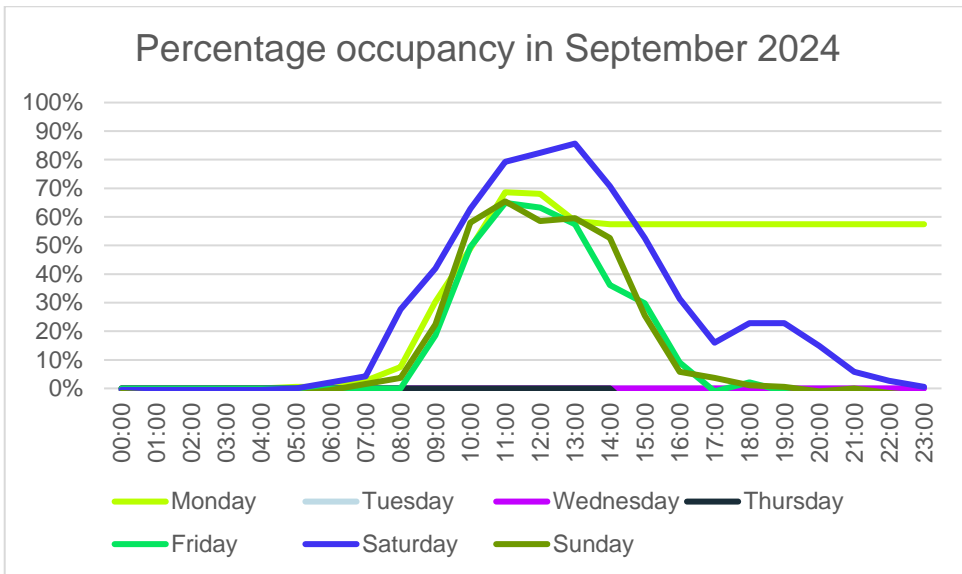
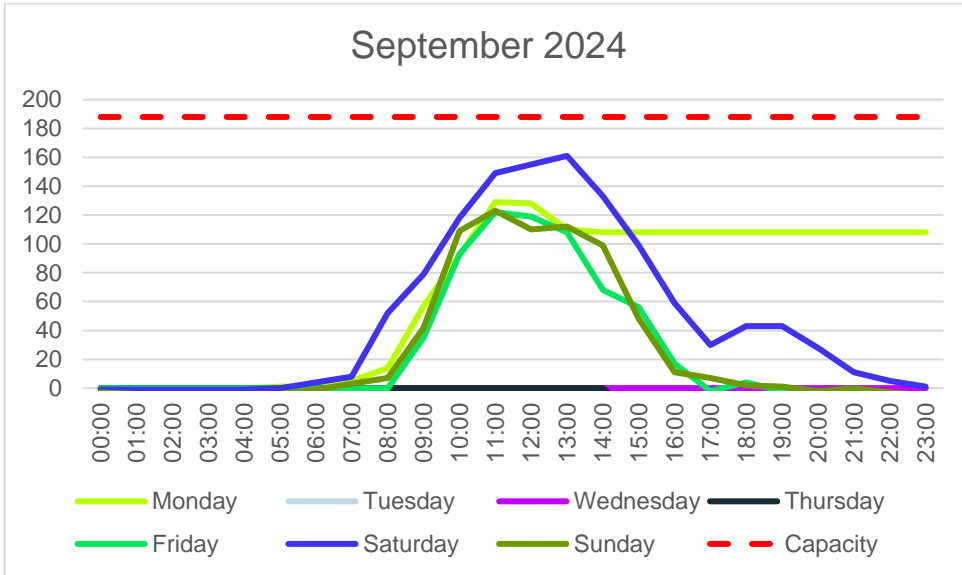


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹⁷

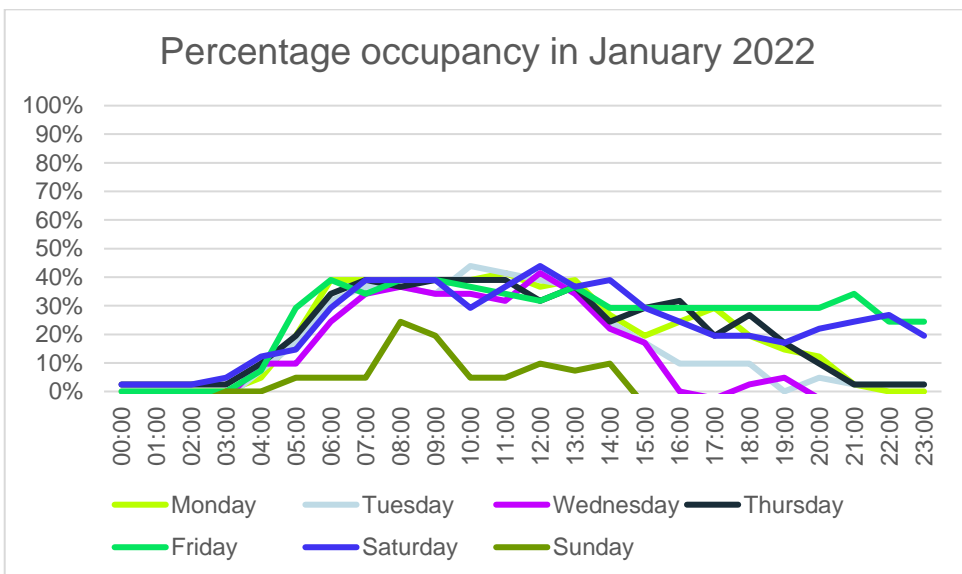
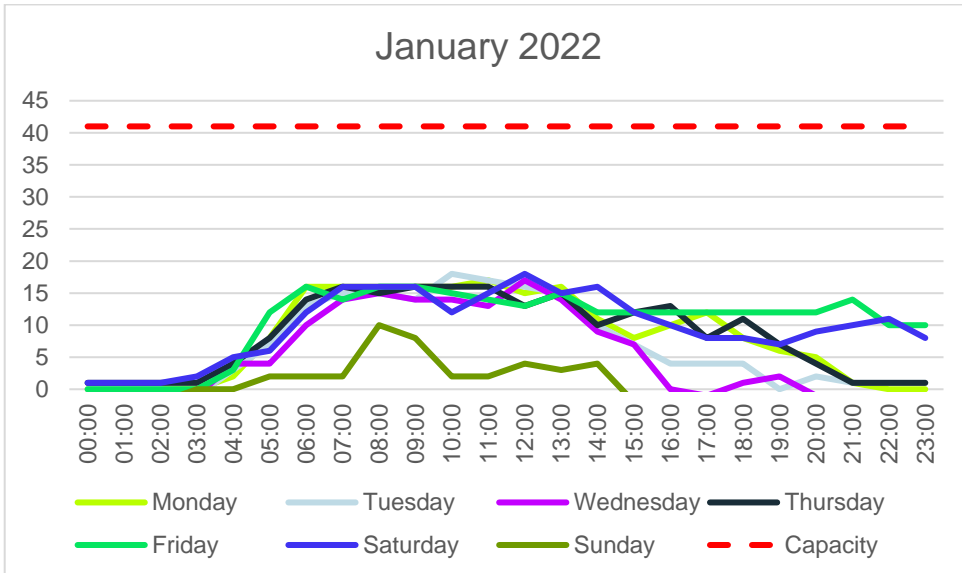


¹⁷ Data collected in 2024 for Monday, Tuesday, Wednesday and Thursday was identified to be incorrect.

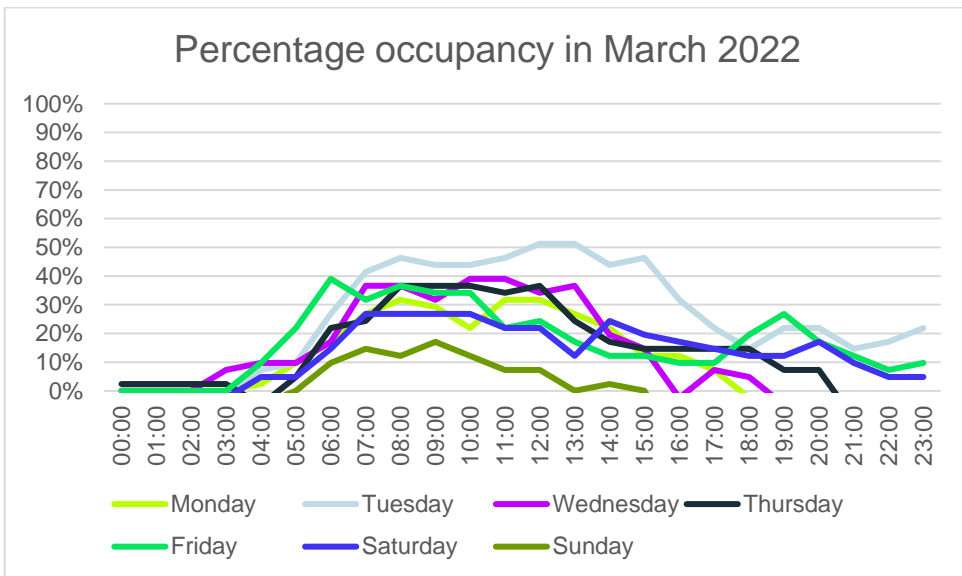
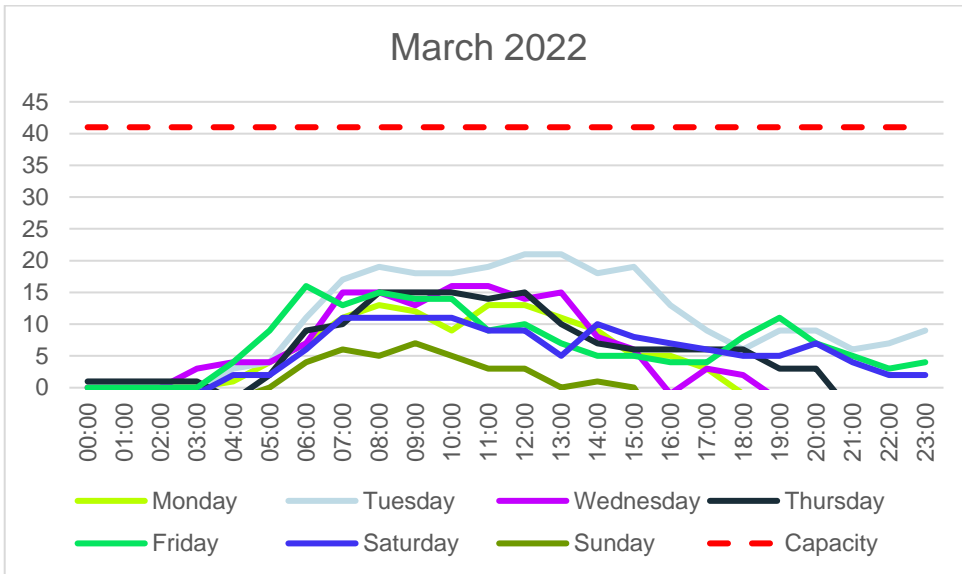
TECHNICAL NOTE

4.4.6 Cinderhill Street

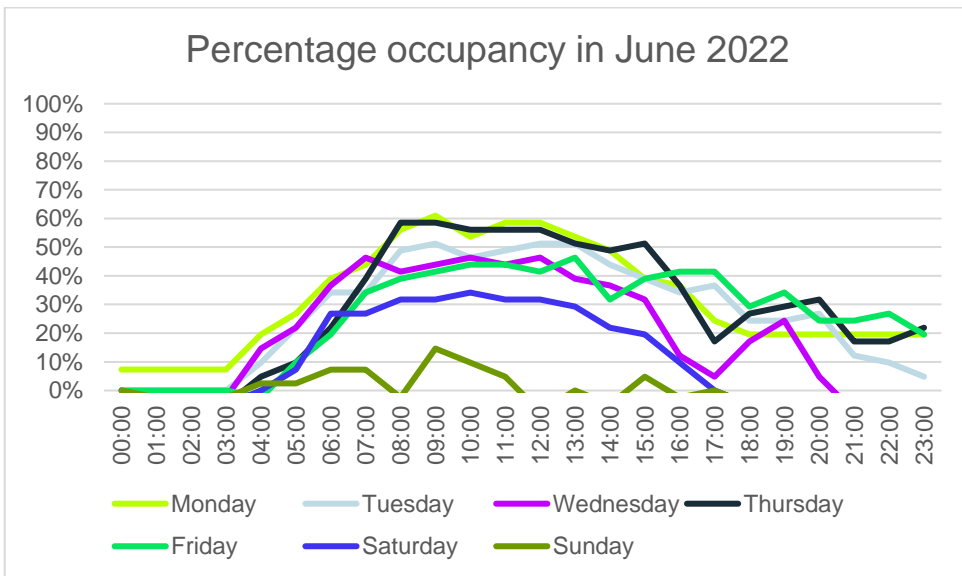
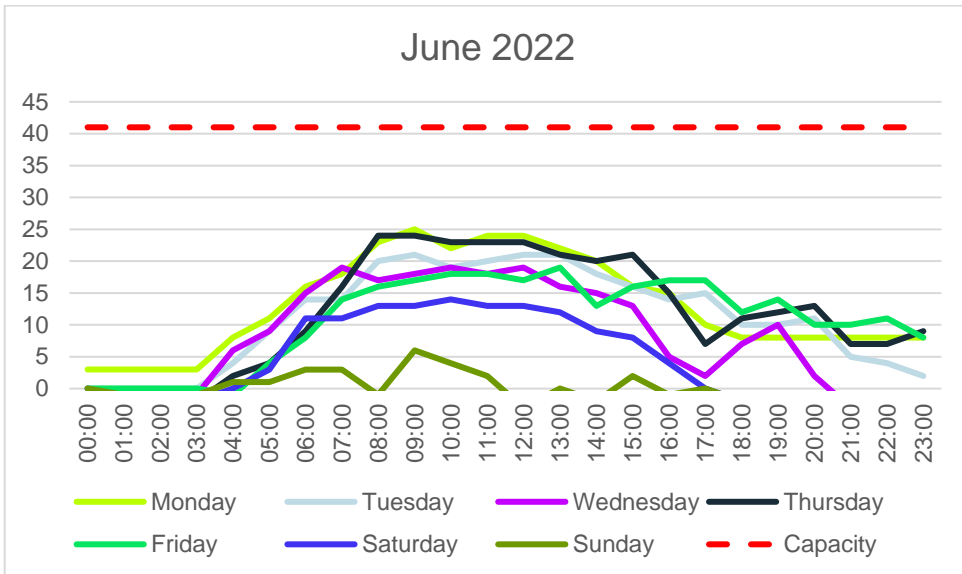
2022 Analysis



TECHNICAL NOTE

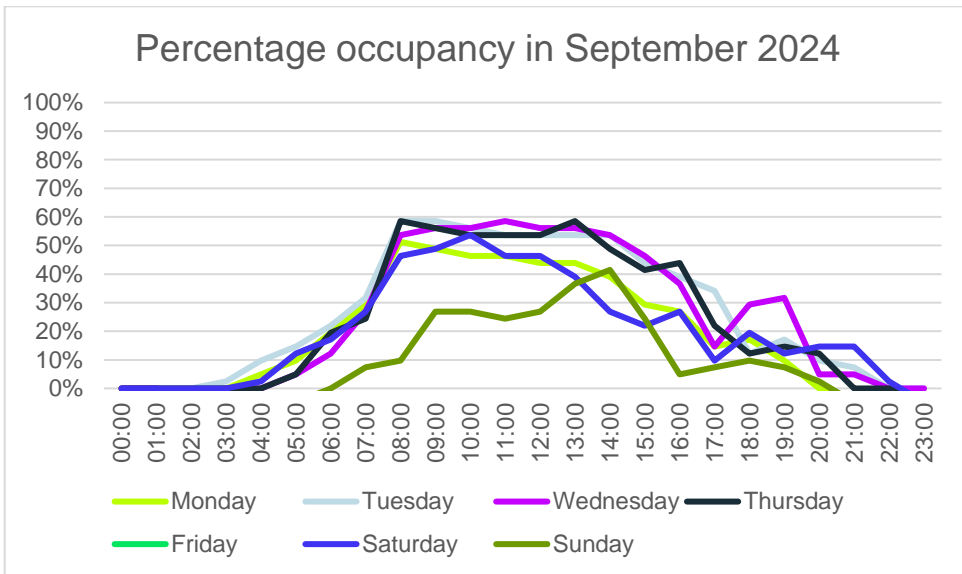
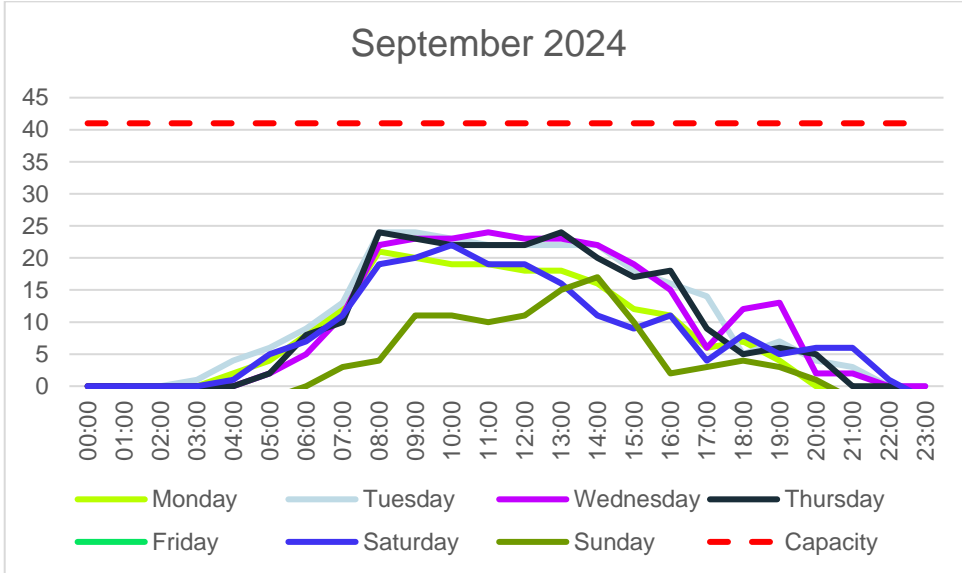


TECHNICAL NOTE



TECHNICAL NOTE

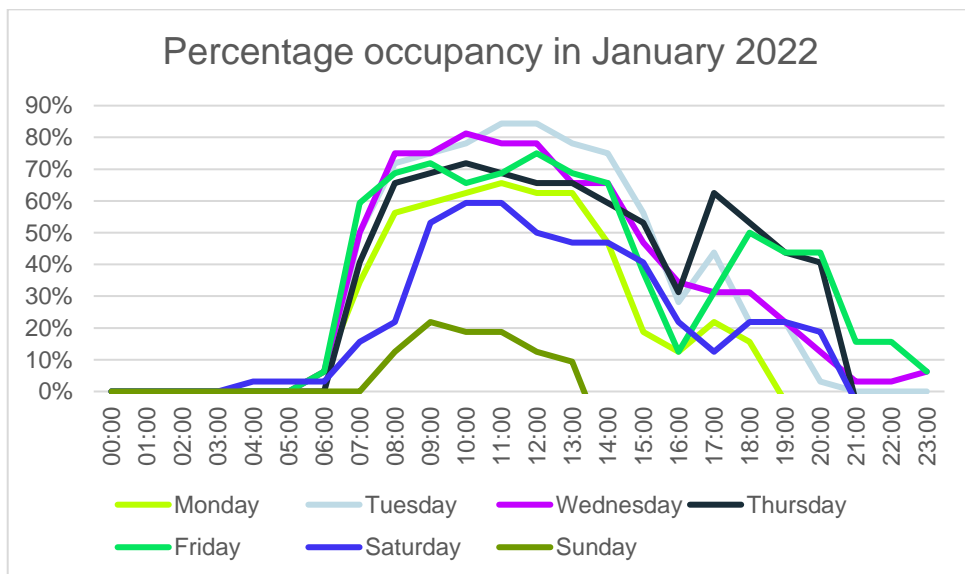
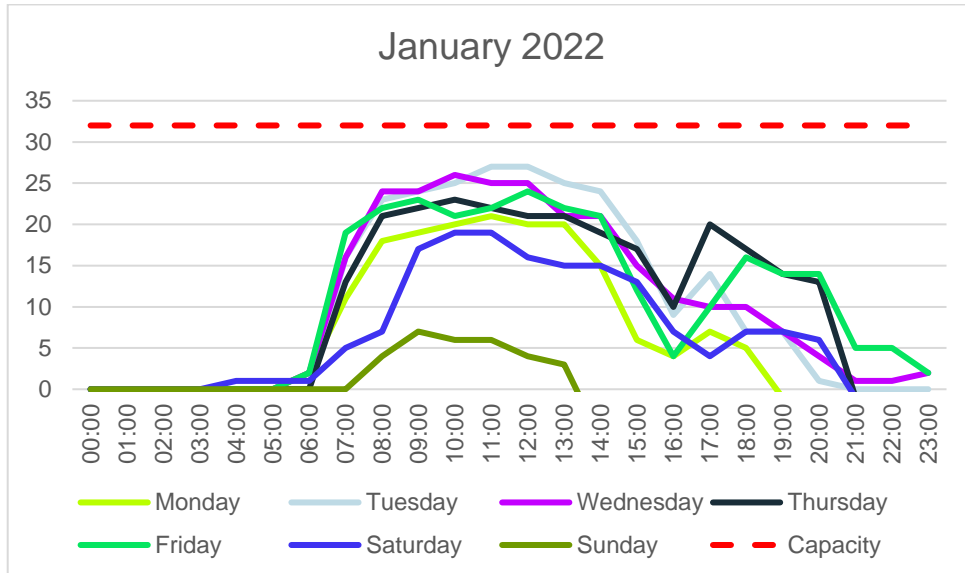
2024 Analysis



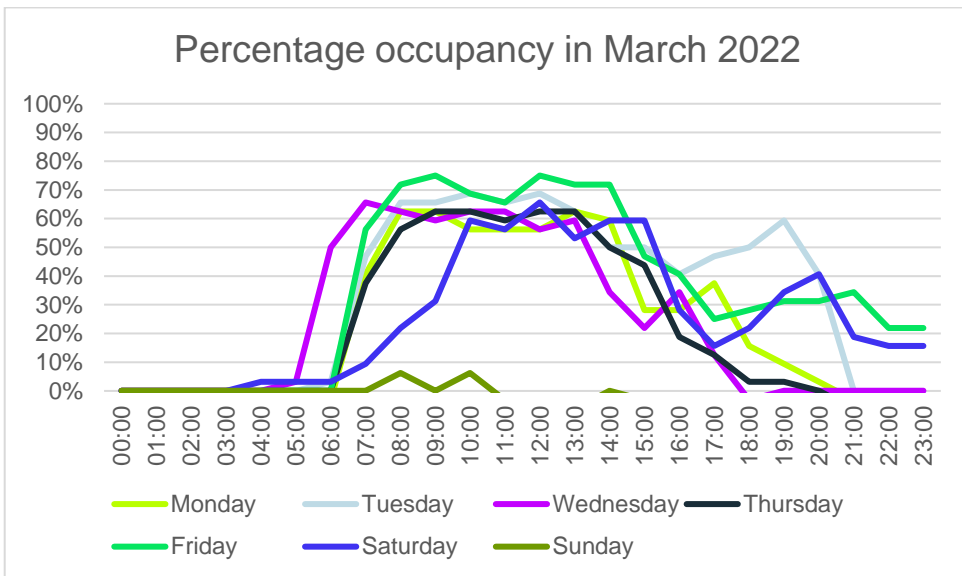
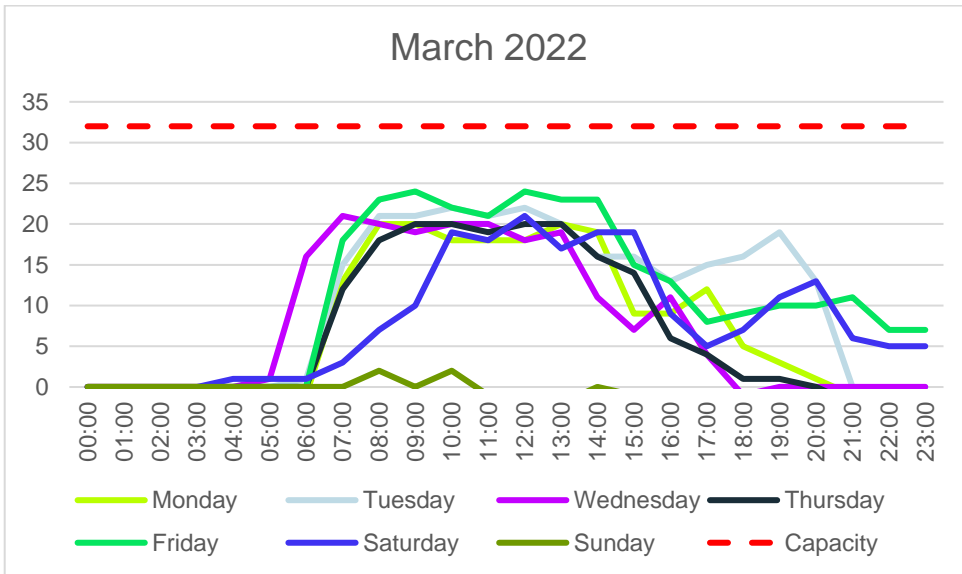
TECHNICAL NOTE

4.4.7 Old Dixton Road

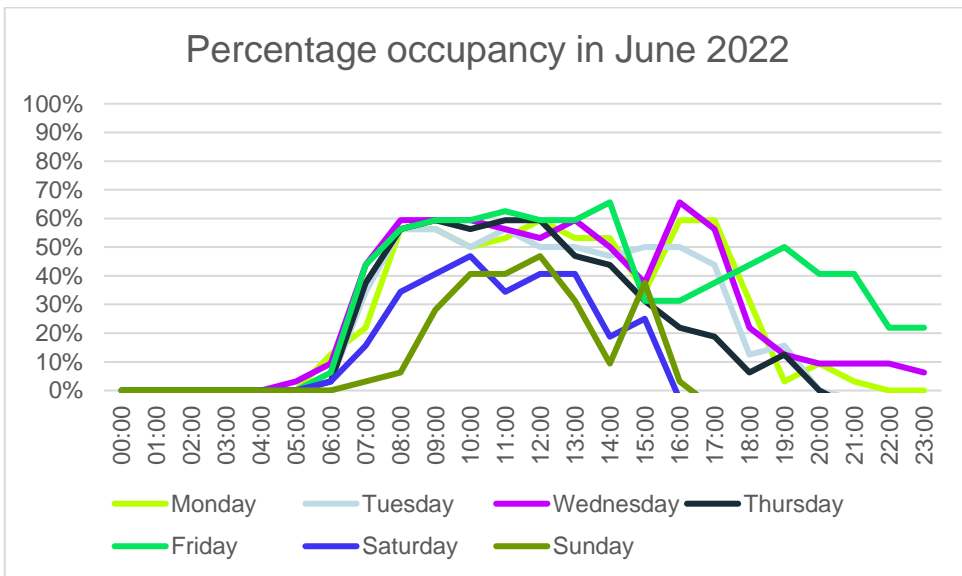
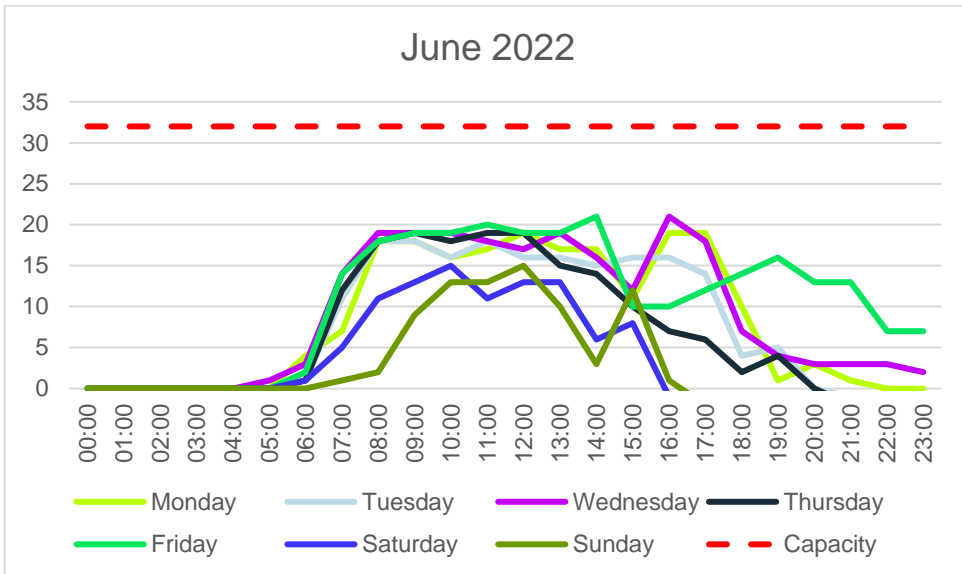
2022 Analysis



TECHNICAL NOTE

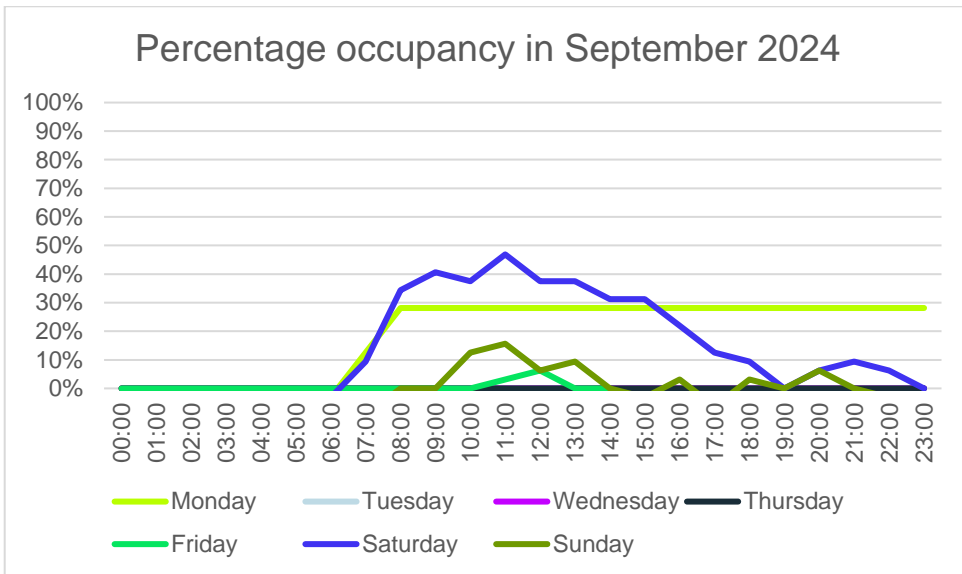
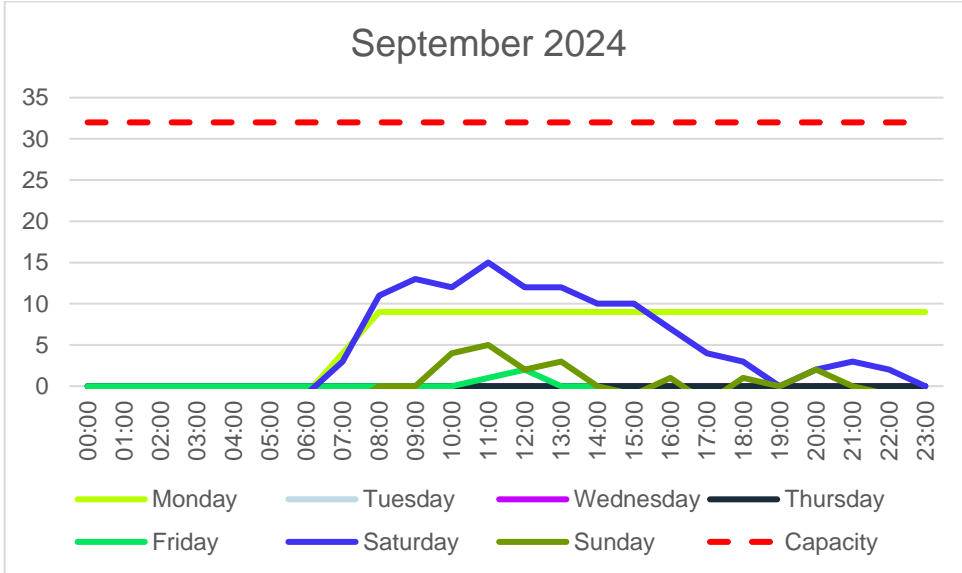


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis¹⁸

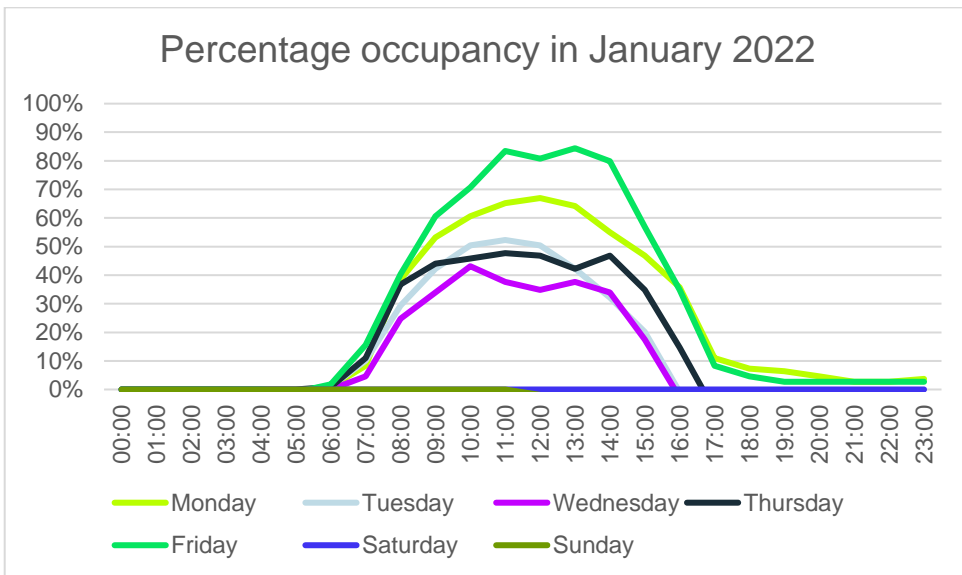
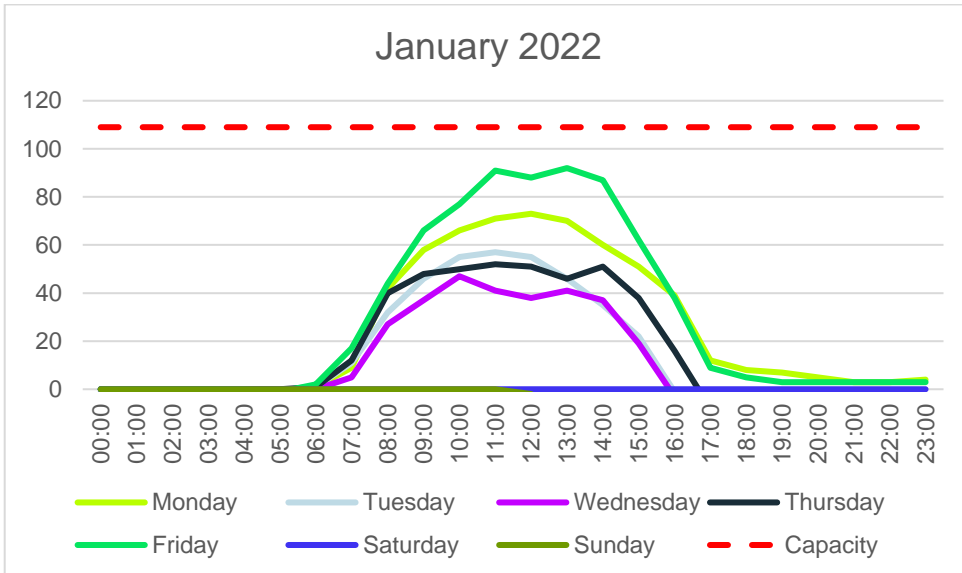


¹⁸ Data in 2024 for Monday, Tuesday, Wednesday, Thursday and Friday was identified to be incorrect.

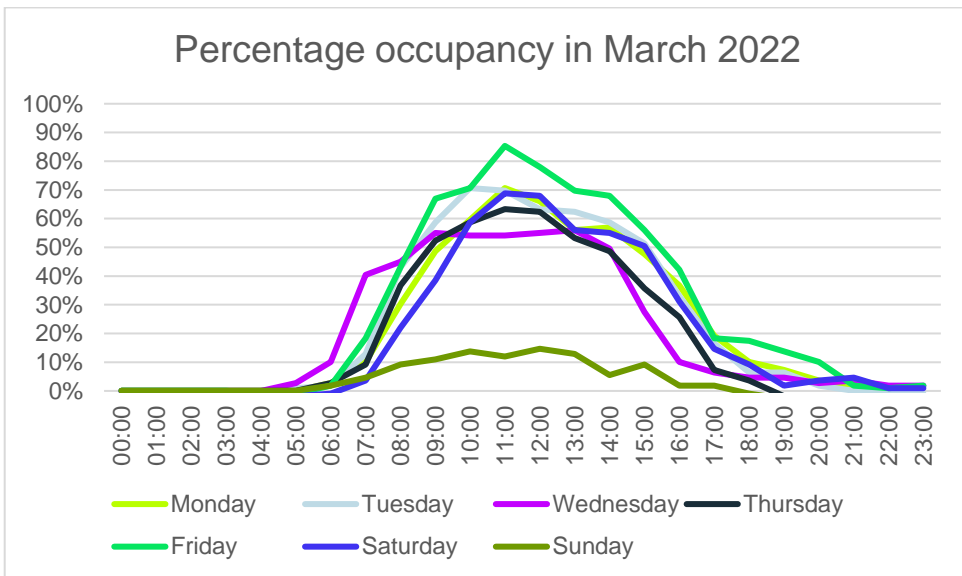
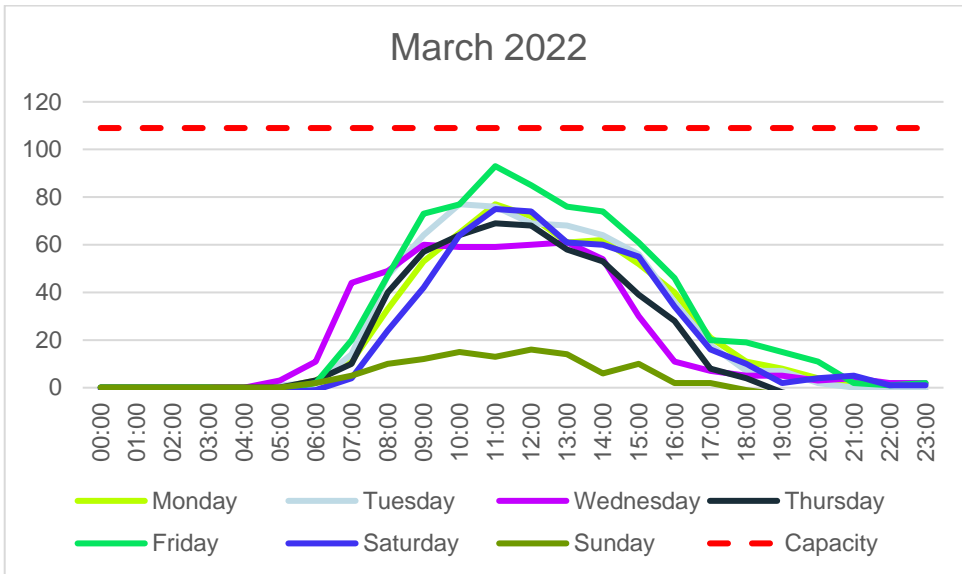
TECHNICAL NOTE

4.4.8 Rockfield Road

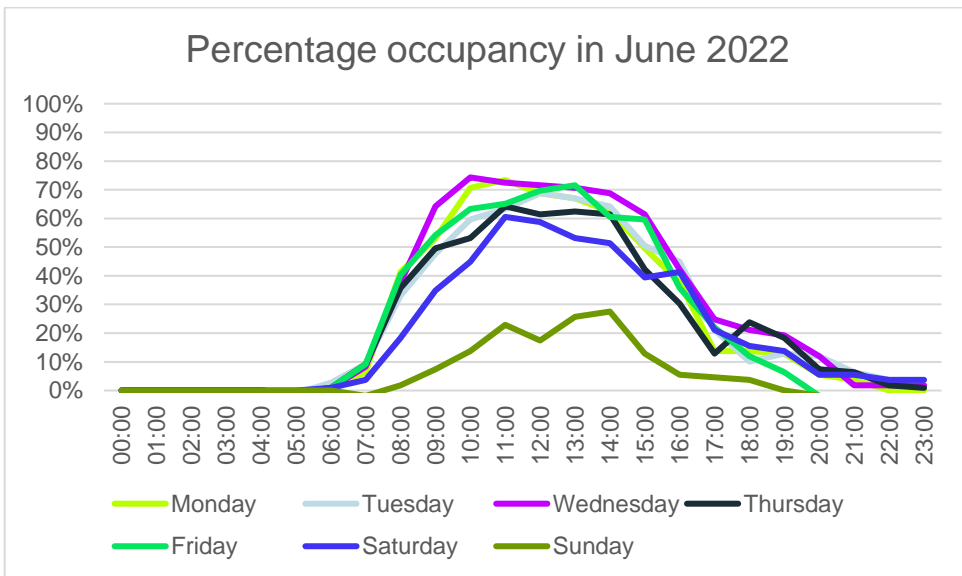
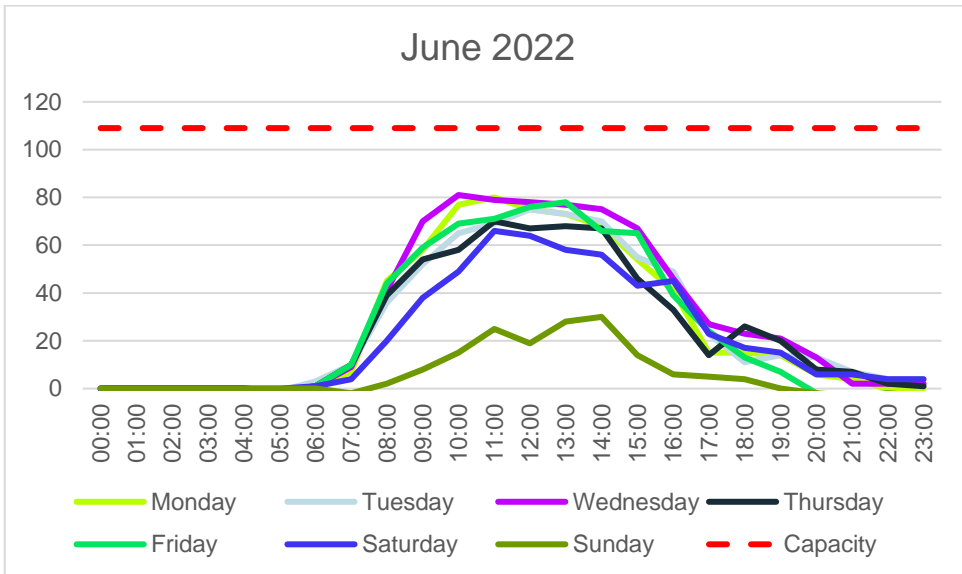
2022 Analysis



TECHNICAL NOTE

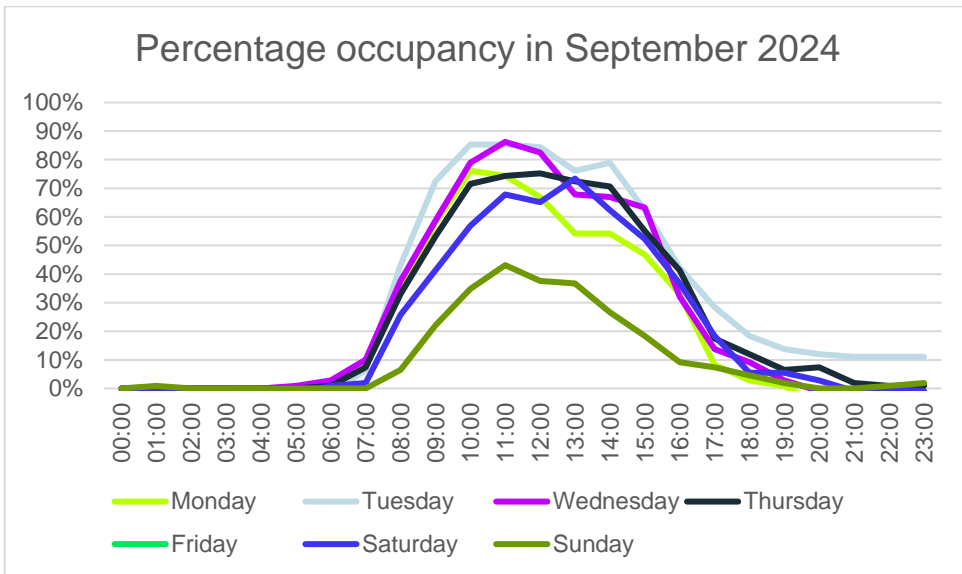
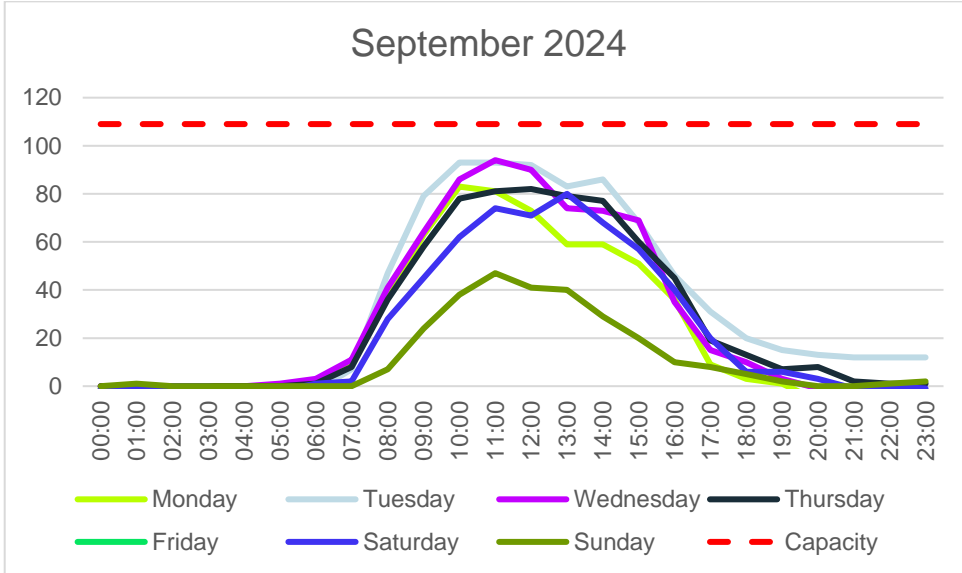


TECHNICAL NOTE



TECHNICAL NOTE

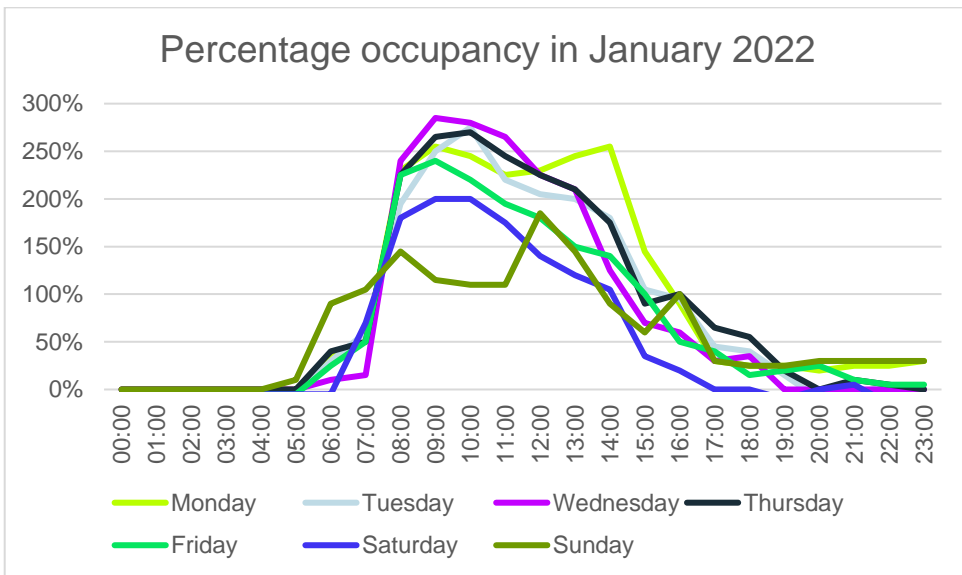
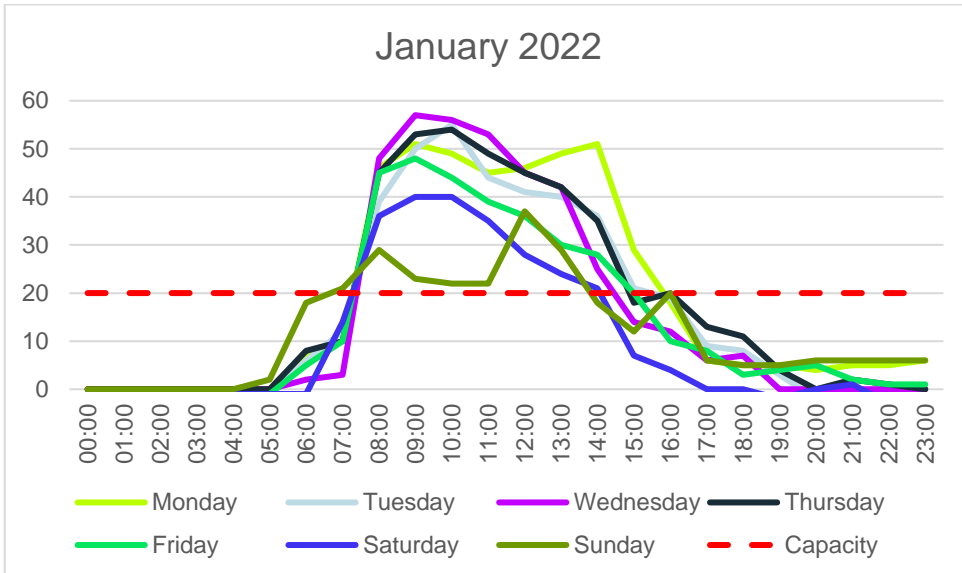
2024 Analysis



TECHNICAL NOTE

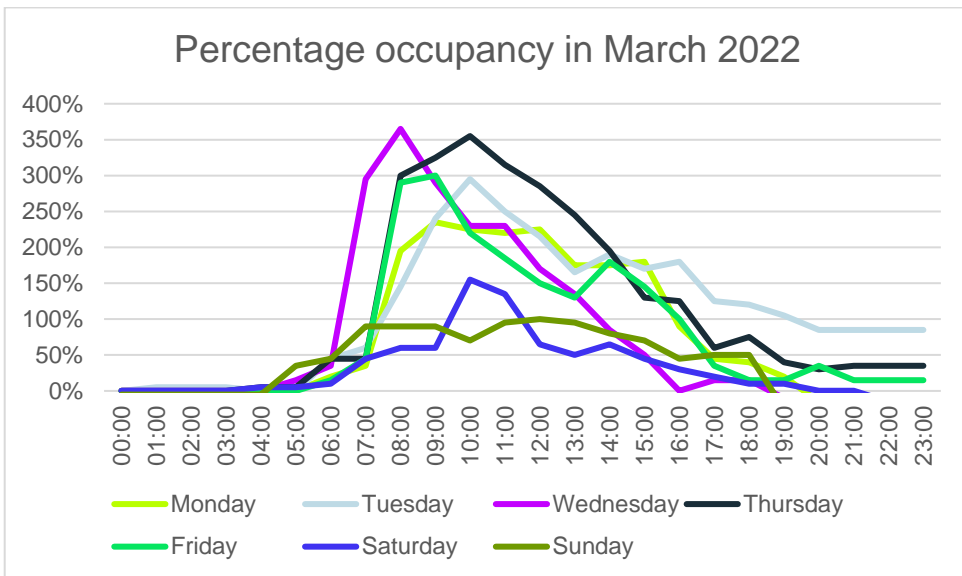
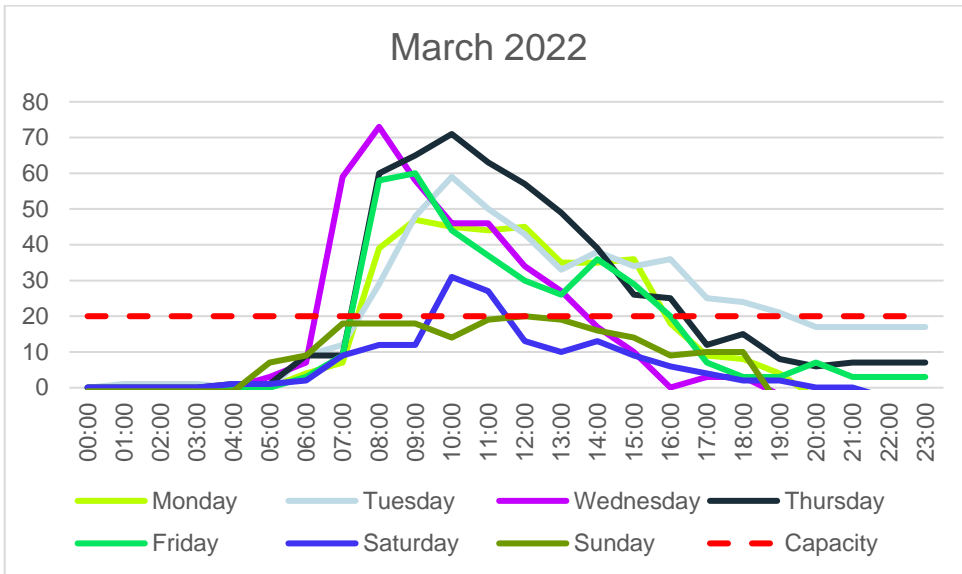
4.4.9 Rowing Club

2022 Analysis¹⁹

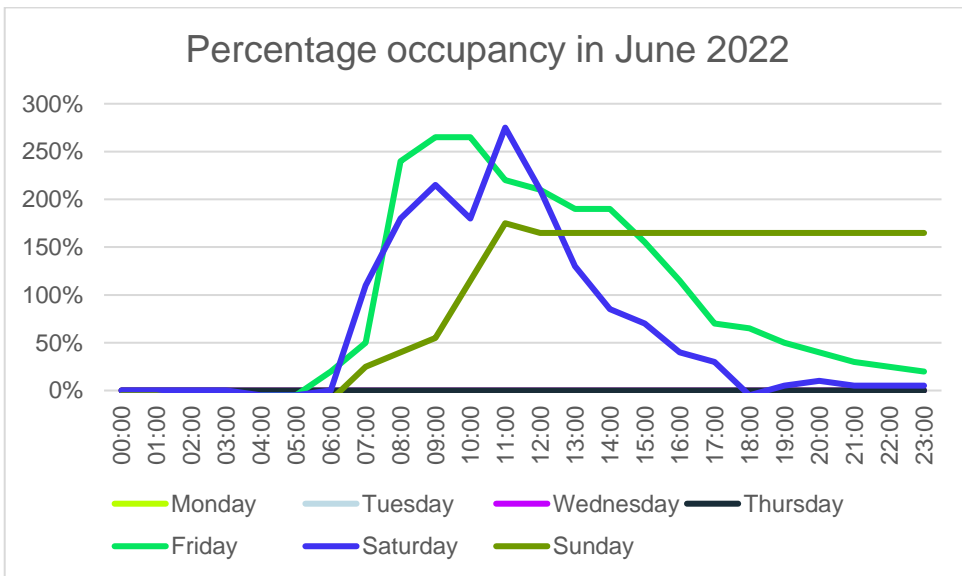
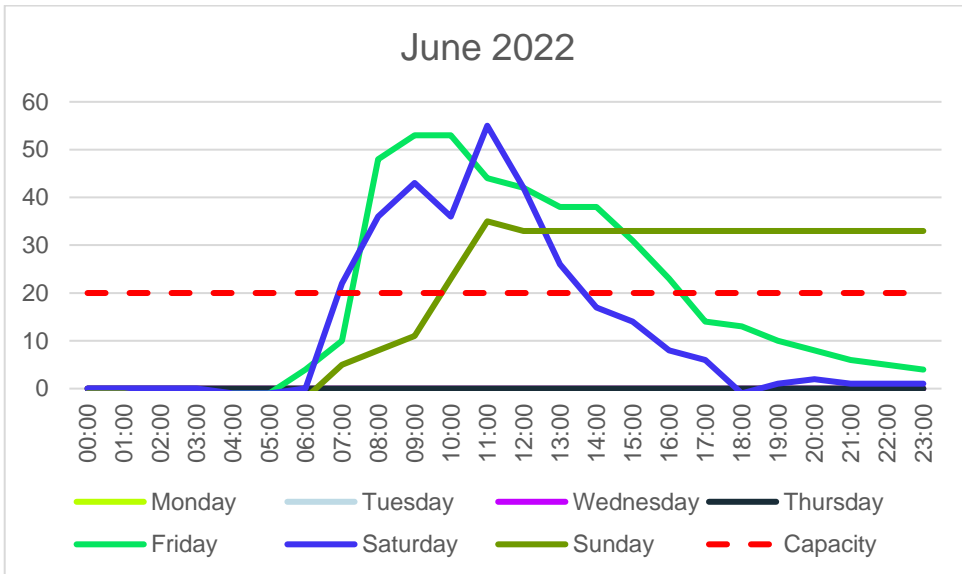


¹⁹ Data in 2022 for all other days but Friday and Saturday for June was missing or identified to be incorrect.

TECHNICAL NOTE

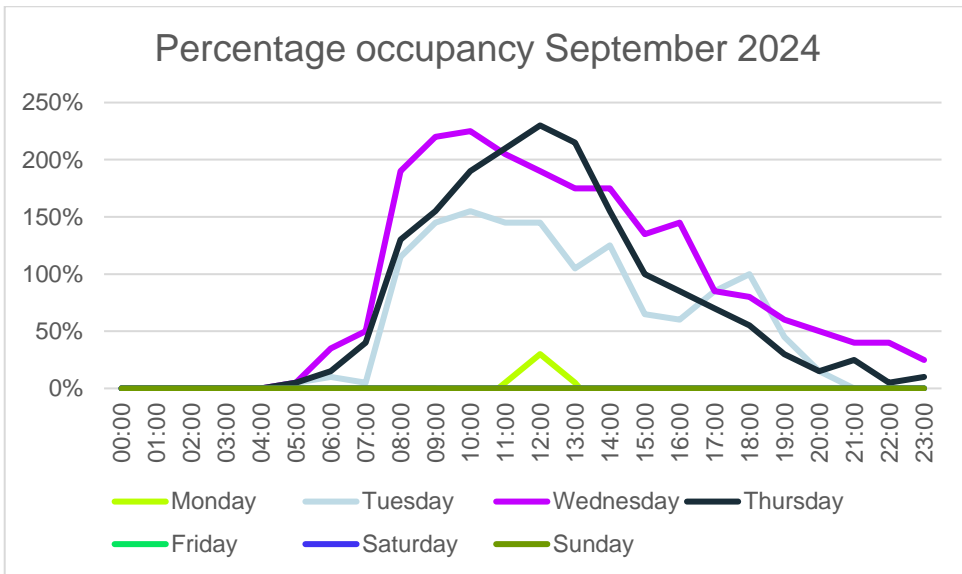
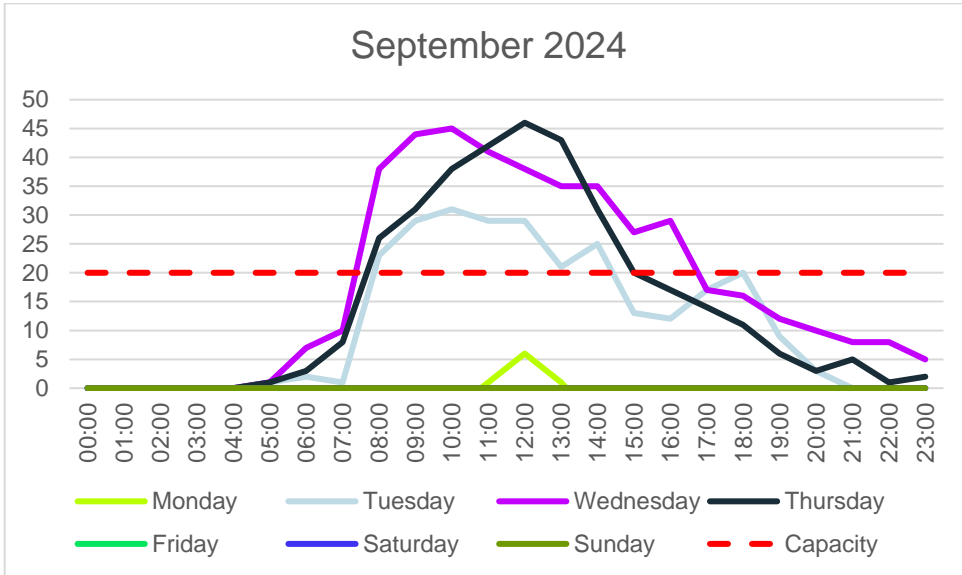


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis²⁰



4.4.10 Sports Ground

No 2022 or 2024 data for analysis²¹

²⁰ Data in 2024 for Monday, Friday, Saturday and Sunday was missing or identified to be incorrect.

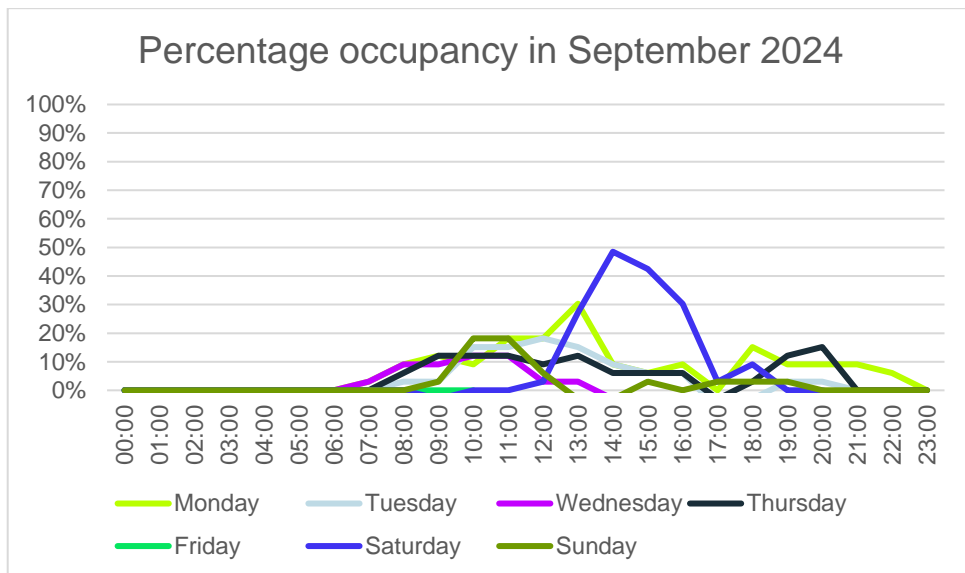
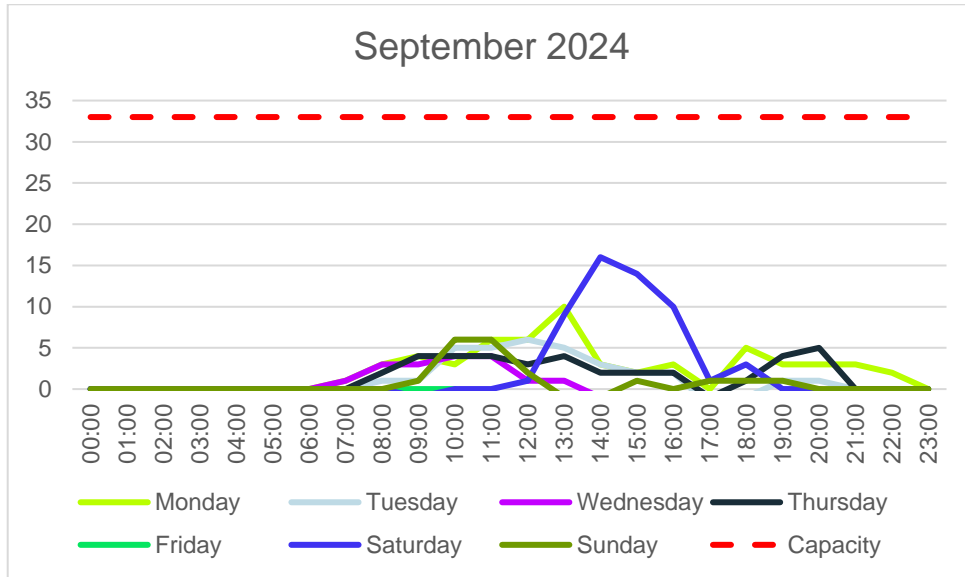
²¹ 2024 data: incorrect survey site location

TECHNICAL NOTE

4.4.11 Wyebridge Street

No 2022 data for analysis

2024 Analysis

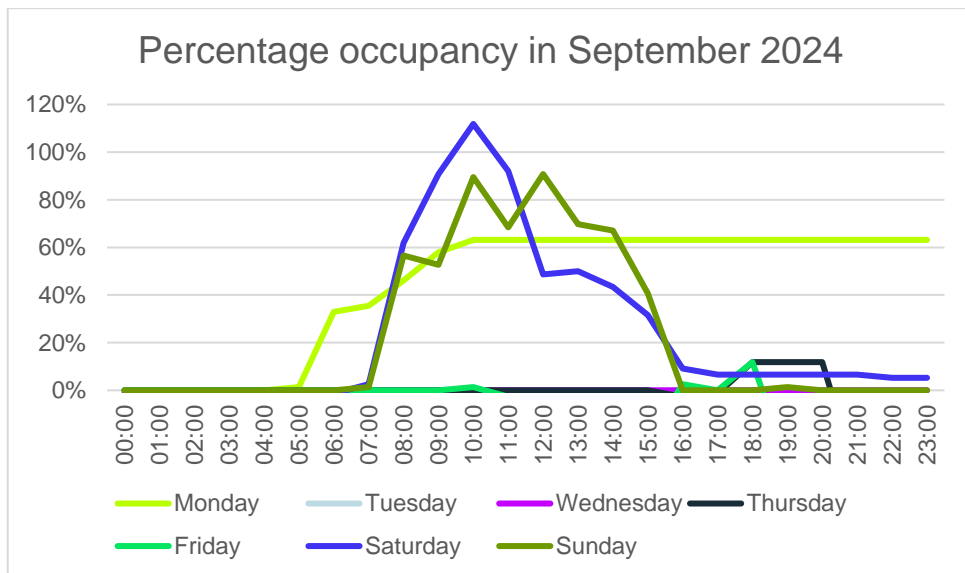
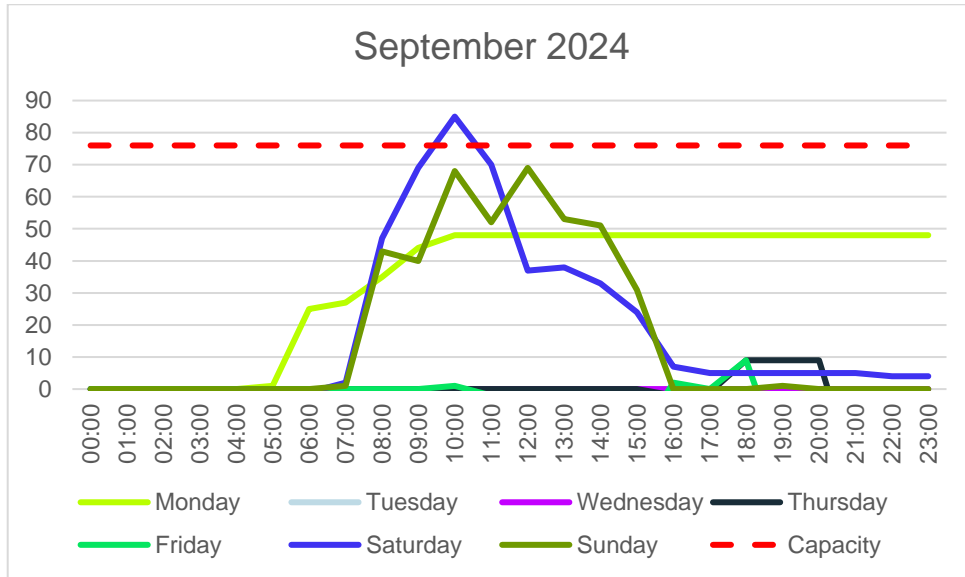


TECHNICAL NOTE

4.4.12 Monmouth Leisure Centre

No 2022 data for analysis

2024 Analysis²²



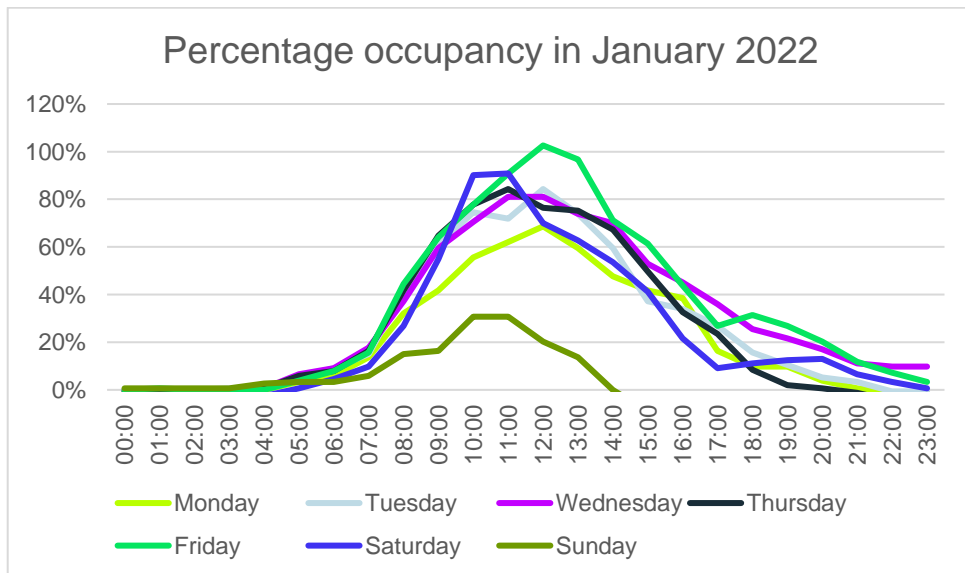
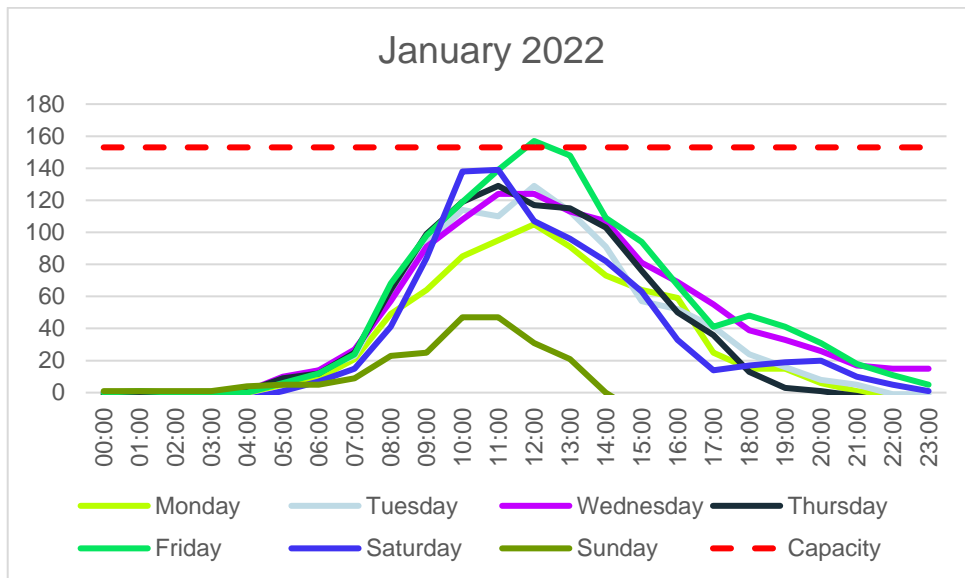
²² Data in 2024 for Monday, Tuesday, Wednesday Thursday and Friday was missing or identified to be incorrect.

TECHNICAL NOTE

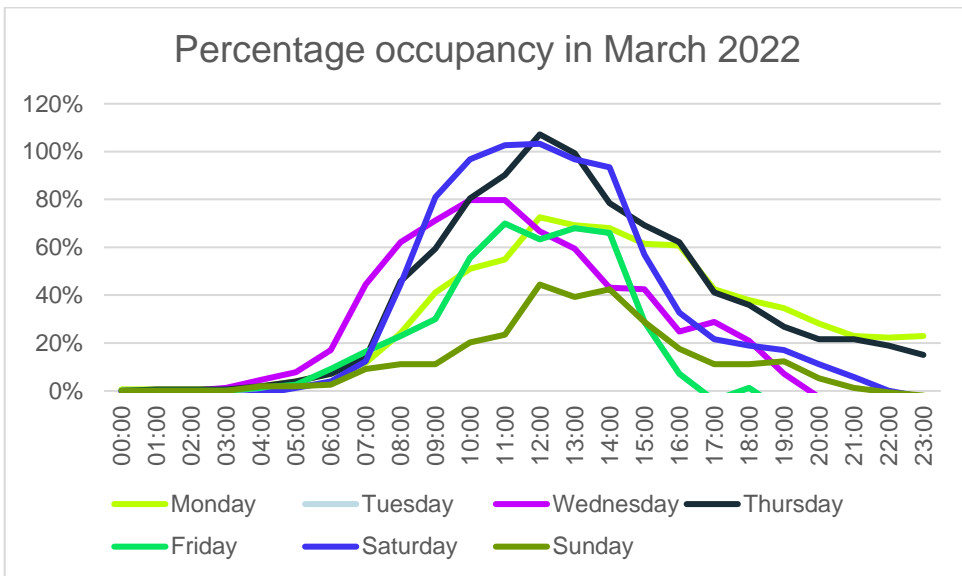
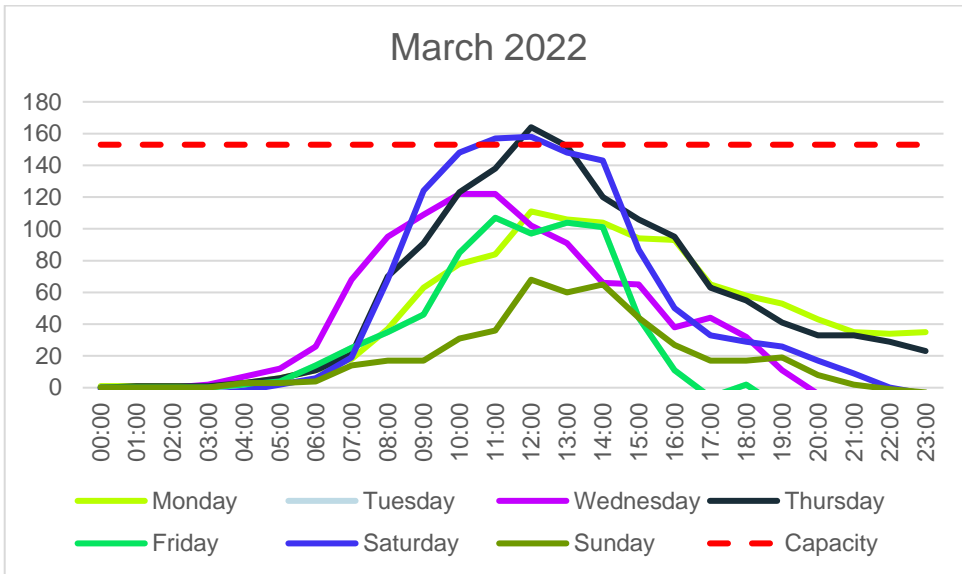
4.5 Usk

4.5.1 Maryport Street North

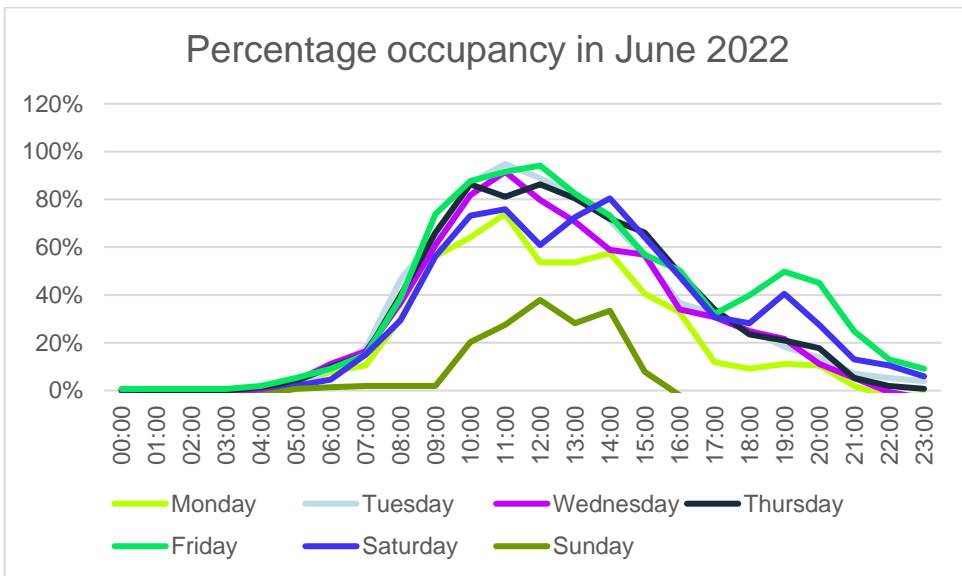
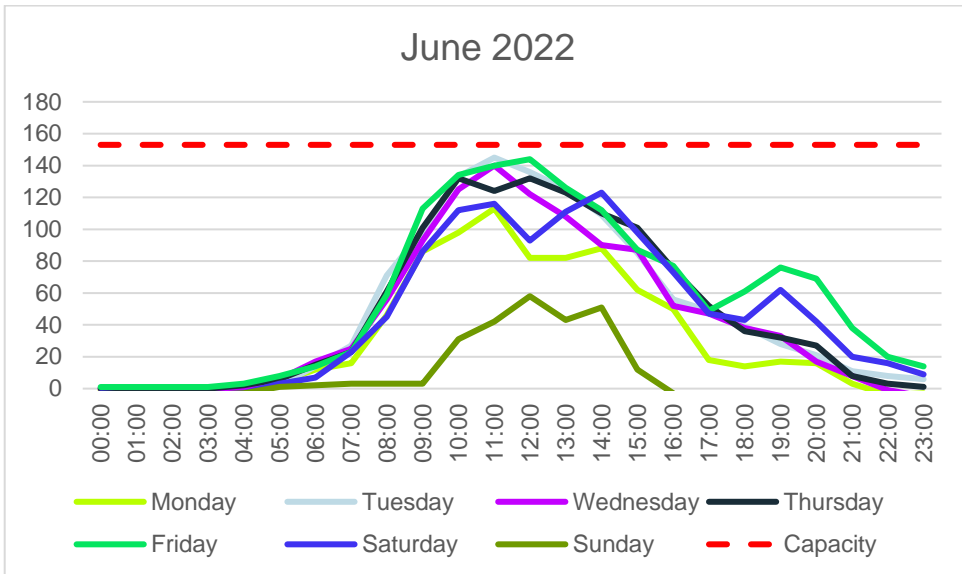
2022 Analysis



TECHNICAL NOTE

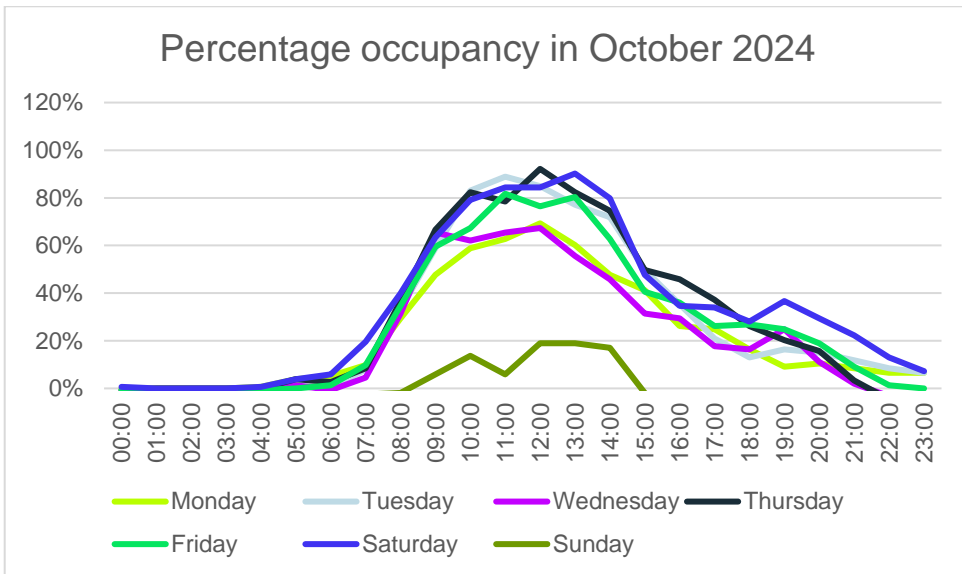
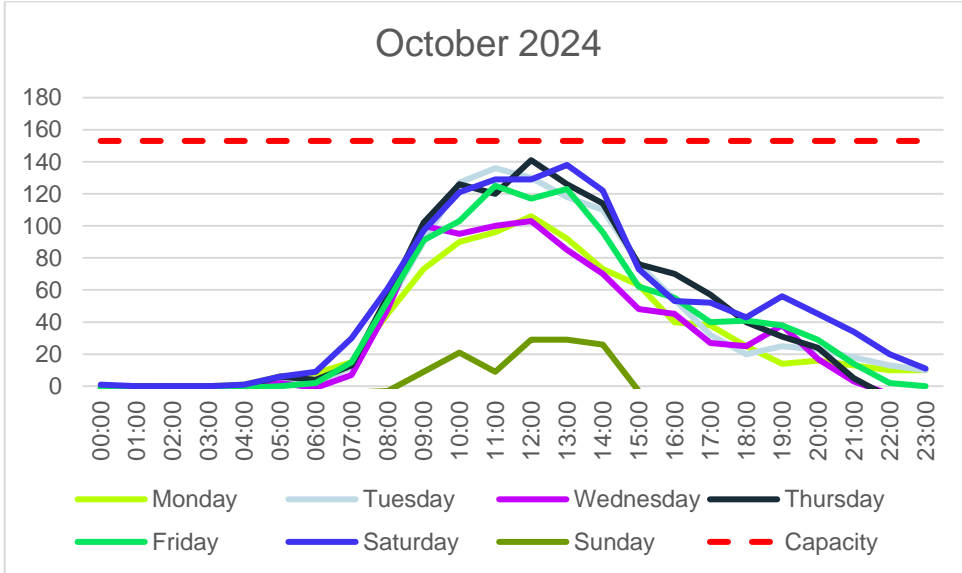


TECHNICAL NOTE



TECHNICAL NOTE

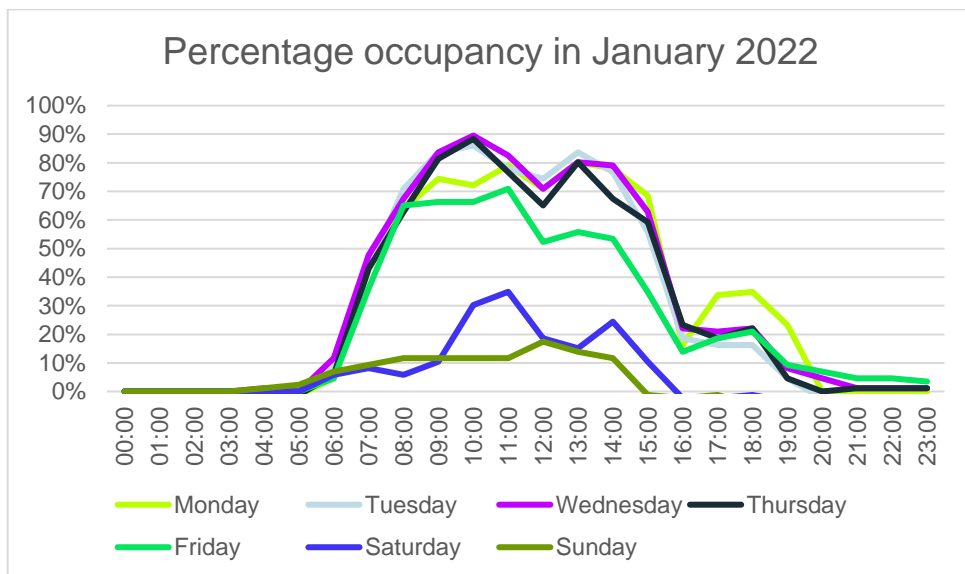
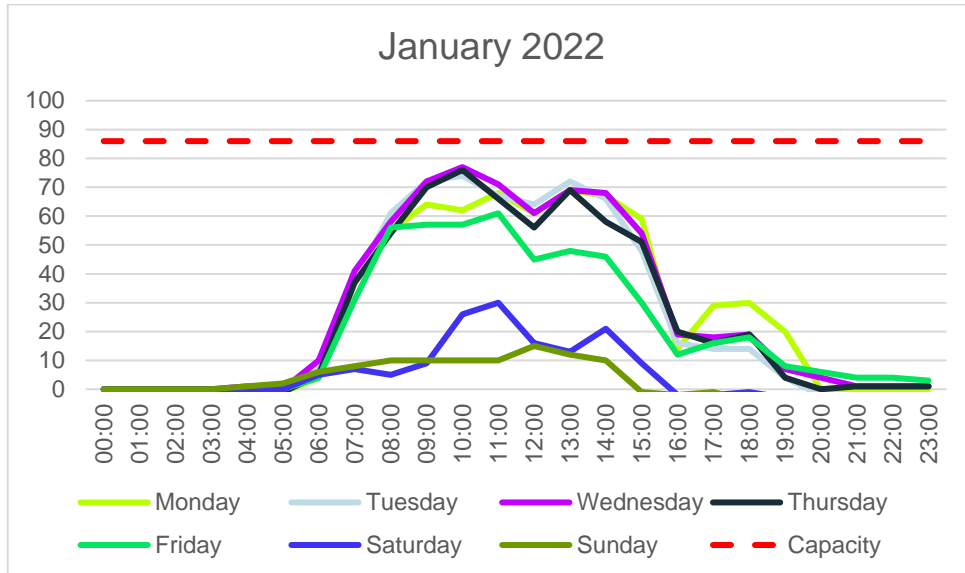
2024 Analysis



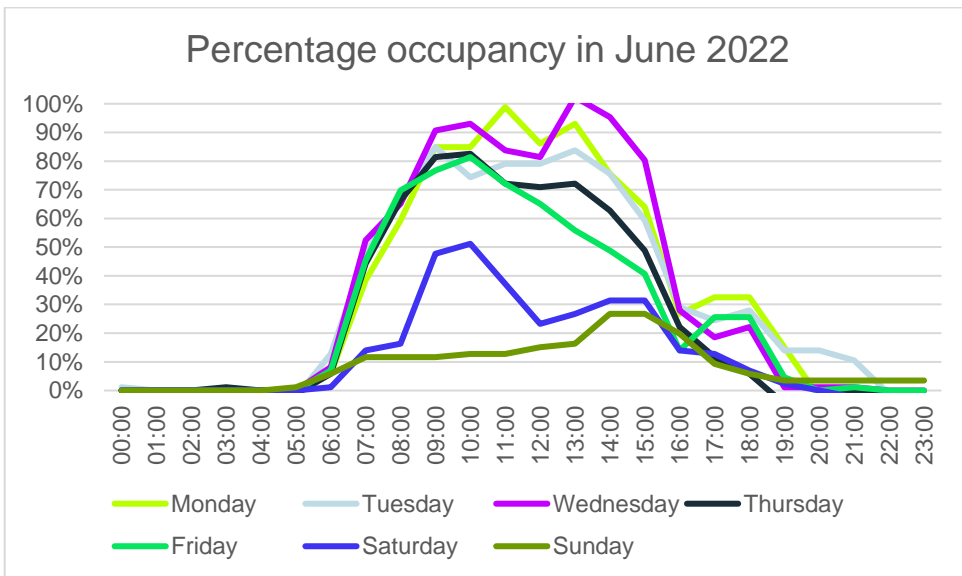
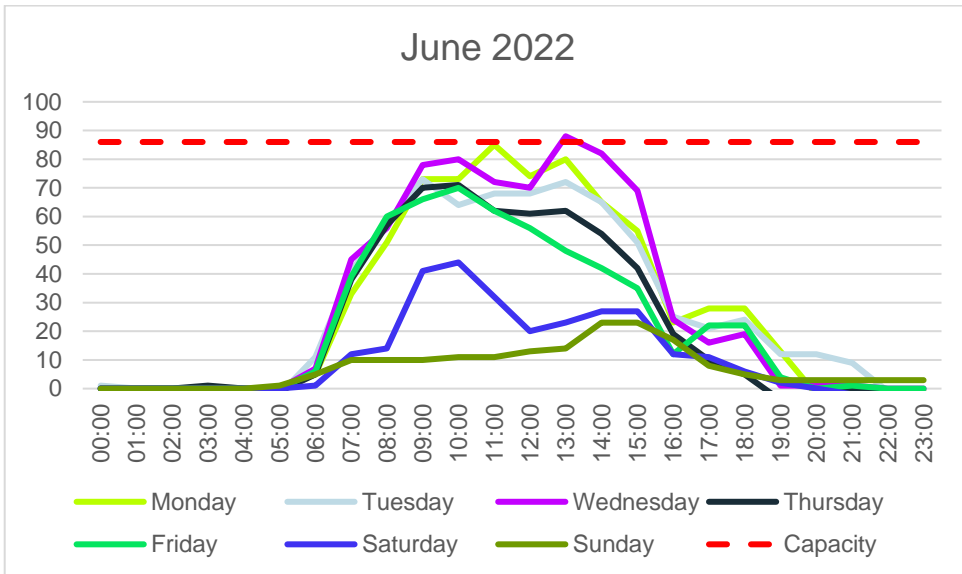
TECHNICAL NOTE

4.5.2 Maryport Street South

2022 Analysis

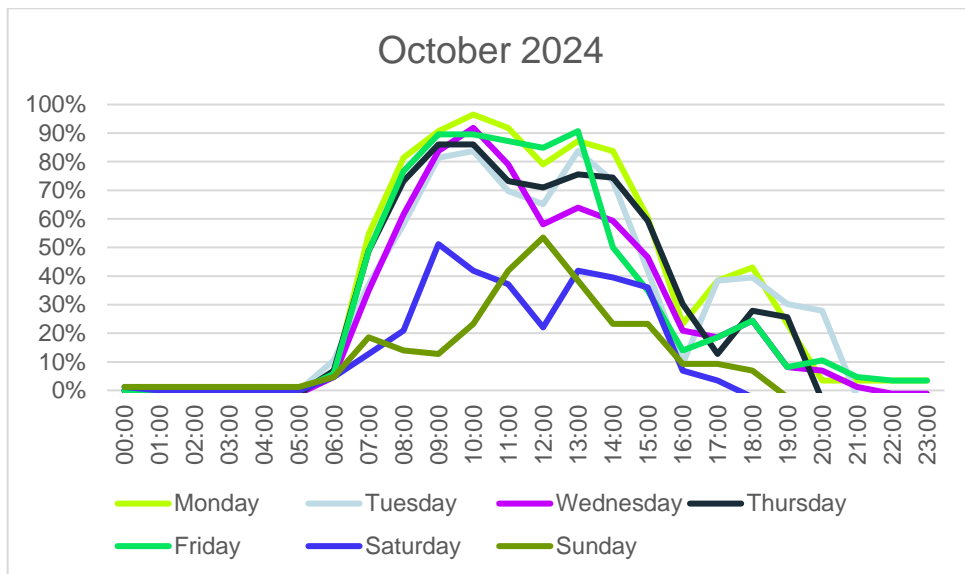
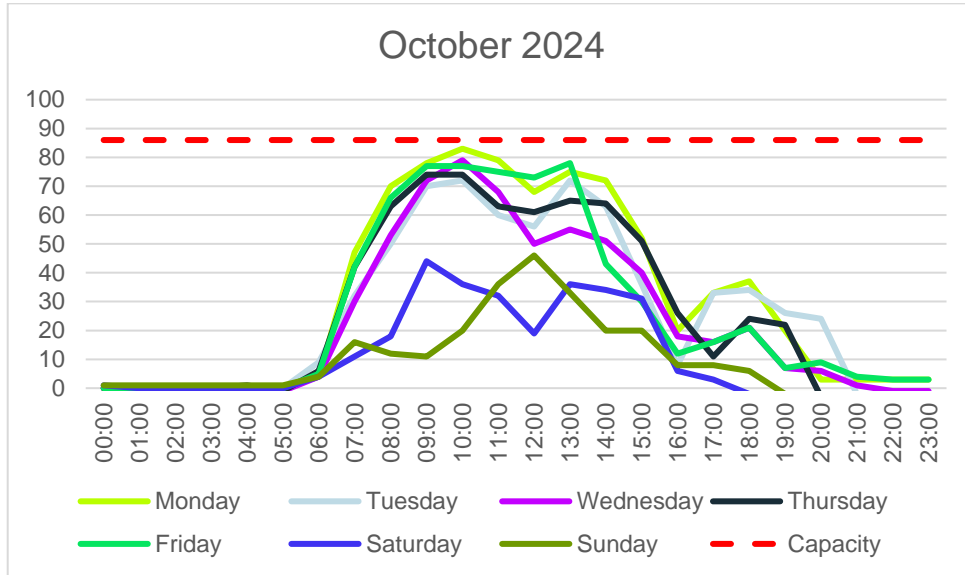


TECHNICAL NOTE



TECHNICAL NOTE

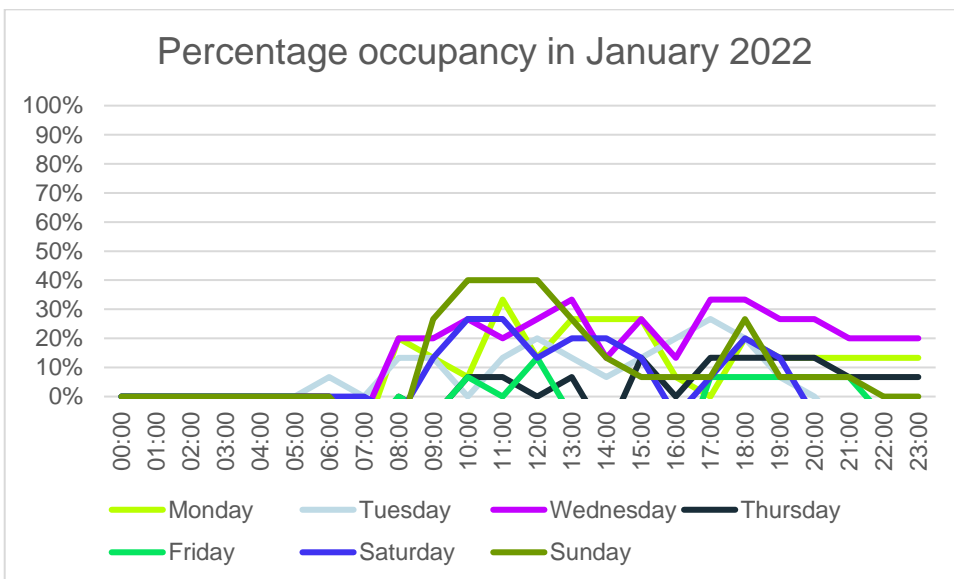
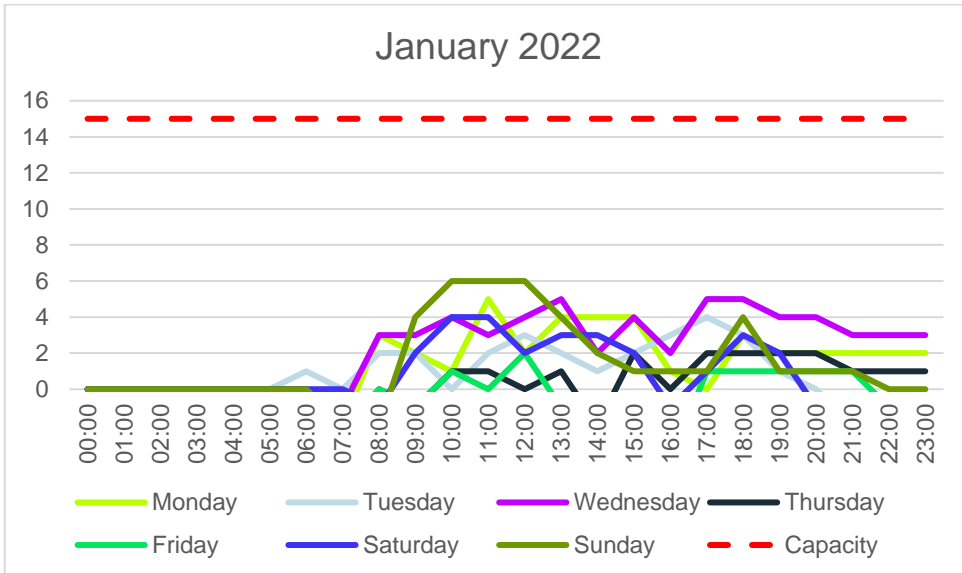
2024 Analysis



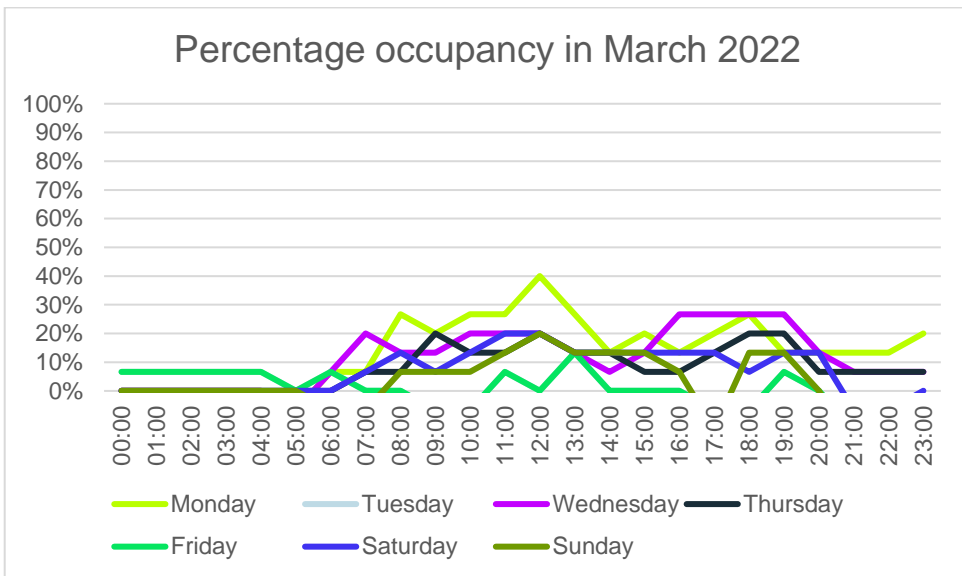
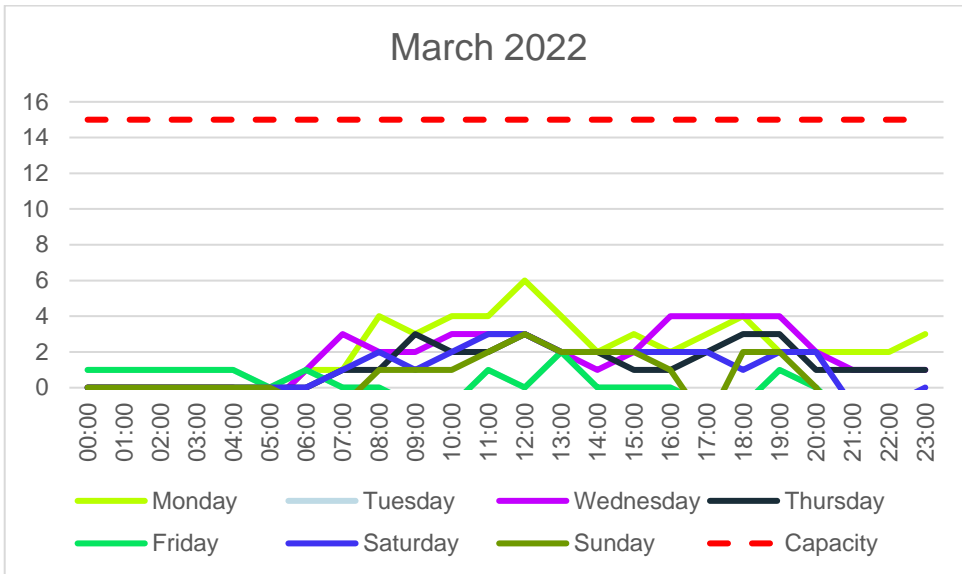
TECHNICAL NOTE

4.5.3 Twyn Square

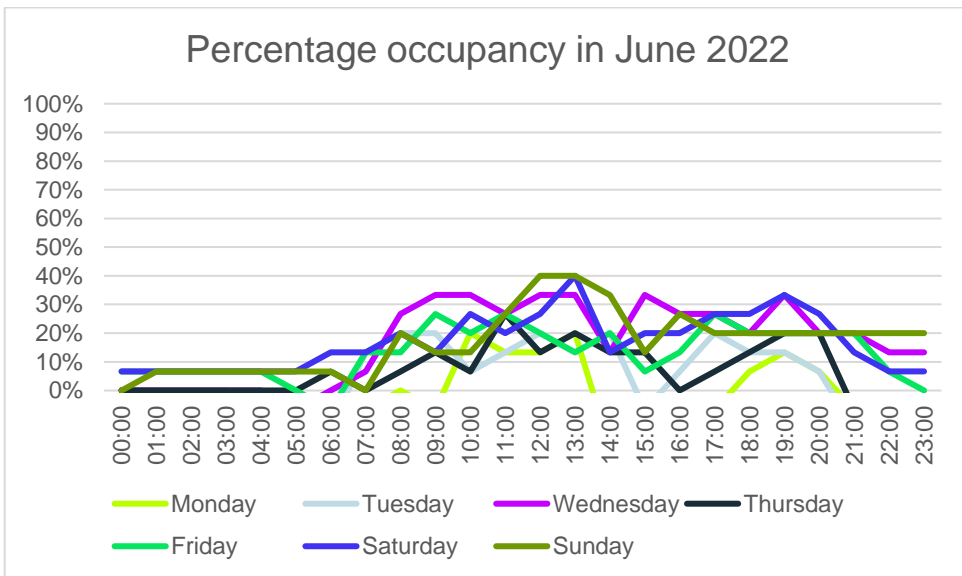
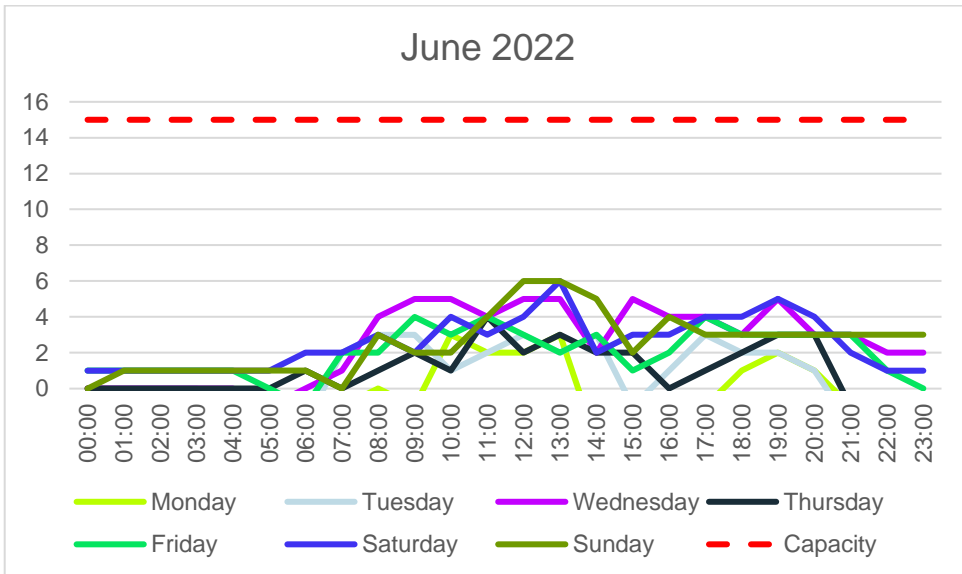
2022 Analysis



TECHNICAL NOTE

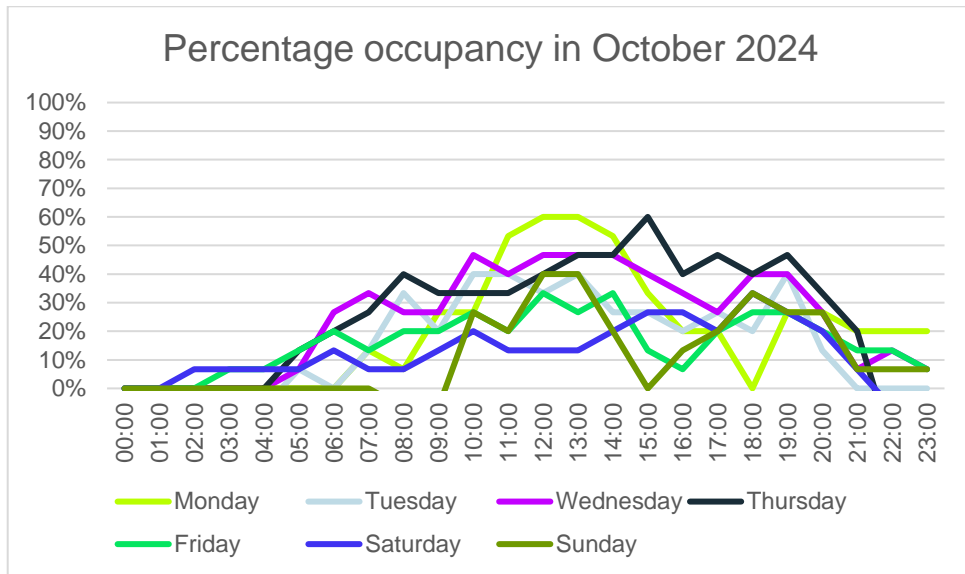
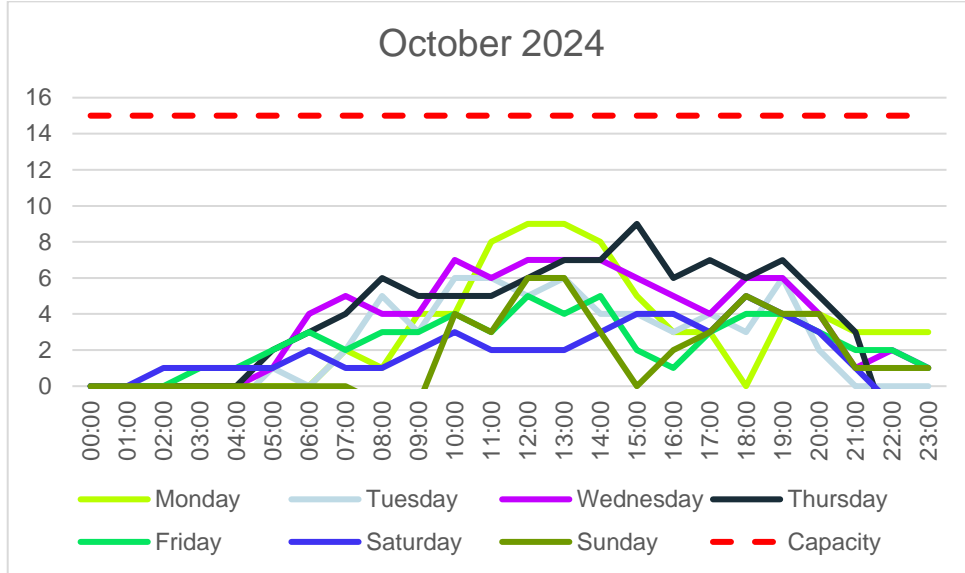


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

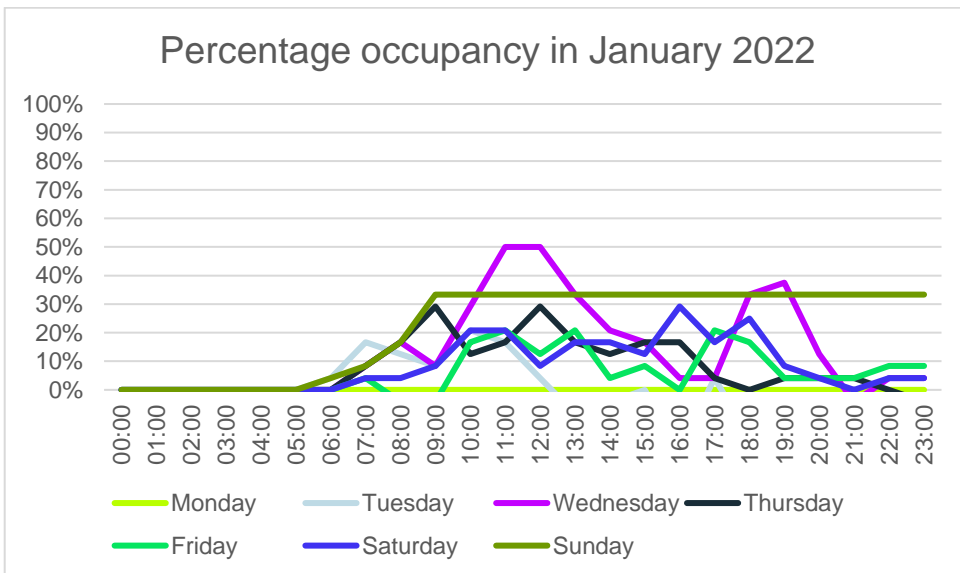
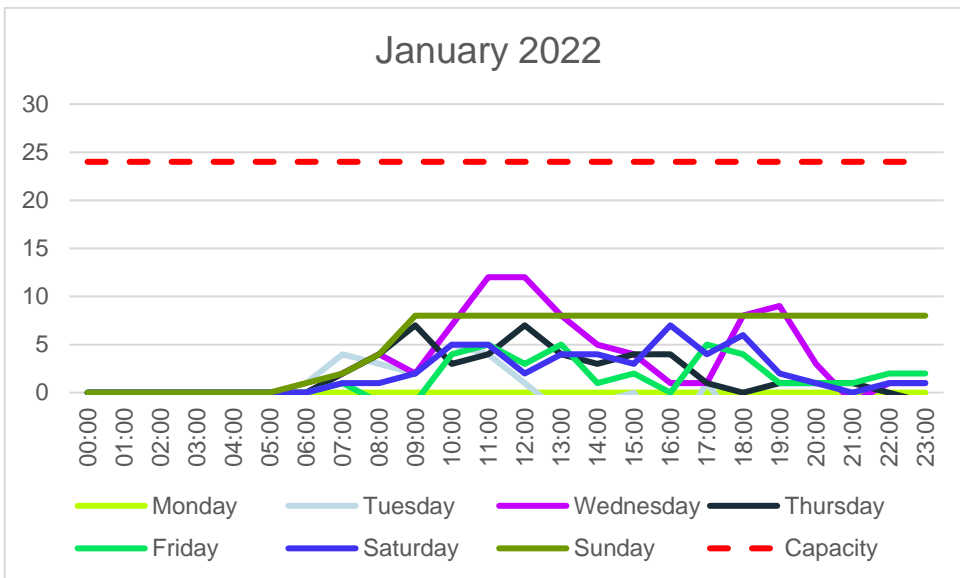


TECHNICAL NOTE

4.6 Gilwern

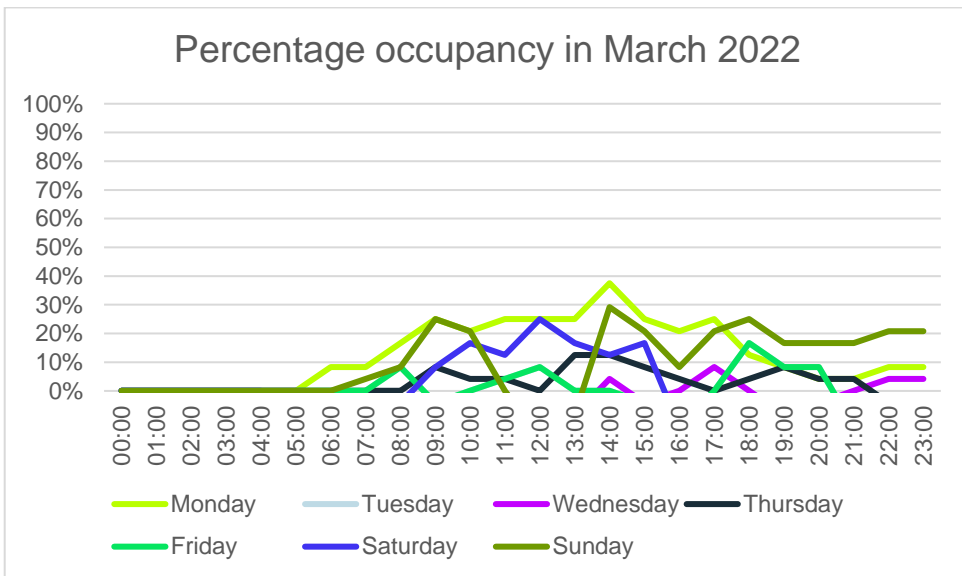
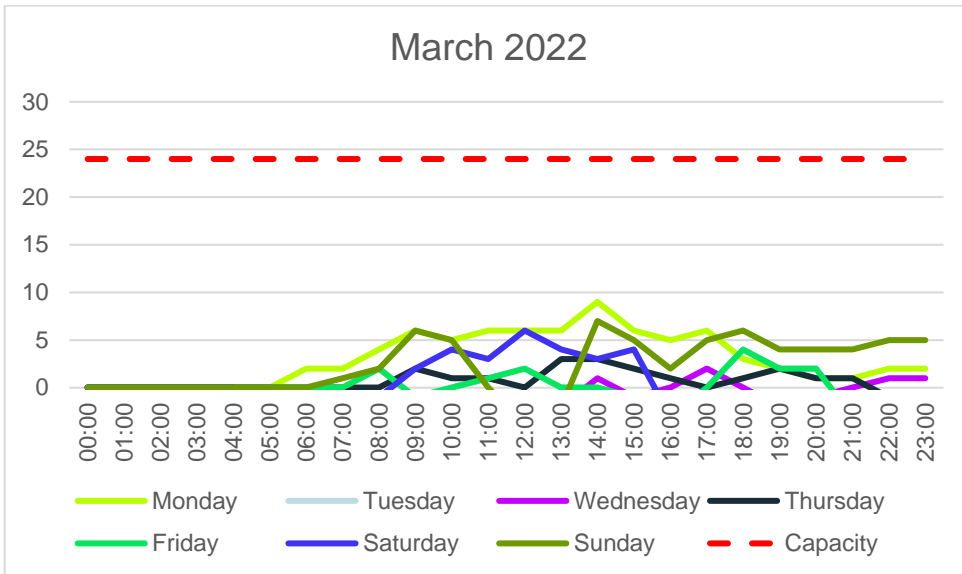
4.6.1 Main Road

2022 Analysis²³

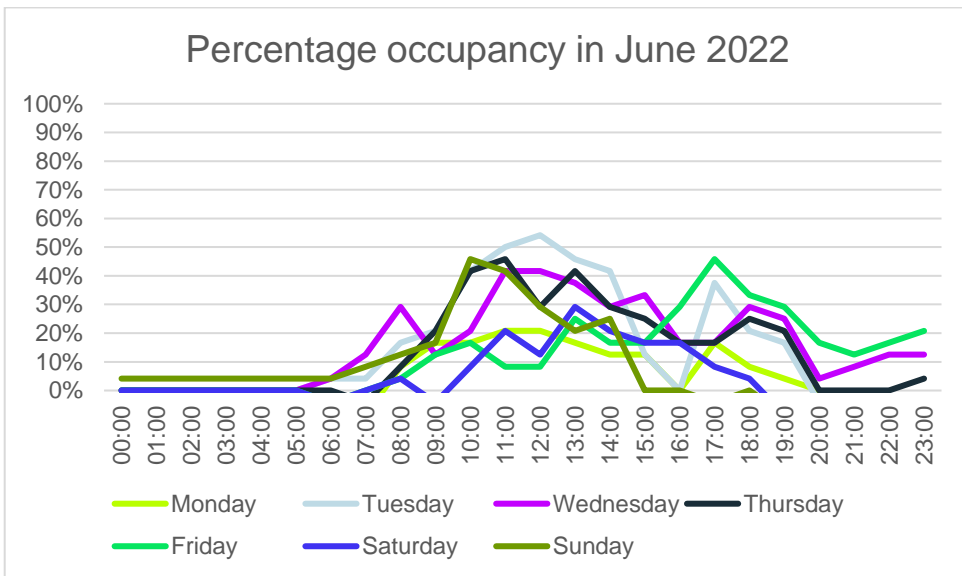
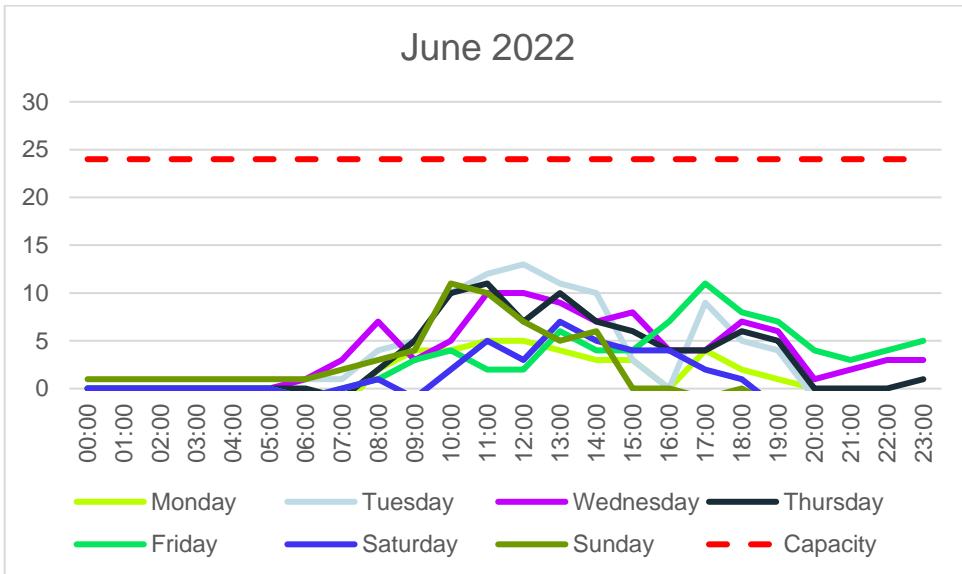


²³ Data collected in 2022 for Sunday of January identified to be incorrect.

TECHNICAL NOTE

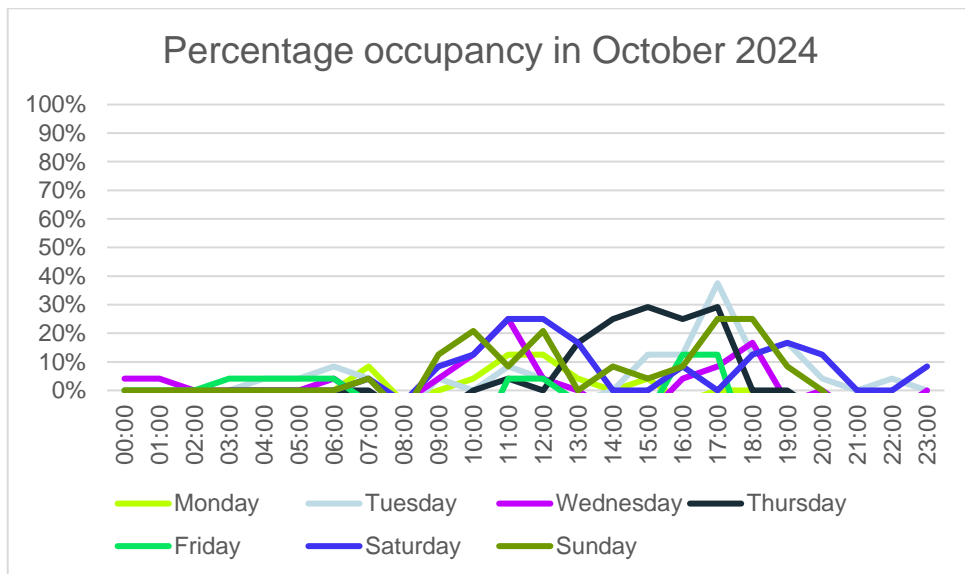
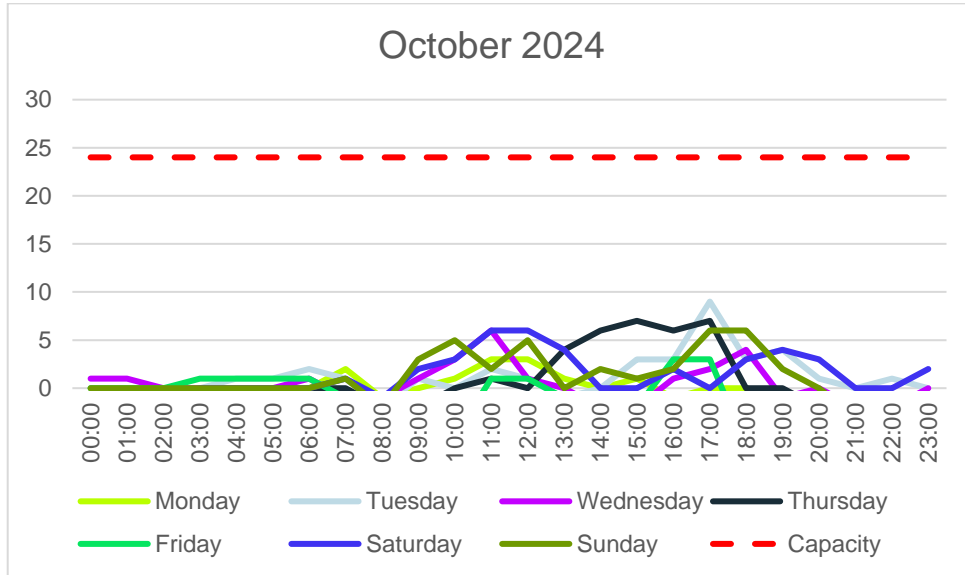


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

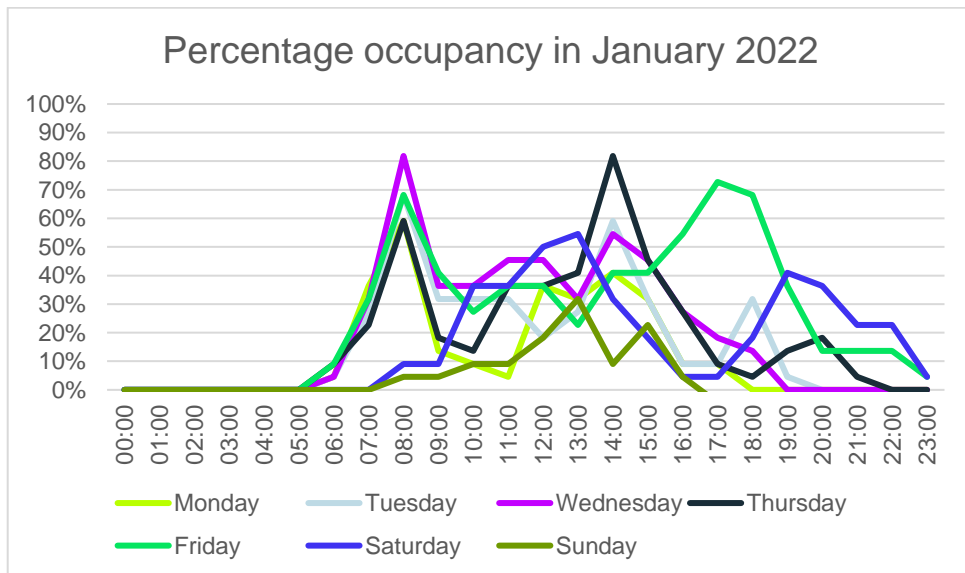
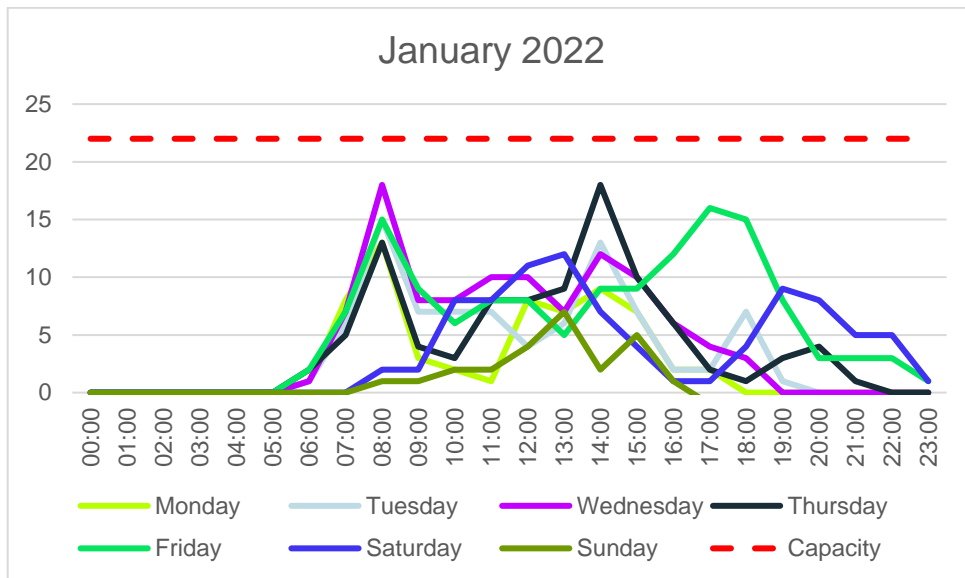


TECHNICAL NOTE

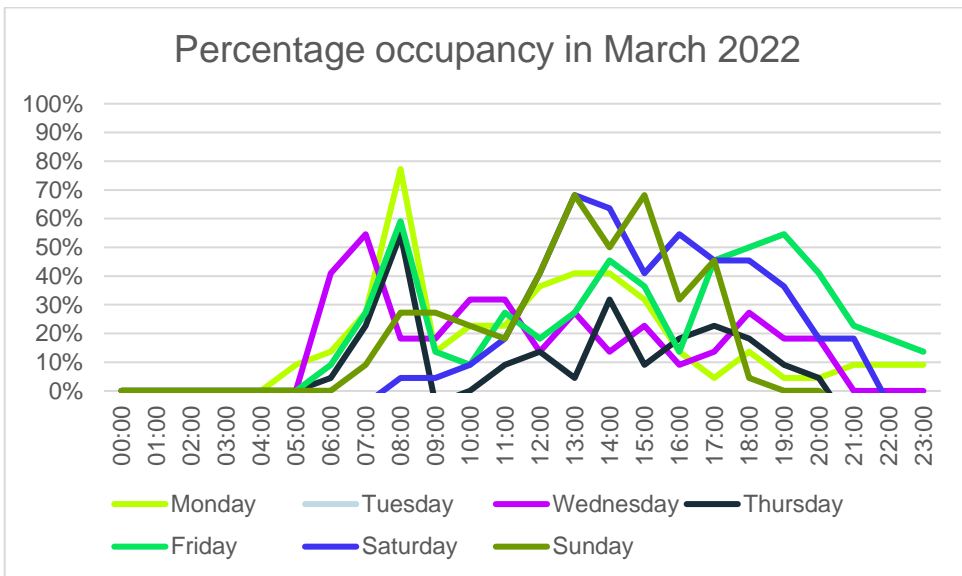
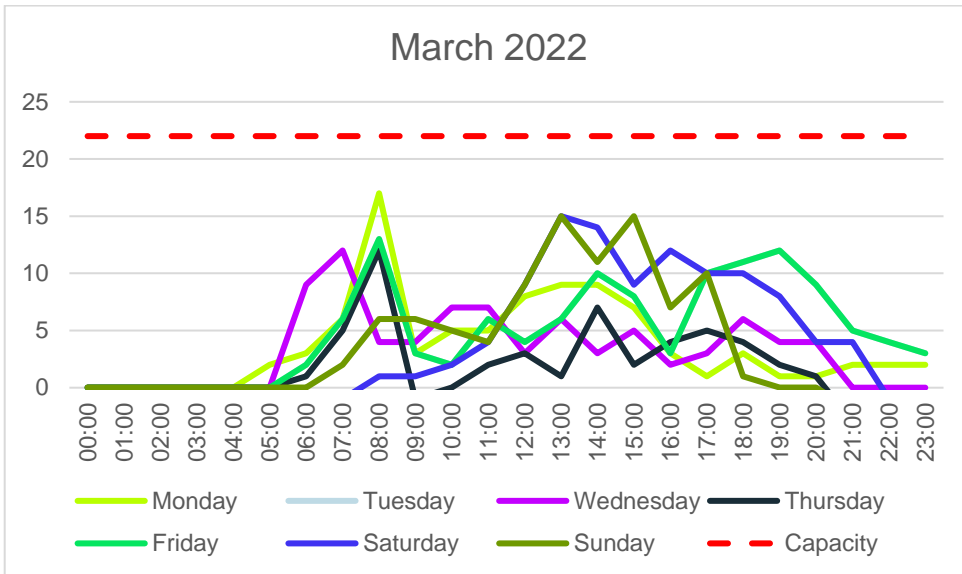
4.7 Goytre

4.7.1 Goytre Village

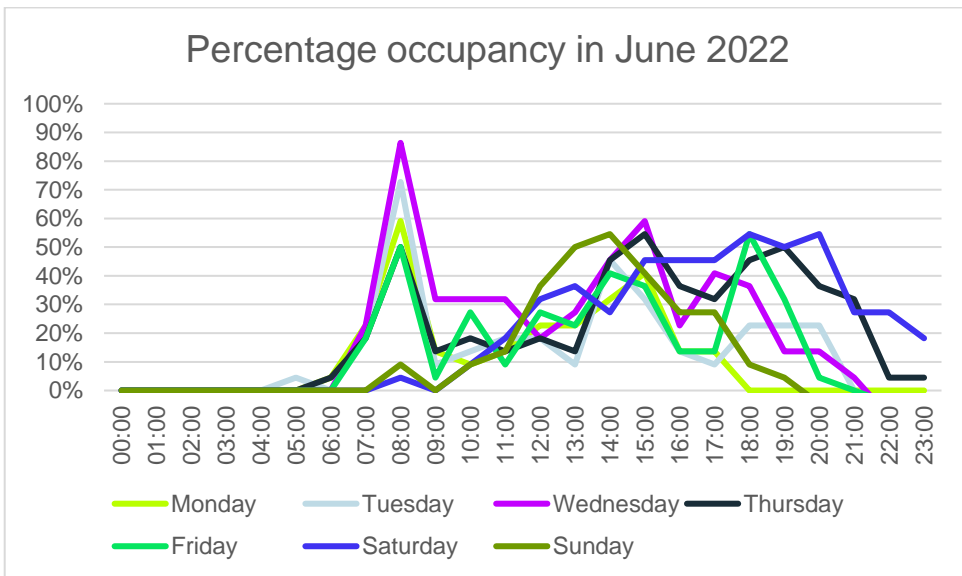
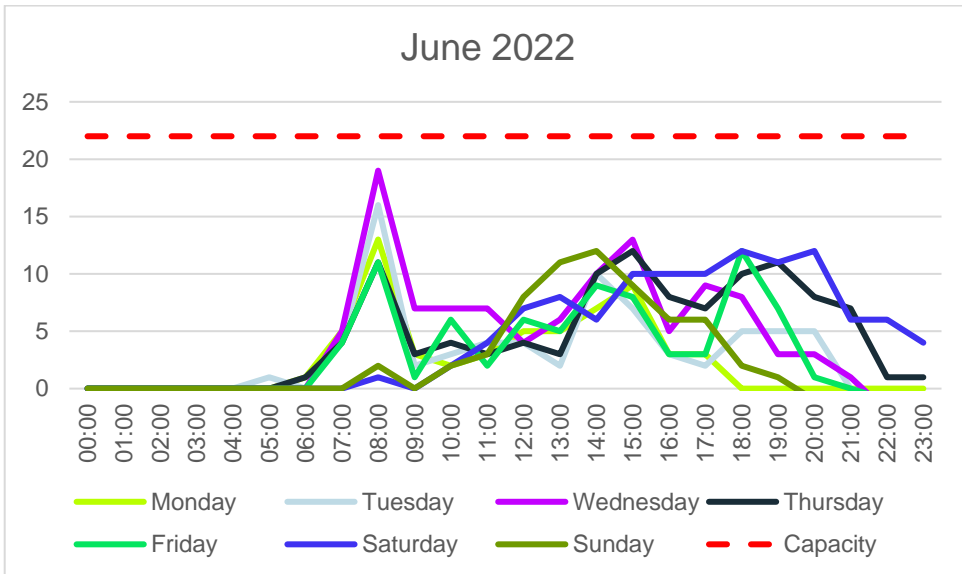
2022 Analysis



TECHNICAL NOTE

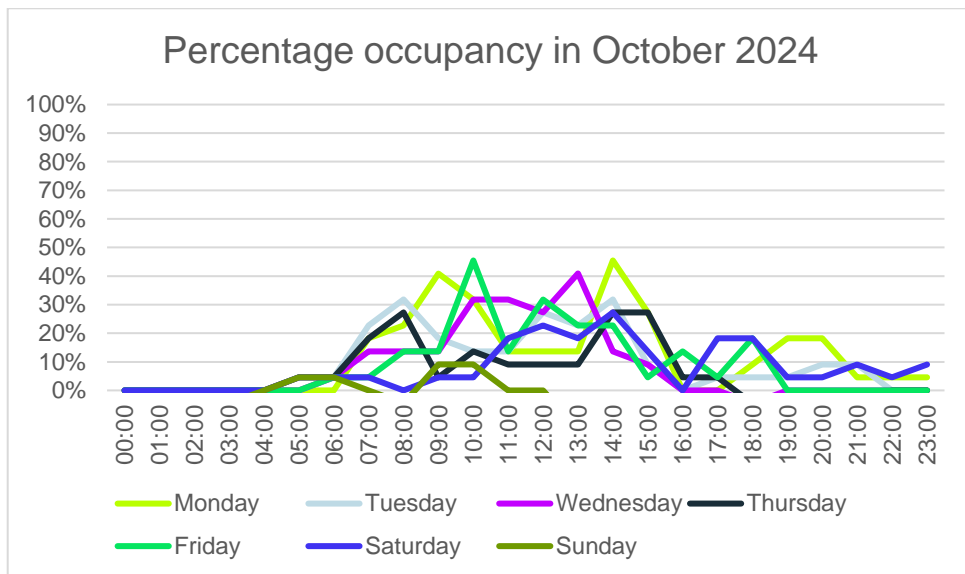
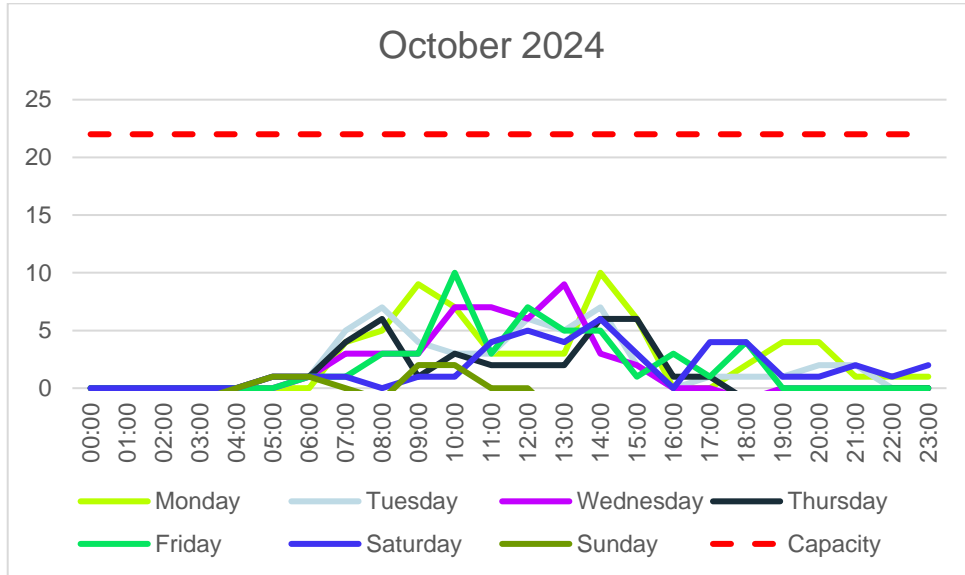


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

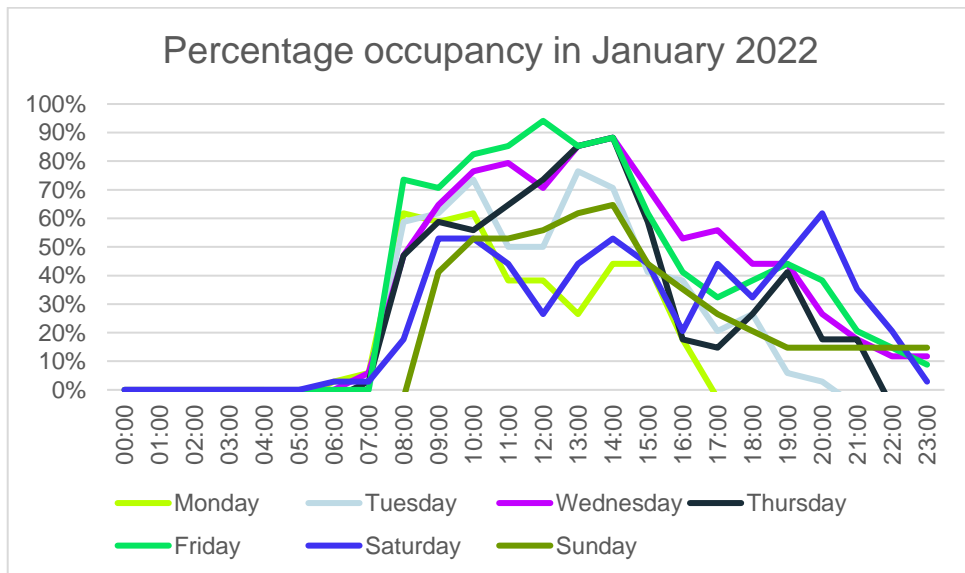
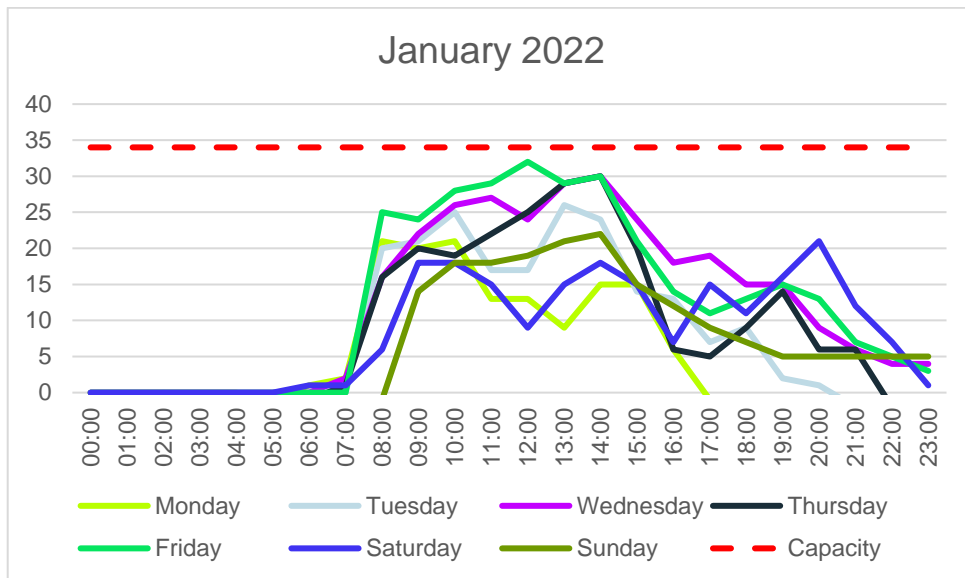


TECHNICAL NOTE

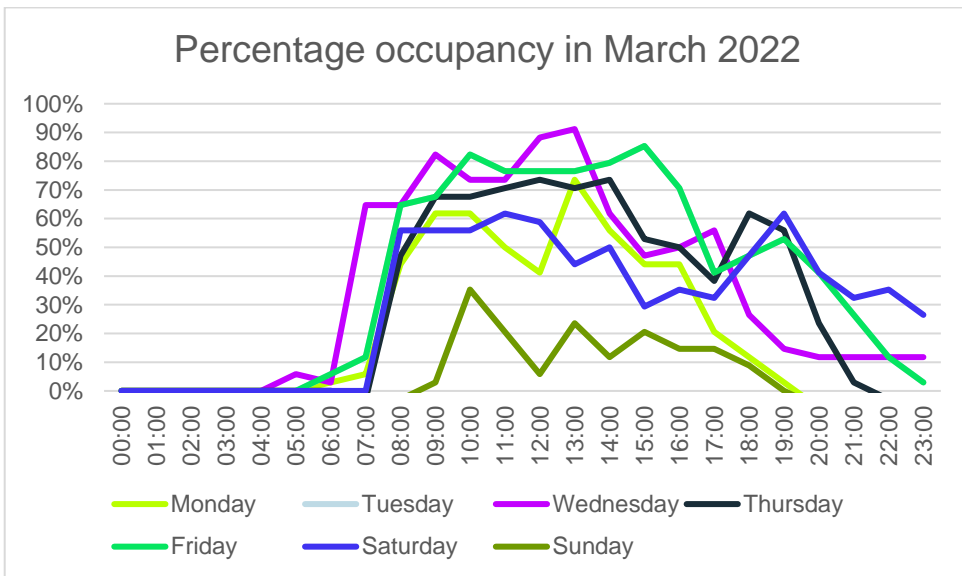
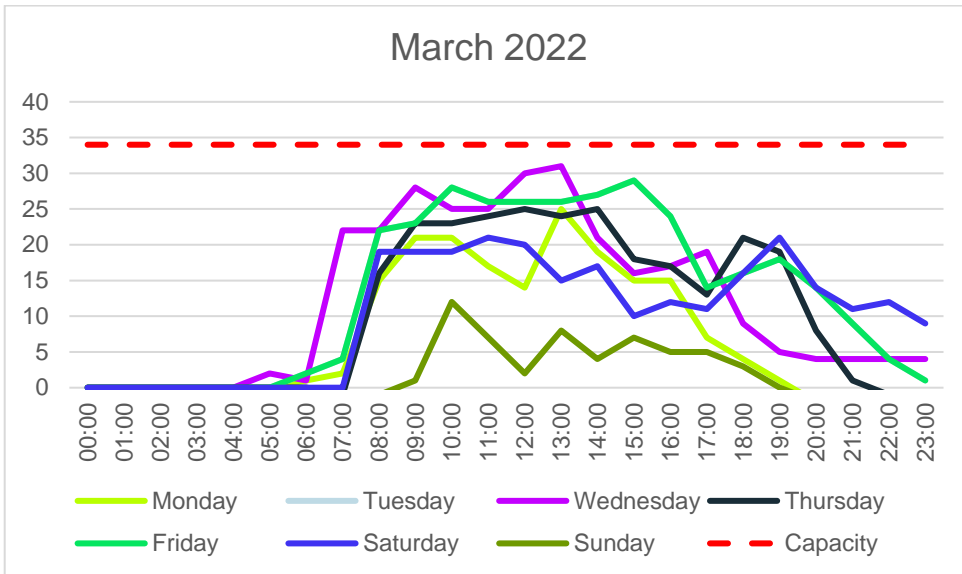
4.8 Magor

4.8.1 Magor Square

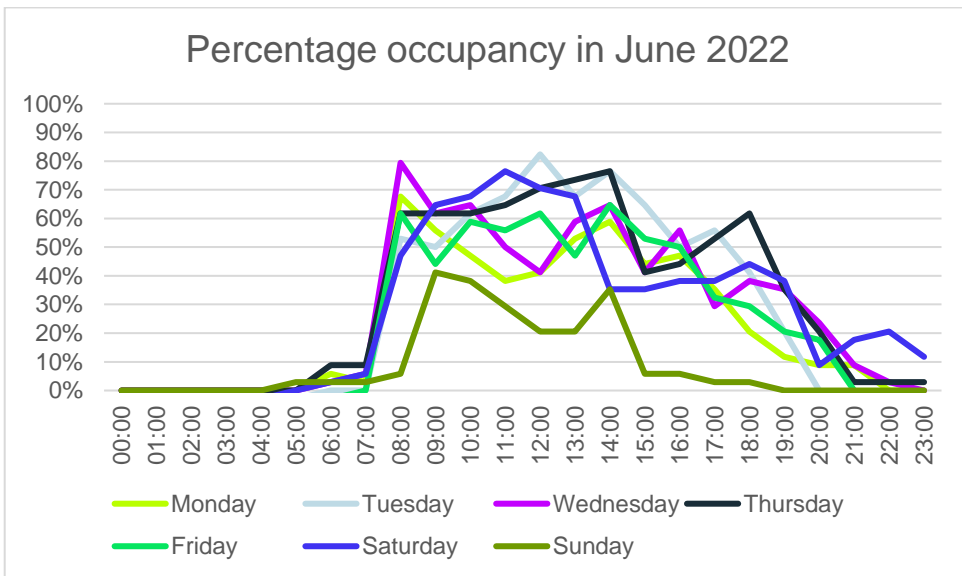
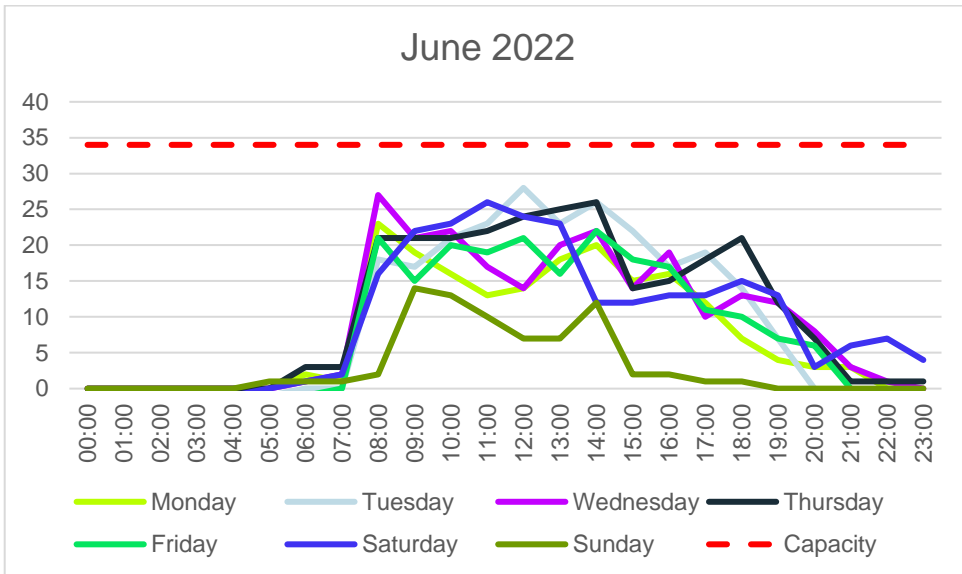
2022 Analysis



TECHNICAL NOTE

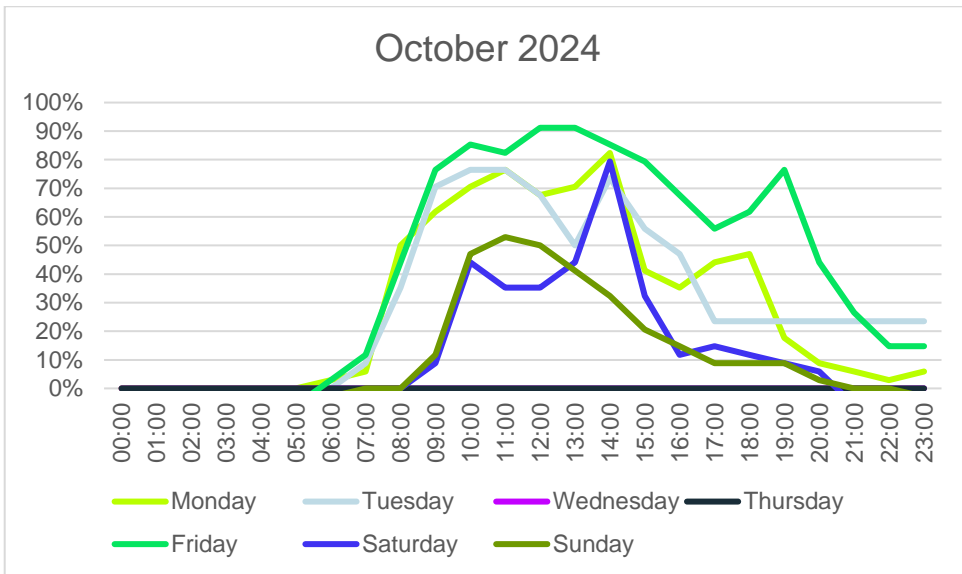
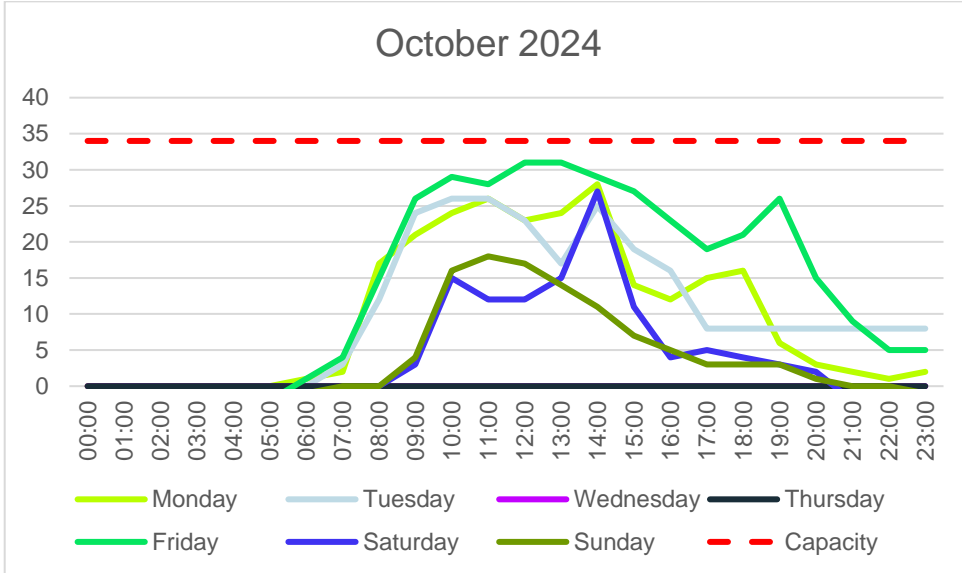


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis²⁴

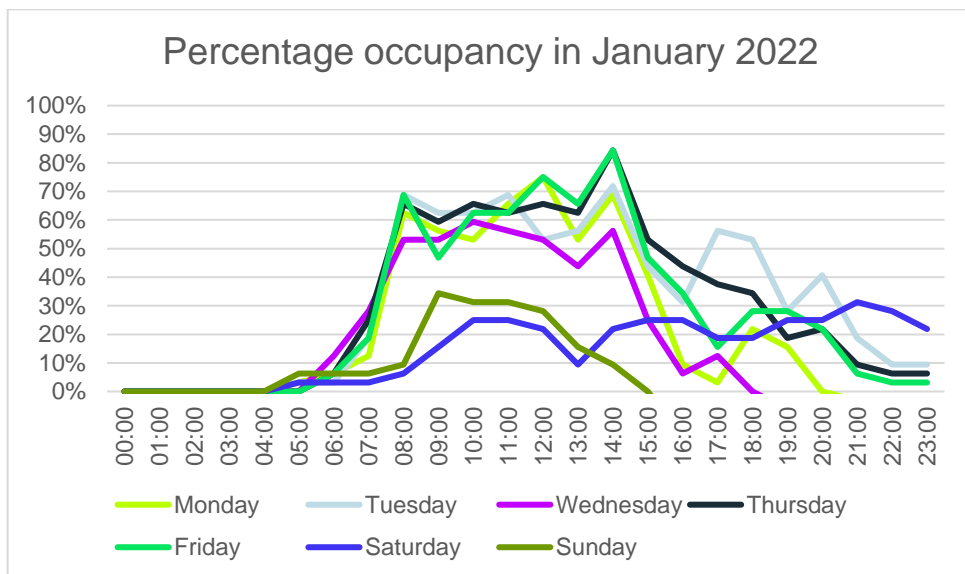
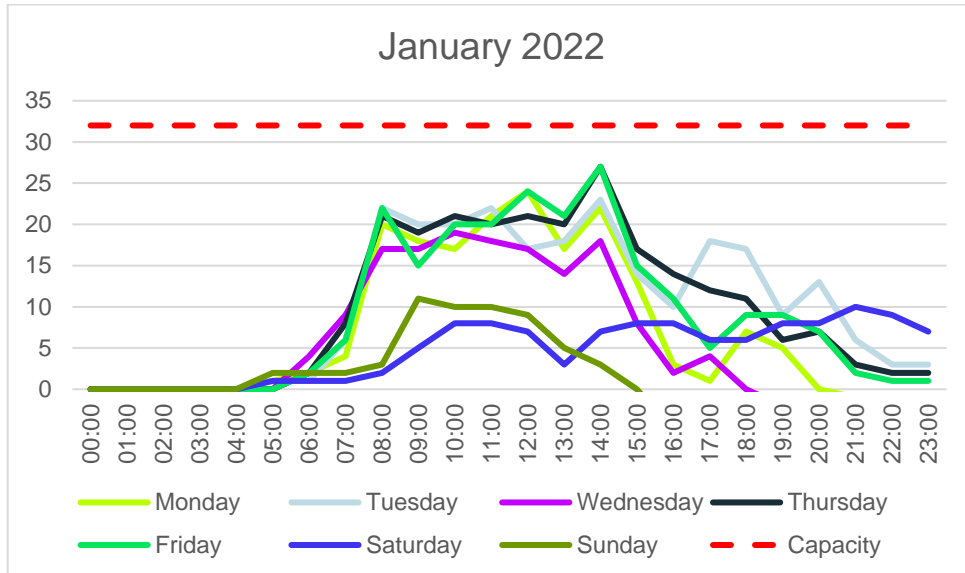


²⁴ Data surveyed in 2024 for Wednesday and Thursday was missing.

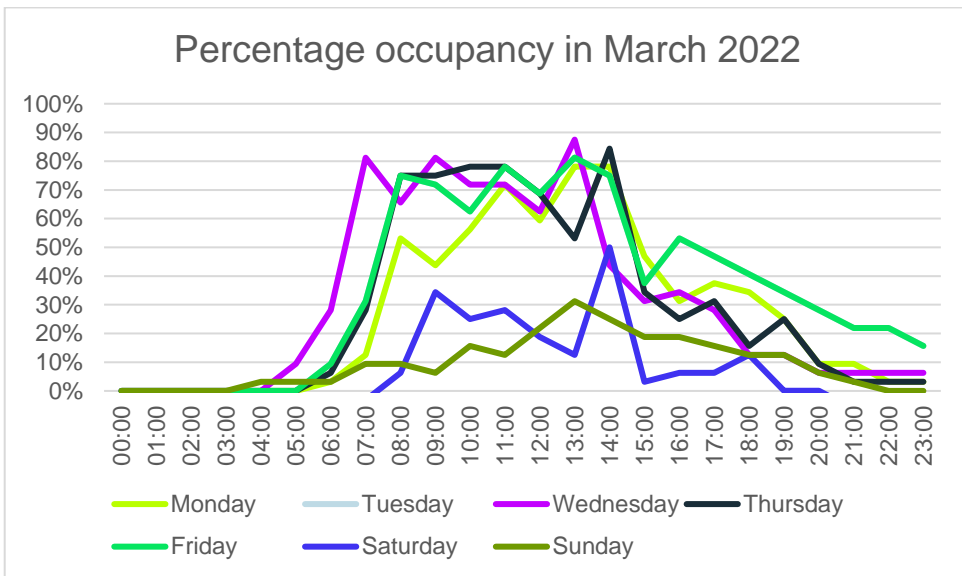
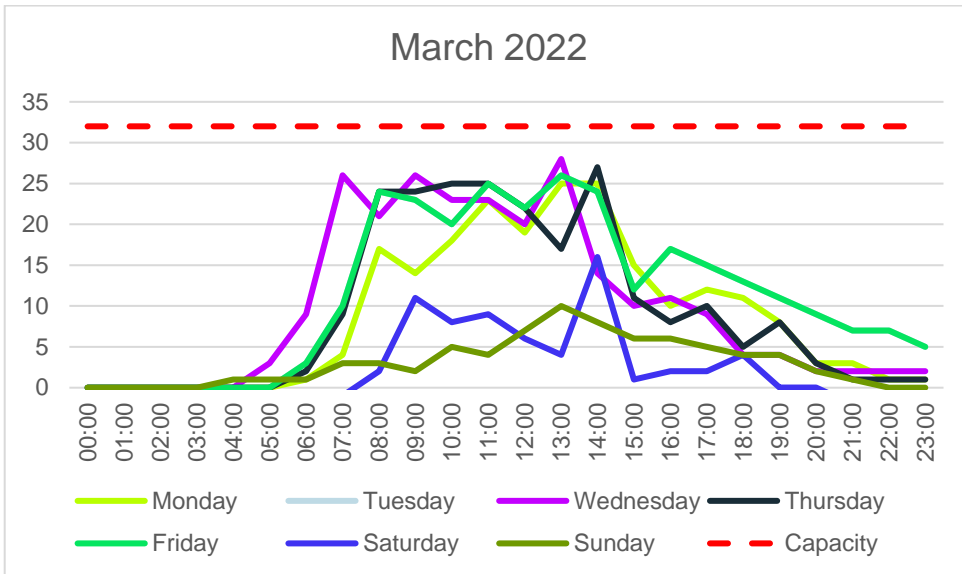
TECHNICAL NOTE

4.8.2 Sycamore Terrace

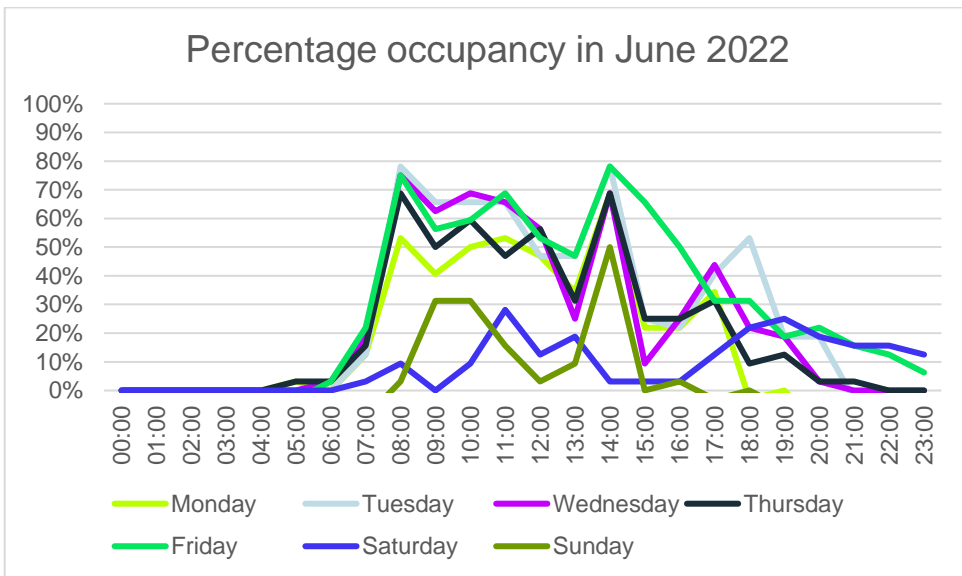
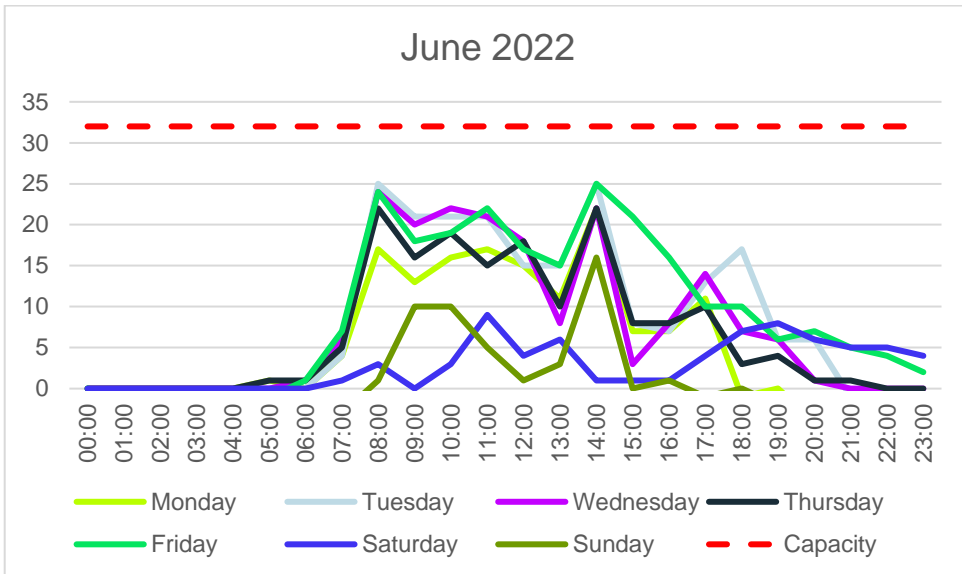
2022 Analysis



TECHNICAL NOTE

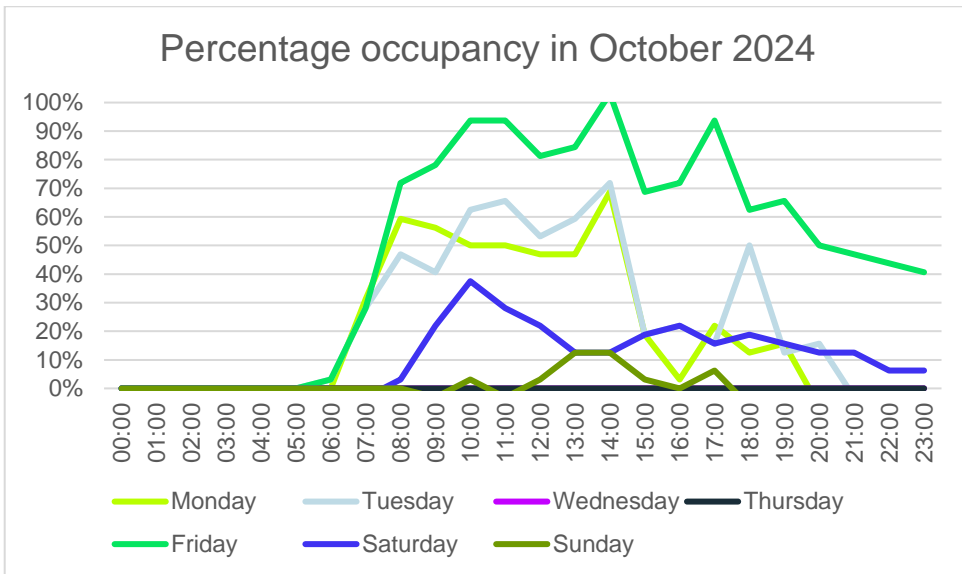
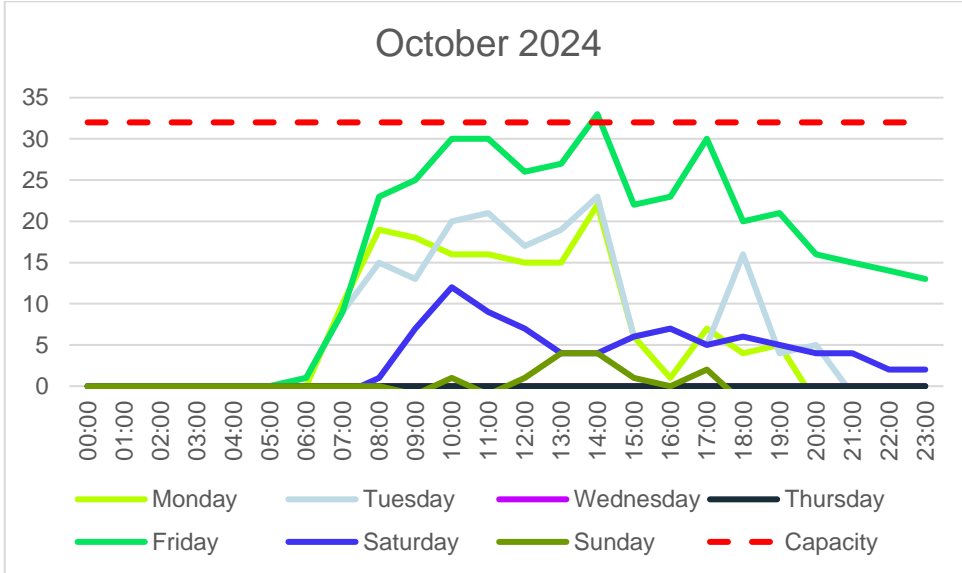


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis²⁵

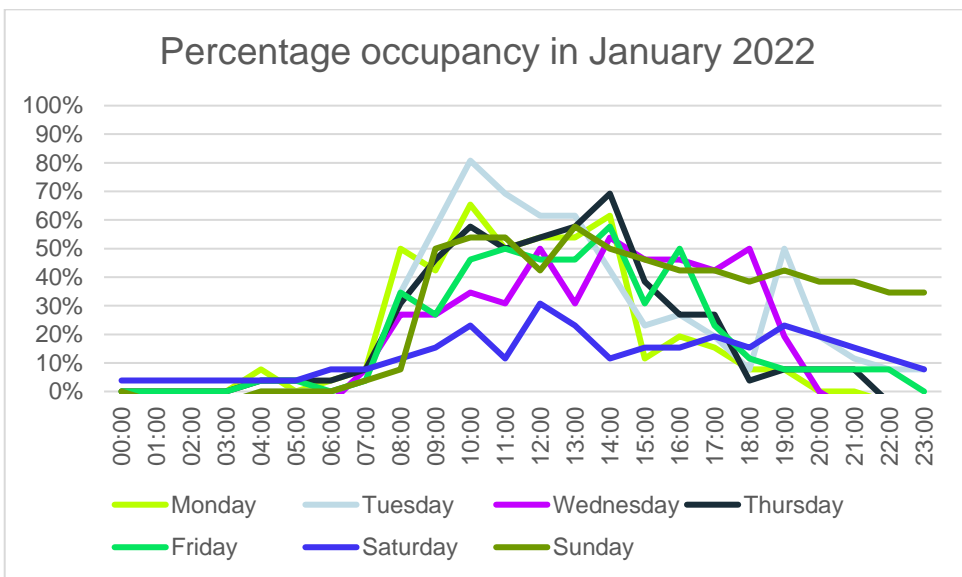
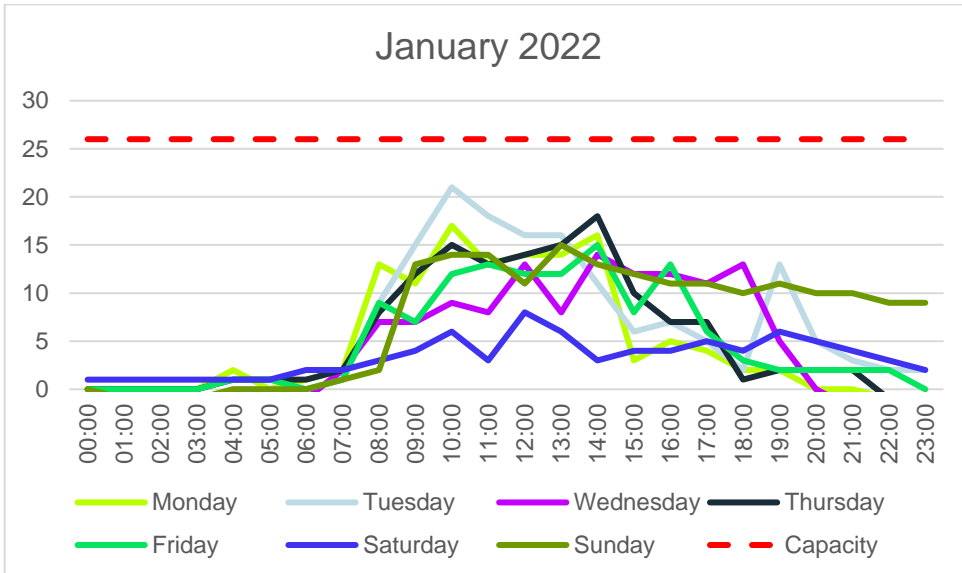


²⁵ Data collected in 2024 for Wednesday and Thursday was missing.

TECHNICAL NOTE

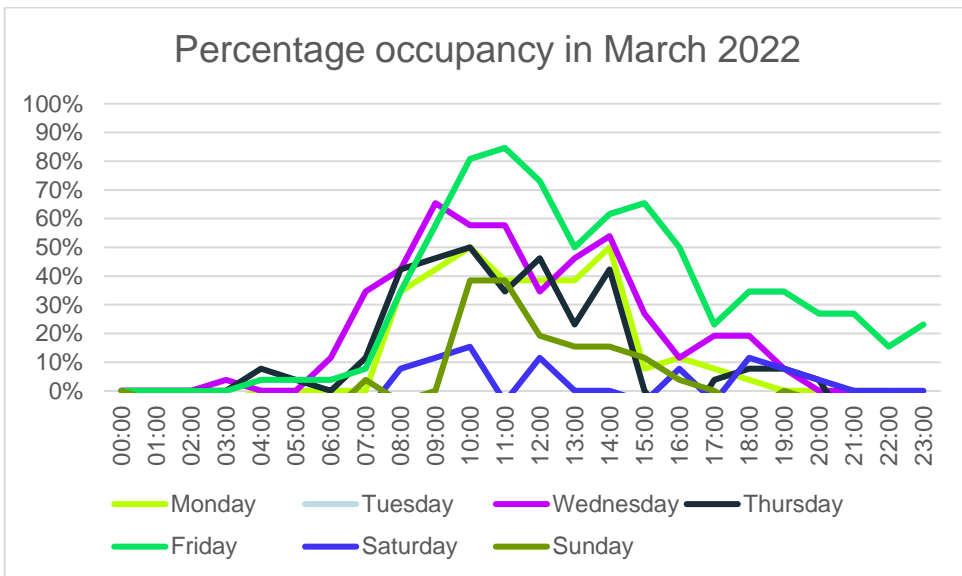
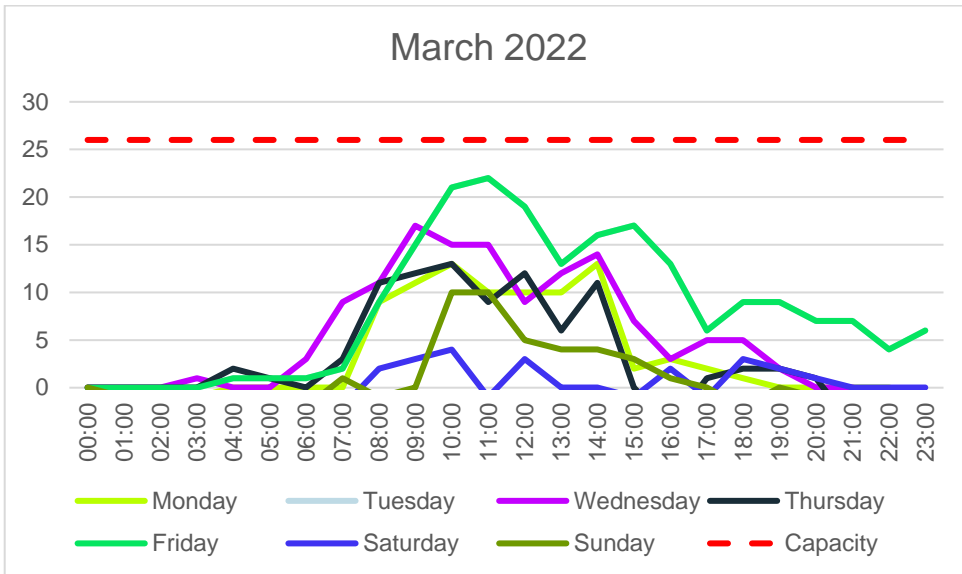
4.8.3 Withy Close

2022 Analysis²⁶

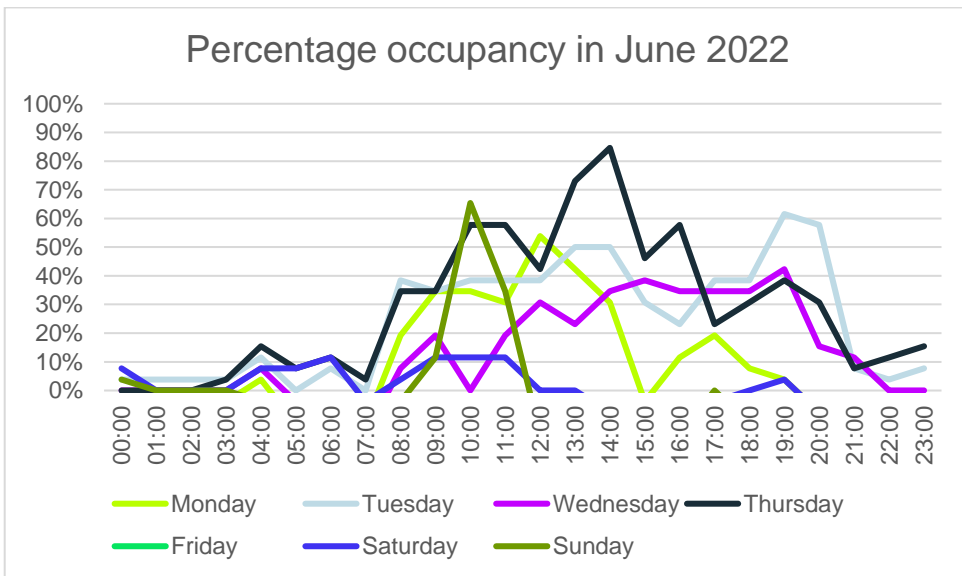
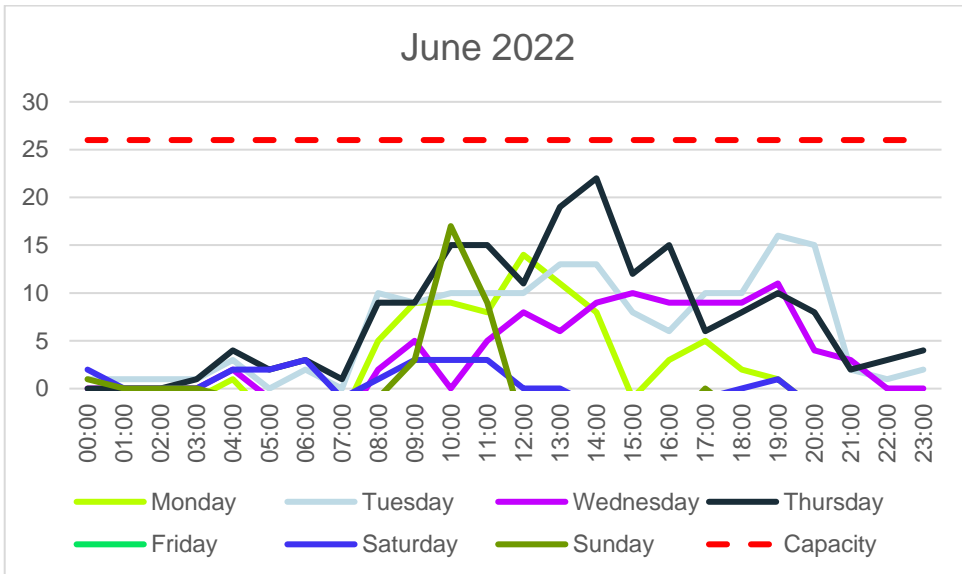


²⁶ June data for 2022 was identified as incorrect and has therefore been removed from the graph.

TECHNICAL NOTE

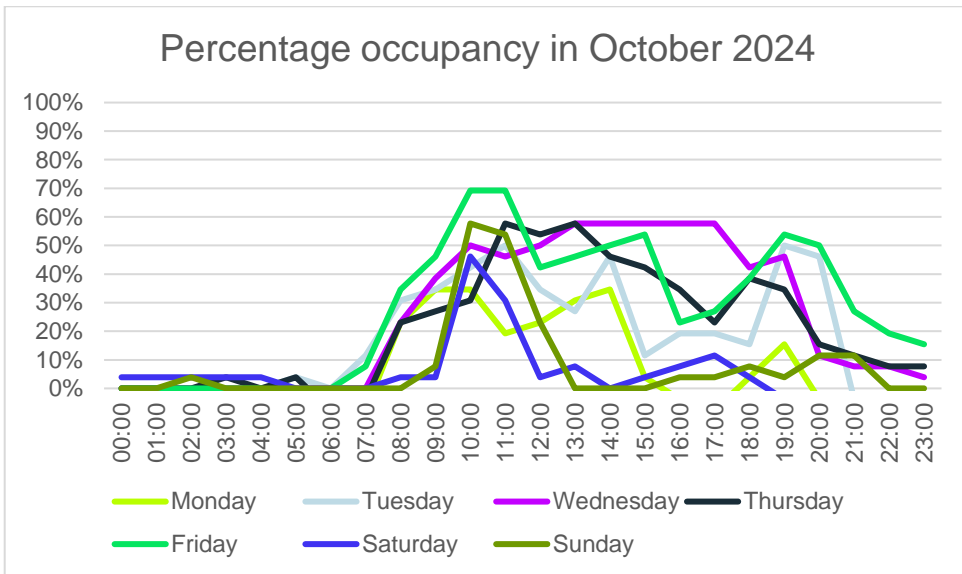
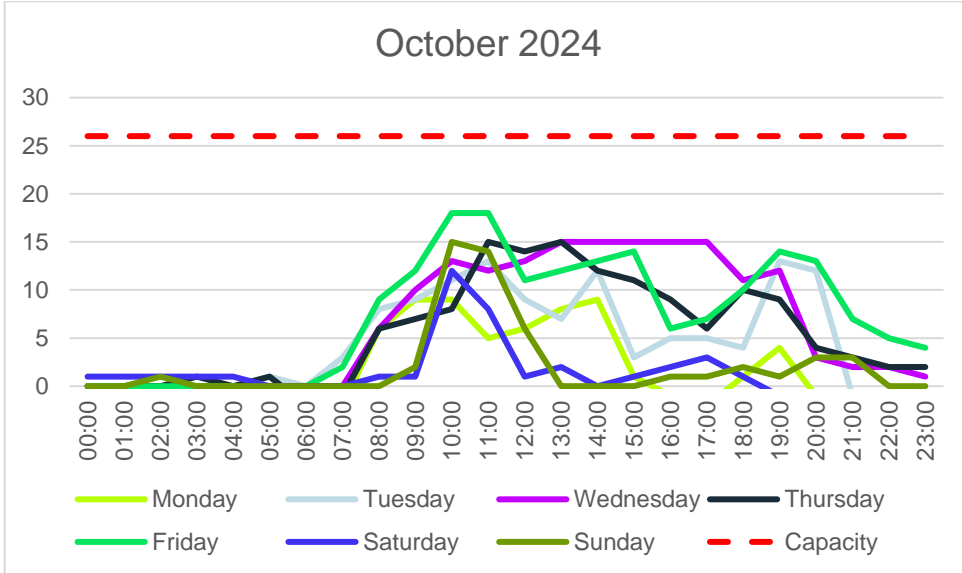


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis

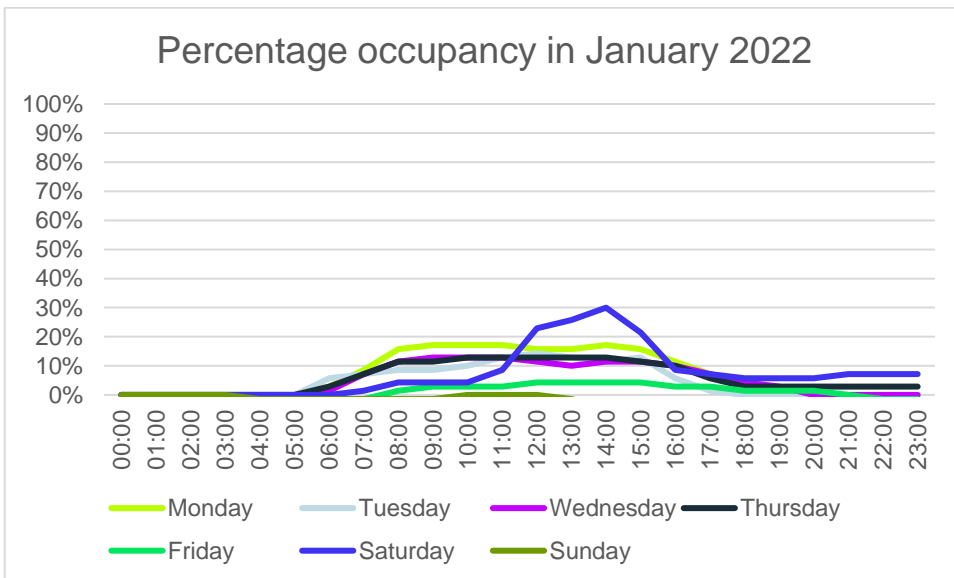
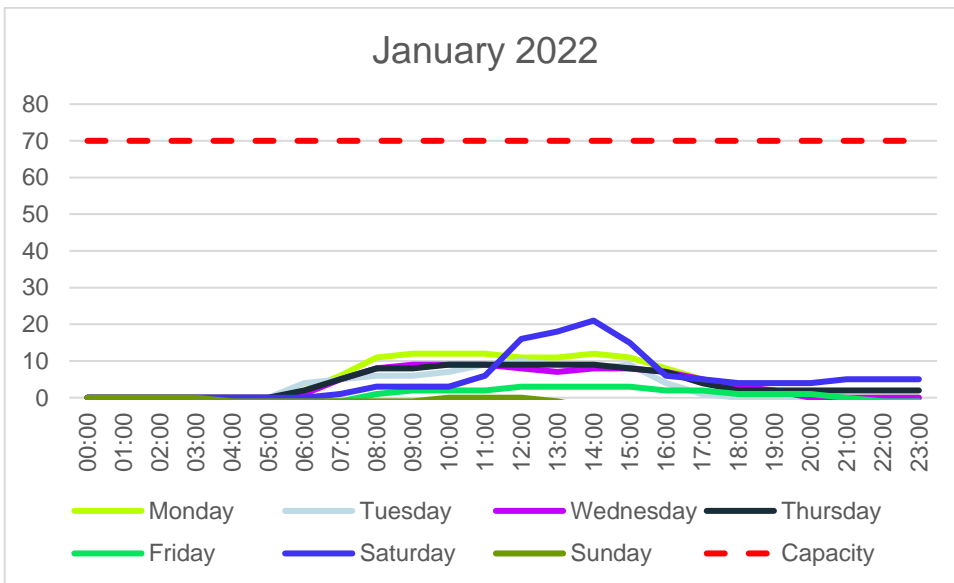


TECHNICAL NOTE

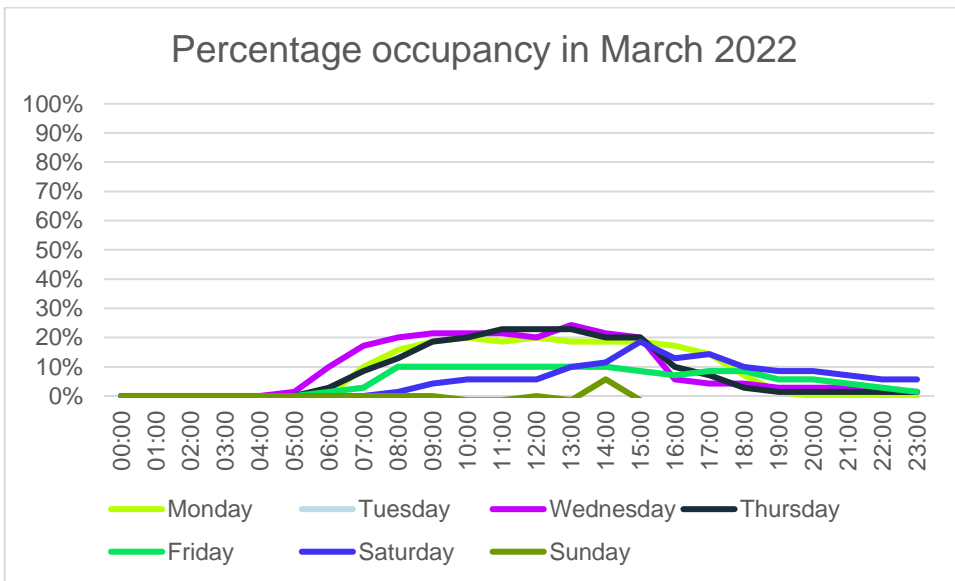
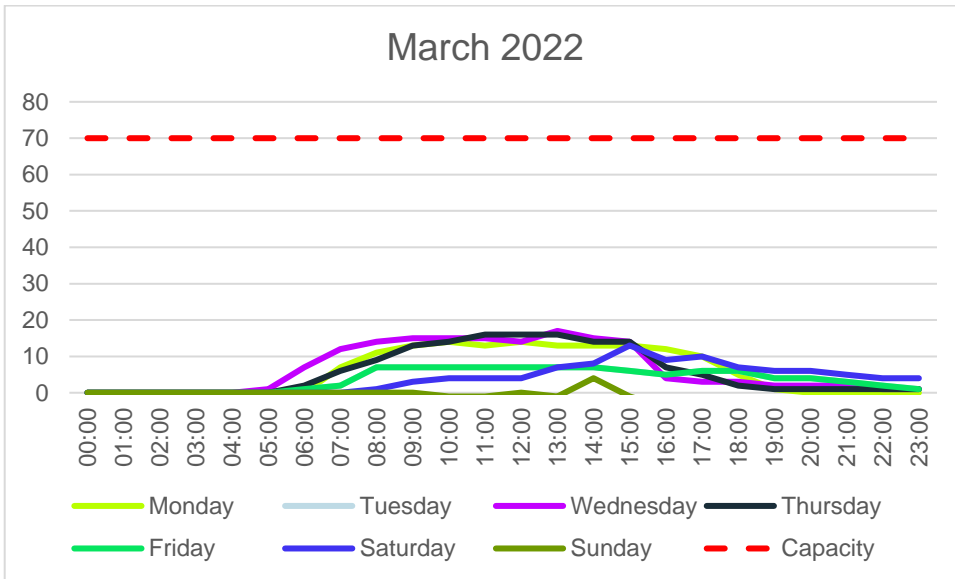
4.9 Rogiet

4.9.1 Playing Fields

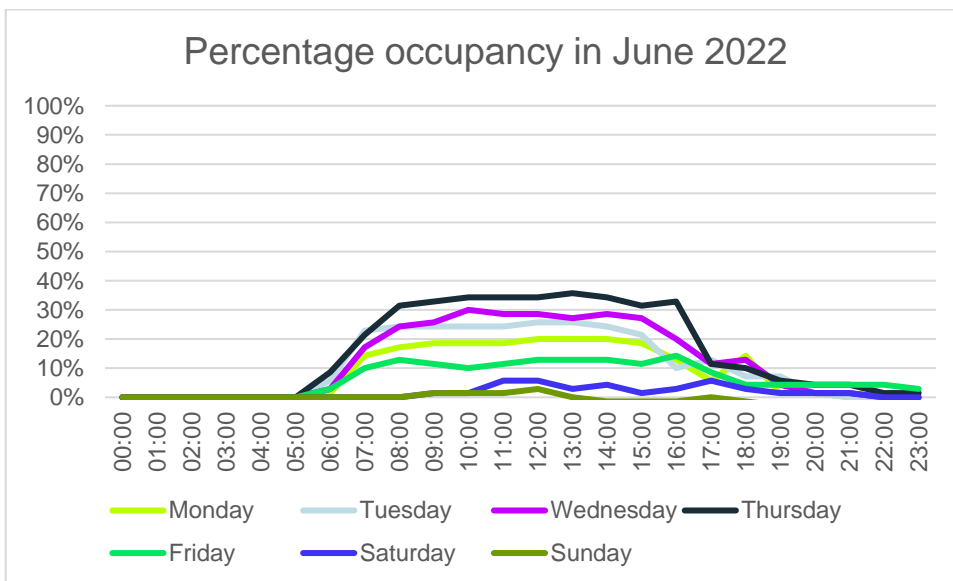
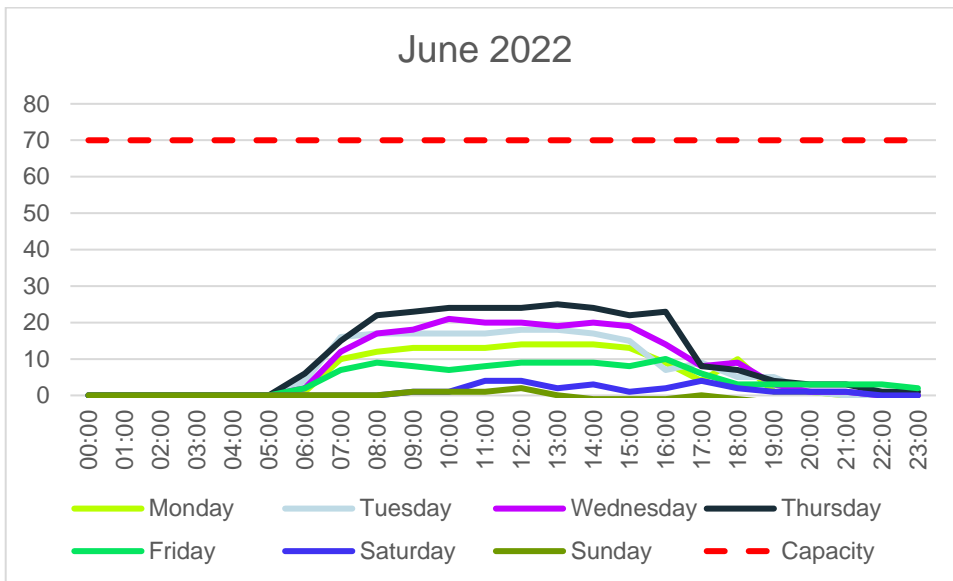
2022 Analysis



TECHNICAL NOTE

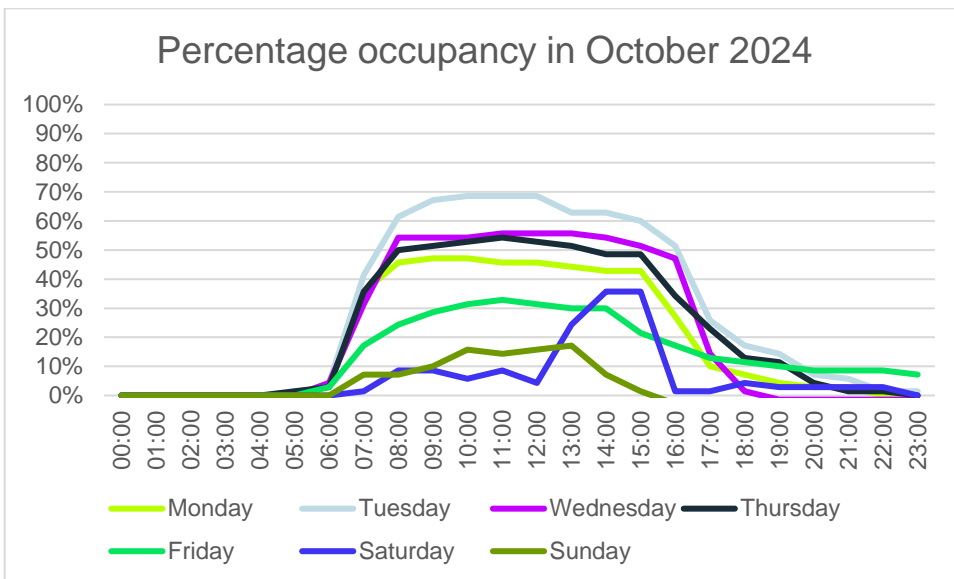
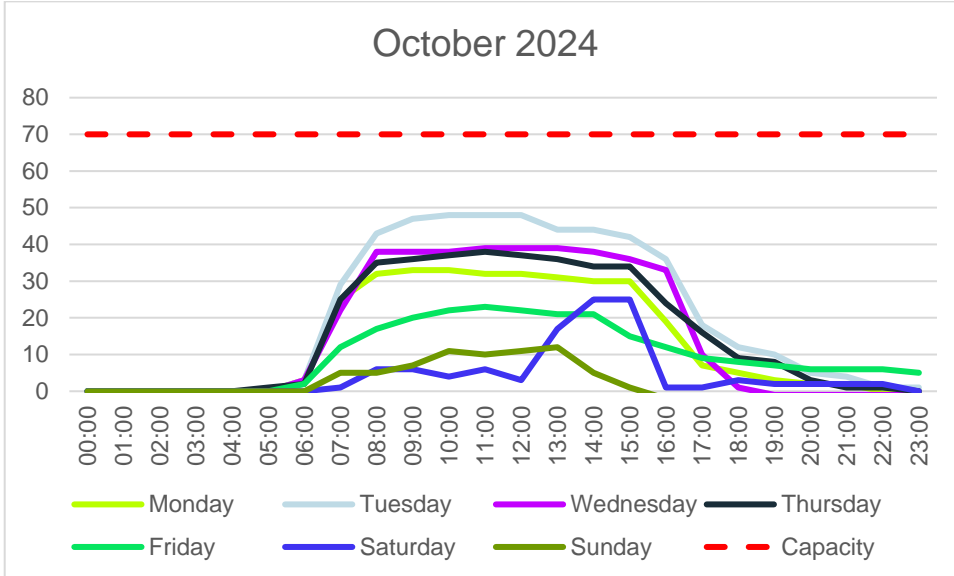


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis



4.9.2 Severn Tunnel Junction

No 2022 or 2024 data for analysis²⁷

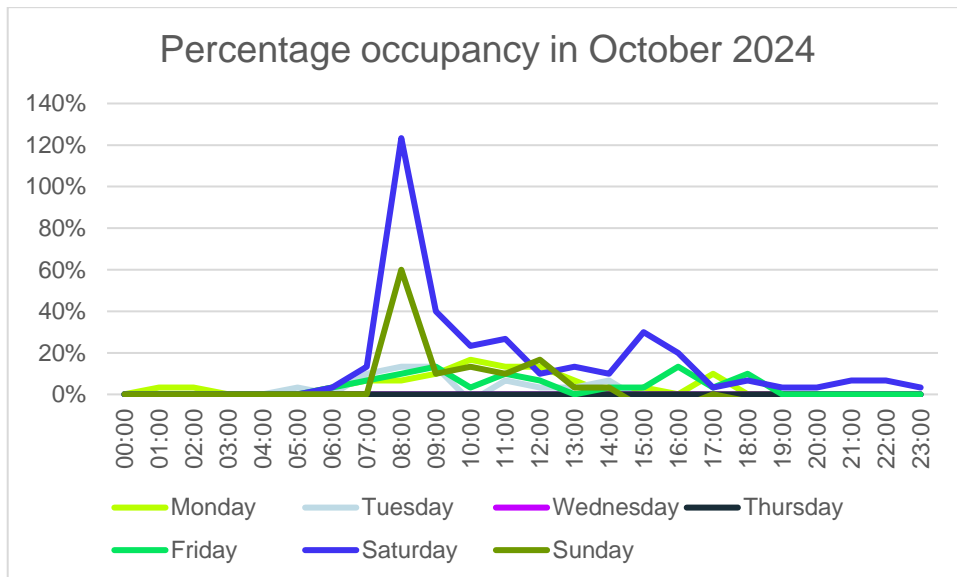
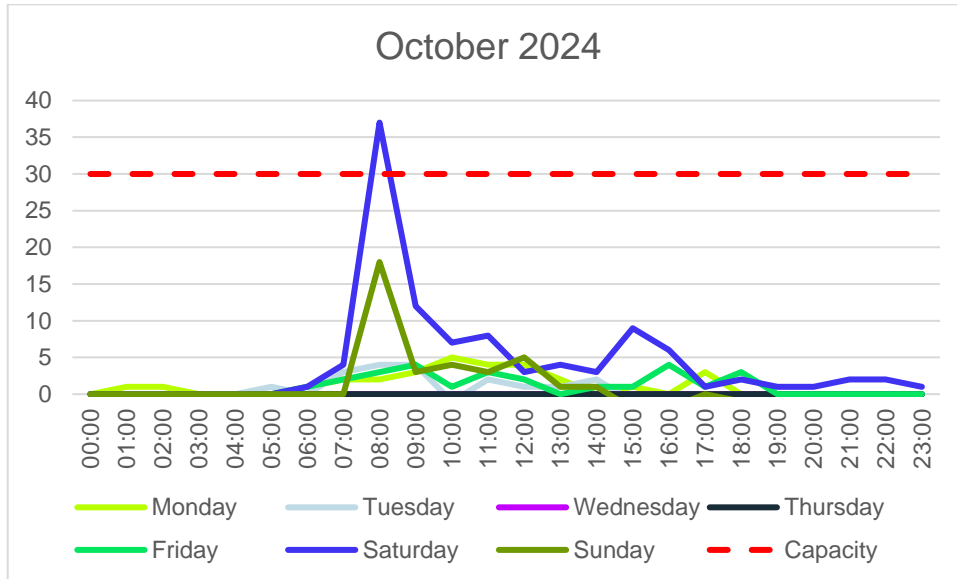
²⁷ 2024 data: incorrect survey site location

TECHNICAL NOTE

4.9.3 Country Park

No 2022 data for analysis

2024 Analysis

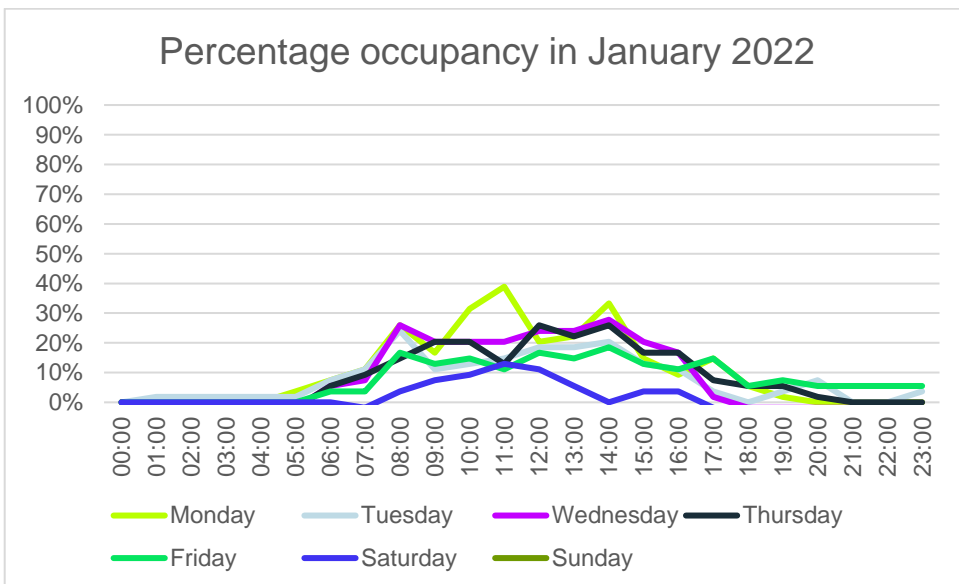
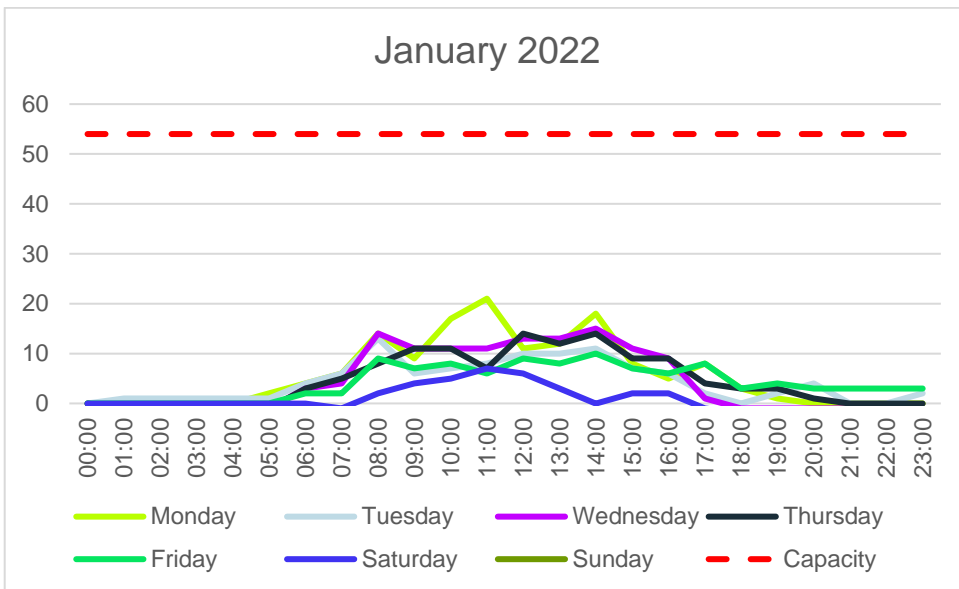


TECHNICAL NOTE

4.10 Raglan

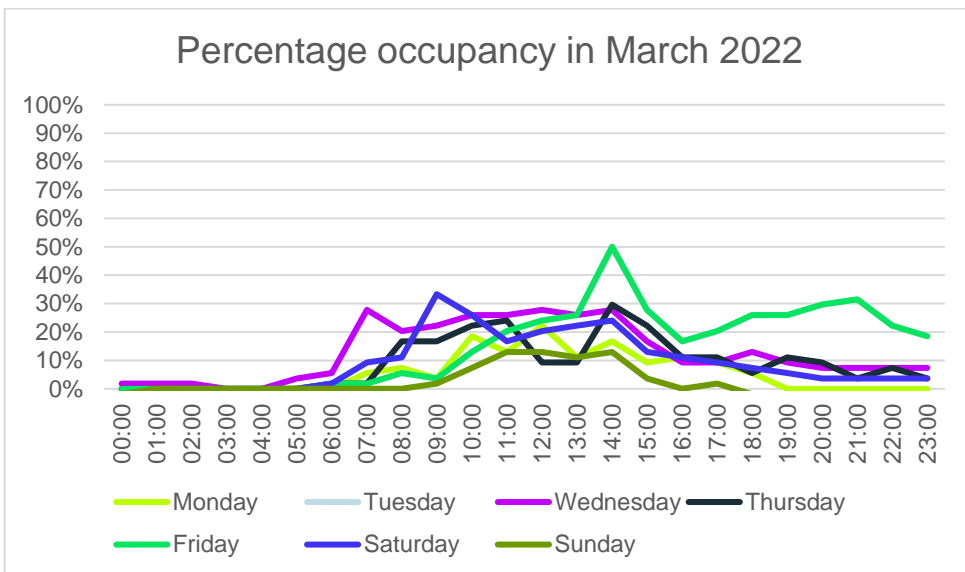
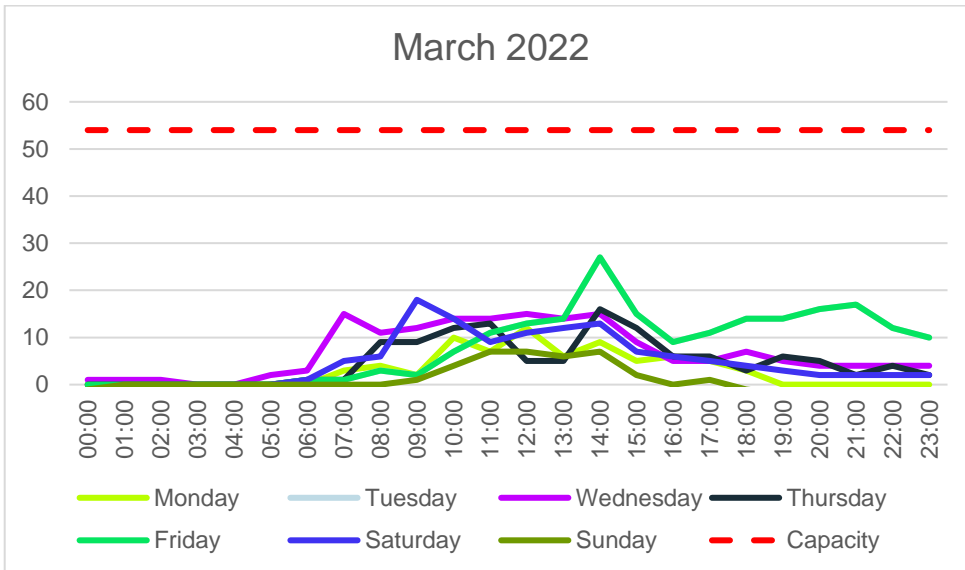
4.10.1 Chepstow Road

2022 Analysis²⁸

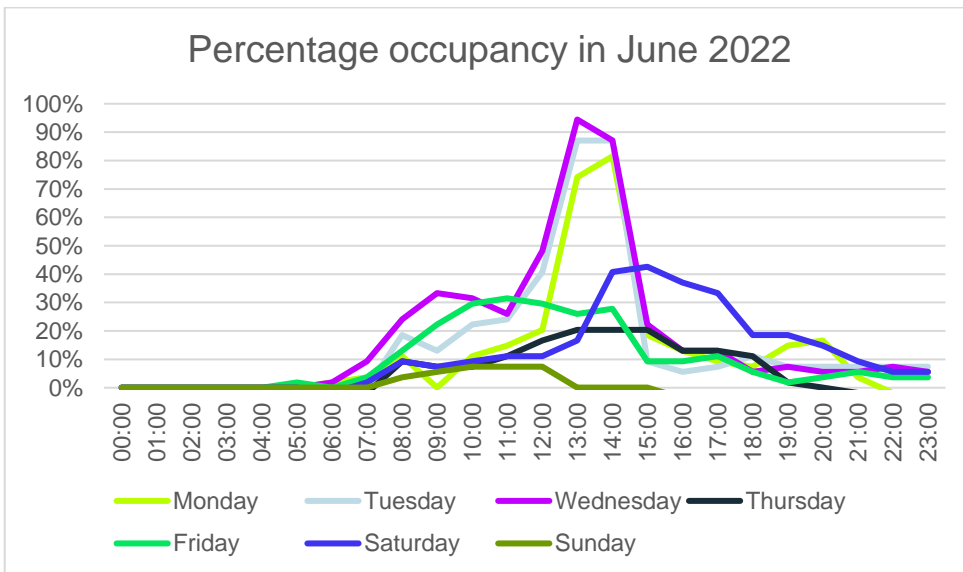
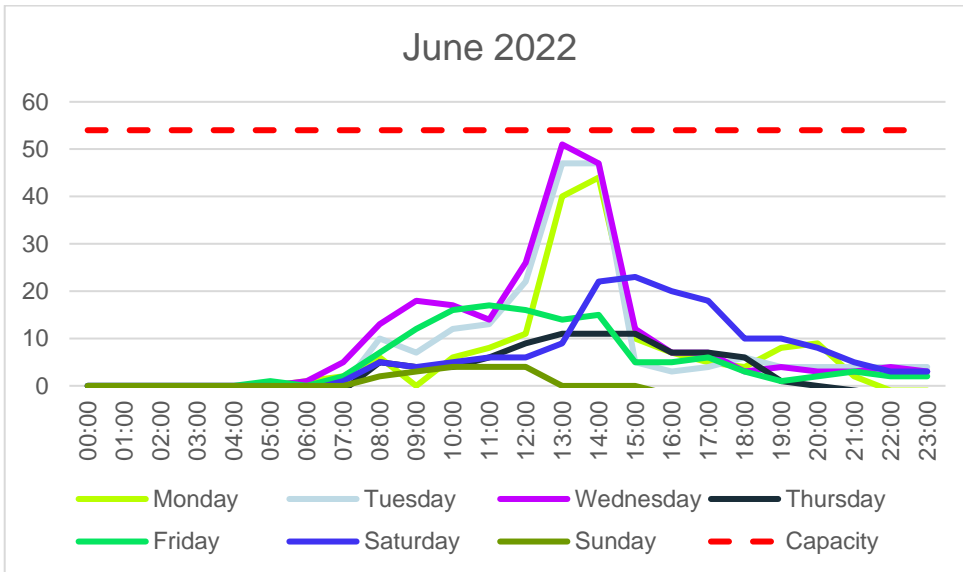


²⁸ Sunday data for 2022 was identified to be incorrect and has therefore been removed from the graph.

TECHNICAL NOTE

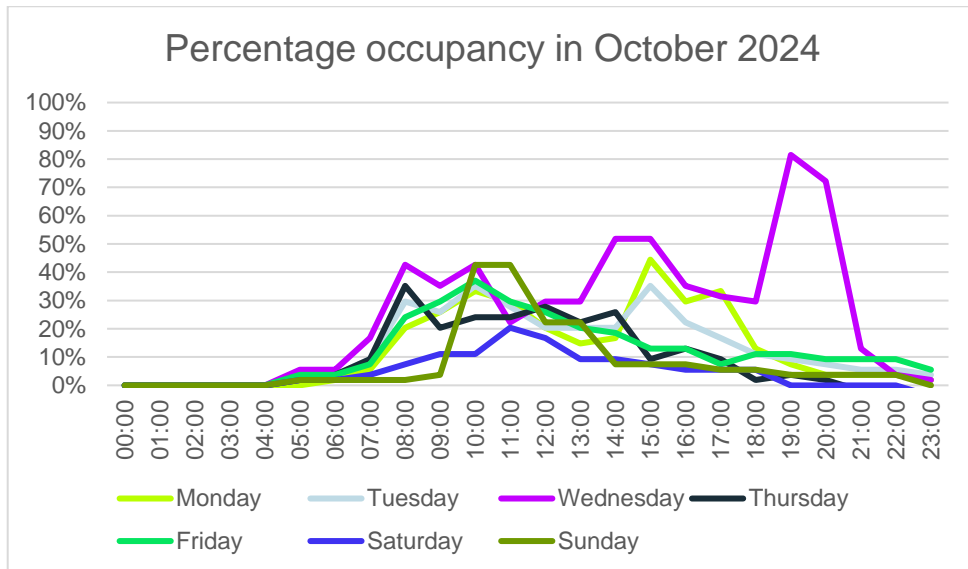
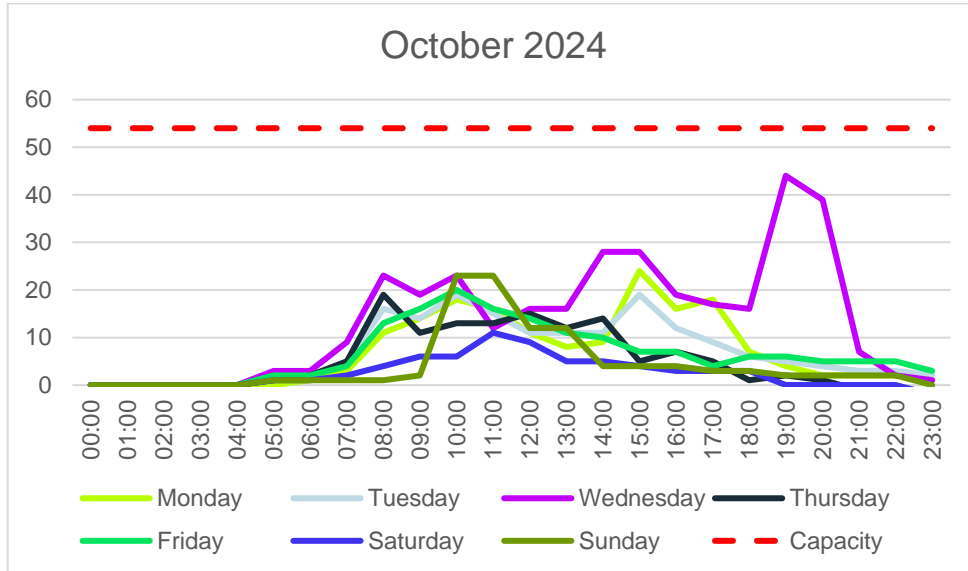


TECHNICAL NOTE



TECHNICAL NOTE

2024 Analysis



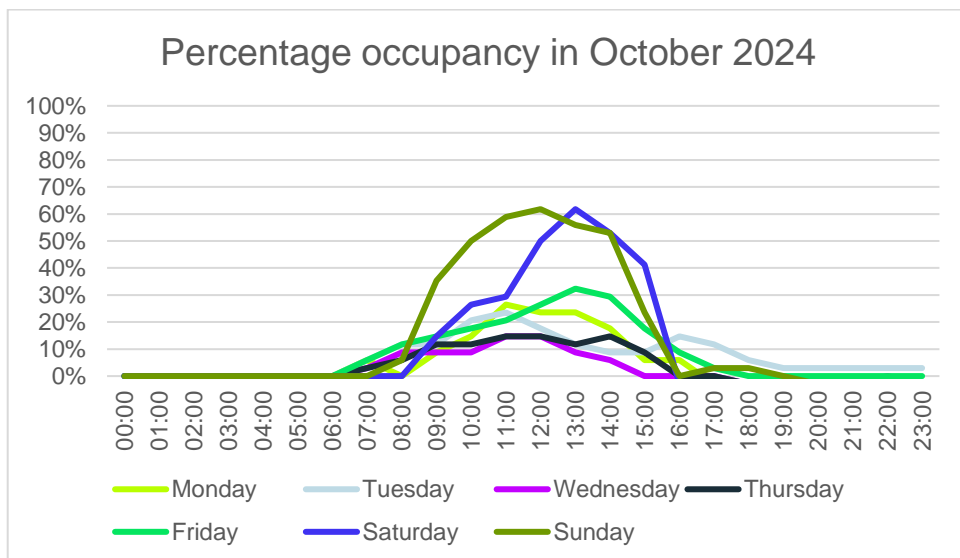
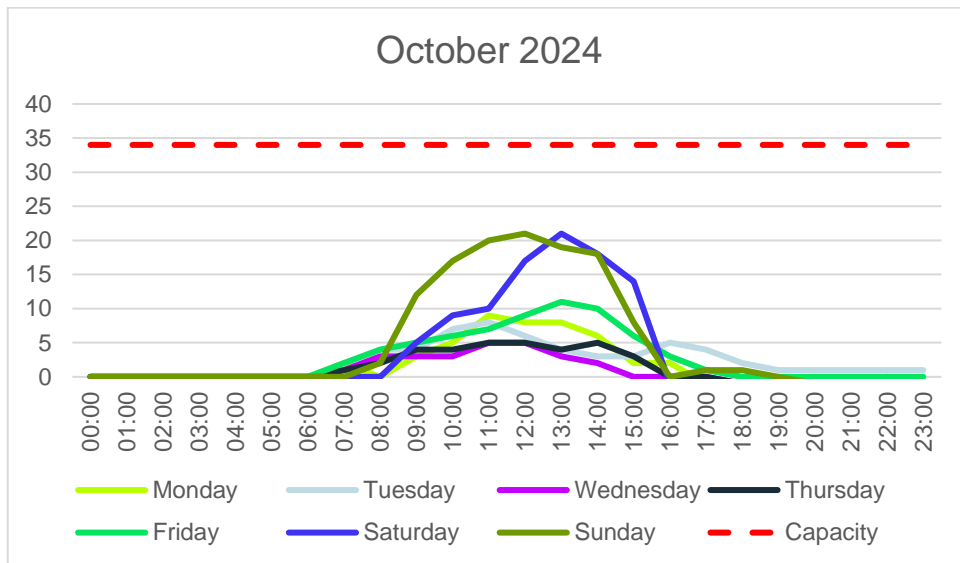
TECHNICAL NOTE

4.11 Tintern

4.11.1 Wireworks

No 2022 data for analysis

2024 Analysis

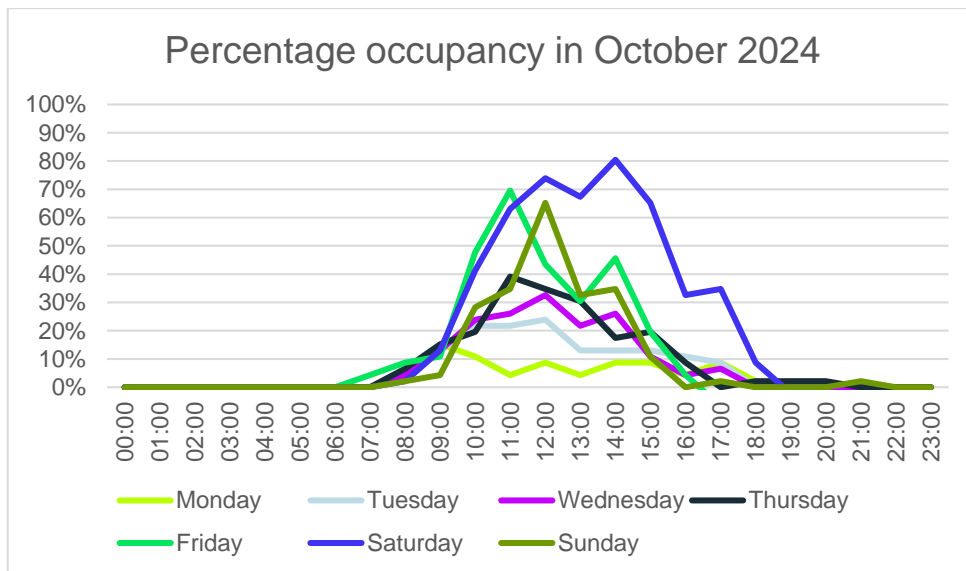
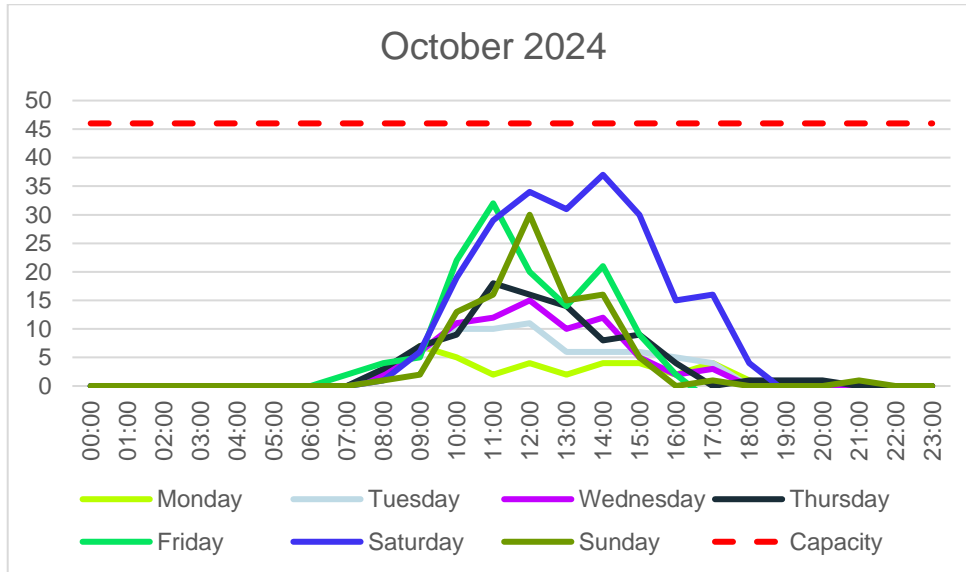


TECHNICAL NOTE

4.11.2 The Old Station²⁹

No 2022 data for analysis

2024 Analysis



²⁹ Overflow car park assumed to be open in 2024 surveys.

Appendix B. Estate Review and Asset Transfer



TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Estate Review and Asset Transfer	5230879	May 2025
AUTHOR	DISTRIBUTION	REPRESENTING
HH	Monmouthshire County Council	AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for client comment	HH	CLC	MS	CLC	December 2024
2.0	Final	HH	CLC	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council	
Project	Monmouthshire Car Park Review	Project No. 5230879
Client signature / date		

TECHNICAL NOTE

1. Introduction

This Technical Note provides information on Monmouthshire County Council's (MCC) parking estate (council-owned and managed car parks) and presents a summary of data analysis covering transactions and occupancy. Based on this analysis, options for potential asset transfer are then examined. For the full data analysis of all the available car parking data please refer to the Data Analysis Technical Note which covers ticket sales and occupancy information.

2. Analysis

Table 2-1 summarises background information and data analysis of MCC's parking estate, detailing the average peak occupancy of car parks in 2022 and 2024, together with transaction analysis, which shows the total number of ticket sales and revenue generated for payable car parks over a 10-month period. The table also provides information on the high and low months for total revenue from ticket sales from February to October 2024. The data for November is partial as it was received before the end of that month.

Methodology

To determine the average peak occupancy, four one-week periods of data for January, March and June 2022, and either September or October 2024¹ were analysed to identify the percentage occupancy of each car park throughout each day of the week:

$$\% \text{ occupancy} = \frac{\text{Number of vehicles in car park}}{\text{Total number of spaces}^2}$$

A peak occupancy figure for each weekday as well as Saturday, for each month and year, were then summed and divided to give an average peak. For the 2024 analysis, each car park had only one week of data. If data for a specific period, for example a Saturday in March 2022, was missing, the calculation was adjusted by summing the available figures and dividing by the number of available data points.

The transaction analysis details the total ticket sales made at physical ticket machines, as well as PayByPhone, from February to November 2024. The total revenue was determined by multiplying the number of ticket sales, by type, for each month, with the cost of the ticket. A high and low month, in relation to revenue, has been identified and covers February to October 2024.

¹ Data for Caldicot Castle and Country Park covered November/December in 2024

² Including disabled, EV and parent and Child spaces

TECHNICAL NOTE

Table 2-1 - Data Analysis Summary

Place	Name	Type	Total Spaces	Occupancy Analysis		Transaction Analysis (Feb to Nov 2024)							
				Average Peak Occupancy		Total Revenue	Total Ticket Sales	High Month (revenue) ³			Low Month (revenue)		
				2022	2024			Month	Total Revenue	Total Ticket Sales	Month	Total Revenue	Total Ticket Sales
Abergavenny	Brewery Yard	Short Stay Pay and Display	91	63%	78%	£37,133	17841	May	£4,405	2086	Sep	£3,148	1497
	Bus Station	Long Stay Pay and Display	160	89%	100%	£146,929	58903	Aug	£18,717	7518	Feb	£12,154	5095
	Byefield Lane	Other - Pay and Display on Tuesday	297	113%	107%	£27,227	4834	Aug	£4,321	740	Feb	£1,876	372
	Castle Street	Long Stay Pay and Display	226	98%	89%	£230,770	97267	Aug	£28,120	11570	Feb	£19,738	9055
	Fairfield	Long Stay Pay and Display	482	63%	63%	£252,621	108468	Aug	£33,272	14048	Feb	£20,150	9464
	Tiverton Place	Short Stay Pay and Display	65	90%	102%	£46,924	23671	May	£5,588	2734	Sep	£4,186	2108
	Trinity Terrace	Short Stay Pay and Display	38	75%	64%	£39,212	19378	Oct	£4,487	2141	June	£3,738	1812
	Tudor Street	Long Stay Pay and Display	22	-	78%	£30,518	13305	Apr	£3,623	1526	Feb	£2,753	1308
	Abergavenny Leisure Centre	Leisure Centre	48 ⁴	-	-								
Caldicot	Jubilee Way	Free	57	89%	-								
	Woodstock Way	Free	118	17%	38%								
	Caldicot Leisure Centre	Leisure Centre	70	-	109%								
	Caldicot Castle (Small car park off Church Road)	Visitor attraction	18	-	-								
	Caldicot Castle (Main car park)	Visitor attraction	65	-	81%								
Chepstow	Castle Dell	Long Stay Pay and Display	101	44%	43%	£77,832	32962	Aug	£13,027	5306	Feb	£5,476	2584
	Drill Hall	Other - Long Stay Pay and Display	83	36%	18%	£26,240	14909	Aug	£3,612	2051	Feb	£1,972	1190
	Nelson Street	Short Stay Pay and Display	92	72%	74%	£137,912	70105	Aug	£16,577	8173	Sep	£13,022	6664
	Station Road	Free	43	47%	59%								
	Welsh Street	Long Stay Pay and Display	226	61%	73%	£238,954	99010	Jul	£27,171	10750	May	£22,866	9445
	The Station Car Park	Free	55	83%	78%								
	Chepstow Leisure Centre	Leisure Centre		-	77%								

³ High/Low month based off February to October data, as data was received on 27th November 2024.

⁴ Uncertainty around total number of spaces at time of survey

TECHNICAL NOTE

Monmouth	Chippenham	Long Stay Pay and Display	35	113%	126%	£40,713	16154	Aug	£4,738	1814	Sep	£3,923	1410
	Cornwall House ⁵	Long Stay Pay and Display	46	39%	53%	£17,946	8522	Oct	£2,743	1234	Aug	£3	146
	Glendower Street	Short Stay Pay and Display	134	60%	43%	£117,584	57209	May	£14,047	6736	June	£10,838	5246
	Monnow Street	Long Stay Pay and Display	41	59%	41%	£14,556	5666	Aug	£2,025	771	May	£1,040	377
	Cattle Market	Long Stay Pay and Display	188	77%	86%	£197,079	84772	Aug	£25,400	10783	Feb	£17,249	7952
	Cinderhill Street	Free	41	44%	57%								
	Old Dixton Road	Free	32	65%	47%								
	Rockfield Road	Free	109	72%	80%								
	Rowing Club	Free	20	-	230%								
	Sports Ground	Season Permit Only	9	-	-								
	Wyebridge Street ⁶	Long Stay Pay and Display	33	-	39%	£8,677	3277	Apr	£1,679	616	Aug	£24.80	74
	Monmouth Leisure Centre	Leisure Centre	76	-	112%								
Usk	Maryport Street North	Free	153	97%	91%								
	Maryport Street South	Free	86	70%	74%								
	Twyn Square	Free	15	-	47%								
Gilwern	Main Road	Free	24	-	32%								
Goytre	Goytre Village	Free	22	-	36%								
Magor	Magor Square	Free	34	77%	85%								
	Sycamore Terrace	Free	32	-	71%								
	Withy Close	Free	26	-	58%								
Rogiet	Playing Fields	Other - Long Stay Pay and Display	70	-	53%	£16,542	7969	Oct	£1,980	947	Jul	£1,263	618
	Severn Tunnel Junction	Other - Long Stay Pay and Display	144	-	-	£600	183	Oct	£116	34	Feb	£15	5
	Country Park	Other - Long Stay Pay and Display	30	-	-	£371	11528	Apr	£66	1362	Feb	£10	1410
Raglan	Chepstow Road	Long Stay Pay and Display	54	52%	51%								
Tintern	Wireworks	Visitor attraction	34	-	47%								
	Old Station (including overflow)	Visitor attraction	46	-	75%								

⁵ Noted that Cornwall House offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

⁶ Noted that Wyebridge Street offered free parking over July/August to assist with school pupils attending exams and offset the disruption caused by Welsh Water works in Monmouth Town

TECHNICAL NOTE

3. Asset Transfer

3.1 Underutilised Car Parks

In order of lowest to highest (for 2024 data), this section presents car parks with an average peak occupancy of under 40%. These are car parks which could potentially be explored to be repurposed. It is worth noting that some of these car parks only have one year of occupancy data available and thus would require further analysis before any final decisions are made. Total ticket sales, and total revenue from ticket sales by month for pay and display car parks has also been presented.

Despite having an average peak occupancy of 35% in November/December 2024, Caldicot Castle and Country Park has not been presented here as an underutilised car park, due to the castle itself being closed during the survey period⁷. A survey conducted during the high season (summer holidays for example) would capture the true utilisation of the car park.

It should be noted that despite being presented within the list of underutilised car park, Main Road in Gilwern and Goytre Village in Goytre are the villages only car parks.

⁷ Open from 26th March to 3rd November in 2024 ([Caldicot Castle Pre-Visit Information.pdf](#))

TECHNICAL NOTE

3.1.1 Drill Hall, Chepstow

Average Peak Occupancy	2022:	36%
	2024:	18%
Total Number of Spaces:	83	
EV Charging:	Unavailable	
Type:	Long Stay Pay and Display	
	<ul style="list-style-type: none"> ▪ Mon-Sat - £2 all day charge ▪ Sun - First 2 hours free, £1.30 for remainder of day 	

Figure 3-1 - Drill Hall: Percentage Occupancy in January 2022

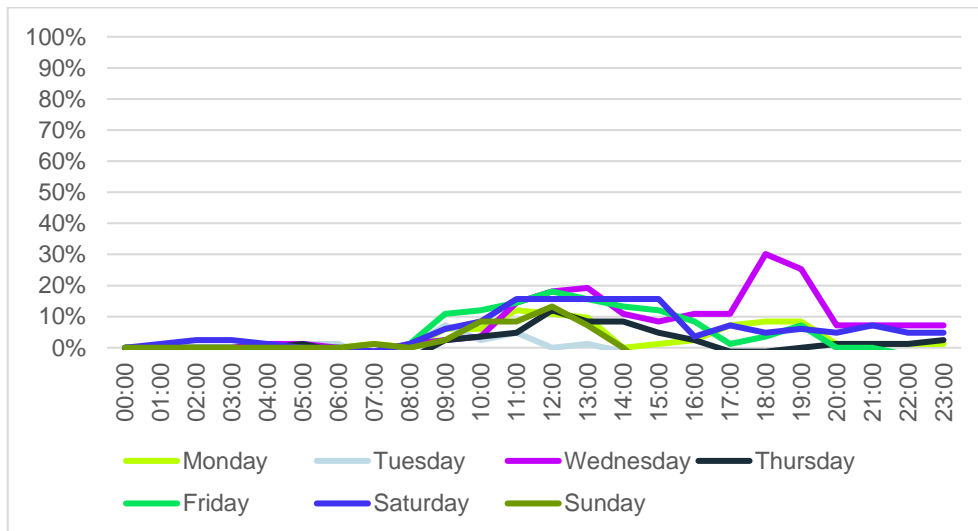
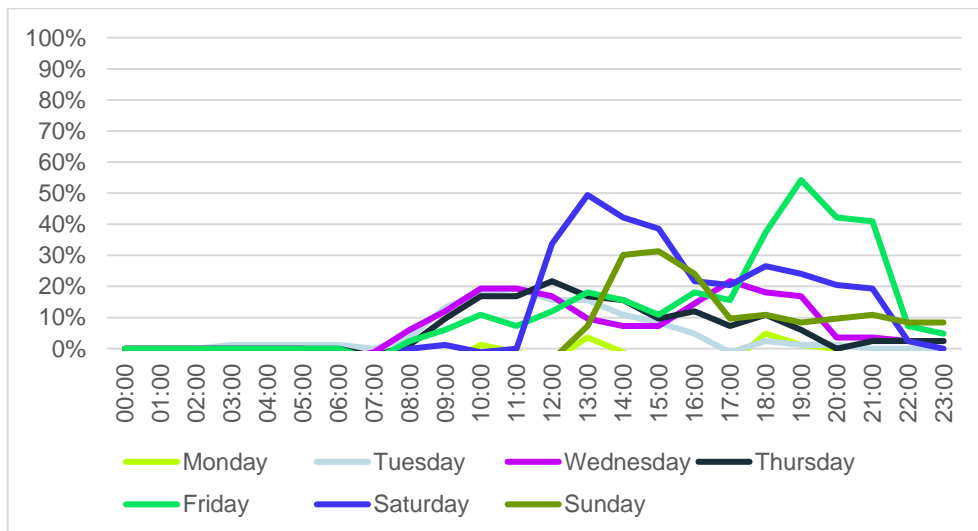


Figure 3-2 - Drill Hall: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-3 - Drill Hall: Percentage Occupancy in June 2022

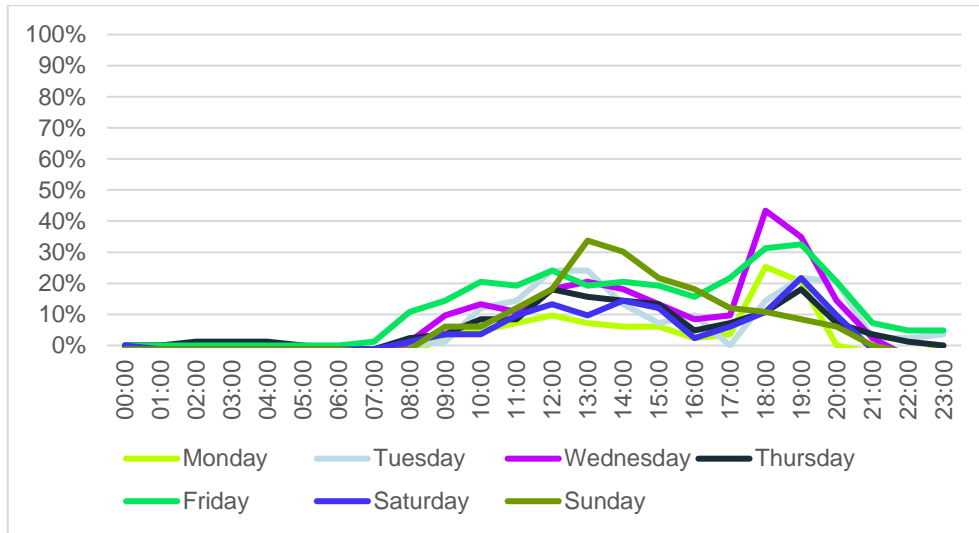
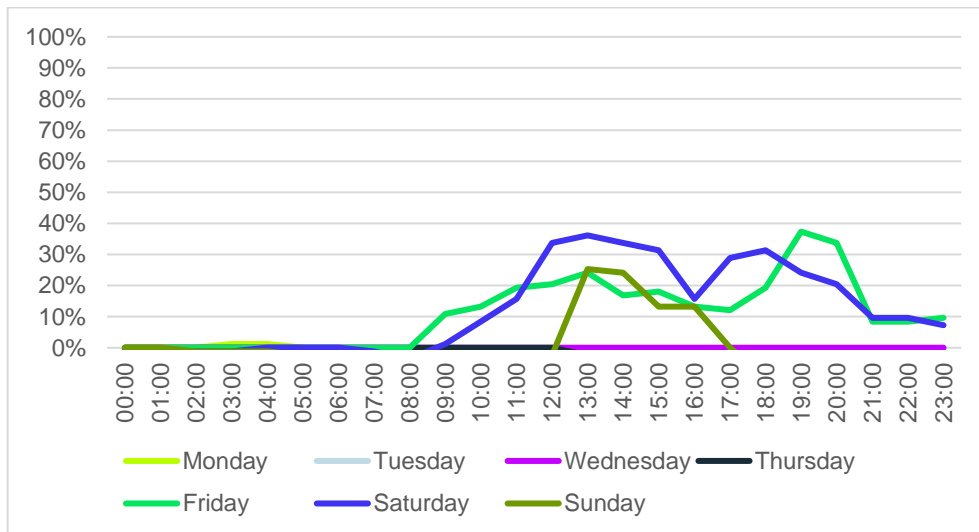


Figure 3-4 - Drill Hall: Percentage Occupancy in September 2024 (Monday, Tuesday, Wednesday and Thursday was missing or identified to be incorrect)



TECHNICAL NOTE

Figure 3-5 - Drill Hall: Total Ticket Sales 2024

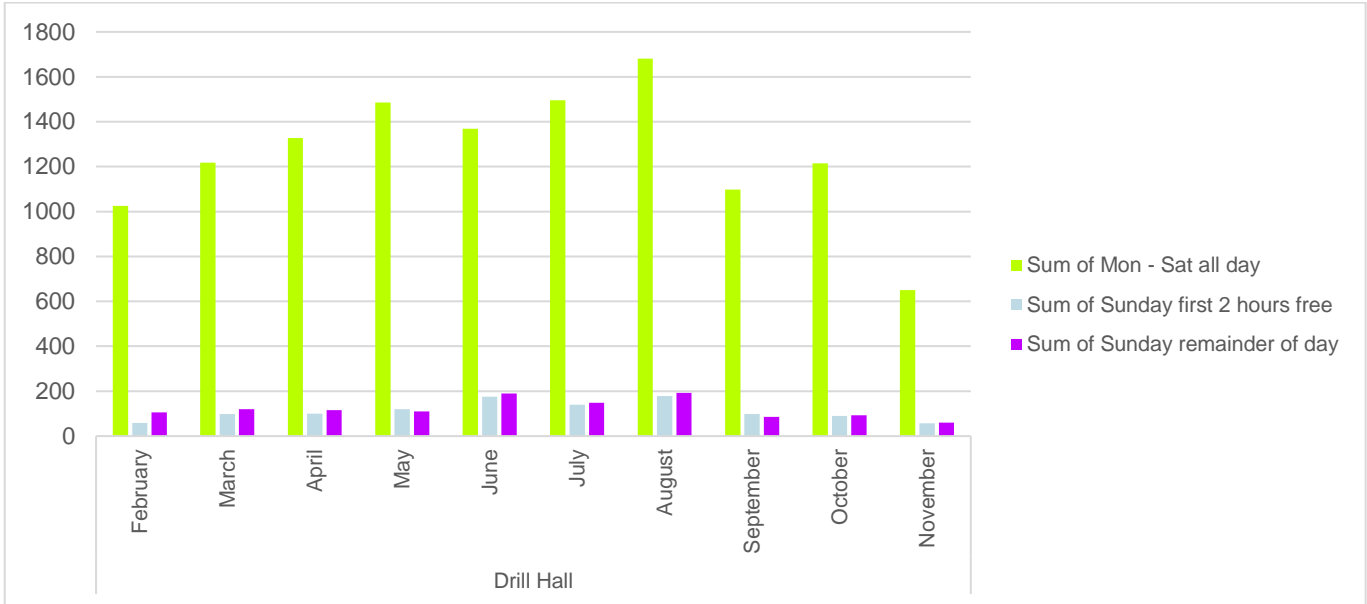
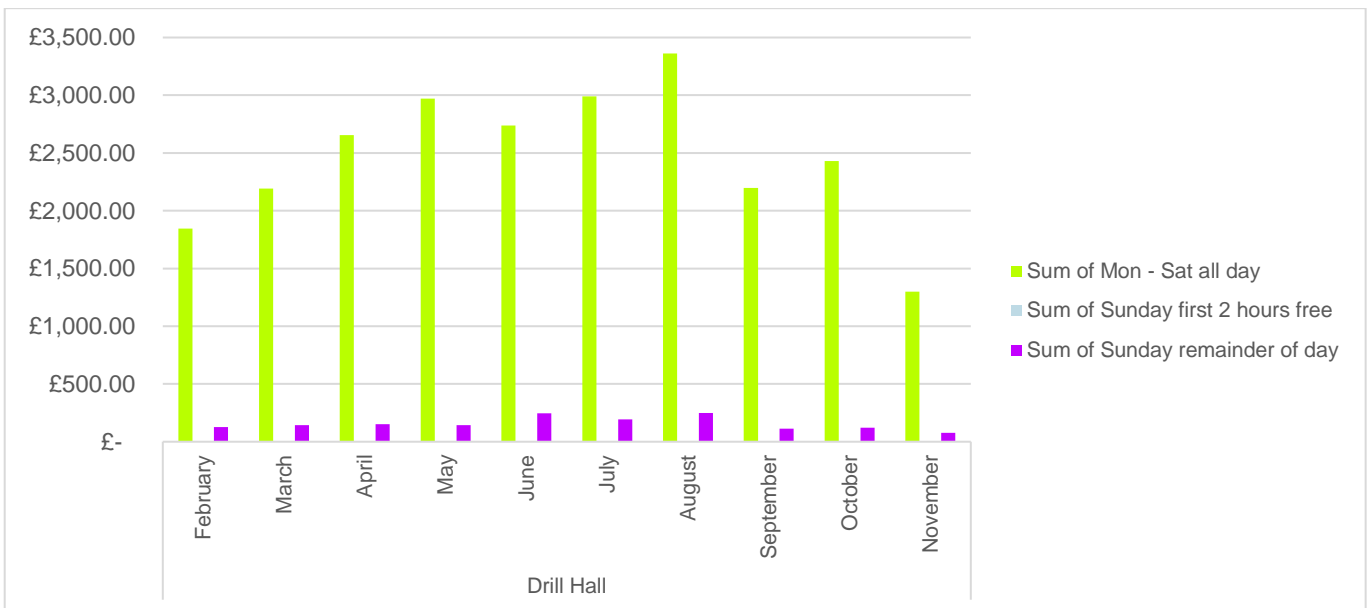


Figure 3-6 - Drill Hall: Total Revenue from Ticket Sales 2024



TECHNICAL NOTE

3.1.2 Main Road, Gilwern

Average Peak Occupancy	2022: Data identified as potentially incorrect, see Figure 3-7, Figure 3-8, Figure 3-9.
	2024: 32%
Total Number of Spaces:	24
EV Charging:	Available
Type:	Free

Figure 3-7 - Main Road: Percentage Occupancy in January 2022 (Sunday identified to be incorrect)

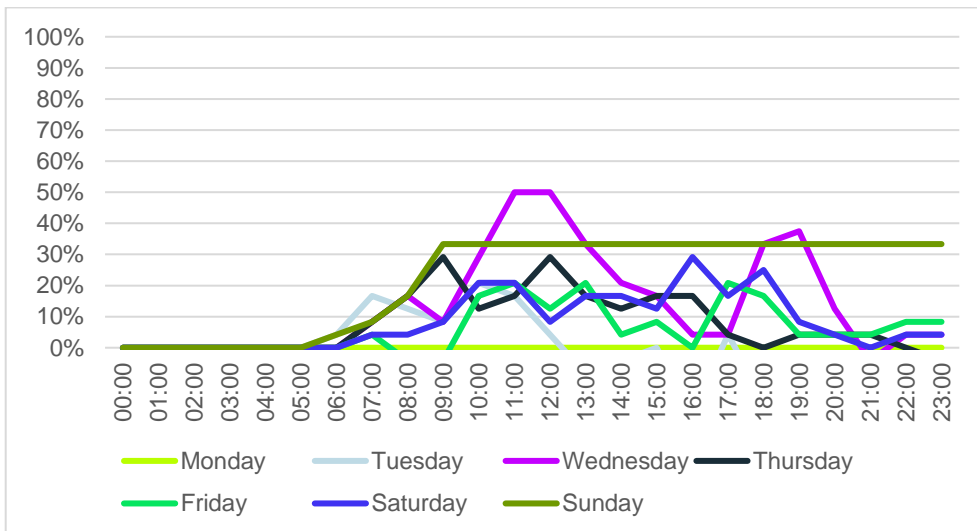
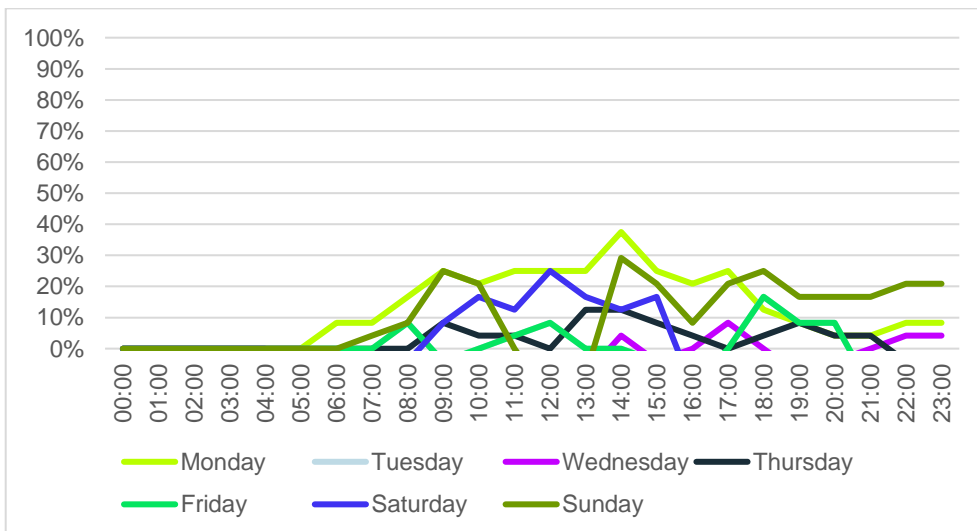


Figure 3-8 - Main Road: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-9 - Main Road: Percentage Occupancy in June 2022

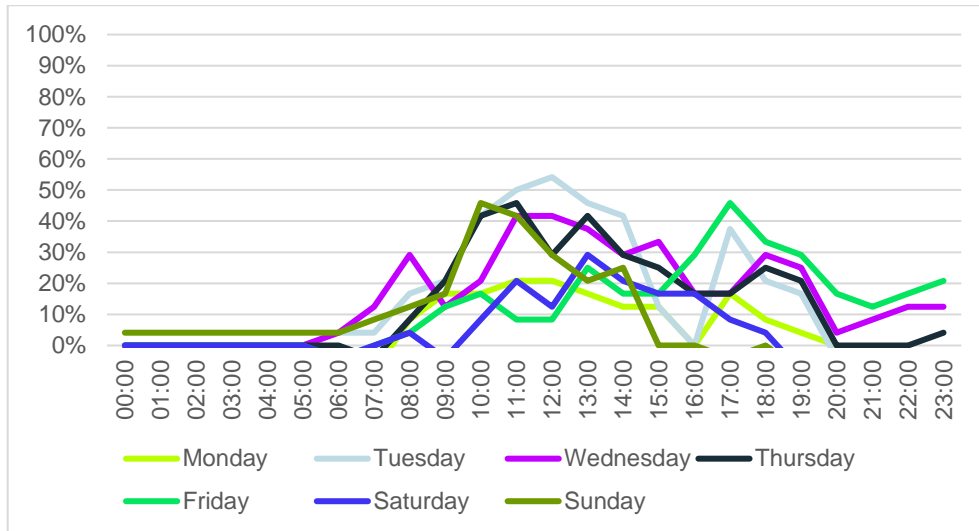
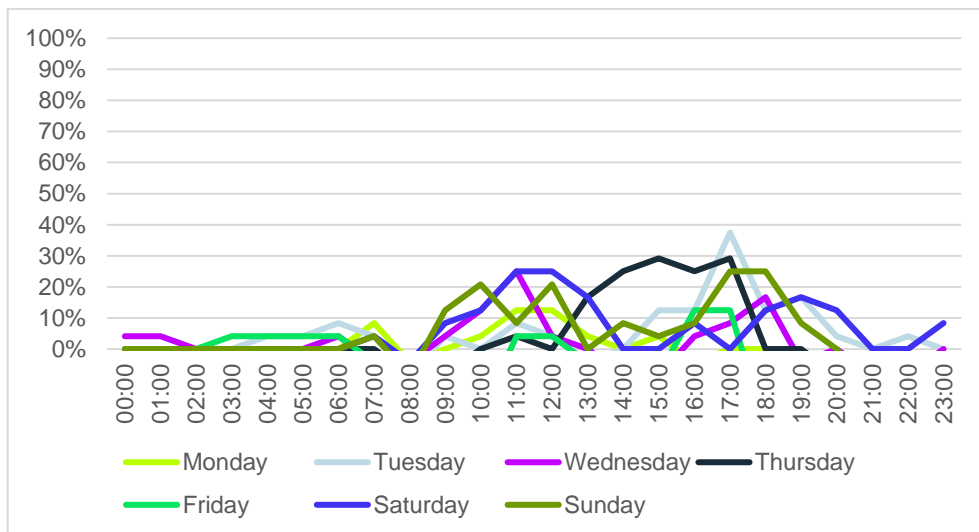


Figure 3-10 - Main Road: Percentage Occupancy in October 2024



TECHNICAL NOTE

3.1.3 Goytre Village, Goytre

Average Peak Occupancy	2022: Data identified as potentially incorrect, see Figure 3-11, Figure 3-12, Figure 3-13.
	2024: 36%
Total Number of Spaces:	22
EV Charging:	Available
Type:	Free

Figure 3-11 - Goytre Village: Percentage Occupancy in January 2022

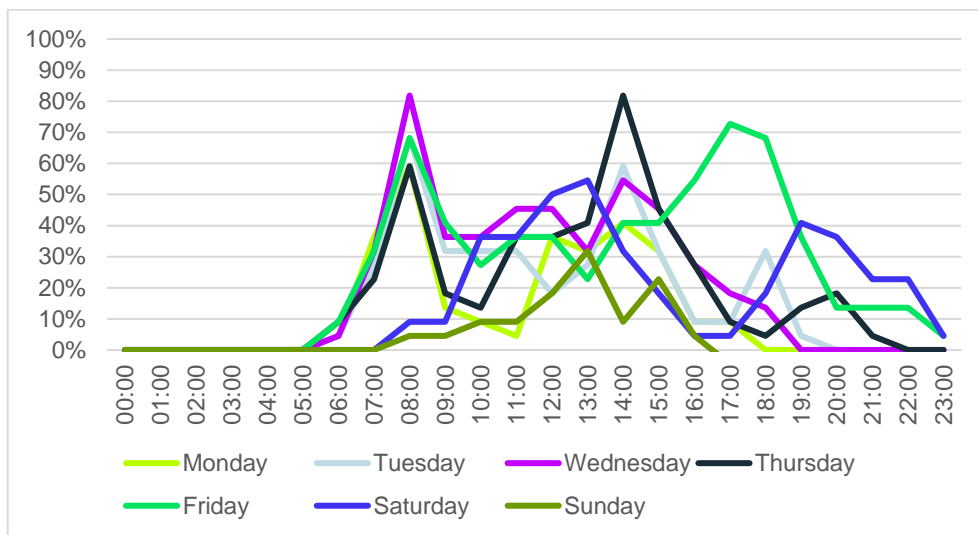
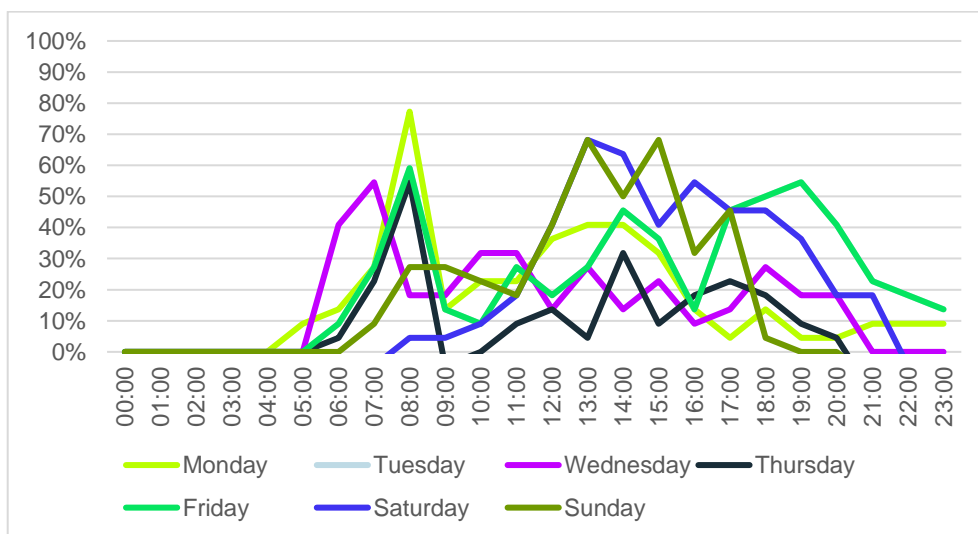


Figure 3-12 - Goytre Village: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-13 - Goytre Village: Percentage Occupancy in June 2022

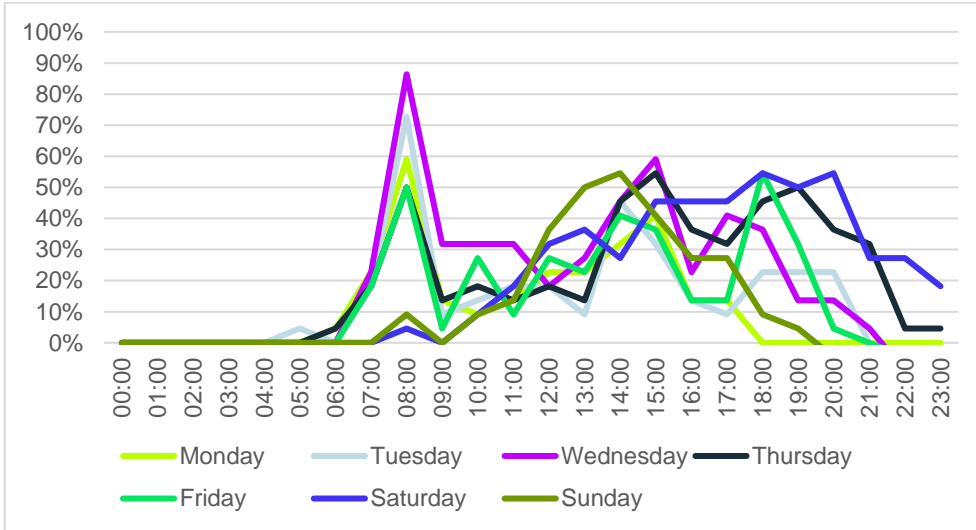
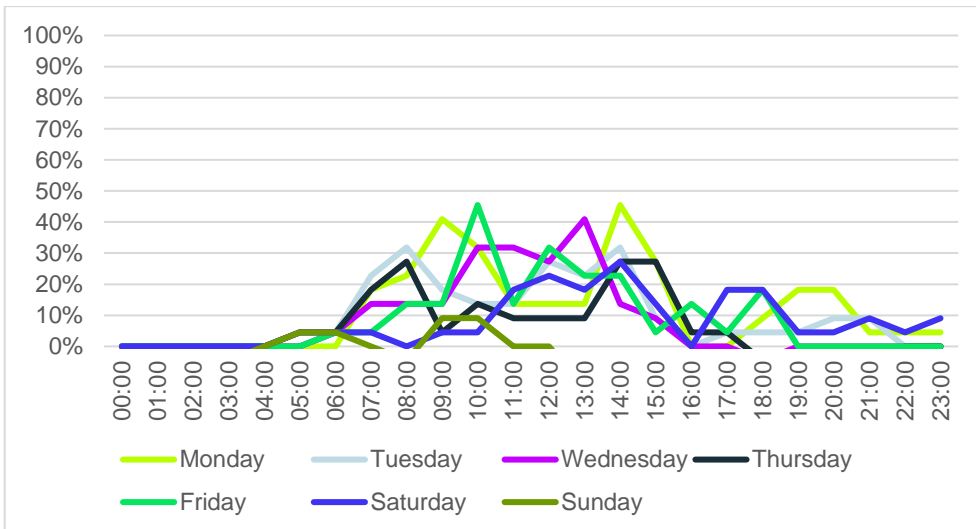


Figure 3-14 - Goytre Village: Percentage Occupancy in October 2024



TECHNICAL NOTE

3.1.4 Woodstock Way, Caldicot

Average Peak Occupancy	2022: 17%
	2024: 38%
Total Number of Spaces:	118
EV Charging:	Available
Type:	Free

Figure 3-15 - Woodstock Way: Percentage Occupancy in January 2022

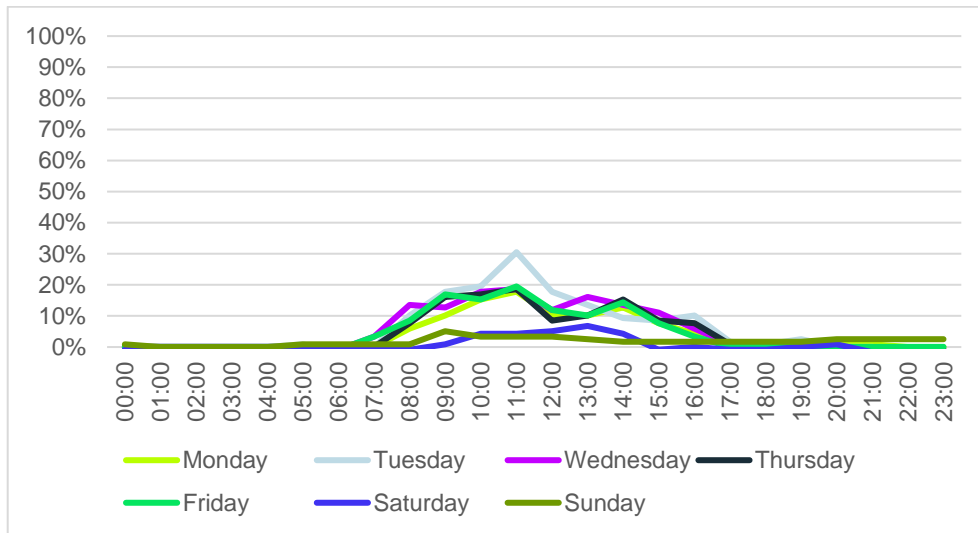
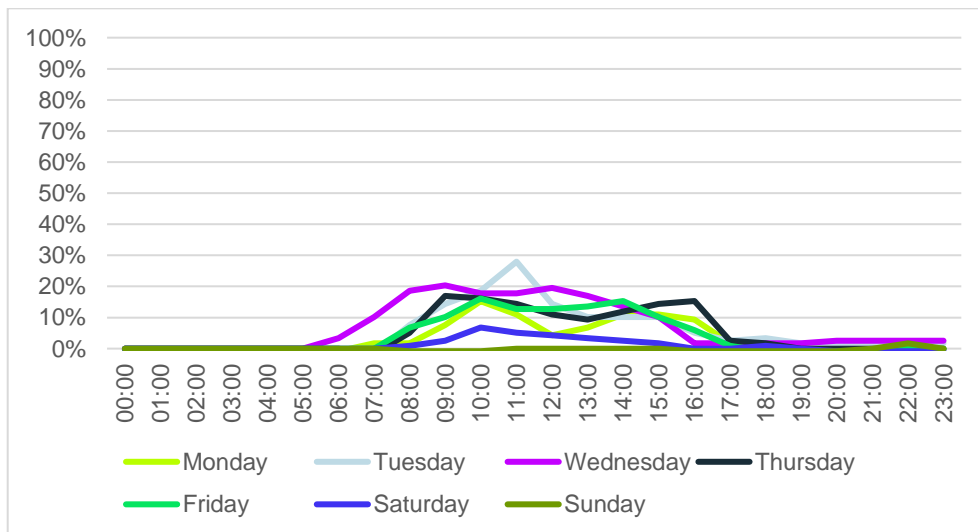


Figure 3-16 - Woodstock Way: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-17 - Woodstock Way: Percentage Occupancy in June 2022

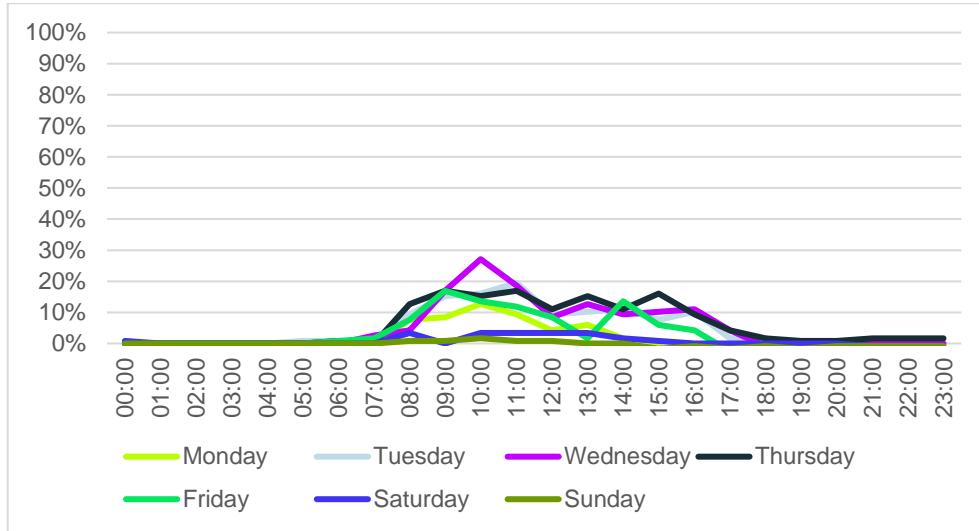
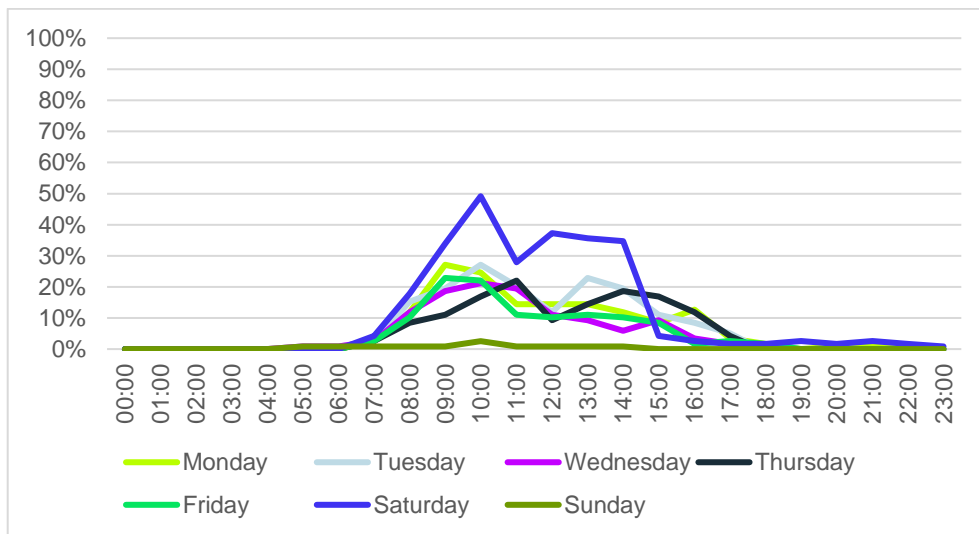


Figure 3-18 - Woodstock Way: Percentage Occupancy in October 2024

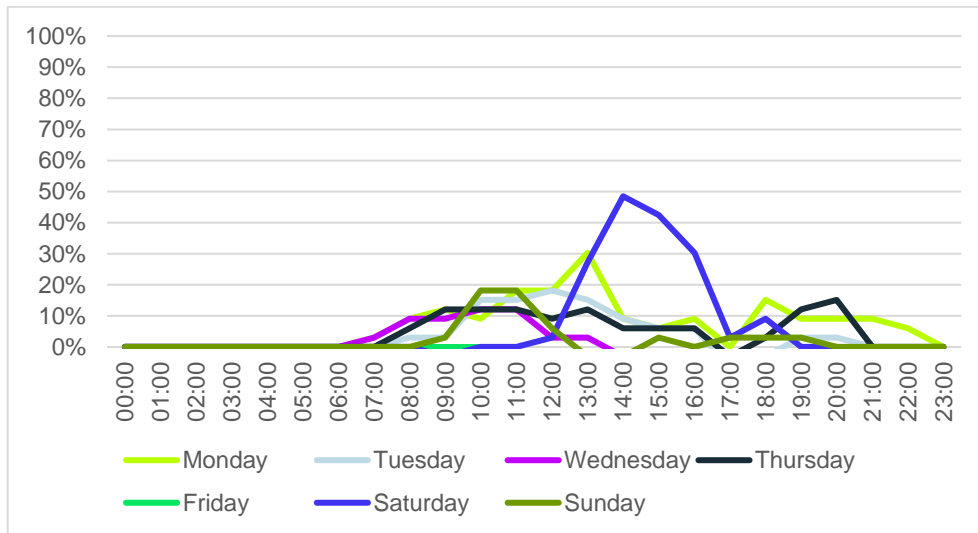


TECHNICAL NOTE

3.1.5 Wyebridge Street, Monmouth

Average Peak Occupancy	2022:	No data
	2024:	39%
Total Number of Spaces:	33	
EV Charging:	Unavailable	
Type:	Long Stay Pay and Display	

Figure 3-19 - Wyebridge Street: Percentage Occupancy in September 2024



TECHNICAL NOTE

Figure 3-20 - Wyebridge Street: Total Ticket Sales 2024

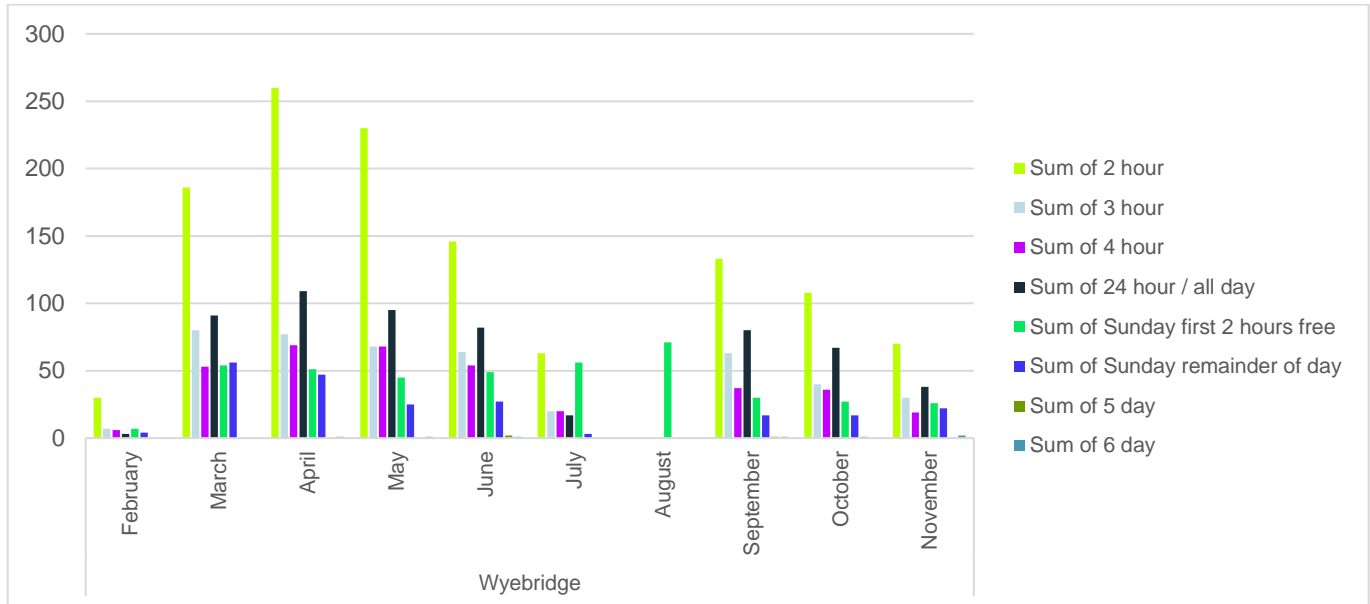
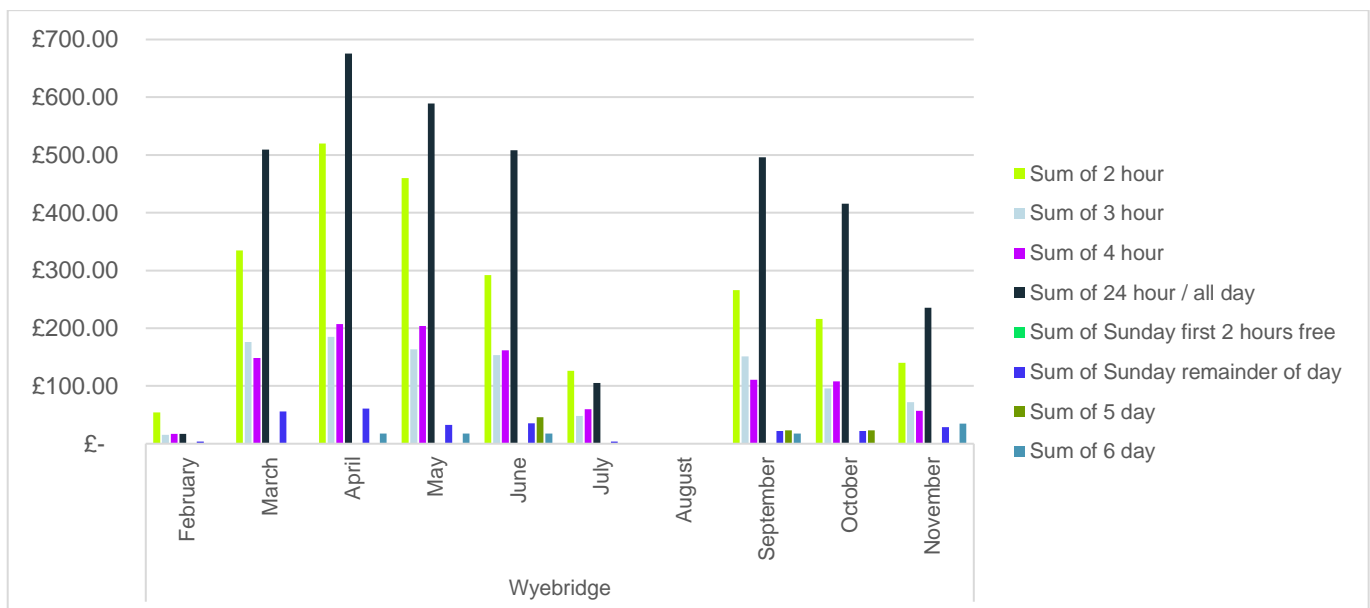


Figure 3-21 - Wyebridge Street: Total Revenue from Ticket Sales 2024



TECHNICAL NOTE

3.2 Over Utilised Car Parks

In order of highest to lowest (for 2024 data), this section presents car parks with an average peak occupancy of over 100%. These are car parks which could potentially be explored to be expanded, or signage to nearby car parks could be improved to provide better local parking management. It is worth noting that some of these car parks only have one year of occupancy data available, and there should be further analysis before any final decisions are made. It should also be noted that occupancy levels over 100% may sometimes reflect cars entering the car park and waiting for spaces to become available and/or parking outside of the formal marked bays. Total ticket sales and total revenue from ticket sales by month for pay and display car parks has also been presented.

The Rowing Club site in Monmouthshire has not been presented, despite an average occupancy rate of 230%. This occupancy rate, although indicating the car park is significantly over capacity, has been discussed with MCC officers and is linked to observations of regular parking outside of formal bays within the car park which enable parking for more cars than formally allowed.

TECHNICAL NOTE

3.2.1 Chippenham, Monmouth

Average Peak Occupancy	2022: 113%
	2024: 126%
Total Number of Spaces:	35
EV Charging:	Unavailable
Type:	Long Stay Pay and Display

Figure 3-22 - Chippenham: Percentage Occupancy in January 2022

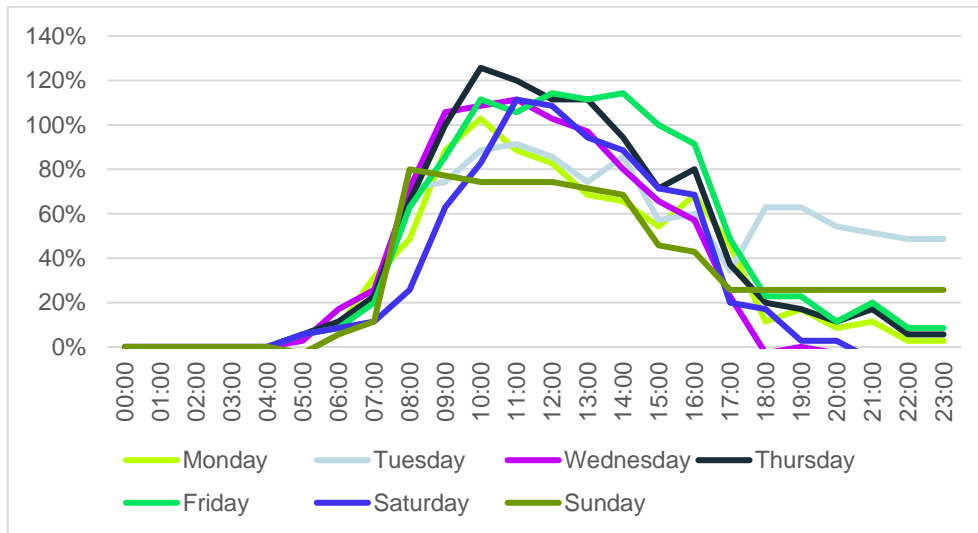
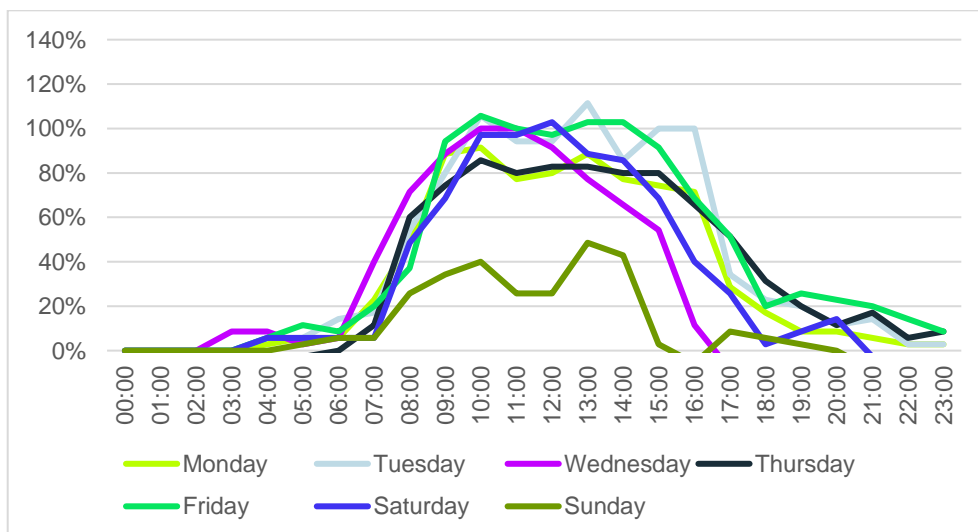


Figure 3-23 - Chippenham: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-24 - Chippenham: Percentage Occupancy in June 2022

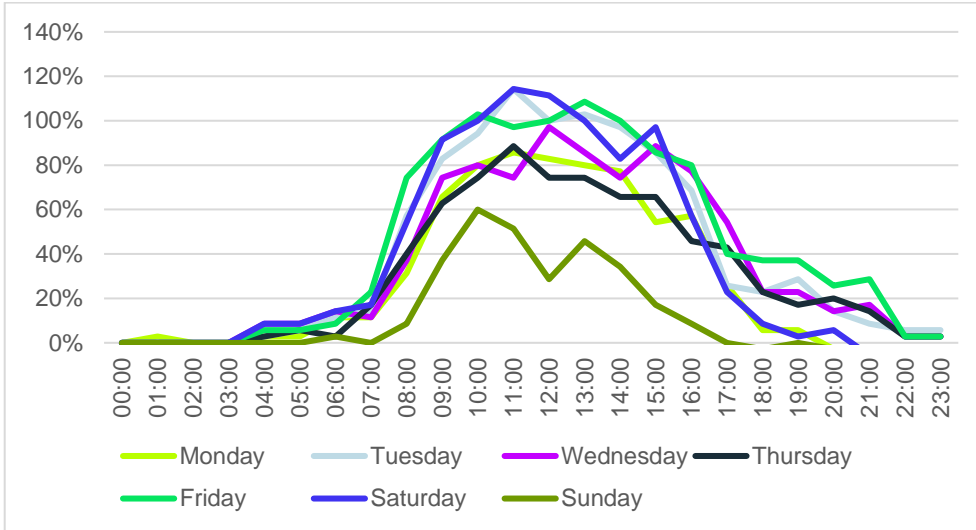
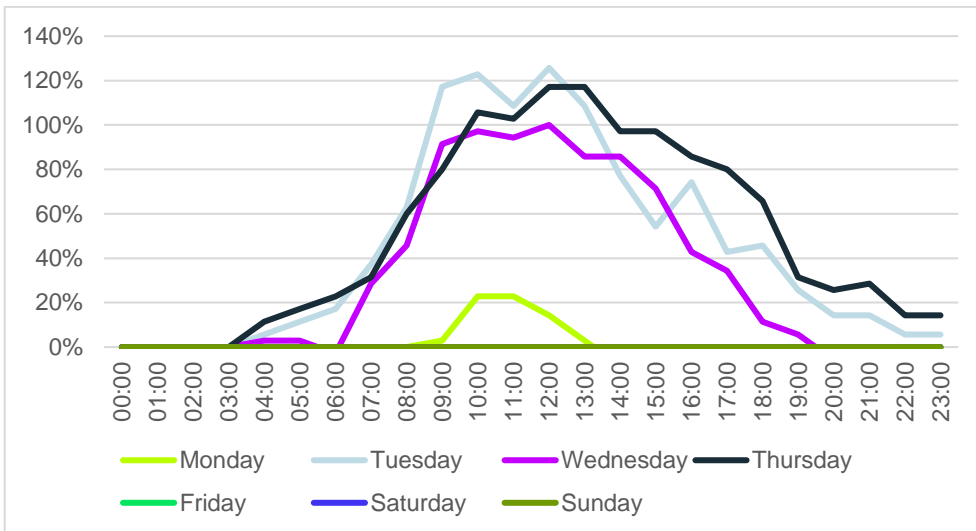


Figure 3-25 - Chippenham: Percentage Occupancy in September 2024 (Monday, Friday, Saturday and Sunday was missing or identified to be incorrect)



TECHNICAL NOTE

Figure 3-26 - Chippenham: Total Ticket Sales 2024

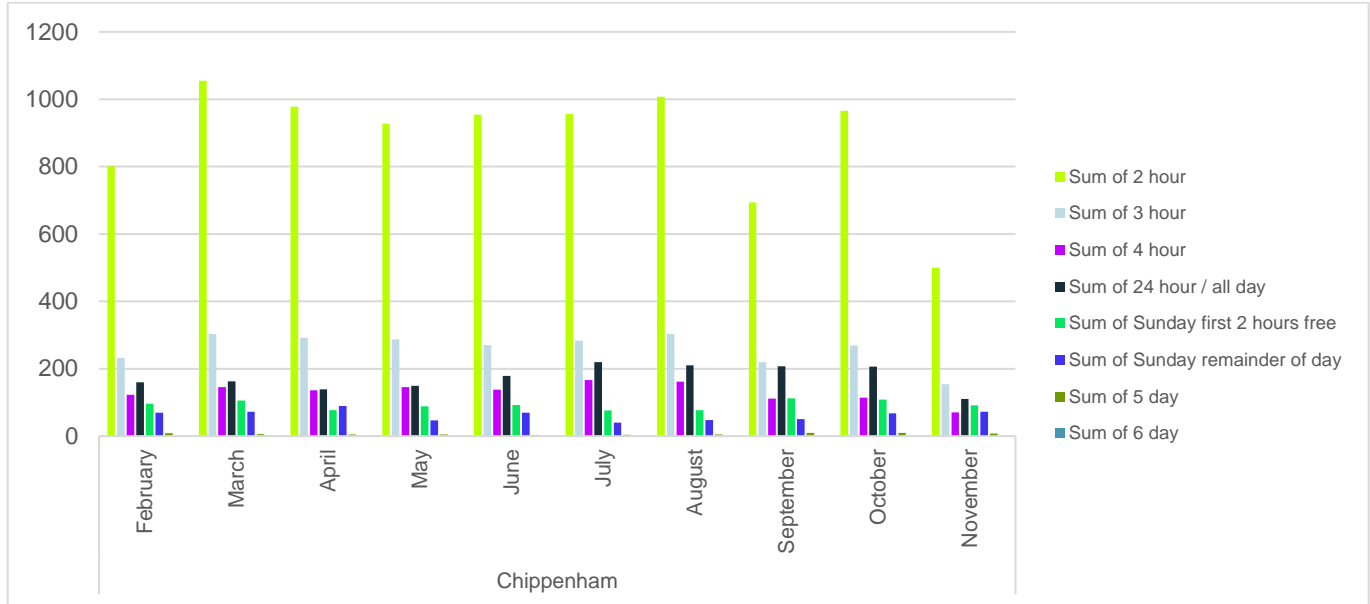
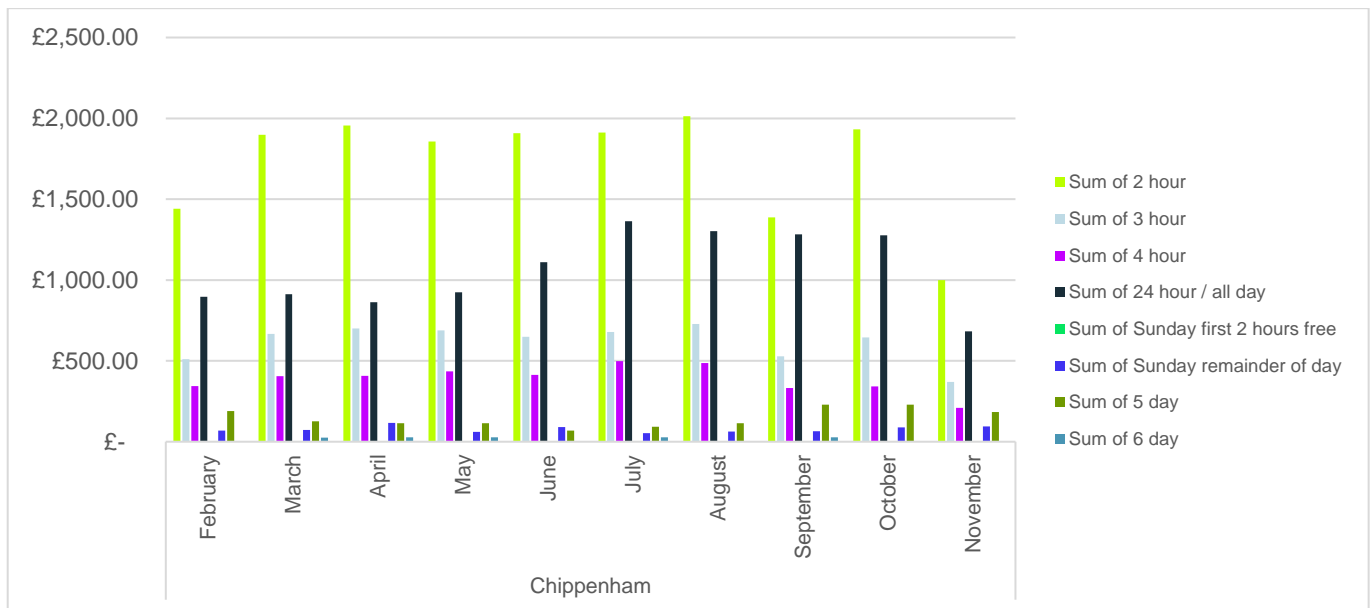


Figure 3-27 - Chippenham: Total Revenue from Ticket Sales 2024

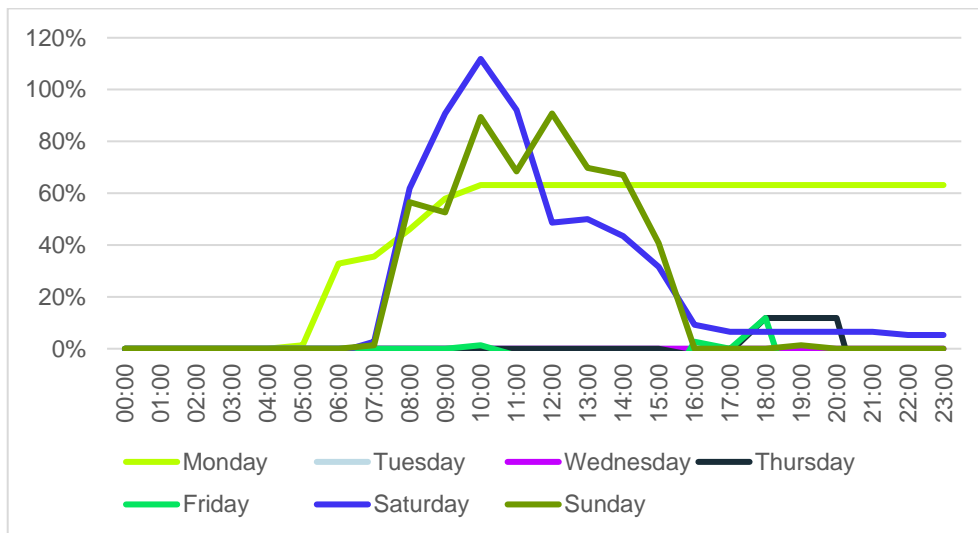


TECHNICAL NOTE

3.2.2 Monmouth Leisure Centre, Monmouth

Average Peak Occupancy	2022: No data
	2024: 112%
Total Number of Spaces:	76
EV Charging:	Unavailable
Type:	Leisure Centre

Figure 3-28 - Monmouth Leisure Centre: Percentage Occupancy in September 2024 (Monday, Tuesday, Wednesday Thursday and Friday was missing or identified to be incorrect)

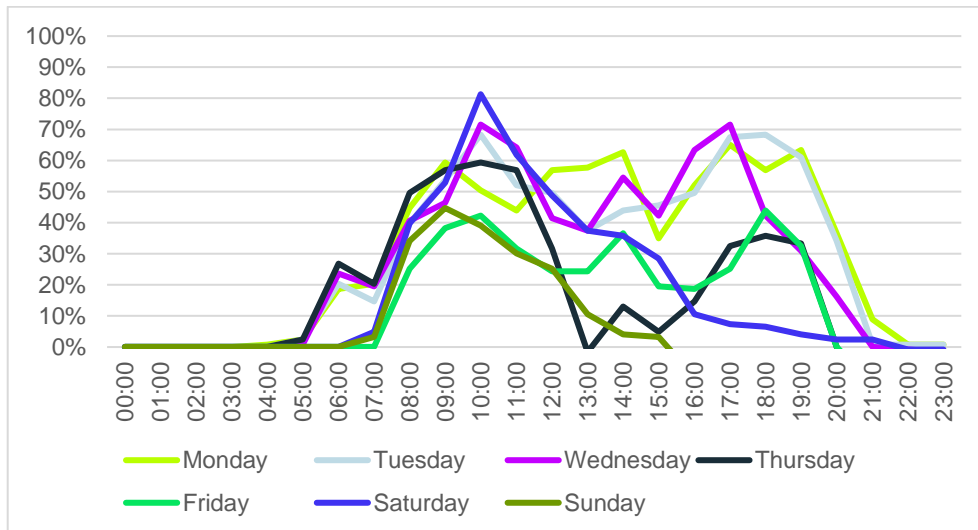


TECHNICAL NOTE

3.2.3 Caldicot Leisure Centre, Caldicot

Average Peak Occupancy	2022: No data
	2024: 109%
Total Number of Spaces:	70
EV Charging:	Unavailable
Type:	Leisure Centre

Figure 3-29 - Caldicot Leisure Centre: Percentage Occupancy in September 2024



TECHNICAL NOTE

3.2.4 Byefield Lane, Abergavenny

Average Peak Occupancy	2022:	113%
	2024:	107%
Total Number of Spaces:	297	
EV Charging:	Available	
Type:	Free / Pay and Display on Tuesday	
	<ul style="list-style-type: none"> Tues - £6.20 all day charge 	

Figure 3-30 - Byefield Lane: Percentage Occupancy in January 2022

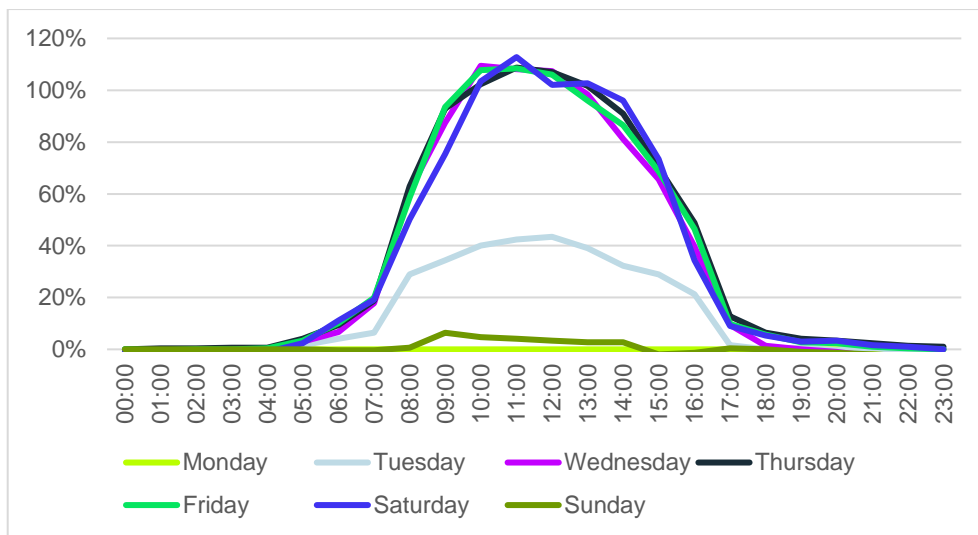
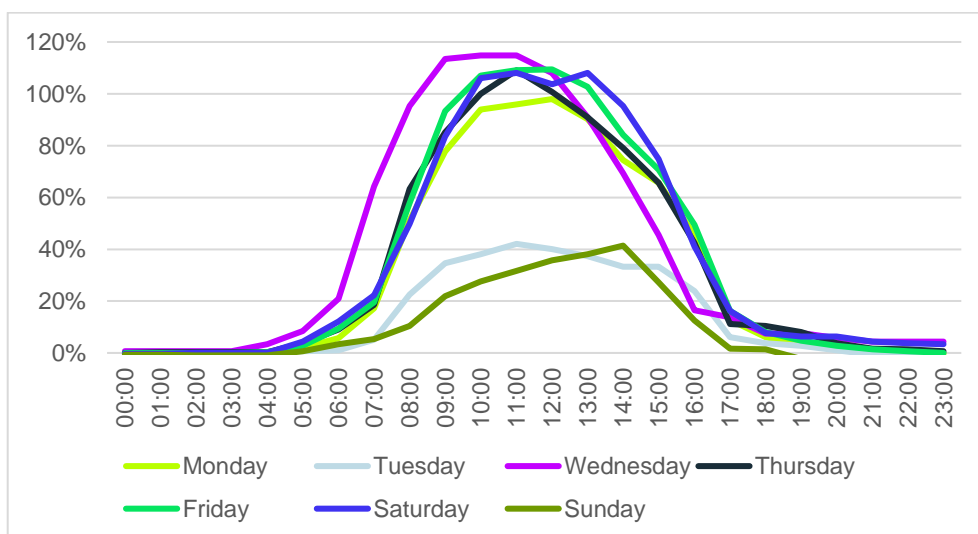


Figure 3-31 - Byefield Lane: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-32 - Byfield Lane: Percentage Occupancy in June 2022

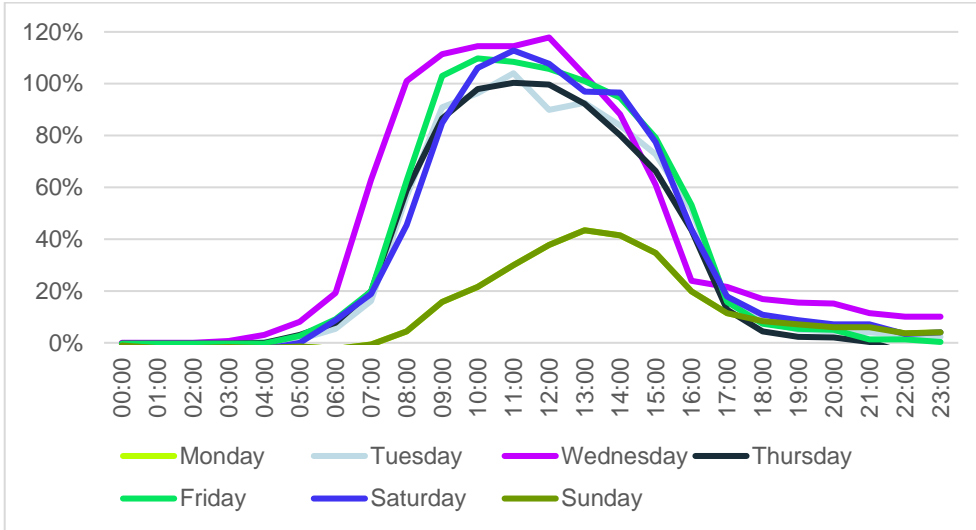
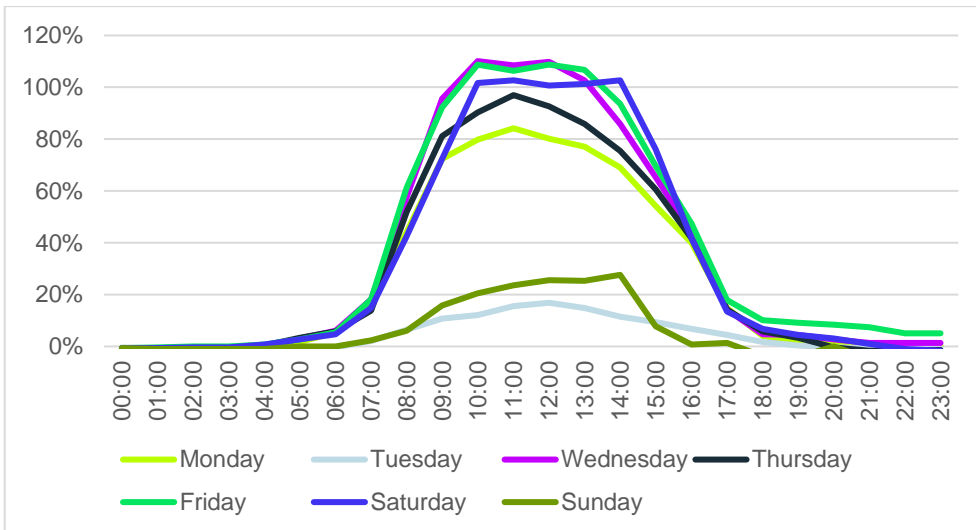


Figure 3-33 - Byfield Lane: Percentage Occupancy in October 2024



TECHNICAL NOTE

Figure 3-34 - Byefield Lane: Total Ticket Sales 2024

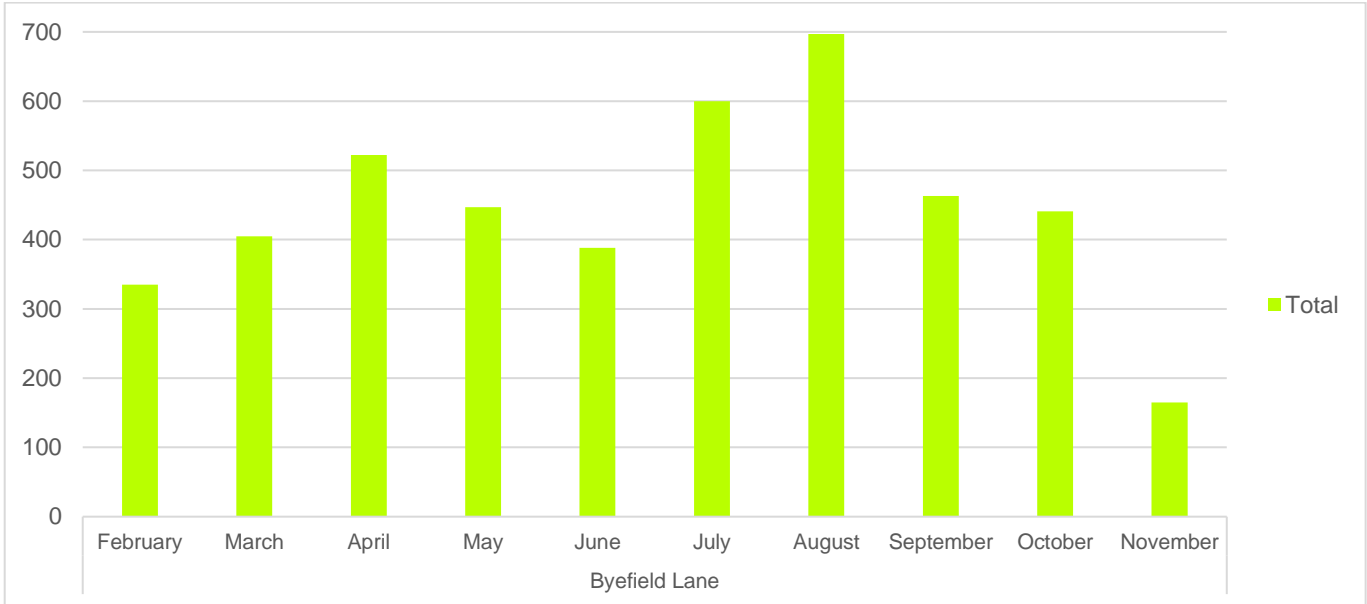
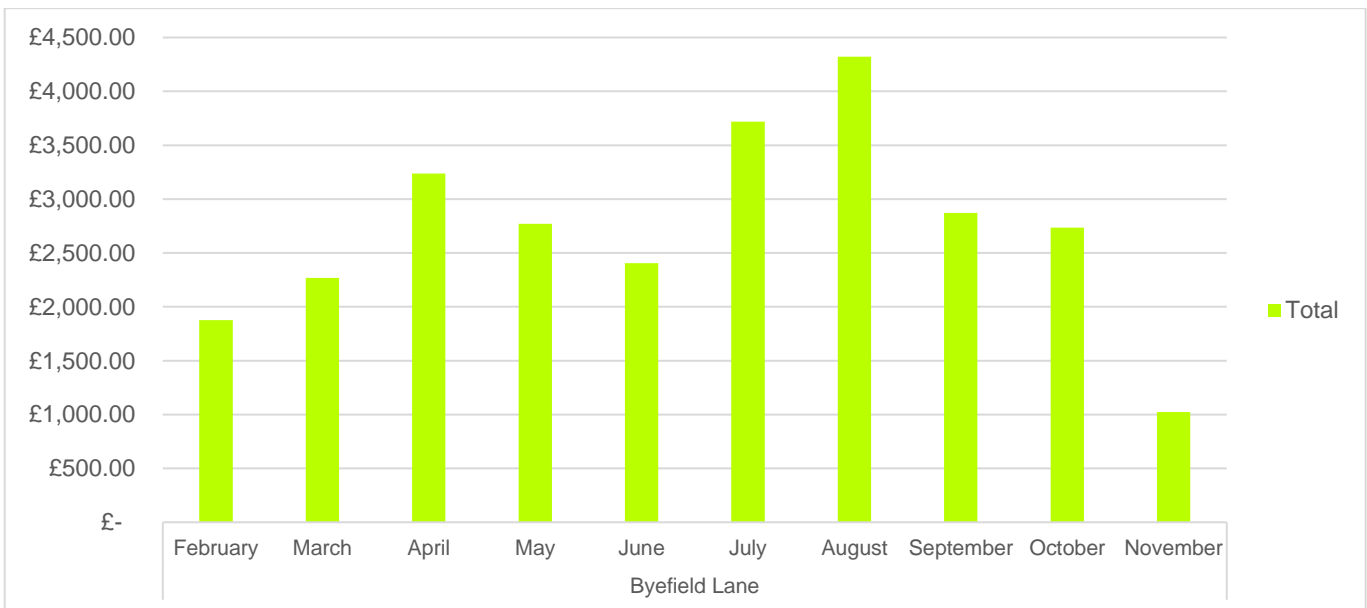


Figure 3-35 - Byefield Lane: Total Revenue from Ticket Sales 2024



TECHNICAL NOTE

3.2.5 Tiverton Place, Abergavenny

Average Peak Occupancy	2022:	90%
	2024:	102%
Total Number of Spaces:	65	
EV Charging:	Unavailable	
Type:	Short Stay Pay and Display	

Figure 3-36 - Tiverton Place: Percentage Occupancy in January 2022

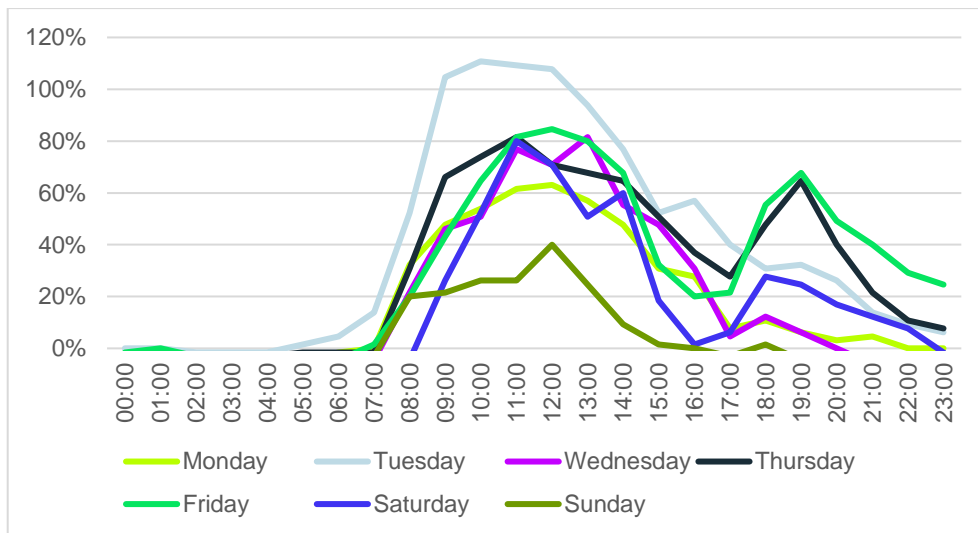
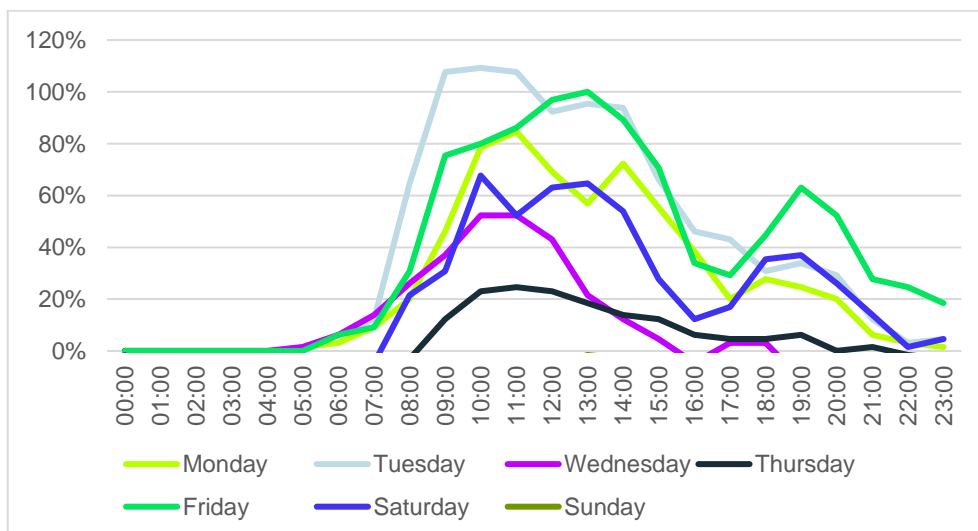


Figure 3-37 - Tiverton Place: Percentage Occupancy in March 2022



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Figure 3-38 - Tiverton Place: Percentage Occupancy in June 2022

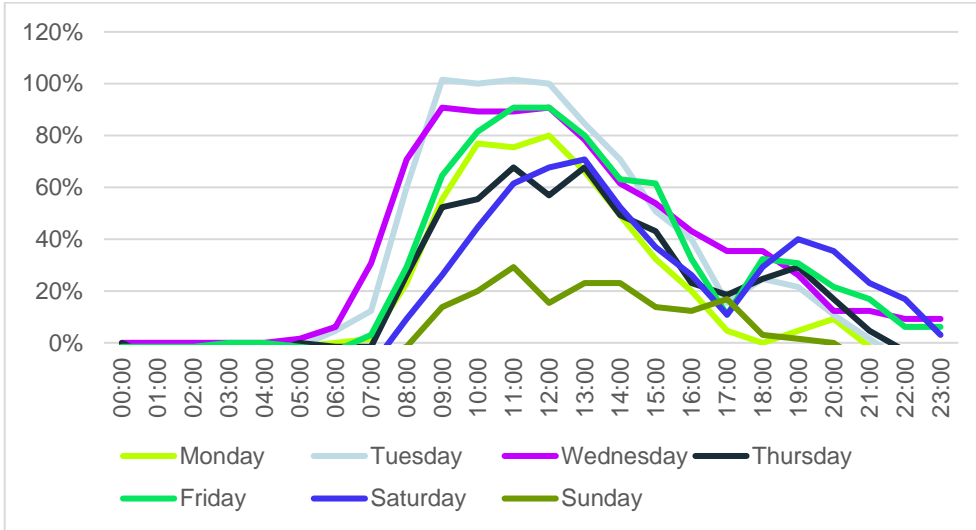
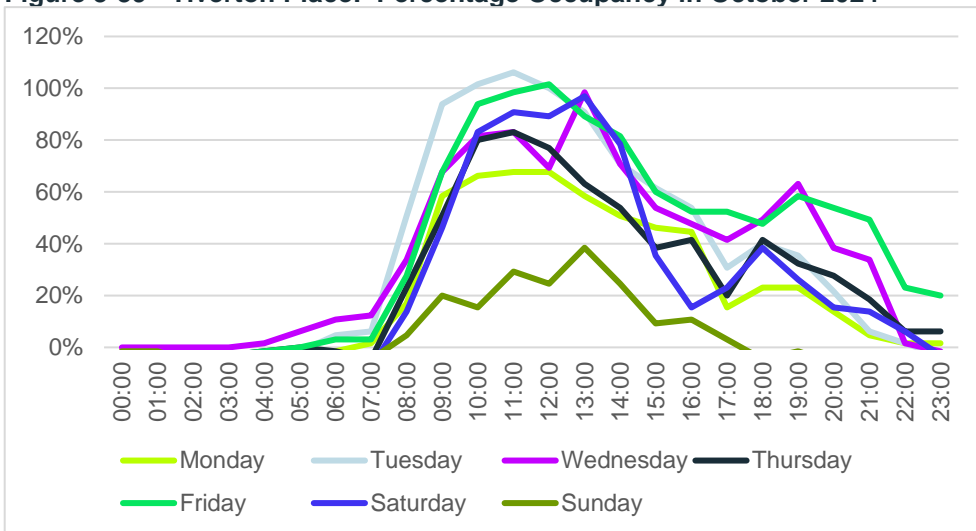


Figure 3-39 - Tiverton Place: Percentage Occupancy in October 2024



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Figure 3-40 - Tiverton Place: Total Ticket Sales 2024

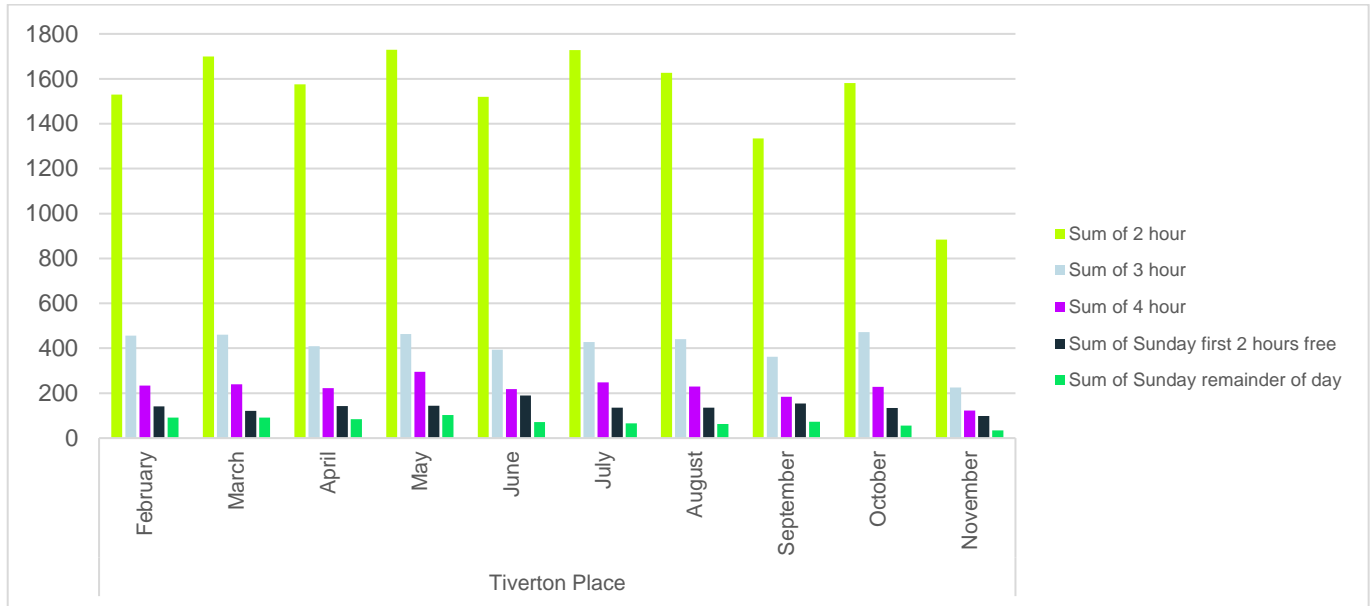
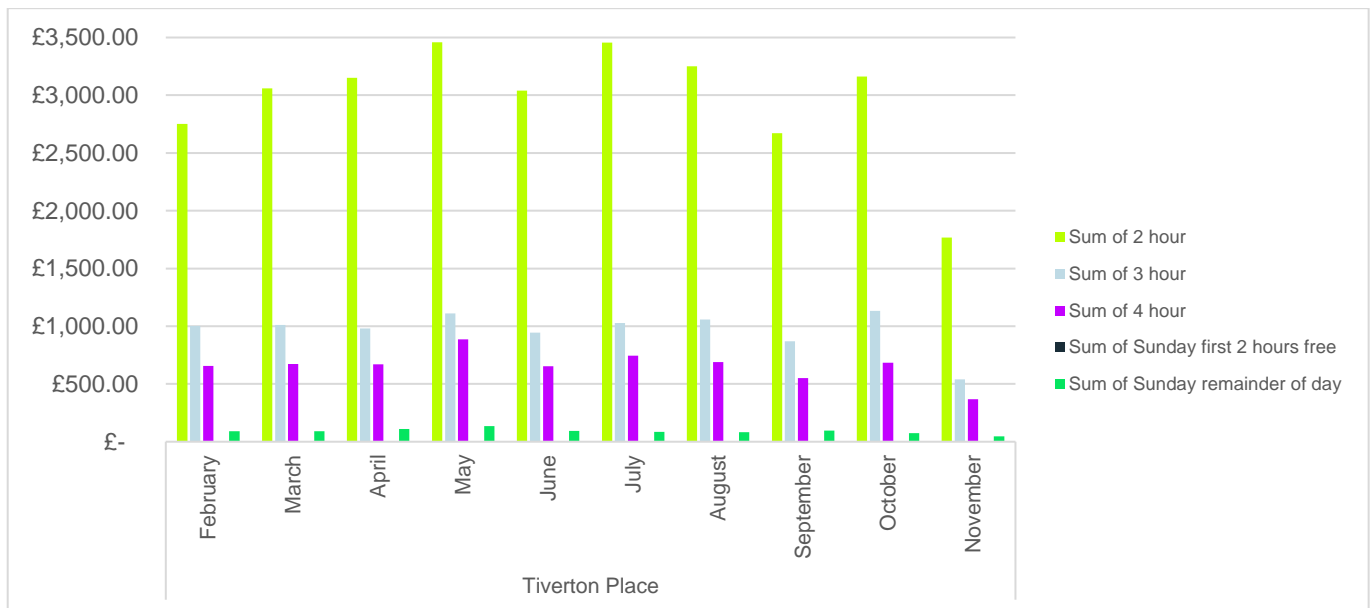


Figure 3-41 - Tiverton Place: Total Revenue from Ticket Sales 2024



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3.2.6 Bus Station, Abergavenny

Average Peak Occupancy	2022:	89%
	2024:	100%
Total Number of Spaces:	160	
EV Charging:	Available	
Type:	Long Stay Pay and Display	

Figure 3-42 - Bus Station: Percentage Occupancy in January 2022

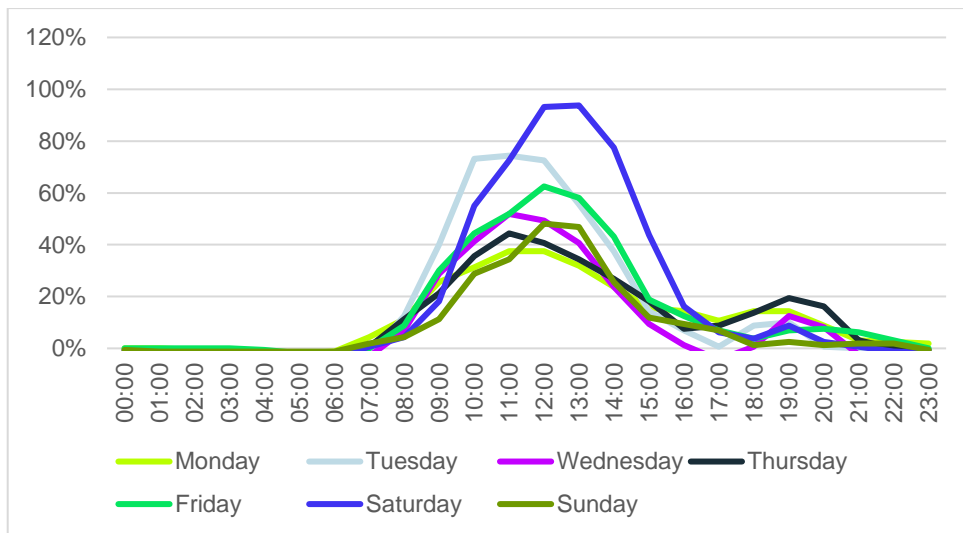
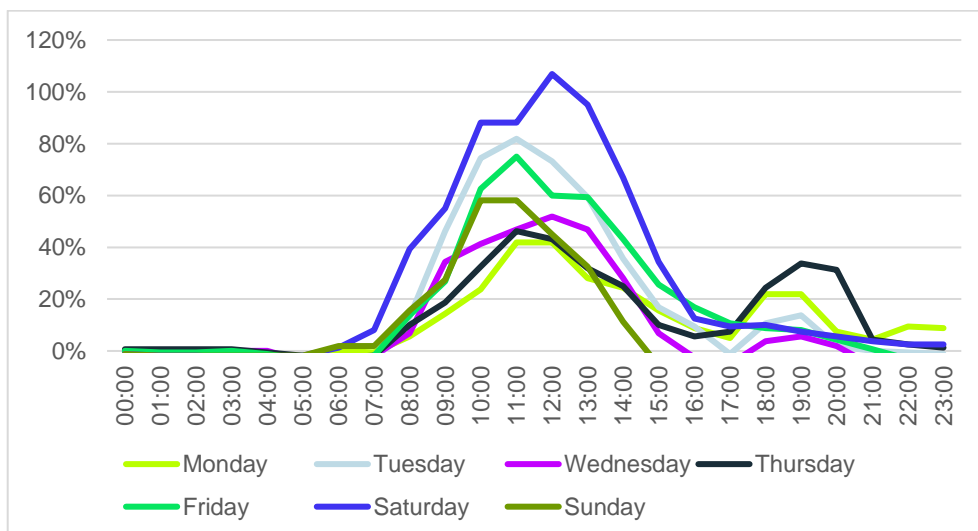


Figure 3-43 - Bus Station: Percentage Occupancy in March 2022



TECHNICAL NOTE

Figure 3-44 - Bus Station: Percentage Occupancy in June 2022

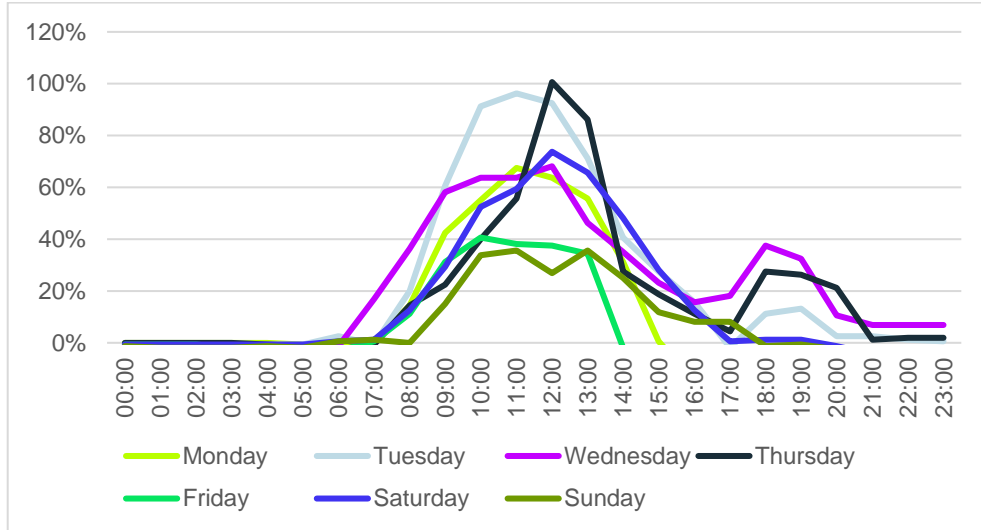
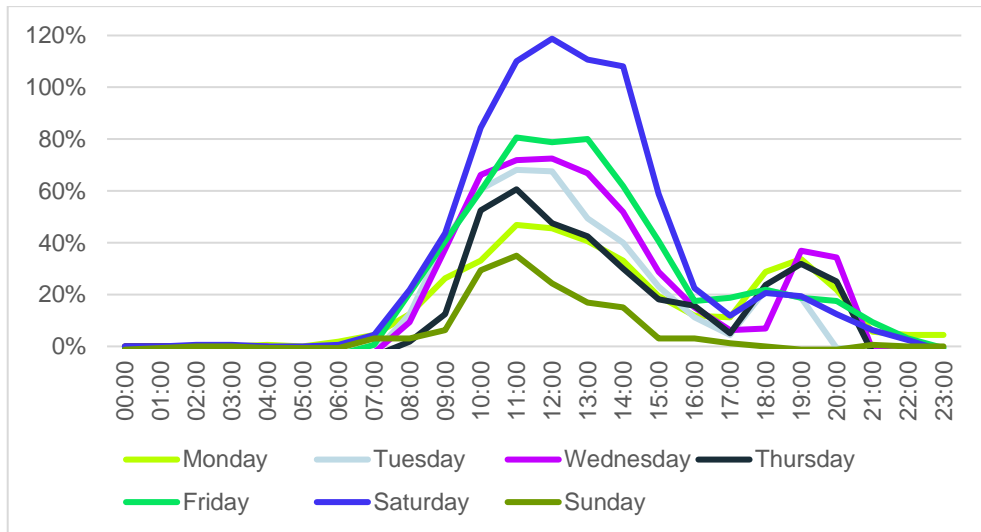


Figure 3-45 - Bus Station: Percentage Occupancy in October 2024



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Figure 3-46 - Bus Station: Total Ticket Sales 2024

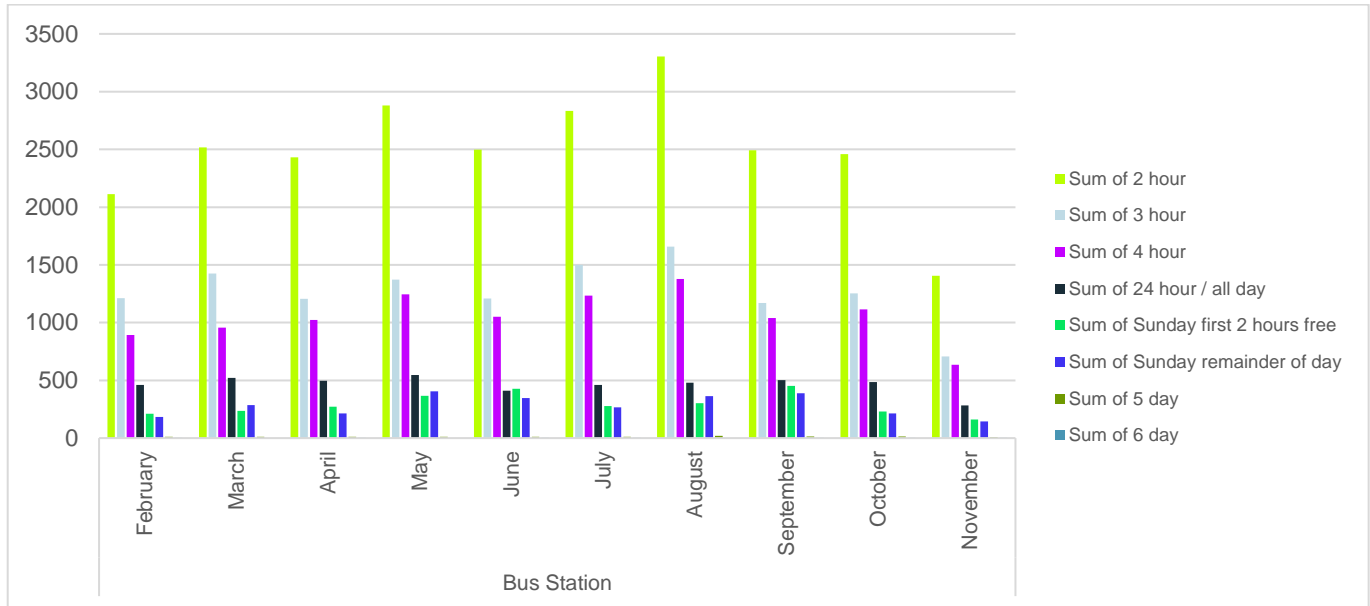
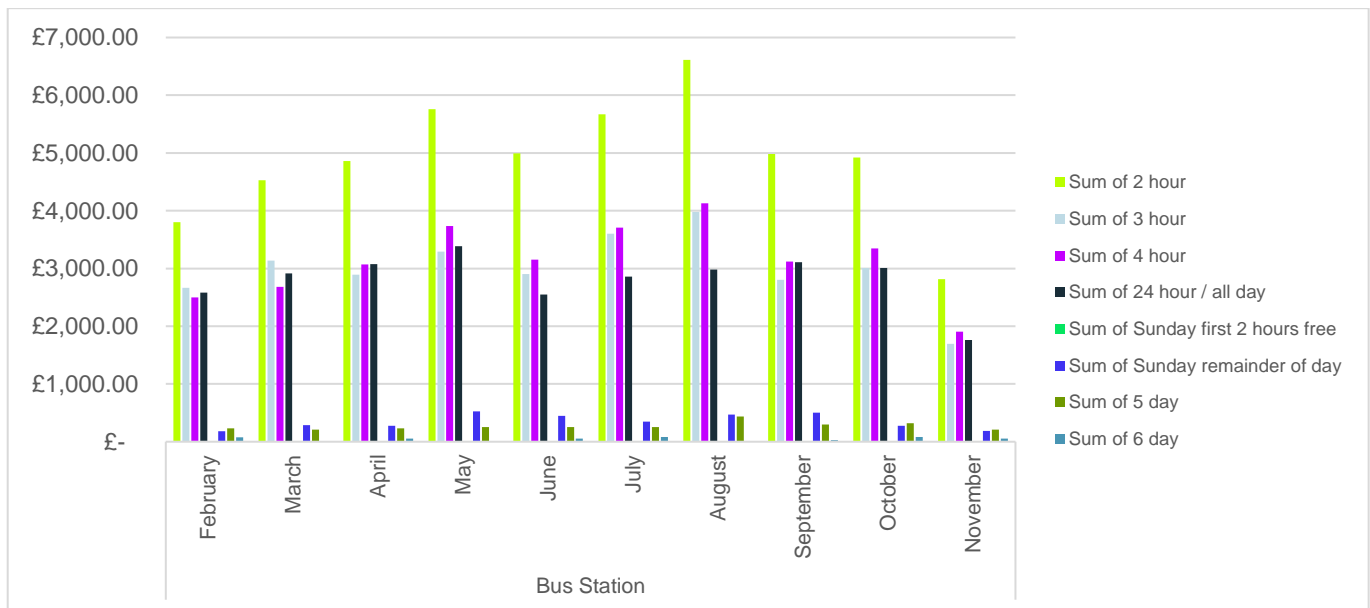


Figure 3-47 - Bus Station: Total Revenue from Ticket Sales 2024



TECHNICAL NOTE

4. Summary and Next Steps

4.1 Overview of findings

This Technical Note has presented five underutilised, and six over utilised MCC owned and managed car parks. These are:

Underutilised

- Drill Hall, Chepstow
- Main Road, Gilwern
- Goytre Village, Goytre,
- Woodstock Way, Caldicot
- Wyebridge Street, Monmouth

Over Utilised

- Chippenham, Monmouth
- Monmouth Leisure Centre, Monmouth
- Caldicot Leisure Centre, Caldicot
- Byefield Lane, Abergavenny
- Tiverton Place, Abergavenny
- Bus Station, Abergavenny

4.2 Recommendations

The following interventions could be explored for both under and over utilised car parks that are nearby, distributing use more evenly:

1. Strategic pricing: tariffs for paid car parks could be altered to entice use to underutilised car parks, whilst easing congestion within nearby over utilised car parks. This could also be implemented through decreased or increased tariffs, an introduction of time-based parking charges, a flat rate evening tariff or differential tariffs for residents/commuters/tourists.
2. Improved signage: to direct drivers to available parking. This could be implemented through enhancing traditional signage or adding digital signage that provides real-time information on parking availability and directions to available spaces. This could also ease congestion in nearby over utilised car parks.

Underutilised car parks

For underutilised car parks asset transfer could be explored. However, no car parks have been presented nor identified that have an average peak occupancy of under 15% and therefore this is not recommended. The reallocation of some space within underutilised car parks could however be explored for use by other sustainable modes, such as car clubs, bike storage and public transport etc.

Over utilised car parks

Monmouth and Caldicot Leisure Centre car parks have been identified to have an average peak occupancy rate over capacity. To ease this congestion, it is recommended that MCC ensures that leisure centre car parks are for customer use only. This could firstly be implemented through signage, and if misuse remains, could be enforced through Automatic Number Plate Recognition (ANPR) monitoring.

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As a car park which is only currently chargeable on Tuesdays, different pricing options could be explored for Byefield Lane in Abergavenny to ease congestion on other days of the week. These options could include zonal parking, for free and long stay areas, the implementation of charges all days of the week, similar to Sunday tariffs in other pay and display car parks which allows users the first 2 hours of parking for free, and then a small charge for the remainder of the day or charging on all three market days in Abergavenny.

For other car parks identified to be over utilised, options of strategic pricing and improved signage could be explored.

4.3 Next steps

Of the eleven car parks presented as either under or over utilised, five were either missing 2022 data, or it was identified to be incorrect, and should therefore be re-surveyed prior to any decisions being made. Pilot schemes for initiatives like strategic pricing and/or improved signage could be trailed prior to a full rollout, this would allow MCC to assess impacts on revenue for example. Engagement with stakeholders is also recommended to be drawn upon within the approval process for any recommendations.

Appendix C. Policy and Benchmarking



TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Policy and Benchmarking	5230879	May 2025
AUTHOR	DISTRIBUTION	REPRESENTING
HH	Monmouthshire County Council	AtkinsRéalis

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft	HH	IB	MS	CLC	November 2024
1.1	Updated Draft	HH			CLC	December 2024
2.0	Final	HH	HH	SL	CLC	May 2025

Client signoff

Client	Monmouthshire County Council
Project	Monmouthshire Car Park Review
Project No	5230879

Client
signature /
date

TECHNICAL NOTE

1. Introduction

This Technical Note summarises the approaches to parking taken by neighbouring local authorities / councils and sets these proposals within the context of Welsh policy. For each strategy there is a summary of the overall policy objectives with their aims and priorities, followed by case studies of the approaches that have been applied to urban and rural areas similar to locations within Monmouthshire and, where possible, highlighting the challenges that the area has had to overcome.

All of the summarised policies detailed below will be used, alongside the existing car parking analysis, to inform any proposed changes to the parking arrangements or changing profile for Car Parks managed by Monmouthshire County Council (MCC). The final recommendations for MCC are then discussed in full within the final review Report.

2. Relevant Policies

The following section provides an overview of relevant policies and strategies under which the revised MCC Parking Review sits.

2.1 Llwybr Newydd: the Wales Transport Strategy 2021

The Transport Strategy for Wales set out in Llwybr Newydd is the driver for all decision making in Wales in respect of transport initiatives and requires a transport system fit for future generations. This strategy sets out three priorities for the development of transport across Wales:

- Bring services to people to reduce the need to travel
- Allow people and goods to move easily from door to door by accessible, sustainable transport
- Encourage people to make the change to more sustainable transport

With reference to car parking, Llwybr Newydd identifies the need to tackle illegal pavement parking to give priority to cycle lanes and footways, while also making sure that parking for disabled people is maintained, especially when roads are being redesigned. This strategy also identifies a need to invest in publicly available EV charging to support the shift towards the use of electric bikes, motorbikes and other vehicles instead of the use of fossil fuel powered private cars. These EV charging points could be delivered within car parks.

The Welsh Government (WG) priorities over the next five years are summarised below and will be incorporated within the updated MCC Parking Review as far as reasonably practicable:

- WG will develop policies on parking for all vehicle types to drive modal shift to public transport and active travel, taking equality into account. For example, this would ensure that parking provision for disabled people is maintained in the design of new schemes and road layouts.
- WG will deliver an Electric Vehicle Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices

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and by 2040

- WG will encourage the optimum location of parking and effective parking management.

2.2 National Transport Delivery Plan 2022-2027

The National Transport Plan for Wales includes calls for all local authorities in Wales to:

- Address and act against pavement parking in their area.
- Consider alternatives to shift away from private car use, such as work place parking levies.
- Support Electric Vehicle (EV) charging. (By 2025 WG will ensure that EV charging points are provided every 20 miles on Trunk Roads to facilitate easier long-distance EV driving).
- Consult on the potential introduction of new civil enforcement powers to enable local authorities to address pavement parking issues in their area (2023).
- Develop policies on parking for all vehicle types to drive mode shift towards public transport and active travel.

2.3 Electrical Vehicle Charging Strategy for Wales

To facilitate the transition to Net Zero, the WG published a Strategy for Wales in March 2021 emphasising that EVs will bring benefits to consumers through lower running costs and the ability to charge at a variety of locations whilst recognising that providing charging facilities to meet the needs of electric vehicle users will be a big challenge. There are clear commercial opportunities to meet this demand and WG will also need to invest in order to deliver their vision of a network of electric vehicle charging that enables consumers to confidently switch from combustion to electric cars and vans.

The strategy is intended to support the public, private and third sectors, as well as individuals, through continued collaborative working to help shape the charging infrastructure system across Wales. The vision is that by 2025, *all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.*

MCC have taken this vision on board and will ensure that the Council continues to support the transition to EVs in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors, including interventions to deliver and support the WG vision. Interventions could include:

- *Tourism and destination charging at public sector sites*
- *Residential charging in the priority areas*
- *EV charging in key car parks*
- *EV charging strategy (with WG)*
- *Public sector workplace EV charging*
- *Rail station EV charging*

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2.4 Transport in rural areas: local authority toolkit – DfT

Although not a requirement to be used in Wales, the local authority toolkit for transport in rural areas published in 2022 by the Department for Transport (DfT) highlights the challenges and potential solutions to parking in rural areas. This toolkit identifies the dependence on private cars in rural areas as a significant challenge, and draws on several case studies for potential solutions:

- Upgraded EV charging and parking structure.
- Allow contactless payments at charge points.
- Improve network coverage of fast charge points.
- Provide grants to not-for-profit organisations to cover the cost of charge points.
- Implement park-and-ride or hop-on-hop-off public transport systems.
- Install charge points for a reduced price for tourism purposes – this scheme would enable tourists to travel by EV which is more environmentally friendly and would help them to travel to more remote locations without the worry of not being able to find a charge point.

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3. Benchmarking of Parking Strategies and Tariffs

The parking strategies adopted for neighbouring councils and those with similar characteristics to Monmouthshire have been investigated within this section. The parking tariffs for these councils, as well as MCC, are presented within Table 3-1 which details whether there are free car parks managed within the council area, and the general chargeable hours. It should be noted that the following local authorities have no fees for their council-owned car parks:

- Torfaen; and
- Blaenau Gwent.

The tariffs listed in Table 3-1 are based on information available on the relevant council's website as of December 2024. The table indicates whether the council has a general tariff for all pay-and-display car parks or if the tariffs are specific to individual towns within the council area. In some cases, the general tariff does not apply and these car parks that have set all-day charges.

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3.1 Torfaen

Torfaen, which borders Monmouthshire, offers free parking across all its Council-owned car parks, whilst other Councils within Wales only offer free parking in specific areas, or for certain restricted time periods. Currently, all Council-owned car parks (and on street parking bays) are free for all to use in Torfaen, although there are waiting restrictions in some locations for either 2 or 4-hours.

The Council website provides information on Penalty Charge Notices (PCNs) within Torfaen, and whilst offences for non-payment are not used due to the policy of free car parks, fines are issued for overstaying time limits within parking bays, and other civil parking offences.

Torfaen County Borough Council has not published a parking strategy or review since the above policy was implemented so all Council-owned car parks (and on street parking bays) remain free to use in Torfaen.

3.2 Newport

Newport City Council manage parking in a number of the City Car Parks with only limited availability of free car parking bays and these are generally located outside of the City Centre, in Malpas and Caerleon. Within Newport City Centre the car parks are all pay and display, but there are several other privately owned or NCP managed car parks which may affect local parking policy and revenue.

Where fee tariffs are available for the NCP car parks these are capped for long-stay at £6.20 for all day parking, although other car parks have daily charges advertised at £15:00.

Annual permits are available for Newport residents and Businesses within controlled parking zones.

In February 2024, there were calls by Councillors in Newport for a review of the parking arrangements to be considered as there were concerns that the parking revenue collected for Council managed car parks did not cover their respective running costs. The outcome of this request for a review is not currently available on the Newport City Council Website.

3.3 Blaenau Gwent

Blaenau Gwent County Borough Councillors have also called for a review of the parking arrangements to be considered as there have been concerns raised that the parking has not been robustly enforced. The outcome of this request for a review is not currently accessible on the Council Website. Anecdotal evidence suggests that council-owned car parks within Blaenau Gwent are currently free of charge with some waiting limit restrictions.

3.4 Herefordshire

Herefordshire Council have reviewed their parking strategy with a view to changing to a new parking charges regime and hours of charging for parking in Council car parks. It also looks at:

- On street pay and display parking operations

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- Paying using cashless payment methods
- Service delivery.

Three main proposals were made:

- Parking charges and hours of operation of Council car parks and on street pay-and-display were changed.
- A further review of parking operations was recommended, including an examination of cashless payment methods and service delivery.
- Authority was delegated to the Director of Economy and Place, in consultation with the Cabinet Member, to decide each year on any parking concession to be offered for the Christmas period.

One of the main challenges in Hereford identified in the report are that short distance trips by private car can have a significant impact on congestion levels. To try and tackle this challenge, banded car park pricing has been introduced. These bands will be 'Zone 1 – Central', 'Zone 2 - Visit' or 'Zone 3 - Work and stay', and charges will apply 8am-8pm Monday-Sunday in Hereford. A full list of charges is detailed within Table 3-1.

To try and increase the use of electric vehicles there is currently 30-minute free parking available for EVs around Hereford.

3.5 Powys

Powys County Council's 2024 car park review was led by AtkinsRéalis and followed a series of meetings, discussions, data analysis and benchmarking exercises. The car park review has considered car parking tariffs as well as how to best manage all of the Council's car parks. In September 2024, the report was discussed by the Council's Scrutiny Committee and the following recommendations have now been taken forward to the Cabinet:

- *Reinstate the 1hr parking charge to long-stay car parks in the towns where there are no short-stay car parks (Builth Wells, Crickhowell, Llanidloes, Machynlleth, Presteigne and Ystradgynlais)*
- *Increase the tariffs for 2-4hr and all-day parking charges to mitigate the financial pressures of reinstating the 1hr parking option in the specified long-stay car parks*
- *Review options for introducing charging in off-street Council car parks where currently no charging structure exists*
- *Review options for amending car park permits to be valid for specific, single car parks, with an option to upgrade for use in multiple car parks in the county*
- *Free parking for events will cease unless the budget can accommodate all associated costs*

Powys Cabinet members have agreed that they need to take some time to reflect on the Scrutiny Committees' comments and reconsider the recommendations above before any action is taken. The Cabinet members have also indicated that they will hold a focus group to help clearly define a way forward that enables residents and visitors to park safely and sustainably in Powys car parks and is also ensure that the solution is achievable within Council budgets.

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3.6 Forest of Dean District, Gloucestershire

The District of the Forest of Dean is an English neighbouring authority to Monmouthshire and in April 2024 the District Council introduced a policy of offering the first hour of parking for free across all of their Council-owned car parks. This initiative was part of a broader effort to standardise parking tariffs and improve the parking experience across the district. The charges for paid car parks are now standardised across the Forest of Dean, with a maximum charge for 4 hours, as detailed in Table 3-1

There are also a number of car parks free of any charges within the Forest of Dean area and motorcycles can park for free within all car parks.

3.7 Neath Port Talbot

The Neath Port Talbot County Borough Council parking strategy is based around policies that follow the Council's main principles. These principles state that parking should uphold the Council's sustainability objectives, and that parking restrictions should be used where they are necessary and should not be overused. The principles also state that the parking policies should consider equality and disability issues and that all relevant costs and incomes of the strategy should be laid out transparently.

From these principles the Council developed five parking policies that they follow:

- Short stay parking will be created to prioritise the support of local businesses.
- Focus on long stay parking located further from the centre of towns.
- Residents parking must be protected, this will be done using regulation of on-street parking and controlled parking zones.
- In high demand areas, such as town centres, parking will be managed using charges.
- Suitable disabled parking will be created.

3.8 Carmarthenshire

The current strategy for Carmarthenshire County Council was adopted in 2018 and aims to support the local economy through easing parking options for shoppers and tourists accessing their market towns.

Carmarthenshire is a highly rural and therefore private vehicles remain the main transport mode across the county borough. In addition, there is increased growth within towns and a lack of capacity for parking in seasonal months due to tourism in places such as Ammanford. The development of an appropriate strategy was a challenge due to the differing local needs which can vary throughout the year. In addition, the previous parking strategy had not been updated since 2005. The 2018 strategy implemented:

- Prioritising short stay parking in town centres.
- Improving car park safety and information.
- Providing more facilities for the mobility impaired.
- Providing a park and ride facilities.

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- Improving integration with public transport, as well as other aims.

With the new strategy the Council has prioritised the use of contactless payments and removed cash payments through several methods such as pre booking parking spaces online, ANPR and pay by phone. However, at outset of the strategy, pay on foot and pay and display were still being used.

Carmarthenshire are looking at an increased use of short stay car parks to greater utilise the town centres and increase personal safety by including more CCTV, clean environments, and other measures to make car parks safer. An initiative trailing free parking in the council's short stay car parks has been introduced as part of a pilot initiative in 2024, as detailed on the council's website:

- St. Clears, Newcastle Emlyn, Llandeilo, Llandovery: Free parking Monday to Wednesday, 10am – 2pm.
- Carmarthen: Free parking Tuesdays and Thursdays, 3.30pm – 6pm.
- Llanelli: Free parking Mondays and Tuesdays, 10am – 4pm.
- Ammanford: Free parking Monday, Tuesday, Wednesday, 10am – 2pm.

During these times, customers will need to obtain and display a ticket, but it will be issued at no charge.

Carmarthenshire are also aiming to ensure an appropriate level of disabled parking is achieved in all parking areas, together with EV charging points being introduced as part of the strategy. At the outset of the Strategy a large number of EV charge points were free to use, while some have set charges for as a connection fee, price per time, price per energy consumed or a combination of these. The strategy aims to increase the use of electric vehicles in the future and make sure considerations are made in new developments for parking spaces with new electric charging infrastructure.

3.9 Ceredigion

A review of the car parking charging strategy across the promenade in Aberystwyth was proposed in 2023. It proposed the introduction of restricted time use EV charging points along the promenade, therefore encouraging a more frequent turnover of vehicles, long stay parking at other locations, and the use of public transport. At a cabinet meeting was held in September 2024 and agreed to support a consultation process on the proposals for the charging and parking along parts of the promenade.

To help increase the use of public transport the following measures were suggested within the strategy:

- Only blue badge holders can park for free.
- Allow two hours of free parking between 8-10am Monday-Friday in one car park in Lampeter, Aberaeron and Cardigan. This suggestion aimed at helping the elderly, but as the spaces would be open to everyone, it was concluded that a more holistic approach was needed.
- A park and ride facility in Aberystwyth was considered as an existing bus route could provide easy access to the car parks along its route.
- A better way of monetising the car parks should be investigated.

In this report the current charges for parking were compared with neighbouring locations to confirm that they were similar. The most up-to-date charges available at the time of drafting this technical note have been detailed in Table 3-1.

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Ceredigion County Council ULEV Strategy and Action Plan was completed in 2022 and the recommendations made in respect of EV charging were:

- Accelerate charge point deployment to promote EV uptake (increase 45 chargers 2021/2022 to 376 chargers by 2030).
- Build on the existing EV network deployments, focusing on establishing good charge point coverage and plugging gaps - chargers should be built in areas that are forecasted for high usage of EVs.
- Deliver a Ceredigion specific solution - placing chargers in places where tourists park, in order to attract more EV users to the area.

3.10 Gwynedd

In April 2021, it was proposed that the parking management arrangements were changed to a new parking strategy for Cyngor Gwynedd. One of the main priorities of the new parking strategy was a revision to parking fee structures. This was suggested to meet the requirements of modern road usage as well as to address the income level of the Council's Environment Department.

At the time of the review the established parking strategy had been in place since 2015 and was outdated, so a range of changes were considered. These included an increase in the use of technology to reduce the use of cash and increase the support for electric vehicles. This was done by using new ways to pay, such as contactless payments, and by expanding the number of charging points. Future EV charging points would include the capability to collect turnover data. In parts of Gwynedd, the number of second homes and holiday homes continues to increase and as a consequence, resident parking is sometimes in short supply depending on the time of year and this was considered when examining the parking patterns around the county.

Current developments included an additional scheme introduced in 2020 that enabled users to pay for parking using a mobile phone. The ease of use of this scheme proved to be high and there has been very positive feedback from users. To support EV charging it was proposed that in 23 locations there would be new EV charging points available.

One of the main changes proposed within the strategy was a new banded parking charges regime as the old charges had been in place since 2015. The new banded system looked to increase consistency across the county, whilst decreasing the options for the number of hours that could be paid for by the user. This means that the number of users buying higher hours while not staying for that duration increases, which in turn increases turnover for the Council as users will pay a higher price for shorter stays. There was also a consequential decrease in the costs of a 12-hour stay if the user does stay that long. The most up-to-date charges at the time of drafting this technical note have been detailed in Table 3-1.

3.11 Shropshire

The Shropshire Local Transport Plan (LTP) looks at a range of transport topics such as public transport, parking, walking, car-based travel, and freight, and sets out policies and objectives for the County to follow and meet to improve transport. The plan looks at the years 2011 – 2026. One of the main problems the plan attempts to tackle is traffic problems in Shrewsbury. The plan suggests park and ride and edge of town parking should be prioritised, and levels of parking in the centre of the town should be reduced. The plan also looks to tackle similar problems across the county

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using enforcement to tackle illegal parking, and by using Traffic Regulation Orders (TRO) to prevent parking that may cause unnecessary congestion.

The plan lists a set of policies that look to reform parking across the county. The first of these policies looks at ensuring local economies are supported through the efficient use of parking spaces, as well as efficient park and ride schemes. It sets out to do this by increasing parking charges, so they are consistent across Shropshire based on the size of each town and the parking demand in the different towns. The policy also prioritises making sure every town has enough parking. The policy sets out time restrictions for on-street and off-street parking close to shops in order to encourage people staying for longer to use park and ride schemes or other forms of transport to help reduce congestion. In addition, to help improve the use of alternative transport the policy sets out to introduce a new park and ride scheme for Oswestry. New and improved signage within towns will be implemented in to decrease unnecessary traffic circulation.

The plan seeks to improve the HGV parking points across the Shropshire while also regulating them to protect the natural beauty of the county. The plan also seeks to facilitate the addition of more EV chargers to support the use of zero emission vehicles.

The policy includes addressing parking to remove barriers to accessibility experienced by people with disabilities. This involves ensuring the misuse of disabled bays is prevented as well as removing parking from footways.

In 2017, Shropshire County Council proposed new parking plans which included the introduction of new pay and display devices in certain locations, removing restrictions on periods of maximum stay and minimum return, a proposal to remove the 15-minute pop and shop period and to introduce a proposal for the option to buy weekly tickets. These weekly tickets would also be split into different charging bands in line with the hourly rate; with band 2 costing £70, band 3 costing £35, band 4 costing £24, band 5 costing £17 and band 6 costing £10.

Shropshire County Council most recent supplementary report on parking tariffs, operations and development was presented to Cabinet in April 2024. This addressed the specific areas of concern raised by the Economy and Environment Overview and Scrutiny Committee. The decision was to agree any changes through full public consultation via a TRO.

Based on the TRO consultation documentation, hourly charges will increase the most in Shrewsbury, by 80p in some car parks, in line with the LTP which identifies parking problems in Shrewsbury. All paid car parks outside of Shrewsbury will see an increase of 20p per hour, and free car parks will remain as free. Charges for season tickets and resident permits will increase significantly, by 50% in most cases. The banding of car parks from the 2017 parking plans remains in place.

Appendix D. Parking Payment Equipment and EV Charging



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Monmouthshire Car Park Review

SUBJECT	PROJECT NO.	DATE
Parking Payment Equipment and EV Charging	5230879	May 2025
AUTHOR	DISTRIBUTION	REPRESENTING
IB	Monmouthshire County Council	AtkinsRéalis

Document history

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Client signoff

Client	Monmouthshire County Council	
Project	Monmouthshire Car Park Review	Project No. 5230879
Client signature / date		

TECHNICAL NOTE

1. Introduction

This Technical Note is intended to provide an insight into different methods of parking payment mechanisms and technology currently available within Wales which could be utilised, along with:

- Costs where they can be identified from a review of freely available open source data;
- Opportunities;
- Potential risks; and
- Potential suppliers.

This information is intended to supply Monmouthshire County Council with the information needed to help support the recommendations for changes, or otherwise, to the car parking payment and management methods available within Monmouthshire. Parking technology has the ability to aid car park utilisation, improve accessibility to urban areas and reduce time spent searching for spaces.

Context

The British Parking Association (BPA) estimates that the average UK motorist spends 90.5 hours per year, the equivalent of 4 days, searching for a parking space and almost half of motorists describe finding somewhere to park as a stressful experience.

In the UK there are 41.4 million licensed vehicles, which spend 96% of their time stationary¹. With the number of cars on the roads rising by 16% in the last 10 years², the need for effective parking management is becoming of increasing importance.

The British Parking Association (BPA) outlines the value of emerging technology to parking in their 2017-2022 Blueprint for Parking. Parking technology has the ability to aid car park utilisation, improve accessibility to urban areas and reduce time spent searching for spaces. Facilitating the reduction in search time for a parking space will help reduce levels of congestion and reduce the amount of CO₂ and other harmful emissions being emitted by cars searching for a space.

In line with this, the BPA have focussed on three themes for future development:

- Data and apps;
- Payment; and
- Integration.

This emerging technology is explored below.

¹ [Cars parked 23 hours a day](#)

² [Vehicle licensing statistics: 2021 - GOV.UK](#)

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2. Parking mechanisms

This section outlines the commonly used parking mechanisms for towns and cities in Wales. For conciseness and relevance, parking types such as permit-only, residents and visitor parking have not been included within this technical note.

2.1 Pay and display

Pay and display is a widely used mechanism, especially in smaller single-storey car parks. A user will park their car within the car park before walking to a nearby pay and display machine. There, they specify the amount of time they would like to visit and pay the cost in advance, before taking a ticket which they then place in their car in a visible location. The ticket is then checked by parking enforcement officers who patrol the site. These machines can be cash only or cashless enabled (see Section 3) and may, or may not, include registration plate number information to prevent reuse.

2.2 Pay on foot & pay on exit

Pay on foot and pay on exit mechanisms are often used in larger multi-storey car parks. As opposed to the pay and display mechanism which require the user to pay for their parking before visiting an area, pay on foot and pay on exit mechanisms allows the user to pay for parking on exit of the car park. The user will usually receive a ticket on entering the car park or have their entrance timed through automated numberplate recognition (ANPR, see Section 5) and then pay via a machine that can be accessed on foot or upon exit of the car park. As with the to pay and display mechanisms these machines can be cash only or cashless enabled.

Barriers on entry or exist can add £3,000-5,000 to the cost of installation.

2.3 Free parking within a time limit

Some car parks and on-street parking spaces set a certain amount of time for free parking, for example free parking for one hour with no returns within two hours. Providing free parking and limiting the duration of the stay encourages visitors and residents using retail centres, rather than commuters or those without a parking space at their residence. However, while free parking can provide an incentive for visitors to the local area, overprovision can also result in a large daily influx of vehicles into a town or retail centre. This can in turn result in significant congestion in town and city centres, which can increase time spent in traffic for visitors and exacerbate both air and visual pollution for residents as well as impacting cyclists and pedestrians.

2.4 Pre-purchased vouchers

Vouchers still retain some popularity in smaller towns looking to encourage relationships with local shops. Ideally before parking, a driver should visit a participating shop and obtain a voucher for a set fee, on which they can specify the location and duration of their visit. This voucher is then displayed inside their car like a traditional pay and display ticket.

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2.5 Summary

MRUK Research published a paper on behalf of Welsh Government in 2015 ‘Assessing the Impact of Car Parking Charges on Town Centre Footfall’³ which performed a literature review and conducted interviews with local authorities, business owners and town centre visitors across Wales. The evidence that free parking influences town or city centre footfall is limited. The paper states that “*beyond anecdote [evidence], there is very little published evidence which links changes in car park charges to changes in town centre footfall*”. The paper goes on to state that:

“Charging for car parking is a complex issue. It is only one aspect of a complex interplay of factors influencing willingness to travel by car, time and money spent, and business activity in town centres. It is very difficult to separate the influence of car parking charges from other factors. Local Authorities and other stakeholders similarly rely mostly on anecdote when relating car park charges to footfall. However, their feedback does suggest that a relationship exists.

“...Visitors to town centres suggested that car park charges impact on how long they to remain in the centre and, consequently, how much they spend whilst there. However, the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Traffic flow and parking signage are felt by visitors to have the same, if not greater, effect on their decision to visit the town centre, how long they spend there, and how much money they spend.”

Table 2-1 - Parking payment mechanisms advantages and disadvantages

Pay and display	Pay on foot & pay on exit	Free parking
<ul style="list-style-type: none"> ▪ Pay and display mechanisms are well-established and generally well understood by the public. ▪ Pay and display only requires the installation of a payment machine and no barriers or separate ticket machines, reducing the overall installation cost. ▪ Pay and display sites are appropriate for on-street parking, where space is constrained. ▪ Pay and display machines usually require a parking enforcement officer to ensure validate tickets are used, increasing labour costs. 	<ul style="list-style-type: none"> ▪ Pay on foot and pay on exit mechanisms eliminates the pressure to rush back to a parking space, making them more popular at retail centres. ▪ The use of barriers in pay and display and pay on exit reduces non-compliance. ▪ Pay on foot pay points can serve up to 200 spaces comfortably, as opposed to pay and display machines, which typically serve up to 70 spaces⁴. ▪ Pay on foot and pay on exit systems use barriers which can cause traffic entering or leaving the car park to back up, increasing congestion nearby. ▪ Installation costs are likely to be higher for this mechanism, although labour costs will be lower due to a reduced need for parking enforcement officers. 	<ul style="list-style-type: none"> ▪ Free parking requires limited enforcement or infrastructure installation other than clear signage and road markings, making it very easy to operate. ▪ Free parking can encourage visitors to the local area that may not have chosen to travel otherwise and provide residents with links to nearby retail centres. ▪ This mechanism does not provide any income stream for local councils as opposed to other mechanisms such as pay on display. ▪ Free parking can encourage traffic and poor parking practice, increasing congestion and making the area less attractive for nearby residents.

³ [150610-assessing-impact-car-parking-charges-town-centre-footfall-en.pdf \(gov.wales\)](#)

⁴ [PositionPaper \(britishparking.co.uk\)](#)

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3. Payment machines

Payment machines are one of the most common methods of charging for parking. They are static, require human input and require maintenance. The price of a new machine can vary from £3,000-4,000 for purchase and installation^{5,6,7,8}, and tends to be more expensive when it is also cashless enabled. Council-operated meters cost approximately £400 per annum for maintenance and up to £20 a month for both networking requirements and software support.

3.1 Cash only

Many payment machines are cash only, which can make the introduction of a new coin or note costly; for example, to upgrade Oxfordshire's 85 machines to accept the new £1 coin it was estimated to cost £343,000. Several local authorities took a significant amount of time to convert all their council-owned payment machines to the new £1 coin in 2017⁹; any delays in switching to new currencies can make these machines unpopular with the public.

While cash has historically been the preferred method of paying for parking, machines can become full of coins or jam frequently, needing in person intervention, causing public irritation and loss of revenue due to malfunctions across all brands of machine. Further, cash only machines can be seen as inconvenient for those that now more frequently use a card and/or do not have the exact change needed for the cost of their parking.

3.2 Cashless enabled machines

Many payment machines now accept card and contactless payments. There are also options which mean there is no need for paper tickets, these also can be used to enforce 'no returning vehicles'. These machines will still incur maintenance costs and will still require upgrading in the future as technologies change and improve. However, updating payment machines to include cashless options increases the number of payment options, making it more convenient for users who in many cases have steadily increased their means of payments to be made using a debit card¹⁰. If replaced with cashless-only machines, it should be noted that not all users are comfortable with using bank cards, and machines will need to be updated to meet future technology requirements if they operate using mobile data technology.

⁵ [Freedom of Information request reveals £36,456 installation cost of Princes Parade parking meters \(kentonline.co.uk\)](https://www.kentonline.co.uk/news/2017/03/23/freedom-of-information-request-reveals-36456-installation-cost-of-princes-parade-parking-meters/)

⁶ [Parking Meters - Freedom of information \(devon.gov.uk\)](https://www.devon.gov.uk/news/2017/03/23/parking-meters-freedom-of-information/)

⁷ [REVEALED: Find out where 'voluntary' car park meters are located in the Highlands \(northern-times.co.uk\)](https://www.northern-times.co.uk/news/2017/03/23/revealed-find-out-where-voluntary-car-park-meters-are-located-in-the-highlands/)

⁸ [Freedom of information FOI requests - Dorset Council \(disclosure-log.co.uk\)](https://www.disclosure-log.co.uk/news/2017/03/23/freedom-of-information-foi-requests-dorset-council/)

⁹ [Can't pay or display as parking meters don't take new £1 coin | Motoring | The Guardian](https://www.theguardian.com/motoring/2017/03/23/cant-pay-or-display-as-parking-meters-dont-take-new-1-coin)

¹⁰ [Half of all payments now made using debit cards | Insights | UK Finance](https://www.ukfinance.com/news/2017/03/23/half-of-all-payments-now-made-using-debit-cards)

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Table 3-1 - Payment machine opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none">▪ Updating machines could increase the number of payment options, which would attract a wider variety of people in cars to the area and make paying for parking more efficient.▪ Updated payment machines are likely to have improved data transfer and storage properties, aiding in analysis of car park usage in the future.	<ul style="list-style-type: none">▪ The risk of utilising payment machines is low, due to their longstanding implementation in many places across the UK. However, these machines may become outdated very quickly and can incur high maintenance costs.

3.3 Alternative payment options

Other less common options for payment machines include:

- Decrementing cards: also known as prepaid parking cards, these can be used in specific pay-on-foot or pay-on-exit car parks, usually at retail centres. These cards are pre-charged with a certain value and can be used in a similar way to contactless cards as a method of payment. This type of card is in use by Southampton City Council¹¹ and can provide discounts for some of the car parks that it operates in.
- Oyster card-style payments: while not currently recorded in operation, a scheme with prepaid parking cards that can be used in all car parks within a defined area has been trailed; this is intended to act in a similar way to the Transport for London Oyster Card scheme¹². This is an ambitious option that has been recently trialled in large cities with existing machines.

¹¹ [Prepaid parking card \(southampton.gov.uk\)](https://www.southampton.gov.uk/transport/prepaid-parking-card)

¹² [Are London's drivers ready for 'the Oyster card for cars'? | Technology | The Guardian](https://www.theguardian.com/technology/2017/sep/14/are-london-drivers-ready-for-the-oyster-card-for-cars)

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4. Payment apps

With the emergence of smart technology, smart parking apps have been developed to make the experience of parking easier for the user. There are broadly two types of parking apps: those that act simply as a mobile ticket, and those that allow payment as well as integrating with other smart technologies such as sensors to detect parking availability. It should be noted that payment apps are only viable in areas where there is a strong mobile phone signal, or where a repeater antenna can be installed to improve phone signal for users. Repeater antenna cost up to £1,000 depending on the size of the car park¹³ and their effectiveness depends still on the mobile signal within the local area in general.

Payment apps allow users to buy parking tickets online or over the phone, to increase the convenience of using the car park. Parking payment apps have already been introduced in many cities and towns to increase the payment options in council-operated car parks. It is also possible to use app-based payments in residents' parking zones. However, they have faced significant opposition¹⁴ in areas where there are no alternatives to using a mobile app, or areas with a poor mobile signal.

4.1 Potential suppliers

- MiPermit¹⁵;
- ParkMobile¹⁶;
- RingGo¹⁷; and
- PayByPhone¹⁸, which is already in operation in Monmouthshire County Council car parks.

4.2 Smart parking apps

Smart parking apps can pay for a car parking ticket combined with the capability to find an available car parking space, purchase a ticket for that space and then also remotely extend the time on the ticket. This has the potential to reduce time spent searching for a parking space, as there is real time information (provided by sensors) about available spaces, which can in turn reduce searching time, ease congestion, and therefore improve air quality in the local area. This also deters people attempting to use car parks that are already operating at capacity, as well as highlighting areas that may be currently underutilised.

Apps can work in conjunction with on-street sensors which in turn show the specific location of available spaces for drivers. This information being available to drivers would help reduce congestion and therefore help reduce CO₂ emissions from drivers searching for a parking space. In 2017, Cardiff Council invested in a network of 3,300 in-ground road sensors with parking technology firm SMART Parking. The sensors are embedded into the road and can detect

¹³ [Laughter greets council advice on paying for parking when phone signal fails – Brighton and Hove News](#)

¹⁴ [Car parking charges and use of parking apps - Levelling Up Committee writes to Government Ministers - Committees - UK Parliament](#)

¹⁵ [MiPermit Digital Permits Supporting Clean Air Initiatives](#)

¹⁶ [ParkMobile Parking App | Find & Pay for Parking | On-street & Reservation](#)

¹⁷ [RingGo Cashless Parking Solution \(myringgo.co.uk\)](#)

¹⁸ [PayByPhone - Simplifying your journey](#)

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whether the parking bay is occupied using infrared technology, allowing users to view a real-time map of parking availability, and then be directed to an empty space via a free app called 'Park Cardiff'¹⁹. The Cardiff-wide project was estimated to cost around £900,000.

Parking apps use the same data sharing capabilities as Connected and Autonomous Vehicles and therefore could be integrated well with future technology. An ongoing relationship with a smart parking app or software company can result in high maintenance costs that are difficult to determine and quantify without engaging upfront with a supplier directly.

Potential suppliers:

- AppyParking²⁰, currently in use by Harrogate Borough Council in conjunction with smart sensors and a web-hosted analytics platform;
- JustPark²¹, in use by Cornwall, Dorset, Dundee and BCP Councils and which allows individuals to also 'rent out' their private parking spaces;
- YourParkingSpace²², in use by Coventry, Leeds and Derby City Councils and provides a predictive modelling and forecasting tool; and
- SMART Parking²³, in use by Cardiff Council among others and can provide ANPR systems as well as smart sensors and mobile patrols.

Table 4-1 - Parking app opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none"> ▪ Cashless payments apps have the primary benefit of offering customers convenience and hence have the potential to increase payment compliance. They are a solution which can work well in the short term, as they can provide details about car park location and price. ▪ These technologies are already in use in many areas around the UK. As we continue in the digital age, it is likely that people will become even more likely to pay by phone due to the increased prevalence of contactless cards and phone payments and the reduced reliance on cash to pay. ▪ Smart apps have increased functionality with the potential to expand further in the future, including highlighting parking space availability. 	<ul style="list-style-type: none"> ▪ There have been barriers to adoption due to the need for mobile phone access and quality of mobile phone coverage etc. ▪ With the use of some smart parking apps there may be a service charge attached to the payment, making parking more expensive for the user. ▪ Implementing an app individually poses a high-risk scenario, due to the technology being relatively new. The levels of adoption by the public would be unknown and a need for rigorous app testing would be essential. ▪ In some cases, QR codes for parking apps have been replaced with fraudulent ones.

¹⁹ [Smart parking is now city wide \(cardiffnewsroom.co.uk\)](http://cardiffnewsroom.co.uk)

²⁰ [Smart City Parking in Harrogate & North Yorkshire | AppyWay \(appyway.com\)](http://appyway.com)

²¹ [Local Authorities | JustPark](#)

²² [Car Park Management Solutions for Local Authorities. YourParkingSpace](#)

²³ [Councils & Local Authorities | Smart Parking](#)

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5. Automated number plate recognition (ANPR)

ANPR utilises vehicle sensors and license plate recognition cameras to provide a ticketless service via a car's number plate and monitoring how long it has been in a parking space/car park. It uses either CCTV style cameras placed at the entrance and exit to a car park or can use a mobile system operating in different locations. It can be used to both allow recognised permit holders into a car park as well as to monitor and manage car park capacity and check where a Parking Charge Notice (PCN) should be issued.

5.1 Static ANPR

According to British Parking²⁴, the process works as follows:

- Timed photographs are taken of the vehicle itself entering and leaving the car park, and also close-ups of the vehicle's number plate.
- Using the two photographs and calculating the time between them, the duration and cost of the stay is produced, which the driver can then pay for. ANPR does not require the use of barriers within a car park but can still operate on a pay-on-foot basis. There are a range of different ways in which you can pay for this service by cash, card, online, or via an app.
- If a driver does contravene any of the terms and conditions laid out in the signage, they will not receive a ticket at the car park site. Using the vehicle's registration number, the operator will access the DVLA's Vehicle Keepers' details database and send a charge certificate to the keeper of the vehicle.
- ANPR technology can also provide data reporting for car park management and is praised in the parking industry for its efficient ability to accurately issue parking tickets.

According to a previous study by AtkinsRéalis, Maidenhead successfully implemented Parkeon's ParkREG ANPR system in its multi-storey town centre car park which reduced the town's congestion issue. It catered for the needs of the retail area and town centre as the reduction in congestion made the town centre more attractive to shoppers, encouraging a positive economic benefit for the town.

Static ANPR systems have a higher initial cost than mobile ANPR, due to the cost of installation. An exact breakdown of costs for ANPR installation in car parks is difficult to determine due to commercial sensitivities and this is often only determined by engagement with potential suppliers. However, Croydon Borough Council's Cabinet publication²⁵ included details of 37 ANPR cameras purchased at a cost of £851,000 in total (£5000 per camera). Merton Council supports these costings: Merton Council installed 46 ANPR cameras across its borough²⁶, largely to support 'School – Keep Clear' enforcement which confirmed a cost of around £5,000 per camera. The service costs (hardware and software) for a single camera can cost a further £1,100- 1,500 per annum according to Croydon Borough Council²⁷.

²⁴ [ANPR \(britishparking.co.uk\)](https://www.britishparking.co.uk)

²⁵ [RP3 Contract award template April 2018 \(croydon.gov.uk\)](https://www.croydon.gov.uk)

²⁶ [Parking update report 24 08 18.pdf \(merton.gov.uk\)](https://www.merton.gov.uk)

²⁷ [Response all information to be supplied.pdf \(whatdotheyknow.com\)](https://www.whatdotheyknow.com)

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Potential Suppliers:

- RoadPixel²⁸, who offer both complete systems or component parts with professional system design advice;
- Metric²⁹, who work with third-party suppliers to align their terminals with ANPR systems; and
- SMART Parking³⁰, who provide ANPR in conjunction with other smart parking solutions.

Table 5-1 – Static ANPR opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none">▪ The risk associated with implementing ANPR is low as the technology itself was first introduced in the 1980s.▪ The use of ANPR cameras will significantly improve the accuracy and efficiency of data collection and hence add to the evidence base to support decision making in the future, making it both a short- and long-term solution.▪ ANPR increases compliance as there is constant automatic monitoring of the car parks.	<ul style="list-style-type: none">▪ Repeat users of a car park inside a 24-hour period sometimes find that their first entry is paired with their last exit, resulting in an 'overstay'. Operators are becoming aware of this and should now be checking all ANPR transactions to ensure that this does not occur.▪ Some 'drive in/drive out' motorists that have activated the system receive a charge certificate even though they have not parked or taken a ticket. Car park owners should allow a 'grace period' of 10-15 minutes to account for this.

5.2 Mobile ANPR

Mobile ANPR allows drivers and parking attendants to immediately establish whether a car is parked appropriately or not. Mobile ANPR can be used on handheld devices or can be cameras attached to cars moving around the local area. Penalty Charge Notices (PCNs) can be issued from the mobile device, with some software being able to alert the enforcement officer / driver whether the vehicle is consistently receiving PCNs, so appropriate action can be taken. Mobile ANPR cars often serve multiple purposes other than parking, for example being used for data collection too.

North Tyneside Council identified a yearly cost of around £26,000 for a bus lane enforcement ANPR, inclusive of maintenance and support costs. It is difficult to determine the cost of handheld ANPR systems without engaging directly with suppliers.

Potential suppliers

- SEA³¹;
- TES³²;

²⁸ www.roadpixel.com

²⁹ [METRIC Group Ltd - ANPR Integration Parking Control Management](#)

³⁰ [Efficient ANPR Smart Parking Management Solutions | Smart Parking](#)

³¹ [Enforcement Systems \(sea.co.uk\)](http://Enforcement Systems (sea.co.uk))

³² [Vehicles - TES Limited](#)

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- Cleartone³³; and
- Videalert³⁴.

Table 5-2 - Mobile ANPR opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none">▪ A mobile ANPR camera attached to a car could, if routed efficiently and effectively, be used for monitoring car park utilisation on an initial basis. This would allow data collection for a variety of uses, e.g., parking compliance and collecting survey data.▪ The monitoring of compliance could then lead to appropriate Traffic Regulation Orders (TROs) being put in place, suitable parking prices for car parks and more PCNs being issued.▪ Use of ANPR on a handheld device can increase efficiencies for parking enforcement officers.	<ul style="list-style-type: none">▪ Mobile ANPR poses a small risk, as the technology must be used correctly and precisely to function fully. However, the technology is flexible in its purpose. At the moment, there must be a qualified worker in the vehicle in order to use mobile ANPR to enforce restrictions.

³³ [Cleartone Telecoms - Mobile](#)

³⁴ [Mobile enforcement - Marston Holdings](#)

6. Parking tools

6.1 Digital Information Tools

Car parking signing can be an effective tool in managing parking; clear signs to car parks and on-street parking can reduce unnecessary driving, thereby reducing congestion and other harmful traffic impacts. Signing, particularly dynamic signing which can respond to changing circumstances can also encourage, or discourage, the use of specific car parks and roads.

Information boards are then used to inform drivers of the number of free spaces in a car park. This reduces the time spent looking for a car parking space and they can be used in conjunction with a range of ticket issuing methods like Pay and Display machines. Digital information boards are effectively used in many towns and cities around the UK.

Prices can range depending on the size of car park and level of detail required, ranging from around £600 for a simple 'full/spaces' digital sign to over £3,000 for stacked signs for multistorey car parks displaying the exact number of spaces available. Installation, software, and maintenance requirements would further increase the equipment costs.

Potential suppliers

- Spectra Displays³⁵;
- Scanlite³⁶; and
- Automate Systems³⁷.

Table 6-1 - Digital information tools opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none">▪ The display of real-time data can help to address car park utilisation issues.▪ Awareness of underutilised car parks aids dealing with congestion and reduces time spent searching for a place, which can reduce emissions from vehicles.▪ Data received from the tool could be used to improve analysis and management of existing parking stock.	<ul style="list-style-type: none">▪ Digital Information boards pose little risk, as they are tried and tested technology.▪ Digital information boards offer limited coverage at the destination location, in comparison to smart parking apps which provide real time occupancy data to people from the outset of their journey.▪ These tools also assume prior knowledge of an area to navigate between signposted car parks.

³⁵ [Car Parking Display Signs | Spectra Displays Ltd \(spectra-displays.co.uk\)](https://www.spectra-displays.co.uk/)

³⁶ [Transport Digital Signage | LED Display Systems for Transport | Scanlite](#)

³⁷ [Smart Parking Solutions, Smart Car Parking System & Car Park Counter System - Auto Mate Systems Ltd.](#)

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6.2 Back-office data management tools

Back-office management systems, shared or otherwise, are used to efficiently process PCNs, issue permits, and be a platform to store parking data. These systems are used to streamline the administrative aspect of parking and can analyse this data at a high level to produce automated reports.

Streamlining of office-based processes ensures efficiency, and automated data management makes getting understandable results from large volumes of data fast and effective, to better supply information to decision makers.

When working with geospatial data, such as the location of PCNs or parking spaces, GIS software such as ArcMap can be used as an effective data visualisation and analysis tool. For example, the Network Analyst tool can be used to optimise Civil Enforcement Officer routes and Spatial Analyst enables understanding of compliance issues through PCN monitoring.

ParkMap is a software package that enables easy management of on and off-street parking restrictions, as well as other traffic restrictions. When used in conjunction with its public facing version, TraffWeb, ParkMap provides an extremely powerful platform for data management, storage and analysis as well as enabling a digital interface consultation process for officers.

Upskilling resources to use back-office data management tools would help enhance the capabilities, functionalities, and flexibility of the Council to adapt to future parking challenges and aid in the development of a resilient digital workforce.

Potential suppliers

- ArcMap (ESRI)³⁸;
- ParkMap Cloud Services (Buchanan Computing)³⁹; and
- Chipside⁴⁰.

Table 6-2 - Back-office data management tools opportunities and risks

Opportunities	Risks
<ul style="list-style-type: none">▪ An efficient back-office management system can provide significant positive influences on parking management.▪ Some software packages can run network analysis to route drivers using mobile ANPR systems. They can help them to detect patterns more efficiently in PCN distribution and increase compliance from local vehicles.▪ Several software packages can pair the location of parking prices and the levels of parking utilisation then map them to show immediate discrepancies in	<ul style="list-style-type: none">▪ Implementing new back-office management systems poses a low risk as the technology is well-established and can be reviewed and updated.▪ A back-office data management system will only be as good as the quality of the data collection system, and so should be paired with an effective method of measuring car park occupancy/PCNs issued etc.▪ Initial programming of scripts to produce reports in R (computer language) can be time-consuming and expensive, but once automated is less labour intensive in the longer term.

³⁸ [An overview of the Data Management toolbox—ArcMap | Documentation \(arcgis.com\)](#)

³⁹ [Buchanan Computing](#)

⁴⁰ [Solutions - Chipside](#)

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price and whether this relates to the different utilisation of the car parks.

- Public facing web applications from TraffWeb can be used to facilitate an efficient, digital public consultation process.
 - Back-office management changes can be implemented quickly and can make significant improvements and can be delivered quickly in the short-term to influence parking in the long term.
-

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7. EV Charging and Uptake

Electric vehicles (EVs) have been becoming more popular in Monmouthshire and Wales, with the number of electric vehicles registered in Monmouthshire growing by around 50% in 2023⁴¹. As of March 2023, there were over 4,500 low-emission vehicles registered in the County. The number of publicly available public chargers has grown to help match this demand. To match growing demand, the number of public chargers needs to also increase, but this raises the issue of how will EVs can be parked and charged effectively.

7.1 Parking and charging EVs

In public car parks, the company providing the car parking space is typically separate to the company providing the charging infrastructure. The EV charging provider will typically enter into an agreement with the car park operator and install and maintain their charging stations. This leads to several different options for paying for EV spaces in car parks:

- **Separate charges:** Many car parks charge separately for parking and for the electricity used to charge the vehicle. For example, the user might pay a standard parking fee plus a fee per kilowatt-hour (kWh) of electricity used.
- **Combined charges:** Some car parks offer a combined fee that includes both parking and charging. This can simplify the payment process and therefore be more attractive to users.
- **Either charging or parking free:** In some cases, the charging/parking might be free, but the other function is payable. This is less common but can be found in some locations in the UK. Parking an EV for free in a designated EV space is likely to be conditional on actively charging the vehicle while in that space. This is an attractive option for those looking to attract EV users to a certain area. There are around 100 completely free EV charging points in Wales as of April 2024⁴²

In the case of paying for parking, please refer to Sections 2 to 4. When it comes to paying for EV charging, there are once more several options:

- **Contactless Payment:** Many newer rapid and ultra-rapid charging stations accept contactless debit or credit card payments at the charging point. However, contactless payment does tend to be the most expensive form of payment, partly due to cost of installation.
- **Mobile Apps:** Many charging networks have their own apps, which can be used to start and pay for a charging session. These apps often provide additional features like locating chargers and monitoring charging status. However, this can be inconvenient for users who need to use different apps for different chargers; Zap-Pay⁴³ is a unified payment option by ZapMap that is gaining traction for EV charging point providers in the UK.
- **RFID Cards:** Some networks offer RFID cards that can be used to activate and pay for charging.

⁴¹ [Number of electric cars in Monmouthshire rose by more than 50% last year | monmouthshirebeacon.co.uk](https://www.monmouthshirebeacon.co.uk/news/number-of-electric-cars-in-monmouthshire-rose-by-more-than-50-last-year)

⁴² [Free Electric Car Charging Points UK: Where are they all? - Zapmap](https://www.zapmap.com/blog/free-electric-car-charging-points-uk-where-are-they-all/)

⁴³ [How do you pay for electric car charging on the public network? - Zapmap](https://www.zapmap.com/blog/how-do-you-pay-for-electric-car-charging-on-the-public-network/)

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- **QR codes:** Some networks require users to scan a QR code and be taken through to a website link, which then allows them to pay.
- **Subscription services:** Some EV manufacturers and EV charging point providers such as Tesla also offer a subscription service for cheaper rates on electricity.
- **Automatic charging:** Some providers support automatic charging and billing. Once a registered car with a provider connects to one of the provider's charging points, vehicle-to-charger communication via the connector plug means the provider can automatically recognise the car and charge the user. This is an uncommon method of paying for EV charging in the UK, and only a few suppliers such as Fastned⁴⁴ offer it.

7.2 Existing infrastructure in Monmouthshire

According to the Monmouthshire County Council website, there are several public electric vehicle charging points⁴⁵. These are located at the car parks listed in Table 7-1. All are 'Fast' chargers, which take an estimated 3-4 hours to fully charge the average EV.

Table 7-1 – Existing EV infrastructure

Location	Number and type	Charging network
Abergavenny: Trinity Terrace, NP7 5BD	2 dual (Fast)	Dragon Charging
Abergavenny: Bus Station, NP7 5HF	1 dual (Fast)	Gwent Energy CIC
Abergavenny: Byefield Lane NP7 5DL	2 (Fast)	Connected Kerb
Abergavenny: Fairfield, NP7 5SG	6 (Fast)	Connected Kerb
Caldicot: Woodstock Way, NP26 4FF	2 dual (Fast)	Dragon Charging
Magor: Sycamore Terrace NP26 3EU	1 dual (Fast)	Dragon Charging
Rogiet: Severn Tunnel Junction NP26 3UN	5 dual (Fast)	Connected Kerb
Chepstow: Castle Dell, NP16 5GA	2 dual (Fast)	Dragon Charging
Chepstow: Welsh Street, NP16 5JA	1 single (Fast)	Gwent Energy CIC
Chepstow: Leisure Centre, NP16 5LU	2 (Fast)	Connected Kerb
Tintern: Old Station, NP16 7NX	1 dual (Fast)	Gwent Energy CIC
Monmouth: Glendower Street, NP25 3DF	2 dual (Fast)	Dragon Charging
Usk: Maryport Street South, NP15 1AZ	4 dual (Fast)	Dragon Charging
Usk: Maryport Street North, NP15 1ED	2 (Fast)	Connected Kerb
Usk: County Hall, NP15 1GA	4 dual (Fast)	Hydra EV

⁴⁴ [Fastned public charging network guide - Zapmap](#)

⁴⁵ [Electric Vehicle Charge Points - Monmouthshire](#)

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Location	Number and type	Charging network
Goytre: Village Car Park, NP4 0BL	2 (Fast)	Connected Kerb
Gilwern: Main Road Car Park, NP7 0AJ	7 (Fast)	Connected Kerb

The battery of an electric car can range from 20kWh to over 100kWh, but an average EV will usually have a battery size of about 40kWh. Each charging company listed above in the table has different charging costs. For example, for Dragon Charging there is a charge of 65p per kWh whereas for points operated by Gwent Energy CIC or Connected Kerb there is a charge of 50p per kWh. At the County Hall Car Park, the charge will remain at 50p per kWh⁴⁶ in order to keep the cost of charging EVs attractive to Council staff. However, according to ZapMap some charging points elsewhere in Monmouthshire cost up to 79p per kWh, including the Premier Inn Monmouth. ZapMap⁴⁷ is a tool which has live updates of available EV charging points in Monmouthshire and will also generally show the cost and customer reviews of these chargers. Public charging points are shown on here, as well as private charging points that ZapMap users can 'rent out' to other users.

7.3 Promoting EV uptake

The EV sector is rapidly evolving, with new technology developments and changes in user behaviour. In line with the climate emergency declared by Monmouthshire County Council in 2019 a Local Transport Plan (2024-2029) was developed which includes interventions designed to help deliver the vision for EV to:- *Ensure that MCC continues to lead the transition to electric vehicles in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors.* Which will be delivered through tourism and destination charging at public sector sites, residential charging in 13 priority areas and providing EV charging points in 10 shortlisted car parks enabling support of the Electrical Vehicle Charging Strategy with Welsh Government, public sector workplace EV charging and rail station EV charging.

Therefore, it is recommended that the Council continues to engage in the following key activities to promote the uptake of EVs:

- Continue engagement with businesses, including retail, workplaces, tourism attractions, fleet managers and other stakeholders to understand barriers, encourage adoption and promote synergies.
- Engage with Distribution Network Operators (DNOs) to ensure there is sufficient grid capacity available for the deployment of proposed chargers.
- Activities to promote EV adoption and address misinformation that is spreading with regards to EVs. This includes perceptions on safety risk, range anxiety, charging availability as well as improved awareness of the technology to assist the public to become more comfortable with this new technology.

⁴⁶ [Monmouthshire: Discount electric vehicle charge rate agreed | South Wales Argus](#)

⁴⁷ [Map of electric charging points for electric cars UK: Zapmap](#)

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The exact type, number and location of chargers will be subject to further detailed analysis, including the space needed and grid capacity available. In addition, it will be necessary to continue to engage with districts, businesses, and Distribution Network Operators (DNOs) to ensure they are fit for purpose and able to function effectively.

7.4 Funding opportunities

Opportunities to apply for funding to limit the investment required by Monmouthshire County Council has also been explored. These opportunities include:

- Government grants offered to local authorities to assist with the rollout of Electric Vehicle Infrastructure. This includes the Ultra-Low Emission Vehicle Transformation Fund offered by the Welsh Government, and the On-Street Residential Chargepoint Scheme (ORCS) offered by the UK Government.
- The Energy Saving Trust can assist Monmouthshire County Council with obtaining funding from Government grants, including the On-Street Residential Chargepoint Scheme (ORCS).

The Council can promote Government grants offered to residents and businesses to encourage uptake in EV charging infrastructure without requiring additional Council funding. This includes the EV Chargepoint / Infrastructure grant⁴⁸ and the Workplace Charging Scheme⁴⁹.

⁴⁸ [Electric vehicle chargepoint and infrastructure grant guidance for installers - GOV.UK](#)

⁴⁹ [Workplace Charging Scheme: guidance for applicants - GOV.UK](#)

Appendix E. Enforcement and Fee Structure



TECHNICAL NOTE

Monmouthshire Car Park Review

SUBJECT

Enforcement and Fee Structure

PROJECT NO.

5230879

DATE

May 2025

AUTHOR

IB

DISTRIBUTION

Monmouthshire County Council

REPRESENTING

AtkinsRéalis

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Client signoff

Client	Monmouthshire County Council		
Project	Monmouthshire Car Park Review	Project No.	5230879
Client signature / date			

TECHNICAL NOTE

1. Introduction

This Technical Note has been developed to inform the updated Parking Strategy for Monmouthshire County Council. It is intended to provide an insight into the existing Enforcement Mechanisms employed within Monmouthshire and provide recommendations for any proposed changes. In addition, this Technical Note will also discuss the existing car parking fee structure that is used for enforcement, highlight any changes needed and address the likely impact on revenue collected from the carpark ticketing structure.

This information is intended to supply Monmouthshire County Council with the information needed to help support the recommendations for changes, or otherwise, to the management of the enforcement process and the car park fee structure.

2. Enforcement

This section outlines the existing enforcement mechanisms used by Monmouthshire County Council and existing concerns.

2.1 Staff

Currently the Enforcement Team includes six individuals who all work as FTEs on 37-hour weeks. The team of enforcement officers are paired together to travel to either Chepstow, Monmouth or Abergavenny on a daily basis and both the officer pairings and locations are rotated on a regular basis ensuring a randomisation to their presence on any site. There are also three different shift patterns depending on location and day: 08:00-16:00, 08:30-16:30 and 09:00-17:00. These officers work these shifts Monday to Friday with some provision for event days, weekends and bank holiday working, but currently vacant posts prevent this additional enforcement patrolling being carried out.

The team patrol schools, car parks and on street parking areas

- School patrols: There are several school areas that officers will patrol in the mornings and afternoon, including: The Dell Primary School, Usk Church In Wales Primary School, The Archbishop Rowan Williams Church in Wales Primary School, Cross Ash School, Osbaston Church in Wales School, Cantref Primary School, Goytre Fawr Primary School,
- Off-street parking: The team patrols several off-street car parks in Abergavenny, Chepstow and Monmouth. Each car park takes approximately 15 to 30 minutes to check.
- On-street parking: The team patrol all on-street parking for violations in Abergavenny, Chepstow and Monmouth. This includes: blue badge bays (disabled bays); limited waiting bays; taxi ranks; loading bays; zig-zag markings at schools; pedestrian crossings; double parking (parking too far from the kerb); and resident permit bays. The officers will also enforce against vehicles being parked across dropped kerb when those dropped kerbs have a crossing point and tactile paving.
- My Monmouthshire App: The team also undertakes responsive action for all parking related issues.

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- Publicly reported issues including parking machine faults and those which are reported through remote monitoring. In total, there are 22 car park machines in Abergavenny, 17 in Chepstow and 8 in Monmouth (both on-street and off-street).

It should be noted that there are several main roads in Monmouthshire where the police are responsible for parking restrictions. These include the following trunk roads M4, M48, A40, A465, A449, A4042 and A48/A466.

2.2 Concerns and issues with Management of Civil Enforcement

There have been a number of ongoing issues and concerns raised by members of the public direct to Monmouthshire County Council officers which include the following:

- *Lack of free parking in the county compared to Usk and Caldicot*
- *Want a short amount of time to be free - 1hr for residents*
- *Parking machines not easy to use*
- *App not easy to download if trying in certain areas*
- *Card payments have a delay going through which result in long queues*
- *Queues at peak times when card machine play up*
- *People park in the car parks all day for free due to lack of enforcement and knowing what days attendants are in the town*
- *School students (6th form) park in car parks all day and take up spaces from shoppers (Monmouth)*
- *Free carpark in Abergavenny (Byfield) is not very accessible*
- *Illegal parking on pavements in Abergavenny - not policed (no one accepts responsibility)*
- *Maryport Street South in Usk is always full with prison workers*
- *Direct access is needed to Monmouth town centre from two of the car parks*
- *In all town centres cars load / unload or idle in no parking areas but no enforcement so keeps happening*

Although it should be noted that there are some perceptions such as 'People park in the car parks all day for free due to lack of enforcement and knowing what days attendants are in the town' that are unfounded as the enforcement within Monmouthshire remains random even without the full complement of enforcement officers.

In addition, there have been the following concerns raised by Chepstow Town Council which were collated at the Town Council Meeting held on 25th September 2024.

- *Residents Parking Permits in Lower Church Street and the Drill Hall Car park: It was pointed out that Monmouthshire do not enforce or control the residents parking scheme on Lower Church Street. Residents pay Monmouthshire for a parking permit. This allows them to use the marked parking on Lower Church Street and the resident parking bays in the Drill Hall Car Park.*
 - Those using the scheme say the parking bays on Lower Church Street are not enforced. Sometimes car without permits cars can be parked for up to a week without any intervention from MCC. This in effect stops the genuine residents with permits from parking.*
 - Next MCC propose to introduce an online only scheme for residents. So no visible parking permit is required. So if it is not policed then it is like taking money under false pretences.*
- *HGV access to the former Osborne Site of Lower Church Street*
 - Articulated lorries requiring access to the site which cannot negotiate the roads around lower Chepstow. At least get a voluntary agreement similar to that in place with Travis Perkins.*

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- *Short time parking in Nelson Street.*
 - a. *Traders here complain that no policing of the short time parking bays outside StMary's arcade means that people can park to just use the shops in the arcade.*
 - b. *People will park there for up half a day thus stopping people parking.*
- *High Street*
 - a. *Double Yellow lines should be put on the High Street on both sides.*
 - b. *Signage for parking restrictions should larger*
 - c. *Again, it is not policed.*
- *Disabled Parking in Moor Street (9 till 5).*
 - a. *This is never policed and is essential to those disabled using Merrick's Pharmacy*
 - b. *It is used by local traders as customer parking.*

2.3 Penalty Charge Notification Processing

Monmouthshire County Council is joined with six other local authorities as part of the South Wales Parking Group (SWPG) to process Penalty Charge Notifications (PCNs). The SWPG works on behalf of Monmouthshire and the other local authorities to support the enforcement operation by dealing with challenges, payments and processing of all penalty charge notices that are issued. While each local authority provides their own enforcement officers, the SWPG provides the shared back office service support and also chases payment of and deals with queries relating to any PCNs issued by Monmouthshire officers.

2.4 Summary

There are no recommendations to change the working relationship with the SWPG, as this is currently working well for the enforcement team at Monmouthshire; it enables the officers to ensure their time is allocated to patrolling throughout Monmouthshire, either on-street or in car parks, rather than being office based completing the administrative side of the PCN process.

The number of Enforcement Officers, once all vacancies are filled, remains sufficient for a well randomised enforcement process to be carried out in Monmouthshire, as confirmed during discussions with MCC's enforcement team. However, it should be noted that travel time to the start of each destination is approximately 30 to 40 mins and then each carpark takes around 15 to 30 mins to check.

3. Fee proposals

3.1 Penalty Charge Notice Costs

There are two levels of PCN in force across Monmouthshire – a higher level and a lower level – depending on the parking contravention with a higher level PCN cost set at £70 and the lower level PCN is £50. There is a 50% discount on the charge if it is paid within 14 days of issue.

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As shown on the Monmouthshire website “If no payment or challenge is made within the 28 days from the issue date, SWPG will serve a Notice to Owner (NtO) to the registered owner of the vehicle. This acts as a final reminder before an additional surcharge is added to the amount of the penalty”.

3.1 Payable car parks

Monmouthshire County Council operates pay and display car parks in Abergavenny, Chepstow and Monmouth operating 08:00-18:00 Monday through Sunday. The following tariffs are applicable for short-stay car parks within Monmouthshire County Council¹.

Table 3-1 - Short Stay Car Park

Stay length*	Cost
2 Hours	£2.00
3 Hours	£2.40
4 hours	£3.10
Sunday – First 2 Hours Free	£1.30 (Remainder of the day)

*Note: no return is permitted within 2 hours after expiry of ticket.

Table 3-2 - Long Stay Car Park

Stay length	Cost
2 Hours	£2.00
3 Hours	£2.40
4 hours	£3.10
5 day ticket	£23.00
6 day ticket	£27.50
All Day	£6.20
Sunday – First 2 Hours are free	£1.30 (Remainder of the day)

However, there are a number of different price structures for the Drill Hall Car Park in Chepstow which has a long stay charge of £.200 all day Monday to Saturday but is free for the first two hours on Sunday and costs £1.30 for the remainder of the day. In addition, some other car parks in Monmouthshire have other tariff structures:

- Byefield Lane Car Park: £6.20 Tuesday Only;
- Rogiet Playing Fields Car Park: £2.20 all day charge (Monday – Friday);

¹ [Parking - Pay and Display - Monmouthshire](#)

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- Rogiet Country Park Car Park: First 3 hours free – £5.50 per day thereafter; and
- Severn Tunnel Junction Car Park: £3.30 all day charge.

3.2 Car Park Permits

In addition to the above fees there are permit available at a discounted price which can be allocated to a specific car park or residential area and these are priced as follows:

- **RESIDENT PERMITS.**

Resident permit cost: £76.00 per annum, but restricted. Only 1 permit allocated per household.

- **CAR PARKS SEASON PERMITS.**

Long Stay car park Season Permit cost: £545.00 per annum, £275.00 per 6 months, £143 per 3 months.

Short Stay car park Season Permit Cost: £682.00 per annum, £347.00 per 6 months, £176.00 per 3 months.

3.3 Free car parks

There are several car parks which are marked as free or unmarked which are listed below, by location:

- Abergavenny:
 - Abergavenny Leisure Centre
- Caldicot:
 - Jubilee Way (49 spaces)
 - Woodstock Way (110 spaces)
 - Caldicot Community centre (-4 spaces)
 - Caldicot leisure centre (~53 spaces)
- Chepstow:
 - Station Road (43 spaces)
 - The Station car park (55 spaces)
 - Chepstow Leisure Centre (124 spaces)
- Monmouth:
 - Cinderhill Street (41 spaces)
 - Old Dixton Road (30 spaces)
 - Rockfield Road (106 spaces)
 - Rowing club (20 spaces)
 - Monmouth Leisure Centre (~75 spaces)
- Usk:
 - Maryport Street North (142 spaces)
 - Maryport Street South (80 spaces)

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- Twyn Square (14 spaces)
- Gilwern:
 - Main Road (23 spaces)
- Goytre
 - Goytre Village (20 spaces)
- Magor:
 - Magor Square (31 spaces)
 - Sycamore Terrace (27 spaces)
 - Withy Close (24 spaces)
- Tintern:
- Wireworks (38 spaces)
- Tintern Park (10 spaces)

Charging for car parks in small villages (free at present) is not entirely justified, since it would necessitate new charging infrastructure, and would create an additional workload for enforcement officers already spread thin due to Monmouthshire’s topography. Some car parks however have been identified as suitable to be made payable, these are:

If there are two or more free car parks in one town (for example, in Usk and Magor) then one or more could be made payable.

It should be noted that Monmouthshire Couty Council officers have confirmed that there will be no free parking exemption in place for 2024 in any of the currently fee-paying car parks in the run up to and nor over the Christmas and New Year period, with the exception of the existing Bank Holiday parking orders.

3.4 Summary

The total number of spaces and number of car parks of different types in Monmouthshire can be found in Table 3-3.

Table 3-3 - Type of car park by town

Town	Number of paid car parks			Number of unpaid car park	Total number of spaces
	Long stay	Short Stay	Other		
Abergavenny	3	4	1	0	1381
Caldicot	0	0	0	2	175
Chepstow	3	1	0	2	600
Monmouth	5	1	1	4	684
Usk	0	0	0	3	252
Gilwern	0	0	0	1	24
Goytre	0	0	0	1	22

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Town	Number of paid car parks			Number of unpaid car park	Total number of spaces
	Long stay	Short Stay	Other		
Magor	0	0	0	3	92
Rogiet	0	0	3	0	223
Raglan	0	0	0	1	4

E.1 Enforcement Information supplied by MCC Enforcement Team

Proactive Tasks			Reactive Tasks		
Activity	Timetable	Approximate number of hours (total per week)	Activity	Occurrence (daily / weekly/ monthly)	Approximate number of hours (total per week)
Car parks	Rota to cover all carparks at least once a week	13.5 hours	Ad hoc complaints about pavement parking	MCC officers do not currently enforce pavement parking this currently lies with police	
On street parking	Rota to cover all carparks at least once a week	13.5 hours	Ad hoc complaints about machines not working	Daily	When required. Can take between 2 minutes and 30 minutes per machine depending on the issue.
Parking machines operational checks	Rota to cover all carparks at least once a week	Daily as part of car park patrol for each car park	Ad hoc complaints about parking obstructions	MCC officers do not enforce obstruction, this lies with police.	
Yellow line obstructions	Rota to cover all carparks at least once a week	Daily as part of on-street patrol.	Processing and issuing resident permits	Daily	Part of admin role contracted 37 hours
Proactive Tasks			Reactive Tasks		
Activity	Timetable	Approximate number of hours (total per week)	Activity	Occurrence (daily / weekly/ monthly)	Approximate number of hours (total per week)
PCN issue (back office admin support supplied centrally across Wales)	Rota to cover all carparks at least once a week	32 hours including all patrols(on/off street, school patrols)	Processing and issuing carpark permits (short & long stay)	Daily	Part of admin role contracted 37 hours
Reporting any defects to street furniture, such as signs and road markings	Rota to cover all carparks at least once a week	As and when seen part of daily on-street patrol.	Monitoring CCTV footage for defects or parking obstructions.	CCTV monitored by 3rd party.	



Carry out car park cash collections from pay and display machines	Rota to cover all carparks at least once a week	Carried out by 3rd party. Security plus	Assisting with all car park closures, bay closures, and support with all traffic management.	Ad hoc
Patrol for and reporting abandoned vehicles.	Rota to cover all carparks at least once a week	Officer don't patrol for abandoned vehicles, ad hoc if reported by public.	Work closely with and support the police when requested.	Ad hoc
Check tickets and attend to minor machine faults.		Daily as part of car park patrol.		
Monitor car parks and their facilities to ensure they are clean, tidy and satisfactory. Report if necessary	Rota to cover all carparks at least once a week	Daily as part of every car park patrol.		
Daily school enforcement am/pm		5 hours		
Travel time to and from MCC depot am/pm		5 hours		



Appendix F. Recommendation Table



Recommendation	Strength of evidence	Strategic fit	Acceptability	Deliverability	Cost to implement	Total score	Implementation	Justification	Advantages	Disadvantages	Possible Time Scale if Recommendation pursued for implementation
Existing charging structure remains	1	1	0	0	0	2	No change	Transaction data highlights that the 2-hour ticket is the most popular choice in all car parks where it is offered. Occupancy data shows there are no car parks which are greatly underutilised, thus supporting keeping the existing pricing structure in place.	<p>Stability: provides consistency for users already familiar with the current system</p> <p>Low cost: in comparison to implementing other recommendations</p>	Limited improvement: does not address any existing public perceptions raised that free parking for initial hour or 2 hours would increase footfall and parking behaviour	Short Term
Retain season ticket/permit tariff structure	1	0	1	0	0	2	No change	This is a cost effective solution with minimal disruption. No issues regarding season ticket/permit tariff structures have been identified.	<p>Stability: provides consistency for users already familiar with the current system</p> <p>Low cost: in comparison to implementing other recommendations</p>	Limited improvement: does not address any existing issues or inefficiencies in the current system	Short Term



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