

# CYNGOR SIR CEREDIGION COUNTY COUNCIL

**Report to:** Cabinet

**Date of meeting:** 3 September 2024

**Title:** Off Street Pay and Display Car Park Review proposals  
June 2024

**Purpose of the report:** To set out proposals to meet the Council's approved budget additional income requirement from the Council's Off Street Pay and Display Car Parks

**For:** Decision

**Cabinet Portfolio and Cabinet Member:**  
Cllr. Keith Henson, Cabinet Member for Highways and Environmental Services and Carbon Management

## **Background**

On 29 February 2024 Council approved the budget for 2024/25. This budget included an expectation that additional income is generated from the Council's Off Street Pay and Display Car Parks to achieve a balanced budget. This included an expectation that £1,700,000 (net) in income is generated from existing Pay and Display car parks.

On 11 July 2024, officers presented a report to the Thriving Communities Overview and Scrutiny Committee which set out a package of proposals which aimed to achieve this income expectation, as well as to simplify current charges and arrangements. The report can be viewed at [Off Street Pay and Display Car Park Review proposals June 2024](#), and a summary of the proposals is provided as **Appendix A**.

The majority of the proposals will require amendments to the existing Off Street Traffic Regulation Order (TRO), which would be subject to a public consultation process and approval by Cabinet prior to implementation. Where an amendment to the TRO is required to implement the proposal, this is noted by TRO in the proposal title.

Due to the significant financial challenges that the Council is facing, a failure to achieve the income expectation will result in a requirement for further budget savings to be found within Highways and Environmental Services beyond those already identified in the 2024/25 budget.

It is on this basis that the package would need to be accepted in its entirety, and it would not be possible for some of the measures e.g. reduced season ticket prices to progressed without the other proposals also being progressed.

## **Scrutiny Recommendation**

At its meeting on 11 July 2024, members of the Thriving Communities Overview and Scrutiny Committee agreed to recommend to Cabinet to support the package of proposals subject to the following:

- (i) that an Integrated Impact Assessment be completed on the proposals,
- (ii) that a report on the outcome of the public consultation on the proposals be presented to the Committee prior to consideration and final agreement by Cabinet; and
- (iii) that the charges proposed to Blue badge holders be omitted from the proposals.

**Officer’s Recommendation**

In terms of the recommendation put forward by the Thriving Communities Overview and Scrutiny Committee, officers would advise that:

- (i) an Integrated Impact Assessment on the proposals has been completed and is included as Appendix C
- (ii) that a report on the outcome of the public consultation is presented to the Committee prior to consideration and final agreement by Cabinet in the event of significant valid and reasoned objections be received; and
- (iii) it was made clear during discussion and in the report presented ‘that the package would need to be accepted in its entirety, and it would not be possible for some of the measures’, and it is advised that the charges proposed to Blue Badge holders should be retained within the proposal to be consulted upon, as it is estimated that a potential shortfall of £170,000 may be experienced against the income target that Council has set based on an estimated 10% of car park users being Blue Badge holders.

Should Cabinet be minded to accept the recommendation put forward by the Thriving Communities Overview and Scrutiny Committee, then a revised set of charges has been proposed in Appendix B, which would still realise the £1.7m target set by Council.

**Wellbeing of Future Generations:**

**Has an Integrated Impact Assessment been completed? If not, please state why.**

Yes- Appendix C.

**Summary of Integrated Impact Assessment:**

**Long term:** The proposal is seen as a means of ensuring the availability of parking, including turnover of spaces, in towns where Off-Street Pay and Display car parks are located.

**Collaboration:** The proposal will be the subject of consultation with other stakeholders in order to shape the final proposals put forward for public consultation.

**Involvement:** The proposal has been through relevant Scrutiny Committee and will be subject to further Scrutiny consideration following a public consultation, before being subject to consideration by Cabinet and before any implementation may take place.

**Prevention:** Off-Street parking is not a preventative service.

**Integration:** It is not considered possible to include the integration of the service with activities undertaken by other stakeholders and/or partners.

**Recommendation(s):**

It is recommended that Cabinet agrees:

- a) that officers seek to undertake public consultation on the proposals presented by officers to the Thriving Communities Overview and Scrutiny Committee on 11 July 2024 (to include the charging proposal for Blue Badge holders); or
- b) that officers seek to undertake public consultation on the proposals presented by officers to the Thriving Communities Overview and Scrutiny Committee on 11 July 2024, but that the charging proposal for Blue Badge holders is omitted and that the charging proposal included in Appendix B is inserted in lieu of Table 2 as presented; and
- c) that a report on the outcome of the public consultation is presented to the Committee prior to consideration and final agreement by Cabinet in the event of significant valid and reasoned objections be received.

**Reasons for decision:**

To ensure the income expectation agreed by Council as part of the Budget Setting process for 24/25 is realised, whilst simplifying current charges and arrangements.

**Overview and Scrutiny:**

Thriving Communities Overview and Scrutiny Committee - 11.07.24

**Policy Framework:**

N/A

**Corporate Well-being Objectives:**

Creating sustainable, green and well-connected communities

**Finance and Procurement implications:**

Budget Savings 24/25

**Legal Implications:**

N/A

**Staffing implications:**

N/A

**Property / asset implications:**

N/A

**Risk(s):**

N/A

**Statutory Powers:**

RTA1988

**Background Papers:**

N/A

**Appendices:**

Appendix A – Summary of Proposals

Appendix B – Revised Car Park Charges to allow for free Blue Badge holder parking

Appendix C – Integrated Impact Assessment

**Corporate Lead Officer:**

Rhodri Llwyd, Corporate Lead Officer: Highways and Environmental Services

**Reporting Officer:**

Katy Spain, Service Manager: Transport Services

**Date:**

29 July 2024

## **APPENDIX A – Summary of Car Park Proposals**

### **The Proposals**

#### **1. Changes to Season Ticket offering (TRO)**

It is proposed, in relation to cars, motorcycles and vans (up to 3.5t but excluding motorhomes and campervans) to:

- Remove the current car park specific season ticket options which restricts the holder to parking in the designated car park noted on the season ticket and remove the current Ceredigion Wide Long Stay Car Park Season Ticket.
- Establish a new Ceredigion Long Stay Car Park Season Ticket (excluding North Road Car Park, Aberystwyth) which will give holders the flexibility to park in any of the Council's Long Stay Pay and Display Car Parks, excluding North Road Car Park. This will be available to any member of the public to purchase.
- Establish a North Road and wider Ceredigion Long Stay Car Park Season Ticket which, will be restricted to 40 season tickets at any one time and will only be available to residents and people employed at properties within the area noted in the map contained in Appendix 1. This will give holders the flexibility to park in any the Council's Long Stay Pay and Display Car Parks. This is deemed to be necessary given the limited capacity in North Road Car Park (54 spaces) and its relative significance as a car park for those attending appointments at North Road Clinic. Uptake of this season ticket will be monitored and reviewed and, if it is oversubscribed, entitlement may revert to being limited to residents within the zone only in the future.

It is proposed in relation to the Heavy Vehicles (HGV / Bus / Coach) season ticket arrangements to:

- Remove Heavy Vehicles from Bath House Car Park which, is not suited for this type of vehicle. This car park does not have designated parking spaces for these types of vehicles and its size and layout would make the provision of dedicated spaces impractical. In addition to this, access to Bath House Car Park can be challenging for larger vehicles.

Other than this change, Heavy Vehicle Season Tickets will remain car park specific due to the limited number of car parks which are suitable for, and permit, this type of vehicle.

Alongside the above, it is proposed to revise the scale of charges for Season Tickets in line with Table 1. This would see a standardisation of charge across the County and a reduction on the cost of the current season tickets available, making such an option more affordable to residents.

The overall rationale for the proposal is that it will simplify the current offering and provide greater flexibility to holders should there be limited capacity at a particular car park at any given time or, if they wish, to visit another area of Ceredigion. This will also be of particular benefit to holders who may live in one town and work in

another and who may want to make use of Council Pay and Display Car Parks for parking at both locations.

Season Ticket Type	3 months	6 months	9 months	12 months
<i>Cars, motorcycles and vans up to 3.5t (excluding motorhomes and campervans).</i>				
Ceredigion Long Stay (excluding North Road)	£90	£165	£240	£295
Ceredigion Long Stay (including North Road) – <i>restricted to residents and those employed within defined area</i>	£90	£165	£240	£295
Heavy Vehicles (HGV / Bus /Coach) – Car Park Specific - <i>one to be select from the following 6 car parks:</i>				
Aberystwyth – Lower Park Avenue Cardigan – Fairfield, Mwldan or Quay Street Lampeter – Rookery New Quay – Church Road	£180	£330	£480	£600

Table 1

Reducing and standardising the charges will also provide greater value for money with, a significant reduction on most current charges. The proposed charges would effectively mean that, based on purchasing a 12-month season ticket, the cost to park per day would be just 81p per day.

Less frequent customers would also benefit from a reduction in the cost of season ticket charges with this revised proposed charging regime. For example, a customer who only uses Ceredigion Car Parks 3 days a week that purchases a season ticket, would see their cost of parking be equivalent to £1.89 a day, less that the proposed cost of parking for 2 hours in both the Coastal and Inland proposed bands.

## **2. To extend Maesyrafon Car Park in Aberystwyth into the former Arriva Site (TRO and Planning Permission requirement)**

It is proposed, subject to planning permission being granted, to extend the current Maesyrafon Car Park into the former Arriva site adjacent. This proposal will increase the number of available parking spaces by approximately 150 spaces, thereby increasing overall parking capacity within Aberystwyth. The proposal will also provide improvements including:

- Reconfiguration and the provision of a turning lane into the current main entrance to the car park).
- To the general aesthetics of the car park.
- Closure of an access to prevent the use of the car park as a short cut which will improve road safety and, reduce traffic flows within the neighbouring residential streets and along an existing active travel route.

- Active travel measures in the form of a shared use path through the site that will link the existing Ystwyth Cycle Path more directly with Boulevard St Briec.

An indicative plan of the proposal can be found in Appendix 2.

The terms and conditions, including vehicle types permitted will align with the wider Maesyrafon Car Park. The charges applicable will also align to the fees and charges which will apply to the existing Maesyrafon Car Park.

### **3. To change the designation of Gloster Row / Red Lion Car Park, Cardigan (TRO)**

It is proposed to change the designation of Gloster Row / Red Lion Car Park in Cardigan from a Pay and Display Car Park to a Season Ticket holder only car park. This proposal is made for the following reasons:

- Access to the car park is significantly restricted and it is not considered appropriate to actively direct visitor traffic to this location.
- It is a small car park which has a limited number of spaces.
- The car park is predominately used by residents of the surrounding streets with limited use by other types of visitor / customer.
- It is not considered to be cost effective to install and maintain a new pay and display machine for the limited number of day visitors / customers that use the car park.

### **4. To change the designation of Pendre Car Park, Cardigan (TRO)**

Whilst Pendre Car Park had historically been utilised as a Permit Holder only car park prior to COVID, it is considered that it would be better utilised moving forward as a short stay Pay and Display car park (2-hour max stay, 3-hour max for blue badge holders in line with the proposed additional hour being afforded as part of the proposed changes to Blue Badge Holder arrangements). This view is held on the basis of the following:

- The car park is in a prime location in Cardigan and is the closest car park to the main shopping areas. Introducing a short stay (2-hour max stay, 3-hour max for blue badge holders with the proposed additional hour being afforded) Pay and Display car park will increase short stay parking provision within Cardigan. The car park would support those wishing to park and shop / access services located on the high street and provide a turnover of spaces during the day.
- A short stay car park at this location would provide level access to the high street for those with mobility issues. Access for Blue Badge Holders to the high street from the current short stay Greenfield Car Park is via College Row which is a steep incline and has no footway provision.
- When last utilised as a permit holder only car park in 2019/20, an income of £1,925.98 was generated from lease payments. There is potential for a short stay car park, at the same rates as charged at Greenfield car park to exceed the income that would be achieved by any permit or season ticket arrangement.

The charging hours for the car park, as with other town centre car parks would be 08:00-18:00. Thus, affording free parking outside these hours which, would positively support the town centre nighttime economy.

## **5. Simplification of charges / tariffs across the County (TRO)**

Currently the charge / tariffs for parking varies between and, in some cases, within towns. It is proposed that a further simplified charging structure is implemented across the County's pay and display car parks which include:

- All types of vehicles paying the same rate in a car park.
- Two bands of charges being applied, these being:
  - Ceredigion Coastal (Aberaeron, Aberystwyth, Cardigan and New Quay)
  - Ceredigion Inland (Lampeter, Llandysul and Tregaron)
- Standardising the tariffs available across all car parks to 2 hours, 4 hours, and 24 hours (with the exception of Greenfield Square Short Stay Car Park which will retain a 3-hour tariff).
- Removing the weekly ticket tariff option at long stay car parks (with the intention that the option to purchase multiple day tickets will be facilitated as part of an additional payment by phone / app option).
- Providing consistency with:
  - All current seasonal car parks reverting to charging all year round.
  - All current seasonal car parks reverting to charging hours of 8am – 6pm (in line with the standard Pay and Display Car Park charging period).

This proposal will:

- Move closer towards customers paying the same charge for the same service across the County.
- Provide a simplified charging structure which is easier to communicate and understand.
- Further simplify the use of pay and display machines for customers due to fewer options being available to select.
- Provide enhanced free parking opportunities at seasonal car parks after 6pm which will support the evening / nighttime economy and leisure activities after traditional working hours.
- Enable a revised fees and charges structure which, in some cases, will see a reduction on the cost of current comparative tickets.
- Enable season ticket costs in general to be reduced in line with the proposals as set out in point 1.
- Reduce the costs to implement changes to pay and display charges in relation to advertising and software update costs.

The proposals should also, from modelling activities undertaken, support achieving the additional income expectations set as part of the budget setting process for 2024.

The proposed charging bands are set out in Table 2 below.



Zone	2 hours	3 hours	4 hours	24 hours
Ceredigion Coastal – <i>Aberaeron, Aberystwyth, Cardigan and New Quay</i>	£3.50	£4.00* <i>*Greenfield Square only</i>	£4.50	£6.50
Ceredigion Inland – <i>Lampeter, Llandysul and Tregaron</i>	2.50	n/a	3.50	4.50

Table 2

## **6. Reducing the frequency of changes to fees and charges**

Currently fees and charges applicable to pay and display car parks are changed on an annual basis as part of the fees and charges setting process. To enact and communicate these changes involves costs related to public notices and software updates.

It is proposed that changes to fees and charges for the car parks reverts either to a 3 yearly or 5 yearly cycle, rather than on a yearly basis. Or, if this is not supported, that the proposed fees and charges, as set out in this package of measures are at least maintained, once implemented (implementation is expected to be late 2024 to early 2025), until April 2027.

The benefits of this approach include:

- A reduction in the costs related to advertising and changing pay and display machine software which, are in the region of £15k annually.
- A reduction in administration required to implement changes.
- Longer term consistency which supports the ability to market and promote the offering.
- Providing greater certainty for customers around the costs of parking.
- Enabling the setting of round figure fees which, are not subject to percentage increases that result in associated rounding.
- Providing a period of price stability which will allow for the impact of the changes to be monitored.

## **7. To change the approach to Blue Badge Holder charging (TRO)**

Currently free parking is afforded only to Blue Badge Holders in vehicles that pay £0 Vehicle Excise Duty due to specific criteria that entitle them to an exemption by virtue of disability. All other Blue Badge Holders are required to pay to park. The number of customers that this exemption applies to is small, and it can be difficult to communicate to customers who is and who isn't eligible for the exemption. It is proposed that the current charging arrangement are changed as follows:

- Charges apply to all Blue Badge Holders irrespective of the Vehicle Excise Duty status of the vehicle they are travelling in.
- That all Blue Badge Holders will receive 1 additional hour of free parking on top of the period paid for e.g., a ticket purchase for 2 hours will entitle parking for up to 3 hours.

This change will:

- Treat all Blue Badge Holders more equitably, with the same charges applicable irrespective of their vehicle Road Fund Licence status.
- Provide additional time of up to 1 hour over and above the period paid for which, acknowledges that mobility impairments may impact on the time required to access services / facilities once parked.
- Align Ceredigion with the approach taken in neighbouring Carmarthenshire, Pembrokeshire and Powys County Council Pay and Display Car Parks.
- Make it easier to communicate the position to customers.
- Remove current challenges with identifying who is eligible for the exemption where a vehicle is displaying a Blue Badge but, has failed to pay following the removal of paper tax discs.

#### **8. Administrative / housekeeping activities (TRO)**

More generally, as part of these proposals an administrative activity will be undertaken to consolidate previous TRO amendments which have taken place since 2012, where these remain relevant, into any new order facilitating the package of proposals set out e.g. previous changes to the type of vehicle permitted in some car parks or additions / removal of car parks to the original orders implemented.

## **APPENDIX B – Revised Car Park Fee Structure**

The proposed charging bands to allow for free Blue Badge holder parking are set out in Table 2a below.

Zone	2 hours	3 hours	4 hours	24 hours
<i>Ceredigion Coastal – Aberaeron, Aberystwyth, Cardigan and New Quay</i>	£4.00	£4.50* <i>*Greenfield Square only</i>	£5.00	£7.00
<i>Ceredigion Inland – Lampeter, Llandysul and Tregaron</i>	£3.00	n/a	£4.00	£5.00

Table 2a



## INTEGRATED IMPACT ASSESSMENT (IIA) TOOL

### Proposal Details

<b>Title of Policy / Proposal / Initiative</b>	
Package of proposals related to Council Managed Pay and Display Car Parks	
<b>Service Area</b>	<b>Officer completing IIA</b>
Highways and Environmental Services	Service Manager
<b>Corporate Lead Officer</b>	<b>Strategic Director</b>
Rhodri Llwyd	Barry Rees
<b>Please give a brief description of the purpose of the proposal</b>	
It is proposed to amend terms and conditions related to the Council's Pay and Display car parks to standardise and simplify arrangements for customers.	
<b>Who will be directly affected by this proposal?</b>	
Current and prospective customers of the Council's Pay and Display Car Parks.	
<b>Have those who will be affected by the proposal had the opportunity to comment on it?</b>	
No. Proposals have however been through the relevant Scrutiny Committee and will be subject to legal processes associated with Traffic Regulation Orders, which includes public consultation. The proposals will also be subject to a further report to the relevant Scrutiny Committee, following public consultation, and prior to consideration for implementation by Cabinet should significant changes be requested during the public consultation process.	

### Version Control

The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision-making process. It is important to keep a record of this process so that we can demonstrate how we have considered and included sustainable development, Welsh language and equality considerations wherever possible.

Version Number	Author	Decision making stage	Date Considered	Description of any amendments made

1.0	Rhodri Llwyd	Pre consultation	05/08/2024	N/A

## Council Corporate Well-being Objectives

Which of the Council's Corporate Well-being Objectives does this proposal address and how? Click here to read a summary of our [Corporate Strategy 2022-27](#)

<p><b>Boosting the economy, supporting business, and enabling employment.</b></p>	<p>The proposal will seek to:</p> <ul style="list-style-type: none"> <li>• Standardise the Off-Street Parking offer, making the offer and information relating to it easier to communicate to customers, who will be visitors, residents, and commuters to the towns where car parks are based.</li> <li>• Change the fee structure to encourage customers to park for longer, increasing their dwell time in towns.</li> <li>• Reduce the cost of season tickets, which will provide savings to residents and commuters who use the car parks on a regular basis.</li> <li>• Make the car / van / motorcycle season tickets transferrable between car parks, which will encourage customers to visit other towns as they will be able to park without further cost.</li> <li>• Increase the number of pay and display parking spaces available (extension to Maesyrafon Car Park) and increase the turnover of spaces (change of designation of Pendre from a permit holder only to short stay car park).</li> <li>• Standardise charges, days, and times across all car parks. Changing the hours of charging in seasonal car parks from 8am – 10pm March – October, to all year round but 8am – 6pm will support evening / nighttime economy related activities, as well as leisure activities, as charges will no longer apply between 6pm and 10pm in those car parks.</li> </ul>
<p><b>Creating caring and healthy communities</b></p>	<p>Standardising the arrangements for all blue badge holders (all required to pay but receive 1 hour in additional time over and above that paid for) will mean that all blue badge holders are afforded additional time to park over and above that paid for in recognition of mobility related challenges.</p>

<b>Providing the best start in life and enabling learning at all ages</b>	N/A
<b>Creating sustainable, greener, and well-connected communities</b>	Charging for parking forms part of the wider suite of measures which seeks to disincentive private car use and encourage more sustainable modes of transport (walking, cycling and public transport), especially for those shorter journeys within towns and its immediate environs.

## National Well-being Goal: A Prosperous Wales

**An innovative, productive, and low carbon society where everyone has decent work and there is no poverty.**

Click [here](#) for information about a prosperous Wales.

**Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)**

**Positive**

Changes to the season ticket offering which makes them transferrable between long stay car parks will provide parking opportunities at no further cost at other Ceredigion managed Pay and Display Car Parks. This proposal will see the cost of accessing employment or education decrease for those customers in the proposed Coastal Band, compared to the current costs. This also means that someone who buys a season ticket that lives in one town and works in another can utilise the long stay car parks at both locations without additional cost (previously it would have provided parking at one car park only).

Changing the hours of charging in seasonal car parks from 8am – 10pm March – October, to all year round but 8am – 6pm will support evening / nighttime economy related activities as well as leisure activities, as charges will no longer apply between 6pm and 10pm in those car parks. It will also allow residents to park for free from 6pm until 8am outside of traditional working hours.

Infrastructure to facilitate Electric Vehicle (EV) charging is being implemented as part of the wider proposals, and specifically as part of the works related to the element of the proposal related to extending Maesyrafon Car Park.

Changing the Pay and Display fee structure to encourage customers to park for longer, increasing their dwell time in the towns should support retail and other service based businesses.

Changing the use of Pendre to a short stay car park will provide a turnover of parking spaces that are in close proximity to the High Street in Cardigan, which should support retail and other service related businesses.

**What evidence do you have to support this view?**

Increased EV charging provision is included in the proposals for Maesyrafon Car Park. Season tickets will be interchangeable.

National studies have shown that the general availability of parking spaces, and the extent to which the car park is likely to be busy, are often felt to be more important factors in considering whether to visit than the cost of parking.

**What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?**

Public consultation will be undertaken as part of the development and implementation of the proposal.

## National Well-being Goal: A Resilient Wales

**A society where biodiversity is maintained and enhanced and where ecosystems are healthy and functioning.**

Click [here](#) for information about a resilient Wales.

**Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)**

Biodiversity enhancements are proposed as part of the Maesyrafon Car Park extension element of the proposal, which will include trees being planted and other enhancements.

Charged for parking forms part of a wider suite of measures which seeks to disincentive private car use and encourage the use of alternative modes of transport, including public transport, which could contribute to the reduction of carbon emissions in the county.

Infrastructure to facilitate EV charging is being implemented as part of the wider proposals and specifically as part of the works related to the element of the proposal related to extending Maesyrafon Car Park.

**What evidence do you have to support this view?**

Proposal designs include biodiversity enhancements which have been developed by the Council's Highways Ecologist.  
EV Charging infrastructure forms part of the works related to Maesyrafon Car Park.

**What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?**

Public consultation will be undertaken as part of the development and implementation of the proposal.

## National Well-being Goal: A Healthier Wales

**A society where people make healthy choices and enjoy good physical and mental health.**

Click [here](#) for information about a healthier Wales.

**Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)**

**Positive**

The proposal will seek to increase the availability and turnover of Off-Street parking in close proximity to leisure, education, and services.

Transferrable season tickets at a reduced price will support customers' access to parking at Council Pay and Display Car Parks at other locations other than in close proximity to their home or work which, would include for leisure purposes, at no additional cost.

Charged for parking forms part of a wider suite of measures which seeks to disincentive private car use and encourage the use of alternative modes for short journeys to and within towns. This can increase walking and cycling, which in turn supports healthy lifestyles / choices and enhances both physical and mental health.

**What evidence do you have to support this view?**

The proposal will seek to improve access to recreational areas / facilities whilst also looking to encourage more sustainable modes of transport, such as walking and cycling for short journeys to and within towns.

**What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?**

Public consultation will be undertaken as part of the development and implementation of the proposal.



## National Well-being Goal: A More Equal Wales

**A society where everyone has an equal chance whatever their background or circumstances.**

This section is longer because you are asked to assess the impact of your proposal on each group that is protected by the **Equality Act 2010**.

Click [here](#) for information about equality in Wales.

<b>Do you think this proposal will have a positive or a negative impact on people because of their age?</b> (Click <a href="#">here</a> for information)	
<b>Children and Young People up to 18</b>	None / Negligible
<b>People 18-50</b>	None / Negligible
<b>Older people 50+</b>	None / Negligible
<b>Describe the positive or negative impacts.</b>	
N/A	
<b>What evidence do you have to support this?</b>	
N/A	
<b>What action(s) can you to take to mitigate any negative impacts?</b>	
<b>Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?</b>	
N/A	

<b>Do you think this proposal will have a positive or a negative impact on people because of their disability?</b> (Click <a href="#">here</a> for information)	
<b>Hearing Impairment</b>	None / Negligible
<b>Physical Impairment</b>	Positive
<b>Visual Impairment</b>	Positive
<b>Learning Disability</b>	None / Negligible
<b>Long Standing Illness</b>	Positive
<b>Mental Health</b>	None / Negligible

<b>Other</b>	None / Negligible
<b>Describe the positive or negative impacts.</b>	
<p>Under the proposals all Blue Badge holders will be afforded a concession which provides 1 hour free parking on top of the time paid for. It is acknowledged that those who currently benefit from the current free parking concession, due to their vehicle being exempt by virtue of specific criteria related to disability, will consider that the proposal has a negative impact on them as individuals but, the proposal has an overall positive impact in relation to all blue badge holders.</p> <p>Changing Pendre Car Park Cardigan to a short stay car park will afford access to Off-Street parking spaces which provide level access to Cardigan High Street.</p>	
<b>What evidence do you have to support this?</b>	
<p>Currently free parking is only afforded to those Blue Badge Holders who meet the specific requirement of parking in a vehicle which is exempt of Road Fund Licence fee due to specific criteria related to disability. The proposal will see concessions provided to all Blue Badge Holders by virtue of 1 hour of free additional parking time on top of that paid for and it will be easier to communicate this to customers.</p> <p>Current Ceredigion Pay and Display Car Parks in Cardigan do not provide parking opportunities with level access to the High Street and the Pendre proposal provides an opportunity to support this.</p>	
<b>What action(s) can you take to mitigate any negative impacts?</b>	
<b>Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?</b>	
N/A	

<b>Do you think this proposal will have a positive or a negative impact on people who are transgender? (Click <a href="#">here</a> for information)</b>	
<b>Trans Women</b>	None / Negligible
<b>Trans Men</b>	None / Negligible
<b>Non-binary people</b>	None / Negligible
<b>Describe the positive or negative impacts</b>	
N/A	
<b>What evidence do you have to support this?</b>	
N/A	

**What action(s) can you to take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

N/A

**Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Click [here](#) for information)**

<b>Bisexual</b>	None / Negligible
<b>Gay Men</b>	None / Negligible
<b>Gay Women/Lesbian</b>	None / Negligible
<b>Heterosexual/Straight</b>	None / Negligible

**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you to take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

N/A

**Do you think this proposal will have a positive or a negative impact on people who are married or in a civil partnership? (Click [here](#) for information)**

<b>People who are married</b>	None / Negligible
<b>People in a civil partnership</b>	None / Negligible

**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

N/A

**Do you think this proposal will have a positive or a negative impact on people who are pregnant or on maternity leave? (Click [here](#) for information)**

<b>Pregnancy</b>	None / Negligible
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<b>Maternity</b>	None / Negligible
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**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?**

N/A

**Do you think this proposal will have a positive or a negative impact on people because of their ethnic origin? (Click [here](#) for information)**

<b>Asian / Asian British</b>	None / Negligible
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<b>Black / African / Caribbean / Black British</b>	None / Negligible
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<b>Mixed / Multiple Ethnic Groups</b>	None / Negligible
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<b>White</b>	None / Negligible
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<b>Other Ethnic Groups</b>	None / Negligible
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**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you to take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

N/A

**Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs, or non-beliefs? (Click [here](#) for information)**

<b>Buddhist</b>	None / Negligible
<b>Christian</b>	None / Negligible
<b>Hindu</b>	None / Negligible
<b>Humanist</b>	None / Negligible
<b>Jewish</b>	None / Negligible
<b>Muslim</b>	None / Negligible
<b>Sikh</b>	None / Negligible
<b>Non-belief</b>	None / Negligible
<b>Other</b>	None / Negligible

**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you to take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

N/A

**Do you think this proposal will have a positive or a negative impact on men or women?** (Click [here](#) for information)

**Men**

None / Negligible

**Women**

None / Negligible

**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you to take to mitigate any negative impacts?**

**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between men and women?**

N/A

**Do you think this proposal will have a positive or a negative impact on people from the Armed Forces Community?** (Click [here](#) for information)

**Members of the Armed Forces**

None / Negligible

**Veterans**

None / Negligible

**Spouses**

None / Negligible

**Children**

None / Negligible

**Describe the positive or negative impacts**

N/A

**What evidence do you have to support this?**

N/A

**What action(s) can you to take to mitigate any negative impacts?**

N/A

### Socio-economic Duty

Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, making it more difficult to access basic goods and services.

Family background or where a person is born still affects their life. For example, a child from a wealthy family often does better at school than a child from a poor

family, even if the poorer child is more naturally academic. This is sometimes called socio-economic inequality.

<p><b>Do you think this proposal will have a positive or a negative impact on people experiencing socio-economic disadvantage?</b></p>	<p>Positive</p>
<p><b>Describe the positive or negative impacts</b></p>	
<p>The reduction in the cost of seasons tickets will mean that residents and commuters will be able to purchase parking at a cheaper rate than what is currently available. A 12-month season ticket under the proposals for a car park in the Coastal band will cost £295 per year compared to £480 per year, and it will be transferrable between long stay car parks (previously this would have been designated to 1 car park). This means a reduction of 38.5% on the current cost of a season ticket alongside the additional benefits of it being transferrable between car parks.</p> <p>It is acknowledged that the cost for season tickets in the current lowest tier car parks will increase for 6, 9 and 12 month tickets (3 month tickets will remain the same) compared to the current costs of a season ticket however, these tickets will now be transferrable between car parks and the cost for 4 and 24 tickets in these car parks will decrease compared to the current charges in operation (10% in respect of the 24 hour ticket which will go down from £5 to £4.50).</p> <p>9-month and 12-month season tickets can also be paid for by direct debit with an upfront part payment, which means that the cost of the ticket can be spread over a period of time.</p> <p>Whilst there will be an overall increase in the number of parking spaces that are charged for off-street, these spaces are additional spaces and do not remove existing free parking. There remains a significant amount of free, time restricted and unrestricted parking, both on and off street available within towns.</p>	
<p><b>What evidence do you have to support this?</b></p>	
<p>A 38.5% decrease in the cost of season tickets compared to the current cost for those in the Coastal Band and the ability to transfer between long stay car parks.</p> <p>There remains a significant amount of free time restricted and unrestricted parking, both on and off-street available within towns.</p>	
<p><b>What action(s) can you to take to mitigate any negative impacts?</b> Public consultation will be undertaken as part of the development and implementation of the proposal.</p>	
<p><b>Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?</b></p>	

## National Well-being Goal: A Wales of Cohesive Communities

**A society with attractive, viable, safe, and well-connected communities.**

Click [here](#) for information about cohesive communities.

<b>Does the proposal contribute to this goal? Describe the positive or negative impacts.</b>
The proposals are not considered to impact this Well-being Goal.
<b>What evidence do you have to support this view?</b>
N/A
<b>What action(s) can you take to mitigate any negative impacts or better contribute to the goal?</b>
N/A

## National Well-being Goal: A Wales of Vibrant Culture and Thriving Welsh Language

**A society that that promotes and protects culture, heritage, and the Welsh language and which encourages people to take part in the arts, sports, and recreation.**

Click [here](#) for information about culture and the Welsh language

<b>Does the proposal contribute to this goal? Describe the positive or negative impacts.</b>
The increased turnover / availability of parking in close proximity to facilities, including at coastal locations, as well as reduced cost season tickets, which are transferrable between car parks, will have a positive impact on people wishing to access culture, heritage, and sports / recreational assets.  Blue Badge Holders being afforded an additional hour of parking on top of the period paid for will help facilitate participation in activities as it provides additional time at no cost for customers to access their intended destination from where they have parked.
<b>What evidence do you have to support this view?</b>
Improved parking offers will encourage people to access culture, heritage, and sports / recreational assets.
<b>What action(s) can you take to mitigate any negative impacts or better contribute to the goal?</b>
N/A



**With reference to the following, do you think this proposal will have a positive or negative effect on the Welsh language?**

Click [here](#) for information

**Opportunities for people to use the Welsh language**

Positive

**Treating the Welsh language, no less favourably than the English language**

Positive

**What evidence do you have to support this view?**

There is no distinction between the languages within this proposal and nor does it have an impact on the use of the Welsh language. All signage and associated documentation will be bilingual.

**What action(s) can you take to increase the positive impact or mitigate any negative impact on the Welsh language?**

All signage and associated documentation will be bilingual.

## National Well-being Goal: A Globally Responsible Wales

**A society that considers how our actions might impact on other countries and people around the world.**

Click [here](#) for information about global responsibility.

**Does the proposal contribute to this goal? Describe the positive or negative impacts. HINT**

Charged for parking is part of a wider suite of measures that have a positive impact on a Globally Responsible Wales, by encouraging the public to utilise more sustainable modes of transport, providing increased availability of parking in close proximity to town centre amenities, and reducing the number of people who drive around looking for spaces within town centres.

**What evidence do you have to support this view?**

N/A

**What action(s) can you take to mitigate any negative impacts or better contribute to the goal?**

N/A

## Strengthening the Proposal

If you have identified any negative impacts in the above sections, please provide details of any practical changes and actions that could help remove or reduce the negative impacts.

What will you do?	When?	Who is responsible?	Progress
Subject to the proposals being supported by Cabinet, consultation will be undertaken initially with designated formal and informal consultees prior to a full public consultation that will be held.	Public consultation element expected to take place in Autumn 2024	HES	
<p><b>If no action is to be taken to remove or mitigate negative impacts, please justify why.</b> <i>(If you have identified any unlawful discrimination then the proposal must be changed or revised.)</i></p>			
<p>See above.</p>			
<p><b>How will you monitor the impact and effectiveness of the proposal?</b></p>			
<p>Should the proposals be implemented, these will be monitored and evaluated using quantitative data from existing systems (pay and display machines and season ticket system) as well as any customer feedback being considered and evaluated.</p>			

## Sustainable Development Principle: 5 Ways of Working

Describe below how you have implemented the five ways of working in accordance with the sustainable development principle of the Well-being of Future Generations (Wales) Act 2015



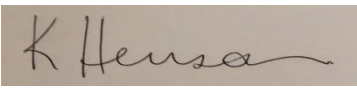
<p><b>Long term</b> Balancing short-term needs with long-term need and planning for the future.</p> <p><u><a href="#">HINT</a></u></p>	<p>The proposal is seen as a means of ensuring the availability of parking, including turnover of spaces, in towns where Off-Street Pay and Display car parks are located.</p>
<p><b>Collaboration</b> Working together with other partners to deliver.</p> <p><u><a href="#">HINT</a></u></p>	<p>The proposal will be the subject of consultation with other stakeholders in order to shape the final proposals put forward for public consultation.</p>
<p><b>Involvement</b> Involving those with an interest and seeking their views.</p> <p><u><a href="#">HINT</a></u></p>	<p>The proposal has been through relevant Scrutiny Committee and will be subject to further Scrutiny consideration following a public consultation, before being subject to consideration by Cabinet and before any implementation may take place.</p>
<p><b>Prevention</b> Putting resources into preventing problems occurring or getting worse.</p> <p><u><a href="#">HINT</a></u></p>	<p>Off-Street parking is not a preventative service.</p>
<p><b>Integration</b> Considering the impact of your proposal on the four pillars of well-being (social, economic, cultural and environment) the objectives of other public bodies and across service areas in the Council.</p> <p><u><a href="#">HINT</a></u></p>	<p>It is not considered possible to include the integration of the service with activities undertaken by other stakeholders and/or partners.</p>

## Risk

Summarise the risk associated with the proposal.

	1	2	3	4	5
Impact Criteria	Very Low	Low	Medium	High	Very High
Likelihood Criteria	Unlikely to occur	Lower than average chance of occurring	Even chance of occurring	Higher than average chance of occurring	Expected to occur
<b>Risk Description</b>	<b>Impact</b>	<b>Probability</b>	<b>Score (Impact x Likelihood)</b>		
Proposal not being supported following public consultation	3	2	6		

## Sign Off

Position	Name	Signature	Date
Corporate Manager	-	-	-
Corporate Lead Officer	Rhodri Llwyd		20.08.24
Corporate Director	Barry Rees		22.08.24
Portfolio Holder	Cllr. Keith Henson		20.08.24

## **CYNGOR SIR CEREDIGION COUNTY COUNCIL**

**Report to:** Cabinet

**Date of meeting:** 3 September 2024

**Title:** Off Street Pay and Display Car Park Review proposals June 2024

**Purpose of the report:** To provide feedback from the Thriving Communities Overview and Scrutiny Committee held on 11 July 2024

**Background:**

Councillor Keith Henson, Cabinet Member outlined the report upon the Off Street Pay and Display Car Park Review proposal June 2024 and Mr Rhodri Llwyd, Corporate Lead Officer, Highways and Environmental Services subsequently provided Members with a detailed power point presentation on the Car park review proposals.

**Recommendation(s):**

It was AGREED to recommend to Cabinet to support the package of proposals subject to the following:-

- (i) that an Integrated Impact Assessment be completed on the proposals,
- (ii) that a report on the outcome of the public consultation on the proposals be presented to the Committee prior to consideration and final agreement by Cabinet; and
- (iii) that the charges proposed to Blue badge holders be omitted from the proposals.

**Councillor Marc Davies**  
***Chairman of the Thriving Communities Overview and Scrutiny Committee***