

## Monmouthshire County Council Parking Strategy 2020-2030

April 2020

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## Appendices

Appendix A

# 1. Introduction

The focus of this Strategy document is to update the Council's position on parking matters since the 2013 Strategy. The aim is to outline the Council's policy framework moving forward for managing parking across the County for a variety of aspects including (but not limited to) parking tariffs, enforcement and parking standards.

Parking management and enforcement play an important role in delivering the Council's well-being objectives for its residents, workforce and visitors. High-quality management of parking in Monmouthshire can contribute to delivering local, regional and national policy objectives ranging from sustaining the local economy to contributing to sustainable outcomes such as the uptake of active travel. It is imperative that this Strategy strikes a balance between all these objectives.

This Parking Strategy will be valid between 2020 and 2030 and is designed to:

- 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).

It is recognised that over the duration of this document, there is likely to be significant technological change ranging from the electrification of motorised vehicles as well as vehicle automation. Improvements to technology including the rollout of 5G in Monmouthshire will result in changes to how people travel for work and leisure and consequently how people use parking facilities in the County. This Strategy is aware that changes to parking is inevitable and will, therefore, work with stakeholders to ensure parking in Monmouthshire is resilient for the future.

## 1.1 Structure of the Parking Strategy

This Parking Strategy is structured as follows:

- **Chapter 2**; summarises the background of parking across the County;
- **Chapter 3**; outlines the current parking regime in Monmouthshire;
- **Chapter 4**; provides an outline of the policy context for this Parking Strategy;
- **Chapter 5**; presents a series of recommendations; and
- **Chapter 6**; concludes the Parking Strategy.

Supporting information to this document is available in the Appendix. It is recommended that the Strategy is read alongside the Council's Parking Standards SPG (2013).

## 2. Background

Monmouthshire provides a unique landscape including the Brecon Beacons National Park in the north, Wye Valley Area of Outstanding National Beauty in the east and various town centres with various cultural characteristics that provide important services. Parking serves a mixture of roles from supporting residents' access to necessary everyday essential services, commuters to their workplace and year-round to visitor attractions. The design, layout and use of parking facilities can positively or negatively affect the characteristics of an area and influence how people travel.

The previous Parking Strategy (2013) was produced to encourage individuals to spend time, shop and do business in five areas of Monmouthshire; Abergavenny, Caldicot, Chepstow, Monmouth and Usk. The previous document went on to provide ten recommendations (Table 2.1) which sought to support viable retail, commercial and visitor destinations and facilitate regeneration in the five listed areas. The full list of recommendations and justification is available in Appendix A.

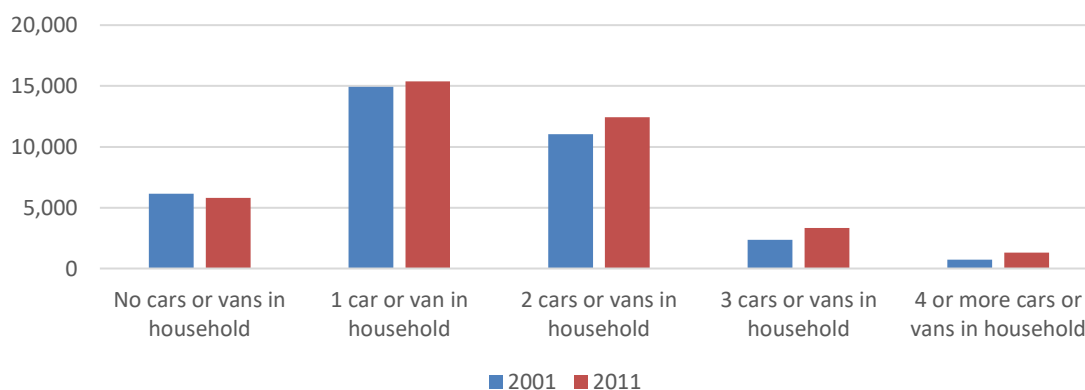
**Table 2.1. 2013 Parking Strategy Recommendations and Implementation**

| 2013 Parking Strategy Recommendation                  | Implemented (Yes / No) |
|---|------------------------|
| Increased Tariffs                                     | Yes                    |
| 'No Return' policy across all Council-owned car parks | No                     |
| Improved signage                                      | Yes                    |
| Sunday tariffs  | No                     |
| Development of an HGV/Coach Parking Strategy          | No                     |
| Introduction of disabled 'Blue Badge' tariffs         | No                     |
| Enhanced urban design/car park layout                 | No                     |
| Enforcement across all Council-owned car parks        | Yes                    |
| Night tariffs   | No                     |
| Networked machines                                    | Yes                    |

### 2.1 Car Ownership

In Monmouthshire between the 2001 census data and 2011, there has been a 5.5% fall in the number of households that have access to a car or van. In total, there has been an 11.6% growth in the number of 1-4+ cars or vans in each household (Figure 2.1).

**Figure 2.1 Car or Van Availability in Monmouthshire per Household, 2001 to 2011 Comparison**



Heavy reliance on the private car and limited opportunities for public transport are real issues for rural Monmouthshire. This may partially be a reason for the increasing number of cars/vans per household (Figure 2.1). The Council recognise that the increasing number of vehicles per household presents several different challenges to be addressed in this Parking Strategy.

## 2.2 Civil Parking Enforcement

A recent and significant change to parking in Monmouthshire took place in 2019. Following the Gwent Police decision to withdraw their Traffic Warden Service from Monmouthshire from 31<sup>st</sup> December 2018, the Council applied to the Welsh Government for Civil Parking Enforcement powers. In 2019, the Council were granted powers to enforce non-endorsable on-street parking restrictions in addition to the off-street parking restrictions, of which they previously managed.

Since the powers were removed from Gwent Police, Parking Enforcement was taken out of the criminal system into the civil system by an order made through an Act of Parliament. Yellow line parking offences became decriminalized leaving the Council the responsibility of fining motorists for ignoring them. However, endorsable parking offences, including parking on pelican and zebra crossings; obstructing the highway or property accesses; parking on footpaths where no yellow lines are in force and the misuse of disabled badges will remain the responsibility of Gwent Police.

The Council, in conjunction with the other five Gwent Authorities commissioned a study in 2017 into the option of collaborative working across the authorities to identify opportunities to reduce operational costs of operating a civil parking enforcement regime by adopting a joint approach wherever feasible. The study highlighted that this arrangement would be more financially secure and have greater resilience.

To reduce the costs associated with the administration of Civil Parking Enforcement (CEO), the Council has partnered with Rhondda Cynon Taf County Borough Council to design and produce all necessary forms, notices, letters, etc. Such documentation takes note of current good practice, statutory guidance and standards e.g. as set out in the Code of Practice for Civil Parking & Traffic Enforcement and by the Traffic Penalty Tribunal.

Since the introduction of enforcement by the Council, five civil parking enforcement officers have been deployed. The performance of the officers is continually monitored to assess the impact and effectiveness of the service to encourage parking compliance across the full County both on-street and off-street. Enforcement objectives have been established to achieve a certain frequency of patrol suited to the varying types of restriction and changes in demand. CEOs are on duty throughout controlled hours, as applied to the various areas throughout the county, plus certain other hours as service needs dictate.

## 2.3 Why a Parking Strategy?

An update to the former Strategy is required to ensure parking in Monmouthshire is well-informed, modern and continues to meet the needs of its users. There is a case for the document to be updated to meet recent changes in legislation and environmental pressures including the Climate Change agenda and wellbeing goals.

Across the County it is recognised that parking facilities are inconsistent; some parking is unregulated and free whilst in other areas, there is enforcement and tariffs. The parking provision and enforcement can have a positive or detrimental impact on local businesses in the settlements of Monmouthshire. It has been identified that there is a need for a fair and uniform approach to all parking facilities.

Unregulated illegal parking can harm all users of the highway network from pedestrians walking along the footway to impeding emergency services. Whereas better-quality parking can safeguard healthy and environments, generate economic benefits to local business and improve the quality of life for individuals switching mode of travel to sustainable methods.

Without an updated Parking Strategy, there is a risk that there is a reduction in road safety in the County as well as a negative impact on the environment for residents, businesses and visitors.

## 3. The Existing Situation

The current approach is a balance between three elements; demand management, cost and local conditions. Parking is a fine balance between these elements, if the price and duration are wrong this could discourage facilities being used, alternatively, this may result in increased sustainable travel. Whereby if parking is not appropriately managed this could lead to illegal parking or could result in a steady turnover of spaces, encouraging more people to use the facilities available.

Across all parking facilities, the Council aspire to provide high-quality parking which is supported by appropriate enforcement and management. This includes regular investment, ensuring parking areas are maintained, kept clean and safe for all.

### 3.1 Off-street Parking

Across the County, there is a mixture of on and off-street parking which is made up of private and public operators. Table 3.1 lists all of the 36 Council-owned parking, number of spaces available and whether there is a tariff in place. An interactive map of where parking is located is available on the Council's website: <http://www.monmouthshire.gov.uk/car-parks/our-car-parks>

**Table 3.1 Council Owned Parking Facilities**

| Area        | Location              | Spaces | Tariff |
|-------------|-----------------------|--------|--------|
| Abergavenny | Fairfield             | 473    | Yes    |
|             | Tiverton Place        | 71     |        |
|             | Trinity Terrace       | 37     |        |
|             | Tudor Street          | 21     |        |
|             | Byefield Lane         | 395    |        |
|             | Castle Street         | 211    |        |
|             | Brewery Yard          | 85     |        |
|             | Bus Station (Priory)  | 90     |        |
|             | Bus Station           | 69     |        |
|             |                       |        |        |
| Caldicot    | Jubilee Way           | 48     | No     |
|             | Woodstock Way         | 104    |        |
| Chepstow    | The Station           | 55     | Yes    |
|             | Drill Hall            | 72     |        |
|             | Nelson Street         | 86     |        |
|             | Welsh Street          | 242    |        |
|             | Castle Dell           | 96     |        |
|             | Station Road          | 44     |        |
| Gilwern     | Main Road             | 22     | No     |
| Goytre      | Goytre                | 20     |        |
| Magor       | Withy Close           | 24     |        |
|             | Magor Square          | 31     |        |
|             | Sycamore Terrace      | 27     |        |
| Monmouth    | Rockfield Road        | 99     | Yes    |
|             | Old Dixton Road       | 30     |        |
|             | Cattle Market         | 178    |        |
|             | Chippenham            | 33     |        |
|             | Cornwall House        | 50     |        |
|             | Monnow Street         | 39     |        |
|             | Glendower Street      | 121    |        |
|             | Rowing Club           | 40     |        |
|             | Cinderhill Street     | 42     |        |
| Raglan      | Chepstow Road         | 45     | No     |
| Rogiet      | Playing Fields        | 0      | Yes    |
| Usk         | Twyn Sqaure           | 14     | No     |
|             | Maryport Street North | 149    |        |
|             | Maryport Street South | 0      |        |

The context for each parking area is different and is the reason for a fragmented approach. However, there are similar challenges across 36 Council-owned facilities including efficiently adapting to new technology, thereby, making parking easier for its users, upkeep i.e. signs and lines and competition from other cheaper/free parking areas.

Parking permits are available across all pay and display Council owned car parks, while parking is currently free for all disabled bays in all off-street car parks and in any marked bay if a valid disabled badge is displayed. Further, parking for motorbikes and bicycles is free.

All Council parking operates Monday to Sunday between 08:00 – 18:00, including Bank Holidays.

The Council currently employs five civil enforcement officers (at the time of writing this document) who enforce Council owned off-street pay and display car parks. The penalty for overstaying an allotted time, or not paying for parking varies depending on the parking contravention. However, penalty charges are reduced by 50% if payment is made within 14 days. Alternatively, the Council offer the opportunity to purchase an 'overstay ticket' if an individual overstayed their allotted time on a ticket purchased by one hour. The 'overstay ticket' can be used to clear a penalty charge notice if it is sent to the Council's car park team within seven days of penalty charge notice being issued.

## 3.2 Residential Parking

Residents who live in Abergavenny, Chepstow, Rogiet and Monmouth Town Centres are entitled to apply for a residential parking permit to help them park near their home. Permits are allocated on based on one per household and subject to eligibility criteria and assessed per application (Table 3.2).

**Table 3.2 Streets eligible for residential parking permits**

| Location           | Car Park or On-Street | Streets Eligible to Apply for a Permit   |
|--------------------|-----------------------|--|
| <b>Abergavenny</b> | On-Street             | St Michaels Road, Pen-y-fal Road, Lower Ross Road (Even Numbers Only), Lower Monk Street (Odd Numbers Only) and 1-5 Usk View.  |
|                    | Car Park              | Baker Street, Trinity Terrace, Nevill Street, High Street, Lewis Lane, Frogmore Street, St Johns Street, Brewery Yard/Magnolia Terrace, Market Street, and Cross Street.   |
| <b>Chepstow</b>    | On-Street             | Lower Church Street.   |
|                    | Car Park              | Lower Chepstow below Beaufort Square, Lower Church Street, The Back and St Annes Street  |
| <b>Monmouth</b>    | On-Street             | 2-40 St Mary's Street, 1-12 Almshouse Street, 1-41 Drybridge Street (and Adjacent Cottages), 11-35 Cinderhill Street, 12-29 St Thomas Square, St James Square, St James Street and Whitecross Street (West of junction with Monk Street) |
|                    | Car Park              | Glendower Street, Worcester Street, Agincourt Street, Church Street, St Mary Street, Almshouse Street, St Johns Street, Agincourt Square, Priory Street, Chippenhamgate Street, Monnow Street and Chippenham Court                       |
| <b>Rogiet</b>      | On-Street             | 1-6 Rogiet Terrace and Station Road.   |



### 3.3 Electric Vehicle Charging

Electric vehicle sales are increasing rapidly in the UK with statistics from the Society of Motor Manufacturers and Traders showing a 236% rise year-on-year. The Welsh Government similarly anticipate a growth in demand stating that they will meet the demand created by 60% of new sales for cars and vans being electric vehicles by 2030. The number of electric vehicles is increasing due to a number of factors including:

- An increase in the variety of vehicles on offer;
- The distance/range of electric vehicles can travel;
- Availability of charging facilities across the highway network;
- Cost of day-to-day use compared to fossil fuelled vehicles; and
- Government initiatives to reduce the number of petrol/diesel vehicles on the network.

Furthermore, changes in policy including Planning Policy Wales 10, which states that new non-residential developments must have charging points in at least 10% of the spaces available.

Monmouthshire is strategically located for east-west journeys in and out of Wales as well as journeys north-south within Wales. Due to its location, the Council has an important role in addressing barriers in the uptake of electric vehicles such as range anxiety across the rural network to ensure users can access services within and beyond the boundary of the County.

With technology evolving rapidly for electric vehicles, the Council will work in partnership with stakeholders to ensure new chargers avoid the current complicated payment options for opening new accounts or memberships.

To date, as part of the 'Fully Charged RDP Fund', 20 pilot charging facilities have been installed across Monmouthshire (Table 3.3). It is anticipated that following the pilot and policy direction, more electric vehicle charging facilities will be installed across the County.

**Table 3.3 Electric Vehicle Charging Facilities in Monmouthshire**

| Site                     | Town        | Postcode     | Charger            |
|--------------------------|-------------|--------------|--------------------|
| Secret Garden            | Goytre      | NP4 0JE      | 3.6 kW             |
| MiddleNinfa Bunkhouse    | Abergavenny | NP7 5EN      | 3.6 kW             |
| Beaufort Hotel           | Chepstow    | NP16 2DY     | 3.6 kW             |
| Beaufort Hotel           | Raglan      | NP16 5EP     | 20 kW              |
| Riverside Hotel          | Monmouth    | NP25 5EY     | 20 kW              |
| Clytha Arms              | Clytha      | NP7 9BW      | 3.6 kW             |
| Greenman Backpacker      | Chepstow    | NP16 5EP     | 3.6 kW             |
| Ty Bryn B&B              | Llandogo    | NP25 4TA     | 3.6 kW             |
| Bees for Development     | Monmouth    | NP25 3DZ     | 3.6 kW             |
| Treowen                  | Dingestow   | NP25 4DL     | 3.6 kW             |
| Whitecastle Vineyard     | Whitecastle | NP7 8RA      | 3.6 kW             |
| Old Rectory Barn         | Gilwern     | NP7 0EY      | 3.6 kW             |
| Pelham Hall              | Penallt     | NP25 4AH     | 3.6 kW Type 1      |
| Caldicot Castle          | Caldicot    | NP26 4HU     | 3.6 kW             |
| Northgate B&B            | Caerwent    | NP26 5NZ     | 7.2 kW             |
| Goytre Wharf             | Mamhilad    | NP7 9EW      | 3.6 kW             |
| Singleton Court          | Monmouth    | NP25 5JA     | 3.6 kW             |
| Bridges Community Centre | Monmouth    | NP25 5AF     | 3.6, 7.2 and 22 kW |
| Pandy Village Hall       | Pandy       | NP7 8DL      | 22 kW              |
| Chepstow Library         | Chepstow    | NP16 5HZ     | 7 kW               |
| Magor Services           | M4          | Junction 23a | 40 kW              |

## 4. Policy Context

### 4.1 Introduction

This section sets out the policy context of the Parking Strategy. The local, regional and national policies are summarised in Table 4.1, while a more detailed discussion surrounding the compliance of the Strategy with them is available in the subsequent section.

**Table 4.1 Relevant Policies**

| Level of Policy | Policy Document  |
|-----------------|--|
| <b>National</b> | Planning Policy Wales (PPW) Edition 10 (2018)                      |
|                 | Wales Spatial Plan (2008)  |
|                 | One Wales: Connecting the Nation (Wales Transport Strategy) (2006) |
|                 | Prosperity for All: Economic Action Plan (2017)                    |
|                 | Prosperity for All: The National Strategy (2017)                   |
|                 | Prosperity for All: A Low Carbon Wales (2019)                      |
|                 | Active Travel (Wales) Act (2013)                                   |
|                 | Well-being of Future Generation (Wales) Act (2015)                 |
|                 | Planning Policy Wales (PPW) Technical Advice Note 18 (2007)        |
|                 | National Air Quality Strategy (2000)                               |
|                 | Disability Discrimination Act (1995)                               |
| <b>Regional</b> | Cardiff Capital Region Strategic Objectives                        |
|                 | Cardiff Capital Region Common Assessment Framework                 |
| <b>Local</b>    | Monmouthshire Local Transport Plan (2015 – 2020)                   |
|                 | Monmouthshire Local Development Plan (2011-2021)                   |
|                 | Monmouthshire Parking Standards (2013)                             |
|                 | Monmouthshire Corporate Business Plan (2017-2022)                  |
|                 | Monmouthshire Public Service Board Well Being Plan (2018)          |
|                 | Monmouthshire Climate Emergency Strategy (2019)                    |

#### 4.1.1 National Policy

##### Planning Policy Wales Edition 10 2018

Planning Policy Wales Edition 10 has been developed to comply with the Well-being of Future Generations (Wales) Act 2015. The five ways of working and well-being goals are a central theme throughout the document. The outcomes that have been set in the Policy document provide a framework for any proposal, including:

- Creating and Sustaining Communities;
- Growing Our Economy in a Sustainable Manner;
- Making Best Use of Resources;
- Maximising Environmental Protection and Limiting Environmental Impact; and
- Facilitating Accessible and Healthy Environments.

As set out in Planning Policy Wales, this document begins to set out parking to support the overall transport and locational policies of the existing and emerging development plan. Further, this Parking Strategy supports Planning Policy Wales by ensuring the parking provision across Monmouthshire is informed by the local context, including public transport accessibility, urban design principles and the objective of the reducing reliance of the private car, thereby supporting a modal shift to walking, cycling and public transport.

Planning Policy Wales recognises that authorities should use charging policies for on-street parking and off-street parking, where it is under their control, to complement their land-use policies and encourage the use of ULEVs. This document begins to explore rationalising future parking tariffs in the County.

### **Wellbeing of Future Generations (Wales) Act 2015**

The Well-being of Future Generations Act 2015 requires the Council to think about the long-term impact of their decisions, to work better with people, communities and each other and to prevent persistent problems such as poverty, health inequalities and climate change.

To make sure we are all working towards the same purpose, the 2015 Act puts in place seven well-being goals on the Council. The 2015 Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two, these being:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and Welsh Language
- A globally responsible Wales

The Wellbeing of Future Generations Act also details five ways of working to enable the act. These have been considered in appraising options. These are long term, **prevention**, integration, collaboration and involvement. This Parking Strategy will allow for better management and control of parking across Monmouthshire, encouraging free movement of vehicles and preventing congestion and assists in addressing **long-term** climate change implications. Furthermore, this document ensures adequate safe affordable parking that supports the local economy and encouraging future investment in the local community.

Parking tariffs can increase parking availability for visitors and residents of Monmouthshire, which can, in turn, improve highway safety and the management of the network, thereby improving road safety.

### **Prosperity for All: The National Strategy 2017**

Prosperity for All – The National Strategy sets out four key themes and several objectives to be delivered, as set out in Table 4.2.

**Table 4.2** Key Themes

| Key Themes             | Objectives   |
|------------------------|--|
| Prosperous and Secure  | <ul style="list-style-type: none"> <li>Support people and businesses to drive prosperity;</li> <li>Tackle regional inequality and promote fair work; and</li> <li>Drive sustainable growth and combat climate change.</li> </ul>             |
| Healthy and Active     | <ul style="list-style-type: none"> <li>Deliver quality health and care services fit for the future;</li> <li>Promote good health and well-being for everyone; and</li> <li>Build healthier communities and better environments.</li> </ul>   |
| Ambitious and Learning | <ul style="list-style-type: none"> <li>Support young people to make the most of their potential;</li> <li>Build ambition and encourage learning for life; and</li> <li>Equip everyone with the right skills for a changing world.</li> </ul> |
| United and Connected   | <ul style="list-style-type: none"> <li>Build resilient communities, culture, and language;</li> <li>Deliver modern and connected infrastructure; and</li> <li>Promote and protect Wales' place in the world</li> </ul>                       |

The Prosperity for All document places decarbonisation as an increasingly important priority for the Welsh Government, with many of the themes and objectives being focused on this. The delivery of this Strategy will ensure Monmouthshire begin to deliver them. As formerly set out, parking management has the ability to influence how people travel, subsequently promoting good health and wellbeing through active travel. Meanwhile, parking enforcement will safeguard the natural and built environment thereby building resilient communities.

As part of the Prosperity for All documents, the Welsh Government published the Low Carbon Wales Plan in 2019. A number of the policies within the document aim to increase the proportion of electric vehicle and low emission vehicles, subsequently reducing the carbon footprint of vehicles by 2025. There are also targets of which aim to achieve a modal shift away from cars towards more sustainable transport.

### Active Travel Wales Act 2013

The Active Travel (Wales) Act was passed by the National Assembly of Wales and seeks to secure new and enhanced active travel routes and facilities, improving provision for walkers and cyclists across Wales. The Act requires the Council to map existing active travel routes and regularly monitor active travel facilities/routes to review where improvements and/or new routes are required. The Council's integrated network map and existing route map are approved by the Welsh Government. This Parking Strategy recommends a series of directives to ensure Active Travel is promoted, whilst parking facilities are established in accordance with the Active Travel Design Guidance.

### Technical Advice Note 18 2007

TAN 18 supplements Planning Policy Wales and provides additional guidance to parking in Wales. The Technical Advice Note states that local authorities should ensure that:

- Policies should be used to ensure the delivery of sustainable developments;
- There is a co-ordinated approach to the development of Parking Strategies that address:
  - Local disability standards;
  - Cycle parking standards,

- Parking design/dimension;
- Planning obligations; and
- The management of parking.
- Charges or time restrictions discourage all-day parking but encourage short-term parking;
- Measures are backed up by adequate enforcement measures; and
- Maximum parking standards are set.

TAN 18 also recognises that parking tariffs and limits on provision/time have an important role in managing congestion. It recognises that the overall parking provision affects traffic levels, as will the cost of parking. Therefore, parking charges may be used to encourage the use of alternative modes, and to target forms of travel for reduction, such as commuter journeys.

#### 4.1.2 *Regional Policy*

##### **Cardiff Capital Region Strategic Objectives**

The Cardiff Capital Region City Deal is a £1.28 billion programme which will achieve a 5 per cent uplift in the region's GVA by delivering a range of programmes which will increase connectivity, improve physical and digital infrastructure, as well as regional business governance<sup>1</sup>. It covers the 10 local authorities within south-east Wales including Monmouthshire. Objectives of the Cardiff Capital Region includes:

- Supporting businesses to become more productive from small retail to large advanced manufacturers;
- A vibrant and sustainable economy which contributes to the well-being and quality of life of people and communities now and in the future;
- Access to education and training to develop skills;
- Access to social and recreational opportunities;
- Ensure our urban centres are vibrant and vital with unique identities which all of the region's residents can use and be proud of;
- Respect, protect and support our rural and natural environment and use it to promote economic and social outcomes; and
- Demonstrate our commitment to a sustainable future and acknowledge our global responsibility.

The above objectives are a summary of the Cardiff Capital Region's Strategy. This Parking Strategy document begins to meet a number of the above objectives through appropriately managing, investing and reviewing parking across Monmouthshire.

#### 4.1.3 *Local Policy*

##### **Monmouthshire Climate Emergency 2019**

In 2019, the Council declared a Climate Emergency, recognising that climate change will have a direct impact in Monmouthshire. While the Council is proactively trying to reduce carbon

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<sup>1</sup> <http://www.cardiffcapitalregioncitydeal.wales/> date accessed 27<sup>th</sup> June 2018

emissions, such as reducing energy use, generating solar power and trying to encourage electric cars; these alone are not enough.

The Council has set a target to reduce council carbon emissions to zero by 2030. Within the Climate Emergency document, there are a number of actions for greener vehicles including installing charging facilities in larger council buildings and providing free parking in Council-owned car parks for electric and hydrogen vehicles until 2025.

The Climate Emergency document also suggests using parking to prevent traffic congestion and to minimise air pollution. Parking management and enforcement are effective tools that can reduce the need for drivers to waste time searching for a parking space by ensuring a well-managed turnover of bays. By enabling drivers to quickly find a space this reduces circulating traffic, congestion and emissions.

This Strategy recognises the importance of the Climate Emergency and has adopted a number of recommendations to ensure the Council work towards achieving

### **Monmouthshire Public Service Board Wellbeing Plan**

Monmouthshire County Council's Well Being Plan sets out a series of objectives that aim to contribute toward achieving the steps as set out by the Welsh Government in the Wellbeing of Future Generations Act.

The Well-Being Plan was developed following completion of the well-being assessment completed by the Public Service Board (PSB). The well-being plan sets out four objectives and the steps required to deliver the four objectives:

- Provide children and young people with the best possible start in life;
- Respond to the challenges associated with demographic change;
- Protect and enhance the resilience of our natural environment whilst mitigating and adapting the impact of climate change; and
- Develop opportunities for communities and businesses to be part of an economically thriving and well-connected community.

To deliver the objectives of the PSB, enabling active travel and sustainable transport initiatives are important. These will improve air quality and other health benefits whilst ensuring design and planning policy supports strong, vibrant and healthy communities. This Strategy begins to address the PSB Wellbeing Plan as well as the wider Wellbeing Goals and Ways of Working.

### **Monmouthshire Local Transport Plan 2015 - 2020**

Monmouthshire County Council's LTP identifies the transport issues relevant to the county and provides the high-level interventions needed to address the issues and specific priorities. The LTP includes a prioritised five-year programme of projects the Council wishes to see delivered between 2015 and 2020 as well as medium and longer-term aspirations up to 2030.

The key projects related to this Parking Strategy include:

- A review of the parking provision in Caldicot Town Centre;
- Parking at The Queens Head and Rockfield Road in Monmouth; and
- Cycle parking/storage across the Active Travel network.

### **Monmouthshire Parking Standards 2013**

In 2013 the Council introduced several parking standards that are a material planning consideration for all proposed developments in Monmouthshire. The standards provide detailed parking requirements according to land-use and type of development and promote traffic management and the reduction of car dependency. However, the standards also ensure that new developments or a change of use are accompanied by sufficient parking space to avoid the need for vehicles to park on the street and cause congestion, displacement, danger and visual intrusion.

The parking standards also consider facilities for disabled people and recommends that Reducing Mobility Handicaps and Planning and Access for Disabled People publications are used as the basis for guidance on the size and level of parking spaces for disabled people.

### **Monmouthshire Local Development Plan 2011-2021**

Monmouthshire's LDP sets out the Council's vision and objectives for the development and use of land, together with the policies and proposals to implement them by 2021. The plan sets out several aspirations relating to this Parking Strategy including minimising the adverse effects of parking as well as ensuring parking is met in a manner that preserves the character and appearance of the area. It is important to note that the Local Development Plan is being reviewed, which will have an impact on the recommendations within this Strategy.

### **Monmouthshire Corporate Business Plan 2017-2022**

The Corporate Business Plan sets out the organisational goals which the Council commit to action. The themes that will guide the Council until 2022 include:

- The best possible start in life;
- Thriving and well-connected County;
- Maximise the potential of the natural and built environment;
- Lifelong well-being; and
- Future-focused Council.

This Strategy will go beyond the Corporate Business Plan; however, the Strategy is compliant with the Plan and recognises the important role parking plays on delivering the themes. This includes the impact of electric vehicles, management and turnover of parking and enforcement of parking. All of these parking matters have an impact on delivering the themes as outlined above.



## 5. Recommendations

### 5.1 Introduction

Parking in Monmouthshire needs to balance a variety of factors to achieve the social, economic and environmental objectives of the Council. The recommendations set out in this chapter aim to strike an appropriate balance across the county given its unique and distinctive characteristics.

#### 5.1.1 *Recommendation 1: Data Collection and Management*

The Council's approach to parking management across the County will be to manage its demand. To effectively manage parking demand, the Council requires an extensive range of data to understand what is currently taking place 'on the ground' across Monmouthshire.

The data is to be collected on a triennial basis (every three years) from the launch of this Parking Strategy by the Council and will enable the Council to:

- Review the number of Council owned parking spaces against the number of private parking spaces to ensure an approximate mix of short and long-stay provision;
- Set parking tariffs which are comparable to other local towns and are appropriate for their user (e.g. shoppers, commuters, visitors);
- Identify 'hotspots' where demand is high to enforce parking regulations effectively; and
- Manage competing demands for on-street parking through residential parking zones.

The Council is committed to making efficient and effective use of resources to implement improvements and manage parking across Monmouthshire on a day to day basis. Having the most up to date data will dictate how the Strategy will be delivered and parking services are managed, therefore, data collection will ensure the operation and management of parking is regularly reviewed and services are delivered in the most cost-effective and sustainable manner.

#### ***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.

Surveys to be completed for on and off-street locations include (but not limited to):

- The duration of individuals parking across the County;
- The locations where parking is or is not in demand;
- Where illegal parking / Penalty Charge Notices are issued most commonly across the County to identify hotspots of illegal parking and to address any identified problems;
- How many residential permits are being issued and whether they are necessary in some locations or whether additional locations require residential permits to address problems;
- Who are using the parking facilities (e.g. 'Blue Badge', Families etc) to ensure facilities are appropriately meeting the needs of its users; and
- What revenue is being generated from parking facilities across the County and whether the tariffs in place are appropriate and suitable.



### 5.1.2 Recommendation 2: Technology

The Council is dedicated to ensuring that they consider a series of demand management tools and technological innovations that develop the parking experience Monmouthshire offers. It is recognised that future changes in technology will change how and where parking is provided.

Technology will play an increasing role in improving the parking 'experience' for the users and providers of parking facilities across the county. For example, 'smart' overhead guidance indicators may enable drivers to use mobile apps to locate the nearest available parking space. The Council recognise that Pay and Display machines may not always be the appropriate system for charging users, therefore, mobile technology can provide users with the option to pay for parking on their phone, making it quicker and easier for the user and reducing cash collection for the provider.

The Council will also utilise technology in their parking enforcement. The use of technology will ensure effective enforcement of parking by Civil Enforcement Officers and enable traffic regulation orders to be reviewed regularly; enabling providers to manage their assets in more efficient ways than previously.

It is recognised that some technologies are more suitable or timely for areas across Monmouthshire than others, for example, variable message signs will not be appropriate for rural parking facilities where the demand is low. Technology in parking areas across the County will be assessed on a case by case basis.

#### **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 to (but not limited to):

- **Signage:** Variable Message Signs with (at minimum) name of parking facility and number of spaces;
- **Availability:** GPS trackers to inform user where parking is available; and
- **Payment:** Methods used to pay for parking facilities across on and off-street locations, residential parking permits; penalty charge notices etc. This may include:
  - Payment by mobile phone;
  - Pay on return;
  - Other cashless payment; and
  - Payment in advance.

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

### 5.1.3 Recommendation 2a: Technology – Electric Vehicle Charging

With the growth of electric vehicles, the Council anticipates significant electrification of vehicles in Monmouthshire over the life course of this document. As a rapidly evolving technology, policy guidance relating to on- and off-street charging provision is being continually reviewed to ensure a financially sustainable model for charging infrastructure is rolled out. The climate change agenda and Council's own climate emergency Strategy recognises the importance of electric vehicles and where viable, necessary and practical, on-street electric charging will be explored.

**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 the following:

- Install photovoltaic canopies at council owned car parks to power electric vehicle charge points with renewable energy;
- Increase the mileage rates payable for staff who use electric vehicles relative to petrol and diesel cars;
- Develop proposals for EV charging in streetlights and new housing developments;
- Install EV charging points at all larger council buildings;
- Transition the council's transport fleet to hybrid, electric and hydrogen vehicles as these become available; and
- Provide free car parking in Council owned car parks for electric vehicles until 2025.

Details of electric vehicle charging and new developments is available in Recommendation 9a and Recommendation 9b.

### 5.1.4 Recommendation 3: Parking Tariffs

The cost and duration of parking is a major contributory factor in the choice of travel mode and also on the economic prosperity of an area. Therefore, subsequent to the completion of 'Recommendation 1: Data Collection and Management', a review of the parking tariffs and duration will be undertaken on a triennial basis (every three years) to ensure tariffs and duration is appropriate. At present, parking demand varies across Monmouthshire, hence the different tariff structures.

**R3 – Parking Tariff**

On an ongoing basis, review parking tariffs, taking in to account the following factors:

- Local, regional and national policies, objectives and targets;
- Local environmental conditions;
- Annual inflation;
- Parking tariffs in neighbouring areas;
- The need to avoid circulatory traffic;
- The availability of alternative sustainable modes of transport;
- The utilisation of existing parking spaces;
- The service role and strength of the local economy; and
- Changes in demand

The tariffs for Sunday parking will be reviewed on a regular basis.

Assess the introduction of 'spatial banding' e.g. town centre tariffs, market town tariffs and village tariffs or a set tariff for all Council owned parking facilities across Monmouthshire

Explore removing the 'overstay' ticket available across off-stay chargeable car parks.

### 5.1.5 Recommendation 4: Tourist Parking Facilities

Monmouthshire is a key tourist destination and attracts over two million visitors a year. The provision of adequate parking for tourists (including coaches) at key areas during peak and the off-peak season is, therefore, an important consideration. The provision of tourist parking facilities will be influenced by 'Recommendation 1: Data Collection and Management'.

**R4 – Tourist Parking Facilities**

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

Consider and review level of charge to be applied to coach parking areas on a demand basis, such that the attraction of the facility is not compromised.

Review the use of coach parking areas during out of hours times/off-peak seasons. For example, can other forms of transport such as heavy goods vehicles and caravans use the parking for a safe and convenient stop over facility.

### 5.1.6 Recommendation 5: Short and Long Stay Provision

It is accepted by the Council that an increased turnover of parking spaces by short-stay users is a more efficient use of Council owned parking spaces, as it maximises the potential number of vehicles that can be accommodated throughout the day. Similarly, encouraging long-stay parking outside of the 'core' of town centres greatly contributes to the parking choices users make.

This will include periodically reviewing the provision of parking in line with the regeneration of each area in Monmouthshire. In some cases, the number of spaces for vehicles will be reviewed due to changing user needs and development opportunities across Monmouthshire. Subsequently, the number of spaces available may increase / decrease to cater for leisure facilities and active travel.

**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.

Investigate the feasibility of two interchange facilities (including Park and Ride) in Monmouth and Chepstow.

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

Investigate improvements to public transport services to ensure access to employment, health, education, leisure and shopping facilities across Monmouthshire.

Investigate with Network Rail and Transport for Wales the provision of safe and convenient parking at railway stations including Abergavenny, Chepstow and Severn Tunnel Junction.

Explore provision of a combined parking and travel ticket at interchanges to promote their use.

Promote car sharing schemes.

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.

### 5.1.7 Recommendation 6: On-Street Parking

It is understood that the provision of on-street parking across Monmouthshire will need to be reviewed in accordance with the regeneration strategies of its town centres, especially where the need and demand may change over time.

The potential to support sustainable travel has positive implications for a town centres' vitality and viability, however, it is also recognised that some short-stay parking (30 minutes) can also support the local retail offer. This is a balance that needs to be struck to ensure town centres are not negatively impacted through circulating traffic, safety, access or amenity concerns. The regeneration of town centres will ensure that the needs of businesses, residents and tourists are met without compromising the promotion of sustainable travel and safety.

The Council recognise the importance of ensuring service vehicles and emergency vehicles require access and this will be assessed on a case by case basis.

#### **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.

### 5.1.8 Recommendation 7: Residential Parking Permits

The Council recognise that improvements to civil parking enforcement and measures that aim to increase sustainable methods of transport may prompt an increase in parking in areas that do not currently have parking problems.

Therefore, where demand for parking is high, controls to prioritise parking by specific user types can be implemented via residential parking permit schemes or residential parking zones.

#### **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, the Council will consider:

- The number of permits issued against the available parking spaces;
- Location of on-street and off-street spaces where permit holders can park;
- The impact that permit holder parking may have on other areas; and
- The pricing structure of the permit scheme.

#### 5.1.9 Recommendation 8: 'Blue Badge' Parking

There is the requirement to provide designated disabled 'Blue Badge' holders with an adequate number of properly designed, conveniently located reserved parking spaces (in line with recognised national standards as a minimum).

After the completion of 'Recommendation 1: Data Collection and Management' and 'Recommendation 3: Parking Tariffs' a review into the impact of 'Blue Badge' parking across the County will take place.

##### **R8 – Blue Badge Parking**

Ensure parking standards for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum).

Provide the appropriate level of disabled parking in accordance with the Council's Parking Standards to ensure spaces are efficiently and effectively utilised.

Provide safe and convenient disabled access to and from Council owned car parks.

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

#### 5.1.10 Recommendation 9a and 9b: Parking at New Developments

To ensure the appropriate number of parking spaces are provided in new (non-residential) developments and that they do not negatively impact on Council owned parking facilities or the highway network, the Council will explore introducing maximum parking standards.

##### **R9a – Parking at Non-Residential Developments**

Explore imposing maximum parking standards (except for disabled parking spaces) based on:

- Local circumstances (mix of land, ancillary uses, scale of development etc.); and
- Accessibility by sustainable transport modes.

Explore introducing a charge for parking provision in line with charging regime set by Council to ensure consistent and managed provision of parking space.

Encourage the use of Travel Plans to improve sustainable modes of transport and reduce the need for, or usage of parking facilities.

15% of parking spaces at new developments should have active electric vehicle charging facilities, with an additional 10% of parking spaces having a passive provision.

In new (residential) developments, there is a need to ensure there is a sufficient supply of parking to meet demand. Developers for new residential developments will be required to produce text to justify and demonstrate that the demand is sufficiently catered for with no subsequent consequences i.e. overspill on to existing developments.

**R9b – Parking at Residential Developments**

Assess the provision of proposed residential developments to ensure there is no significant impact on parking that will result in overspill on to existing developments or highway network. It is therefore important to consider:

- Dwelling size;
- Location of dwelling;
- Mix of parking types (on-street, off-street, unallocated etc); and
- Accessibility to sustainable / alternative transport modes.

15% of parking spaces at new developments should have active electric vehicle charging facilities, with an additional 10% of parking spaces having a passive provision.

Encourage the use of Travel Plans to improve sustainable modes of transport and reduce the need for, or usage of motorised transport.

**5.1.11 Recommendation 10: Bicycle Parking**

In accordance with the Active Travel (Wales) Act, the Council has a duty to ensure bicycle facilities such as cycle parking are provided to meet the needs of cyclists. Active Travel has various environmental, social and economic benefits ranging from reduced carbon emissions to improve physical and mental wellbeing to residents, businesses and visitors to Monmouthshire. The Council will ensure that the appropriate facilities are provided where necessary.

Further to the Active Travel (Wales) Act, the Council's Cycling Strategy places importance on cycling for leisure, sport and recreation in Monmouthshire and this document must ensure facilities are available.

**R10 – Bicycle Parking**

Explore providing safe and secure bicycle parking facilities on a case by case basis across Monmouthshire to encourage a modal shift to sustainable transport.

Parking for bicycles will remain free of charge for the duration of this Strategy document.

The Council will explore providing electric bicycle charging facilities at appropriate locations.

#### 5.1.12 Recommendation 11: Servicing and Loading

In accordance with the Council's regeneration strategies, the Council will explore maintaining delivery, service and loading vehicles to businesses across Monmouthshire. However, on a case by case basis, the Council will explore reallocating them to meet wider policy aims and objectives. This will require servicing, deliveries and loading to be flexible and managed appropriately.

To ensure there are no negative impacts on the areas across the County, preference will be to serve properties from the rear where possible and, if not possible, from the street outside of peak shopping hours.

##### **R11 – Servicing, Loading and Delivery**

Where servicing, delivery or loading requirements change, the Council endorse a Service, Delivery and Loading Plan to be produced to ensure there are no detrimental impacts to the town centres across the County.

#### 5.1.13 Recommendation 12: Parking Enforcement

Effective traffic management and parking enforcement is essential across Monmouthshire whether this is in the off-street car parks, in town centres or outside schools. Illegal parking can result in congestion and also safety issues. This has wider implications including negative impacts on the environment and can deter visitors from the area, resulting in a loss of revenue for businesses and the tourism industry.

One example of illegal parking is generated by school children being dropped off and picked up outside education establishments. While parking restrictions are placed outside many educational facilities across Monmouthshire, there is a limited amount that can be achieved to deter this taking place unless mobile enforcement is used.

Civil Parking Enforcement is a function carried out on both off-street and on-street parking by the Council. There are two elements of enforcement, the first is the public-facing services i.e. patrolling parking facilities. The second element is the back-office management, which is undertaken by Rhondda Cynon Taf County Borough Council, where the day-to-day of parking charge notices are dealt with.

As civil parking enforcement improves, the Council recognise that parking patterns are likely to change, as previously illegally parked vehicles may move to unrestricted areas. This will continually be reviewed to ensure parking is not detrimental to any area of the County.

##### **R12 – Parking Enforcement**

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

- Investigate the use of technology to maintain effective enforcement such as mobile enforcement vehicles;
- Ensure traffic regulation orders are reviewed on a regular basis; and
- Explore employing additional enforcement offers to patrol on and off-street parking facilities across Monmouthshire.

#### 5.1.14 Recommendation 13: Safety and Access

The safety and access to parking largely fall into two categories. The first is high quality and convenient parking facilities that are safe and accessible contribute to parking facilities being utilised more efficiently. The second is the safe route from the parking facilities to the destination. The Council recognises the importance of providing parking facilities that are as safe as possible, accessible for all users, have visible CCTV/lighting and a high turnover of vehicles.

The access from parking facilities to the destination will be dealt with via the Town Centre strategies and development proposals as they come forward.

**R13 – Safety and Access**

On a three-year basis, the Council will assess all Council parking facilities and prepare an improvement Strategy for the following factors where necessary against industry standards to gain 'Safer Car Parking Status':

- Access/egress routes for active travel (pedestrians/cyclists);
- Lighting;
- CCTV;
- Natural surveillance;
- Surface quality; and
- Clear signage / road markings.

Ensure parking for service/delivery vehicles are in appropriate areas that avoid conflict with other road users.

#### 5.1.15 Recommendation 14: Motorcyclist Parking Facilities

The provision of designated motorbike parking facilities within car parks not only encourage the use of other forms of private transport to the car, but also portray the image that these forms of transport are valued as high as the private motor car.

**R14 – Motorcyclist Parking Facilities**

Provide safe/secure motorcycle parking at locations or routes of attraction to motorcyclists.



#### 5.1.16 *Recommendation 15: Update Parking Standards Supplementary Planning Guidance*

The Parking Standards Supplementary Planning Guidance is an important material consideration to be used to assess planning applications affecting residential and other developments throughout Monmouthshire. The latest Parking Standards document was adopted in 2013 and is now outdated.

##### ***R15 – Parking Standards Supplementary Planning Guidance***

The Council will review their current Parking Standards Planning Guidance (2013). The purpose of updating the Guidance is to provide more detail on how the Council will apply the contents of this Parking Strategy and contents of the Local Development Plan. The Guidance will therefore set out the following:

- Technical design guidance for parking spaces, disabled parking, motorcycle/cycle parking and electric vehicle charging;
- Maximum parking standards in accordance with the Welsh Government's Technical Advice Note 18;
- Minimum cycle parking standards in accordance with the Welsh Government's Technical Advice Note 18; and
- A strategy for addressing existing parking issues in alignment with this Parking Strategy, including standards for new developments and parking in town centres.

## 6. Conclusion

Parking for all modes of transport is an important issue for Monmouthshire County Council. As highlighted in the Census data, the car is the main mode of transport to work, with 48% of journeys being undertaken by car/van (including passenger) in Monmouthshire. In combination with increased car ownership, there is an evident need for a Parking Strategy in the County.

This Strategy has outlined a series of well-planned and managed recommendations to help the Council achieve its economic, social, cultural and environmental objectives.

This document has been developed to provide a consistent framework that will guide decisions on the provision, development and management of parking facilities throughout Monmouthshire over the next ten years.

It is well documented that if parking is not effectively managed and enforced, this can have various negative impacts on road safety, congestion, air and noise pollution. As a result, this has wider implications for residents, businesses and visitors including a reduction in business, a fall in tourism and less footfall in town centres.

The effective and efficient management of parking can have a positive impact on all residents, businesses and visitors to Monmouthshire through enabling more productive and efficient use of spaces, making communities across the County more attractive, thereby improving the viability and achieving the various social, economic, cultural and environmental objectives set out documents including the Wellbeing Plan, Local Development Plan and Climate Change Strategy.

This Parking Strategy outlines the policies and actions to be completed by the Council to improve parking for its communities, visitors and businesses while providing an affordable and sustainable service for all. Not only does this Parking Strategy address current issues, but it also considers the future needs of residents, shoppers, traders and visitors.

# Appendix A

## Parking Strategy 2013 Recommendations and Reasoning

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

| Recommendation                | Reasoning   |
|-------------------------------|---|
|                               | <ul style="list-style-type: none"><li>• There is anecdotal evidence to suggest that management of parking demand in the evenings could improve turnover and prevent spaces being blocked for long periods.</li></ul>  |
| Introduce Blue Badge charging | <ul style="list-style-type: none"><li>• Stop misuse of Blue Badges and</li><li>• Additional income to support any disabled parking schemes.</li></ul>   |
| Urban Design                  | <ul style="list-style-type: none"><li>• The built environment for car parks across the county has some key areas for improvement, such as lighting, Disability Discrimination Act compliance and general maintenance of car parks needed in all towns;</li><li>• It is recommended that the urban design of car parks be reviewed as an additional study to determine if the car parks are to current standards; and</li><li>• Pedestrian links between the car parks and town centres are generally requiring improvement.</li></ul> |
| Enforcement                   | <ul style="list-style-type: none"><li>• It was identified in workshops that an increased level of parking enforcement is needed;</li><li>• Decriminalisation of parking is being considered separately by Council officers; and</li><li>• As the responsibility of enforcement lies with the local police services it is recommended that a joint strategy/plan be developed.</li></ul>   |

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