

THE VALE OF GLAMORGAN COUNCIL

CORPORATE PERFORMANCE AND RESOURCES SCRUTINY COMMITTEE:
11TH APRIL, 2019

REFERENCE FROM CABINET: 18TH MARCH, 2019

**“C622 PROPOSED PARKING MANAGEMENT POLICY 2019/20 (NST)
(SCRUTINY - ENVIRONMENT AND REGENERATION)**

To advise Cabinet of the results of the public consultation undertaken on the Draft Parking Strategy and to agree a Parking Management Policy for the financial year 2019/20. The Leader, on behalf of the Cabinet Member for Neighbourhood Services and Transport presented the report which provided details of the comments received to the consultation undertaken on Capita's Draft Parking Strategy in the Summer 2018 and recommended a Parking Policy for 2019/20.

The Leader commenced by advising that the potential for the introduction of car parking charges was not a new initiative as at its meeting of 21st February, 2013, Cabinet had agreed a number of saving proposals including the following:

- V1 Car parking full roll out of town centre car parking - £340,000;
- V7 On street parking meters - £100,000.

The above proposals had been agreed by Council and incorporated into the budget setting process for 2014/15.

A report had been presented to Cabinet on 27th July, 2015 agreeing that the proposals for introducing off-street parking charges within the Barry and Cowbridge Town Centre car parks as described within the report be agreed, with charging times also to be agreed. Cabinet did not agree on any on-street charges at that time and there was no free period in the proposals with parking of up to two hours agreed as being £1.00.

The charges had been referred to the Scrutiny Committee (Economy and Environment) on 1st September, 2015 and the main criticism being that they had been proposed without full and meaningful public consultation. Although the Leader and Cabinet Member at the time spoke in support of the charges they were not progressed with Cabinet of 31st October, 2016 taking this decision with no reasons why outlined.

In referring to the current situation, the Leader apprised Cabinet of the current position stating that the Council had to save £3 million during the course of 2019/20 and a further £12 million over the subsequent two years. If the money was not found, services would have to be reduced or in some cases be discontinued and unfortunately, that was the harsh reality of the situation the Council faced. The Vale of Glamorgan was one of the few Councils in Wales that did not currently charge for

town centre car parking and car parking was a non-statutory service with the upkeep costing around £250,000 per annum.

The Leader added that unless funding was established to meet the above costs the Council would have to consider closing some of its car parks. Therefore, working on a specific brief which included the proviso that the Council would not wish to charge for the first two hours in town centres, the Council commissioned consultants Capita to look at its options for car parking in 2017. Capita subsequently produced a draft Car Parking Strategy which was subject to widespread public consultation in 2018 and the Consultation Report document alone ran to over 600 pages.

The Cabinet had listened to the consultation responses and had agreed the following changes to the original draft Strategy:

- No on-street charges in town centres;
- No charges for Blue Badge holders;
- Permits to be introduced for short stay car parks to assist traders and other regular users. £300 per annum (less than £1.00 per day);
- Permits to be introduced for long stay car parks. £150 per annum (less than 50 pence per day); and
- No limit of the number of permits that can be issued for on-street resident permit parking areas.

In conclusion, the Leader advised that the Policy was aimed at recovering the costs of car parking provision and the administration costs associated with the issuing of thousands of residents parking permits every year. The Resident Parking Policy also allowed for new resident parking schemes to be introduced as the Vale of Glamorgan Council had never introduced a Resident Parking Scheme as the last scheme was introduced prior to 1996.

Whilst the Policy aimed to recover income to fund car parking facilities, it was also designed to help the Council to manage parking demand. The Leader referred to the Council's most recent public opinion survey, which is on this agenda where 75% of those responding stated that the availability of town centre parking was either very poor or fairly poor.

The Leader reiterated that parking was an extremely valuable asset which properly managed could benefit the economic activity of areas and to not charge for such facilities, where viable, was not an option. If it was viable to charge for the facilities the Council should do so in order to ensure that the assets were self-funding and could be properly managed.

The Leader added that following consideration of the consultation responses received, the equality impact assessment, the current budget position, together with the fact that the provision of car park spaces was not a statutory function, the report recommended the introduction of charging for a number of car parks, at certain on-street locations and for resident parking permits, for the financial year 2019/20 as follows:

Town Centre Car Parks

Short Stay Car Parks at Kendrick Road, Thompson Street and Wyndham Street, Barry, The Butts, Town Hall Square and Southgate Cowbridge.

Charges proposed for Short Stay Car Parks Up to 2 hours FREE, Up to 3 hours £1.00, Up to 4 hours £2.00, up to 5 hours £5.00 and all day £6.00. Tariffs applicable 6 days per week from 8am to 6pm with blue badge holders free. Annual permits available for £160 for 6 months and £300 for 12 months, with a direct debit option.

The Leader advised that charges for certain Llantwit Major car parks were to be put on hold pending discussions with Llantwit Major Town Council about the possible transfer of car parks on Boverton Road, Wine Street and at the Town Hall. Le Pouliguen Way car park, Llantwit Major would also be considered separately due to ongoing issues with the park and ride facility.

Long stay Car Park at Court Road Multi Storey, Barry. Charges for the Long Stay Car Park were proposed to be the same as short stay except that up to 5 hours was £4.00 not £5.00 and all day was £5.00 not £6.00. Tariffs applicable 6 days per week from 8am to 6pm with blue badge holders free. Annual permits available £80 for 6 months and £150 for 12 months.

Resort Car Parks

The report proposed that Resort car parks were not subject to any seasonal variation in tariff. Resort car park charges for cars are 0-1 hour £1.00, 1 hour plus £6-00 between 8am and 4pm. From 4.01pm to 11pm a reduced charge was applicable for 1 hour plus of £3.00. These charges would be for 7 days per week. Permits would be available for each car park at an annual cost of £300 and it was proposed that disabled persons with blue badges would park for free.

Coastal Car Parks

Barry (Cold Knap and Bron y Mor), Llantwit Major Cwm Colhuw, Penarth Cliff Walk. Summer charges for these car parks up to 1 hour £1.00 and all day £3.00 with a £12.00 charge for buses and coaches. Winter period November to February inclusive no charge. Tariffs applicable 8am to 8pm 7 days per week and a permit for individual car parks would be available for £75 per year. Disabled persons with blue badges proposed as free.

Ogmore by Sea (Portabello), West Farm Southerndown and Llwyn Passat Penarth were not shown as viable in the report based on payback over 7 years of the infrastructure costs and will be subject to further investigation.

Country Parks Car Parks

Cosmeston Lakes and Porthkerry Country Park charges proposed all year round with up to 2 hours parking for £1.00 and all day set at £3.00 with bus/coach parking at £10.00 all day. Tariffs applicable between 8am to 6pm 7 days per week. Permits

available for £75 per car park per annum. Disabled persons with blue badges proposed as free.

On Street Parking Town Centre and Coastal

It was not proposed to bring on street parking charges in town centres for 2019/20 and at this point in the meeting, the Leader wished to stress that the Cabinet did not wish to bring in on-street parking charges in any future financial years.

Charges were proposed for on street parking in the coastal resorts of Penarth (the Esplanade) and Barry Island all year round, 7 days per week. Up to 2 hours £2.00, up to 3 hours the charge proposed was £4.00, up to 4 hours £6.00, up to 5 hours £8.00 and all day £10.00. Charges in the winter for Penarth Esplanade were proposed as half the Summer charge. Disabled persons with blue badges proposed as free.

Displacement Parking

No additional measures were proposed by the report to prevent any displacement parking. This was subject to review once the charges had been implemented.

Resident Parking Permits

The report outlined a Resident Parking Policy together with charges relating to the purchase of such permits. There were no restrictions as to the number of permits a household could purchase.

Enforcement

A report was presented to Cabinet on 18th February 2019 in respect of the provision of an in house enforcement service which would cover both environmental and Civil Parking Enforcement (CPE). A further report would be brought to Cabinet outlining the future intentions for Civil Parking enforcement once the Parking Policy was agreed.

Technology and Infrastructure

The report proposed to use modern solar powered 'Pay and Display' Machines with coins and contactless option. Digital payment methods e.g. Parking App would also be improved.

Leisure Centres

Leisure Centre Car Parks had been excluded from the report and would be discussed as part of the Leisure Contract extension negotiation and reported to Cabinet separately.

Following the Leader's comments, Councillor Penrose stated that he personally wished that the Cabinet had not had to consider the proposal to introduce 'parking charges' in the Vale of Glamorgan, a view he felt was shared by other Cabinet colleagues and Vale councillors.

However, he was aware of the acute financial pressures that had been placed on the authority by the reduction in funding by the Welsh Government, which had forced the authority to consider and introduce unpalatable measures in order to reduce our financial budget deficit.

In referring to his portfolio of Learning and Culture he stated he had been forced to reduce school budgets as a direct result of reduced funding from Welsh Government, which rendered the Council to be the lowest funded authority in Wales as far as educational provision, something that was totally unacceptable.

Furthermore, he stated he was aware of the ever-increasing costs of maintaining Country Parks and the car parking areas throughout the Vale of Glamorgan, referred to in the report, together with the needs mentioned to finance such services.

He referred to concerns on certain elements of the proposal, which he requested the Cabinet to afford full consideration to:

In respect of Country Parks the period when parking charges are applied to be amended from 8.00 am to 6.00 pm to 9.00 am to 6.00 pm.

He was requesting the amendment as he was conscious of the health benefits to Vale residents by their being able to walk, run, jog, cycle or exercise their dogs outside of the normal working day without receiving the financial penalty of parking charges.

Councillor Penrose considered that such an alteration would not seriously impact the overall revenue from the scheme.

Having regard to the report and the statement 'consideration will be given to remedying overspill parking that may result from motorists attempting to avoid car-parking charges' Councillor Penrose felt the statement to be understating a potential problem in certain areas such as Cosmeston Country Park and Barry Island, where it would not be a probability but more of a definite certainty.

Accordingly, he requested Cabinet to give assurance that the issue of overspill parking be addressed and confronted immediately with a solution being found as part of the provision.

In referring to his own ward of Sully and Lavernock, he could see an issue arising where visitors to Cosmeston Country Park would attempt to avoid parking charges and park in the nearby residential development of Lavernock, causing chaos and disruption to the residents, a situation which at present exists whenever there is a Bank Holiday or a major event.

The Leader thanked the Cabinet Member for his comments and requested that in light of the report being referred to Scrutiny Committee, the Cabinet Member's comments be considered when the report was presented to Cabinet at a future date.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED -

- (1) That the Parking Strategy Consultation Report attached at Appendix 1 be noted.
- (2) T H A T the report be referred to Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees for consideration.
- (3) T H A T subject to the consideration by Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees, the Parking Policy for financial year 2019/20 attached at Appendix 3 be agreed in principle.
- (4) T H A T subject to the consideration by Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees delegated authority be granted to the Director of Environment and Housing in consultation with the Cabinet Member for Neighbourhood Services and Transport to commence without prejudice discussions with Llantwit Major Town Council on the possible transfer of Wine Street, Boverton Road and Town Hall Burial Lane car parks in Llantwit Major.
- (5) T H A T subject to the consideration by the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees and in pursuance of Resolution (4) as above, a further report be received by Cabinet in September 2019 outlining the outcome of discussions with Llantwit Major Town Council for the future management of the car parks at Wine Street, Boverton Road and Town Hall Burial Lane in Llantwit Major including a range of options, to include charging.
- (4) T H A T subject to the consideration by the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees a further report be received by Cabinet in the Autumn 2019 in respect of the Ogmore by Sea (Portabello) West Farm, Southerndown, Llywn Passat, Penarth and Le Pouliguen Way Llantwit Major car parks and the options for their future management including consideration of a range of options, including charging.
- (5) T H A T subject to the consideration by the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees the Residents Parking Policy attached at Appendix 5 be approved in principle.
- (6) T H A T subject to the consideration by the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees a further report be received by Cabinet outlining the future intentions for Civil Parking Enforcement following agreement of the Parking Policy.
- (7) T H A T subject to consideration by the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees, delegated authority be granted to the Director of Environment and Housing in consultation with the Leader, the Cabinet Member for Neighbourhood Services and Transport, the Managing

Director and Head of Finance to source the most economically advantageous method of financing the purchase and installation of equipment for all car parks and 'on street' infrastructure as required to support the implementation of the policy.

Reasons for decisions

- (1) To endorse the Draft Parking Strategy consultation results.
- (2) To ensure that the views of the relevant Scrutiny Committees are considered prior to a decision being taken by Cabinet on the final Parking Policy for 2019/2020.
- (3) To agree the parking management policy for 2019/20 in principle.
- (4) To permit discussions between the Council and Llantwit Major Town Council on the possible transfer of certain car parks.
- (5) For Cabinet to consider the outcome of discussions between this Council and the Llantwit Major Town Council in respect of the options for the future management of these locations including consideration of a range of options, including charging.
- (6) To review the options for the future management of these locations including consideration of a range of options, including charging.
- (7) To agree a Residents Parking Policy for the Vale of Glamorgan in principle. To ensure parking enforcement matches the needs of the approved parking policy.
- (8) To ensure that the infrastructure required to facilitate charging is sought in the most economically advantageous way."

Attached as Appendix - Report to Cabinet: 18th March, 2019

Appendix 1 of the Cabinet report that was originally circulated for the Cabinet meeting on 18th March 2019 under Agenda Item 14, can be viewed electronically via the following link:

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2019/19-03-18/Proposed-Parking-Management-Policy-2019-20.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2019/19-03-18/Proposed-Parking-Management-Policy-2019-20.pdf)

Further copies of Appendix 1 are available from Democratic Services.

Meeting of:	Cabinet
Date of Meeting:	Monday, 18 March 2019
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Proposed Parking Management Policy 2019 / 2020
Purpose of Report:	To advise Cabinet of the results of the public consultation undertaken on the Draft Parking Strategy and to agree a Parking Management Policy for financial year 2019/20.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	<p>Legal - Committee Reports</p> <p>Procurement Officer</p> <p>Equality Co-ordinator</p> <p>Head of Regeneration and Planning</p> <p>Operational Manager, Engineering</p> <p>Passenger Transport Manager</p> <p>Operational Manager, Property</p> <p>Operational Manager, Regeneration</p> <p>Operational Manager Neighbourhood Services, Healthy Living and Performance</p> <p>Operational Manager Neighbourhood Services, Operations</p> <p>Neighbourhood Services and Building Accountant</p> <p>No ward members have been consulted on this Report as it is a strategic project and its impact is Vale wide</p>
Policy Framework:	This report is a matter for Executive Decision by Cabinet

Executive Summary:

This Report provides details of the comments received to the consultation undertaken on Capita's Draft Parking Strategy in Summer 2018 and recommends a Parking Policy for 2019/20.

Parking is an extremely valuable asset which properly managed can benefit the economic activity of areas. To not charge for such facilities where viable is not an option unless there are reductions in other services or the car parks are closed. If it is viable to charge for these facilities the Council should do so in order to ensure that these assets are self-funding and can be properly managed.

Following consideration of the consultation responses received, the equality impact assessment, the current budget position, together with the fact that the provision of car park spaces is not a statutory function, this report recommends the introduction of charging for a number of car parks, at certain on-street locations and for resident parking permits, for the financial year 2019/20.

Town Centre Car Parks

Short Stay Car Parks at Kendrick Road, Thompson Street and Wyndham Street, Barry, The Butts, Town Hall Square and Southgate Cowbridge.

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It is not proposed to bring on street parking charges in town centres for 2019/20.

Charges are proposed for on street parking in the coastal resorts of Penarth (the Esplanade) and Barry Island all year round, 7 days per week. Up to 2 hours £2.00, up to 3 hours the charge proposed is £4.00, up to 4 hours £6.00, up to 5 hours £8.00 and all day £10.00. Charges in the Winter for Penarth Esplanade are proposed as half the Summer charge. Disabled persons with blue badges proposed as free.

Displacement Parking

No additional measures are proposed by this Report to prevent any displacement parking. This is subject to review once the charges have been implemented.

Resident Parking Permits

This Report outlines a Resident Parking Policy together with charges relating to the purchase of such permits. There are no restrictions as to the number of permits a household can purchase.

Enforcement

A report was presented to Cabinet on 18th February 2019 in respect of the provision of an in house enforcement service which will cover both environmental and Civil Parking Enforcement (CPE). A further report will be brought to Cabinet outlining the future intentions for Civil Parking enforcement once the Parking Policy is agreed.

Technology and Infrastructure

The Report proposes to use modern solar powered 'Pay and Display' Machines with coins and contactless option. Digital payment methods e.g. Parking App will also be improved.

Leisure Centres

Leisure Centre Car Parks have been excluded from this Report and will be discussed as part of the Leisure Contract extension negotiation and reported to Cabinet separately.

Recommendations

- 1.** That Cabinet notes the Parking Strategy Consultation Report attached at Appendix 1.
- 2.** That this report is referred to Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) for consideration.
- 3.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources), the Parking Policy for financial year 2019/20 attached at Appendix 3 is agreed in principle.
- 4.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources), Cabinet delegate authority to the Director of Environment and Housing in consultation with the Cabinet Member for Neighbourhood Services and Transport to commence without prejudice discussions with Llantwit Major Town Council on the possible transfer of Wine Street, Boverton Road and Town Hall Burial Lane car parks in Llantwit Major.
- 5.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) and in pursuance of recommendation 4, a further report is received by Cabinet in September 2019 outlining the outcome of discussions with Llantwit Major Town Council for the future management of the car parks at Wine Street, Boverton Road and Town Hall Burial Lane in Llantwit Major including a range of options, to include charging.
- 6.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources), a further report is received by Cabinet in the Autumn 2019 in respect of the Ogmere by Sea (Portabello) West Farm, Southerndown, Llywn Passat, Penarth and Le Pouliguen Way Llantwit Major car parks and the options for their future management including consideration of a range of options, including charging.
- 7.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources), the Residents Parking Policy attached at Appendix 5 is approved in principle.
- 8.** That subject to the consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources), a further report is received by Cabinet outlining the future intentions for Civil Parking Enforcement following agreement of the Parking Policy.
- 9.** That, subject to consideration by Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) Cabinet agree a delegation to the Director of Environment and Housing in consultation with the Leader, the Cabinet Member for Neighbourhood Services and Transport, the Managing Director and Head of Finance to source the most economically advantageous method of financing the purchase and installation of equipment for all car parks and 'on street' infrastructure as required to support the implementation of this policy.

Reasons for Recommendations

1. To endorse the Draft Parking Strategy consultation results.
2. To ensure that the views of the relevant Scrutiny Committees are considered prior to a decision being taken by Cabinet on the final Parking Policy for 2019/2020.
3. To agree the parking management policy for 2019/20 in principle.
4. To permit discussions between the Council and Llantwit Major Town Council on the possible transfer of certain car parks.
5. For Cabinet to consider the outcome of discussions between this Council and the Llantwit Major Town Council in respect of the options for the future management of these locations including consideration of a range of options, including charging.
6. To review the options for the future management of these locations including consideration of a range of options, including charging.
7. To agree a Residents Parking Policy for the Vale of Glamorgan in principle.
8. To ensure parking enforcement matches the needs of the approved parking policy.
9. To ensure that the infrastructure required to facilitate charging is sought in the most economically advantageous way.

1. Background

- 1.1 Capita was appointed by the Council in the Autumn 2017 to assist with the preparation of a Draft Parking Strategy for the Vale of Glamorgan. Capita has undertaken previous parking studies for the Council. In 2013 (updated in 2015) Capita produced a report in respect of proposals for "off street" and "on street" parking charges in Barry and Cowbridge. In addition, Capita prepared parking reports relating to the Country Parks parking charges in 2016 and leisure centre parking charges in 2017. None of the recommendations within these reports have to date been implemented by the Council.
- 1.2 The Capita commission required the preparation of a Draft Parking Strategy for the Vale of Glamorgan including a review of previous reports prepared, an update to possible charging tariffs, an evaluation of possible charging methods and infrastructure requirements as well as a review of what the impacts might be if parking charges were introduced. In addition, any Strategy required would need to accord with the Council's Income and Commercial Opportunities Strategy 2017 - 2020 and contribute towards the Medium Term Financial Plan and Corporate Plan.
- 1.3 A Project Board comprising the relevant Cabinet Members and Senior Council Officers was set up to provide direction to the commission.
- 1.4 Capita's Draft Parking Strategy examined the following areas:
 - Town Centre Car Parks;

- Coastal Car Parks;
 - Country Parks Car Parks;
 - 'On Street' Car Parking in Town Centres and Coastal areas; and
 - Enforcement and Infrastructure options
- 1.5** The Consultant's Draft Strategy further suggested a tariff option for each of the car parks (with charging operation hours of 8am to 8pm), which were also identified in map form.
- 1.6** Cabinet on 30th July 2018 agreed to undertake a public consultation exercise on Capita's Draft Car Parking Strategy. The relevant minute was as follows :
- Cabinet, having considered the recommendation of the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees
- RESOLVED – T H A T the recommendations of the Environment and Regeneration and Corporate Performance and Resources Scrutiny Committees, and the comments made at the meetings, be noted and the consultation process proceed as planned as set out in the report of 2nd July, 2018. (Minute C377 refers 30/7/18).
- 1.7** Given the nature of the proposals a comprehensive consultation programme was agreed to ensure that a wide range of stakeholders who have an interest in the changes were effectively involved. The consultation programme was managed by a cross-directorate team.
- 1.8** The consultation programme ran from 6th August 2018 and concluded on 28th September 2018.
- 1.9** The Programme was based around the key principles of the Draft Parking Strategy, and included:
- A series of drop-in sessions over an eight week period; These sessions provided stakeholders with the opportunity to ask questions, provide feedback and discuss the proposals in more detail, and were held at Cosmeston Lakes and Porthkerry Country parks, in Barry, Penarth, Llantwit Major, Cowbridge and Southerndown.
- For Stakeholders not able to attend one of the drop-in sessions, an online consultation questionnaire was published on the Council's website, with hard copies available upon request. A copy of this questionnaire can be found in the Consultation Report at Appendix 1 (Page 24 onwards)
- The consultation activities were promoted using the Council's website, social media channels (including direct e-mail) and local press.

Elected members of the Scrutiny Committees (Environment and Regeneration and Corporate Performance and Resources) were consulted as part of these proposals with a member workshop being held for them.

- 1.10** Whilst it is fair to say that the general consensus of the consultation responses was that charging should not be introduced, in the Public Opinion Survey, undertaken in 2018, 75% of those responding indicated the availability of parking spaces in our town centres as being either very poor (55%) or fairly poor (20%).
- 1.11** One of the ways of controlling parking demand is to charge for the parking provision. A charging regime has the potential to increase the availability of parking spaces in our town centres.

2. Key Issues for Consideration

- 2.1** Attached to this report are the following appendices:

Appendix 1 - Consultation Report. Please note that this appendix is 619 pages long as it contains all the comments received. The first 23 pages provide an overall summary of the Consultation results with the remaining pages listing comments received on a topic by topic basis.

Appendix 2 - Survey Data December 2018. This provides details of the additional spot surveys that have been undertaken at the Town Centre car parks in Cowbridge, Barry and Llantwit Major to assist with calculating the likely income from charging for these car parks.

Appendix 3 - Parking Policy 2019/2020. This outlines the principles and objectives of the Policy and the proposals for town centre car parks, coastal car parks, country park car parks, on-street car parking, disabled parking, parking management and publicity and communication. In addition the proposed Policy provides satellite maps of each car park.

Appendices 4 / 4a - Car Parking Viability. These appendices outline, for each car park, the costs and income over a 7 year period, (the likely lifespan for the ticket machines), should charging be introduced for each of the car parks that were subject to this consultation. Also provided within the Appendices are details of how the income for each car park has been calculated.

Appendix 5 - Draft Resident Parking Permit Policy. This appendix details the criteria for the introduction of resident parking schemes, the permit types, their duration and terms of use.

Appendix 6 - Equality Impact Assessment. As this represents a significant policy introduction, the full equality impact assessment is included for consideration by

Members. The attention of Members is drawn to this assessment and the responses from officers to the questions posed concerning equality.

- 2.2 A copy of the consultation Draft Capita report can be found here: [https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports /Cabinet/2018/18-07-02/Draft-Parking-Strategy-Appendix-A.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2018/18-07-02/Draft-Parking-Strategy-Appendix-A.pdf) should members wish to refer to it however, a summary of its draft proposals are contained in this report for ease of reference under each relevant heading below.

General Consultation Feedback (Appendix 1 pages 2 to 3)

- 2.3 Most of the 1,967 respondents to the survey were local residents living in Barry (35%), Llantwit Major (25%) and Penarth (16%). 10% of respondents resided in rural areas and 8% in other areas of the Vale of Glamorgan with 6% living outside of the area.
- 2.4 The survey included a number of questions as well as the opportunity to make comments. Due to the volume of responses, (the report runs to 619 pages) the consultation report summarises the main issues but also includes details of every comment received (Appendix 1 page 35 onwards).
- 2.5 In terms of the aims of the Draft Strategy (Appendix 1, page 4 refers) at least 65% of respondents either disagreed or strongly disagreed with them and 80% disagreed with the aim to introduce a consistent parking charges regime. The latter point is not surprising as asking people whether they would prefer a service free or to have to pay for it they are most likely to indicate a preference for a free service. As has previously been indicated, there seems to be little correlation within the responses between parking availability and methods of managing demand and hence increasing availability such as charging.
- 2.6 There is a need to balance budgets within Neighbourhood Services and Transport and Planning and Regeneration and also ensure that discretionary services such as car parking recover their costs so they can continue to be provided as well as providing an income to improve transport facilities. In the event that Cabinet decide not to implement the recommendations i.e not charging in any form, then consideration would need to be given as to whether the Council continues to provide these facilities.

Public Transport and Active Travel Consultation Feedback (Appendix 1 pages 5 to 7)

- 2.7 In town centres, coastal areas and country parks there were many positive suggestions made to improve public transport and active travel (walking and cycling). Some respondents took the opportunity to further advise that they were not in favour of any form of car park charging. In town centres the main ideas related to improving bike and cycle infrastructure (27%) and bus

infrastructure (21%). In coastal areas the main ideas related to improving bike and cycle infrastructure (17%), bus transport (14%) and highways (6%). In country parks 19% of people advised that no changes were needed, with the need to improve bicycle infrastructure at 15% and public transport at 17%.

- 2.8** Outlined below is an overview for each of the areas of the Capita Report, (i.e. Town Centre Car Parks; Coastal Car Parks; Country Parks Car Parks; "On Street" Car Parking in Town Centres; On Street Car Parking in Coastal areas and Enforcement Technology and Infrastructure options), a summary of Capita's proposals, the main consultation issues and analysis together with the proposed parking policy for 2019/2020.

Town Centre Car Parks Capita's Proposals

- 2.9** The draft Consultant's Report suggested the formal designation of short term car parks in Barry at Kendrick Road, Thompson Street and Wyndham Street together with Barry long stay car parks at Court Road Multi- Storey all week and at the Civic Offices on weekends and bank holidays. In Cowbridge Town Centre formal short term car parks were suggested at Southgate, The Butts and Town Hall Square. In Llantwit Major short term car parks were suggested at Boverton Road, Town Hall (Burial Lane), Le Pouliguen Way and Wine Street.

- 2.10** The tariffs proposed by Capita for the short and long stay car parks were as follows.

Town Centre Short Stay: Up to 2 hours Free, Up to 3 hours, £1.00, Up to 4 hours £2.00, Up to 5 hours £5.00 and all day £6.00.

Town Centre Long Stay: Up to 2 hours Free, Up to 3 hours, £1.00, Up to 4 hours £2.00, Up to 5 hours £4.00 and all day £5.00.

The Main Consultation Issues - Town Centre Car Parks Short term and Long Term (Appendix 1 pages 8 to 11)

- 2.11** Most respondents, whether to the survey or at the consultation events, disagreed or strongly disagreed with consistent or any parking charges for short and long term car parks as designated by the Capita proposals.
- 2.12** Approximately 60% of respondents agreed that Court Road Barry and the Civic Offices (weekends and bank holidays) should be designated as long stay car park locations and a similar amount of respondents agreed that the first 2 hours of parking should be free although some suggested that 2 hours was not enough free time.
- 2.13** A number of respondents made comments regarding specific town centres and comments unrelated to the questions. Objections, although not related to this

consultation, were also made regarding any possibilities of 20mph speed limits. There was also concern expressed by several respondents that there was no provision for regular users of the town centre car parks to buy a permit.

Analysis and Proposed Parking Policy - Town Centre Car Parks

- 2.14** The consultation process demonstrates that there is an overwhelming objection to charging for car park spaces. However, it should be noted that parking is an extremely valuable asset which, when properly managed, can benefit the economic activity of the areas that it serves. As a service to the customers who use town centres, the provision of accessible parking can assist its economy. Studies have shown that it is access to parking, not the number of spaces that is important. Uncontrolled parking can have a negative effect on town centres especially where those using the parking spaces are not spending their money in the Town Centre. The 'Public Opinion Survey 2018', which is included on this agenda identifies overwhelmingly that there are problems with our town centres with parking availability. Of those sampled, 75% of those residents rated the availability of parking in Town Centres as either poor or very poor. It is likely that this absence of parking is informing certain shopping preferences and discouraging some residents from visiting Town Centres, choosing other locations instead.
- 2.15** Currently the Council chooses to provide and maintain a number of car parks in its town centres, but it is not under a statutory duty to do so. This is an expensive non statutory activity accounting for around £250k expenditure every year. The Council also, where it can afford to do so, assists access to town centres by providing support and facilities for other modes of transport such as bus and further infrastructure such as cycle racks and widened pavements for those people who wish to walk or cycle to their town centre.
- 2.16** If it is viable to do so the Council should charge for the provision of town centre car park spaces, in order to ensure that these assets are self-funding and properly managed and maintained. In the event that it is not viable to charge for these facilities or Cabinet decides not to implement the recommendations within this Report, consideration would need to be given as to whether the Council continues to allocate funds to providing these facilities when it has so many other competing service demands.
- 2.17** The proposed Parking Policy for 2019/20 sets out a number of principles and objectives and these are detailed at Appendix 3 page 5 with matters relating to town centre car parks set out at pages 6 to 7. The viability figures and assumptions made for each car park can be found at Appendix 4 with an explanation for these also provided. The appendix provides two options with regard to the funding of the upfront infrastructure costs of the Parking Policy. Option 1 assumes that the upfront costs are funded via the Capital programme and these are not paid back. Option 2 assumes payback of the upfront costs over a 7 year period, which is the expected life of the machines. In summary under

option 1 all town centre car parks are viable over a 7 year period taking into account income minus costs of charges and could yield a net income of some £641,040 over the 7 years. Under option 2 the majority of car parks are still viable however Kendrick Road and Thompson Street are estimated to be near to breakeven over 7 years. The estimated net income under option 2 falls to £470,410 over 7 years. Taking into account only the town centre car parks where the introduction of charges is currently proposed this would fall to £540,186 under option 1 and £430,277 under option 2.

- 2.18** The Parking Policy 2019/20 proposes charges for some (not all) town centre car parks as follows:-

Short Stay Car Parks at Kendrick Road Barry, Thompson Street Barry, Wyndham Street Barry, The Butts Cowbridge, Town Hall Square Cowbridge, Southgate Cowbridge.

Charges for Short Stay Car Parks are proposed as follows; up to 2 hours FREE, up to 3 hours £1.00, up to 4 hours £2.00, up to 5 hours £5.00 and all day £6.00

Long stay Car Park at Court Road Multi Storey, Barry.

The Charge for the Long Stay Car Park is proposed to be the same as short stay except that up to 5 hours is £4.00 not £5.00 and all day is £5.00 not £6.00 allowing people to stay longer for a cheaper price.

- 2.19** The Capita report proposed charging times for the town centre car parks of 8am to 8pm 7 days a week. However, having considered carefully the consultation views and the results of the equality impact assessment on the times of charging and Sunday charging it is proposed to only charge from 8am to 6pm Monday to Saturday. Therefore after 6pm in town centre car parks would be free or in reality taking into account the 2 hour free period offered by this Policy after 4pm would be free.

- 2.20** In respect of the town centre car parks in Llantwit Major, no charges are proposed initially for 2019/20. The consultation process suggested that there is a need to assess further the use of Le Pouliguen car park by persons who use the train. A spot car parking survey undertaken by officers at Le Pouliguen Way car park (Appendix 2 refers) showed that it was likely some 43% of cars using the Le Pouliguen Way car park were using it to access the train. However, further work needs to be undertaken on this assumption in relation to looking at options for free or lower cost parking for those using the train with Transport for Wales and paid parking for those who are not using the train.

- 2.21** In terms of the other car parks in Llantwit Major namely Boverton Road, Town Hall (Burial Lane) and Wine Street it is proposed to discuss the possibility of transferring these car parks and any facilities contained within them to Llantwit Major Town Council for them to manage as car parks. The consultation process

for these car parks found that they were used by local residents reflecting the status of Llantwit Major as a local district centre. Further, Wine Street car park is mainly used by residents who live in Wine Street. In addition, the School House which is also served by this car park is managed day to day by the Town Council. Boverton Road car park has a complicated split in land ownership between the Council and the Rugby Club making it problematic to introduce charging in one part of the car park but not the other. The Council continues to incur costs in managing these car parks on a daily basis; as such it is proposed to limit the duration of discussions with Llantwit Major Town Council until 31st July 2019. If no formal agreement is reached between the Council and the Town Council by this time with a view to transferring the car parks it is proposed that a further report be presented to Cabinet in September 2019 to review options for the future management of these locations, which would include consideration of a range of options, including charging.

- 2.22** The Equality Impact Assessment for implementing charging for car parks has shown no detriment for those persons who use a car to travel to Town Centres and are blue badge holders, as it is proposed to maintain free town centre car park spaces with no time restrictions for those showing blue badges.
- 2.23** For financial year 2019/20 the Policy also proposes to offer a permit for town centre car parks. A number of respondents to the consultation suggested that a permit should be available to reduce the cost of parking for those who use the car parks on a regular basis. Capita did not propose this. Such a permit would offer regular town centre users and traders the option to purchase 6 or 12 month permits either purchased outright or via a direct debit arrangement. There is no limit on the number of permits that can be purchased for 2019/ 20 and having a permit for a car park does not guarantee a car park space. The permit prices proposed in Short Stay car parks are £160 for 6 months or £300 for 12 months, a large reduction on the daily cost and working out at around a £1.00 per day. In Court Road Barry multi-storey the price of a permit would be £80 for 6 months or £150 for 12 months - less than 50p per day. As permits have not been sold before, this first year of charges would be used to assess demand and establish whether the costs proposed are correct. The permits are non-transferable and are car park and vehicle specific.
- 2.24** The Civic Offices car park in the week is an office car park and is not a shopper's car park unlike the other town centre car parks listed above. On the weekends it is little used despite being advertised as a Free Shoppers car park. Therefore for financial year 2019/20 the Parking Policy does not set out a proposal to charge for this office car park but this will be reviewed in the future.

Coastal Car Parks – Capita’s Proposals

- 2.25** There are Resort car parks where charges are already levied at Harbour Road Barry Island (main and overflow), Nells Point Barry Island, Southerndown (Cymlau) and Ogmore by Sea Resort (Brig y Don and Rivermouth). Charges are

“all year round” at all these resorts but the car parks at Barry Island currently benefit from a reduced charge during the winter season.

2.26 The Capita Draft Parking Strategy recommended the extension of parking charging to those coastal car parks that are not currently charged for, namely:

- Barry - Cold Knap and Bron y Mor;
- Llantwit Major - Cwm Col Huw;
- Ogmore by Sea - Portabello;
- Penarth - Llywn Passat and Cliff Walk;
- Southerndown - West Farm.

2.27 The tariffs proposed for these car parks were lower than the current coastal car parks and reflected the fact that there has been no charging at these locations to date. The proposed tariff for the Summer season was up to 1 hour £1.00, all day £3.00, coaches/ buses £12.00 and in the Winter season was up to 1 hour 50p, all day £1.50 and buses/coaches £6.00. In addition, prior to any parking charging being introduced at these locations, the report recognised that further work will need to be undertaken on the costs of any infrastructure works needed to the car parks to allow charges to be implemented. Charging seasons were proposed to be the same as for the existing chargeable car parks. For these car parks it was proposed that there would be an option to purchase an annual season ticket for use at all coastal car parks at a cost of £150.

The Main Consultation Issues - Coastal Car Parks (Appendix 1 pages 13 to 15)

2.28 Very few respondents (less than 20%) agreed with Capita's suggested charging times of 8am to 8pm with a large majority not agreeing to charges for the suggested new coastal car parks. Interestingly there was an error on the survey which stated up to 1 hour free for the new coastal car parks, it should have been up to 1 hour £1 in the Summer season. Despite this error 50% of respondents to the survey still objected to the 1 hour free.

2.29 With regards to the new suggested locations for charging around 85% disagreed or strongly disagreed for all new locations.

2.30 A number of comments were received from respondents in respect of overnight parking in motor homes/ caravans at some of the existing resort car parks in particular at Barry Island and Ogmore by sea. Some respondents felt there should be a charge to enable those who wish to stay overnight to do so, others felt that there should be better enforcement to prevent overnight parking/ camping, particularly where these car parks were close to residential properties. Further some respondents suggested that large vehicles such as motorhomes should be charged more as they take up more than one parking space.

Analysis and Proposed Parking Policy - Coastal Car Parks

- 2.31** As mentioned above there are Resort car parks where charges are currently levied including at Harbour Road Barry Island (main and overflow), Nells Point Barry Island, Southerndown and Ogmore by Sea Resort car parks (Cymlau, Brig y Don and Rivermouth). The tariffs at these car parks are higher and reflect that the car parks are generally well used by visitors to the area, as they are the closest car parks to our major seaside resorts and have been long established (and accepted) over time.
- 2.32** With resorts becoming 'all year' round destinations, it is proposed that these car parks are not subject to any seasonal variation through the implementation of this Policy and a consistent all year charge is levied. Therefore, the Policy at Appendix 3 pages 8 to 10 outlines all year round charges applicable to all of the resort car parks. In summary these charges for cars are 0-1 hour £1.00, 1 hour plus £6.00 between 8am and 4pm. From 4:01pm to 11:00pm a reduced charge is applicable for 1 hour plus of £3.00. Other charges apply for buses and coaches with disabled persons and solo motorcycles free. These charges would be for 7 days per week.
- 2.33** Visitors to these car parks not wishing to stay all day but for multiple hours will be able to access pay by phone, text or 'app' arrangements to purchase time by the hour whilst away from the car parks. Further, to assist regular users of these car parks a car specific permit will be available for each car park at an annual cost of £300, less than £1.00 per day. The permits are non-transferable and are car park and vehicle specific.
- 2.34** The new coastal car parks which were suggested by Capita for parking charges were at, Barry (Cold Knap and Bron y Mor), Llantwit Major (Cwm Colhuw), Ogmore by Sea (Portabello), Penarth (Llywn Passat and Cliff Walk) and Southerndown (West Farm). These car parks are used by a mix of local residents and also visitors to the area.
- 2.35** Where it is viable for the Council to charge for coastal car park spaces the Council should do so in order to ensure that these assets are self-funding and can be properly managed. In the event that it is not viable to charge for these facilities or Cabinet decides not to implement the recommendations within this Report consideration would need to be given as to whether the Council continues to allocate funds to providing these facilities. Therefore, based on the viability figures set out in Appendix 4 for Coastal Car parks it is proposed to charge for all the car parks listed in financial year 2019/20 except for Ogmore by Sea (Portabello), West Farm, Southerndown and Llywn Passat, Penarth which under option 2 show an estimated negative return (Income minus costs) over 7 years of £6098, £11,534 and £14,252 respectively. The remaining chargeable car parks will give an estimated net income under option 1 of £188,473 and under option 2 £128,753 over the 7 year period.

- 2.36** It is proposed to undertake a more detailed usage survey of the Ogmore by Sea (Portabello) and West Farm Car Parks over the Summer 2019 period and to report back to Cabinet on future management options which would include charging.
- 2.37** It is proposed to undertake more detailed survey work in Summer 2019 in respect of Llwyn Passat Car Park in Penarth, to consider 'on street', parking restrictions with a view to reporting back on a comprehensive range of options, including charging.
- 2.38** Therefore the following charges are proposed as set out in the Parking Policy for the new coastal car parks in Cold Knap Barry, Bron y Mor, Barry, Cwm Col Huw Llantwit Major, and Cliff Walk Penarth for 2019/20 (Appendix 3 pages 10 to 11 refer). Summer charges 1st March to 31st October up to 1 hour £1.00 and all day £3.00 with a £12.00 charge for buses and coaches. Winter period November to February inclusive no charge. The charging times during the summer period would be from 8am to 8pm 7 days per week and a car specific permit to benefit regular users of the individual car parks will be available for £75 per year. Disabled persons with blue badges can use the car parks for free at any time.
- 2.39** In respect of motorhomes overnight parking will continue to be prohibited.

Country Parks Car Parks – Capita's Proposals

- 2.40** The charging tariff proposed by the Consultants for the Country Parks was the same all year. For cars the charge proposed for up to two hours was £1.00 and all day £3.00. For bus and coaches the proposed tariff was £10.00 all day and for pre-arranged educational visits the cost of parking would be incorporated into the cost of the visit. For these car parks it was proposed that there will be an option to purchase an annual season ticket for use at both Country Park car parks at a cost of £75.00.

The Main Consultation Issues - Country Parks Car Parks (Appendix 1 page 16 to 17)

- 2.41** Most respondents to the survey disagreed with Capita's proposals for charging and also the proposed charging times of 8am to 8pm. The respondents felt that parking should be free (26%) and that any charging would discourage country park usage and have an adverse effect on healthy living.

Analysis and Proposed Parking Policy Country Parks Car Parks

- 2.42** If it is viable to charge for Country Park Car Park spaces, the Council should do so in order to ensure that these assets are self-funding and can be properly managed. Based on the viability figures in Appendix 4 which show that over 7 years the sites will have an estimated net income over 7 years of £1,125,870 under option 1 and £1,057,619 under option 2, it is proposed to charge at both

Cosmeston Lakes and Porthkerry Country Park all year round. Up to 2 hours parking is proposed as £1.00 and all day £3.00 with bus/coach £10.00 all day.

- 2.43** The consultation process illustrated significant objection to the hours of suggested charging contained within the Capita report of 8am to 8pm. Therefore to assist locals residents to continue to park for free and at some points during the day it is proposed to only charge between the hours of 8am to 6pm 7 days per week. This change should assist the many local residents who use the country parks early in the evening. Further it is proposed to allow the purchase of a car specific permit for £75 per car park, working out at less than £1.50 per week for regular users. This permit is proposed to be car park and vehicle specific and is non-transferable.
- 2.44** Taking account of the Equality Impact Assessment undertaken on this proposed policy as well as consultation comments it is also proposed to allow free parking for people who are blue badge holders.

On-Street Car Parking Town Centre and Coastal – Capita’s Proposals

- 2.45** The Draft Parking Strategy proposes the introduction of on street parking charging at the following locations:
- Barry
 - Barry Island (Coastal)
 - Cowbridge
 - Llantwit Major
 - Penarth and
 - Penarth (Coastal).
- 2.46** The tariffs proposed for on street parking in town centres were up to 1 hour free, up to 2 hours £2.00, up to 3 hours £4.00, up to 4 hours £5.00, up to 5 hours £6.00 and all day £8.00.
- 2.47** In respect of Coastal on street parking at Barry Island and Penarth esplanade were proposed as up to 2 hours, £2.00, up to 3 hours £4.00, up to 4 hours £6.00, up to 5 hours £8.00 and all day £10.00. Winter prices at coastal on street locations would be 50% of the summer price.

The Main Consultation Issues - On Street Parking Town Centre (Appendix 1 Page 12) and Coastal (Appendix 1 Pages 15 to 16)

- 2.48** In terms of ‘on street’ car parking 42% of respondents felt that charging on street would have an adverse effect on the economy with 25% of respondents objecting to any car parking charges anywhere. Comments were received which specifically related to such charges in Barry (7%), Penarth (7%), with 3 % in

Llantwit Major and Cowbridge. Appendix 1 page 18 illustrates the comments in a pie chart.

- 2.49** Regarding on street parking charges at Penarth Sea front and Barry Island, respondents strongly disagreed with the proposal to introduce charges (85% Appendix 1 page 15 refers) irrespective of whether it was for the summer or winter season.

Analysis and Proposed Parking Policy on Street Parking Town Centre and Coastal

- 2.50** In view of the many objections made as part of the consultation against the implementation of parking charges on street in town centres, the significant infrastructure required and potential concerns of negative impacts on shopper footfall, **it is not proposed to bring on street parking charges in town centres for financial year 2019/20**. However, the current time allowed for parking 'on street' in all town centres together with a reassessment of the parking enforcement process will be necessary to ensure a good turnover of spaces for people to use for shopping and visiting businesses.
- 2.51** With respect to **on street parking in Barry Island (coastal) and Penarth (coastal) the Parking Policy for 2019/20 does propose to implement parking charges**. The parking spaces on street in the resorts of Barry Island and Penarth are well located for the use of the attractions of these resorts. The main resort car parks at Barry Island are already subject to an all year round charging regime. Therefore to not charge for some of the best located parking spaces in this area would be counterproductive to the aims of the Parking Policy as well as the Commercial Opportunities and Income Policy.
- 2.52** In terms of Penarth Esplanade, this is a busy area for visitors all year round. It is recognised that the nearest car park, Penarth Cliff Top, is some distance from the Esplanade and charges for this car park are proposed to be seasonally based, therefore the on-street charges proposed at both locations recognise their links with the nearest car parks.
- 2.53** The charges proposed for 'on street' parking in the coastal resorts of Penarth (the Esplanade) and Barry Island are contained at Appendix 3 Page 13 of the Parking Policy for financial year 2019/20. In summary it is proposed to charge at these locations all year round, 7 days per week on street at both resorts but with a winter tariff in Penarth for 2019/20. The charges proposed are up to 2 hours £2.00. For up to 3 hours the charge proposed is £4.00, up to 4 hours £6.00, up to 5 hours £8.00 and all day £10.00. This tariff in particular provides an alternative parking option to the resort car parks for visitors to Barry Island where the charges are £1.00 for up to 1 hour and £6.00 for 1 hour plus. Charges in the Winter (November to February inclusive) for Penarth Esplanade 'on-street' are reduced by half to fit with the seasonal charging regime in the Cliff Top Car Park.

The estimated net income over 7 years is £882,382 under option 1 and £684,100 under option 2.

- 2.54** As part of the implementation of these charges, officers will look to maximise parking opportunities on street in these areas. It should be noted that there are no permit options on street to help promote drivers using the car parks in the first instance.

Potential Displacement Parking – Capita’s Proposals

- 2.55** The draft Capita report recognised that the implementation of parking charges can result in displacement parking to surrounding residential streets where there are no active Traffic Regulation Orders. The draft Capita report therefore recommended that further controlled parking zones were considered to control and manage the impact of car park charging where such displacement was likely to occur.

The Main Consultation Issues - Potential Displacement Parking (Appendix 1 Page 19)

- 2.56** The main consultation points regarding the displacement maps were that charges for parking would displace cars and respondents were concerned that the local economy would be adversely affected (41%) whilst 38% just stated that they objected to parking charges without offering any particular views on the displacement maps.

Analysis and Proposed Parking Policy - Potential Displacement Parking

- 2.57** It is accepted that some displacement parking will occur if charges are introduced, irrespective of whether the parking charges are introduced in town centres, coastal areas, country parks or on street.
- 2.58** The Parking Policy for financial year 2019/20 is subject to review in terms of how and where it operates and the viability of delivering it. It is not proposed to bring in any additional measures to prevent any displacement parking until it can be shown clearly, following the implementation of charges, as to where any displacement parking is occurring and if it is causing parking management issues for residents and businesses. Even when this is known any additional parking restrictions to assist residents to park will need to be considered carefully and consulted on as required by the Regulations.

Controlled Parking Zones/ Resident Parking Permits – Capita’s Proposals

- 2.59** To assist local residents with the impacts, if any, from displacement parking, Controlled Parking Zones and resident parking permits were recommended by Capita. The Capita report suggested that households would be limited to 2

permits, Permit 1 costing £10 per annum, and Permit 2 £30 per annum and a Visitor permit for a maximum 2 week stay £20.

The Main Consultation Issues - Resident Parking Permits (Appendix 1 Page 20)

- 2.60** The majority of respondents to this proposal disagreed that there should be any charges for resident parking permits. In particular comment was made that the changes were unfair to those households who had more than 2 cars.

Analysis and Proposed Resident Parking Permit Policy

- 2.61** Appendix 5 sets out the proposed Residents Parking Policy.
- 2.62** The Council currently operates a Residents Parking scheme which exists predominantly in the town centre areas of Barry and Penarth and was created by South Glamorgan County Council, the previous Highway Authority. This is currently a free service. The Vale of Glamorgan as Local Highway Authority has never previously supported any addition to these facilities due largely to the costs of their introduction.
- 2.63** In order to address the potential for displacement parking within residential streets it is proposed to introduce a new Resident Parking Policy as attached. This proposed policy defines the specific criteria for the introduction of a new resident parking scheme and the process of assessment. Residents Parking Schemes aim to give priority to residents over commuters and shoppers during the daytime and into the evening over a 5 or 6 day week when problems with extraneous parking will be more prevalent and problematic. It is not considered appropriate for a scheme to extend into hours when commuter or shopper activity is nominal or during hours which cannot be reasonably enforced with the resources available.
- 2.64** The proposed new Resident Parking policy also recognises that the introduction of any new Resident Parking Scheme within a street may necessitate the introduction of additional parking restrictions at the same time in order to define lengths of road where parking is not safe or appropriate. This may include the provision of limited waiting during daytime hours as part of any Resident Parking Scheme where it is considered that this will not unreasonably impact resident parking requirements.
- 2.65** The introduction of both Resident Parking Schemes and any other additional parking restrictions will be progressed using a Traffic Regulation Order (TRO); a statutory legal document required to implement any highway restriction which seeks to regulate traffic movement or the parking of vehicles which can then be legally enforced through the Council's Civil Parking Enforcement powers. A delegated authority already exists within the Council Constitution to prepare, approve, undertake statutory consultation and confirm TRO's where no

objections are received. Where objections are received the TRO must be determined by Cabinet.

- 2.66** The new policy document for Resident Permit Parking will ensure that the process for implementing such measures is set out in a fair and transparent manner to address perceived resident parking problems as a consequence of any displacement parking associated with the implementation of the proposed Parking Policy. It will also be made available to all other residents throughout the Vale of Glamorgan not directly affected by the Parking Policy and in strict accordance with the criteria set out. However, it is proposed that those residents or residential areas directly affected by displacement parking where car parking charges are introduced will be given priority in terms of assessment and implementation of any new Resident Parking Schemes.
- 2.67** The proposed Resident Parking Policy is subject to a scale of fees for permits depending on the number of cars per household. In determining the level of charge applicable the primary consideration has been the annual costs of administering the permit system as well as the initial set up costs for surveys, introducing revised TRO's and provision of on street infrastructure in the form of signage and road markings to implement each scheme. The level of charges could also act as a deterrent to excessive vehicle ownership in town centre areas. The costs for the proposed Resident Parking Schemes cannot be reasonably accommodated in the existing enforcement regime for any scheme to operate effectively.
- 2.68** The proposed scale of fees per annum for Resident Parking Permits based on the number of cars registered at each property or residence is set out in the table below. The cost for a visitor permit is proposed to be £20 per annum. Only one of these permits would be available per dwelling and they would be for 12 months duration.

Number of permits / cars /type	Fee per Annum
1	£10
2	An additional £20
3	An additional £30
4	An additional £40
5 etc	Fees increase proportionately with permit/car numbers
Visitor Permit	£20 (only 1 permit available per dwelling)

Example

A family with 3 permits would pay £10 + £20 + £30 = £60 per annum.

- 2.69** The existing Residents Parking Schemes which exist predominantly in the town centre areas of Barry and Penarth will need to be migrated onto the new proposed Resident Parking Policy arrangements through an amendment to the current TRO's. It is proposed that the extents of these current resident parking bays and periods of operation will be unchanged to negate any requirement for survey works stipulated as part of the proposed new Resident Parking Policy. The amended TRO will be subject to statutory consultation as explained above with any objections received required to be reported to and determined by Cabinet. It is proposed that the permit charges under the amended TRO will then become payable upon expiry of individual resident permits issued under the old scheme and following application for a new permit in accordance with the proposed new Resident Parking Policy. Existing permit holders under the old scheme will not be permitted to renew permits until the month in which the permit is due to expire.

Infrastructure, Enforcement and Technology – Capita’s Proposals

- 2.70** The draft Capita Parking Strategy recognises that there are many different and emerging technologies to manage parking demand and it is expected that as this technology develops alternative methods of parking tariff collection and enforcement may be used. The draft Parking Strategy suggested that initially Pay and Display machines were the optimal method of payment collection. It also recognised that there would need to be a fundamental review of enforcement procedures relating to parking spaces and tariffs, and that a revised business case may be required if any changes are proposed to the parking strategy.

The Main Consultation Issues - Infrastructure, Enforcement and Technology

- 2.71** The consultation raised a number of concerns and comments relating to infrastructure, enforcement and technology. In general respondents who were against parking charges were in turn negative about the use of pay and display machines. Several comments referred to the Council using ‘Automatic Number Plate Recognition’ (ANPR) technology (rather than ‘pay and display’ machines) and there were concerns regarding the use of ticket machines where number plates details are to be provided.
- 2.72** A number of respondents felt that the current parking enforcement regime was not effective enough and that before charges are introduced there is a need to ensure that current parking rules and regulations are more effectively managed and enforced.

Analysis and Proposed Parking Policy - Infrastructure, Enforcement and Technology

- 2.73** A report was presented to Cabinet on 18th February 2019 in respect of the provision of an in-house enforcement service which will relate to both environmental and Civil Parking Enforcement (CPE). The report includes proposals for the future of the Council's Enforcement Service and recommends the creation of a centralised in-house enforcement team that provides more flexibility and controls both environmental and CPE.
- 2.74** The report also recommended that a new in-house enforcement service is created with a focus on environmental and highway enforcement initially, followed by integrating CPE following any approval of the Parking Policy. It is therefore proposed that CPE will be introduced into this model should the Parking Policy be agreed and for the required notice period of 1 year served upon Bridgend County Borough Council. A further report will be presented to Cabinet outlining the future intentions for the enforcement of the Parking Policy.
- 2.75** In terms of technology and infrastructure it is proposed to use 'Pay and Display' Machines. The solar powered 'pay and display' machines will accept coins and take contactless payments but not bank notes, and will require inputting of the part of the car number plate. Tickets will be required for all stays regardless of whether a charge is levied. The collection of cash from the machines will be managed either by an external contractor or by an officer in-house depending on which offers the best service and value for money.
- 2.76** The viability assumptions contained in Appendix 4 suggest the machines have a lifespan of 7 years and there are varying costs associated with running the machines which are also taken into account. It is estimated that the cost for purchase and installation for all car parks and 'on street' infrastructure would amount to between £450k and £500k. There are two options provided at Appendix 4. Option 1 at Appendix 4 shows the viability of the various car parks and on street parking based on the upfront costs of infrastructure being funded by the Council's Capital Programme for 2019/20 with no requirement for payback. Option 2 at Appendix 4 shows the viability of the various car parks and on street parking based on the upfront costs of infrastructure funded via a loan being paid back over 7 years. This report seeks delegation to source the most economically advantageous method of financing the meters and installation of equipment for all car parks and 'on street' infrastructure as required to support the implementation of this policy. This could include use of Capital funding, loan or lease of the necessary equipment and infrastructure.
- 2.77** Any approval of the Parking Policy would provide income generating opportunities to use the space on the reverse of parking tickets to advertise. It is possible to print a number of different advertisements on a single roll of tickets. An example of fees charged by another local authority for such a service

is £600 plus design costs per 100,000 tickets. Further it would be possible to sell advertising on the parking meters themselves. Cardiff Council currently offer this at a fee of £50 per month per meter. Further work will also be undertaken regarding possible advertising within the car parks, this is a service offered by many other Local Authorities. Cardiff Council currently charge from £250 a month for this opportunity.

Leisure Centre Car Parks

- 2.78** Leisure Centre Car Parks have been excluded from this Report, but Cabinet will be aware that changes to management arrangements for the Car Parks at Barry and Cowbridge Leisure Centres were included in the recent report to Cabinet in respect of the Leisure Management contract extension. Matters relating to these car parks will be considered as part of those negotiations. (Cabinet Minute C434 refers).

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The implementation of car parking charges allows better management and control of parking which will encourage the free movement of vehicles and assist in keeping roads free from congestion and, in so doing, assist in addressing climate change implications.
- 3.2** The optimisation of car parking through the introduction of parking charges can ensure adequate provision of safe affordable parking facilities that will provide infrastructure to support local businesses and attract the public thereby increasing economic activity and growth as well as encouraging future investment within local communities.
- 3.3** Parking charging can increase parking availability for shoppers and visitors which can in turn improve highway safety and the management of the highway network and will reduce the potential for incidents of disorder.
- 3.4** The Public Sector Equality Duty (section 149 of the Equality Act 2010) came into force in April 2011 Public Authorities like the Council are required, in carrying out their functions, to have due regard to the equality needs set out under s.149 of the Equality Act 2010 to:
- (a) Eliminate discrimination (both direct and indirect discrimination), harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (b) Advance equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

(c) Foster good relations between person who share a relevant protected characteristic and persons who do not share it.

3.5 The relevant protected characteristics are: age, disability, gender reassignment pregnancy and maternity; race, religion or belief; sex; sexual orientation: section 149 (7) of the Equality Act.

3.6 Direct discrimination occurs if, because of a protected characteristic, a local authority treats a person less favourably than it treats or would treat others.

3.7 Indirect discrimination occurs if a local authority applies to a person a provision, criterion or practice which is discriminatory in relation to a relevant protected characteristic of that person (“B”). A provision, criterion or practice is discriminatory if:

The local authority applies, or would apply, it to persons with whom B does not share the characteristic;

It puts, or would put, persons with whom B shares the characteristic at a particular disadvantage when compared with persons with whom B does not share it;

It puts, or would put, B at that disadvantage and

The local authority cannot show it to be a proportionate means of achieving a legitimate aim.

3.8 In short, indirect discrimination would arise if a local authority applies the same provision, criterion or practice to everyone, but it puts those in a certain protected group at a “particular disadvantage” when compared with persons who are not in that protected group. Even if a “particular disadvantage” arises, indirect discrimination does not arise if the provision, criterion or practice can be justified – i.e. if it is a proportionate means of achieving a legitimate aim. Members must pay due regard to any obvious risk of such discrimination arising in respect of the decision before them.

3.9 There is no real risk of direct or indirect discrimination as the Council is pursuing a legitimate aim and the decision to do so is a proportionate means of achieving that aim.

3.10 Having due regard to the need to advance equality of opportunity includes having due regard to the need to remove or minimise disadvantages suffered by them. Due regard must also be had to the need to take steps to meet the needs of such persons where those needs are different from persons who do not have that characteristic, and to encourage those who have a protected characteristic to participate in public life.

- 3.11** The steps involved in meeting the needs of disabled persons include steps to take account of the persons' disabilities.
- 3.12** Having due regard to 'fostering good relations' involves having due regard to the need to tackle prejudice and promote understanding.
- 3.13** Complying with the duty may involve treating some people better than others, as far as that is allowed by the discrimination law.
- 3.14** The equality duty arises where the Council is deciding how to exercise its statutory powers and duties under the relevant legislation. The Council's duty under Section 149 of the Act is to have 'due regard' to the matters set out in relation to equalities when considering and making decisions in relation to its statutory duties under those Acts. Accordingly due regard to the need to eliminate discrimination, advance equality, and foster good relations must form an integral part of the decision making process. Members must consider the effect that implementing a particular decision will have in relation to equality before making a decision. The council must have an adequate evidence base for its decision making. This can be achieved by means including engagement with the public. The potential equality impact of the proposals has been assessed, Appendix 6. A careful consideration of this assessment is one of the key ways in which Members can show "due regard" to the relevant matters.
- 3.15** Where it is apparent from the analysis of the information that the proposals would have an adverse effect on equality then adjustments should be made to avoid that effect (mitigation). The findings of the Equality Impact Assessment can be found in section 7 of Appendix 6.
- 3.16** Members should be aware that the duty is not to achieve the objectives or take the steps set out in s.149. Rather, the duty on public authorities is to bring these important objectives relating to discrimination into consideration when carrying out its public functions. "Due regard" means the regard that it is appropriate in all the particular circumstances in which the authority is carrying out its functions. There must be a proper regard for the goals set out in s.149. At the same time, Members must also pay regard to any countervailing factors, which it is proper and reasonable for them to consider. The weight of these countervailing factors in the decision making process is a matter for Members in the first instance.
- 3.17** The Council must also comply with the specific equality duties imposed by the Equality Act 2010 (Statutory Duties)(Wales) Regulations 2011, SI 2011/1064 ("the Regulations"), particularly regulation 8 (imposing specific duties to make arrangements for assessing the impact of its policies/practices and monitoring of the same).

- 3.18** The matters raised in the Equality Impact Assessment are reflected within the proposed Parking Policy for financial year 2019/20. A summary of the main issues raised are set out here:
- 3.19** Respondents suggested that there is a shortfall of designated disabled parking bays - a fund of £10k is available for financial year 2019/20 for the implementation of designated disabled bays to be made available in car parks.
- 3.20** Concerns regarding enforcement of disabled spaces and parking on pavements - a proposed new regime for parking enforcement is proposed. Full details are contained within this Report.
- 3.21** Concerns that potential charges for disabled drivers and topography of Barry town centre making it less accessible for non-driving disabled users - the proposed Parking Policy for financial year 2019/20 makes it clear that there are to be no parking charges for disabled persons who have a blue badge.
- 3.22** Concerns that some women feel unsafe using public transport, especially after dark - the proposed Parking Policy limits the charging regime from 8am to 6pm in town centre car parks with 'on street' town centre parking remaining free. In town centres it would be possible to park for free all year round after 4pm. No changes are proposed to public transport as a result of this report.
- 3.23** Concerns were raised regarding the impact on retail, public sector and service workers in town centres and the gender breakdown, in addition to the accumulative effect on protected groups of public spending changes. The proposed Parking Charges for financial year 2019/20 offer a car and car park specific parking permit for town centres which in the 'long term' car park at Barry costs less than 50p per day or less than £1-00 a day in the chargeable town centre 'short term' car parks.
- 3.24** Concerns were raised about the impact of cost on church workers, parishioners and volunteers. Requests were made for free provision on Sundays. The proposed Parking Policy for financial year 2019/20 does not propose a charge on Sundays in town centre car parks.
- 3.25** A respondent raised a concern about the non-availability of parking spaces near his dwelling and the potential impact on his heavily pregnant wife. The Parking Policy for financial year 2019/20 provides for the purchase of unlimited residential parking permits at a cost as identified in this report.
- 3.26** No issues were specifically raised within the consultation which identified any impact with regard to sexual orientation, gender reassignment, marriage and civil partnership, or the Welsh language.

- 3.27** In respect of the latter parking signs, 'pay and display' machines, parking tickets and associated documentation relating to car parking charging and CPE will comply with all requirements of the Council's Welsh Language Policy.
- 3.28** The proposed Parking Policy is linked to reference WO2 within the Corporate Plan, an Environmentally Responsible and Prosperous Vale promoting sustainable development and protecting our environment. The development of a Parking Management Policy and the consultation upon it is recognised by the Neighbourhood Services and Transport Service Plan 2018/19 (pages 18/41 refer) along with the current review of the Civil Parking Enforcement arrangement with Bridgend County Borough Council (page 19 refers). A Vale of Glamorgan Parking Policy will further assist the implementation of the Council's Local Transport Plan and Adopted Local Development Plan.

4. Resources and Legal Considerations

Financial

- 4.1** The tables below provide a summary of the estimated net income achievable if the Parking Policy is fully implemented for the car parks highlighted in this report. The year 1 net income figure under option 1 is estimated at £349k if the upfront costs of machine purchase and installation are funded via the capital programme and there is no requirement for payback of these costs. Under option 2 the net income figure decreases to £286k in year 1 as the upfront costs are paid back over a 7 year period.

Option 1 - Car Park Charging - Year 1 - Capital funded with no payback

	Town Centre	Coastal Car Parks	Country Parks	Coastal On - Street	Total
Year 1 Costs	£38,428.89	£22,435.88	£29,416.11	£80,124.83	£170,405.71
Year 1 Gross Income	- £106,989.00	- £46,158.00	- £175,157.00	-£191,108.00	-£519,412.00
Year 1 Net Income	-£68,560.11	£23,722.12	£145,740.89	£110,983.17	-£349,006.29

Option 2 - Car Park Charging - Year 1 - Capital funded with no payback

	Town Centre	Coastal Car Parks	Country Parks	Coastal On - Street	Total
Year 1 Costs	£54,273.07	£28,322.87	£39,166.37	£108,450.75	£230,213.05
Year 1 Gross Income	- £106,989.00	-£43,345.00	-£175,157.00	-£191,108.00	-£516,599.00
Year 1 Net Income	-£52,715.93	-£15,022.13	£135,990.63	-£82,657.25	-£286,385.95

4.2 The tables at Appendix 4 / 4a provide a breakdown of the estimated costs and income for each car park/on street parking area being reviewed. Option 1 assumes that the initial capital costs of between £450k and £500k are funded via the capital programme. The table provides an analysis over 7 years of the costs and income for each car park. It is estimated that over the 7 year period the net income provided by all car parks is £2.74m. Under option 2 this reduces to £2.3m.

4.3 Not included in the figures above is the anticipated additional cost of National Non Domestic Rates (NNDR) payable on car parks. The summary table below highlight the estimated additional budget requirement if the Parking Policy is fully implemented.

Options 1 and 2 – National Non Domestic Rates

	Town Centre	Coastal Car Parks	Country Parks	Coastal On - Street	Total
Year 1 Budget	£68,131.00	£745.00	£0.00	£0	£68,876.00
Year 1 Expected Cost	£69,256.00	£27,895.00	£64,500.00	£0	£161,651.00
Year 1 Additional Budget Requirement	£1,125.00	£27,150.00	£64,500.00	£0.00	£92,775.00

- 4.4** This additional cost has been shown separately as it is likely to be payable on Town Centre and Coastal Car Parks whether or not the decision is made to introduce charges in car parks. It is anticipated that NNDR would not be payable on Country Parks if the car parks remained free, however the anticipated net income of £145k for Country Parks far exceeds this additional cost. Therefore the estimated net income under option 1 of £349k for fully implementing the Car Parking Policy has to be reduced by £93k to provide a total estimated Year 1 saving of £257k. Under option 2 this Year 1 saving will reduce to £185k.

Employment

- 4.5** There are no Human Rights Implications with regard to this report. Increased levels of enforcement will likely be required dependent on what is agreed. Therefore the effects on employment will only be positive, with additional enforcement staff being employed on a cost neutral basis.

Legal (Including Equalities)

Traffic Regulation Orders

- 4.6** The proposals as set out in this report will be implemented by way of Traffic Regulation Orders required by the Road Traffic Regulation Act 1984 and Traffic Management Act 2004. In accordance with The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 a 'Notice of Proposal' would be published in the press permitting the public a minimum of 21 days in which to submit any objections. That period will provide a de facto further consultation period of three weeks. Receipt of any objections would be considered by the Council prior to any orders being made, following which any 'Notice of Making' of the proposed Traffic Regulation Orders must be published in the press.
- 4.7** Relevant provisions set out in the Road Traffic Regulation Act 1984 permits highway authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, to improve the amenities within a particular area. The Council's responsibility for enforcing parking restrictions is set out in relevant provisions contained within the Traffic Management Act 2004.
- 4.8** Road Traffic Management Act 2004, Civil Enforcement of Road Traffic Contraventions, Operational Guidance to Local Authorities, December 2014 and section 55 of the Road Traffic Regulations Act 1984 makes provision for surplus revenue from car parking charging and enforcement to be used towards specified expenditure as set out below in 4.13 to 4.17.

Country Parks

- 4.9** In relation to Country Parks, section 43 of the Country Parks Act permits the use of surplus revenue being used towards the maintenance costs of providing

parking at the country parks and is integral to the park operation. The Council is permitted under section 43 of the Country Parks Act 1968 to use any surplus revenue derived from charging for car parking at the Country Parks for both improvements and maintenance to the car parks at the Country Parks and for other improvements to the Country Parks e.g. provision of other visitor facilities.

- 4.10** However, the introduction of enforcement measures within the Country Parks would require the off-street parking orders which would become subject to the Council's Civil Parking Enforcement Order. Any surplus revenue would need to be applied in accordance with the provisions in section 55 of the Road Traffic Regulations Act 1984 to meet the provision of off-street parking facilities and to make good deficits to central funding, once met further surpluses will be confined to the provision of public transport services or to road improvements. Section 55 of the Road Traffic Regulations Act 1984 as amended by section 95 of the Traffic Management Act 2004 makes provision for additional purpose of using surplus income to fund local environmental improvements.

Controlled Parking Zone

- 4.11** A Controlled Parking Zone (CPZ) is a parking scheme mainly used in urban areas. CPZs are used by local councils to address particular parking problems in a community - typically to assist residents to park near to their homes, and to permit more free-flowing traffic through town centres, particularly where parking causes problems for emergency services. The Council, in order to ensure the enforceability of a CPZ, are required to comply with rigidly laid down road marking regulations and relevant provisions set out in the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.

Treatment of income

- 4.12** Any net income gain from the implementation of the car parking strategy is required to be spent in accordance with the provision of s.55 of the RTRA 1984.
- 4.13** Any surplus shall be applied for all or any of the proposes specified within section 55(4) and if not so applied, shall be appropriated to the carrying out of some specific project falling within those purposes.
- 4.14** The purpose specified include:

The making good to the council fund of any amount charged to that fund as above in the 4 years immediately preceding the financial year in question;

Meeting all or any part of the cost of the provision and maintenance by the Council of off-street parking accommodation, whether in the open or under cover;

The making to other local authorities or to other persons of contributions towards the cost of the provision and maintenance by them, in the area of the Council or elsewhere, of off-street parking accommodation, whether in the open or under cover;

If it appears to the Council that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes:

Meeting costs incurred, whether by the Council or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;

The purposes of a highway or road improvement project, being a highways improvement project connected with the carrying out by the appropriate highway authority (whether the Council or not) of any operation which constitutes the improvement (within the meaning of the Highways Act) of a highway in the Council's area;

The purposes of environmental improvement, being (i) the reduction of environmental pollution, as defined by the Pollution Prevention and Control Act 1999 (c.24) (ii) improving or maintaining the appearance or amenity of, a road or land in the vicinity of a road, or, open land or water to which the general public has access, and (iii) the provision of outdoor recreational facilities available to the general public without charge, in the Council's area;

In the case of such local authorities as may be prescribed, any other purposes for which the authority may lawfully incur expenditure.

4.15 If it appears to the local authority that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes:

Meeting costs incurred, whether by the Council or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;

The purposes of highway or road improvement project, being a highways improvement project connected with the carrying out by the appropriate highway authority (whether the Council or not) of any operation which constitutes the improvement (within the meaning of the Highways Act) of a highway in the Council's area;

The purposes of environment improvement, being (i) the reduction of environmental pollution, as defined by the Pollution Prevention and Control Act 1999 (c.24) (ii) improving or maintain the appearance or amenity of, a road or land in the vicinity of a road, or, open land or water to which the general public has access, and (iii) the provision of outdoor recreational facilities available to the general public without charge, in the Council's area;

- 4.16** In the case of such local authorities as may be prescribed, any other purposes for which the authority may lawfully incur expenditure.

Well-being of Future Generations (Wales) Act 2015

- 4.17** The Well-being of Future Generations Act 2015 (“the 2015 Act”) 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.

- 4.18** 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

- 4.19** The 2015 Act imposes a duty on all public bodies in Wales to carry out “sustainable development”, defined as being, "The process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals." The action that a public body takes in carrying out sustainable development includes setting and publishing well-being objectives, and taking all reasonable steps in exercising its functions to meet those objectives.

- 4.20** The 2015 Act sets out five ways of working needed for the Council to achieve the seven well-being goals, these being:

The importance of balancing short –term needs with the needs to safeguard the ability to also meet long-term needs.

Considering how the Council’s objectives impact upon each of the wellbeing goals listed above.

The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the Council services.

Acting in collaboration with other persons and organisations that could help the Council meet its wellbeing objectives.

Acting to prevent problems occurring or getting worse.

The objectives and actions in relation to the Council's duty of care set out above are reflected within this report, and the Equality Impact Assessment (Appendix 6).

5. Background Papers

Cabinet Report – 25th February 2013: Final Revenue Budget Proposals 2013/14 and Financial Strategy to 2016/17. Reference V1 Car Parking full roll out of town centre car parking charges £340k savings for 2013/14.

Cabinet Report – 27th July 2015: Car Park Charging Proposals – Phase 1.

Cabinet Report 31st October 2016 – Civil Parking Enforcement and Town Centre Car Parking Update.

Cabinet Report – 2nd July 2018: Draft Parking Strategy.

VALE of GLAMORGAN



February 2019

Appendix 1 Draft Parking Strategy – Report of consultation

Vale of Glamorgan Council

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1.0 Introduction

The parking strategy consultation ran for a period of 8 weeks from 6th August until 28th September 2018. The draft parking strategy was published on the Council’s website and promoted through social media. Notices of the proposals were also placed in all of the public spaces that were included in the draft proposals. A draft notice was also placed in the local newspaper in order to reach as many people as possible.

People were invited to share their views during the consultation. People were able to respond by completing an online survey, hard copies of the survey were also available, views were also submitted in writing to the Council and a series of drop-in events took place throughout the consultation period. Venues close to the areas covered by the draft proposals were chosen in order to reach the local communities who would be affected by the draft proposals.

The following report outlines the results of the draft parking strategy consultation.

2.0 Survey

There were 1,967 responses to the survey, a copy of the survey is contained in Appendix A. The survey included a number of questions as well as the opportunity to make comments.

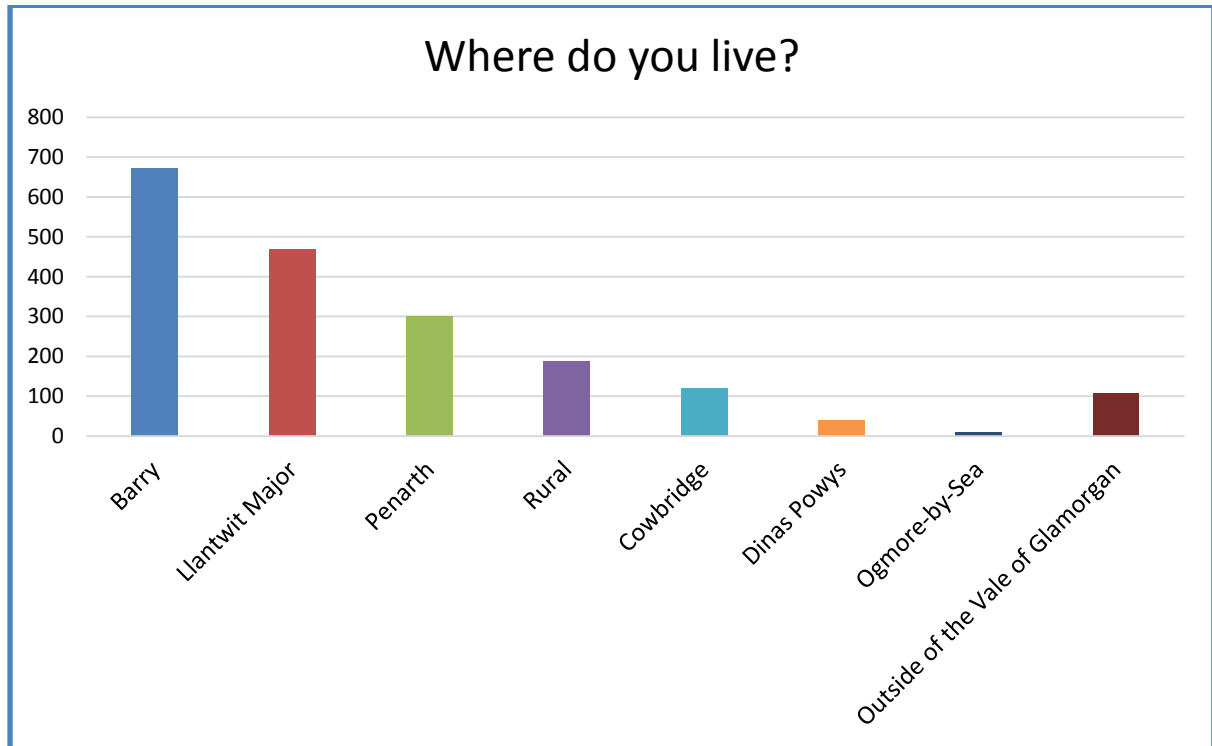
Due to the volume of responses, this consultation report summarises the main issues raised but full details of every comment received can be found in the Appendices.



Profile of respondents

84% of respondents to the survey confirmed that they were local residents, 3% were visitors, 7% were local business owners, 1% were councillors. The remaining 5% selected other.

The chart below shows where the respondents to the survey live.



The majority of respondents live in Barry (35%), followed by Llantwit Major (25%) and Penarth (16%). 10% reside in rural areas, 8% in other areas of the Vale of Glamorgan and 6% live outside of the authority.

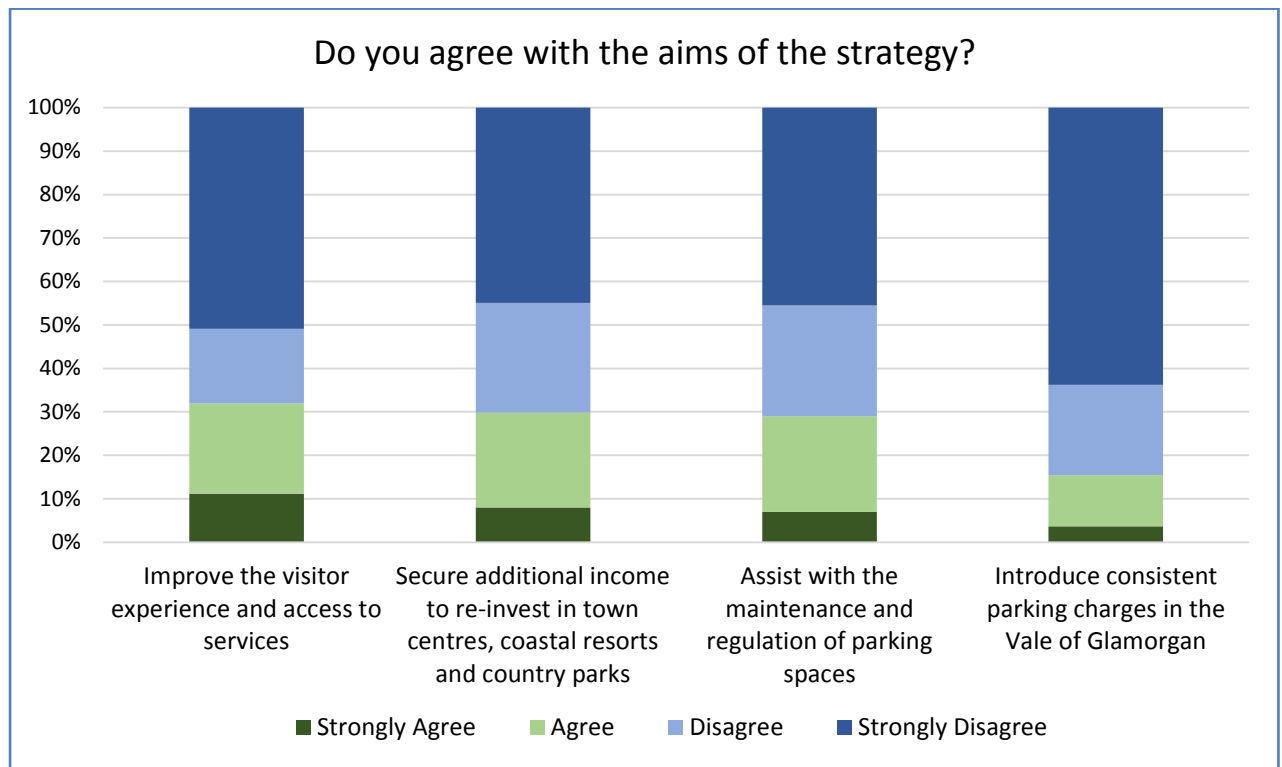
When asked about disability, 5% of respondents confirmed that their day to day activities are limited a lot, 10% are limited a little and 70% are not limited. 15% of respondents preferred not to disclose this information. 7% of respondents confirmed that they hold a Blue Car Badge.

When asked about their age, 38% of respondents stated that they are aged 35 – 54, 27% are 55 – 74, 15% are 25 – 34 and 4% are 18 – 24. 3% of respondents are 75 or over. 13% preferred not to say.



2.1 The Strategy

The chart below shows whether respondents agree or disagree with aims of the strategy.



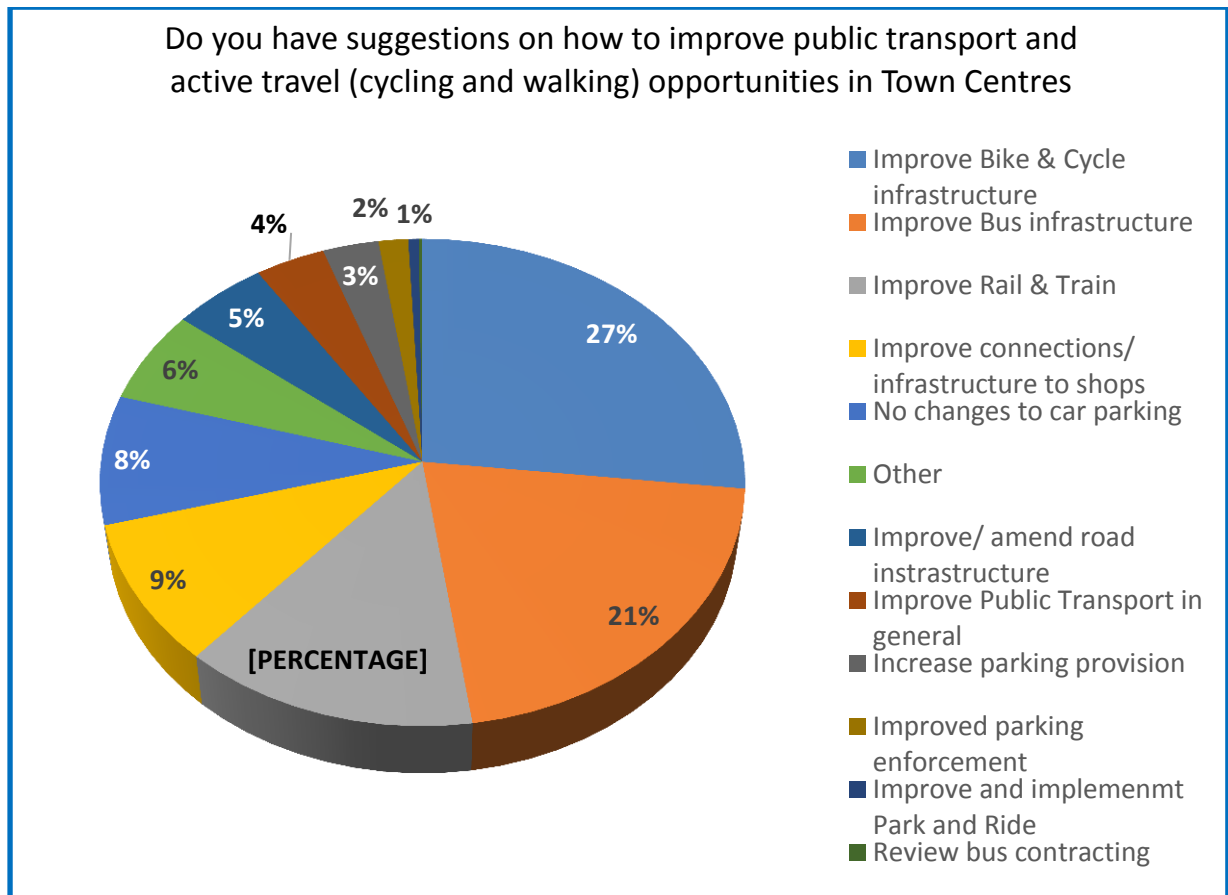
For each of the aims of the draft strategy, over 65% either disagreed or strongly disagreed.

Approximately 30% of respondents agreed or strongly agreed with the aims excluding the aim to introduce consistent parking charges where over 80% disagreed or strongly disagreed.



2.2 Public Transport and Active Travel

2.2.1 Town Centres



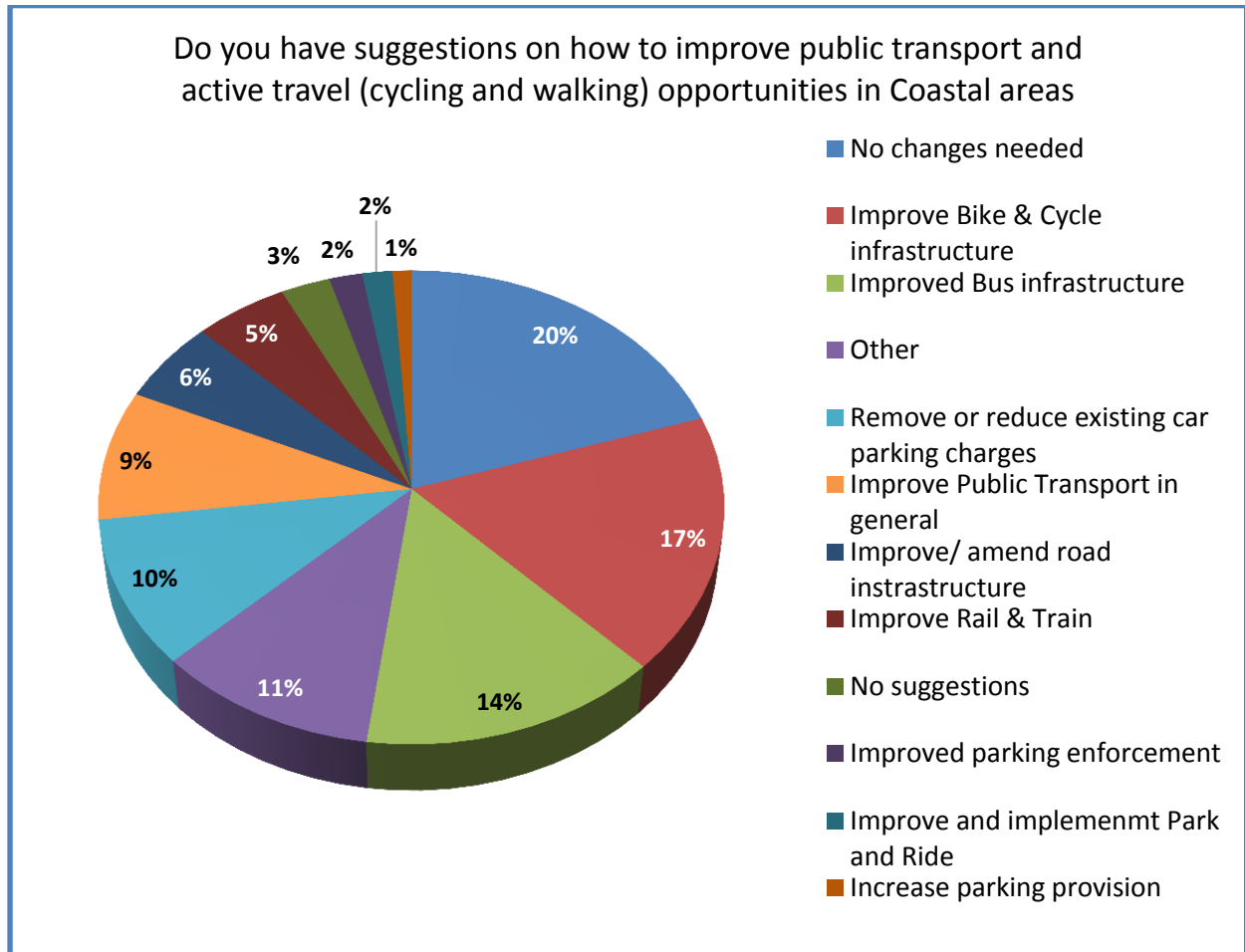
Main Themes

Respondents suggested that to improve public transport and active travel in Town Centres there is a need to improve bicycle infrastructure (27%). Other main responses include suggestions to improve bus infrastructure (21%), rail transport (14%), connections/ infrastructure to shops (9%). Other responses include suggestions of no changes to car parking (8%) and improve/ amend road infrastructure (5%). A further 16% of respondents commented with other suggestions.

All related comments can be found in [Appendix B](#).



2.2.2 Coastal areas



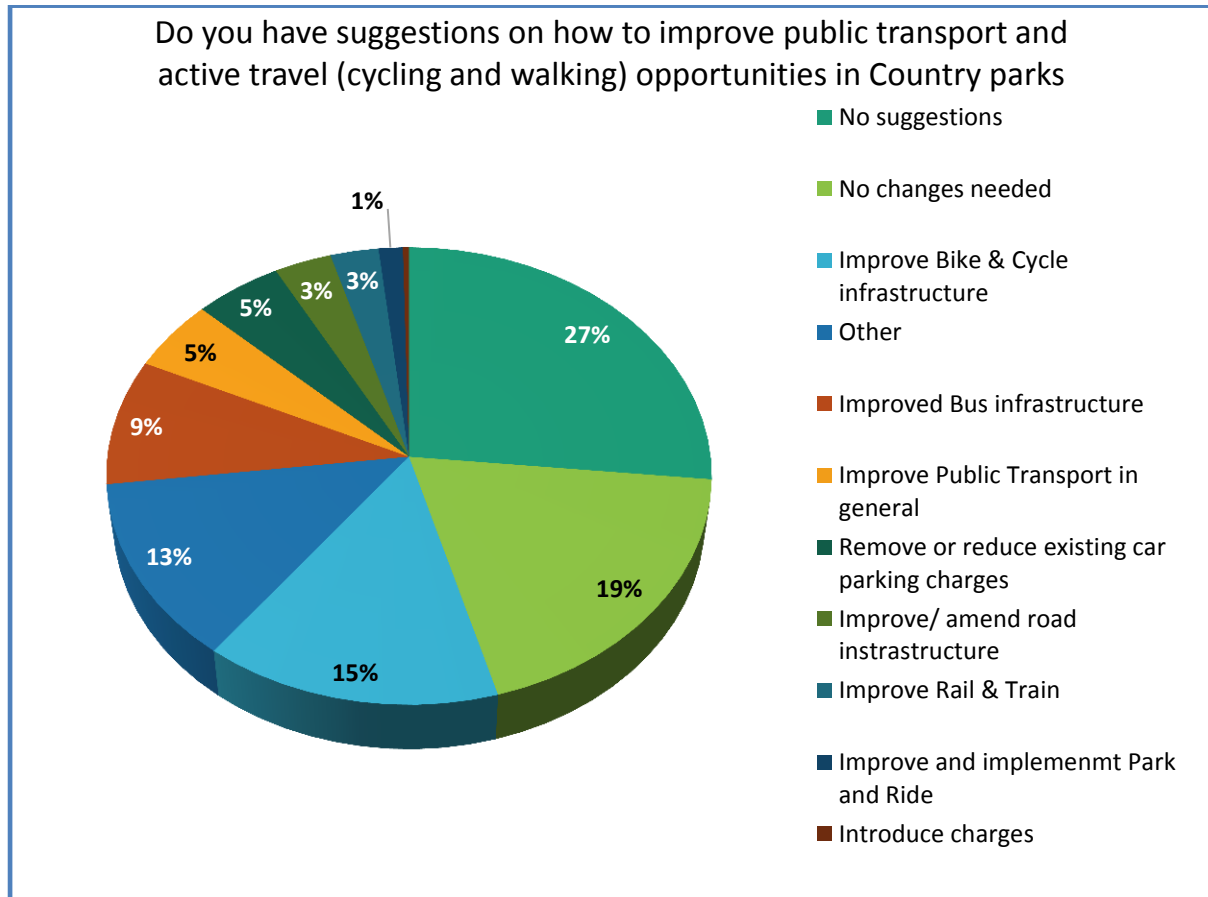
Main Themes

The main responses were to improve public transport and active travel in Coastal areas included suggestions to improve infrastructure for Bike & Cycling (17%), Bus transport (14%) and roads and highways (6%). 20% of respondents suggested that the proposed charges are not needed and 10% suggested the removal of existing charges. Other comments included improve rail and train travel and parking enforcement (33%).

All related comments can be found in [Appendix C](#).



2.2.3 Country parks



Main Themes

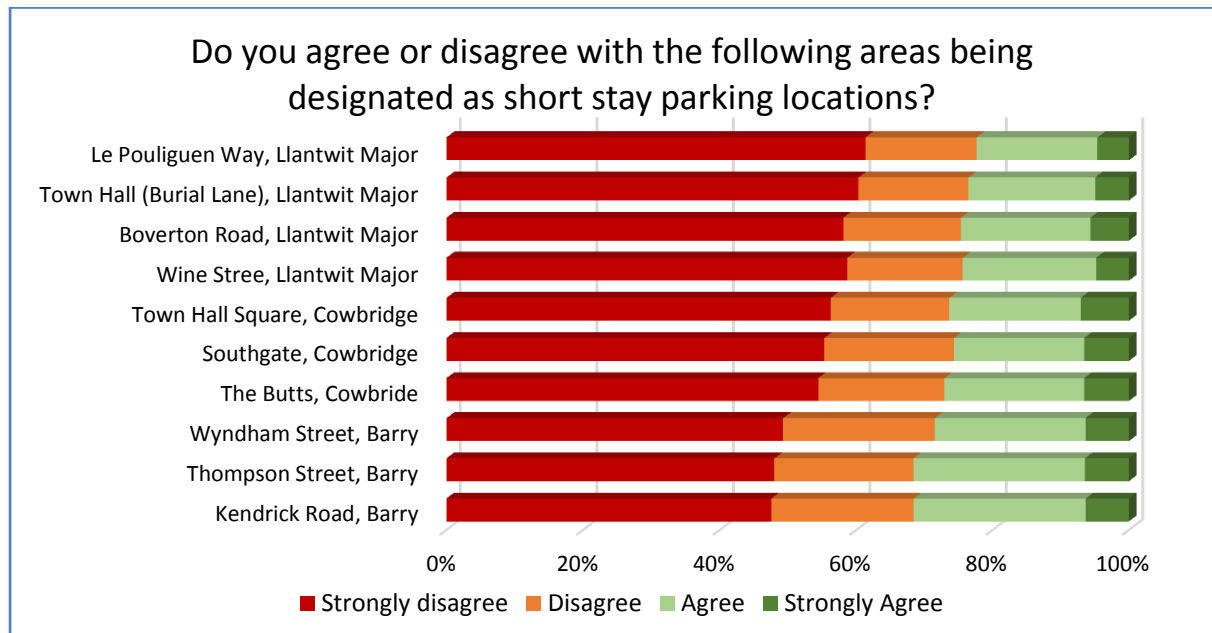
27% of respondents had no suggestions to improve public transport or active travel in Country Parks and 19% stated that no changes are needed. Respondents identified the need to improve bicycle infrastructure (15%) and public transport (17%), including bus and rail infrastructure, rail and train and public transport in general. Other comments included suggestions to remove or reduce existing car parking charges (5%), improve road infrastructure (3%), implement Park and Ride (1%). 13% of comments fell outside of these categories and covered issues not related to the question such as potential speed limit restrictions.

All related comments can be found in [Appendix D](#).

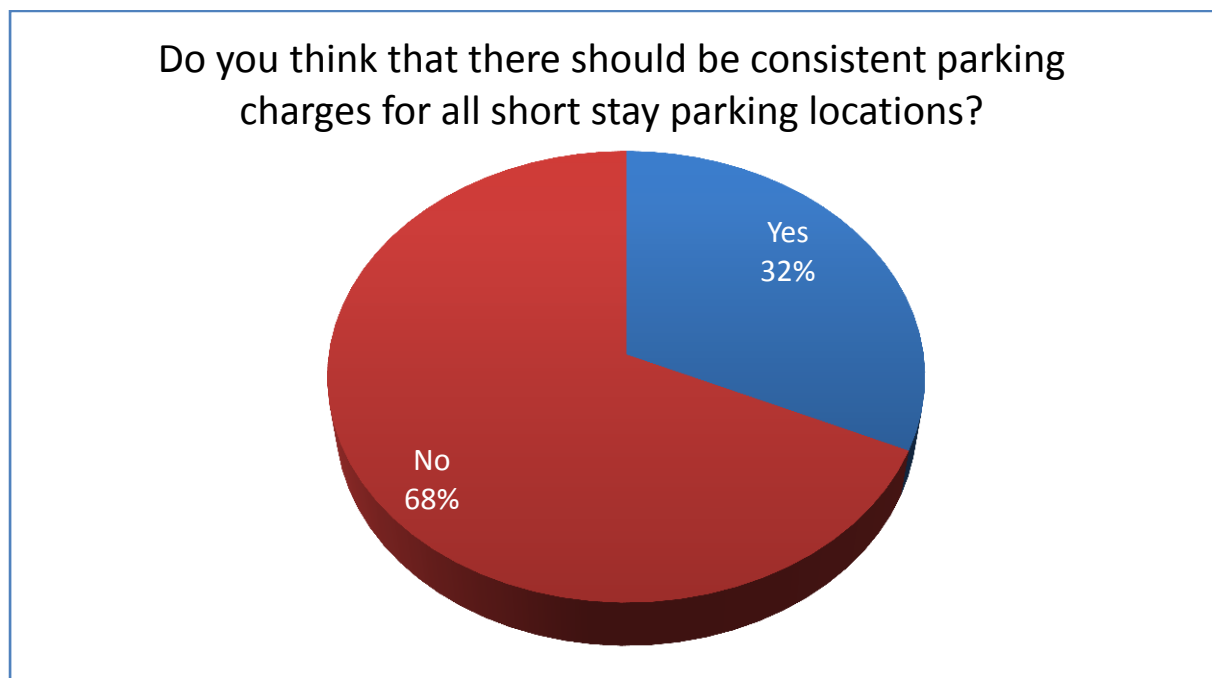


2.3 Town Centre Parking

2.3.1 Short Stay Parking

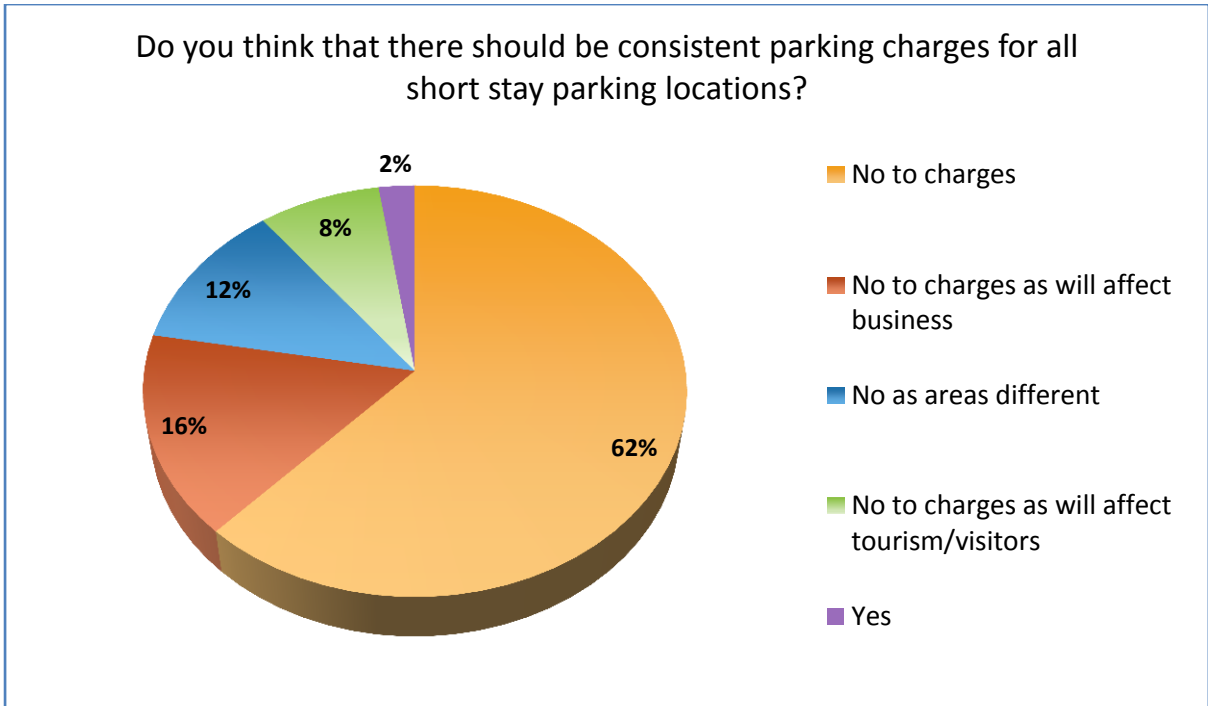


Proposed designated short stay locations in Llantwit Major were most opposed (over 55% strongly disagreed for all sites), then Cowbridge (slightly less opposition), and sites in Barry are least opposed (with less than 50% strongly disagreeing).



32% of respondents agreed that there should be consistent parking charges for all short stay locations.





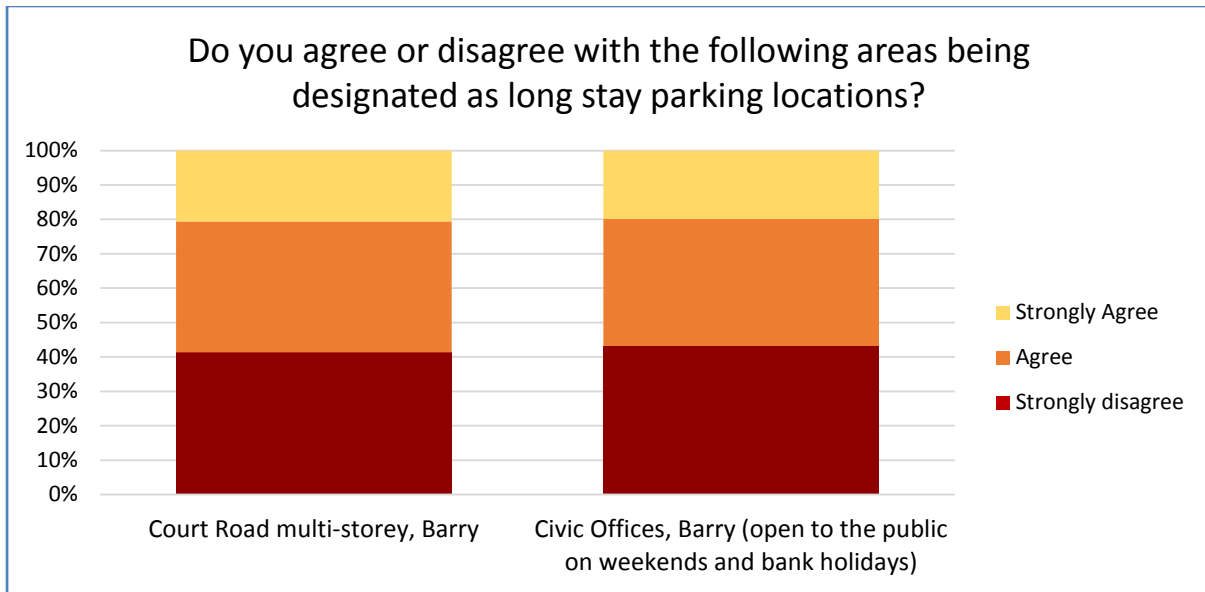
Main Themes

The majority of respondents (62%) stated that they oppose the proposed charges without commenting on consistency between locations. 16% and 8% oppose charges due to its effect on business and tourism respectively. 12% thought that there should be different charges according to locations whereas 2% believe that there should be consistency.

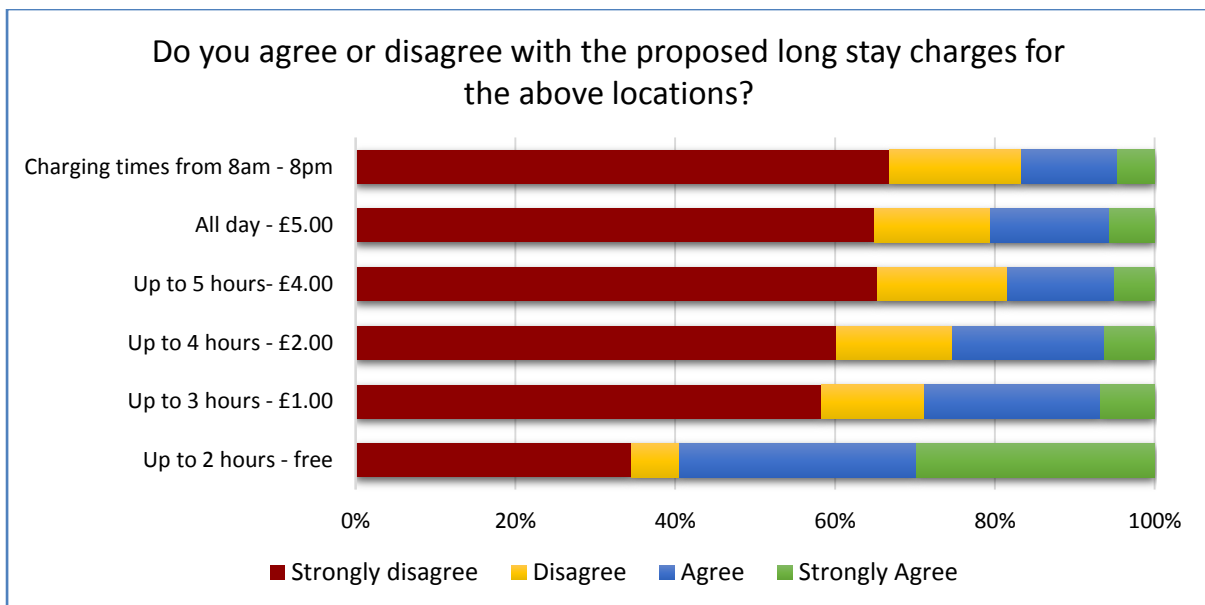
All related comments can be found in [Appendix E](#).



2.3.2 Long Stay Parking



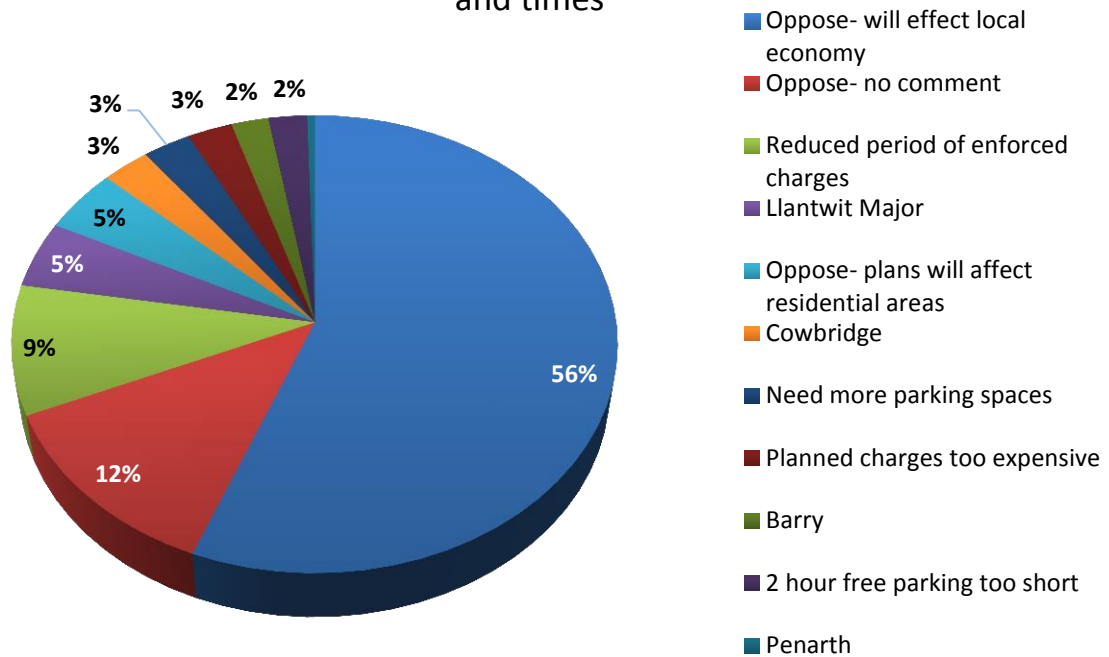
Approximately 60% agreed that Court Road and the Civic Offices (weekends and bank holidays) should be designated as long stay car park locations.



Approximately 60% agreed or strongly agreed with the Up to 2 hours – free tariff for Town Centre parking, whilst over 80% either disagreed or strongly disagreed with the charging times of 8am – 8pm.



Do you have any comments on the proposals for Town Centre parking? Such as additional locations or alternative charges and times



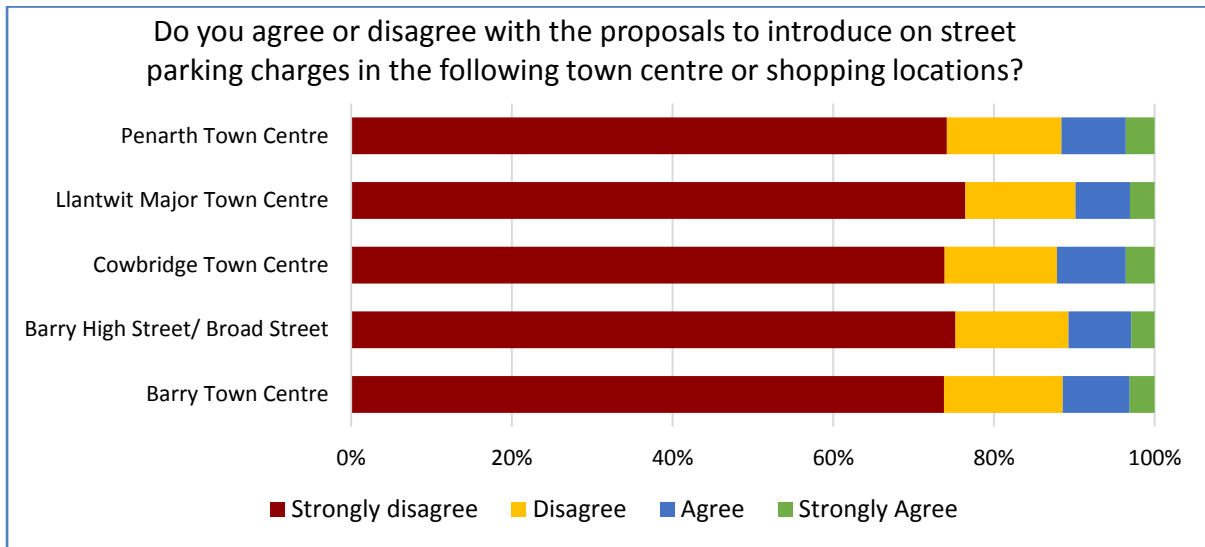
Main Themes

The majority (56%) of respondents oppose the proposals for town centre parking as it will affect the local economy. 9% suggested a reduced period of enforced charges and 2% stated that 2 hours free parking period is too short. Some respondents stated specific concerns to parking in their area including Llantwit Major (5%) and Barry (2%). Other comments amount to 26% of which 12% opposed the proposals without relating to the question including opposition to 20 mph speed limit proposals.

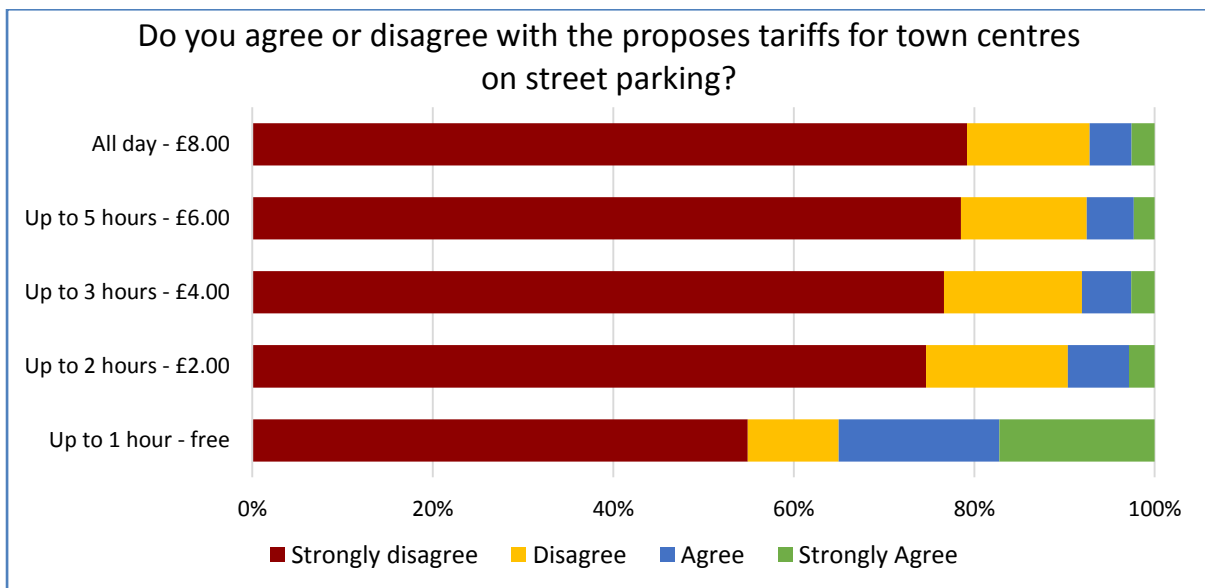
All related comments can be found in [Appendix F](#).



2.3.3 On street parking charges – Town Centre



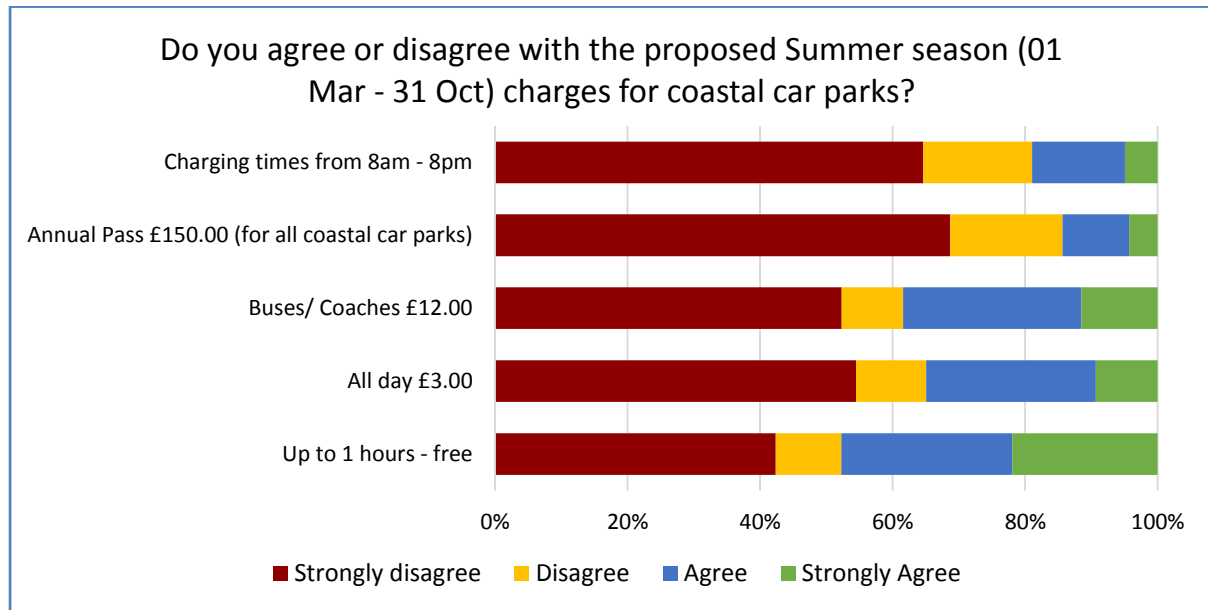
Up to 90% of respondents either disagree or strongly disagree with proposals to introduce on street parking charges in town centre locations.



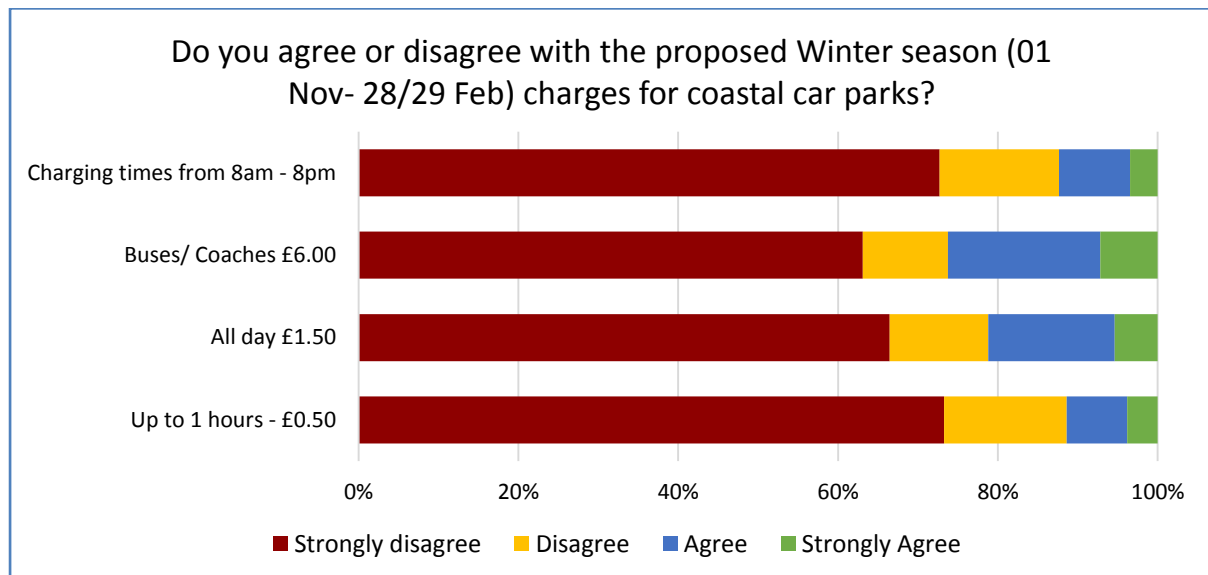
90% or more of respondents either disagreed or strongly disagreed with the proposed tariffs with the exception of the tariff “Up to 1 hour – free” where approximately 35% either agreed or strongly agreed with the tariff.



2.4 Coastal Car Parking

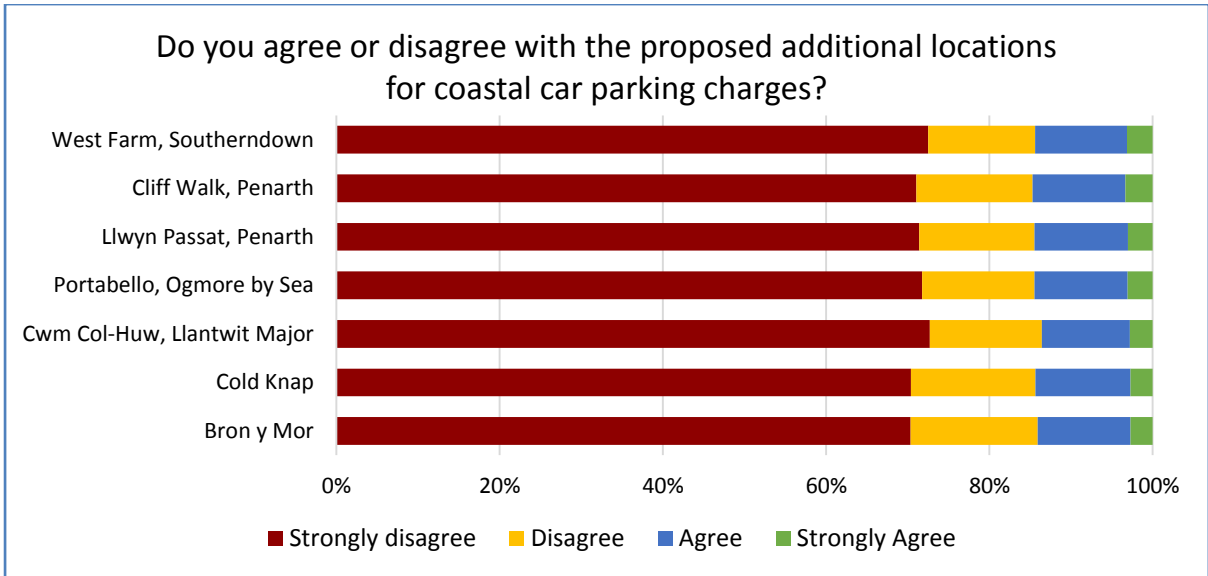


Less than 20% agreed with charging times of 8am – 8pm in coastal car parks during the summer & only 15% agreed with the cost of an annual pass of £150.00. It became apparent that the questionnaire incorrectly states a category “Up to 1hr - free” when should be “Up to 1hr- £1.00”. Despite this around 50% of respondents still objected to the free first hour.

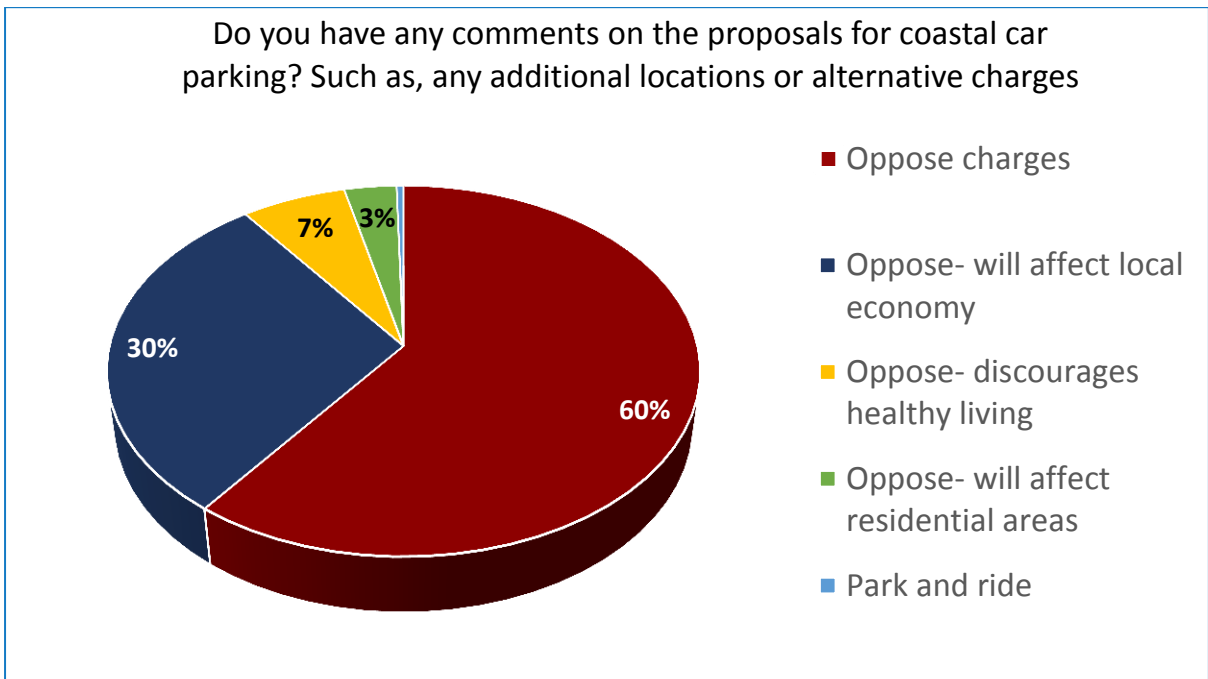


Regarding charges for Winter season in coastal car parks, over 85% either disagreed or strongly disagreed with the proposal for a charge of £0.50 for up to 1 hour and also the proposal for a chargeable period of 8am – 8pm.





Respondents consistently opposed parking charges in different proposed coastal car parking sites, with approximately 85% disagreeing or strongly disagreeing.



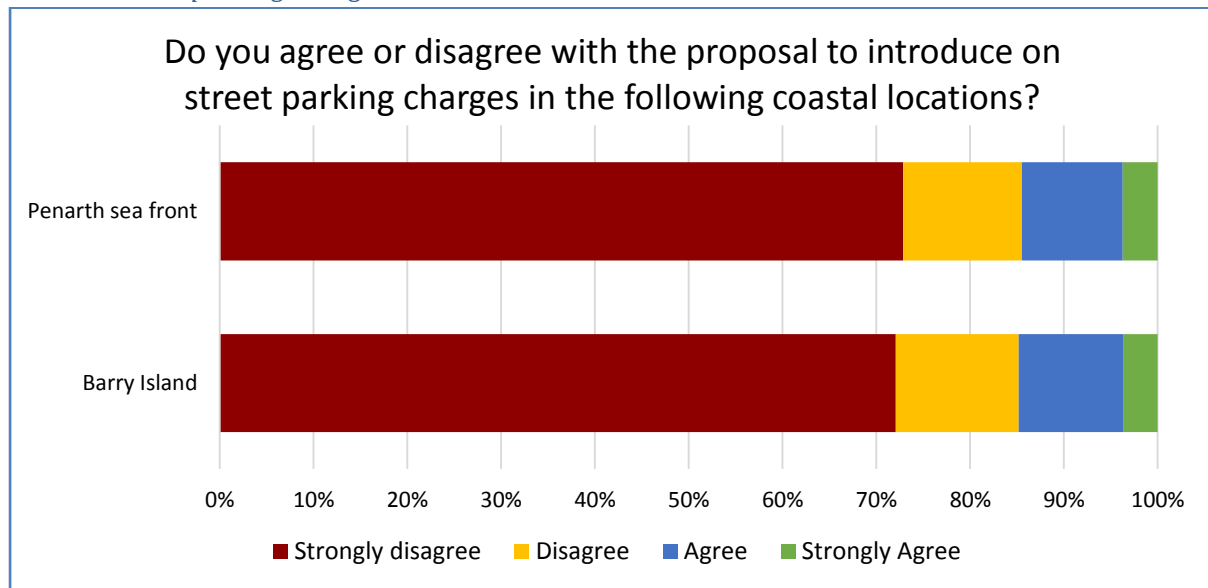
Main Themes

The vast majority of respondents stated that they oppose proposals for coastal car parking with 30% stating concerns as it will affect local economy, 7% had stated that it will discourage healthy living and 3% concerned that it will affect residential areas. 60% of respondents stated that they oppose for various reasons including the seasonal tariff structure and the lack of consideration for local residents.

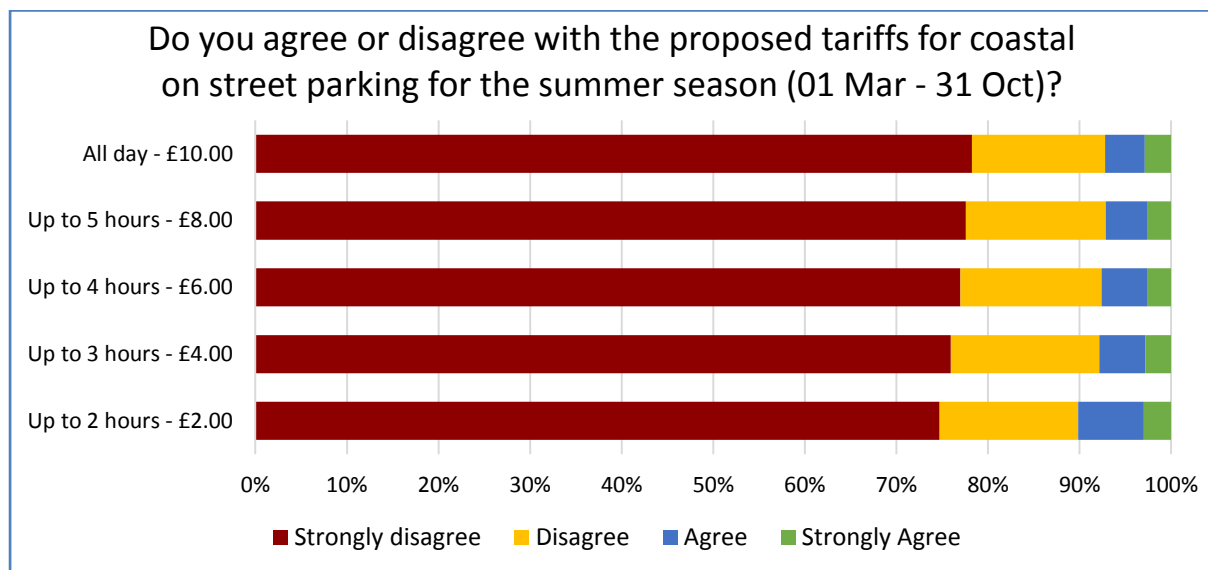


All related comments can be found in [Appendix G](#).

2.4.1 On street parking charges – Coastal areas

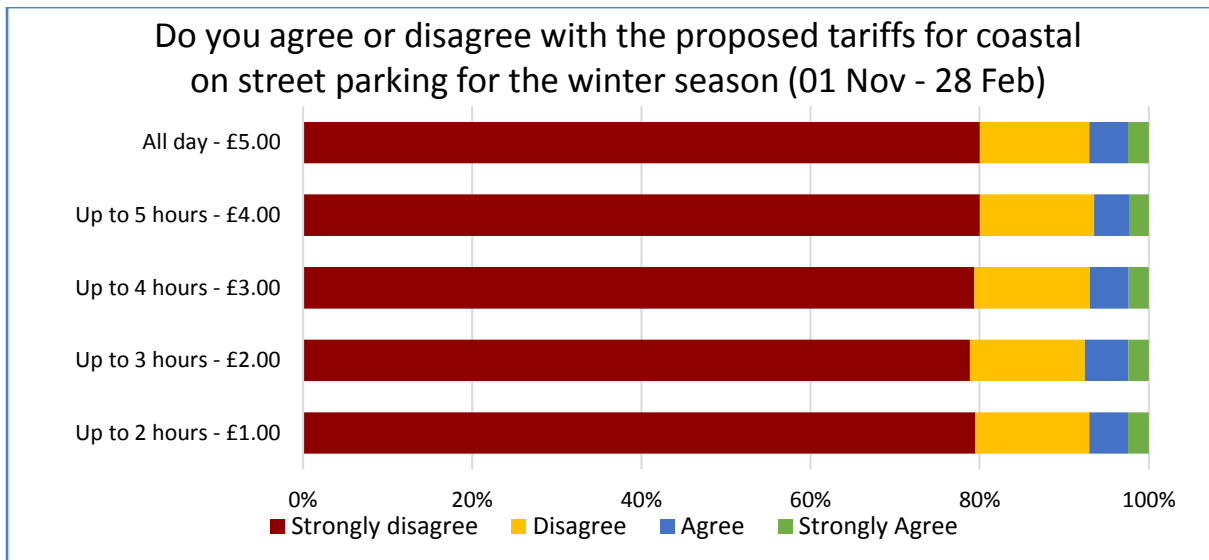


Approximately 85% either disagree or strongly disagree with the proposal to introduce on street parking charges at Penarth sea front and Barry Island.



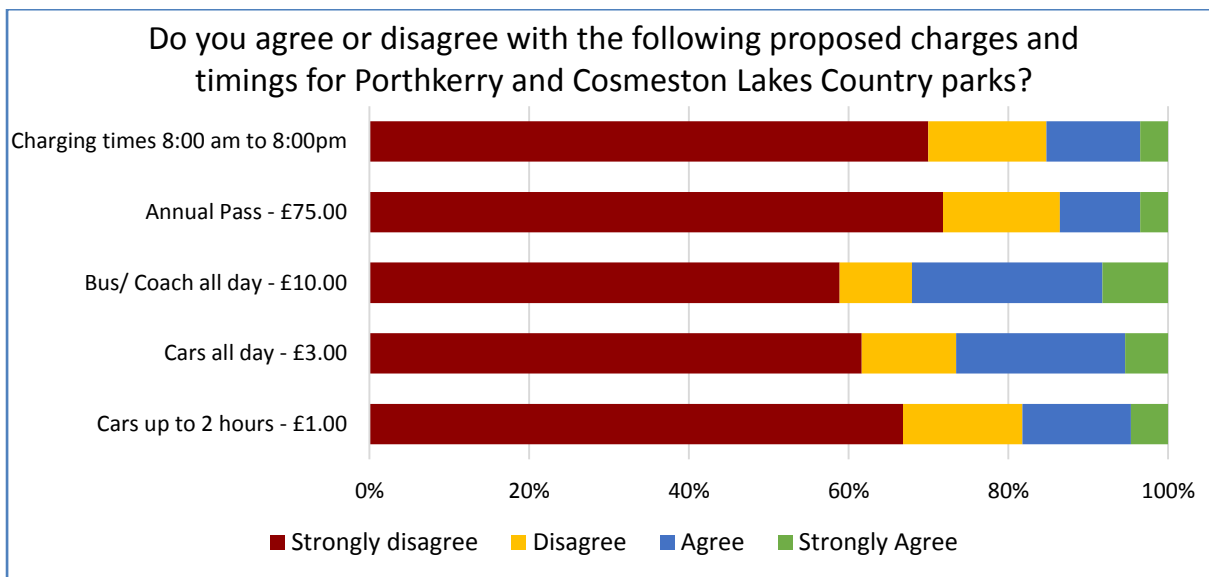
Respondents strongly disagreed with the proposed tariffs for coastal on street parking for both the summer and winter seasons with only 10% or less agree or strongly agreeing with the proposed charges.





Over 90% of respondents either disagreed or strongly disagreed with each of the tariffs proposed for coastal on street parking for the winter season.

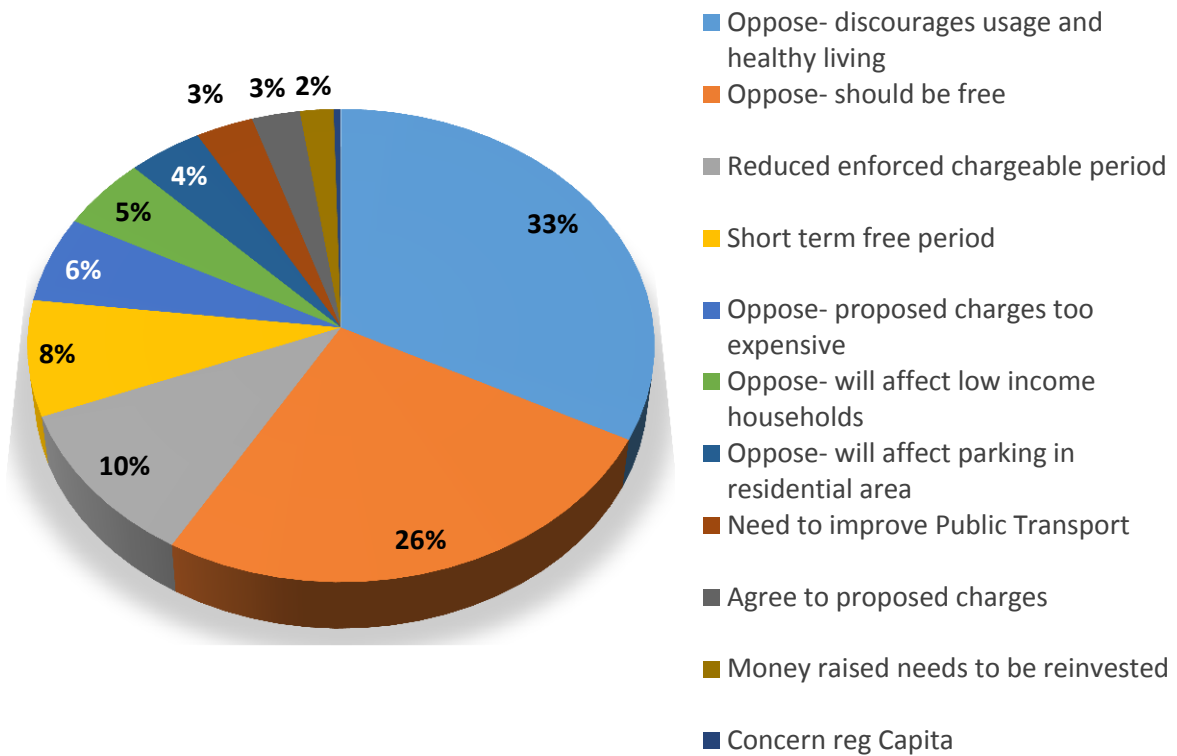
2.5 Country Parks Car Parking



Over 30% of respondents either agree or strongly agree with the tariff of £10.00 for Bus/ Coach all day, whereas a slightly less than 30% were of the same view for £3.00 for Car all day. Over 80% either disagreed or strongly disagreed with charges of Annual pass - £75.00, up to 2hrs - £1 and proposed timings of 8:00am to 8:00pm.



Do you have any comments on the proposals for Country Parks car parking?



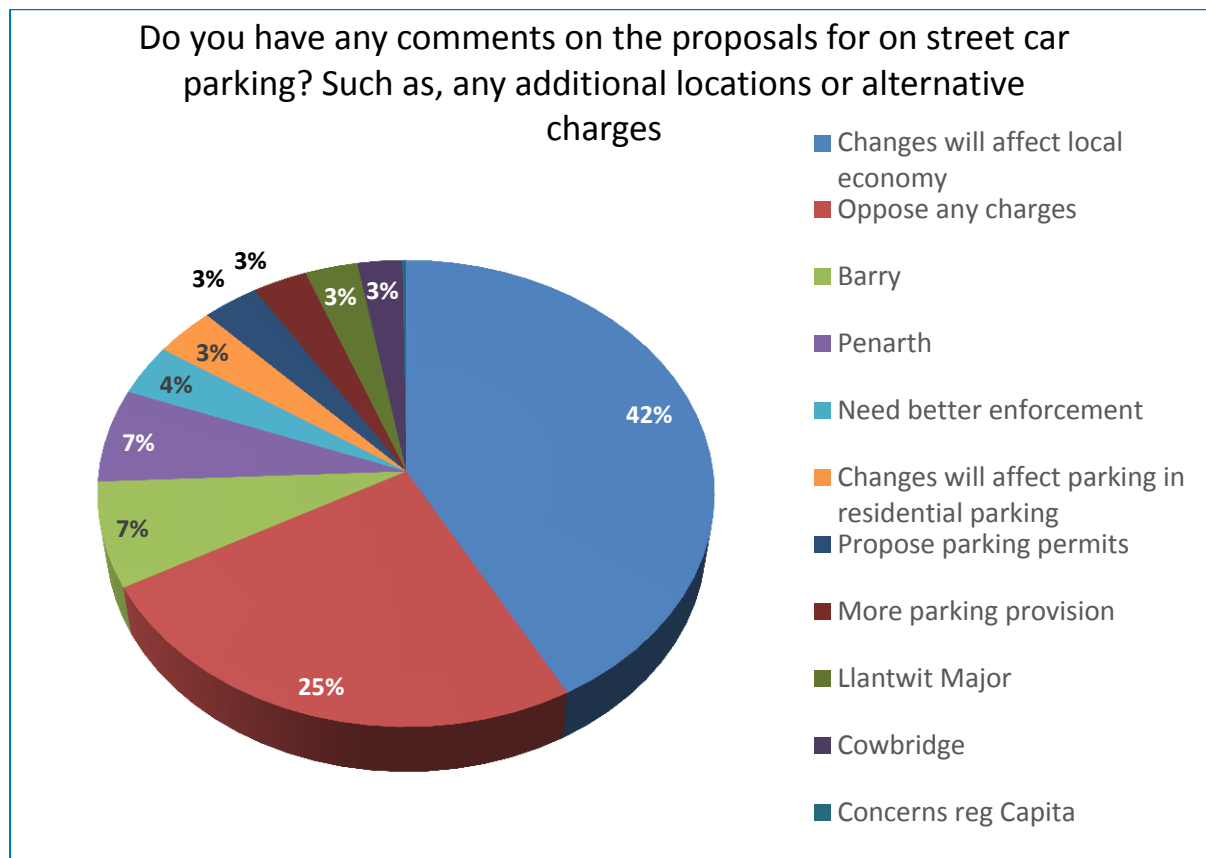
Main Themes

The main comments in opposition to Country Parks car parking charges is that parking should be free (26%), proposals will discourage country park usage and that it will have an adverse effect on healthy living (33%), and that it will affect low income households (5%). Also comments suggested that the enforced chargeable period is too long (10%) and respondents propose a short term free period (8%). Other opposition to proposals included comments stating charges too expensive (6%) and proposals will affect parking in residential areas (4%). The remaining 8% of comments include suggestions to improve Public Transport, to reinvest the monies raised, concerns regarding Capita and comments agreeing with the proposed charges.

All related comments can be found in [Appendix H](#).



2.6 On street parking charges



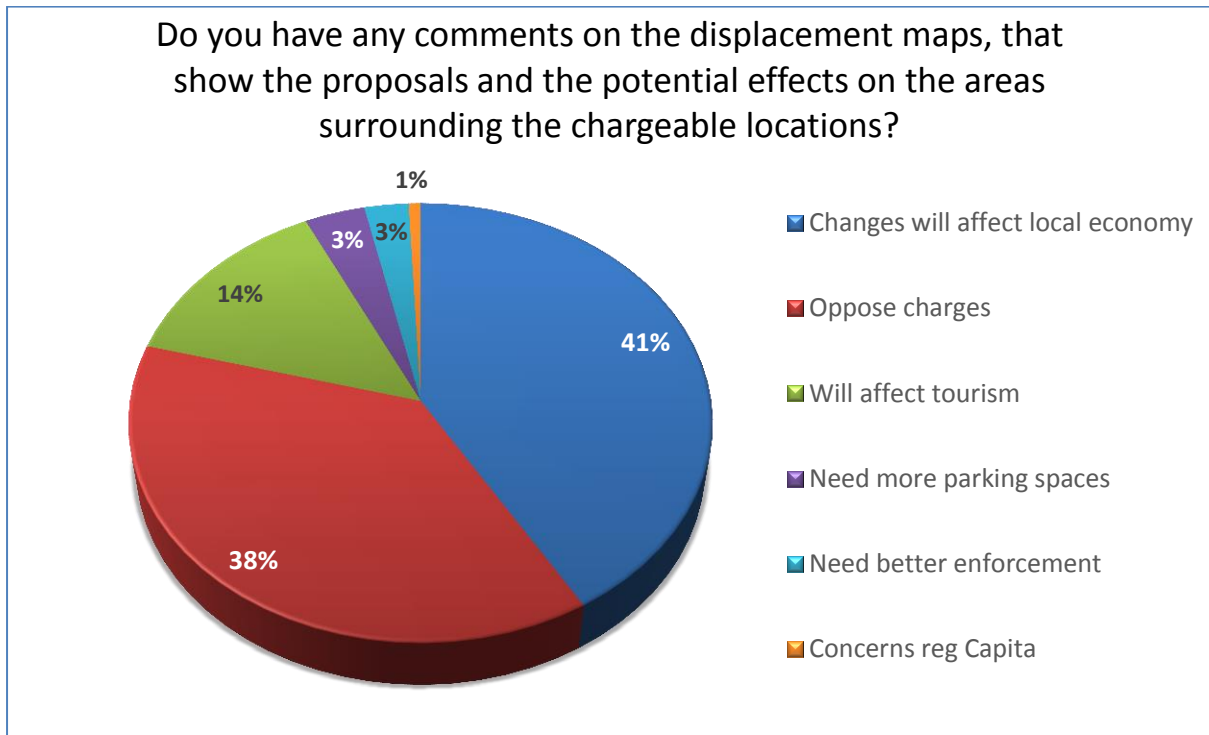
Main Themes

42% of respondents stated that proposals for street car parking charges will have a negative effect on the economy and 25% oppose charges altogether. Also, 7% of respondents stated comments relating to proposals specifically to Barry, 7% to Penarth, 3% relating to Llantwit Major and 3% for Cowbridge. The remaining 13% include suggestions to implement parking permits, improve enforcement, parking provision, comments stating that changes will affect residential areas and concerns regarding Capita.

All related comments can be found in [Appendix I](#).



2.7 Displacement Parking



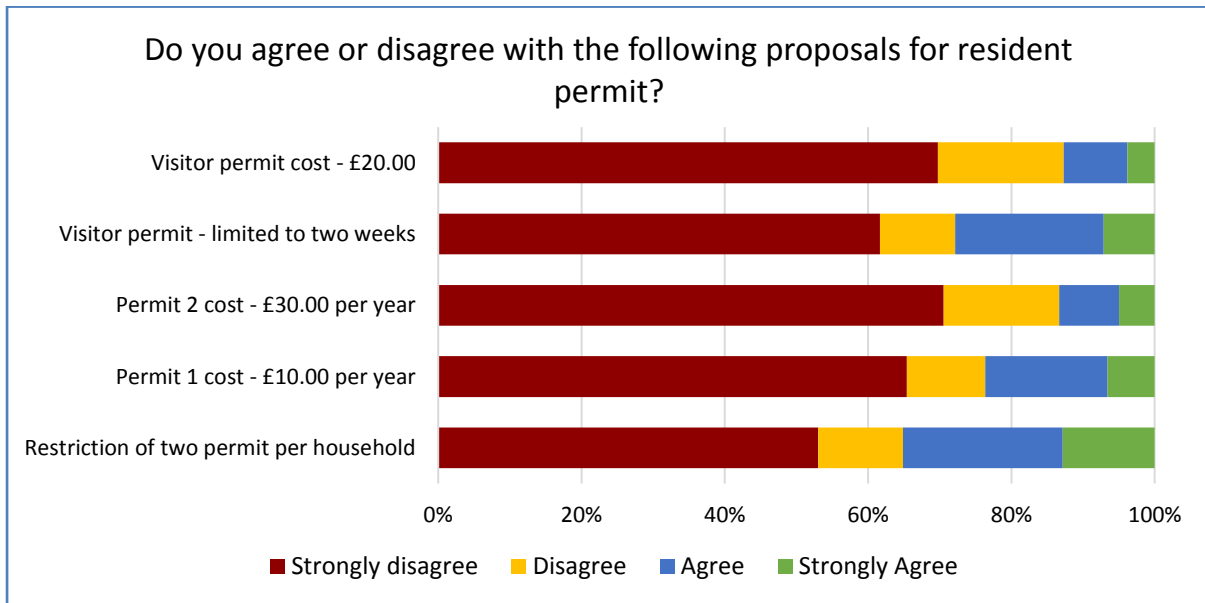
Main Themes

41% of respondents state their concerns that the charges will affect local economy, 14% charges will affect tourism whilst 38% commented that they oppose charges without offering views on the displacement maps. A small percentage stated the need for more parking spaces (3%), better enforcement (3%) and 1% raised concerns regarding Capita.

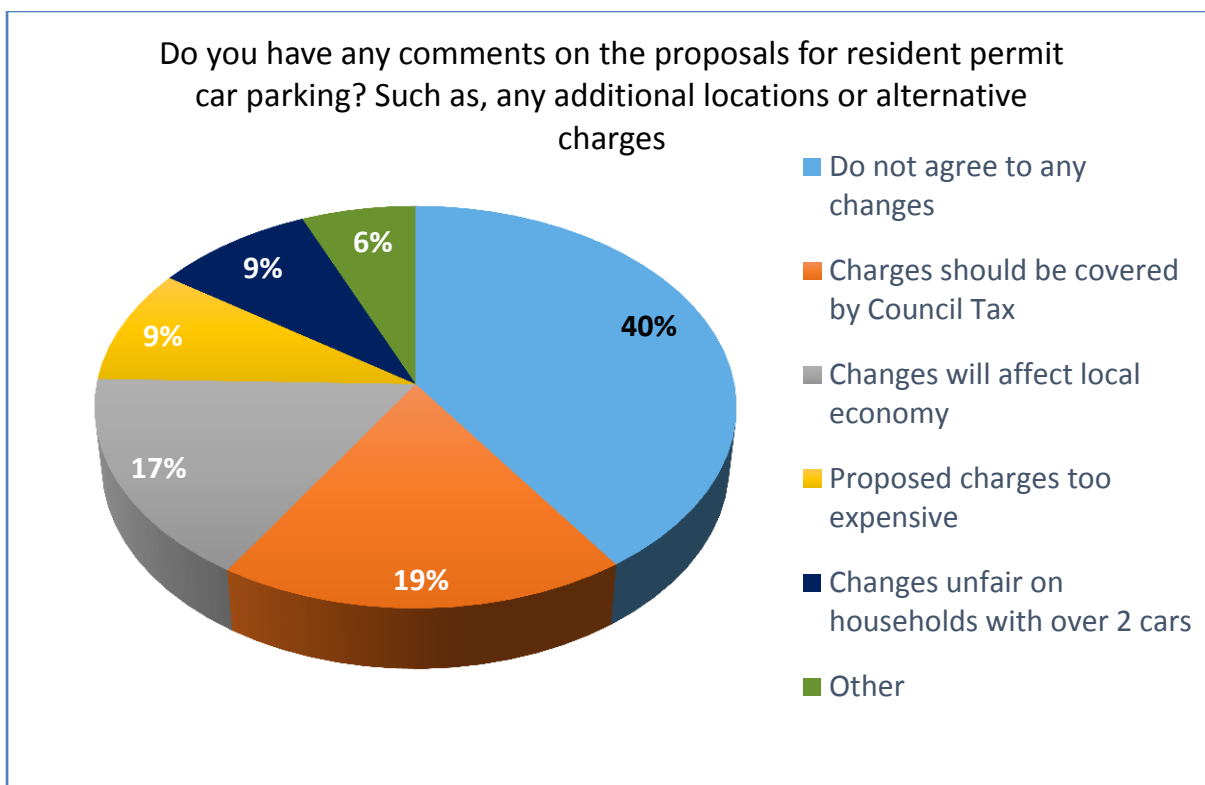
All related comments can be found in [Appendix J](#).



2.8 Resident Parking Permit



The majority of respondents strongly disagreed with each of the proposals. Over a third of respondents either agreed or strongly agreed with the proposal of Restriction of two permits per household.



Main Themes

Respondents comments regarding resident permit car parking proposals include, objections to having to pay to park outside of house (40%), charges should be covered by Council Tax (19%), charges will affect local economy (17%), proposed charges are too expensive (9%) and (9%) said that charges are unfair on households with over 2 cars. Other comments related to 6% of other responses include support for resident permit car parking.

All related comments can be found in [Appendix K](#).

3.0 Consultation Sessions

Consultation sessions were held during the consultation period, giving residents the opportunity to discuss the proposals and raise any concerns or queries on a one to one basis with officers.

- Cosmeston Lakes Country Park; Wednesday 29 August, 3:00pm - 7:00pm
- Porthkerry Country Park; Thursday 30 August, 3:00pm - 7:00pm
- Cowbridge; Monday 3 September, 3:00pm - 7:00pm
- Llantwit Major; Wednesday 5 September, 3:00pm – 7:00pm
- Civic Offices, Barry; Thursday 6 September, 3:00pm – 7:00pm
- Southerndown; Monday 10 September, 3:00pm – 7:00pm
- Penarth; Wednesday 12 September, 3:00pm – 7:00pm
- Civic Offices, Barry; Monday 24 September, 3:00pm - 7:00pm

Cosmeston Lake and Porthkerry Country Parks: Common Themes

- Timings unfair on regular users who come to sites before or after work, a number of people expressed that charging between 10am – 4pm would be fairer.
- Charges should be aimed at non-residents of the Vale and that all Vale residents have free access to all car parks.
- There should be an annual parking permit that can be purchased by Vale residents only to access all Vale car parks.
- Instead of 12 month annual parking tickets, could the Council look at introducing monthly or quarterly tickets as some people only use sites at certain times of the year.
- Concerns over displacement parking.
- Concerns regarding on street parking in Penarth, limitation of two parking permits per household, many residents have teenage children with cars, where do they park?
- Why there should be a higher charge for the second permit purchased as there would be no more costs involved?



- Why can't there be a standard charge and set fee for all car parks within the Vale, why are some sites charging considerably more?
- Concerns that money raised on sites would not benefit facilities.

Cowbridge: Common Themes

- Proposals will negatively affect businesses in the town.
- Conversely, a business submitted a comment supporting the proposals stating that 2 hours free parking will encourage a greater turnover of parking which in turn will increase trade in the town.
- Recommendation for a special permit for local staff, carers and volunteers who will be "penalised" by the charges.
- Concerns raised that the nearby housing development in addition to the proposed charges will cause increased parking problems in residential areas (i.e. displacement parking).
- Recommended that Sunday should be exempt from the charges.
- Some people stated that 2 hours free parking is not long enough.
- A small number of people agreed with the proposals.

Llantwit Major: Common Themes

- The proposals will affect the local economy within Llantwit Major.
- Concerns that proposals will cause or increase displacement parking.
- There is not a problem in Llantwit Major and that introduction of charges are not needed.
- Some people raised concerns regarding parking at Llantwit Major Rail Station. Respondents feel that charges will force use of that car park by non-rail travellers and discourage the train stations usage.

Civic Offices, Barry: Common Themes

- Currently, there is a lack of enforcement in Barry Town Centre.
- Proposals will have a negative impact on trade for local businesses.
- Some of the people who attended recommend a special permit for staff, carers and volunteers who will be affected by charges.
- Some advised that the Civic Offices car park should be used to increase spaces in Barry Town Centre.

Southerndown: Common Themes

- Some attendees stated their concerns with regards to anti-social behaviour in the Rivermouth car park.
- Other comments included the suggestion for additional funding to improve the coastal car parks with the money raised from the proposed charges.



Penarth: Common Themes

- Penarth doesn't have a town centre car park so it is at a disadvantage with regards to parking.
- Concerns raised regarding inappropriate parking on double yellow lines and parking that blocking driveways.
- Desire from some traders to better enforce the existing 1 hour on street parking restriction.

4.0 Written Responses

4.1 Emails and letters:

- Main email and letter responses included concerns that the proposed charges will affect the local economy. Of the 63 responses to raise this concern, 19 stated specific concerns in Llantwit Major, 8 in Penarth, 7 for Barry and 5 for Cowbridge.
- 33 emailed to comment and raise their concerns that displacement parking will increase in their area should proposals go ahead. 18 specified their concerns for parking in Penarth, 5 in Llantwit Major and 1 each in Barry and Cowbridge.
- Of the other 72 emails received, these included queries relating to the draft proposals and other comments stating opposition to any charges.
- The text from these emails has been incorporated as appropriate into Appendices B to L.

5.0 Petitions

A total of 2,199 signatures were collected in opposition to proposed charges on 49 separate petitions.

6.0 Scrutiny Committee Workshop

A Draft Car Parking Strategy Workshop was held on 18th October 2018. The main themes from the Workshop can be found in [Appendix M](#)



Appendices

Appendix A - Parking Consultation Questionnaire

The aim of this survey is to capture stakeholders views on the draft parking strategy for the Vale of Glamorgan.

The aims of the strategy are to:

- improve the visitor experience and access to services;
- secure additional income to re-invest in town centres, coastal resorts and country parks;
- assist with the maintenance and regulation of parking spaces; and
- introduce consistent parking tariffs for the Vale of Glamorgan.

*Please note that you can skip any questions/sections that you feel are not relevant to you.

About You

Are you (please tick all that apply):

- A local resident
- A local business owner
- A local councillor
- A visitor to the Vale of Glamorgan
- Other

If other, please specify

Where do you live?

Nearest town or village

Postcode

For local business owners



Where is your business located?

Do you agree or disagree with the aims of the strategy?

	Strongly agree	Agree	Disagree	Strongly disagree
Improve the visitor experience and access to services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure additional income to re-invest in town centres, coastal resorts and country parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assist with the maintenance and regulation of parking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Introduce consistent parking charges in the Vale of Glamorgan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have suggestions on how to improve public transport and active travel (cycling and walking) opportunities in:

Town centres

Coastal areas



Country parks

Town Centres

Do you agree or disagree with the following areas being designated as short stay parking locations?

	Strongly agree	Agree	Disagree	Strongly disagree
Kendrick Road, Barry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thompson street, Barry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wyndham street, Barry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Butts, Cowbridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town Hall Square, Cowbridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southgate, Cowbridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boverton Road, Llantwit Major	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Le Pouliguen Way, Llantwit Major	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town Hall (Burial Lane), Llantwit Major	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wine Street, Llantwit Major	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed charges and timings for short stay locations?

Strongly Agree

Agree

Disagree

Strongly disagree



Up to 2 hours - free	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 3 hours - £1.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 4 hours - £2.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 5 hours - £5.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All day - £6.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charging times from 8am - 8pm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you think that there should be consistent parking charges for all short stay parking locations?

- Yes
- No

If no, please explain why.

Do you agree or disagree with the following areas being designated as long stay parking locations?

	Strongly Agree	Agree	Strongly disagree
Court Road multi-storey, Barry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Civic Offices, Barry (open to the public on weekends and bank holidays)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed long stay charges for the above locations?

	Strongly Agree	Agree	Disagree	Strongly disagree
Up to 2 hours - free	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 3 hours - £1.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 4 hours - £2.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 5 hours - £4.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



All day - £5.00

Charging times 8am - 8pm

Do you have any comments on the proposals for Town Centre parking? Such as, any additional locations or alternative charges and times.

Coastal Car Parks

Do you agree or disagree with the proposed Summer season (01 March - 31 October) charges for coastal car parks?

	Strongly agree	Agree	Disagree	Strongly disagree
Up to 1 hour - free	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All day - £3.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses/ Coaches - £12.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Annual Pass £150.00 (for all coastal car parks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charging times from 8am - 8pm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed Winter season (01 November - 28/29 February) charges for coastal car parks?

	Strongly agree	Agree	Disagree	Strongly disagree
Up to 1 hour - £0.50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All day - £1.50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses/ Coaches - £6.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Charging times 8:00am - 8:00pm

Do you agree or disagree with the proposed additional locations for coastal car parking charges?

	Strongly agree	Agree	Disagree	Strongly disagree
Bron y Môr	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cold Knap	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cwm Col Huw, Llantwit Major	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Portabello, Ogmore by Sea	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Llwyn Passat, Penarth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cliff Walk, Penarth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
West Farm, Southerndown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any comments on the proposals for coastal car parking? Such as, any additional locations or alternative charges.

Country Parks

Do you agree or disagree with the following proposed charges and timings for Porthkerry and Cosmeston Lakes Country parks?

	Strongly agree	Agree	Disagree	Strongly disagree
Cars up to 2 hours - £1.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cars all day - £3.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Bus / Coach all day - £10.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Annual Pass - £75.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charging times 8:00am - 8:00pm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any comments on the proposals for Country Parks car parking?

On Street Parking

Do you agree or disagree with the proposal to introduce on street parking charges in the following town centre or shopping locations?

	Strongly agree	Agree	Disagree	Strongly disagree
Barry town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barry High Street/ Broad Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cowbridge town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Llantwit Major town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Penarth town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed tariffs for town centre on street parking?

	Strongly agree	Agree	Disagree	Strongly disagree
Up to 1 hour - free	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 2 hours - £2.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 3 hours - £4.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Up to 5 hours - £6.00

All day - £8.00

Do you agree or disagree with the proposal to introduce on street parking charges in the following coastal locations?

	Strongly agree	Agree	Disagree	Strongly disagree
Barry Island	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Penarth sea front	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed tariffs for coastal on street parking for the summer season (01 March - 31 October) ?

	Strongly agree	Agree	Disagree	Strongly disagree
Up to 2 hours - £2.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 3 hours - £4.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 4 hours - £6.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 5 hours - £8.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All day - £10.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you agree or disagree with the proposed tariffs for coastal on street parking for the winter season (01 November - 28/29 February)?

	Strongly agree	Agree	Disagree	Strongly disagree
Up to 2 hours - £1.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 3 hours - £2.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 4 hours - £3.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Up to 5 hours - £4.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All day - £5.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any comments on the proposals for on street car parking? Such as, any additional locations or alternative charges.



Do you have any comments on the displacement maps that show the proposals and the potential effect on the areas surrounding chargeable locations?

Resident Permits

Do you agree or disagree with the following proposals for resident permits?

	Strongly agree	Agree	Disagree	Strongly disagree
Restriction of two permits per household	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permit 1 cost - £10.00 per year	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permit 2 cost - £30.00 per year	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visitor permits - limited to two weeks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visitor permit cost - £20.00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any comments on the proposals for resident permit car parking? Such as, any additional locations or alternative charges.



Do you hold a blue car badge?

- Yes
- No

Equality Monitoring

This information will help us ensure responses are representative of the community.

What is your gender?

- Female
- Male
- Other
- Prefer not to say

If other gender identity, please specify.

Which of the following options best describes how you think of yourself?

- Heterosexual/Straight
- Gay or lesbian
- Bisexual
- Other
- Prefer not to say

Are your day-to-day activities limited because of a physical or mental health condition, illness or disability which has lasted, or is expected to last 12 months or more?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

How would you describe your national identity?

- Welsh
- English
- Scottish
- Northern Irish
- British
- Other
- Prefer not to say

If other please specify

How would you describe your ethnic group?



- White -Welsh/ English/ Scottish/ Northern Irish/ British
- White - Irish
- White - Gypsy or Irish Traveller
- Any other white background
- Mixed/multiple ethnic groups - White and Black Caribbean
- Mixed/multiple ethnic groups - White and Black African
- Mixed/multiple ethnic groups - White and Asian
- Any other Mixed/multiple ethnic background
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Asian/Asian British - Bangladeshi
- Asian/Asian British - Chinese
- Any other Asian background
- Black/African/Caribbean/Black British - African
- Black/African/Caribbean/Black British - Caribbean
- Any other Black/African/Caribbean background
- Other ethnic group - Arab
- Any other ethnic group
- Prefer not to say

What is your religion?

- No religion
- Christian (all denominations)
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Any other religion
- Prefer not to say

Are you currently pregnant or have you been pregnant within the last year?

- Yes
-
- Prefer not to say

How old are you?

- Under 18
- 18 - 24
- 25 - 34
- 35 - 54
- 55 - 77
- 75+
- Prefer not to say

What is your legal marital status?

- Single
- Married
- Divorced
- Widowed
- In a registered same-sex civil partnership
- Prefer not to say

Thank you for your feedback.



Appendix B - Town Centres - Comments and Emails

Comments

Q5a Do you have suggestions on how to improve public transport and active travel (cycling and walking) opportunities in Town Centres	
1.	Extend bus travel in rural Vale. You cannot get a bus between Llantwit major and Cowbridge in the evening making it difficult for the visitor economy to employ staff. Charging for parking at LLantwit Major Station will mean that many of my friends not in walking distance will no longer catch the train to work in Bridgend and Barry. Instead they will drive.
2.	Town centres seriously need shoppers and by introducing a charge on parking the shoppers who have a choice will drive to out of town centres for the free parking. Most of them only use the towns to support them as its must more convenient to shop elsewhere anyway. Most people won't switch to public transport, they'd rather drive. Town will be given over to the elderly, children and non drivers. Resident with cars could have a car tax for resident parking even on their own drive, or increased Council tax. This would be preferable to charging residents to park in towm.
3.	provide bike rails to lock bikes in towns
4.	Re Penarth - ensure that parking is tied in with the upcoming sustainable development at the gateway to Penarth. (I also completed your survey for that and reiterate my view that a complete one way system in Penarth would solve many traffic flow problems).
5.	I appreciate that there is little room but could something be done to introduce more bike lanes around the town in general. When the road in Broad Street Barry was redesigned I'm not sure that this was considered. I don't feel safe riding a bike on the road where there are no bike lanes
6.	Invest in local bus services, make it easier for residents to get around the town centre and put faith back in to the bus service .
7.	Improve train and bus services
8.	More places to lock a bike.
9.	Better marking of on road car spaces to increase number by avoiding drivers taking up more space than necessary. Rethink timing on loading bays etc. A minimum free time of 2 hours to support local food businesses.
10.	More trains - but that will take 5 years for KeollisAmey Ltd nothing that the council can do here. More Bus Routes - the bus routes seem to have reduced vastly since the 1990's to barely no buses running in the rural vale area. Why is there no bus running Llantwit Major to Cowbridge of an evening or weekend evening surely that would be good for business picking up and dropping off at the train station? Pavements either have cars parked on them or overhanging trees and bushes in the



	Vale
11.	Better cycle lanes - more places to park your bike. Fordd y millennium is ridiculous. Path should form part of road so cyclists don't have to stop at every junction
12.	Train station at St Athan.
13.	Car parking fees will deter people using trains to Cardiff or Bridgend
14.	Improve road surfaces, less pot holes. Improve pavement for pedestrians
15.	Create car free areas in town centres. Make sure town centres can be reached by public transport. Give local people some free train and bus travel.
16.	Most of the people who use public transport to town centre have a bus pass. The bus stop in town centre just past Thompson street causes chaos when it stops to pick up people. Traffic is backed up because no cars can pass with the stupid wide pavements. Cyclists seem to be allowed to ride on pavements without any retribution and pedestrians have to dodge out of the way!
17.	Secure bike storage areas
18.	Remove double yellow lines Stop road narrowing schemes
19.	Cyclists to use cycle paths where available not the road.
20.	Better signage, make walking a pleasurable experience, Holton Road is a mess. There was a big consultation about Barry improvements last year or the year before which appears to have been shelved. ██████ led it .
21.	Integrate bus and train tickets and/or introduce a prepay card like Oyster.
22.	Increase number and frequency of buses
23.	Cycling lanes
24.	Cycle lanes wherever possible, bike stands to lock your bike and promotion of the benefits of cycling in the Vale
25.	I already walk to town to maintain my health
26.	Increase the number of buses
27.	More buses that cover a wider area and go on convenient routes. Cycle paths which are separate from vehicular traffic and importantly separate from pedestrians
28.	We'd all like family friendly cycle routes across towns and the rural Vale.
29.	It should be free you pay council tax car tax . It's bad enough you work all your life and get money taken off you all the time and now they want you to pay every day for parking at work
30.	More regular public transport options, the buses currently seem to run as and when



31.	Work with private landlords to ensure proper maintenance and upkeep of privately owned parking areas. More consistent issuing of fines for those who ignore parking restrictions.
32.	Properly maintained footpaths. Better bus services
33.	Do not renew Nat Group contract. They are a disgrace.
34.	Their is no pubic transport at the times I go to and leave work giving me no choice but to drive.
35.	There are few issues. Formal street parking areas such as Wyndham St and Thompson St open at 9.30 so this helps to reduce workers taking up parking spaces. Additionally people are always coming in and out of these car parks and arguably there is very little in downtown Barry to encourage shoppers to stay longer than 2 hours or so. Charging will be the death knell of this area. The same can be said for Cowbridge. Penarth has no integrated car parks to be utilised, so charging before the council installs consistent, appropriate car parks is putting the cart before the horse.
36.	Build cycle paths
37.	Increased cycle paths and bus routes Safer pavements. Dropped kerbs for prams / wheelchairs etc
38.	Cycle paths
39.	I live rurally. I cannot walk or get public transport to Penarth (where I shop) or to easily visit family either. Cycling is not an option for many, given the haphazard network of cycle lanes and then having to scrap it out with HGV's and other vehicles. Additionally, wanting to highlight "active travel" takes scant regard of the elderly people who actually do need a car to get about.
40.	I am primarily a cyclist and cycling infrastructure around Barry and the vale is very poor. Cycleways are inconsistent, often dangerous (such as cycle lanes painted around parking spaces) and generally badly maintained. Facilities for parking bicycles are also few and far between and those that do exist generally come with a high risk of bikes becoming damaged or stolen. The council does not even offer its own employees secure cycle parking in any of its buildings, which would be the one greatest improvement it could make to encourage more people to cycle to work.
41.	Get the buses to run on time or even turn up, stop the ghost bus to the airport save money for other needs
42.	Improve public transport. The nearest train stations are all at the bottom end of town. Buses are hopeless, for instance if I wanted to visit my parents (Port Rd) there are few buses that run daily.
43.	More dedicated cycle lanes
44.	Enforcement of existing double yellow lines via parking wardens in Llantwit Major would recoup significant revenue. Extending double yellow lines in Llantwit Major from Boverton Road/Stalcourt Avenue junction as far as Baron's Court would be a welcome addition. This is because people parking here are creating a situation where



	only single lane traffic for more than 20 metres is a regular issue and it causes significant hazzards. Additionally, parking on pavements is widespread throughout Llantwit Major. I understand that it is not 'strictly illegal', but a local by-law and then enforcement/fines would also recoup much needed revenue. The family who own the largest car parks in town park on the streets outside people's homes, and also block the flow of traffic on Stalcourt Avenue. They should use their own car park. A simple car registration check would find that the management and staff of Filco park on Stalcourt Avenue, and create a one lane situation regularly by them parking there.
45.	Education for drivers on cyclists.
46.	More bus routes toCardiff and around Barry. Cycle lanes that are less dangerous, Colcot Road being a very dangerous one, where it goes around parked cars. Perhaps use some of the pavement instead.
47.	Better cycle routes with better signage, I often cycle to cosmeston and it's very difficult to follow the cycle route all the way from ely trail, through penarth and to cosmeston and out the other side
48.	Introduce more cycle lanes
49.	20mph speed limits. Properly thought-out and designed, actually usable cycle lanes, not token strips of paint across t-junctions (see Llanmeas Rd) or glass and crew-strewn paths crossing countless driveways (Port Road). More cycle parking.
50.	More car parks with free parking
51.	Improve road surfaces, pot holes are dreadful & dangerous to bikes & cars. Improve reliability and space available on trains.
52.	Don't charge to oatk
53.	Speaking of Llantwit Major, we already have a shortage of parking. If the council introduce parking charges/restrictions surely the majority providers of parking(local traders) will follow suit and chaos will prevail for those travelling to shop and work in our town and visitors will be discouraged from coming to the town with the associated drop in the monies they spend. The status quo seems to be the answer at least locally.
54.	St Athan has a very poor and unreliable bus service. I currently travel to Llantwit Major for work, but the current timetable would not be sufficient to meet my needs and secure my employment. The roads covering that route are unsuitable for cycles or walkers. The road that passes from East camp is narrow and a poor road surface. I would think that a more frequent bus service, which services the villages surrounding St Athan, Cowbridge and Llantwit Major but with smaller minibus size vehicles rather than the large buses currently used by NAT and Cardiff Bus may help.
55.	I feel that by introducing parking charges local business will suffer. I am more likely to go shopping elsewhere where I don't have to watch the clock. I also feel that it will put people off coming to Llantwit.
56.	People should be free to use their cars and not pushed into using other transport



57.	It's perfectly fine.
58.	If parking charges financially inhibit private car parking plus very limited bus services available how can this result in improved visitor experiences? Local people/voters will not be able to participate town based activities. They will have to travel to out of town facilities resulting in loss of trade to local businesses
59.	We urgently need better transport links from the Vale to Barry Cardiff and Bridgend. Our bus service between Bridgend via Llantwit Major and Barry to Cardiff is abysmal. The [REDACTED] buses are dated, uncomfortable and rickety, with very little space for luggage, push chair and mobility aids. The drivers drive like banshees to keep to the timetable.
60.	More cycle paths.
61.	Actually get a cyclist to design cycle paths. Your current cycling infrastructure is a joke
62.	We need to see improvements to the type of shopping experience- at present there are more charity shops & the shops there are not that inspiring in the immediate town centre. We need a small branch of M&S (maybe an outlet shop like in Bridgend) . Got to have something worth travelling to.
63.	ticket machines that give change and accept card payments without having to use a call line
64.	For Llantwit: leave it as it is. Many people walk.
65.	Bike racks Bike lanes Better bus services and routes
66.	Regular Bus service
67.	Leave them alone
68.	You can't, rail service is private & too expensive for most families to use.
69.	There is always enough parking, therefore doesn't impact on visitors
70.	Introducing parking to Vale residents will not promote the area it will turn people away. They will go to out of town shopping
71.	More frequent running trains and buses throughout the vale
72.	Have a reliable train service where the trains are not cancelled all the time. Have them more regular and have regular reliable buses.
73.	Parking is currently good in Barry town. 2 hour bays are good and plenty of free carparks for longer stays.
74.	Parking wardens/ PCSO to police double yellow line parking
75.	Continue free parking. Llantwit will die without it as everyone will go to out of town shops with free parking.



76.	Increase Disabled parking bays and provide longer periods if chargeable as it takes much longer for a disabled person to shop.
77.	Provide cycle lanes and ENFORCE the no parking rule of cars in cycle lanes with heavy fines. Adequate CCTV and robust action to deal with drivers who abuse cyclists.
78.	If people run a car they prefer to use it rather than walk or use public transport
79.	Better links to our town centreas and out lying areas are important but the council needs to improve links in the community and not be focusing on a park and ride facility on the outskirts of the county.
80.	Reduce cost of public transport. Create cycle lanes similar to those in Copenhagen - https://www.visitdenmark.co.uk/en-gb/copenhagen/activities/copenhagens-bicycle-life
81.	██████ is absolute rubbish
82.	More trains. Easier parking
83.	Safe cycle routes
84.	Surely free parking would encourage people to Shop in the towns. Cut down on council activities Like big pay offs, conferences etc. Not paying All councillors just the ones who are committed Chairmen etc.
85.	Make the spaces nicer and improve uneven pavements
86.	Two trains an hour from Bridgend to Cardiff
87.	Put a bus service to Cardiff from Llantwit major that goes through Leckwith
88.	By not introducing parking charges as this will put tourists/visitors off
89.	You are charging for parking but there is very few car parking spaced in Llantwit
90.	Less bumps in areas where cars cannot drive fast anyway
91.	More frequent services
92.	Free parking always to encourage people into the town centre
93.	More reliable buses
94.	Later trains in to and from Cardiff
95.	Reducing on street parking, particularly in Llantwit Major, where the pavement parking outside Nisa is an accident waiting to happen.
96.	Safe places to store bikes
97.	Keep them free as when I went Devon we had to pay for parking everywhere and we wouldn't go again so it would be bad for visitiers



98.	Tarmac all footpaths and regular cutting of vegetation so bikes can use them
99.	Improve car parks and transport links
100.	Dedicated segregated cycle lanes linking key hubs would be a good idea however the introduction of paid parking in town centres is likely to further impinge on the ability of local businesses to attract customers and further drive the use of vehicles albeit on the outskirts of town.
101.	Better train times to Cardiff from Llantwit Major. At present only one per hour! Last train back is too early. Make NAT bus improve their ways. Buses not turning up, delays etc. Also, last bus back from Cowbridge to LLt Major is 7.40pm!! In this, the 21st century, it is laughable. We are constantly being told to use public transport but when it is still in the 20th century with only 2 carriages on the train on busy mornings, early trains back, every 2 hours for a train on a Sunday. Ridiculous.
102.	It already costs £7 to commute to Cardiff on the worst trains known to man, without having to pay to park on top of that, in a car park where cars get vandalised.
103.	Free parking
104.	Useful bus service, to the same level as Cardiff
105.	Better and cheap public transport and safer places for walkers and cyclists
106.	The only way to improve public transport from St Mary Church (The Herberts) to Cowbridge is to actually introduce some. Pedestrianising town centres helps with walking but it wouldn't work in Cowbridge. These towns are very old with lots of historical elements which can make it difficult to improve the roads, etc. There are already lots of cyclists in the Vale but they are deemed to be a nuisance due to the narrow roads and lack of overtaking opportunities.
107.	No improvements needed
108.	Frequent and consistent public transport
109.	If charges must be introduced Parking should be free for 1st hour, ticket to be displayed with car park monitored by parking attendants otherwise people will abuse the system, otherwise Introducing charges will in the short term at least drive people out of the town, how many businesses can afford to lose trade?
110.	No
111.	More public transport
112.	Smaller buses - better equipped to negotiate twists and turns of ancient town.
113.	Not necessary
114.	You have increased council tax on businesses - use this
115.	Offer more bus routes more often and actually maintain the buses to reduce breakdowns



116.	Invest in better quality free parking
117.	proper cycling paths
118.	More bike parking Wider pavements/shared use paths.
119.	Stop cars parking in bus stops. Cycle paths/lanes, places to secure bicycles.
120.	Improve public transport, we can never rely on the buses and have had to wait over an hour and a half last time we took the bus
121.	I live off Skomer road there isn't a bus service that runs to Barry. I have a lifelong condition that means I can't walk to town and I have to use my car. A bus service would benefit local residents in my area.
122.	Improve train connection so that people are not using cars therefore there is no need for the parking strategy. Public transport is currently overpriced and not fitted for purpose. Improve public infrastructure and public walkway to the train station. An example of bad connection is Cogan train station, where people are left at their own devices to cross the busy and polluted road without any support from the Local Council. This is a serious risk for commuters and for people who chose to use the public transport over the car. A safe walkway or underground passage should be provided as soon as possible rather than considering the new parking strategy.
123.	More cycle racks with CCTV coverage Cycle loan scheme
124.	Close main roads through town centres. Keep them as pedestrian areas
125.	Look at ways that empty plots of land can be turned into residents only parking in Llantwit to allow residents to park safely and conveniently and prevent people parking dangerously on junctions and on bends. Encourage people to drive more environmentally friendly and smaller cars, provide safe places to lock up bikes. Improve signage.
126.	Enforce current restrictions,.
127.	Do not charge to park in small areas
128.	Limited parking times immediately outside shops. Free parking elsewhere
129.	Park and ride?
130.	Lots of parking on double yellow lines in the centre of town, outside the schools and Colhugh street - very rarely see cars fined. Very often cars parked outside the Spar blocking the junction with Stallcourt.
131.	By having free parking at the train station this improves public transport if you charge that and make people pay then I would drive to Cardiff as it would be cheaper
132.	Cycle lanes
133.	Put more than 2 carriages on trains between Bridgend and Cardiff, or more frequent trains. Buses need to go to stop more often from Llantwit. I can't get home after



	10.30pm until the next bus at around 12.30... unable to walk home due to lack of safe walking routes.
134.	Enforce existing rules e.g.double yellow line.
135.	Llantwit is very smal, people pass through. Rarely do they spend the whole day walking the coastal path & visiting all the shops, churches and nearby villages
136.	Our current bus and train service is a disgrace, unreliable and infrequent
137.	dedicated cycle lanes, pedestrianised areas, wider footways
138.	If you create a car park in Penarth town too the yes. 2hours free 3 hours £1.00 4hours £2.00 then just all day at £4/5 in other small towns like ours it's 60p an hour after the first hour or 2 being free or £4 all day. I don't mind a small charge but don't see why it should be huge. Enough to help put some extra services in place but I would want to know what the money is being spent on, those extra services should be visable to both business owners and residents. My concern if it's too expensive is people will stop coming to local small business because they have the additional cost of parking. They will just go elsewhere. Residents shouldn't be charged for a parking permit. I struggle to park outside my house even in the street due to visitors etc, I wouldn't be happy paying for the privilege of not being able to park
139.	Town centres struggle enough, I would not introduce any parking charges or additional restrictions. Possibly remove some of the current Taxi locations as they are not used to increase parking availability.
140.	Make cyclist aware cycle paths are to be used not ignored.
141.	Create a cycle lane from St Athan to llantwit. Get a bus operator who wants to provide a service, not one that turns up when it feels like it, rarely stops when they do turn up and is ride to customers.
142.	Make it free to attract visitors. Use more traffic wardens to manage traffic
143.	Good secure cycle lock up places
144.	The buses need to run on time and more often if you want to improve the use of public transport
145.	Penarth town centre needs better cycling provision in the form of bike racks. The pavements also need improving to prevent trips for pedestrians.
146.	I for one will not pop into the town centre as frequently as I do if there are parking charges. This will affect the local businesses as people will take there business elsewhere. For example if I need something from Boots I will just travel to cardiff bay where I can park for free.
147.	New train stations or halts in the growing suburbs
148.	I think charging for parking in Llantwit Major would not be a good idea as it would stop people coming into the town and we would end up with hardly any shops



149.	Build the Dinas by pass
150.	Provide better parking, in Llantwit Major devise better solution to stallcourt avenue, and boverton road , control on road parking/waiting
151.	No charge. No significant change
152.	The only reason I ever visit Barry is because of the free parking, the town centre is run down and needs every bit of help to draw shoppers in to the area - the current free parking does this. All being equal why would you choose to shop in Barry over Cardiff - quite simply you would'nt. Parking charges in Barry Town Centre are a sure way to cause more businesses/shops to fail and leave even more vacant units in the area than the considerable number there all ready are.
153.	Free Parking
154.	Trains and buses have limited services available and the ones that exist are overcrowded and rarely run on time. When working outside of the town I have been unable to use the train services as they proved far too unreliable.
155.	Do away with taxi only places because they use around about at the bottom of Tynewydd road for pickups and anywhere else they fancy.
156.	More cycle lanes. I lived in London and cycled there. Wouldn't dream of cycling here as too dangerous on the roads.
157.	Stop vehicles parking on pavements
158.	Zebra crossings right on roundabouts in town centre, always bad congestion. Not safe the zebras been so close. Have another car park, single or double storey.
159.	Addition of 'Next bike' pay per use bikes
160.	The "aims of the strategy" question is framed to get a positive answer, its hard to disagree with and defeats the point of asking the question.
161.	Increase use of one-way systems to enhance traffic flow and provide space for wider footpaths and cycle lanes
162.	Local bike hires Improved paths and cycle paths
163.	Public transport does not run to it's own timetable (bus) and I have to drive to the train so have to use a car
164.	Encourage people to walk but not by charge to park!
165.	More designated cycling and walking paths. Cyclists should be encouraged to use the cycle path (where available), rather than still using the road, to stop obstructing traffic.
166.	It needs leaving as is. The multi-storey car park isn't often full so all that will happen is more will stay away from the already nearly dead Holton Road.



167.	Better bus routes. Trains and buses that actually run on time. Cheaper fares.
168.	I visit Llantwit where I don't believe there are any issues. Cowbridge could do with more parking.
169.	More frequent and reliable buses.
170.	Llantwit major and Cowbridge surrounding areas have very poor public transport That is many villages and hamlets do not have public transport - so people need their own cars that by having parking charges will stop people from using the main car parks and end up parking on side streets and other private car parks stopping work from parking outside their own homes and also blocking private cars
171.	Improve bus service in the rural vale. Provide dedicated bike parks in town centres.
172.	Bike hire schemes like pedal power. Or like in Europe.
173.	Smaller and more frequent buses (certainly in Llantwit Major). Pedestrianised areas where possible
174.	Secure bike storage
175.	Remember there are those especially the elderly and disabled who are unable to use public transport or walk and cycle. Their only option is private car or stay at home.
176.	Better trains and timing. Buses are no longer fit for purpose - times and routes
177.	The introduction of these charges would kill small businesses in an already declining town centre!!
178.	Build a train station in St Athan, and introduce a better service not just one an hour.
179.	Cycle lanes
180.	For all I think people are walking. If there are charges to the car park people will just not visit these places and buisnesses will be forced to close down.
181.	More free car parks, NO 20 MPH limits
182.	Increase train frequency
183.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
184.	Cycle paths which are away from the dangerous roads
185.	Dedicated cycle lanes and fines for cyclists not using lanes. Paid for by cyclists contributions.
186.	The obvious answer is to provide more/more frequent and cheaper buses; and more/more frequent, cleaner trains with longer carriages at popular times.
187.	Public transport is generally fine, more trains which is part of the new rail franchise



	will help. Parking charges in smaller town centres such as Llantwit and Cowbridge is just plain daft, and will not help the local community in particular the residents who live directly in and around said town centres. People will just park in nearby residential streets, which causes different inconveniences to residents.
188.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
189.	I feel we pay enough in council taxes for the town centres to be improved
190.	Cycle routes needed that are not covered in potholes. Disgrace of a local council. Absolutely hate paying this robbing [REDACTED] any money at all
191.	the yellow lines are ignored, stall court near the top of the highstreet is a nightmare and a accident waiting to happen...no enough proper parking, the car park in a bad condition.
192.	Get rid of NAT bus services. They are very unreliable. Drivers are largely rude and inefficient. Regularly observe them parking on the zebra crossing in Llantwit to drop of people. NAT themselves have an extremely poor customer service focus. Get a company in who put the customer first and not the political and embarrassing dodgy financial dealings of the Vale Council.
193.	Remove dog mess. Start fining people properly!
194.	Make town centre road Pedestrian or bikes only introduce cycle path one part and two part pedestrian . More trains and buses not just one an hour
195.	We need a better path on the high street as it can get very narrow. And there is no cycle path
196.	Charge me extra council tax, don't put the burden on visitors and local businesses.
197.	Better bus service
198.	Can be busy, but I'm luckily fit enough to walk into town.
199.	Our small town centres are already struggling to compete with retail parks and online shopping and restricting parking to 2 hours makes them even less attractive. Visitors to the area need time to stop for lunch/coffee and then have time to wander around the shops. This encourages people to rush in and rush out again and will kill our small high streets.
200.	Covered bike racks
201.	more car Parking there is one large one by a school that is not use to full, way? with big car get in and out the space for open doors is not good and getting in and out off the car park is not good with big cars .
202.	Buses that run on time and more of them. A train would be good too.
203.	WE USE PUBLIC TRANSPORT TRAINS AND BUS. THE TRAIN SERVICE IS GOOD, THE BUS SERVICE IS UNRELIABLE, OFTEN 20 MINS LATE. THE BUSES



	ARE TOO BIG, OFTEN CREATING POLLUTION.
204.	ENCOURAGE VISITORS & SHOPPERS BY PRODUCING FREE & EASY ACCESS PARKING.
205.	ONE WAY SYSTEMS. PEDESTRIAN ZONES
206.	REDWAYS FOR CYCLISTS
207.	IMPROVE PROVISION OF RAIL SERVICES WHERE THEY EXIST AND EXPAND SERVICES WHERE POSSIBLE E.G. RE-INSTATEMENT OF RAILWAY TO LOWER PENARTH AND COSMESTON AREA. RAILWAYS HAVE A RESERVED 'PRIVATE' ROUTE AND ARE NOT SUBJECT TO TRAFFIC JAMS AS ARE BUSES.
208.	CYCLE LANES ON ROADS (DEDICATED). MORE SERVICES TO CONNECT TO SMALL RURAL/COASTAL AREAS.
209.	THEY ARE DYING, SO THIS WILL BE THE FINAL NAIL IN THEIR COFFIN. I APPRECIATE FUNDING IS DIFFICULT, BUT HOW ABOUT ADVERTISING TIMES BETTER (NO PRINTED TIMETABLES AVAILABLE). AN APP FOR BUS TIMES. RELIABILITY ALSO AN ISSUE
210.	CONSISTENT TIMES OF TRAVEL FOR TRAINS AND BUSES. CLEAN AND EASY ACCESSIBLE STATIONS AND BUS STOPS.
211.	YOU SHOULDN'T CHARGE PARKING FEES FOR PEOPLE CATCHING THE TRAIN (LLANTWIT MAJOR). THEY WILL GO BACK TO USING THEIR CARS.
212.	Pedestrianise for part of the day, provide more facilities for disabled.
213.	Free parking for all
214.	If you place parking charging in penarth you will effectively close the town down - no food for customers.
215.	Boverton Road] Llantwit Major should be no parking Le Pouliguen way
216.	Improve bus services to reduce no of cars parking charges stop visitors
217.	More Train services
218.	Not sure how - But not to pedestrianise penarth
219.	More frequent , bus and train services more cycle stands to lock up bikes
220.	More secure bicycle parking e.g outside Library More 1- way
221.	Increase the community charge to fund low-cost transport, cycle ways and pedestrian areas.
222.	Better / any cycling routes / lanes
223.	Need to fill in all the pot holes in town



224.	More bike paths.
225.	Cycle lanes
226.	Clear & dedicated parking areas - not charging as this will lead to people parking in local residential streets. Better support for cycle routes between villages/towns
227.	It's fine as it is
228.	We need more public transport especially from Rhose, you are allowing more houses to be built but no infrastructure in place. One bus an hour when it can be bothered to turn up and one train an hour is not helping people who want to leave their cars at home.
229.	Concentrate on repairing the roads instead of wasting public money on this rubbish
230.	Consider implementing a bike rental scheme like introduced in Cardiff and strategically place the cycles in areas of the Vale that residents may visit eg town centres, Barry island, Monk Nash eg. Get Cardiff bus to consider later services to Barry from Cardiff eg last buses to Cardiff from Barry is before 8pm!
231.	Introducing parking charges at Llantwit Major station is not the answer to improving public transport. Many commuters use the station on a daily basis to park and ride into Cardiff or the Valleys for work. Introducing parking charges at any of the Vale line station car parks will force more cars on to already overcrowded roads at peak times. You should be looking at improving bus/ rail connections and also applying pressure to get more trains running round the Vale sooner than the proposed schedule by the new rail operator. Any attempt to introduce these parking charges or raise money through already increasing Council Taxes will be viewed by the tax payer as a threat to their liberties and financial well being. It will also be remembered at the next local elections. I would recommend that you do not accept Capita's report and end their contract with the Council, with immediate effect. They are not interested in the local tax payer, they are only interested in their shareholders and improving their already heavily criticised business strategy.
232.	Parking must remain free, and absolutely no 20 MPH speed limits in Penarth or the vale including Sully we have voted against them.
233.	Add cycle routes to Barry town centre. Make it an attractive place to cycle through by providing areas to lock bikes etc
234.	Better subcontracting. Quality of bus service is poor with inappropriate sized vehicles used in small towns with small volumes. Out of council control on trains however frequent cancellations result in people not using as often as would do if short notice cancellations not present. Walking may be improved by enforcing residents to cut hedges back off the pavement so walkers can use existing pavements better and prevent parking on pavements. Consider on main routes putting no parking restrictions on one side of a road eg Stallcourt avenue where emergency vehicles cannot get through due to parking on both sides of road (and side streets)
235.	Improve town centre facilities and retail options and that will attract visitors
236.	I walk a lot and use the train service



237.	Better busservices. Cycle paths. More frequent trains.
238.	More bicycle lanes and bike racks at car parks... stations etc (sheltered)
239.	Bring down the cost of bus travel and increase number of services
240.	Improve frequency and times of late services. Maybe set up walking buses to schools.
241.	No suggestions
242.	The bus service has been reduced. Take upwards of 2 hours on the bus to Cardiff circumnavigating almost every street in Barry. No public transport to Culverhouse Cross
243.	Fix pot holes , empty bins more regularly - over spilling bins blocking pavements . Cleaner roads/pavements , remove weeds etc. I walk to work often and it is not a pleasant experience . Streets are filthy in bar.
244.	Provide better and cheaper bus services to cut down on car use. Get rid of Alley Gates so people can take "short cuts" rather than having to take the long way round. An elderly friend used to walk from her home in Evelyn Street to Rondel House in Maes y Cwm street by going through the lanes. When the alleygates were installed she could not manage the much longer walk via Court Road and had to take a taxi. This affected her mobility as a short walk was o.k. but a long one not possible. Also she had to pay out for a taxi both ways, an added expense to someone on a pension.
245.	Cycle paths Park & ride More reliable public transport
246.	Barry town centre and Penarth town centre parking restrictions may benefit residents in the area but will badly affect businesses.
247.	free parking essential in Barry in particular or will not be competitive and will not survive
248.	There must be no 20 MPH speed limits in the vale (20 limits are very unpopular) and free parking otherwise trade will be hit and my shop in Penarth will have to close !
249.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
250.	To even think about charging for parking is crazy also no more 20MPH limits in Penarth and the vale otherwise shops will close and jobs will go
251.	This needs a re think, there must be free parking and no stupid 20MPH limits in Penarth and the vale including Sully
252.	If you impose any parking charges or a unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully it will be the end of my business
253.	Not needed. It's very good already.
254.	Better connections with train services Better connections between towns/villages



	More frequent services
255.	Your talking about CAR PARKING CHARGES not public transport, again getting people visiting the area to pay for local public transport
256.	Enforce parking restrictions including stopping disabled badge holders parking on double yellow lines. Introduce hopper buses that circle the centres - maybe using electric power.
257.	Car park in Penarth with electric hopper bus to then take people to town, pier, clifftop and Cosmeston. Also include the barrage in this.
258.	use the money you have more efficiently . the proposal you have will put more burden on the high street . with shops struggling just to cover costs . the drop in customers choosing to go further to out of town centers or shop on line will be huge. local residences will have to pay additional charges just to live in there own houses due to permits. i will vote for anyone who supports local residence and business and this dose not
259.	Where I live – Paget Terrace, Penarth – many people from outside the town park (free) in order to visit the Barrage Park, and avoid charges. Very often this means residents are denied a parking space. We should have resident parking permits here
260.	There are enough cycle lanes in the area a lot of money was spent on them and it's very they are used . DO NOT CHARGE FOR TOWN CENTRE PARKING
261.	There is adequate public transport provision. HOWEVER more free car parking spaces are needed for Penarth main train station.
262.	No charges or reduced charge for electric mopeds, electric cars or eBike to encourage uptake. Properly designed cycle paths not just paint on roads that increases risk.
263.	Penarth Town should have a purpose built car park. The unkempt state of the pavements makes walking unpleasurable. So many opportunities are ignored when sites for car parking become available, for instance Windsor Road on the site of Monty Smiths Garage. How many times have I heard people say that they have been unable to park their cars in the town centre and have had to go round in circles looking for a parking slot. Tighten up on non disabled people parking in disabled slots - fine heavily.
264.	Cycle lanes in towns. Better bus services, one an hour is not good especially when they do not turn up
265.	No 20 MPH speed limits
266.	Do not charge in town centres. The local business' are struggling enough now for footfall. Look at Cwmbran. It's doing reasonably well - FREE PARKING. Don't give people a further excuse to shop on-line.
267.	For a start Penarth does not even have a town centre car park. the charges you are proposing ARE TOO MUCH - £8.00 FOR A FULL DAY IS RIDICULOUS. oTHER TOWNS I HAVE BEEN TO CHARGE £6. A DAY BUT NOT FOR ON STREET



	PARKING. We need to encourage people to come to town centres. I do not believe that the Council would re-invest any money made in Penarth - most likely to be spent in Barry.
268.	the aims of the survey as stated - i don't believe them, its all just about making money
269.	Village bus service will be required if parking charges introduced
270.	A cycle lane to the town centre from all areas of Barry
271.	There needs to be permit parking for residents. There needs to be an improvement on current train links from Cardiff to Barry Island. The train often terminates at Barry in rush hour, resulting in a long walk home. And rush hour trains only have two carriage. With more & more young people moving to Barry Island, commuter links need to improve. Also driving in rush hour is horrendous, there doesn't seem to have been much thought in improving the roads to Culverhouse Cross when building all these new houses, when most people need to get to Culver to use the link road/ M4. Surely a bypass is now needed along Port Road to reduce this? As well as the traffic light system at Culverhouse Cross needing much improvement, as they are very rarely in sync causing long queues.
272.	Better cycling lanes.
273.	Better bus links, T9 regularly empty - reduce the frequency of this to facilitate better st. Athan, Cowbridge Cardiff services please. Reinststate st Athan railway stop please? Park and rides?
274.	Re-introduce two way traffic in Holton Road.
275.	Free
276.	More services, more times, from earlier to later. And ensure that you publicise these. More services, more times, from earlier to later. And ensure that you publicise these.
277.	Keep on top of road maintenance to remove potholes. More dual use pavements.
278.	Encourage shoppers, having parking fees will stop people from shopping in Barry dock all together. The loss of New Look, Sports Direct and Dorothy Perkins is a great loss to the community
279.	Have bike hire drinking Water fountains
280.	Cyclists to actually use the minimal cycle paths that have been created to keep them off the road
281.	I don't believe that introducing charging for on street parking and car parks that are currently free will improve anything. The amount of money raised will be small in the overall scheme of things and all VOG Council will achieve is antagonising residents. Personally I think the Council should be looking at the complete opposite strategy and taking away yellow lines wherever possible. Parked cars slow down traffic flow and act as a traffic calming measure which is completely free. A case in point is the lay-by outside Llangan School. I think the Council got that completely wrong. Instead of



	<p>providing a lay-by parents should be encouraged to park on the road where cars obstruct the flow of traffic and slow vehicle speeds. A classic case of this outside the Vale is the old Brynmenyn School near Bridgend. During school hours it was impossible to drive past the school at more than 10-15 mph due to cars being parked on the road. And the 'traffic calming' was only in place during school hours - perfect! This is actually a strategy that has been employed in many residential areas by Bath City Council. Some streets were being used as 'rat runs' so the Council simply took away all the yellow lines and allowed residents to park where they like - free traffic calming.</p>
282.	<p>Make the use of cycle paths mandonatory. Or stop putting them in. Or drive up and down melineum road and see how the paths aren't used. Waste of money.</p>
283.	<p>Sounds sensible. But I would suggest visitor charges not for locals.</p>
284.	<p>Improve bus and train services Train services would be quicker if they stopped less after Barry as the Barry trains already stop at every station on the way to Cardiff and Aberdare so why do Bridgend to Aberdare</p>
285.	<p>Build a multi storey car park on Windsor Road where the derelict buildings are</p>
286.	<p>Any parking charges or 20MPH limits in Penarth and the vale will kill off my business. Both must not be allowed to happen</p>
287.	<p>Barry town is too hilly to attract many cyclists. Town centres need to attract potential shoppers, and parking charges are unlikely to help. For example, in Penarth, the station allows an hour of free parking. This is not enough time to browse shops and take in a food break in one of the cafes.</p>
288.	<p>Unfortunately we are stuck with roads that are too narrow. This leads to difficult driving especially when cars are traveling in either direction.</p>
289.	<p>Create more bike spaces.</p>
290.	<p>Barry town center parking and public transport works very well at the moment, to start charging i believe would put people off going into the town center which as you are fully aware has been in decline over the years with business leaving the area. if parking charges come into force it will drive people away to the likes of Cardiff Bay where they can park for free and have access to some of the same stores (i.e iceland, home bargins)</p>
291.	<p>No 20MPH limits in Penarth and the vale and no parking charges both will kill off towns</p>
292.	<p>In Penarth it is dangerous to walk because of the appalling state of the footpaths and even some of the roads. Cyclists regularly ride on the pavements in the town centre. Some of the pavements are quite narrow and I have had at east two near misses with a cyclist as I have been coming out of a shop. Where a cycle path has been provided cyclists should be made to use them by law. Penarth has no off street parking at all. There are only a few places where you can park for 2 hours. The buses need to run more often and to more places. All street parking in Penarth should be for 2 hours. This should be monitored at all times. Some people move their vehicles when they see a warden and then return to the same area after the warden has left. If you were</p>



	to charge for all on street parking then once again Penarth would be at a disadvantage from Barry and Cowbridge who do have free off street parking. Therefore the parking charges would not be consistent throughout the Vale.
293.	Use of ad hoc bike hire opportunities such as the Next bike in Cardiff Parking charges in car parks if staying over 2 hours (not applicable to disabled badge holders)
294.	I regularly visit family in Penarth it's fantastic not to have to pay to park or be subject to stupid 20MPH limits, please don't spoil it
295.	Adopt 20mph max speed throughout all areas currently classed as 30mph zones.
296.	Town centres should remain free parking or a greater problem will be made in the side streets. Cycle paths please consult with cycling organisations as the present paths are not used by them.
297.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
298.	Pedestrianisation of Holton Road would greatly improve residents and visitors shopping experience and much less pollution from vehicles.
299.	Better train services
300.	No parking charges, no 20 MPH speed limits otherwise you will kill off all the vale town centres ! It's as simple and brutal as that, you must reject this misconceived plan.
301.	Provide a cycle scheme similar to next bike in Cardiff.
302.	The idea is crazy even for the VOG council ! We do not want any parking charges or unpopular 20 MPH speed limits, please listen to us for a change !
303.	make more free parking to encourage people into dying town centre not drive them away with ridiculous charges
304.	I am more concerned with the impact on local people and prospective visitors to our town people who work in the area will be mostly affected if they are unable because of times they work or availability to public transport and many are on low wages the cost of parking for many will be a cost they are unable to pay . the higher cost of petrol has already eaten into their income, I do not think enough consideration is given to the impact on the low paid
305.	Stop wasting money on ineffective cycle paths. Ask cyclists what they need.
306.	Adding parking charges will shut down shops in town .. maintenance of parking spaces has never really been a issue that i have seen... if their is then this should be covered by my over priced council tax or road tax.
307.	The train service that runs from Rhoose to Barry Docks only runs every hour. This should run more frequently. There are no public buses that run on the Rhoose Point housing estate. Why not?



308.	Cycle paths
309.	With the closure of 2 main retailers in the town centre I cannot see how introducing car parking fees will improve the town centre. How can you control how Cardiff City run the bus services when they are not involved with The Vale of Glamorgan Council or are they?
310.	Cycle lanes
311.	With all the shops that are closing in the town centre, your going to give residents another reason not to bother shopping in Barry.
312.	Free parking
313.	More frequent trains
314.	Joined up cycle paths. At the moment many simply run out leaving cyclists on busy dangerous roads.
315.	The bus service is poor, except for the ghost bus to the airport, which is usually empty. Port Road is so poor that it puts me off travelling at busy times and it's easier to go elsewhere. Improve access to Barry; the road is awful. Improve the bus service
316.	Mwy o lonydd seiclo
317.	The best way to improve public transport and active travel opportunities (including disability vehicle access) is to physically discriminate against cars, in favour of the other options. In my view, parking charges will not adequately do this. I would like to see many more pedestrian/disabled vehicle/cycle/public transport only areas in town centres - so that for example - Windsor Road in Penarth is closed completely to vehicles other than those listed above from Arcot Street to the roundabout at the bottom of Albert Road, and Stanwell Road from that same place to the junction with Plymouth Road.
318.	More regular busses from Cardiff bay - Penarth would reduce need to take car
319.	Better cycle paths, better places to secure bikes. Clear parking spaces
320.	Have staff patrolling and warning/fining people for dog fouling and dogs off leads.
321.	To be honest Barry town centre needs investing in before you start making it's residents and visitors foot the bill for any improvements. Lower rates and clean up the town then look at making money to maintain it.
322.	This misconceived plan is going to kill off the local economy, there must be free parking and absolutely no 20 MPH speed limits anywhere in the Vale of Glamorgan.
323.	You never send good news do you? Instead of expanding pavements' width you could park cars, which is how it was before; every corner has lost 2 parking spaces!!! You reduced the number of parking spaces and now you want to charge for them. I am a resident who pays my council tax but seem to be getting less and less from the county. Now, you want us to pay to park as a permit holder. Why don't you ban cars altogether while you are at it? Penarth has a large elderly population who cannot use



	bicycles or walk far and need cars, you just cannot penalise OAPs.
324.	More frequent train stops at Llantwit Major. Possible opening of train platform at St. Athan crossroads(I believe this was a train station in the past). Possible shuttle bus to/from Llantwit beach to town for coastal walk. Similar required for St Athan and Gileston beach
325.	The introduction of on street parking in Cowbridge would i assume mean parking meters which would make the high street very unsightly and the income it would regenerate could not possibly justify the capital expenditure involved.Free parking is very much an asset to the town and would be very detrimental to the business in the town and the only effect would be to drive away people and go to Pontycun LLanistrant or Talbot green all of which provide free parking.Capita has in the past not performed well in the public sector i hope that you are not paying substantial consultancy fees
326.	Leave the parking arrangements as they currently are
327.	Improve the condition of the road surfaces
328.	Greater awareness of bus routes.
329.	Improve the frequency and reliability of local villages bus. The service st the moment is not frequent enough or very reliable.
330.	No 20MPH limits and no parking charges is as simple as that!
331.	Not really but Pembrokeshire have a free bus service on a Saturday which could be beneficial
332.	More parking spaces
333.	Stop wasting money on cycle paths that Don't get used by cyclists
334.	None, it's not necessary to charge for parking. As I commute to work by train, which is not the best service. If I then have to pay to park I will then drive to work instead, so I will be using my car more.
335.	More bike racks for securing cycles. Improved bike to work schemes for businesses Ebike charging points
336.	Creat designated cycle paths for keys routes, for instance - to large schools from key housing populations
337.	We should be improving the linkages into the town centres not just within. Roads around the Vale not very conducive to commuter cycling
338.	Barry is a town of hills & inclines, although fit & healthy people can walk these, it is very difficult for the elderly & disabled to do so.
339.	A local bus (mini) service to places like Porthkerry, amielia trust farm etc. I do currently have a car and would love to take kids to these places but there is only a taxi option which is too expensive. Have subsided/free local hop service say from



	Asda to kings square etc
340.	Make cycling and walking a safer and more attractive option for adults and children through properly segregated cycle lanes, traffic calming measures (e.g. 20mph zones) and greater pedestrianisation of town centre areas.
341.	This is a stupid idea even for the Vale of Glamorgan council ! It's very unpopular and a sure vote loser for VOG. There must be absolutely no parking charges anywhere and no 20 MPH speed limits in Penarth or the vale.
342.	Reduce fares on public transport
343.	Safer areas for cyclists and somewhere to put bikes.
344.	I think the footfall has fallen in High Street and Holton Road, bringing in charges will only keep those who do travel to high street etc will deter them more.
345.	More bus and cycle lanes and places for people to safely lock their bikes in town. Barry town centre is dying, forget parking you need to help subsidise business rates/rent to keep people coming to the town. All introducing car park charges will do is drive people to cardiff further limiting footfall and will result in more stores closing long term.
346.	More frequent services throughout the Vale. Links between other towns villages in the Vale e.g Cowbridge to Penarth
347.	Public transport is a terrible in the vale unless you have a car you cant get anywhere without it taking hours you need to use car Stop making the road smaller at junction don't put the cycle lane on the pavement , professional cyclists don't use it put it on the road
348.	More and cheaper public transport. More bicycle locking points.
349.	This needs a re think before it's too late. Any parking charges or 20MPH limits in Penarth and the vale including Sully will totally kill local trade .
350.	smaller buses to just do a loop of the local shopping areas instead of just the supermarkets
351.	Ensure cyclists use paths where available
352.	More buses to the outskirts of the town ie. Highlight Park
353.	Barry town is fine
354.	Leave it as it is
355.	More quality shopping experience needed. All good shops are leaving/have left.
356.	Improve access for bicycles if you wish people to ride them safely. Reduce cost of bus fares to encourage people to travel more frequently on them.
357.	Build more parking areas



358.	Having cycle paths fitted and a reward scheme for local residents who walk or cycle and by subsidising public transport so that its cheaper than driving!
359.	Barry town centre needs help immediately. Adding parking charges on Holton Road and around Barry Town Centre will be the final nail in the coffin. It's a ridiculous idea. Introducing parking charges on High St will also discourage shoppers to shop local and would just push people to use the supermarkets and shops on the outskirts that provide their own free parking. This is not a good idea.
360.	Barry town more local transport
361.	N/a Need to focus attention on coastal areas and Barry to rchoose/ Barry via five mile lane and Barry and Dinas urgently.
362.	All the parking atm works so don't know what you are trying to fix ?? Money won't be reinvested the vale will use it for more unless stuff we don't need and let more of our lovely town and costal areas get run down
363.	There is always parking available in town haven't come across a time in 11 years were if I needed to park down town or high street I have been unable to do so
364.	Pedestrianise the whole town to make it safer....
365.	Remove rarely used bus lanes during peak times.
366.	I believe encouragement may help
367.	Better cycling opportunities.
368.	More regular trains and more carriages. Cheaper public transport. Cycling - needs to be regulated. Cyclists changing between pavements and roads is dangerous.
369.	Bring back the Bustler
370.	Secure bike park to lock bikes
371.	More crossings. Wider roads that are easier to drive down with better parking so driver don't get so frustrated and take risks.
372.	Need free parking for 2 hours to ensure businesses make a profit
373.	There can not be any parking charges or 20MPH limits anywhere in Penarth and the vale it's going to cause congestion
374.	I often accompany my ageing mother - she does not have a blue badge and although mobile with a stick can only cover short distances due to ageing and other health problems. She relies on public transport if I am not available to take her anywhere and I work full time and long hours. Firstly the buses - she is finding it increasingly difficult to even get on and off the local buses - particularly if drivers do not lower the floor - at 85 she will not ask - having accompanied her on buses I have seen this first hand and it is only a matter of time before she falls while getting on or off the bus - thankfully there are still some kind and helpful members of the public who she tells me have assisted her. If it was not for the local buses she would not get out and



about and this means that some days she may not see anybody during the day. She only goes a couple of stops to Penarth town centre - but that is important and reduces her isolation. She has stopped going to the audiology clinic in Barry as there is no stop she tells me in close proximity to the clinic for a bus back to Penarth and she is unable to walk uphill. In addition the cuts to bus services have meant that she does not visit people as she once did. Despite being eligible for free rail travel as my late father was a BR employee she no longer uses the train - simply because she cannot step on or off the train - the gap is too high. The pavements in Penarth town centre are akin to a death trap for older people/ people with mobility and sight problems - they are not level and very dangerous. I would suggest that people who write this strategy spend a couple of hours navigating the journey to the local shops with older individuals from their homes - both on public transport and in a car to get a sense of how it is, how long it can take and the obstacles along the way in the shape of broken and uneven paving - an hours free parking for me to take mum to do her shopping/banking in Penarth town centre is nowhere near enough. The [redacted] service is poor with booked trips frequently cancelled. The cost of taxis to hospital appointments (invariably at UHW as nobody thinks to look at addresses and make appointments at local clinics) is prohibitive for people on limited income. Cycling routes need to be safe, appropriately sized and used by cyclists (who often use the roads despite the tracks) There is no infrastructure. I will be relocating to Cardiff with my job in September - as a cyclist I would like to cycle to work on some days. However the main road through Dinas Powys where I live is too much of a risk through Eastbrook and so I shall join the already stuffed to the seams trains (provided I can actually get on)

- 375. Make people more aware AT STOPS, in press, of how to access time tables, all route stops, asterisking night/ Sunday services. I have no idea what my nearest bus to home is, where it goes, where it stops and times, hence I don't use it! I just see it pass by, drivers don't have time to help, also how can I pay? Are some restricted to cash? I have had to get a bus whilst at my mother in laws, they wanted exact change! I have heard new look and Dorothy Perkins are going down Hilton road. Soon there will be no incentive to visit the centre of Barry, I live near there but work in the high street, the business here are small and delicate. It's only the community that keeps it going. And we have a fantastic community! I really fear these charges, because others have told me they were enforced by them and within a year, the streets with the charges were dead ! Business couldn't support the change. And had to close! There is a heart in Barry, and it can improvise, surely there must be another way? If business don't survive, people will have no reason to visit the town or high street. Please don't let this go ahead.
- 376. Keep parking free - lots of elderly people like to drive to Holton road or high street and walk up and down visiting the shops - this might be the most exercise they get if they don't live within walking distance of the shops
- 377. More reliable bus services and regular buses.
- 378. Make roads wider so cars can actually pass a bus stopped
- 379. Rent a Bike stands.
- 380. Make bus transport cheaper, introduce zones like TFL to make travel easier. Plenty of secure places to leave bikes. Places for people to rest/eat/drink/take photos - could



	include incentives for businesses
381.	I agree with introducing parking charges for town centres but disagree with the proposed charges. I think it should be free for 1hr, then £1 for two hours and so on. ..
382.	Better rural public transport. Secure places to leave bikes in town centres.
383.	If u apply parking charges to our local towns you are just going to drive business towards the supaermarkets & we'll end up with boardrd shops & ghost towns totally disgusting
384.	No parking fees as this drives footfall away and to out of town retail parks
385.	By not introducing charges it will encourage people to use our shops, charges would kill them
386.	Cycle path all the way along port road to Culverhouse Cross. It's only in patches. Cycle path from waycock cross to Rhoose.
387.	20 MPH speed limits and parking charges are both very unpopular with the public and must not be Imposed on them,a sure vote loser for the council !
388.	More carriages on trains
389.	Create a parking area for the high street so visitors can enjoy the wonderful independent shops trying their best to survive there. Look to Narberth for inspiration
390.	More buses More cycle paths
391.	Improve public transport systems.regular service.
392.	Better access and safer routes for people to feel more confident that they won't be in danger by cycling on the roads
393.	This is madness ! There can not be any parking charges or any unpopular 20MPH speed limits anywhere in the Vale of Glamorgan. Business \ shops will suffer a fall off in trade.
394.	you have spent so much money making a mess on cycling paths that no 1 ever rides on along with making traffic getting grid loged due to traffic lights ??? why get out of office you are runing this town down parking charges we pay are way the tax payer do you
395.	Introduce cycle lanes
396.	No parking charges,no 20 MPH speed limits, as these will kill off more trade, the local economy is struggling as it is. Do you want to see more local shops empty ?
397.	Better more consitant cycle lanes
398.	Have a few more decent shops and a town centre worth visiting then charge,shops rates are high enough as it is use the income from that to keep it maintained,



399.	Bus charges - I live and work in barry and i was flabbergasted by how expensive bus costs were, in the summer months I can walk approx 40 Mins but I would never look to use bus again - I would prefer to drive in the winter months. I'm all for supporting local shops and do so as it's free to park but i won't be doing so if I need to pay, will probably just end up going to retail parks where it's free and as such local business will suffer Cycle routes / paths / shelters to store bikes could be implemented
400.	Barry town centre is already great for parking. Plenty of spaces, its free which encourages people to use the town.
401.	Bus services have been cut to Highlight Park and other areas. You can't get there and back!
402.	Include designated cycle lanes
403.	Public transport around town centres are ok at the moment with regards to cycling I wouldn't know
404.	Have bike parking spaces
405.	Better bus services would help.
406.	Same for all 3 boxes. Stop the VOG highways dept from designing and installing the terrible wide pavements classed as permissive cycling paths. We need proper high quality separately designated cycle lanes. The recent permissive paths at cosmeston are dangerous for cyclists
407.	Public transport to parts of Barry are non existent (ie no buses in the afternoon or weekends around Highlight Park and Severn Avenue)
408.	Do not charge for parking! Do not kill off your towns and villages! Do not turn Barry, Penarth, Cowbridge and Llantwit into ghost towns. Do not drive all shoppers to out of town supermarkets.
409.	Public transport, and active travel readily available in town centre areas.
410.	Improve the shops - I only use the bank , it's dyer !
411.	I believe that current public transport and travel is appropriate to Barry town Centre. Public transport is accessible to those who don't drive and parking is currently sufficient to those who have use of a vehicle. The train station is also within perfect distance for visitors coming from outside of Barry.
412.	Keep parking free, it's one of the main reasons local shops and high streets are still used.
413.	Cycle paths on roads not on pavements.
414.	Increased financial investment for additional train / bus services.
415.	Maintain free parking local to bus and train stations to encourage "Park and Ride". Charging at these locations appears to be against the aims of the Active Transport aims. By increasing the cost of a journey through car park charges individuals may be



	encouraged to use the car for their journey instead of taking the bus or train owing to financial incentive to drive.
416.	There are plenty of new cycle paths that are not used by cyclists - Wenvoe Road for example and Millennium Way, Harbour Road and Port Road. Barry Town Centre is falling apart - any charges for parking will mean a complete demise of the centre. The two hour parking is fine throughout the shopping centres.
417.	For [REDACTED] what are you lot thinking, the is going to be a total disaster ! All parking must be free, also no 20 MPH speed limits in Penarth or the vale including Sully we voted against them remember.
418.	Keep looking after our shops in the town before charging us to park here as at moment nothing to draw us to Holton road Council should drop the rates to bring more shops to area!!
419.	They are pretty good in town centres, but not outside the centres, where you should focus your attention
420.	Timed parking min2hrs..
421.	Encourage smaller businesses to locate by offering incentives and don't discourage visitors and customers by making parking charges that are already turning people away in other areas. Jeep 2 gpus free parking. Charge for more than 2. 1 hour IS NOT ENOUGH TIME and will deter visitors. It works now, but there is no enforcement when limits are exceeded.
422.	This needs a re think before it's too late,the whole plan is misconceived, all parking must remain free in all areas and there must be no unpopular 20MPH limits in Penarth and the vale including Sully and Penarth , this is a vote loser for the council
423.	Cycle lanes
424.	Trains with increased capacity and better quality of service; improved and cheap bus service; park and ride + free shuttle bus
425.	Bring in 1/2 hrly trains (Bridgend-Cardiff) restore the x91 bus timetable
426.	More Regular buses from dinas powys with easy access for a pram. At the moment there are few buses and if one arrives that already has a pram I would have to wait 30 mins for the next. The cost of buses is also such that if you have a car you may as well use it. Due to the cost of the bus it is only worth using if you are intending on spending a long time somewhere.
427.	No parking charges .No 20MPH speed limits anywhere
428.	Introduction of 2 hour parking restrictions for non residents and bicycle hire with proper cycle stands and safe routes.
429.	There can not be any parking charges or very unpopular 20MPH limits in Penarth and the vale
430.	Bus fares are more expense than running a car!



431.	Remove the pedestrianized areas from Barry Town Centre/ Holton Road & increase number of parking spaces. Holton road needs to be more accessible for cars.
432.	Do everything possible to fill or tidy up the increasing number of empty shops along Holton Road. The closure of Dorothy Perkins, Sports Direct, New Look and others indicate the fragility of the economy of the Town Centre. Everything possible must be done to improve access. Introducing charges would be another nail in the coffin.
433.	Lockable cycle racking? Free local car parking
434.	This needs a re think before it's too late,we do not want any parking charges or 20MPH limits, if they are introduced we will never vote for you again!
435.	More bicycle lanes and secure points Take public transport into public hands Go ahead with integrated transport service for south wales Increase service on Vale rail line
436.	This is madness, no to any parking charges anywhere, or to any 20 MPH speed limits in the Vale, we don't need or want any, they are just political and absolutely nothing to do with road safety.
437.	Charging for first two hours will create a dead town area by affecting retail outlets. Remember the 90s.
438.	Parking must be kept free otherwise all the shops will close, likewise a big no to any very unpopular 20mph speed limits !
439.	Run bus services to later into the evening. Add more carriages to trains from Cardiff to Barry.
440.	Retail is at an all time low. Adding parking charges will kill it even more .
441.	This is ridiculous, there Must be No parking charges or any very unpopular 29MPH limits in Penarth and the vale including Sully they cause congestion and make pollution significantly higher.
442.	By not charging for park and ride, especially at Llantwit Major
443.	withdraw the [REDACTED],if this bus is so important then let a private company take it on and take all the profits without a grant from the tax payers. supply locals with a proper bus service.
444.	Cycle tracks don't get used tried pedestrianisation in Holton Road which didn't work.
445.	Have suitable areas for bike users, cycle path routes, something to engage more cyclists
446.	This is going to be a total disaster for the council, there must be no parking charges or any other unpopular moves like 20 MPH speed limits in the Vale.
447.	Later train and bus times and more busses and bus route , arriva trains are unreliable and are expensive considering I iether can't get a seat or get on the train sometimes ..this is not encouraging at all .



448.	Shopping is terrible. No local or decent shops
449.	I live in Newlands Street, and the parking is terrible. As a resident I feel that Holton Road should bays should be only for disabled parking or loading bays. I also feel that the surrounding streets of Holton road should be for residents only. The fee parking by library and the multi storey should be adequate.
450.	More free park and walk parking spaces 2 hours
451.	parking charges for central area, 1 hour free to encourage high turnover and allow area residents to access for short periods but encourage alternate transport for social/shopping trips
452.	cyclists to keep to highway code.
453.	Make town centres more wheelchair friendly by maintaing pavements and dropping kerbs
454.	Cut councillor perks. And jolly boys outings
455.	Public transport - increase the frequency of services and to and where services come and go to. Need to make it an easy alternative. Low pricing.
456.	Barry really doesn't have a town centre that is worth attracting visitors to.
457.	This is madness charges will put off visitors as will any 20MPH limits in the vale of Glamorgan, the shops will close down!
458.	Parking vcharges will not achieve any of your goals. It will put people off using local shipping areas and drive more people to out of town complexes with free parking.
459.	Free parking
460.	We can not have any parking charges or any 20 MPH speed limits in the Vale
461.	If you start charging for parking in the high street area of barry people will not be able to take advantage of the two hour slot, the shops and cafes will lose out and the lovely shopping area will soon end up like Holton road which is very lacking in shops two more of which are to close in the next few weeks, the council spent thousands of £ quite recently on the parking areas around broad and high street ,, what was the point just to justify a new charge come on vale council have a heart.
462.	Living in the rural vale, there is no adequate public transport to any town - I could not get to work using any public transport - the nearest bus stop to my home is a mile away and the buses are very infrequent if running at all. Any improvement would be good here. A cycle path built on the old railway line from Ystradowen to Cowbridge and beyond would be excellent! Also a continuous pavement from Maendy to Aberthin would be favourable and much safer for the school children walking to school.
463.	Safe cycling paths
464.	Let bigger named shops into the town centre, reduce shop rent and taxes



465.	Definitely NOT by charging for parking it will stop anyone from using the local shops so more will close and I know if you charge to park on the sea front in Barry Island I will loose my job as parents will not pay for parking as well as pay to take their child to play in a play center . A stupid idea if you wish to keep shops and businesses open in barry Oe penarth and cowbridge
466.	A misconceived plan or what ! All parking must remain free and no more 20 MPH speed limits anywhere in the Vale, it's going to kill off business
467.	Charging people to park will deter them from visiting and encourage them to travel to stores with free parking
468.	To have access to car parks. Penarth town centre has a problem with parking as there are no car parks, we keep building more houses and offices but you don't provide the parking, this has gone on for many years and has now become a big problem. Businesses are closing due to visitors not being able to park so they go elsewhere instead. If you charge to park this will become worst and people won't even try to come to Penarth town to shop or visit the beach and cliffs and will try to park in areas that do not carry a charge, ie. outside residence homes.
469.	We will not be visiting the vale anymore if you start charging for parking or have any 20MPH limits .
470.	Yes
471.	Reliable and convenient bus services with a good variety of routes, clearly timetabled and stuck to would be a great start.
472.	Provide free car parks with good pedestrian access to increase the use of local shops and minimise the use of out of town supermarkets
473.	Encourage more visitors by not charging to park
474.	Parking charges or unpopular 20MPH speed limits will put off visitors
475.	More reliable bus service with longer operating hours and more stops. Better service to seafront and Cardiff bay
476.	Public transport in town centres - advertise special offer day tickets. Provide information about bus services and timetables to local residents
477.	Stop wasting money on delineating cycle paths on pavements and roads. You don't keep them maintained after putting them in so why bother doing it. If you want to make a difference fix the potholes, fix the badly designed and often sunk drains in the roads so cyclists can use them safely. If you want to kill the town centre put in car parking. Funny how Barry has free multi storey, don't see you requiring paid parking there. As usual screw penarth over.
478.	No 20MPH limits in Penarth and the vale including Sully they cause congestion
479.	No cars are vital for business,no cars no shoppers
480.	Maybe the council should look at its own staff and see the impact that they are having



	on the parking problems in the town centre. The car park in Kendrick Road, the leisure centre front and back, Dock View Road are all gridlocked due to the amount of staff cars being parked all day.
481.	Improve the frequency of trains, and the buses at rail stations should be timed to coincide as best as possible with train times. At Llantwit the buses takes the arrival of a train as the time for them to depart before people have gotten off the train
482.	No generally those that use public transport do by necessity not by choice.
483.	There will be no town centre in Barry if charges are introduced. Have you not noticed that most of the main shops are closing down. There is very little for visitors to come to Barry town for anyway so why put them off by charging for parking? Also, why should residents have to pay to park in their own streets? Please don't be so ridiculous. We already pay more than enough tax, road tax and council tax.
484.	Everywhere - proper, long-distance cycling routes that aren't just white lines on the main carriageway. They need to be separate & protected from the road. The road from Llanblethian down Llantwit Major Road is a death-trap for cyclists & walkers & going to get worse with the new road. The alternative route through the bottom village is unmanageable unless you're young & very fit
485.	Absolutely no need for anymore 20MPH limits
486.	We do not need or want any 20MPH limits in Penarth
487.	No cars are vital for business
488.	Absolutely no need for anymore cycle routes or 20MPH limits
489.	Remove All 29MPH limits in Penarth and the vale, we are complaining here in Llandough to get our 20MPH speed limit scrapped as it's caused many problems and many accidents and increased pollution
490.	all parking spaces along the high street to have a time limit.
491.	20 MPH speed limits are very unpopular with the locals, so don't even think about imposing any or you will pay the price at the next council elections !
492.	Free street parking should be allowed to encourage easy access and through put of visitors to our high streets and town centres. Charges will have a detrimental effect on these. Everyone has a different view on consistent - I would say appropriate parking charges should be applied.
493.	Pedestrian only
494.	Clear marking of bays Good road/car park surfaces - no potholes
495.	Pedestrianise all town centres in the Vale of Glamorgan, and radically ramp up parking charges: this will ensure a consistently low level of vehicle-dependent pollution, which ensuring that pedestrians are safe. This will also encourage cycling, and train and bus use.



496.	Through education at an early age. Older citizens may never change outdated ideas but can be encouraged to think again through social media or libraries.
497.	We need more public transport, additional disabled bay and family parking bays, Improvements to drop pavements for disabled people and pushchairs.
498.	More buses More smaller in town buses running regular
499.	Reintroduce the cancelled rural bus services and build a safe walking route from villages to Cowbridge centre
500.	Towns have not been built with cycling in mind and it is very difficult to create safe cycle ways without making roads narrow/one-way which can adversely affect safety. Need a cohesive public transport system ie one ticket whether bus or train that allows people to visit towns/attractions more easily and less expensively than by car and then go on foot - see Graz strategy
501.	Provide evening and Sunday service on the 321, and up it from two-hourly to half-hourly on Saturdays.
502.	I have no problem the parking charges in Barry town centre. The first 2 hour free is fine as most people are not there more than 2 hours. The charges you suggest seem reasonable.
503.	No 20MPH limits in Penarth and the vale please
504.	Regular affordable links between villages, towns within the vale and surrounding areas
505.	Make NO changes in short term town centre Parking as this is used to visit premises paying business Rate already.. Such short term Calls cannot usually be made by Public Transport and over 65s cannot safely use Cycles On Cardiff Road Dinas Powis and similar major highways.
506.	The proposed car parking strategy will not promote the use of public transport as the daily charge for parking at the station in Llantwit will be a deterrent. In addition the public transport in this area is not sufficiently frequent (trains) and also unreliable (buses)
507.	Public transport is expensive and never has worked in a rural community. Investment which the government have no funds for into cycle paths and roads that are safe to drive a car without avoiding holes would be nice.
508.	No 20MPH limits they are very unpopular and serve no purpose apart from causing congestion and pollution.
509.	No 20MPH limits in Penarth and the vale including Sully they cause congestion
510.	Request and then enforce all local business owners and all the staff from parking in the proposed parking areas that are scheduled to be charged. Leave available parking for shoppers and visitors at no cost. Town businesses are I believe in a very fragile state and any additional costs will either impact on the viability of the business, or the additional cost will be passed onto the purchaser..



511.	Absolutely no need for anymore cycle routes or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully
512.	Cars are vital for business, no cars no shoppers, no business, no jobs it's that brutal ! So [REDACTED] no parking charges or any 20 MPH speed limits in Penarth or the vale including Sully we voted against them.
513.	Walking: Improve the pavements in Penarth. They are in a shocking state. Even mobility scooters are having trouble with the pavements/roads as you head out towards Stanwell school. I walked from the Penarth station to the fire station with a little wheeled case. It was not easy with such uneven pavements, I considered taking to the road.
514.	The town centre should offer places where electric vehicles can charge and park. There is central government funding available to provide charging points
515.	more frequent buses.
516.	Stop messing around with cycle routes and improve the roads cars are vital for business
517.	Reduce the number of blue badges or make sure that they are being used correctly , as they are flagrantly misused
518.	Cycle stops, lanes & hire bikes as Cardiff does.
519.	Cycle paths in Penarth.
520.	Have more bus services active. I live in Grangetown and it would take me 50 mins to walk to the closest stop for the X2 bus and then 40 mins on the bus to Cowbridge. So it would take longer and cost more. There is also no opportunity for car sharing in my area also.
521.	Rent a bike scheme
522.	Allow bicycles to be brought on the bus into the town. Provide decent safe bicycle lanes from outside, into and around the town.
523.	My usual working day can be anywhere from 7am to 8pm. On some days, when we release our projects.. we can be working in the office for up to 24 hours. It is brutal. What would be great is to have more bus times available. Travelling from Cowbridge to Llantwit, if I miss the 5:40pm bus home, I have to wait till 7:40pm. The last possible bus is only 7:40pm - if I had to catch that bus, I would have missed it 3 times last week. The reason I drive the car to work is because public transport is not flexible enough. If you could have a bus every half hour, 24/7 then I wouldn't need the car and I would gladly take the bus.
524.	Better cycle routes into town centres
525.	More buses
526.	Introduce more Park & Ride options. Doesn't have to be a Large City like Cardiff/Swansea



527.	More regular buses between Cardiff & Cowbridge, as there is no train service. I commute regularly between Bristol & Cowbridge by car, and part of the reason I do so by that mode of transport is because Cowbridge has such terrible public transport links. Though increasing the no. of buses still wouldn't be an advantage to me personally, as it would still add too much time onto my journey, I know it would be of benefit to some of my colleagues.
528.	Increase the frequency of buses between Cardiff and Cowbridge. I currently commute to Cowbridge by car from Bristol, and part of the reason I use that mode of transport is due to the terrible public transport links to Cowbridge.
529.	Work with other councils to make a better connection through a bus service. You can't even get a bus to Barry from Cowbridge! A lot of people who work in Cowbridge travel from the surrounding areas - perhaps a discounted bus pass would work to reduce car traffic to the area.
530.	Bus services are poor on occasions. Some don't run and others can be very late. The council should apply pressure to them ... fines or withdraw the franchise.
531.	More cycle paths would encourage green travel options which is where the council should invest its resources rather than penalising people who want to use their local facilities via using their car
532.	No. That's what you are paid to do. One point - make sure dogs can access public transport too.
533.	More buses early and late for workers
534.	Stop wasting money on cycle routes and improve the roads cars are vital for business and absolutely no 20MPH limits around Penarth we all hate them.
535.	Provide a rural bus service! Any create safe public paths to town from all outlying villages
536.	It's easy, we do not want or need any 20MPH limits in Penarth and the vale and all parking must remain free of charge.
537.	There are many issues with town centre travel that will not be solved by car park charges. The bus service to Cowbridge from Cardiff city centre is expensive.
538.	More frequent service is needed both train and bus to rural vale towns
539.	Ensure there is a more reliable bus service (no trains) which starts early in all directions for people to get to work on time of each service is reliable without the current 2 hour gaps and is a reliable 7 day week service.
540.	A car park in Penarth please. If it's too expensive to visit these town centres people will not visit or shop there.
541.	Improve funding for transport in cowbridge , as only half hourly bus service (not always punctual) as no rail service, was every 20 mins last year but has dropped to 2 an hour.Force bus companies to display transponder info as to exact time of arrival.



542.	Pay out more for things that matter
543.	Leave current arrangements as is
544.	Need to introduce /improve dedicated cycle pathways in town centres and cycling parking barriers
545.	Not enough services to and from highlight park area
546.	No loading /unloading vehicles after 8 am and not before 6 pm
547.	A complete pavement from Ystradowen to cowbridge to enable walking into cowbridge
548.	More cycle paths
549.	Cowbridge has no bike parking spaces
550.	It's going to take a lot more financial investment by all Governments concerned and resources to improve both public transport and active travel. It's pittance what is put into public transport compared to London that has a good network of services etc. What you'll recoup from car park charges will in no way be enough to improve public transport, active travel and everything else on the wish list!
551.	This is madness, we need cars for trade, so no charges or unpopular 20MPH speed limits anywhere in Penarth and the vale
552.	What is required is more parking facilities in the towns to support trade and businesses to help the local economy.
553.	There is nothing in Barry town center that would warrant charging for car parking, we have lost the shop i would have used, the council need to look at getting more shops in the town center, other than charity shop and the pound shop.
554.	Cycling lanes and safe area for parking/storage of bikes
555.	Work in partnership with public transport providers to create better cycle paths which start and finish at popular venues.
556.	More cycle lanes and places to leave bicycles.
557.	buses and trains are only every hour, need to be more conducive with working hours e.g every 20 minutes
558.	More regular busses and trains with additional routes and at more convenient times especially suitable for commuters.
559.	Better public transport. Vale of Glam transport is appalling and does nothing to help town access.
560.	Improved public transport links between the towns of the vale - it is unreliable and it cannot be relied upon to get to and from work in the towns of the vale. Buses often fail to turn up or are late. Living in Cowbridge, working in Llantwit Major it is not



	possible to rely on getting a bus to get you to Llantwit for 9am and to return after 5.30pm. Leaves no option but to use car.and therefore car parking needed
561.	Improve public transport and encourage cycling. Need to inform and educate motor vehicle drivers to respect safety around cyclists.
562.	Spend money in appropriate areas, money is not spent in the needed places as it is money taken from the charges for parking will still not be used properly and take people away from visiting
563.	More buses and more trains.
564.	The pavement that runs down Ham Lane past the schools is fantastic. It's really encouraged families to by foot or skate/scoot/cycle to school. More pavements at this standered would be great for the Town.
565.	Better cycle routes. Educating drivers as to how to share the road safely with cyclists.
566.	Commenting on LLantwit Major town center only I believe the parking on Boverton road main shopping area should be restricted to half hour FREE parking, I know though that this parking area is privately owned by the shops which obviously hinders this idea somewhat but would improve the "flow" of shoppers using these shops also probably stop a lot of the double yellow line parkers that are constantly illegally parking there at the moment and stop a lot of the residential street parking that causes coas at the present time. The train station should be a FREE all day parking facility leaving the other carparks for 1 - 3 hour FREE shopping spaces. That way visitors and locals can enjoy all aspects of LLantwit. I was informed that the fee would improve potholes in the area but I have yet to find a pothole in any of the suggested carparks so where is the need to charge? Have you not seen the devastation of Bridgend town center? It is like a ghost town, hardly any shops being used. People won't pay to park and shop they will go to where it is FREE. if you go ahead with this DAFT parking strategy you will effectively kill all the community spirit that make these towns breath and prospire. Destroying the whole idea of keeping things local and building communities for future generations.
567.	Safer cycle routes, more frequent buses and trains,
568.	Any parking charges need to be appropriate: no charges for short stay but affordable charges at car parks. I'm concerned about the knock on effect to local residents parking.
569.	Get rid of speed bumps and stop allowing green field developments that puts added pressure on the already poorly maintained roads and limited parking
570.	Pedestrianised routes
571.	In Llantwit Major on Boverton Road outside the shops eg Mayfar there should be a 30 minutes waiting period and no longer. Actually charging people to park in Llantwit Major would not in my opinion bring people to the town but deter them from visiting.
572.	I feel that if you start charging to park more people will choose to shop outside of our beautiful town. It will discourage so many visitors who come to this historic town.



573.	Llantwit is too small a town to introduce parking charges. This will encourage people to park more residentially which is already a major problem on Barons Close. Causing further issues with parents with prams trying to cross the roads safely.
574.	Don't agree with charged
575.	Free parking near to shops, Like in cwmbbran
576.	Small shopping areas like high street are not like Cardiff and not somewhere where people go for a long day shopping and would consider taking public transport.
577.	More services on bus and trains
578.	You are putting the nail in the coffin of a failing town centre anyway in Barry, to be honest there are hardly any shops that anybody would wish to visit the town for. The Vale Council needs to spend their time on improving the town centre not killing it.
579.	NO CHARGES You are not helping tourism or the visitor experience at all. You are going to kill off the town. STOP SPENDING £10000 ON TEA & BISCUITS AND PUT THAT MONEY TO BETTER USE.
580.	Better bicycle paths as part of the pavement like on port road East. Better transport links, more trains per hour to Bridgend. Hopper bus from train station to the town.
581.	By all means improve public transport and active travel but what has this to do with the parking change consultation?
582.	There is not a problem with parking at Llantwit Major at the moment. Parking charges will kill the economy here. Have you visited Bridgend town centre recently to see the effect of parking charges??
583.	All of my answers are aimed at Llantwit Major - Work to increase the availability of trains calling at Llantwit Major. Do not charge for parking at the Le Pouligen car park in Llantwit Major, this will have an adverse effect on train travellers to Cardiff and further afield.
584.	Although it is important to improve public transportation & active travel to our town centres, if the proposed draft parking strategy is implemented then any benefits gained in above will be outweighed by the implementation of this flawed plan.
585.	To clarify - the opening statement of the strategy says to Improve the Experience but no evidence is presented that there is an existing problem nor is there any evidence of the social and economic impact of charges - only what the income will be for the Council. Whilst provision of 1 hour free is welcomed this surely will be eroded in time - but more significant is the introduction of all day charges putting a tax on local workers - and now parking at Llantwit Station will cost more than the train fare to Cardiff.
586.	buses turn up and not break down
587.	We are losing all the shops, you need to encourage good shops to open here
588.	Free parking we pay enough tax



589.	Stop Cars Parking On Double Yellow Lines
590.	I would like to see people who park on double yellow lines, or that have restricted parking zones to be fined. Many, many people park illegally in dangerous locations in Llantwit Major and it is dangerous for pedestrians, cyclists and motorists. As a reasonably new resident to LM I am appalled at the disregard many people have for parking in the town.
591.	Provide buses that do not run within 10 minutes of each other covering parts of the same route.
592.	By all means institute charges but these UST be affordable and low enough that tourists and visitors are NOT discouraged....
593.	Buses don't exist in our village. Even if they did it would probably involve at least 2 changes and take far too long t get to Llantwit. Unfortunately in rural vale the car is the only viable mode of transport
594.	Yes, don't introduce charging for car parks to allow people to visit and work in Llantwit free of charge so the town can benefit through employment, visiting businesses and tourism. Rather than wasting money on new bi-lingual schools when a very low percentage of the population speak welsh, put the funding towards keeping car parks free. The knock on effect of charging for car parking will be disastrous.
595.	public transport would be need every route to run every 15mins to give a close compromise to traveling by car. Barry is far to hilly for most of the residents to cycle or walk any distance
596.	No improvement needed
597.	Dedicated cycle paths and bike lock facility
598.	Introducing car parking charges will be the death knell of Llantwit. People will go for out of town complexes with free parking. People need accessible free parking to attract them to stay local. By all means provide bike racks and good pavements for walking but don't prevent people particularly older people coming by car
599.	I would implore all of the people reading this survey to actually try and commute from the Vale to Cardiff (the main employment hub) on a bycycle or public transport. I cycle regularly and it is dangerous. I would bet the majority of respondents to this survey are in the older age demographics. I am in my 30s and work in the city centre. "Active travel" is inconceivable to most at the moment due to the appalling provision for cyclists nationwide-not just in the Vale. Cycle with me one day, in rush hour, and tell me it's practical/safe.
600.	Create cycle paths to make cycling safer
601.	Car free zones
602.	Add cycle paths to roads and town centre, add CCTV cameras that can find criminal vehicle offences like double parking, etc etc if charges are required then do it as a paid meter and allow business or workers a permit to park there



603.	HAVE ALL PAYMENT MACHINES ACCEPT CARD PAYMENTS
604.	I think the aims of the strategy should also include how it can encourage active travel and use of public transport. I think the high street in Penarth should be pedestrianised to improve the visitor experience. You could do this on a temporary basis at the weekends to start and see how it goes. You could then relocated the farmers market here. You could introduce other market stalls. The extra space could be used for lots of interesting activities and make it a cleaner and more enjoyable space to spend time. You could do the same outside the train station. This would also improve active travel. You could further improve active travel with safe cycle routes to the town centre and good cycle parking in convenient locations. This should also tie up with the provisions of the Active Travel Act and the creation of a network or routes linking people to schools, work, shops and services. Extending the Cardiff bike hire scheme to Penarth would be good. Pedestrian and cycle links to Cogan train station are terrible. Crossing the road at the roundabout is dangerous and really needs to be addressed. Cycling along Windsor Road is equally dangerous and any improvements need to extend all the way to the train station and ideally the marina area. Charging for parking will make it more attractive for people to travel by public transport, as it will help it be more cost effective compared to driving. More people will also be likely to walk or cycle. Improving public transport and reducing the cost would help. The trains are extremely outdated and the service isn't great. The number of trains to Penarth on a Sunday (every two hours) makes it almost impossible to travel by train.
605.	No more cycle routes and improve the roads cars are vital for business and the life of Penarth. No 20MPH limits in Penarth and the vale
606.	Making it more cost effective and efficient
607.	No 20MPH limits in Penarth and the vale including Sully they cause congestion and All parking must be free of charge, no cars no business no jobs, no votes for you lot , out of office you go.
608.	Smaller buses, on a more regular basis.
609.	2 hour parking in town centers monitored with wardens
610.	Provide more bus routes to shopping centres such as park crescent and high Street.
611.	Seperate cycles from pedestrians and vehicles
612.	No more cycle routes and improve the roads cars. Hence no more 20MPH limits in Penarth and the vale including Sully
613.	Invest in actually fixing your existing infrastructure. Most of your towns and villages have noticeably worse potholes and other road defects (when compared to other locations in South Wales). The risk of an accident when cycling or walking due to your incompetent maintenance is just too high. Stop trying to solve problems that don't exist, and concentrate instead on getting the core maintenance right.
614.	Pedestrianisation, keep cars and lorries out completely. Lower speed limits, 15 MPH, it just becomes less painful to walk or cycle and just as quick. Resurfacing, trying to ride down Windsor Road in Penarth is like trying to ride a bucking bronco in places particularly by Monty Smiths. Stop drivers parking on pavements. The broken slabs



	and uneven surfaces make walking hazardous. Ensure that out of town shopping centres also introduce charges or the town centers will die completely
615.	Provide buses after 6pm at night. After this time the only other option is a train then a taxi, which is expensive!
616.	Discuss with Cardiff CC about widening of the Next bike network into Penarth
617.	No parking charges
618.	Cycle hire scheme
619.	Free Parking and Ride from the outskirts of Penarth to the town and seafront
620.	Why are you asking questions about improving public transport when this is a parking strategy document? I live in Llantwit Major so I will comment on this location only. Car Parking charges will not serve to regenerate the town whatsoever. On the contrary they will encourage people to leave the town and go elsewhere to locations where parking is free, for example Tesco in Bridgend or Barry.
621.	More consistent & complete cycle paths. At the moment they swap lanes, stop suddenly & often don't go anywhere useful. Separated lanes from traffic would make cycling safer. Lack of public transport on Sunday - trains every 2 hrs not really useable.
622.	I thought this survey was about parking charges, to which I strongly disagree with. It will keep visitors away from the town and, therefore, affect the venue of our local businesses, who are struggling as it is. I would like to see more trains at the weekend and for Arriva to stop cancelling the last train from Cardiff on a Friday and Saturday night, which they often do.
623.	Stop access to vehicles over 3 tonnes. Replace 50 seat buses with 5 10 seaters at more regular intervals
624.	No Charges and No 20MPH limits in Penarth and the Vale of Glamorgan
625.	Public transport to get around Barry is awful. Most journeys - if you can walk - are faster taken on foot. Many areas have no public transport connections across the town. Pedestrian safety is zero: there are many busy roundabouts and crossings where there is no signalled or safe ways to cross. Pavements are in an appalling state of repair. Disability access is minimal or non-existent at all of Barry's four railway stations. I won't cycle on Barry roads. Far too dangerous. Start by solving these basic issues to get Barry moving again. I don't drive but watch every day the competition in my terraced street to park, often with households with multiple vehicles e.g. the family car and dad's works van. This is unsustainable. People need to get realistic about available space for stationary vehicles.
626.	No more wasted Money on cycle routes, scrap all 20 MPH speed limits
627.	More cycle racks
628.	Rhagor o fannau i barcio beiciau os gwelwch yn dda. Ystyried parth di-draffig (ag eithrio bysiau) yng nghanol Penarth



629.	Llantwit Major. There is a huge car park behind filco/co-op, which is not marked correctly, absolute chaos, really should be done. East Aberthaw bus service is an absolute lottery!!!
630.	More cycle lanes and pedestrianised areas
631.	Introducing a parking charge for town centre parking in Barry would incentivise more people to use the bus service or cycle. However, introducing charges at High Street would seriously disadvantage local traders.
632.	Free parking so that local business feel the benefit. Added train stations along the Llantwit to bridgend route, more frequent buses on the 303 line.
633.	Provide bikes to hire
634.	There are hardly any bike sheds/ locations where cyclists can lock their bike in and around Cowbridge.
635.	To improve public transport you need to start with the services provided, not the people whk are not using it. Public transport is very unreliable. Even with public transport being unreliable, wh eb it is used and you are not within walking distance of a bus stop or train station, how do you expect people to pay for parking as well as for public transport. Especially in town centres like Barry, Rhoose and LLantwit Major. The proposed strategy is going to cause more financial stress on those who already contribute to society by going to work. Not also will it affect those who park and ride, it will massively affect small businesses that are only just getting by due to the reduced visits by tourists and the people of the town. There are also disabled people and old people who massively rely on parking in towns to socialise and intergrate in the community, how do you expect them to pay for parking on a pension? There are too many factors that will cause community upset!
636.	Better & more regular bus services to Penarth
637.	Llantwit Major is fine as it is. Parking charges are not likley to make any difference.
638.	Charging people to park to go to work is ridiculous. The train/bus station must be free otherwise people will drive causing more pollution
639.	More buses
640.	No 20 MPH limits anywhere in Penarth and the Vale, they are very unpopular with the public
641.	If you want to improve the use of public transport from Llantiwt Major to Barry and Cardiff, charging for people to leave their cars at the station will not help. Many people travel to Cardiff and Barry to work or shop, and leave their car at the station. Charging for this facility willin not way encourage the use of publis transport.
642.	More frequent train setrvices- Bridgend- Llantwit - Cardiff Every 20 mins, with more cariages at busy times
643.	NO



644.	Pavements, more busses, more trains
645.	Pedestrianise some town centres
646.	Apoint parking spaces so more cars can get in - co op car park
647.	Charging for parking in Llantwit Major will increase the number of vehicals parking in residential streets therfore more hazards for walkers, clearly a bad suggestion .
648.	Reliable and frequent bus and train
649.	mORE FREQUENT BUSES AND TRAINS
650.	You need to keep exsisting cycle paths in a useable condition and oblige cyclist to use them and obey traffic signals
651.	More frequent buses and trains
652.	Proposed housing at darreen farm cowbridge will impact on demand on car parking and needs to be condisered.Massive demand for short stay parking. If enforcement will require attendants why have parking meters destroying the high street? Employ modern technology how can you justify spending of £160 k? Town centers differ in character and local demand and should be reflected in local pricing strategy to deter and encourage .Restrict delivery times of goods vehicals
653.	Better regular train services , improve bus time tables
654.	Have a good and more regular bus and train services
655.	Have a 20MPH limit, we are way behind other areas on this issue
656.	Make all roads and streets permit holder only within 1 mile radius to prevent people parking if they don't live there
657.	No 20 MPH limits, no cycle routes
658.	Public transport is not reliable or frequent enough to enable users to benefit/use for work or visiting town centre.I live outside the town and therefore have to drive to my local bus station/train station. The car parking strategy then means I have to pay to park at the train station to catch a bus to work/pay for parking when I get to work in Cowbridge.
659.	There is no public transport from my village and therefore I have no choice but to drive to work in Cowbridge once I have dropped my daughter at our local primary school.
660.	Cowbridge already has poor public transport services to and from outlying villages unless you are travelling to Cardiff or Bridgend when the excellent X2 service is available. There is no option for outlying residents other than to drive to Cowbridge to shop and if charges are introduced they may well decide to go to the large retail centres in and around Cowbridge which will greatly affect already struggling businesses in Cowbrige. No more Charity shops please as Landlords struggle to entice new Tenants



661.	create more bike routes in the town centre.
662.	No 20MPH limits anywhere in the vale, when are you going to remove the one here in Llandough us locals all hate it please restore the safe 30 limit
663.	Either pedestrianise them, or allow access. Town centres in the Vale are not the same as Cardiff. People need access to the town centre for personal reasons not for business purposes. Barry also doesn't have a direct connection to Cowbridge - which being within the Vale is terrible business opportunity missed.
664.	If limiting parking in centre of Cowbridge to say two hours free, we must have an alternative for those Cowbridge workers who park all day there, and people who travel in Cardiff for the day. A park and ride system must be in place, or otherwise residential street parking will become a problem.
665.	Public transport needs to be reliable and affordable in all areas. Cyclindand walking routes need to be safe, well lit and pleasant to use.
666.	The bus and train services need to be reliable, on time, clean and pleasant to use. Also cheaper. Charges in town will kill the town. Retailers are already leaving.
667.	No 20MPH limits and no traffic restrictions .cars are vita for all
668.	Regular transport. Consistently
669.	No 20MPH limits
670.	stop people parking on the pavements and stopping access for disabled and pushchairs, and breaking pavements making them dangerous. And you might as well start putting up the shutters on the few remaining shops in Holton road, as this will kill the remaining businesses off completely.
671.	No unpopular 20 MPH speed limits
672.	Increase bus services and Park and Ride facilities. Maintain free parking at railway stations
673.	Parking in Penarth town centre is a noticeable problem and I do understand we need to improve visitor experience. If we don't let people park we won't have a town centre of good shops. I live close to the shopping centre and although I am not precious about parking near my house it would be nice to park somewhere! Would there be residents parking permits on Grove Place and if they are not and parking charges are near the shops that would mean it would be even harder to park anywhere near my home
674.	Improve older pavements for disabled access and egress.
675.	Provide park and ride car parks away from town centres
676.	Although the system is not perfect at the moment, it is FREE so people will always attempt to find a free space. Just because you have to pay for parking does not increase the number of spaces so I believe people simply wont bother and go elsewhere. Cycling around the town centre is dangerous to say the least. plassey



	street cycle lanes are dangerous and people park over them ALL THE TIME so they are NOT SAFE. protected cycle lanes would be the only viable option. Traffic wardens in Penarth are there a few hours each week so how is the new scheme going to be monitored? Surely the cost of employing someone to dish out tickets would cancel out any profit. Free bus service from Cogan station would be good! Maybe park and ride there?
677.	There could be more buses during busy times of day
678.	Have more cycle paths make st marys avenue castland st one way
679.	keep all parking free to visitors for at least four hours
680.	Reopen and turn lanes at the rear of properties into lit footpaths and cycleways. This keeps bike traffic off main roads and pavements, but keeps them safe too. Worth with local bus companies to add bike racks to buses, and with the new Metro scheme to ensure adequate provision for bikes both on-board trains and at stations.
681.	Make off road cycleways it's the only way to encourage cycling.
682.	Penarth - Enforcement of parking restrictions. People park their cars all day in Penarth town centre in spaces designated for 1 or 2 hours max. And nobody enforces the regulation. On the rare occasion that a parking warden comes around and issues tickets - people are up in arms complaining about it., because it's so rare no doubt! Improve the reliability of the train service from Penarth to Cardiff. Dreadful record for commuters. At least one usually twice a week, the tra8n is late or cancelled at peak times. Not good enough.
683.	Local public transport is expensive - not reliable and does not run often enough. The Vale of Glamorgan only has the option of the X2 bus route
684.	No 20MPH limits in Penarth and the vale of Glamorgan
685.	Increase cycle lanes. Does Penarth have any??
686.	Perhaps a twice hourly train service to & from Cardiff instead of just the one
687.	Parking free
688.	It will kill our business people won't pay to visit Penarth they will go to Cardiff city centre shopping instead
689.	More frequent bus services to a wider variety of destinations (i.e. more that Cardiff - Bridgend)
690.	Stop wasting Mony on cycle routes like the expensive unused one on Lavernock Road that used to be nice grass verge, and NO 20 MPH limits anywhere.
691.	Make sure that local authorities get a fair chair of the proposed metro and that all resources et do not go to cardiff.
692.	No 20MPH limits no cycle routes ,no parking charges, we have had enough of this nonsense!



693.	No 20MPH limits, please get rid of the one we are stuck with in Llandough it's too dangerous there have been many near misses and accidents
694.	Better cycling lanes
695.	Cycling-it doesn't work. They still use roads, I've never seen a cyclist on the paths-waste of money. Public transport-the buses and trains are superb-if the parking is free, otherwise drivers will drive to their destination. ow many buses take you to your place of work-unless its Cardiff or Barry or other towns.
696.	More frequent- cleaner and more appealing!
697.	No 20 MPH limits anywhere, we all hate them, nothing to do with road safety just political,an attempt to keep the greens happy.
698.	Cycling pathways are a complete waste of our funds
699.	No more cycle routes and improve the roads cars are vital for business and the life of Penarth and the vale and no 20MPH limits
700.	No 20MPH limits and no cycle routes they are unpopular with the voters and achieve very little apart from causing congestion and pollution.
701.	NO CHANGES NEEDED
702.	No 20MPH limits anywhere in the vale and stop wasting our money on cycle routes and improve the roads for cars
703.	No 20 mph speed limits,no parking charges and stop waisting money on stupid cycle routes.
704.	Better cycle paths
705.	No parking restrictions, no cycle routes, no 20 MPH speed limits anywhere, we have had more than enough of this nonessential thinking thank you.
706.	I agree with town parking policy - allowing free parking in carparks will encourage people to make trips to town centres and this will have a positive impact on the economy. However, I think three hours free would be more appropriate. I do not agree with on street parking charges in Llantwit Major, I do not think this would be beneficial and the current arrangements appear to work well.
707.	Cheaper bus fares for short journeys eg a lower set price for 3 stops or less. Shuttle bus linking High Street, the Waterfront and Holton Road and the train stations with a hop on and off ticket.
708.	clearly, charging at car parks outside railway stations and bus stations will dissuade people from using "park and ride". many people drive to Llantwit and then use the train to commute to Cardiff. it seems to go against trying to persuade people to use the train and not take their cars into Cardiff. For those in rural areas there are few options to get to the nearest public transport hub except for driving. The council should implement a "park and ride scheme" at train stations. need to invest in bike lanes and well designed lock-up facilities for cyclists. Also more visible promotion of



	local cycle routes.
709.	I wrote to you in depth previously regarding safe walking routes into Cowbridge town centre when Waitrose supermarket was being planned and not a bit of notice was taken. It made me feel like these consultations are just a paper exercise and the council will do as it pleases whatever feedback it gets.
710.	Public transport in Lower Penarth and Sully is extremely poor so using the car is not an option. I rarely shop in Penarth due to parking difficulties and by default use Cardiff Bay where there is ample free parking
711.	The introduction of 20mph speed limits in town centre areas where pedestrians are in close proximity to the road. The creation of more walking and cycle routes away from roads
712.	██████ no more 20 MPH speed limits, we have had enough of the problems they cause.
713.	Leave as they are. Your strategy will reduce the footfall to all town centres in the Vale
714.	Use Creative rural communities monies to pay for cycling and walking tracks Increase your tourism revenues to contribute to this infrastructure
715.	I believe that charging for parking in the town centres will have a detrimental effect on the businesses. Charging for parking will discourage visitors to already struggling town centre shops and Barry Market Llantwit Major needs to have increased train service. 1 an hour is not enough to service the community.. especially during peak times.
716.	SURELY PRIMARY CONSIDERATION SHOULD BE GIVEN TO WAYS OF IMPROVING THE EXPERIENCE OF RESIDENTS NEEDING TO PARK OUTSIDE THEIR OWN PROPERTIES AND ON OCASSION, IN THE TOWN CENTRE, ALBEIT FOR SHORT PERIODS. WHY THE EMPHASIS UPON THE QUALITY OF VISITORS' EXPERIENCE AND THE RAISING OF REVINUE? WHATEVER, THIS SHOULD BE MADE MORE EXPLICIT IN THE AIMS!
717.	Cowbridge - Control existing illegal parking on the main street especially but also on the local side streets to the main road through town
718.	Don't charge for parking in train stations and people might use the trains instead of driving. Don't charge for parking to those that work and need to park for the whole day.
719.	Stop discouraging cars they are vital for the life of our town centres, no cars ,no shoppers !
720.	Town centres are dying off as it is and introducing parking charges is not going to make any difference
721.	I cannot comment on public Transport - However on active travel I suggest you look at what Carmarthen shire has achieved. We have lotsd of cyclist/ walking paths in Barry but they are not joined up



722.	Trains more that once and hour and make sure they actually arrive
723.	Council responsibility, and paid employees are their to do this tax- if accepable resign
724.	Keep Free parking , Making Dedicated cycle paths,
725.	Public transport runs well , More frequent cycle paths/foot paths away from the roadside for more safety.
726.	Cycle lanes, Pedestrian paths & Keep them Clean
727.	Have trains running to bridgend and cardiff every 1/2 hour
728.	No parking fees in Llantwit , It would cause too many problems for too many people
729.	Extra Buses , Every 1/2 an Hour, Not Hourly
730.	More buses and a smaller, through the estate
731.	Regular local bus service, use smaller vehicals. Find the money somewhere else motorists are a soft target
732.	Actually have a decent bus service that runs regularly and on time
733.	It will ruin the town centres and do the opposite of what youre trying to achieve
734.	it would be great to have a direct bus service to cardiff that didnt take 1 1/2
735.	More and frequent public transport
736.	Trains need to be more frequent
737.	More cycle lanes; slower traffic signs ie 20 mph. Open up the barrage to buses or cars. This would cut down the congestion in Penarth.
738.	First twofree parking then in town centre to encourage shoppers then charge hourly Residents parking on streets in town centre,especially where community halls, doctors surgeries and schools are sited
739.	Secure cycle park facilities
740.	Provide tariff-free parking spaces for the first two hours in all venues to allow residents and visitors to take a brief walk on a daily basis without accruing additional costs. Provide a long stay car park in Cowbridge and Llantwit Major where residents and visitors can leave their cars and use public transport to take them to the nearest major town/city centres eg Bridgend, Cardiff.
741.	Dedicated cycle lanes to get bikes off the road and safe from traffic. Buses in Penarth seem excellent
742.	provide affordable parking to allow people from outlying villages, that do not have public transport services, to leave their car in the town and catch the bus to more distant destinations eg llandow-Cowbridge (by car)-cardiff (by bus)



743.	We need more provision for cars
744.	Increase frequency of buses/trains through Llantwit Major. Where cycle paths/lanes exist, make it compulsory for cyclists to use them.
745.	Shoppers should have 2 hours free parking, anything over 2 hours should be paid for.
746.	Don't deviate people from your aim, to raise yet more money for current overspends and deficits....its got nothing to do with public transport, your charging users from all over the UK who are out to enjoy our area and most will not longer stop or stop for shorter periods and wont spend as much where they do stop. Yet again the local economy takes a hit from your arrogant attitudes.
747.	No more 20MPH speed limits, the one we have here in Llandough is a dangerous disaster, it must be removed soon and 30MPH restored before some one is killed .
748.	The main Car Park at the rear Kings Square does not open until 9.30, which means those people in shops and offices have to park on the street. Early shoppers have to do the same. Car Park adjacent to Town Hall is full of postal workers vehicles. Council office workers seem to prefer to park on Dock View Road rather than use their car park. Parking charges are putting a financial levy on employees, which I doubt that employers will reimburse. Will the car parking charges apply to Council employees or will Council Tax payers have to pay for them as well. The choice of town centre shopping is limited now, so parking charges will drive more shoppers 'out of town' if they have to pay to park. Cycling and walking is not an easy option due to the congestion around the town, especially at school starting and finishing times, and parking charges will force people to park on the fringes of the town, worsening the congestion. Public transport can be improved by having smaller, more frequent buses.
749.	Not happy about no FREE time in the off-street parking for city centres
750.	I kind of thought that was your job? The wholesale application of no car zones and bicycle only access to vast swathes of roads has resulted in huge numbers of empty streets and retail units (see Bridgend for example, which has turned in to a dire dead town). The VoG is a rural area with an aged wealthy population in general, hence car usage should not be punished, but better planning and traffic enforcement is needed. Try for example standing outside the Tesco on Cowbridge high street for example, and within one hour alone you there will be dozens upon dozens of non qualifying vehicles parked and double parked on the only disabled bays available (the others are usually blocked by either the bus or delivery lorries)
751.	park and ride cycle paths bus doing continuous loop round town
752.	Reduce travel charges increase parking spaces at park and rides have later evening times particularly to and from Cardiff city centre
753.	20mph zones. Penarth doesn't seem to have any yet there are dozens in Cardiff. Make crossing t-junctions on foot easier. Currently extremely dangerous, especially for elderly people. eg. Paget Road / Queen's Road junction Penarth - the road is too wide and too many parked cars. Because pedestrian is shoved to the side as an after thought, people don't like walking. Make walking/cycling the number 1 choice and slow/narrow the car lanes.



754.	Bikes do not currently use the cycle routes provided, there is adequate public transport for my local area, more trains would be beneficial rather than the hours service currently
755.	Regular and much needed maintenance
756.	You can increase public transport as much as you like, doesn't mean people will use it! The large bulk of social housing in Barry has residents that are very unlikely to use public transport. You need to support car users and forget this pipe dream of extensive public transport.
757.	Put in rental bikes like they have in Cardiff
758.	It's is not possible for everyone to walk or cycle to work
759.	Stop wasting money on needless roundabouts and road re-surfacing
760.	I recently tried to catch a bus in Barry with my Young children. I passed 3 bus stops and non had any information on the routes taken by tha various bus numbers that stopped there. What are there no maps to show which way the buses travel?! I walked the 2 miles in the end as we couldn't find a bus that went in the right direction.
761.	The strategy does not address the needs of residents who live on streets which border those with residents' parking. We already cope with commuter parking using Dingle Road station and people who work in local businesses parking on our street so if I move my car during the working day I can never park it within 3 streets when I return.
762.	Provide transport links that are well thought out and link with each other. Provide as many cycle paths as possible.
763.	Two hours free parking is working
764.	More parking wardens
765.	Pedestrians the town centre totally.
766.	Create more off road parking in local residents front gardens to free up space for visitors and assist local residents who struggle to park near their homes
767.	More pedestrian areas
768.	More joined up startegy for cyclists no safe route from Barry town center to north Barry. No route for bikes from Civic Offices to Library on Holton road due to one way system. Cheapre bus fayers to encourage people to walk to towns but them have option to catch bus back home as this is likely to be uphill/or with shopping.
769.	Rather than an outright parking charge,so that shoppers are not affected, the first hour could be free
770.	Reliable Bus service
771.	- More frequent trains to Cardiff, but parking must be free to aid use of this otherwise



	people would just drive the whole way rather than pay for parking and also a train ticket. -Better synchronisation of trains and buses - I have seen buses leave Lla
772.	Bring back the 'Bustlers'. They were a nippy bus service like taxis, but not the same cost and would avoid congestion at bus stops in town.
773.	Smaller regular buses (mini bus services)
774.	Parking should be free as it encourages both locals and visitors to use the shops which are currently struggling to survive.
775.	Cut the number of buses clogging up the roads
776.	Unless public transport costs are made more reasonable, I don't believe that introducing parking charges in Penarth town centre will help to create more turnover/available spaces. It is cheaper to drive than to get the bus for example.
777.	Run more buses the service to the local villages is appalling
778.	Public transport needs to be joined up, It need 1 ticket for bus and train, for buses to be waiting at rail stations to take people to areas they need to go, buses and trains should not be for profit and not competing against each other People will not use public transport while the when infrastructure is not in place, people will not use 'active travel' on a cold wet day. People will rely on there own cars until they are taken off them. Active travel is a pipe dream and waste of money that will never happen, money is wasted on cycle lanes that cyclists do not use
779.	Increase cycling paths
780.	Better, reliable and more frequent buses and rail services
781.	No cars must have priority if business development is going to proceed.
782.	Enforce current 2hr limit. Charging is not necessary - we don't want long term parking
783.	One cannot but strongly agree with with almost all the above questions. However charging for parking is not the answer. I presume that there will be yellow lines on all streets in the town centre area which will inconvenience residents and prevent visitors from coming to Llantwit Major. If proper car parks and far more parking facilities were provided then visitors would maybe use them and be prepared to pay for them. We already need far more parking places for visitors, particularly in the Town Hall area.
784.	No ,we need cars for trade and shoppers
785.	Linking Dingle Park to Dingle road and using back lanes for cycle route
786.	By giving more local timetables
787.	Improve quality and frequency of public transport, using suitable buses.
788.	Parking charges will be a help to those residents who live in the town centre like myself as I often cannot park in my street, as although it is residents permit and two hour parking, as there are rarely any wardens, people who work in the town centre



	park outside in these bays ALL DAY thus preventing residents from parking!! I will gladly pay a fee for my permit as long as those who don't pay are prevented from parking for free all day due to the lack of wardens.
789.	My main suggestion is that visitor visits to the town centre, other shopping precincts and Barry Island should be encouraged. A parking tariff would be most unhelpful in this initiative. Parking restrictions, similar to those already in force, are helpful and more imaginative schemes could be applied in consultation with local businesses. Whether you like it or not, local businesses are now in direct competition with shopping centres, malls, retail parks and leisure complexes that offer free parking. If you intend to hamstring local businesses by imposing a parking charge that will undoubtedly make them uncompetitive and drive away customers, you should find a way to impose the same regime on their aforementioned competitors. This is something that should have been foreseen in the past when approving such planning schemes. It would be the final nail in the coffin of our struggling local businesses and high streets, if you were to proceed with the parking charge plans.
790.	walk
791.	Barry town is already suited to support a high volume of cyclists and pedestrians.
792.	Maintain barrier free means of access to shop locally, Business is on its knees before such a ludicrous idea
793.	Make the car park at central park a multi-storey
794.	More hygienic public transport...
795.	You have various traders association within Barry to are working hard to try and attract visitors to Barry to shop - yet with the other hand the Vale Council are now frightening them off with car parking charges. We note that the large car park around the Civic Offices does not come within this consultation - so why not? Since when are Councillors and council officers and workers so special that they do not have to pay? Public Transport is beyond a joke within the Vale and as for cycling lanes - then perhaps cyclist should use these expensive cycle paths that have cost a fortune rather than causing traffic hold ups by cycling two or three abreast on very busy roads
796.	Off road cycle lanes not pathetic painted roads. That are maintained so there are no glass/thorns on them
797.	In all instances provide Park & Ride facilities.
798.	Buses need to be direct routes
799.	More free parking but proper enforcement of existing regulations.
800.	Regular bus service and on time. Buses quite often fail to turn up or when they do they are late
801.	Do not charge people to park. You will destroy businesses (the ones that we have left!!!) and people won't bother.
802.	Pay for parking will kill the local town



803.	Don't grant planning permission for 400 houses in Cowbridge. Town's infrastructure clearly can't deal with it.
804.	You will not improve the access to, nor the visitor experience, of visiting Cowbridge by charging for parking either on the High Street or in major car parks or both. On street charges will result in people either parking somewhere else, or taking longer than usual in finding a pay and display machine, and getting a ticket. The main car parks will have to include the one at the leisure centre and doctor's surgery, otherwise they will become the main car park, and is it the intention to charge for parking at the leisure centre in addition to 'privatising' the leisure centre.
805.	Public transport is intermittent and often unreliable. Network of bus stops on town centres is confusing. Buses are currently an expensive option. There are no suitable cycle lanes and the geography of barry consisting of lots of hills, along with many country lanes across the county means only the most experienced feel confident. It is not viable for inexperienced and/or families using bikes as a form of transport.
806.	Scrap the temp 20 MPH speed limit here in Llandough for a start, we the locals all hate it, it's causing many dangerous problems.
807.	If people want to walk or cycle they will regardless of the area
808.	Improve cycle lanes / footpath I.e barry to Dinas And Penarth
809.	We do have to pay to Parking in our town. But Devon County Council are now reviewing the scheme as it is problematical for residents and driving visitors away.
810.	The need for more than one bus every hour.
811.	Free parking!!! This means [REDACTED] do not park outside my house as I've a heavily pregnant wife and need parking outside my own [REDACTED] house!!!
812.	More frequent bus services. This could be done with smaller buses.
813.	More buses to cover all areas. Reduce the cost of the tickets
814.	Public transport is dire. It needs addressing so fewer people drive into the town centre, then parking will be less of an issue.
815.	Cycle bike scheme Better bike locks
816.	Regular bus services
817.	Public transport to Cardiff and Bridgend is very good in Cowbridge. Services to the not so profitable villages is not so good. This will not improve unless there are subsidies. Private business is not interested in running services, if there isn't a profit.
818.	More cycle paths around the Vale of Glamorgan
819.	Better rail and bus services, particularly in peak time to allow travel to Cardiff by car. Also maintain free parking to ensure the cost of rail/bus tickets and parking is not more than driving into Cardiff.



820.	Small bus services bringing residents from surrounding villages into the town centres. However, the current lack of these services would suggest this is cost prohibitive. I would not encourage further cycling as cycling through the country roads already poses a danger to many cyclists.
821.	Cycling and walking opportunities are great in cowbridge already. Public transport to Cardiff is sufficient. However the high street relies on the free parking - to abolish this would be a ridiculous move as people park there for work.
822.	I don't think there are any buses that go near the High St in Barry? It's all Holton Rd which has shops closing left, right and centre.
823.	Ensure the bus times link with train arrival times so that residents in rural areas have better access to town centres
824.	The train service needs to be drastically revised. Doesn't meet the needs of the town as it is and the council keep giving building permission for more and more houses
825.	Provide bus routes further a field and frequently and easier access to timetables.
826.	Llantwit major has no problems for cyclists or walkers. Charges would only help to push vehicles to be parked elsewhere
827.	Do not add parking charges - I will no longer be able to afford to use the cafes or local shops if I have to pay to park in addition to everything already being exceptionally expensive. I do make an effort to buy local sometimes, even though I can barely afford to live as it is - have u had a council tax bill recently? And u want to tax us to park in our own town? You should be ashamed of yourselves. Walkers cyclists and motorists do not need u to do anything, everything is fine as it is, just fill the potholes!
828.	If there is a car park in the town centre or sufficient parking bays along the high street then I am not against parking charges. Too many people drive to the town centre for work and stay all day. 2 hours free parking is ample for most and I'm not against a nominal charge but this should go to the council, not a sub-contracted parking company. If there is residents nearby then they could have permits but these should be free.
829.	there are no issues to parking in the town centre
830.	Barry town is full of empty shops as people cant park and they wont pay for parking when they can park for free in out of town retail parks. there needs to be more free parking and more thought of attracting people to come into barry town rather than ways of putting them off coming in. the town is dying a death. footfall has dropped massively, 8 shops have recently left barry. yet there is no help to the retailer.
831.	Public Transport - more buses, affordable fares Bikes - more safe off road cycle lanes
832.	Build more car parks
833.	Ensure transport is reliable and timetabled to complement each other.increase regularity.
834.	Ensure buses run when they say they will



835.	fix pot holes in Penarth Road. It is currently too hazardous to cycle. Signpost cycle paths from town centre
836.	provide another multi storey carpark. We definitely don't need any more cycle paths as they don't get used enough. They are so wide that it could be made into an extra lane for traffic instead. This question is biased against those who are unable to cycle/walk.
837.	1.live recorded information 2. improved signage 3. access to dingle road for disabled people 4. improved bus shelters
838.	Have buses! Regular buses! Not one every two hours. The [REDACTED] is not half hourly! Early morning and after 8 is very poor. Have cycle paths.
839.	more publicity about access to railway stations, better signage outside town centre.
840.	Cowbridge serves many rural communities therefore relies on use of cars.
841.	More frequent train service
842.	No . No cars no business no jobs!
843.	I think if your going to charge for parking in town centres then the parking will be taken up workers or people using Penarth train station. Which will leave no parking for shoppers and that will have a huge affect on local small businesses. Its a nightmare to park in the town as it is this will only make it 10000% worse.
844.	Do not discourage trade - ease of access as shoppers will go outside town for free parking.
845.	make it more reliable and cheaper and offer better options for bike hire and storage
846.	cycle lanes
847.	multi story car parking
848.	build multi multi story car parks. remove the bus lanes, widen the streets
849.	There needs to be a lot of thought about charges at car park in front of the Llantwit Major railway and bus terminus. Pensioners and workers are encouraged to us public transport but have to leave their cars at this car park (park and ride). Any changes would hit commuters badly but without some check everyone else would park there if it was the only free car park available.
850.	bus routes via High St, Barry
851.	A knock on effect of displaced commter parking is inevitable.
852.	Free 1st 2 hours.
853.	support traders by providing sufficient parking. BSC building on Hood road, could be a good location for traders and staff



854.	Reliable bus and train service would help.
855.	more resident parking spaces .As someone who lives and works in barry town centre, where there are no parking restrictions, parking is very difficult
856.	This idea is fine if you are fully able bodied. My husband is one of many who can only access town centres by car. Car parks are a necessity, as on street parking causes congestion and looks unsightly, and disabled spaces are inadequate. Cycle lanes away from traffic would help the able bodied, with safe crossing areas of busy roads, and then better cycle racks for parking them. Although the local bus service is adequate, higher frequency (possibly of smaller vehicles) would be appreciated.
857.	High parking charges will only discourage people! Taking a basic income in some areas might help but the charges are way too high and will serve to discourage people from spending a day in the town centre. People want to spend a few hours walking around the shops then to the beach for coffee or food and then back. The charges will discourage that altogether!
858.	Give passes to any council tax paying residents for their nominated home and work areas within the Vale of Glam. Anyone found in contravention should be fined but the enforcement/fine should be decided and donated to the residents within that locality. The fine should not be used to supplement the Council budget. In particular any parking permits residents purchase should be reduced relevant to the fines obtained.
859.	More frequent buses and trains throughout the Vale. Having to wait one hour if you just miss a train is not an incentive to use the service. More carriages on trains at peak times. Continue free parking at Llantwit Station to enable train use for those who live a little too far away to walk there.
860.	More cycle paths like on port road
861.	Pay meters could be cash, card and contactless plus need to register for free parking. Cycling and road safety lessons for schools. Encourage companies inc the council to have cycle to work schemes and require all new build employment sites to include showers so people cycle to work. Refuse conversion of garages as they allow capacity for electric car charging. More regular trains-service has been reduced which encourages car use. CCTV on cycle parking. Residents parking permit fees don't cover the admin cost-they should be more, plus clarify if the visitor parking can be used for 2weeks a year or 2weeks together-B&NES require people register online and give so many peak hours for free as visitor parking then more than 80hours (I think) are charged at 50p an hour.
862.	Provide rental bikes within the town centre
863.	What is the relevance of implementing parking charges to improving public transport and active travel? Please clarify. I did not receive any response to any emails sent to parkingconsultation@valeofglamorgan.gov.uk. Please note this for the record.
864.	Press Cardiff Bus for lower fare for 'short' journeys (as they have In cardiff!) eg. Esplanade to Town Centre, Cogan to Town Centre (Presently £3.80 return for either - one or two stops!)
865.	Visitors will not pay to park in a town with no shops.



866.	No. It's not realistic to devise affordable public transport around and within the town centres for residents. However, residents should have rights over visitors to access the town centre where they live.
867.	more one way traffic routes, free parking first 2 hours of town centre car parks, minimal charge there after, No charge at leisure centres. Make the car parks bigger. Exercise = healthy people = lower hospital costs = saving to the public.
868.	It is hard enough to park in penarth town and Barry town. People tend to stay away because of the difficulty to park let alone add on parking charges.
869.	pavement conditions. homeless. police presence
870.	pavement conditions. homeless, police presence.
871.	These need to be free to support local businesses
872.	I don't believe there is a problem that needs fixing. town parking it fine as it is
873.	Stop spending money on cycle paths - no-one uses them.
874.	improve facilities for free parking and cycle lanes for a limited period
875.	cycle lanes
876.	Provide more frequent bus and train service.
877.	Cycle lanes
878.	I believe introducing parking charges will have no effect to how things are in Llantwit Major
879.	More frequent Train services
880.	Safer cycle lanes
881.	Make sure pavements are safe to walk on & suitable for people with mobility scooter , pushchairs etc
882.	Penarth - Large ring road(one way round town cogan- one way in narrower streets
883.	Buses to Cardiff , Barry , Bridgend , every half hour
884.	Trains running at 1/2 hour intervals
885.	Provide car parking areas with facilities, then a small charge could be made
886.	Smaller , frequent buses- there is no direct link to cowbridge from st brides major etc
887.	None
888.	For active travel ie cycling the road services need to be improved
889.	Enforce parking regulations specifically take enforcement action against parking on



	pavements, double yellow lines on corners, zig zag lines at pedestrian crossings, All are currently ignored
890.	No extra funding needed at the moment car park is good condition. Bike lanes!!!! speed restrictions
891.	On the L.M council estate , shallcourt RD & Rils off. There is plenty of room for cycle lanes on both sides of the roads , get rid of the grassed aread on the sides of the roads, The council will not have to cut the grass and it wont end up blocking drains and been blown all over. The paths and cars win win for everyone.
892.	Install cycletracks and walkways on all roads
893.	More free car parking spaces for needs of residents of the vale, Particularly in Llantwit and cowbridge , many more buses, more frequent trains and extended hours
894.	More train services between Bridgend and Ccrdiff should be lobbied for and need to be part of a comprehensive transport strategy
895.	Stop ywllow line parking transport by 303 is terrible late, breaking down , non appearance
896.	Have trains run every 1/2 hour make sure buses run on time
897.	Greaqtly increase number of buses and trains , provide more parking for use of train anf bus users at Llantwit & cowbridge
898.	More than 2 buses per hour to penarth /barry
899.	More frequent public transport
900.	Reduce speed limit to 20 mph in town and small lanes , Ensure bus size appropriate for size of roads and number of passengers
901.	Public transport suuing the roads where the public able to reach all shops e.g cornerswell rd , penarth
902.	Trains and buses need to be more regular, buses are unreliable
903.	Trains every half hour better more reliable bus service
904.	Better train and bus services to cardiff
905.	Public transport should be increased to allow people top get to all areas , cycle paths would be an improvement
906.	You will destroy town centre
907.	Train station/halt st athan will bring people to Lalntwit Major
908.	More regular buses to cardiff
909.	Please heavily charge ppl parking on yellow lines & up on pavements buggies &



	wheelchairs cannot get passed , I as a carer see this everyday thankyou
910.	Provide many more trains and buses and free parking to use them
911.	all town and city centres should have electric bicycle hire stations operating like the brilliant one in Cardiff. free parking encourages both local residents and tourists to shop locally and visit other regional towns
912.	build/provide areas with multi storey parking
913.	bike lanes like Copenhagen
914.	the aims are fine but the strategy is not good.
915.	income from rates/taxes should be used for this not fines, and extra transport is essential
916.	engage in regular discussions with rail services to encourage and secure more frequent train services especially coastal Bridgend to Cardiff via Llantwit, Barry, Penarth routes
917.	parking system currently works well in Llantwit Major. parking charges would alter Llantwit and make it less welcoming.
918.	moon buses
919.	where is £360,000 on maintaining car parks?
920.	charging for car parking is overfill of regulation. It deters shoppers and visitors and/or customers, cause outlets to close. fewer visitors and/or customers cause outlets to close. loss of business rate council tax and or car parking revenue, means fewer jobs for local people, especially part timers who cannot afford parking charges. restricted parking penalises elderly, incapacitated, among others. personal experience following injury - could barely get from kerb to shop door. no family to assist. no IT to order online. result : more road traffic congestion CO2 emissions - not environmentally friendly and failing your targets for reducing CO2 when people can order online. reinstate Llantwit Major to Cardiff bus service. also have local bus routes around Llantwit. people could plan to catch bus to local shops so less congestion and safety hazards (bad parking, poor reversing of cars etc)
921.	More areas to park near shops etc, more disabled parking.
922.	Not by excessive charges; not car parks at beaches; not done at Llantwit - it is tidal in winter.
923.	Do not agree with charging full stop.
924.	Free parking - encourages visitors to all of these places. No one will walk from large supermarkets into towns. Timetables that do not change for buses (buses here are fantastic compared to those in Powys).
925.	A. Introduction of cycle only lanes; B. Prompt repair of highway potholes; C. Pedestrianisation of town centres; Improved Illumination of alleyways/footpaths



	during dark hours
926.	Slow traffic (20mph) - crossing road and cycling safer; review pedestrian crossings and phasing; some obvious gaps eg. Albert Rd/Windsor Rd roundabout by public conveniences.
927.	I have not completed the questionnaire, not because I cannot be bothered to read it - because I have! I think many of the questions are irrelevant regarding the question of parking. Please see my comments on the last page. (below) I strongly disagree charging any resident for parking anywhere in the Vale. No resident should be expected to pay parking charges for living in or visiting the Vale. Businesses will be affected if it deters customers. Also we are encouraged to take exercise and enjoy the environment, so why penalise us by charging in coastal areas and country parks? As pensioners, my husband and I take advantage of areas such as Portabello Rd and West Farm, to walk several times a week. We could not afford to be paying each time. One suggestion would be to nominal charge issue the permit - not some ridiculous figure! Whoever thought of charging £150 or £75 - words fail me!
928.	Trains every 1/2 hour. Better bus service.
929.	Repair all roads, pot-holes sunk drains plus pavements.
930.	Free parking at railway station, since may use of public transport locally.
931.	Daily run around ticket. Bus and rail networks to liaise together along with schools and local businesses to sync their timetables to provide common sense practical transport links. More people will use.
932.	Build designated cycle paths. Buses and coaches - more and free.

Comments from emails relating to Town Centre

933. I am reading through the draft parking strategy for the VOG and would like to seek some clarification to the proposals for Penarth Town Centre. I can see that a number of streets currently with time restrictions are scheduled to be amended to a pay and display system, notably the areas of Windsor Road and Glebe Street. I also note within the document that as a result of the implementation of this new system a dispersal zone is mentioned to include neighbouring streets whereby it is expected that increased parking volumes will be expected as those drivers who do not wish to pay for parking seek no cost alternatives.
- I would like to draw your attention to the fact that I am a long term resident of Ludlow Street and in the fifteen years I have lived in the street, the parking situation has become progressively worse. Living in the town centre, I am acutely aware that I may not be able to park outside my home. However, from 8am - 6pm each day the vast majority of parking spaces in the street are occupied by town centre shop and offices workers who cannot park within the time restricted areas. I am sure that you can understand when returning from shopping or collecting children from school, this is a significant inconvenience and on many occasions I have been forced to park over 300m from my home.
- Should the current plans be agreed, I can only see the situation escalating as not only long term parkers seek to avoid the parking charges but also those who seek



shorter term parking facilities. With this in mind I would welcome your further consideration of this matter and specifically request details of the planned proposals for Ludlow Street within this strategy.
I look forward to your swift response.

934.

Perhaps I am too busy to pay attention to council affairs. Perhaps the council needs to send out information leaflets as it has done for changes to the collection of waste regulations. It seems to me that now having heard for the first time today about the proposed changes to parking regulations Then finding that the consultation has now ended it seems the consultation period must have been quite a brief period. Perhaps the council does not really care what residents of the vale think of their proposed changes.... shades of the attempt to steam roller the proposed extra traveller site that seems to have been kept quite until the decision was agreed in principle. Perhaps the council feels that we ratepayers should not try to disrupt their plans.

I know that we should be given a real chance to voice our views on matters that impact our daily lives. As far as I am aware we were not even asked to comment at all on the changes to the refuse collection regulations... that was done behind closed doors and implemented without any invitation to comment on proposal as far as I am aware. One immediate bad regulation that has come to reality straight away is the ridiculous limit of 2 black bags put out for collection People are right now putting any bags over the two limit outside other people's home with their bags, even if that means the innocent party is then in breach of that regulation! I know of several people who have been put into that situation already. What is the council going to do about that?

I note that the reasons given for the need for new regulation are trying to avoid the real reason - you are just trying to raise extra income, plain and simple. All the reasons given for the need for regulation are just window dressing and don't fool anybody; its a council tax hike by the back door.

Shame on you. More businesses in town centres will see a reduction in footfall and that will inevitably lead to business closures and a loss of business rate income to the council so offsetting the gain from the parking charges. Many of those businesses are already struggling to keep afloat and closures will affect the senior citizens more than anyone else.

Wake up before it is too late and the damage is done.

935.

There was a dearth of information from the Vale Council on this subject. Before making a decision, one needs to know:

How much income is forecast to accrue from parking charges, after the expenses of installation, monitoring & repairs to meters have been taken into account?

What type of meters will be employed? Many of them in locations such as Cardiff Central train station, Sophia Gdns, Rest Bay at Porthcawl, are a nightmare to use.

How many vehicles will be catered for at each location? Has consideration been given to the fact that wheelchair accessible vehicles need 2 spaces?

Are the same charges to apply year-round, or will there be reductions in winter?

In any event, the scale of charges is not suitable. At least 3 hours should be free to allow people to have a meal in peace and look round without having to stress that the parking time has expired.



	<p>The proposed subsequent hourly charges are all too high. The maximum charge for 24 hours should be no more than £4. If it is contended that lowering the charges will result in insufficient return, it shows that the whole plan is unworkable and should be scrapped.</p>
936.	<p>1. I wish my Council to cancel the proposal to charge for parking anywhere in Llantwit Major you will kill trade and gain nothing. 2. Kindly reverse the imposed limit on bin bags, it will increase fly-tipping especially at Llandow Ind Est; the conditions there are bad enough without us making it worse by increasing already ineffective regulation.</p>
937.	<p>Regarding parking charges in Llantwit Major. I urge you to cancel this proposal as it will definitely have a negative impact on the town.</p>
938.	<p>Parking charges. I sometimes think this council is not concerned about keeping local business open. I live in Llantwit and many of the population are pensioners and relies on the local shops and amenities so the car parks are essential. If you start to charge they will either gi to iur if town sbops destroying the town centre or blocking local streets by parking further way. The cost of implementing this is ridiculous and does not support the local population.</p>
939.	<p>I am very concerned that introducing parking charges to Llantwit Major and the Vale as a whole will impact negatively on the town,leading to loss of revenue, shop closures and unemployment. I ask you to re-evaluate your proposal and consider the views of those who live in the area.</p>
940.	<p>LLANTWIT MAJOR IS A GOOD PLACE TO LIVE. THE PRIMARY REASON BEING THE INFORMAL AND RELAXED ATMOSPHERE WHICH WOULD BE ERODED BY THE INTRODUCTION OF PARKING CHARGES. THERE IS NOTHING WORSE THAN HAVING TO PAY FOR WHAT IS YOURS. PLEASE NO!!</p>
941.	<p>Dear VOGC, having been a Vale resident all my life I am disappointed to see that your financial situation is so dire that you are proposing parking charges across the Vale. Whilst you have allowed a free period for shopping I fear that this will act as a disincentive for people to visit Towns such as Barry and Llantwit Major. Also charging at the various attractions in Vale will prevent visitors from bothering to come and spending their money in the pubs, shops and cafe's etc. I feel this proposal is short sighted in that it will generate extra income for the authority but at the expense of local businesses and attractions</p>
942.	<p>Re: Proposed parking charges in the four towns. Your financial justification is finger in the wind and does not appear to contain accurate running costs. Another nail in the coffin of our struggling town centres and more customers for the out of town stores. Tesco et al will welcome your plans.</p>
943.	<p>I am appalled that the council is even going to consider introducing parking charges in the towns of the Vale of Glamorgan. As a Llantwit Major resident for the past 9 years I can clearly see that the town centres will be destroyed and all the local businesses will suffer a negative impact. Shoppers will be forced on line or to out of town free parking in the retail parks. In a time where emphasis is given to health and</p>



	well being people will not visit country parks and beaches due to parking charges, people will walk their dogs on the streets fouling the pavements. The tourist industry and hospitality offered by local hostelrys and restaurants will struggle for customers and our charming and beautiful, countryside, coast and villages and towns will lose their appeal . Communities will die.
944.	No parking charges. The small towns in the Vale are already struggling, due to the large out-of-town shopping centres that surround the area, and need support from the local people more than ever. We already pay large Community charges and these need to be used more efficiently. Perhaps cutting back on expenditure in the County Hall should be looked at instead.
945.	Please cancel the proposal for parking charges in the Vale. This will definitely have a negative impact on our town. It would lead to shop closures, loss of revenue, unemployment etc. People will not want to pay parking for odds & ends & will do without rather than pay extra. This is a bad proposal. Thanks
946.	I wish to express my disagreement with the Vale of Glamorgan parking charges being proposed for Llantwit Major. I believe it will have a negative impact on the town, leading to loss of revenue which will lead to shop closures which will result in job losses. Llantwit Major is a thriving town let's not destroy it with a money making scheme that will only lead to its demise. So as a Council tax payer, I demand that the VOG Council cancel this ridiculous proposal.
947.	<p>Raising funds for vale services seems to be the reason for this plan and I can understand your need to do this bearing in mind the cuts imposed on all councils by Govt .so before putting this plan to residents for their views ,you must have carried out an economic evaluation to ensure that it is a viable project that will bring much needed funds to the Vale Council.from which the rate payers will benefit eventually .I do not know how much you need and how much you estimate you will receive but to get my support and other rate payers you need to provide these figures for us to consider and i hope you will provide these figures before the end of the consultation period .</p> <p>My wife and i live on the outskirts of Llantwit Major and in our 80,sand when we shop we need to use a car to carry the goods .There is no bus on our route !We support the local shops for our day to day needs and 2 off the main shops provide free parking for those of us who use their services .Sometimes the car parks are full at peak times especially at school children collecting times The draft plan to to pay for street parking in boverton rd and burial lane, wine street will entice some people to use the free parking provided by the stores and will then probably force the shop owners to protect their car parks from none shoppers by a scheme which will impinge financially on their customers Shoppers then may shop elsewhere so the stores lose out .as well as customers so please be sure to do your sums and assumptions correctly to check out the economic viability of the draft scheme vand be sure to publish it for each area please .Clearly the bigger areas such as Barry may well be viable but small areas such as Llantwit Major almost certainly will be too small .Please do not be tempted to lump all the areas together to get the scheme through because it would be unfair to those areas which are not viable . Please be transparent with your survey results and publish these in the Gem</p>
948.	I am totally opposed to parking charges being introduced in both Cowbridge and Penarth town centres.



Cowbridge's businesses in particular are under extreme pressure from high business rates and rents. Quality shops are being replaced with subsidised charity shops and quite a number of shops are now left unoccupied. This does little to encourage people to visit the town.

Parking charges will further deter people from visit the town and push them away to out of town businesses where parking is free.

Throughout the High Street, Eastgate and Westgate there are many residential buildings and flats where there is no off-street parking available; these residents with be put at a huge disadvantage with parking charges.

Many employees of supermarkets, cafes and restaurants who are on low wages will see a large proportion of their wages going to pay for parking. This is totally unfair, when council employees do not pay to park at work in offices or depots.

The current parking restrictions ensure a regular change of visitors who just need 1 hour parking.

In the 30 years I have lived here there has been almost no maintenance carried out on the town's parking areas and little needed in the foreseeable future.

Please do not risk the future of Cowbridge's businesses, and a special place to visit with parking charges.

949.

I write to state my view on the Councils Draft Parking Strategy which I would like to be considered.

Looking at this parking strategy it is clear that this is no more than a money making scheme at the expense of both motorists and local businesses in the Vale.

I refer in particular to Cowbridge where we visit, usually twice per day, and travel by car from Penllyn since our regular bus service has been withdrawn.

Throughout the whole of this strategy there is no consideration or assessment on the use of the parking spaces in the town. The strategy appears to want to restrict long term parking with no thought as to why people need to park all day.

A large proportion of all day parking is used by a mix of the following:

- Employees of local businesses, many of whom will be on minimum wages
- School pupils travelling from local villages
- People who work away from town and travel by bus into Cardiff, which reduces the volume of vehicles travelling into the city and hence reducing the environmental impact.

None of the above has been assessed by the Council and will result in large costs for local employees; for example a waitress under the age of 20 with a minimum wage of £5.90 working 7 hours per day for 5 days would earn £206.50 per week. With proposed parking at £6.00 per day (£30 per week) this would see them lose nearly 15% of there income to just come to work in Cowbridge or other towns.

As a pensioner with limited income, rather than go twice per day to support local businesses, I will most likely have to reduce my visits to Cowbridge and go to out of town businesses (Cafes, restaurants supermarkets, etc) where parking is free.

Once again the Council has a total disregard for the local businesses, and what effect these charges will make. It is very clear that Council officials have no commercial acumen and are hell-bent on ruining businesses in our towns. One only has to look at the effect parking charges have had in Bridgend which is now like a ghost town, even after a fortune was spent on making it pedestrian zone.

Rather than coming up with money making schemes targeting motorist, the Council should look at reducing their own costs, in particular the over generous pension scheme which employees receive. Having always worked in the private sector, I had to increase my contributions from 5% to 8% 12 years ago to get the same benefits, the scheme was also closed to new employees but then subsequently completely



closed for all employees 2 years after that.
If the Council is to go ahead with implement charging, 2 hours free parking is essential as an hour is insufficient to do shopping and get a meal or have a coffee. It is essential that this Draft Strategy brings in charges to all Council employees and senior officials for parking at their place of work, be that in offices or at a works depot, so that charging for parking is fair to all none Council employees in our towns.

950. Introducing the excessive proposed parking charges will not improve visitor experience or access to services. Visitors will always seek either a free parking space or one that is at a reasonable cost. If these new charges are introduced there will be a significant decrease in the footfalls to the town centres as has been found in many centres throughout Wales and, consequently, a number of businesses will close.

There is little evidence to suggest that the income currently generated from both Rivermouth, Ogmore by Sea and Cymlau, Southerndown car parks is reinvested there—only when pressure is placed on the Council is some limited, token action taken. Many residents of Ogmore by Sea are of the opinion that the income generated will primarily be spent in Barry and Penarth ,as is currently the case. There are still many issues, some going back at least 11 years, that need addressing. Byworking together with other agencies and residents, the VoG council could contribute significantly to minimise these concerns but seem reluctant to engage.

Town Centres

I am pleased that for both short and long term locations there is free parking for up to 2 hours. However, the proposed charges in excess of 2 hours are excessive - please refer to both Carmarthenshire and Pembrokeshire County Council parking charges found on their websites. There is also the need to consider the cost of parking for those people working 5 - 6 days in town centres as many are on the minimum wage.

Coastal Car Parks

The proposed Summer season duration is not supported. I propose the Summer season should end on 30 September,as at present.

I will be very surprised if anyone will disagree to the first hour parking being FREE during the summer months!

The income generated from the West Farm, Southerndown proposed car parking area, will not be sufficient to cover the costs of the bilingual pay and display meter, signage, its installation and maintenance as well as the installation of the boundary of the parking area. The Council also needs to consider the livestock that have access to the common land.

The same issues apply at Portobello , Ogmore by Sea, (not PortAbello!), the as do at West Farm. However, if charges are introduced there is a need to ensure that no overnight parking takes place, cars and other vehicles do so, some on a regular basis especially at weekends. This needs be enforced by VoG council, having a sign displaying that no overnight parking is not allowed is insufficient. Parking enforcement officers of the Council need to work in a more flexible manner



including weekends and visit Ogmore by Sea on a regular basis.

As camper vans, motor homes and transit vans take up more space than cars an additional charge should be placed on such vehicles.

VoG council needs to ensure that motor homes, and such like, do not park on the riverside footpath on the Norton bend - north of the proposed Portobello car park. Sometimes it is difficult for horse riders and indeed walkers to use the footpath due to parked vehicles - boulders on the side of the road should mitigate against this and force drivers to use the designated car park, free or otherwise.

On Street Parking Town and Shopping Locations.

Propose that free parking is increased to 2 hours with no return permitted.

On Street Parking Coastal Locations.

Proposed charges are extremely excessive - this will encourage motorists to seek out displacement parking locations.

Displacement Parking

Specific to Ogmore by Sea - this is already an issue for Main Road, Seaview Drive, Marine Drive. The issue is likely to increase if Portobello is to become a Pay and Display car park as currently people walk from the car park along the riverbank. If charges are to be introduced they will park in Ogmore by Sea.

951. Parking enforcer officials need to be more in town to enforce fines
Would the council consider a incentive of a free parking voucher for customers , we as a business thrive on passing trade and regulars from Penarth and outer areas , we are very concerned that a parking charge will not encourage people to visit the town where they can park in tescos for free

952. I have tracked down the full document and the report to the Cabinet which as you say are on the website. I can now read it at leisure.
As you have said C7 indicates that the High Street and Broad Street areas could be a controlled parking zone or on street parking charges and a decision has yet to be made. However it is suggested in the report that parking charges be introduced. Similarly the Barry town centre area (Holton Road etc) is shown as a CPZ or parking charges and as such the decision has yet to be made.
The two areas are presented in an identical manner and yet you state the potential revenue for High Street/Broad Street wasn't included in the report because the decision had yet to be made. The point I was making was that the potential revenue for the Barry town centre was presented and given that decision had yet to be made as well then the lack of such figures for High Street/Broad Street seems an odd omission. Why go to the extent of including the future installation and maintenance costs and yet not show the potential revenue in an identical manner to the town centre. The lack of the figures makes it difficult to produce the overall net position.
Thanks for taking time to reply and I look forward to a discussion at one of the drop in sessions.

953. Please do not kill the town of cowbridge by making all parking be paid for.
Many people use the car park at the rear of the town hall for free park and ride into cowbridge and also stores such as Waitrose provide no staff parking and openly encourage their staff to take a space all day. Why not have a number recognition



system with first 3 hours free and thus prevent all day parking that doesn't benefit shoppers.
 If you make it chargeable to park few people will bother and will just go to culver house or Bridgend and park for free. Bad for environment roads and local economy and community.
 It seems frankly the worst possible thing you could do for the town right now especially when the only positive of the new Darren farm development is the hope some may shop and dine in the town. I very much doubt this will happen if it costs anything to pop in to town for the privilege.
 Also paying to park in the day or evenings would again make people far less likely to dine out etc as 2-3 hours can easily be spent in the town.
 13 leoline close cowbridge.
 xPlease do not kill the town of cowbridge by making all parking be paid for.
 Many people use the car park at the rear of the town hall for free park and ride into cowbridge and also stores such as Waitrose provide no staff parking and openly encourage their staff to take a space all day. Why not have a number recognition system with first 3 hours free and thus prevent all day parking that doesn't benefit shoppers.
 If you make it chargeable to park few people will bother and will just go to culver house or Bridgend and park for free. Bad for environment roads and local economy and community.
 It seems frankly the worst possible thing you could do for the town right now especially when the only positive of the new Darren farm development is the hope some may shop and dine in the town. I very much doubt this will happen if it costs anything to pop in to town for the privilege.
 Also paying to park in the day or evenings would again make people far less likely to dine out etc as 2-3 hours can easily be spent in the town.

954. it seems futile to me to ask for a public consultation when all the representations relating to this issue were dismissed by your planners and consent given to exasperate an all ready grave parking problem in and around cowbridge. if you wish to see just one small example of how useless you planners are take a walk down the lane at wick where resedants of the new housing are allready pushing out at the back of the estate on to what is now a public right of way well done you all but dont say you were not warned paul jenkins rate payer

955. This town is dying so paying for parking would kill it off completely. The council needs to reduce or cancel business rates to encourage businesses to the town not turn business away.

956. Despite all the objections and evidence that it will be counter productive, the Vale Council seem to have the attitude 'that my mind is made up and don't confuse me with facts' !

 Plus the fact that if parking is charged for then you will need to pay traffic wardens to enforce the rules which also defeats the object of making money!

 Towns are already struggling for customers without this added burden – it just doesn't make sense to us or anyone else!

957. I welcome the parking strategy review as a much needed measure however I would like to take issue with more recent measures that has seen an encroachment of



vehicles from Queen Street to Trinity Street more importantly the lower part of Trinity Street immediately around the corner from Queen Street.

The lower end of Trinity Street is always an area of congestion as residents we have to endure the congestion created by the following :-

1. Teachers from the two schools parking (haphazardly with no thought of resident inconvenience) for their total working day during term time.
2. School run times both drop off and collection by parents
3. Evening events held at the local church ie Barry Male Voice choir / Slimmer's World as two examples sees residents unable to park their vehicle in the evenings. Alternative parking i.e. taking up other residents parking space on nearby streets away from home is not an option as Barry Council has introduced resident parking only for all these streets!
4. Since the introduction of resident only parking on all streets except lower Trinity Street the encroachment is often by large commercial vehicles that can take the space of up to two standard automobiles.

Trinity Street is already suffering from already implemented actions and is ignored yet again within the draft strategy. The flaw with this proposal is some property owners being inconsiderate and parking large commercial vehicles that take up to 2 standard parking spaces as one of their vehicles this in turn puts pressure on other residents. No doubt this affect isn't just in this area. If residential parking is going to be taken up by commercial vehicles may I suggest that Barry Council introduce a second tier parking charge of a £1000 plus per annum for the whole of the Vale district.

958. Beautiful Barry had members speak at both scrutiny meetings concerning the draft parking proposals but it seems cabinet decided to ignore the recommendations from scrutiny and continue as initially planned. We would like to help explain to the public what the proposals are and how people might be effected however we're having great difficulty understanding the maps and considering we're quite familiar with the capita report but cannot understand the maps how on earth less interested members of the public are going to understand? Is there a better way to display the changes as quite frankly some of the coloured lines on the map look like they are scribbled on with crayon and don't clearly match the colour key.

I appreciate there are drop in sessions starting soon but we would really like to make things clearer to the public before these start. The easier it is for the information to understand, the less confusion there will be and following the disaster of the recent dogs proposals at porthkerry we would be very keen to avoid a similar thing from happening.

We understand there is already a petition from shops on High Street and there is a protest being arranged today so we really are concerned that people are having knee-jerk reactions without understanding the facts.

I attach a screenshot of one of the maps in the hope that you can see what a shambles it really is.

959. I'm writing to express my displeasure at the proposed parking charges for High Street in Barry.

High Street is one of Barry's few shopping areas dedicated to independent, small businesses - a thing that it is your prerogative to support and even promote. Whilst these shops benefit from dedicated band of local customers they will categorically



not be able to absorb the knock that your proposed parking charges will have on trade. Instead of a unique, yet traditional British High Street full of shops - one of Barry's key drawing points to tourism - we will be left with a row of empty buildings. Empty buildings that are no longer paying your council their business rates.

I will concede that the proposed charges are not high, they are only a small charge and the first hour is free. But it isn't the cost alone that will knock trade in the street, it's the hassle. Instead of just parking and shopping, we customers will now have to estimate how long we intend to be in the street, and purchase a ticket accordingly - meaning queuing at the machine and buying a ticket. Firstly, this is time wasted that we could have been shopping. Secondly, chances are we will endeavour to underestimate. Nobody is going to pay for two hours when they'll probably only be there one hour and twenty minutes. This will lead to people rushing away. They won't browse, they'll grab what they came for and flee within the hour so they don't have to get a ticket. Extortionate amounts of business will be lost to these independent shops, run by local residents of Barry who want nothing more than to make their living, and who contribute endlessly to the community. This may be a poignant time to remember that High Street puts on at least three free events that bring the community together every year. And each time they pay the council for the privilege or closing the road to host the event.

It is difficult to see how these parking charges would have anything other than negative effects. High Street's limited parking is already sufficiently managed by the two hour limit that is in place. Your proposal will half the time that most people spend in the street, because they won't want to pay for the second hour. Even the small profit that the council would make from the parking charges will be eclipsed in the loss of business rates you would lose when the struggling shops just give up and shut their doors.

Nobody benefits from these proposed parking charges. Not the customers, not the traders, and certainly not the council.

I urge you to reconsider, and repeal the proposal. Before you destroy Barry's High Street.

960. As a frequent short stay street parking user I consider that No change in 2 hour or less Parking is required. I Park to use town centre business premises and where practicable combine my calls to fit more than one in a 2 hour time slot from one location.

The business premises visited by Council Tax/Business Rate and in general cannot provide their own Off street Parking.

The proposed charge seem to me to be a SECRET increase in Council Tax, As is also the change in Rubbish Collection such as giving little [REDACTED] the right to look in my black bags.

961. I would like to register that I am completely against parking charges in Llantwit and Cowbridge. Having had an awful experience recently in Llandudno when shopping and getting a huge fine for accidentally misinterpreting the small print, I would NEVER now go back to Llandudno. It was mentally so unsettling and spoilt good memories of a holiday that I wouldn't give the town my financial support again.



Cowbridge and Llantwit desperately need to keep their high streets and local shops alive. It is a huge economic issue for rural areas that cannot have escaped your notice?! I have no doubt that the fines and accidental infringements that will inevitably take place will put people off shopping and force more to go to out of town centres and huge supermarkets.

Those of us who work in these towns will also suffer, the charges eating into our wages. Please rest assured that thousands of normal working families will find these charges offputting, this is quite an affluent area in some ways, but we are ALL struggling just to live. Do not penalise local people who have lived here for generations by using tactics contrived by some person in a suit in an office who's not even local.

I read in the report by Capita that the Vale council will only make a few hundred thousand a year (optimistic). That's a pathetically small sum compared to the accumulative impact parking charges will have on hundreds of small shops, employees and businesses. All of us trying to make a living contribute to the local economy. If the Vale needs to raise this small amount of money just put the council tax up by 20p per household!

Leave these towns alone! They are much loved and happy places. Dont spoil it! Some national faceless consultancy coming up with strategies doesnt represent the views of the local people who live here and pay their council tax.

962. We would like to air our opposition to the draft parking strategy under which parking charges would be levied in the currently free car parks of Llantwit Major town centre.

We write as a business operating in Llantwit Major, namely Illtud's 216 located on Church Street (CF61 1SB) [REDACTED]

As a business we believe that:

1) The parking charges would have a devastating effect on our business, as customers would have to pay for parking in the town centre. Many businesses in Llantwit Major operate on very low margins and struggle to make ends meet. These charges would deter customers from visiting the town centre and purchasing our goods and services. The reality for many business owners would be closing down in order to cut their losses, thus leaving the town with many closed shops. This in turn would contribute to the overall gloom. Less businesses means less visitors to the town centre means less income from parking and less income from business rates. Is this experiment really worth it? How many business owners would be at risk of losing their livelihood for the council to find that they did not increase their income on the bottom line?

2) Having read the strategy it appears that the parking charges are not viewed as a measure to generate excessive (if any) profits for the Council. There is a chance they will generate losses, depending on the parking occupancy and location. We find it difficult to understand why would they be of any benefit in the first place.

3) Small businesses in our town are also a source of employment and payers of a



variety of taxes like VAT and PAYE. Putting their businesses at risk of closure would have a negative effect on the rural economy as a whole. It is often said that small businesses are the back bone of the economy. Less employment in the Vale means more housing and council tax benefit claims for the Council. There are many people that depend on their employment in town as they cannot travel to Cardiff or Bridgend on a daily basis.

4) Parking charges in our area will decrease the value of business properties in the town centre. Many business owners have worked hard to maintain the value of their businesses and such actions by the council would put them in a very disadvantaged position. It will also affect their ability to negotiate supplies of goods and services to the business.

5) Many studies, including studies undertaken by the Welsh Assembly, show how important it is to protect the town centres in order to preserve the community feeling within the small towns of the Vale. Town centres all over the UK and Wales are loosing the race against out of town facilities, in which parking is free. Charging for parking in the town centre would only make it harder for us to preserve our beautiful town and community feel.

6) The argument that the first 2 hours would be free does not make any sense. Firstly, visitors would like to walk about and to browse the shops. Some of them might like to go for a meal or a drink with friends. Probably the majority of people would need to park in town for longer than 2 hours and would be deterred by having to look after their cars and worrying about parking fines.

7) The argument that the rates are anyway so low does not make sense either. The Council is introducing these charges as an additional source of revenue. If the rates are so low, why implement them at all, unless the general plan is to increase the rates gradually over time. The proposal does not show any limits on future charges and price increases.

8) Finally, there are many elderly residents in Llantwit Major who depend on our town centre and its facilities for their daily needs and social activities. Most of them are not able to walk to town. This would have a devastating effect of their well being and ability to cope and might in turn increase the overall cost of caring for the elderly.

As a resident of Church Street we believe that:

1) Like most residents of the town centre, we have no on street parking. There are narrow Medieval roads surrounding our houses and we have no choice but to park in the designated parking areas. We don't think many households in the town centre can afford the charge of £6 per day. Even if some form of resident parking is offered to us, it will cause major chaos all around. Every resident of the old part of Llantwit Major is likely to find it more difficult to park his /her car and continue their daily routine. What if someone had visitors? What if a larger family had more than 2 cars?

2) The Town Hall car park was our replacement for an on street residential parking. A right which is afforded to most residents of the Vale. We strongly believe that it is not fair to change our status as residents and discriminate against us in this way. We



can not build extra parking facilities in our private gardens in the middle of this conservation area. The Council is leaving us with very little choice.

3) We feel strongly that we all pay council taxes as residents of the Vale. Personally there are very little services that we receive from the Council, however we know that everyone has to pay his share of council tax for the benefit of all. Parking charges that discriminate between some Vale residents and others seem extremely unfair. If price increases are called for, everyone has to share the burden equally.

963. I lead walks for a walking group and we use the car parks at Portobello and West Farm on a regular basis. I can understand charging for car parks where there are facilities such as public toilets. However there are no such facilities at Portobello and West Farm and I object to the proposed charging regime for these two sites. The proposed charging for town centres seems reasonable especially as the first two hours are free.

964. Following my visit to your 'drop-in' session at Cosmeston yesterday I have the following comments –

I agree the general principle of charging for on-street parking where it is needed to provide turnover in the space available for shopper, tourist and resident parking in any area. Besides controlling the parking it provides an income to pay for enforcement both in the areas for which there are charges and in the controlled parking zones.

Cliff Parade (CF64 5BP) – at Appendix C2 the draft proposes charging for the car park at the end of the road but does not seem to propose any changes to the parking in Cliff Parade where there are problems of overnight campervan parking (frequently if not always) and of all-day parking when there are cruises from the Pier. These are likely to be exacerbated if the Vale charges for the car park.

Plymouth Road – at Appendix C2 why is there a gap (between Raisdale Road and Alberta Place) in the controlled parking zone?

Plymouth Road – at Appendix C5 why is it considered that there will not be any potential displacement either into Plymouth Road (or over the bridge into Cornerswell Road, Victoria Road etc)?

The report does not propose any change in the parking arrangements around Penarth Station where all day parking by commuters in Victoria Road, Westbourne Road, Plymouth Road and as far as Woodland Place reduces the space available for shopper parking, funerals etc.

965. I do not agree with any of the proposals submitted by the council with regards parking and feel it will damage the commercial town centers by discouraging people to visit our already struggling High Streets.

I also wish to object to the parking proposals put forward by the council. As far as I understand them and as explained to me by your personnel at the consultation meetings. It will now cost me £2912 per annum per car to park outside my house. I live at ■ Westgate Cowbridge and currently have unrestricted parking outside my house on the street. However as proposed by the council in this consultation,



Westgate will become a "Street parking charging" zone. So I will not be able to park outside my premises without buying a ticket and be charged upto a pound an hour. If I purchased a parking permit I would not be able to park within the parking permit zone, because the permits would be area specific, (my permit would be for Westgate but there would be no places for me to use on Westgate and I could not use other areas as my permit would not permit it) therefore the only place I could park without incurring a potential £2912 cost within these proposals (as explained by your staff at the consultation **Mike Lord**) would be outside the permit zone over half a mile from my premises.

Westgate should not be within the Street Parking Charging zone as this area is not commercial but residential. If this was changed to residential permits you would save the cost of two pay and display machines for the quoted 13 spaces in question (£20000 installation costs and £3000 pa maintenance) losing the potential revenue £4190. So my calculations make it a break even point after 16 + years.

So Westgate does not fulfill any of the strategy proposes.

1) strengthen economic and regeneration opportunities (Residential area not commercial)

2) provide value for money for car park users (not at an additional cost of £2912 to me) and with a break even point of 16 plus years for this area))

3) improve access to facilities and attractions (There are none - Residential area)

4) improve visitor experience (adequate parking in The Butts and Southgate)

In conclusion I object to all your proposals in this strategy and let the status quo remain. If this stratagem is carried the Westgate should not be classified as street parking charging zone but as a residential street. This would save the Vale vast expense and maintenance costs of meters with over 16 years break even point.

Please see sense and remember the council should be working for the residents of the area.

966. Both my husband and I visited the Consultation session this afternoon at Llantonian Hall in Llantwit Major, and would comment as follows:

May I suggest an alternative to having to implement parking charges on the coastal areas, parks and towns of the Vale of Glamorgan. This would be to cut council expenses for refreshments/biscuits at council meetings etc and raise council tax rates by a small amount. Everyone then plays a part helping with monetary restraints on councils. It is very short sighted to impose parking charges in small coastal towns, which rely on visitors to survive. Problem solved.

These parking charges only serve to deter visitors/locals/holidaymakers enjoying our lovely countryside and towns, who when here spend their money in shops/cafes/restaurants (most small business in all of the Vale rely on this business), particularly in the summer months.



These small towns will die if parking charges are imposed on us, and you have a person on the Town Planning Committee who is trying to keep these small towns alive! There is an irony there somewhere.

This consultation must have cost a fair amount already, and goodness knows how much more to police the charges with traffic wardens!

What a waste of money.

The sole purpose of this consultation is to save money and not put up council taxes.

There is very strong feeling in Llantwit Major that parking fees are not the solution, as parking is very limited anyway and even more houses are being built at this moment in time, which will make matters even worse. Watch this space.

967.

1. The proposal would be useful for Cowbridge if it promotes 'churn' for shoppers during the day. This is going to be more and more important as the new housing development at Darren Farm is occupied. People are not going to walk from there to the shops to carry heavy groceries. It would be useful if the impact of the balance of charges and free hours are reviewed and monitored to find the best balance to ensure shoppers are not deterred from coming for lunch, shopping trips, services etc.

2. Payment needs to offer coins, contactless and card options to be welcoming to all visitors.

3. Thought needs to be given to the way this proposal impacts the transport situation. Cowbridge is notable by its absence from the much vaunted South Wales metro scheme. The only link is the bus service through from Porthcawl. People from across this part of the Vale use this service to access Cardiff and its intercity trains for further afield, and they use the Cowbridge car park as a base or transport node to access these transport systems. If the charges are to work for the shoppers and visitors to Cowbridge, it will displace these travellers. Both Culverhouse Cross and the junction on the M4 already at capacity and the extra housing at Cowbridge, St Nicholas, Colwinston etc etc is going to make this worse. It is surely important to get commuters on to public transport while at the same time not blocking local shoppers from accessing the local shops in Cowbridge. I note that the consultation for a new road through to the motorway from Sycamore Cross introduces the idea of a Train parkway at Hensol. This is very much needed but in the mean time the Cowbridge bus is the only link available. Has the council thought about the need for a long term parking facility to link with the bus service which could also be used by workers in Cowbridge? And have they thought about a much more effective mini bus service linking Cowbridge to the station at Pontyclun so that that village also has room for its shoppers? How are the residents of Cowbridge going to access the metro system?

968.

The parking strategy for the Vale of Glamorgan is completely unworkable for residents and businesses. I urge you to rethink this deeply unpopular plan. Here's why it won't work in Llantwit Major:

1) You need to offer residents parking permits and allocated spaces: I live on Church Street, Llantwit Major in a house with no driveway or on street parking with my husband and two-year-old. With public transport being what it is in Wales we need



two cars to get to both our jobs and to ferry our child to childcare. Currently we park down the side of St Illtyd's Church as do most of our neighbours on Church Street and College Street who also have no driveway or on street parking. If you charge people to park in the town car parks visitors will park down the side of the church leaving residents no-where to park.

2) Low paid workers won't be able to afford to work: Llantwit Major has many small shops and cafes that pay employees the minimum wage or close to it. It is not fair to take away money from these workers.

3) Incidents of drink driving could increase: If people visiting Llantwit's five pubs don't have the option to leave their cars overnight they may attempt to drive when they shouldn't.

4) Llantwit's businesses will lose out: Bridgend's many retail parks don't charge for parking so it will be easier for people to go there than shop local.

969. I am the manager of [REDACTED] business. At the moment the business is already affected of the lack of spaces available to park for customers, if there is parking charges to be placed then we will have no option to close down as the business will loose more custom.
We have already been engaging with our customers and 80% have said they would not pay to park, there for take the business elsewhere.
I have also spoken to other businesses in this matter and all have stated they would be affected and will look to relocate or close.

970. We feel what will happen, if you do impose charges, is that people will park elsewhere,
I.E. The Doctors Surgery, The Leisure Centre, The Surrounding Streets,
inconveniencing
Patients, Leisure Centre members, and local residents.
Perhaps The Vale Council need to concentrate on, is how are Cowbridge and the surrounding
area going to cope with the residents and their cars of some 400 odd houses, at the new Clare Garden development?

Our suggestion is No Parking Charges, at the moment we are coping alright.

971. I am certain that you have had many complaints already regarding the proposed parking charges at Llantwit Major
I would just like to voice my concerns regarding these proposed parking charges and add that I think it would not benefit the residents or businesses of Llantwit Major in any way whatsoever. I happen to believe that these proposals are 100% motivated by profit and not for the benefit of our community.

I would urge you to consider a more focused consultation with residents because I understand from numerous social media groups that the recent consultation at Llantwit Major was farcical and residents were left feeling unheard.

I Hope that you seriously consider the future of Llantwit Major.

972. As a resident of Barry for over 65 years I have seen the highs and the lows of the



town centre and I must say it's the lowest I have ever seen it. I don't own a car but I can foresee the town centre as declining into a ghost town if these charges are implemented. Already we have more empty shops than ever and I know it's like that everywhere but instead of helping the council is ruining Barry. I'm wondering if the council is doing so to intergrate with Cardiff so as to hide their failures.
A disappointed resident

973. I am writing to make you aware that i object to your plan to charge for parking in towns around the vale, not only would it kill businesses in the towns with fewer people visiting their local shops but their would also be a rise in unemployment with businesses closing because they have no customers,this would mean a loss of council tax from these businesses, also most people who work in these shops are on minimum wage and can not afford to pay £130 a month (if they work full time) to park, i know i could not this would be the same as doubling my council tax, i'm a single person and live on my own and would either have to give up working and claim benefits or go to prison for non payment of council tax/parking fines, i do not want to give up work but will have to and lose my house and become homeless is this what i voted for ??? I don't think so !! I would like to hear what you think i should do in this situation, i'm sure know one in the council pays a quarter of their wages back to the council every month so why should the hard working low payed residents have to? Why don't you slim down the number of councillors i m sure we don't need the amount we've got and what about all the expenses they claim maybe their should be a cap on them? .

974. The website outlines the reasons “Why do we need a parking strategy?”. The first of which is

- Improve the visitor experience and access to services.

Q1) Referring only to Llantwit Major and the beach, can you please describe in what way the visitor experience is to be improved through the introduction of the proposed parking measures and identify to me the services which are going to gain improved access within Llantwit Major?

- Secure additional income to re-invest in town centres, coastal resorts and country parks

Q2) Referring only to Llantwit Major, can you confirm what consultations have taken place in order to determine where additional income needs to be reinvested in this area. Can you explicitly detail areas,projects or otherwise, which have already been identified within Llantwit Major and the Cwm Col Huw which require additional income for re-investment and can you provide references for these consultations.

- Assist with the maintenance and regulation of parking spaces
(In order for me to assess if the “numbers stack up” and ensure that the council have done some reasonable due diligence to ensure you can follow through on your promise to “secure additional income” - and whether or not I will support parking charges)

Q3) Can you clarify what maintenance and regulation will take place in the Llantwit parking zones above and beyond what is already carried out from existing council tax payments? (presumably my council tax already pays for maintenance of the existing



car parks - so I want to know what the value added is going to be if I am paying to park)

Q4) What is the projected cost of implementing the parking strategy in Llantwit Major? (Please try to make reference to estimated costs to third parties who will no doubt be contracted to provide parking meters/mobile parking systems and parking enforcement).

Q5) What is the projected income from those utilising the car parks? (presumably the council will have these numbers as preparatory studies will have estimated the number of people who drive to work in the town and those who visit and utilise services such as supermarkets, bars, cafes etc. and the average time those people will spend in the town.

Q5) What is the current cost of regulating and maintaining the existing free car parks. (I will be happy with an average annual expenditure that has historically been spent in Llantwit to keep the car parks maintained).

-Introduce consistent parking charges for the Vale of Glamorgan

Q6) Can you provide evidence that a “consistent strategy” needs to be implemented in Llantwit? Are there any studies, investigations or complaints from visitors or residents which lead to the council suspecting that:-

a) Llantwit Major and the beach area have experienced a long term shortage of parking, detrimental to those who visit, work or shop in the area.

b) Llantwit Major and the beach area have experienced significant parking issues leading to obstructions, dangerous parking or creating hazards to others, parking for extended periods beyond what most people would expect to be reasonable (overnight or multiple day parking).

Finally,

Q7) Can you point me to any consultation documents/studies that has given due consideration to the impact of daily parking fees on those who are employed within the town? Can the council provide evidence of consultation documents/studies that indicate a detailed analysis of the number of people who travel to the town to work, their average incomes and projected cost of parking for those bringing vehicles to the town.

975. I am against these. The imposition will deter people from coming to towns like Barry, Cowbridge and Penarth and enjoying outside activities and enjoy the countryside eg in Cosmeston for example.
Please think again come up with another money raising idea.

976. As a regular visitor to Llantwit Major (at least twice a week) I am writing to object strongly to the proposed parking charges in Llantwit Major for the following reasons:-

1) Reduction in tourism.

This brings in a great deal of revenue to the area as visitors from near and far come



to admire the ancient Church etc and in turn park in the centre to buy gifts and eat at the local restaurants and coffee houses. Charging for parking will impact on the length of time tourists stay in the town reducing the amount of money they contribute to the local economy.

2) Locals voting with their feet.

Many people from the surrounding small villages and hamlets shop in Llantwit because of the free parking. They won't bother in the future if charges for parking is introduced in the town as there are a number of large (cheaper) supermarkets with free parking facilities within easy reach of Llantwit Major. This will impact on the sales of the Filco and the Co-op which in turn will cause them to close due to lack of revenue.

3) Parents picking up and dropping children at local schools.

Many parents and grandparents shop after/before meeting children from school. This will decrease if charges are imposed on parking.

I hope that these reasons will highlight the fact that there will be a considerable impact on the local economy if parking charges are imposed. Will this offset the increase in revenue to the council???

977.

I'm a resident of Barry.

These plans do not adequately account for consumer behaviour or the commercial reality of Barry high st or Barry island.

1) **NO PARKING CHARGES FOR HIGH STREETS** High streets struggle as it is. No parking charges should be introduced on high streets. The big picture impact could be lost shops, business rates and cafes that act as community amenities.

2) **HIGH STREETS and Porthkerry NEED A LONGER FREE PERIOD OF PARKING** If you must introduce charges on high streets, the free period should be **AT LEAST TWO HOURS**. The authors of this strategy must ask themselves if they have understood consumer behaviour on high streets. For a parent on parental leave, a pensioner, someone on their day off etc you want them to come for a coffee, have a browse, stay a bit longer than planned and spending a bit more. The hour cap on parking will cut impromptu spending. It is also not long enough for a relaxed coffee or lunch. The same must apply in all Vale parking locations. People are angry about this because they are frightened of losing their livelihoods, as prices are rising etc. This is short sighted and is unlikely to raise the money you hope it will.

3) **BARRY ISLAND NEEDS MORE GRADUATED PARKING CHARGES** The parking on Barry island does not account for nearby visitors (by that I mean Cardiff and Vale) who want to come for a walk or soft play and a coffee or lunch on a regular basis. The current parking seems completely geared around day trippers - who year round are not the island's 'bread and butter'. The one hour of cheap parking that then jumps to a day rate does not reflect the reality of visitors to the Island. You need to put in place staged parking charges that allow for someone visiting for the morning to pay less than a day tripper. Once there these people probably spend more per head than day trippers who arrive once or twice a year with a supermarket-



bought picnic.

4) I live in the Grove which is surrounded by amenities - the West End club, Romilly Park, St Nicholas hall, the scout hut, the tennis courts and the bowls club. It is a wonderful place to live until you need to park your car within a reasonable distance of your house in the evening or on the weekend. As you are introducing a new parking regime, the Grove, should be given permit parking as part of this - with proper enforcement. Other roads in Barry have resident parking only - the Grove clearly is in an unusual position and should be included.

Please think through the strategy and be willing to make amendments.

978. I am totally against any parking charges to be introduced in Barry. We are struggling enough without putting extra payments on residents. If you intend to charge residents or shoppers to park surely the next step MUST be for all staff and councillors to pay parking fees at ALL council car parks.

979. I would like to object on behalf of the doctors and staff of Eryl Surgery to the plans to introduce car parking charges in Llantwit Major with particular reference to the Le Pouligen Way car park. We are an NHS doctors practice and many of our staff use this car park. Our staff would not be able to afford the proposed daily rate. Could free parking be provided to our practice staff.

980. I would like to voice my objections most strongly to the proposed car parking charges in Llantwit Major. I am a self-employed small business owner in the town running classes, workshops and individual sessions for hypnotherapy, mindfulness and meditation.

As such I bring in a regular number of people each week, with more for workshops around once a month, who then stay and shop, use the cafes, meet their friends or partners for lunch or dinner etc. which all raises revenue for the town and local businesses.

If car parking charges were introduced this would double the cost of their classes and many would stop coming, meaning that I would have to close the five regular classes per week, lose some of my clients and run less workshops as I cannot absorb that extra cost into my own business.

Not only would my business suffer, but so would those of the pubs, cafes and shops which my clients support when they visit Llantwit from the surrounding area. People come from the whole area from Cardiff to Swansea and up to Llantrisant, and then discover a wonderful town they decide to spend more time in and to come back and visit. If we want to put the Vale and the Heritage Coastal area on the map (think of all that time and money invested in the Glamorgan Heritage Coastal Path development) then charging people to visit will not encourage this.

Since the council will not even benefit from this, this is an extremely short-sighted plan which will lead to less income and more financial uncertainty in the long run. I also fear, as do many, that this will be the thin end of the wedge and that charges will simply increase.

These plans will be the beginning of the end for independent shops and businesses



in the town which have only recently begun to flourish once more after a long period of financial uncertainty. I have recently met people from England in the local shop who were here on one of their regular day visits to the town to enjoy the beach, restaurants and local shops. Please don't put people off coming here.

981.

Thank you for the opportunity to comment on the parking consultation, in particular LLantwit Major where I own a local business, employing seven staff. I also live in Cowbridge.

I wish to strongly object to the introduction of parking charges in Llantwit Major.

Since the recession in 2008 Llantwit Major has slowly ridden the storm and ten years later our little town is on the up.

We reinstated the Chamber of trade two years ago and we have all been working together with the various organisations to improve our town and constantly encourage people to shop locally.

We are the first town in Wales to introduce the Refill scheme (filling reusable water bottles), which has put LLantwit Major on the map and we are currently working towards plastic free status. The publicity from these schemes is encouraging visitors to our town.

We are far from thriving but there has been a positive vibe in our town and we are seeing more businesses opening up and very few empty premises.

Therefore

1

The parking charges would have a devastating negative effect on our businesses, as customers and staff would have to pay for parking. This I believe would deter shoppers from spending longer in the town centre or even from visiting at all.

It will also impact on staff retention, as one of the attractions of working locally is the reduced travel costs and free parking.

Small businesses are in constant competition from online shopping and out of town centres & supermarkets where there is free parking.

Introducing parking charges in our town will only add to this battle.

The loss of trade will result in a loss of profits which in many cases are very low margins, with some businesses only just breaking even. If this is the case there will be a reduction of staff at the very least.

Many businesses are working on very low profit margins and the loss of trade and the increase of parking costs to the businesses could result in businesses cutting their losses and closing down.

This in turn would result in empty shops and a loss of revenue for the council from rates and increase in benefit costs due to people being unemployed.

This will have a huge negative impact on the local economy.

2 As Llantwit Major is a small town there is no provision to provide a long stay car park anywhere in the town, so people who work in the town, that cannot walk to work, will have no option other than to pay £6 a day which amounts to £1500 a year excluding holidays.

The argument that it will increase turnover of customers due to there being extra car parking spaces free due to charging doesn't stand, as the people who park in these places now, will still park there as there is no alternative.

Public transport services to the town are insufficient.

The argument that the rates will be low does raise the question why implement them in the first place, and the concern is that these rates could increase each year?

It appears to be an unfair tax on those who live locally and those who work in town,



	<p>not an equal tax for all. I cannot reiterate enough how myself, staff and customers are against this strategy.</p>
982.	<p>I am writing this in an effort (probably wasted) to try and convince the decision-makers on this subject, that they should not under any circumstances include Llantwit Major in this proposal. Parking charges should NOT be imposed by the Vale Council on Llantwit Major, as there is a perfectly adequate Town Council looking after the running of the town. If that is not the case, then perhaps someone in some sort of authority, could explain to me why we need a local town council, at all, if decisions affecting Llantwit are to be taken by a group of allegedly qualified Councillors belonging to another bureaucratic entity, which would appear not to have Llantwit Major's best interest's at heart. As a resident of this town for many years by now, I must say that I have been singularly unimpressed with the performance of the Vale Council and most of it's officers I have had the misfortune to deal with. I look forward to an early response from someone senior or preferably a Councillor.</p>
983.	<p>I am writing to note my concern about the proposed parking charges in Llantwit Major and other places in the Vale of Glamorgan. This plan is very short-sighted and will result in less people using the shops and other services in the area - they will go elsewhere, such as larger superstores which are already making it hard for smaller and more unique shops and other businesses to survive. Therefore, I would like it noted that I oppose the proposed parking charges.</p>
984.	<p>Barry is in freefall decline. I cannot think that anyone thinks that introducing parking charges would be a good idea!!! We need attract people to our Town Center / local shops etc not send them away before we lose it.</p>
985.	<p>I am writing to show my disagreement that there will soon be parking fees to park in the Vale of Glamorgan. I live in Barry and work in Cowbridge and feel it is a bad idea. Barry town is not doing very well after the closure or two big chain clothing stores and this could hit the other shops even further and Cowbridge high street is only just starting to recover. I feel it will put people off visiting local and send them even more to out of town shopping areas. Personally it will add a huge amount to my monthly outgoings and will seriously make me consider working there. I beg you to reconsider this awful idea and support local our high streets in other ways that will drive people to them not away.</p>
986.	<p>We are totally against any parking charges being imposed in and around Holton road, our town centre is all but dead now, introduce parking charges and YOU as a council will kill it. Offer incentives to retailers to come to Barry rather than put them off coming please</p>
987.	<p>Town centre parking charges will finish Barry town off. Staff won't be able to absorb the costs in these hard times. If you work five days a week it would cost you £100 plus a month. Its not just one charge its a charge every time you go out. We were told years back about the councils plans to regenerate the town and look how well that went? The shops are closing! Look how many big shops have closed in the last few months? I don't see any regeneration of the town at all? You will be pushing the people to out of town shopping and online shopping.</p>



As for being charged to park out side my house, why should I be paying yet another tax when I already pay my road tax! We are pensioners and I am still having to work to help support my family.

If I have to pay parking I will have to finish work and I won't be able to do the volunteer work I do either.

You could save a lot of money by not having Capita do reports on every little thing which costs thousands of pounds a time and they usually don't do a full report and then you pay out again?

Get the very capable Vale staff to do the reports.

I do think a small charge for parking in the country side and seaside for the up keep and maintenance is a good idea as when these places look good people will want to visit the area.

This idea has frightened a lot of people. You are threatening there lives how are they going to cope when they can't afford the charges and can't afford to give in work?

988. Parking at Llantwit major – please do not introduce any parking charges at Llantwit Major, and all other local Vale locations. It will ruin the town centre activities including shopping and all businesses. Shopping will gravitate to the Bridgend and Barry large store locations with free parking. I do not understand why local authorities are so short sighted concerning these issues. It has been demonstrated all over the UK that introduction of these types of charges in smaller towns is the start of ruination. I can only assume that is why local authorities do it. The less that goes on, the sooner communities die, the less local authorities have to worry about. That seems to be the strategy as far as I can tell. Also, remember that if you do go ahead, the councilors implementing this will probably not be re-elected next time. Please do not do it.

989. How can the Vale Council be so shortsighted? Is the idea that all smaller communities in the Vale become ghost towns and not worth worrying about? Llantwit Major for example is a thriving community with many independent shops, who is going to bother using them and visiting the town if they have to pay to park their car? If they do people will end up parking in all the side streets and causing grief to the local people who live in the area. As for car parking charges proposed down the Beach how ridiculous. Isn't it about time that someone actually put their thinking cap on and thought about the consequences of this preposterous idea?

990. I wish to strongly disagree with the Vale proposal to extend paid parking to all car parks in the Vale on the grounds that this will destroy our small communities and our quality of life. Vale council needs to use our council taxes wisely not try to gouge us with parking charges from 8am to 8pm . Whoever has heard of Summer starting on March 1st and ending on 31st October????? Any parking problems arise because of planning permission being given to massive new developments in the Vale without any provision for infrastructure improvements , parking and transportation.

There is no need to charge for the small number of public car parking spaces in Llantwit Major. It will lead to :-

1:- The closing of local independent businesses ;

2:- Le Pouligen Way car park is delegated for train users. Charging will have the effect of cutting down on rail use. It will lead to regular commuters using their cars to travel to jobs in Cardiff , Bridgend and Barry. Pensioners who live outside walking



distance from the train/ bus station, will not be able to afford to go for a treat into Cardiff, Bridgend or Barry, by bus or train.

3:- the Llantonian Hall car park indicated is partly owned by the rugby club. There is some public parking and this is often used by pensioners to access senior events which culminate in a social cup of tea and chat thus contributing to the general happiness of the community and relieving the problem of loneliness. Paying for parking will hit pensioners particularly hard as they are on fixed incomes.

4:- the Town Hall and Old School car parks are very small but vital to the customers of the restaurants, pubs, cafes and local businesses. Why bother to visit and shop in Llantwit and pay for it, when out of town shopping is free?

5:- Llantwit Major beach has plenty of parking, as does Cold Knap. Neither beach is accessible to those who are elderly or infirm, without being classified as being disabled. The current free parking arrangements are a real boon for such local residents who enjoy sitting in their cars with a view of the beach followed by a stroll on the level ground and a leisurely cup of tea etc. The same applies to all the country parks. Once again your aim is to reduce the quality of your voter's lives.

All the above comments apply to the community of Cowbridge as well. Displacement parking will make more misery. We need better and more frequent transport options for residents of the Vale..

I feel very strongly that we are being totally let down by the very Councillors we voted into office .

NO TO PAID PARKING

991.

I am disappointed and oppose the proposed parking charges the Vale of Glamorgan Council intend implementing in Llantwit Major. I believe that the parking charges will have a detrimental effect on the trade in the town and could cause potential problems for home owners around the town centre, who may not be able to park outside their houses or will be forced to have to pay for parking permits.

As a volunteer at a local church in Llantwit Major, for a lunch club, afternoon tea, Food Bank, and other community events, as well as helping with provision of food after funerals or similar events held at the church. I will need to park in the town for more than two hours at a time therefore costing me money that I haven't budgeted for.

As you propose that a third party will have control over the parking in the Vale of Glamorgan towns how much per £1 raised will the Vale of Glamorgan actually receive, and what will the net income be allocated to!

992.

I am writing to object to the imposition of parking charges in Llantwit Major

It can only have an adverse impact on business in the town Reduce the use of public transport Encourage people to out of town shopping centres

Please can we have some common sense from the people we vote in !!!



993. I write to express my strongest opposition to the proposed parking charges in the Vale of Glamorgan, as outlined in the consultation document/report prepared by Capita Plc.
The reasons for my opposition are as follows :-
- Parking charges as outlined in the somewhat flawed consultation report are totally unnecessary and simply a thinly veiled miserable money grabbing scheme.
 - I have always strongly supported local businesses and shops in Llantwit Major, where I reside. If this scheme is adopted I will simply refuse to waste my hard earned income on paying for the privilege of shopping in my home town. I will shop at major supermarkets and out of town shopping centres where parking is free. In addition I will shop on line to avoid paying punitive parking charges.
 - I will no longer be able to use the train/buses without incurring punitive charges. What is the point of promoting the use of public transport in these circumstances? Attending public meetings and social events come under the same heading.
 - I am a pensioner and whilst not disabled, I am not able to carry heavy shopping bags from the local shops to my house. I have to use my car as do many others in my position.
 - Communities within the Vale of Glamorgan have different needs and what is good for one town/community maybe totally different for another. These blanket proposals are ill conceived and poorly thought out.
 - I detect a somewhat questionable sniff of Conflict of Interest with Capita Plc providing a consultation report, at considerable cost I understand, which strongly favours implementation of a huge parking scheme which they, Capita Plc will run. What on earth are you people thinking? I object to having my intelligence insulted.
 - The implementation of this scheme will downgrade the quality of life not only of my family but of many residents of communities within the Vale of Glamorgan. In my humble opinion you, as elected Vale of Glamorgan Councillors do not have that right.
 - Finally I request and demand that you grasp the nettle and cancel the proposal.
994. 1. In a historic town like Llantwit Major, all the extra signs, machines etc. are going to detract from the fine old buildings, in a way that an individual or business wouldn't be allowed to do.
2. It would be the death knell for many small businesses on which the town depends; the only beneficiaries would be supermarkets and other businesses and services in Bridgend and Cardiff, not even in the Vale.
3. While it is true that many other coastal areas in Wales have parking charges, they are actively promoted as, and attract visitors as, tourist destinations. Llantwit Major, on the other hand, along with most of the Vale outside Barry Island, is starved of such promotion and investment. For example, we have a tremendous number of very important archaeological sites which lie buried because there is no money to even continue the digs, let alone develop them as tourist attractions; a few of them may have a sign with a bit of information, but that's it. We also have some equally important geology - the Porthkerry Member (formally Formation) is a name recognised around the world in geological circles; but where is the information on that? The same goes for the fantastically varied wildlife. As a result of this long-term lack of investment (interest?), from both the Vale of Glamorgan Council and Welsh Assembly Government, Llantwit Major is often virtually devoid of tourists when it should be thriving. So no-one is going to benefit from the charges apart from the companies providing the "service" and selling the equipment.
4. If the costs are likely to outweigh the earnings, what exactly is the point?
995. I want to register my disagreement with the proposed parking charges. Town centre



businesses are struggling as it is (even Cowbridge is now full of charity shops) and this will be another blow for them. It will certainly discourage me to go into the various town's in the Vale. The on-street parking in particular is hard for the Council to defend as it is claimed that car parking fees are needed to maintain car parks etc yet the highway is simply that (i.e. the highway) and roads need to be maintained to a suitable level for road traffic purposes. I also feel that this is another strike at council taxpayers who already are faced with excessive council tax increases despite the Vale, having a high level of cash reserves, being amongst the wealthiest council in Wales.

996.

I strongly disagree with all the proposals in the parking strategy and have chosen to write an individual e-mail rather than complete the survey questionnaire because the questionnaire as constructed constrains the ability to respond fully to issues. As designed it limits the extent of responses so that they can be simply aggregated.

If the strategy wishes to improve the visitor experience at all of the locations in the proposals then there should be no payment for parking, but rather a limiting of the time and enforcement of that time to achieve maximum use of the spaces. Payment for parking at any of the locations is a significant disincentive for individuals to visit.

The traditional town centre of Barry is struggling to retain quality retailers (2 main ladies clothing stores have recently closed) and to impose a charge to park, even with the free 2 hours, will further detrimentally affect the economic vitality of the town.

I note that the capital costs of installation of the payment machines and associated infrastructure will be met by borrowing. Annual maintenance costs will also have to be met and from the figures included in the Capita report for income generated (are these figures robust enough since they are based on snapshot surveys of past usage of car parks?) it would appear that it will take a significant number of years before profits would be generated to meet the other objectives of the strategy.

Notwithstanding my opposition to the principle of paying for parking, there are inequalities in the proposals. Why should the town centre car parks benefit from a free 2 hours when the proposals for on street parking in High Street and Broad Street retail areas only have 1 hour free and the subsequent charges are higher for on street compared with the car parks. This is grossly unfair and inequitable and could well detrimentally affect the vitality of what is a vibrant shopping area.

The Capita report identifies potential displacement parking areas. I live in one of those displacement areas and if drivers are dissuaded from using car parks because of payment and use the displacement areas, this will create inconvenience for householders who do not have off street parking, particularly during busy times. This is unreasonable and unacceptable.

It is also unreasonable to expect householders to pay for residential parking permits.

The foregoing comments are brief, but provided with sincere concern. I trust that they will be given due consideration.

997.

We wish to register our concern and objection to the proposed introduction of car parking charges in the vale of Glamorgan. We live in the village of Llanmaes and so the main areas with which we are familiar and are therefore of most concern to us



are Cowbridge and Llantwit Major on which we wish to comment. However, these points may well also apply to the other areas in question.

1. The strategy is clearly a cynical scheme designed to generate income for a cash strapped council rather than benefit its residents and visitors. It is, however, more likely to generate substantial income for whatever private company is employed to administer the scheme than to benefit Vale residents. No doubt it will be administered by a company keen to maximise profit for its share holders from fines etc. This is unlikely to improve the quality of visits to these places. Who will want to come here then?

2. The public transport system is wholly inadequate between Vale towns and villages, meaning that the use of cars is essential. Residents therefore will have no choice but to be ripped off by their council for parking. The alternative will be to take their business elsewhere such as Culverhouse Cross rather than locally.

3. The introduction of parking charges in the towns will do nothing towards encouraging trade and is likely to put shoppers and visitors off. Businesses in these towns are already struggling; it would appear that the council is intent on making their existence even more difficult. We cannot see how it 'will improve the visitor experience' and anticipate that it will do the opposite. It is likely to cause hardship to workers who have no alternative, causing significant expense for them to park for work. It will cause considerable inconvenience for shoppers and visitors attempting to find suitable non resident parking availability, again discouraging visitors and shoppers, with a negative impact on local traders.

3. Charging for car parks and on street parking will put greater stress on private car parks such as the Filco car park in Llantwit and Waitrose in Cowbridge with a detrimental effect upon their customers. There is likely to be a knock-on effect to other areas, which has clearly been considered with the suggestion of resident only parking. Once again, this introduces new expense for residents and considerable inconvenience for visitors who may have to trawl the streets for suitable parking.

We would urge the council to scrap this ill advised scheme and prioritise the wellbeing of the businesses and residents of the Vale who would be adversely affected.

998.

1. Make parking charges in town centres only applicable after 2 hours to encourage more shoppers and turnover of those coming to shop (lets help small shops)
2. Make parking charges at for example Barry island and Cosmeston Park free from 1 Oct-31 March - then 1 April to 30 Sept first two hours free and then payment afterwards (as a dog walker I need 2 hours at Barry island to walk and have a coffee and am not prepared to pay an extortionate amount through the winter so forced to park in local streets.
3. At the Cowbridge Car park / Cliff Top in Penarth make it free for first 2 hours and pay after this
4. If you need to make money you must police this properly. However if you make the parking charges reasonable people will pay. £5 for 2 hours is not on but £3 is OK
5. Cars parking on pavements, is illegal but no one gets a ticket, put in a speeding camera at Lavernock road near Augusta Rod as its fast and dangerous and will



	<p>make you money</p> <p>6. You could offer a pass scheme so people can pay annually to park in certain areas</p> <p>7. Start must charging Blue Badge holders for the blue badge, I pay for a senior railcard why cannot they? We know the blue badge scheme is abused and you need to police this far more and fine those who have no one in the car who the badge relates to</p>
999.	<p>I am opposed to the proposed car parking charge plan for Cowbridge. Because businesses are already being driven out of Cowbridge, combined with the need to pay a parking charge, I would no longer travel to Cowbridge to do most of my shopping.</p> <p>This proposal would only serve to drive businesses and shoppers out of the town. It would end up a ghost town.</p>
1000.	<p>As a volunteer for RNLI Penarth who lives in Dinas Powys if the charges go ahead I will have to rethink my involvement with the RNLI if I will be expected to pay for parking in Penarth.</p> <p>I am constantly back and fore to Penarth for various meetings at the lifeboat station on the Esplanade and with local businesses in the town centre</p>
1001.	<p>As long term residents of Cowbridge we are unhappy about the Council's proposals to impose car parking fees which will affect not only residents, employees of local offices and shops but also visitors to the town. The lure of the variety of shops and eateries that Cowbridge has to offer attracts visitors throughout the year but we feel that these fees will certainly have a negative impact on said visitors. As someone who has lived in Cowbridge all her life I have learned that, many people who live and work outside of Cowbridge, seem to have preconceived ideas about Cowbridge and its residents. Whilst it is sometimes advertised in publications as a destination for wealthy shoppers or house purchasers, there are many residents who would dispute that assumption. The town depends on its visitors who spend money in the local shops and who keep the coffees shops/restaurants busy. Monday to Friday can see little footfall in the high street other than local residents going about their business. The bustle of 'Saturday' belies the amount of money spent locally.....other than food shopping of course.</p> <p>Cowbridge still has some family run business although there are now far fewer than in previous years. These independent shops/restaurants are the main draw to the town for visitors who appreciate it as a small town offering them a different shopping experience. That said, these small businesses are having a tough time with the vastly increased Business Rates making it more and more difficult for them to exist let alone prosper. The influx of major chain retailers plus the increasing number of charity shops that are now in situ has changed the face but not necessarily enhanced the high street. If the visitor numbers were to fall significantly there will be a knock-on effect on the town's businesses and people could face closure/losing their jobs.</p> <p>Additionally, these charges will have an adverse affect on those people who travel into Cowbridge daily for their employment. Many work in local shops and are perhaps employed part-time. These people are not likely to earn huge salaries so</p>



deducting extra money from their weekly wage will probably result in some of them having to give up their job. We are already aware of staff in many local shops stating that the imposition of parking charges will mean that it will not be worth them carrying on and that they would have to seek employment elsewhere. We feel sure that these sentiments are echoed throughout all the other towns/villages in the Vale.

Unfortunately there is already a major problem with people parking in residential streets to the annoyance of residents who sometimes find themselves 'blocked in/out'. Who will monitor this type of situation, who will be responsible for the parking fees and how will they be collected? We live in an access only road but that has not stopped people parking outside our house whilst they walk into town for their shopping. Are we supposed to take their registration number to report them to someone.....I certainly hope not! Whilst this is annoying and at times, very inconvenient for ourselves and neighbours, it would not be feasible to expect us to 'police' this type of situation. Furthermore, if the Vale's Planning Dept had demanded that all new residential developments provide sufficient parking for the expected residents, many people would not be forced to park outside on the road or in neighbouring roads. We are fortunate in that we have off road parking which we use but what about when we have visitors? Are they supposed to pay to park outside my house whilst we sit inside enjoying a chat and a coffee? Am I suppose to charge them and send the money to the Council? There is a huge negative vibe about this proposal throughout the town especially in view of some of the Council's highlighted expenditure on other issues.

1002.

As a long time resident of Wine Street, Llantwit Major I have some very specific and significant concerns about the impact of the Council's Draft Parking Strategy on the street where I live.

Having read the Draft Parking Strategy, there is no proper assessment of parking in Llantwit Major, neither is there any reasoned justification for the proposals for Wine Street and the town overall. Very few of the houses on this street have any off-street parking. This is a Conservation Area, so there is no opportunity to create more off-street parking. There is currently on-street parking available to residents, visitors and businesses. This is well used at all times of the day and night. Importantly it works well for this part of Llantwit, and for the new businesses that are starting to locate to this part of the town, after many years of decline.

The Draft Car Parking Strategy proposes that Wine Street Car Park is a short stay car park, charged at £6.00 per day, which is £1,830.00 per year excl. Sundays and bank holidays! Due to work patterns, family commitments, etc. many of us residents will face this very significant charge for just living in Wine Street. I find this wholly unacceptable!

The Draft Parking Strategy does not adequately consider residents. It makes a passing reference to controlled parking areas i.e. residents parking but has no detail. It is clear that the very particular circumstances of the residents of Wine Street have not been assessed or considered.

The Draft Parking Strategy identifies it's aims are:-

- improve the visitor experience and access to services;
- secure additional income to re-invest in town centres, coastal resorts and country parks;



- assist with the maintenance and regulation of parking spaces;
- introduce consistent parking tariffs for the Vale of Glamorgan

What the strategy does not do is adequately consider residents parking or the problems that implementation would create for residents and visitors to the area. Below is a summary of some of the major problems which the Draft Parking Strategy would cause for the residents of Wine Street.

- A significant financial penalty just for living in our street.
- Our visitors would also have to pay and regular visitors such as relatives of the elderly etc would find the charges prohibitive.
- If the on-street parking was retained, but was designated a residents only, there is not enough parking for all the residents, which would create problems for our Wine Street community. Those who could not use the resident only parking would still have the financial penalty.
- If the on-street parking was retained, and Wine Street Car Park was free, but the Pouglien Way, Boverton Road and Town Hall Car Parks were chargeable, other town users would park in Wine Street displacing residents. Residents of Wine Street would again be disadvantaged.

One possible option would be that Wine Street residents would have exclusive access to residents only on-street parking AND exclusive use of Wine Street Car Park without charges through a permit system. Whilst this would be good for us residents, it would be remiss not to point out that Wine Street is also home to a number of businesses and community uses. Visitors to, and employees of those businesses would then be disadvantaged, which again would be detrimental to the wider Wine Street community.

I also wish to point out that it is only in the last 2 years that small businesses have started to return to this area of the town, greatly adding to the area. It would be a great loss if these businesses, who are paying already business rates, face this additional cost of parking for employees and the indirect costs to their customers.

As you can see, the implementation of the Draft Parking Strategy would cause major problems for the residents of Wine Street. Other options have been discussed with my neighbours, but this is not straightforward and there is no real solution. The only solution is for the Draft Parking Strategy not to be implemented.

In conclusion, the proposed car parking strategy should not be implemented in Llantwit Major, it is flawed and based on insufficient analysis or knowledge of the parking need and dynamics of the town. As a resident of some thirty years of Wine Street I, along with my neighbours would be particularly badly affected and I object in the strongest terms. If the objective is to raise funds for essential services, then this should be levied on council rates, rather than this outrageous additional form of indirect taxation.

1003.

I am sending you article we put in the public domain to show our strong opposition to the car parking and permit charges in the Vale. We think the current plans would be very detrimental to the local economy and have listed below our concerns. We appreciate the councils funding issues and would like to work with the council to find a solution acceptable to everyone. We are available to meet to discuss this issue and the Market and the new housing infrastructure issues within Cowbridge. Cowbridge Chamber of trade strongly oppose Vale council plans to charge for car parking and resident permits in Cowbridge and the Vale.



The Vale council propose bringing parking charges right across the Vale in towns, coastal areas and country parks. This will cause parking displacement, so the Vale council want Vale residents in Cowbridge, Llantwit Major, Barry, Penarth and coastal areas to pay to have a permit to park outside their own house. These permit charges and car parking charges are also likely to go up significantly over the next few years as the Council looks for revenue to make up it's financial shortfall.

The Cowbridge Chamber of Trade is opposed to these affects on residents, customers and staff.

Significantly for businesses, many staff will not be able to afford the charges making an already difficult recruitment situation even worse for local businesses. Staff do not want to pay £6 a day to park and that figure is very likely to increase.

The costs of the parking charge infrastructure and yearly running costs are also significant, so much of the revenue will go into private hands and not to the Council. The council's survey alone has cost £45,000. Each parking meter costs £10,000 to erect and £1500 a year to run and that doesn't include the costs of manning the parking charges and other infrastructure charges.

A spokesperson for the Chamber said 'There is a limit to how much the public are willing to pay to shop. Charges like this have been proven detrimental to other small towns in Wales where High Streets are already struggling to compete against out of town shopping centers and online retailers.

The majority of Cowbridge Chamber members were overwhelmingly against this. We don't believe this is the right answer and believe it will have an overall detrimental effect on businesses and residents in Cowbridge and the Vale. We would really like to work with the Vale Council to find a better solution to the car parking and financial issues.

1004. I am [REDACTED] for [REDACTED] Rugby Football Club and on behalf of our organisation I would like to raise the following query regarding your ongoing parking consultation. Your document the Vale of Glamorgan Parking Strategy shows on Page 7 a table which estimates that there is an estimated 26 car parking spaces available for charge at the Boverton Road car park in Llantwit Major.

Our query is as to how has this number of 26 spaces has been calculated as the area of the car park owned by the Vale of Glamorgan Council is by far too small to include such a large number of spaces.

We believe there may well have been a serious error made by your agents Capita in wrongly assuming in compiling their report that all of the car park is owned by the council, when in fact the majority of the car park is owned by our club.

This is a serious concern for our club as the figure if wrong is being used in a public consultation document and would be involving land which is privately owned.

Could you please address our concerns at the earliest opportunity and advice as to where the 29 spaces are being located. If required I and/or a member of our management committee would be happy to meet with any council representative to discuss this matter further.

1005. I live in Cowbridge. Commuters to Cardiff should be charged after all they would be paying a great deal more in the city.

If it is decided to bring in charges then I think up to 3 hours free would be more realistic. Many people give up their time to volunteer in Cowbridge and many attend council run courses in the Old Hall, some travelling form out of town. Most, after class, stay in town for socialising over coffee or lunch and a bit of shopping which is



beneficial to the town and as well as immensely benefiting the well being of these mainly retired and those not in work. Were we to rush out early so as to avoid a bothersome fee or fine, then I speak for many of us regular class attendees, we would probably turn away from attending and the Vale Council would miss out on thousands of pounds in fees.

Many people give up their time to volunteer as well and again there would be a drop in numbers. Waitrose car park would be regarded as just a place to park as there would be no incentive to park elsewhere if only 2hrs were free so making it very frustrating to those who simply wish to shop in Waitrose. Again, older and infirm would have to park further away.

One suggestion I have to enhance the parking experience in Cowbridge, which is pretty dire at the best of times and will only worsen after the new estate is populated and that is to encourage the medical centre to allow parking on Saturdays but at a small fee, say £3 with a good percentage going towards the practice itself.

1006. We have lost many individual shops in Llantwit Major already over the years and if the parking charges go ahead we will lose more. No-one is going to come to the town to shop, have a coffee and maybe lunch if they have to pay for parking. They will go out of town to shop and eat.

I feel sorry for the people who HAVE to drive and park for their daily work!

It is already a real hazard with the parking near the junction at the top of Stallcourt Avenue and I am sure people will be parking around all side streets if this is imposed.

1007. Welsh St Donats Community Council discussed this consultation at their meeting on 14th August and would like to make the following comments:

- concern was expressed that the strategy would put pressure on car parks in the leisure centre and surgery

- there is general lack of parking spaces in Cowbridge and the situation would be improved by more provision for parking in and around town. The new development on the A48 is going to add to the existing need.

1008. I work in a popular shop in Barry town centre and many people have spoken about the proposed charges and I have been told that the majority of people would stop shopping in the town and would rather go to out of town retail parks where there's a much better range of stores, with the majority having free parking. I don't think that many people will want to pay to park on the streets in the town or the town centre car parks when there's so many empty or closing down shops. What is there to attract people to shop in Barry town? Especially now as two of the most popular shops are closing down. With no major clothes shops in the town and only a handful of charity shops and cafes what is there to attract people to Barry town?

As for charging to park at the coastal car parks such as cold knap, porthkerry and on the streets at Barry island, are the council trying to turn Barry into a massive housing estate? If the proposed charges go ahead barry island and the town centre will be full of more desolate shops and cafes with hundreds of people without jobs, and less



and less people visiting the Island and parks as public transport is not reliable and if people have the choice would rather take their car.

There is already a charge for parking in some of the coastal car parks at Barry island and Porthkerry which visitors can choose to park in all day for a charge if they wish.

It seems that the council are trying to stop people from visiting the town centres and deter dog walkers and visitors from visiting and enjoying the many parks and beaches in and around the town.

1009. Barry Town Council have serious concerns over the content of the report provided by Capita s they consider it does not take into consideration a full feasibility study of the proposals and as a result the costings/income suggested are not a true reflection.

Members felt that the priority when considering parking charges should be to focus on areas that attract tourists to the town, such as Barry Island, rather than discourage visitors to the areas considered to be less of a tourism area such as the town centre, local shopping areas and country parks, that are used by locals.

Members were in agreement that the report had not adequately costed for the policing and enforcement of introducing parking charges and felt further information regarding the cost implications were needed in order to make an informed response. They also felt that the displacement caused from the introduction of fees needed to be assessed in areas of parking that would remain free under the proposals, using the Dock Offices and areas of residential parking as an example.

Members estimated that the proposals would take a long time (roughly 7 years) to become cost effective, by which time further outlay may be required to maintain/replace the equipment such as parking meters and signs.

It was felt that the report lacked sufficient information to provide thorough feedback and recommended collecting the supplementary information before proceeding

1010. I strongly object to the introduction of parking charges.

Town centre and other shopping area charges will kill off shops which are already struggling. I wouldn't pay to park and shop. If I had to go there, I would do what I had to do, and not browse elsewhere or use a cafe. Resulting in loss of business.

As a daily user of coastal parking I am alarmed at the idea of charging for on street parking at the island and the knap car parks. Like many retired people in Barry, social life and exercise centre around meeting friends at Barry Island and the knap. Your proposals would make this daily activity unaffordable. It will also affect coastal businesses.

Barry island car parks used to be free in the winter and now you charge all year, which is wrong.

1011. But could you please suggest an idea to put forward at the meeting regarding parking charges
Parking enforcer officials need to be more in town to enforce fines
Would the council consider a incentive of a free parking voucher for customers , we



	as a business thrive on passing trade and regulars from Penarth and outer areas , we are very concerned that a parking charge will not encourage people to visit the town where they can park in tescos for free
1012.	Members felt that main considerations should focus on areas that attract tourists to the town, such as Barry Island, rather than discourage visitors to the areas considered to be less of a tourism area such as the town centre, local shopping areas and country parks, that are used by locals
1013.	CTC do not agree that proposals are an appropriate way of addressing the problem and that a tailored approach is required for Cowbridge specifically. “CTC is strongly opposed to on street parking charges since they will have a serious negative impact for the town
1014.	Imperative that if any charges are introduced a charge-free period of at least 2 hours is provided” “to ensure people have sufficient time to visit businesses”
1015.	Opposes charges for short stay locations as no viable long stay location Study should consider other car parking in Cowbridge such as the Leisure Centre, the Heath Centre and Waitrose.
1016.	Local business employees could be financially impacted by over £1000 per annum
1017.	To charge for on-street parking in Penarth, the only Town Centre in the Vale of Glamorgan without a car park, is completely unacceptable

Appendix C - Coastal Areas - Comments and Emails

Comments

Q5b Do you have suggestions on how to improve public transport and active travel (cycling and walking) opportunities in Coastal areas	
1018.	Coastal public transport is very good - no issues. £3 charges at the beach for 1.5 hour visit to do a walk will put me off from going as it does do now with the charges at ogmore and Barry. We used to go to Barry island, southerndown and ogmore lot for a walk and some lunch but charging £6 to be able to do this is excessive and not borne from a desire to manage flow of parking.
1019.	there may be more scopr to charge for visitor attractions because this will target more out of county cars. Is it possible for all residents with cars to pay for a permit or additional council tax and for this to mean they don't have to pay for parking anywhere else in the Vale?
1020.	Encourage the development of bikes-for-hire, and particularly in Penarth, perhaps a shuttle bus scheme. Reducing the cost of public transport would also make it more viable, although not sure how much control you have with regards to this.



1021.	Promote the park and rides more.
1022.	Ask for people to volunteer to photograph and send them in of people who drop rubbish
1023.	Better cycle/ pedestrian routes to Cwm Col Huw, Llantwit Major. Improve the path though the meadows and the infrastructure at the beach.
1024.	Only consider where displacement parking won't inconvenience local residents
1025.	None really you pay to park here now perhaps better facilities to park up bikes etc and a separate area to park up campers/vans and larger vehicles they do tend to take up a lot of space
1026.	Llantwit beach is used a lot by disabled and elderly people in cars, disgraceful to charge them
1027.	Cheaper and more frequent buses
1028.	More frequent bus service to rural Vale of Glamorgan.
1029.	More than one bus an hour
1030.	Make coastal areas easily accessible by affordable public transport. Teach car drivers about cyclists, and especially teach car drivers to not be so aggressive towards cyclists. Make roads safer for cyclists, and not just for sports cyclists, but also for families. Look for examples to the Netherlands. Create cycling paths. Place warning signs for car users to be considerate.
1031.	Free parking for an hour for dogwalkers and quick visitors
1032.	The bus park has been taken over by machinery and houses. The buses are allowed to park near old Butlins site, but there's nowhere near the space there was in the original park. Cars are allowed to park for short periods free of charge around the Island. If cars are charged to park here as well as in the car parks, visitor numbers will drop.
1033.	As a resident of Marquis close Barry island i am increasingly fed up of people filling the street when going to Jackson's bay. They have no consideration to residents and park on the grass verges and on the corners. Myself and several residents i have spoken to believe that Marquis Close and Earl's Crescent need to be made resident permit holders only as these streets are very small and have barely enough room for residents let alone people visiting the beach. Myself and others would be more than happy to pay the permit charge if it meant we could park within tje street we reside. The situation is that bad i will not leave my house on weekends as there will be nowhere to park. The newer estates on breaksea have parking restrictions to prevent the public parking there it is unfair that the residents of two of the samllest stressts on the island have to suffer due to inconsiderate visitors.
1034.	More public transport and maps of cycling and walking routes
1035.	Good walking and cycling in Barry but not other coastal areas. Get Next bikes as in Cardiff.



1036.	Encourage visitors by having low or no parking charges
1037.	Upkeep of paths
1038.	Promotion of safe routes and coastal rides, making public rights of way joint use between pedestrians and bicycles
1039.	I walk along the coastal path from Llantwit beach.
1040.	Increase the number of buses
1041.	Family friendly safe cycle routes.
1042.	You go for a nice day out at the beach or for a nice walk and you have to pay £5-£10 to park your car it's ridiculous
1043.	Remove parking charges from all coastal areas
1044.	Keep beach car parking free. Work with community police officers and life guards to educate public about rubbish, upkeep of environment and dog control. Patrol at key times to encourage use of bins. Be strict about stopping camping in beach car park.
1045.	Already exists.
1046.	Build cycle paths and walking paths that aren't collapsing
1047.	Cycle paths
1048.	Again, cycling is treacherous on the roads. Public transport does not adequately serve any areas other than the main conurbations.
1049.	Public transport links to the rural vale have been cut back to the point where travelling to areas outside of Barry cannot be done at the service user's convenience and instead must be carefully planned around hourly services. Anybody who commutes to or from these areas has a strong incentive to use a car as the alternative is vastly more time consuming, unreliable and in many cases not any more cost-effective. The roads along many of these areas are also very intimidating even to an experienced cyclist such as myself and cycleways are virtually non-existent outside of the major towns. Segregated routes for bicycles would need to be laid before the council could realistically expect people to cycle between rural/coastal areas in any meaningful numbers.
1050.	Maximum of £5 per day
1051.	Park and ride to coastal areas during peak season.
1052.	Free for local residents up to two hours, these charges will be very unfair on dog walkers who do only stay 2 hours maximum
1053.	This is a difficult one as locals regularly (even daily) use the beach as a recreational area for exercise (walking on the beach) and visiting the cafe on the beach. Payment at the beach would mean that people would be less inclined to visit (unless a system of local permits was in place). Parking charges should be a small amount (if any),



	and no more than £1 or so for the day.
1054.	Try getting a decent bus and rail services
1055.	Better and more frequent buses.
1056.	More regular buses
1057.	Public transport being more often Shuttle bus to take to more remote destinations
1058.	Bus routes are very few and far between making more people drive. If there was more public transport available to these areas maybe parking wouldn't be an issue.
1059.	Better (and later) trains and buses between Cardiff and Llantwit.
1060.	A SMALL daily charge
1061.	Better coastal path
1062.	Don't charge to lark
1063.	If charges are to be introduced, parking for locals must be considered to eg visit the beach for a short while and maybe a cup of tea. Also if charges are to be introduced then the car parks will surely have to be brought up to standard.
1064.	Llantwit beach is often rocky however free parking is often one of the attractions for tourists. Once parking charges are introduced people are more likely to go elsewhere for a sandy beach (even if they have to pay).
1065.	People should be free to use their cars and not pushed into using other transport
1066.	No more impromptu trips to the beach for a walk. A bus service down to beach would create more commercialisation of beach
1067.	Why not build a multi storey car park, hence fitting more cars in a smaller area. Put more double yellow lines on the roads that need them (the new Island access road outside of Asda for a start) and resident only spaces on streets close to the Seafront. Then actually enforce it, not just allow people to park anywhere and get away scott free as currently happens. It isn't rocket science to know that when the sun is out, on a weekend, people flock to Barry Island. You can forget about charging me for a permit though, despite it only being £10. I will not pay on principal
1068.	Actually get a cyclist to design cycle paths. Your current cycling infrastructure is a joke
1069.	Need more options of public transport that's quicker & more frequent & cheaper, people with young families will take their own cars unless it's more beneficial to take public transport. Hiking parking charges doesn't entice people and money made isn't seen going back in to make improvements. Need to be more transparent
1070.	Transport links from Rhose are poor they need improving in terms of frequency
1071.	For Llantwit: if there are parking charges, the ones who are really penalised are



	those who can't do the long walk down to the beach. Parking will need to be free for the first hour so that locals can go down to the beach for a short visit for lunch or with their dog or child. Restricting only those who can afford to pay for additional parking will affect mental health as it is well known a visit to the sea lifts ones spirits. There is no public transport to the beach and it should stay that way.
1072.	Leave Them alone
1073.	You can't, bus services are to infrequent for families to use
1074.	Charge tourists not vale of glamorgan residents
1075.	Have train station access with trains that are reliable and enough carriages to support the amount of people using them. Also have more frequent and reliable buses that stop at places the trains cannot go.
1076.	I live on Barry island and im happy with the parking. Even on big events there is plenty of parking available for people.
1077.	Enforce parking properly in coastal car parks- on a busy weekend, Ogmore by Sea car park is a free-for-all. People park wherever they like, and the council do nothing about it. Similarly, on the Main Road through Ogmore by Sea there are enforcement fine signs in place, and yet on a busy Saturday/Sunday, no enforcement seems to be taking place. If the council want to "Secure additional income to reinvest" perhaps they need to send an enforcement officer down to Ogmore on a busy weekend- there's money to be made in fines!
1078.	Yes, you could have a bus to Llantwit beach
1079.	Frequency of public transport could be improve upon.
1080.	Make parking in coastal areas per hour - not just two charges - as at Ogmore. £1 or £6! I like the idea of an annual permit but feel £150 is too high and it should be £100 at most.
1081.	Provide more public transport. More buses, more options at the moment predominantly bus with train available at Barry Island.
1082.	Better links to our costal areas are important but the council needs to improve links in the community and not be focusing on a park and ride facility on the outskirts of the county.
1083.	Reduce cost of public transport. Create cycle lanes similar to those in Copenhagen
1084.	Fine as they are
1085.	Safe cycle routes
1086.	Stop building so many houses in the area. The Roads are very congested now more houses will Make it worse. The infrastructure is not Conducive to more people too.
1087.	Planning permission for cafe at Llantwit major to conduct improvements. Something to draw visitors to the beach



1088.	Improve pathways and lightening in coastal villages. Intriduce a cycle track.
1089.	Not introducing charges as footfall will reduce
1090.	You will not get people to the beach if you charge
1091.	Improved train & bus services.
1092.	More frequent services
1093.	Paid and better regulated
1094.	More reliable buses
1095.	More regular and reliable bus services, parking charges might reduce traffic thus making cycling and walking safer.
1096.	Safe places to store bikes.
1097.	People won't come to the beach if they have to pay for parking
1098.	Better patrols to curb bad behaviour
1099.	Again segregated cycle lanes and to prevent local residents from using them as overflow parking bays.
1100.	Better footpaths.
1101.	Trying to impose parking charges at llantwit major beach went down a treat too..
1102.	Affordable daily rates and season tickets
1103.	Better marked walking routes with free parking. Free public toilets at regular intervals.
1104.	Better and cheap public transport and safer places for walkers and cyclists especially going down to Llantwit beach
1105.	Coastal areas do already have lots of walking opportunities but again I am not sure how well served they are by public transport.
1106.	No improvements needed
1107.	Charges already exist that's why I don't visit out local coastline anymore.
1108.	No
1109.	Again more public transport
1110.	Smaller buses - better fit for narrow lanes and less damaging to environment.
1111.	Better coastal paths
1112.	Provide more facilities for cyclists and dog walkers etc to make it safer and more



	accessible
1113.	Ensure parking is free
1114.	cycling paths. extra train stops ie st athan
1115.	Improve the costal pathways as most turn to a quagmire in the winter.
1116.	Consider new cycle paths that are not alongside roads - these schemes have very good benefit cost ratios
1117.	Wider pavements for cycling/walking
1118.	Getting rid of the rats on the way to the beach from the car park might make me want to go to the island.
1119.	Coastal rover bus
1120.	Close the closest coast roads to vehicles. There's nothing worse than going for a coastal walk and breathing in pollution. Penarth is full of pollution
1121.	More buses
1122.	Disgusting charging you to park at a beach
1123.	Fees tried before and visitors dropped. People are camping free in the meadow, charge them to cover extra cleaning costs.
1124.	Have bike routes more advertising of the costal path
1125.	Ensure coast path is maintained and signposted
1126.	More signs regarding different routes in costal path.
1127.	cycle paths and footpaths
1128.	Again providing we can see clear benefits, maybe some free pounding dipping/rock pooling sessions etc. Again your costs are too high, 2 hours free. 2.50 up to 4 hours and 4.00 For all day. The annual charge is way too high. I pay for national trust membership as a family that's £9.50 a month and they have so much more to offer, this is entry to all their amazing facility. Maybe consider a monthly fee that includes parks and coastal areas otherwise I know I will only visit at free cheap times as there are plenty of places for free and nature should be free or as cheap as possible to make it worth it for all. With child obesity and mental health issues on the rise Alot of this comes down to people not getting out and enjoying nature. Too high car parking fees with effect low income families and people who are just wanting to make the most of nice weather. There's so many other big beautiful beaches for a small drive free that people will go to.
1129.	Introduce pay and display parking, including card and app payment at all locations. Keep it reasonable cost, visited Aberdovey on the weekend in North Wales and they charged £3.30 per day. I would also introduce shorter options for residents to pay less if just walking the dog or using local businesses for a short period. Cardiff



	Council use the app based system and it works really well.
1130.	Increase public transport from hourly services to half hourly services.
1131.	Use traffic wardens to enforce 2 hour waiting and make people use the car parks. If it's not broken. Why fix it. Cold Knap, no issues and is used mainly by local people. This would be a money making exercise for the council pot not the maintenance of the car park.
1132.	The paths are very well used by walkers already. Clear signposts from town centre to beach would be helpful for visitors.
1133.	Penarth beach needs the parking spaces along the front of the redeveloped Beachcliff building formalised. We really need a car park down there but that is unlikely to happen as there is no space to do this since the demolition of the previous car park.
1134.	I often pop to the beach for a quick walk with my children, I will just avoid and go somewhere I can park for free.
1135.	A tourist bus, ie from Cardiff, through Penarth, Barry Island, Llantwit Major, Ogmere, Southerndown Terminate at Porthcawl
1136.	Charging for parking on the beach in Llantwit Major is also not a good idea as that would stop people driving down there. Not everyone is able to walk to the beach and have to drive but if there is a charge for parking they wouldn't bother going there
1137.	Local residents should be able to buy annual parking at nominal fee (dog walkers etc)
1138.	Definitely no charge. No sig change
1139.	All parking charges will do in these areas is deter people from visiting them - is that your aim?
1140.	Free parking
1141.	Very little public transport exists at all in order to comment on it's improvement.
1142.	More cycle lanes
1143.	Speed bumps around coastal road coming up the hill towards Plymouth road. Plymouth road is awful for speeding right outside hazelhurst nursery
1144.	Have not experienced a significant problem. Seems that additional parking would be good around Penarth pier. Charging will not significantly reduce demand demand & will have little impact. Any reduction in demand will have an impact on local businesses so, in the long term is unlikely to increase overall revenue.
1145.	Improved paths and cycle paths
1146.	More designated cycling and walking paths. Cyclists should be encouraged to use the cycle path (where available), rather than still using the road, to stop obstructing



	traffic.
1147.	Introduce bus services that can stop anywhere to pick up or drop off passengers.
1148.	Perfectly acceptable as is.
1149.	More frequent and reliable buses.
1150.	Agree with charges at coastal car parks but need to be cheaper and wardens need to be seen about to deter badly parked cars (blocking roadways at Ogmore) and litterbugs.
1151.	Coastal path reconstruction is excellent but many won't use these if they have to pay for beach parking.
1152.	Wider, safer paths for walking. Bike hire with safer cycling paths
1153.	Reliable public transport with joined up timetable
1154.	Footpath maintenance is rubbish. Several paths are overgrown and some have disappeared due to planning changes
1155.	Charging will simply reduce people accessing these. This will discriminate against the low income community. Disgraceful.
1156.	Have a cycle path and better access to Llantwit beach.
1157.	thr Reason I do not go to Llantwit beach often is I do not feel safe driving on the road that leads to the beach. A car park at the top of the road would be nice.
1158.	For all I think people are walking. If there are charges to the car park people will just not visit these places and buissnesses will be forced to close down.
1159.	More free car parks, NO 20 MPH limits
1160.	Designated walking & cycling paths/routes
1161.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
1162.	Some beaches are too expensive to park at for me as a single mum. Also if you don't have the right change you are stuck. Please lower prices and add a card payment facility.
1163.	As above for cyclists and coastal paths are already very good in Penarth and the surrounding area.
1164.	More/more frequent and cheaper buses.
1165.	Keep parking free to encourage visitors, maybe extend the path to Llantwit Major beach, and just a bit more path strimming and maintenance just to keep paths clear.
1166.	All parking must be free, and no 20 MPH speed limits otherwise small shops like



	mine will close !
1167.	Smaller parking fees so more people are willing to visit and pay to maintain the area - no more £1 for one hour £6 for one hour or more. Just £1 an hour is sufficient
1168.	Coastal areas should be left as they are. They should also remain free for the public to visit. Again another disgrace by the [REDACTED] local council.
1169.	Ilantwit major beach needs a decent car park surface
1170.	Introduce Coast wardens. People who have an active interest in their local facilities. Give them the power to act in support of the environment, facilities and their management
1171.	Remove dog mess. Start fining people properly!
1172.	Rent a bike schemes. Proper walking trails to follow.
1173.	Cycle path
1174.	Beach cleans and maintenance are carried out by the surf life savers club and cost the council nothing. Invest nothing, take nothing.
1175.	Better bus service
1176.	I've experienced no problems.
1177.	Charges to use outdoor areas such as coastal walks and parks will only serve to discourage people from keeping active
1178.	Covered bike racks
1179.	were paying for parking you see there car park on Grass ,were there is drive ways so not to have to pay . cycling I have not see the cycleways being used at weekend by the CLUBS or the one or two that have all the licker so way spend on them if there was no car using road you not put one in .
1180.	Buses to drop off and pick up along the coastal path. It works really well in parts of North Devon.
1181.	Makes no difference - no cyclists ever use the cycle path around the airport bend !! Spend money elsewhere !
1182.	THERE IS NO ALTERNATIVE TO THE CARS OR ???? AS THEY DO IN FRANCE ???? NUMBERS WHICH COLLECT PEOPLE ON A REGULAR BASIS ?????? SERVICES IS NOT SUITABLE FOR STUDENTS AS THEY HAVE TO WAIT A LONG TIME.
1183.	MORE PUBLIC TRANSPORT ESPECIALLY AT WEEKENDS. THERE IS LITTE BUS SERVICES ON A SUNDAY EVEN IN SUMMER.
1184.	BETTER PATHWAYS



1185.	THE ABOVE APPLIES IN THE AREA OF PENARTH, BARRY AND LLANTWIT MAJOR. OTHERWISE, IMPROVED BUS SERVICE PROVISION AND WHERE THE ROAD LAYOUT PERMITS BUS LANES AND/OR CYCLE LANES
1186.	THE BUS SERVICE IN RURAL WALES IS LAUGHABLE, HARDLY ANY AND THEN THEY ARE NEVER ON TIME. TRAIN STATION NEEDED FOR ST ATHAN.
1187.	EXTEND TO TIME AND FREQUENCY OF SERVICE. IF I GO TO THE THEATRE IN CARDIFF I HAVE TO DRIVE AS THE LAST TRAIN LEAVES TOO EARLY! AIRPORT TRANSPORT RUBBISH.
1188.	EASY TO FIND PATHWAYS AND CLEAR SIGNAGE FOR VISITORS TO THE COAST.
1189.	Improve sign posting and offer information eg time for wals or level of dificulty
1190.	Resonable charging ok
1191.	Better way working of exisitng routes
1192.	Parking Charges make visitors got to othere boroughs
1193.	Already good
1194.	Park and ride facilities and shuttle bus
1195.	Walking - Ensuring footpaths are open many routes are blocked by crops and / or missing stiles eg Glan-Y-Mor farm, Monknash and the lack ogf access to summer house point Boverton
1196.	Bus down to LM beach like there used to be
1197.	Again use general taxation to improve services, it isthe only fair and consistent way yo improve setvices to all.
1198.	Cut parking charges as visitors will not come if it is too expensive
1199.	Bike route. Bike parking areas.
1200.	Regular buses that run on time would be a start!
1201.	Better public transport
1202.	Keep existing charges at the present rate and only raise the charges at 0.5% below the current interest rate. If you raise them over the rate of inflation you rise decreasing the number of visitors and therefore income.
1203.	Llantwit beach - look back at previous parking strategies and maek better use of the field behind beach for parking. Remove height restriction on parking in there which means people even with small motor homes / campervans have to leave as front car park full. Cut back hedges to beach to the marked width of the road as the present poor state of management deters walkers and cyclists to the beach and therefore increase cars



1204.	Introduce park and ride for income generation and parking
1205.	Better busservices. Cycle paths. More frequent trains.
1206.	Repair pcar park at the llantw it beach. Pedestrians path ALL the way through colhugh meadows to encourage walking/cycling/pushchairs/disabled
1207.	Improve costal paths and signs Donations then folk can choose.
1208.	No suggestions but I think winter patking prices should be cheaper than current proposed prices - concern current proposed prices will take away important winter trade from dog walkers etc to local business
1209.	10 years ago we were promised a1/2 hourly train service to Cardiff - This still has not happened. The last train from Cardiff is far too early - attending events in the Millenium Stadium or the Theatre means you have to leave early or travel by car due to the inadequacies of public transport
1210.	More toilets .
1211.	I never use public transport so don't know what the service is like at present. With regards to cycling please can you make up your minds whether cycles are supposed to share the road with other traffic or share a cycle/pedestrian path on a pavement alongside the road.
1212.	It is ridiculous to charge residents council tax and then charge them to park at the places they already pay to maintain.
1213.	improved cycle lanes
1214.	No 20 MPH speed limits they are very unpopular , we voted against them
1215.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
1216.	Currently there are no bus services to the beaches in Llantwit , Southerndown , Ogmore by Sea .. Nash point Other than the 303 service .. Which wouldn't be a suitable option for parents with small children or anyone with mobility issues This seems to be a missed opportunity
1217.	Not needed. It's very good already.
1218.	Electric hopper bus to take people around. Look at the summer service Sidmouth provides. It's fantastic.
1219.	use the money you have more efficiently . the proposal you have will put more burden on the costal area . people will just go else where or not go out . a trip to the beach is a lovely thing for ll families to do . to make areas only accessible to people with money in there pockets at a time of increasing family poverty is stupid. my house hold money has gone down due to increasing costs . you will soon be having a man on every park charging to use a swing . what willl it be you need a licence to use vale facilities irrespective or already paying over 1k for council tax . manage with the money you have like the rest of us. do you want to charge me for breathing



	too.
1220.	DO NOT ADD ADDITIONAL PARKING CHARGES
1221.	Coastal walks should be better maintained with adequate provision for drainage water off fields and bramble /low trees maintenance. The disused train track from Sully to Cosmeston Drive should be made useable like the continuation of the track from Cosmeston Drive to Penarth.
1222.	Don't have an issue for a reasonable charge but it needs to be policed properly. You could probably make the same level of income from managing parking in the town centres??
1223.	Cliff top car park i agree with charges but not sure i agree with your proposed ones
1224.	no public transport between sully and barry coastal areas at all - buses are terrible and rare, not direct
1225.	I think enough money has been spent on cycle paths & pavements- which are not being used! Cyclists continue to cycle in roads and slow down traffic.
1226.	More frequent buses
1227.	Free parking for all and more disabled spaces.
1228.	Park and ride/walk
1229.	More services, more times, from earlier to later. And ensure that you publicise these.
1230.	The local resident strategy needs to be reviewed. It is not fair on locals or households with more than 2 cars
1231.	Pram and child friendly paths if possible.
1232.	Bike hire Drinking Waterfountains
1233.	More buses via Wenvoe to Barry and Llantwit major
1234.	Public toilets so that taking a longer option (e.g. walking) is practical
1235.	I think the current parking arrangements in coastal areas work perfectly well and should mostly be left alone. However, far from introducing more parking charges I do think that the car parks in Barry that were free during the winter months, such as the Harbour Car Park should go back to being free in winter. As a resident I resent very strongly having to pay in the winter months and I do avoid going to Barry Island if I can avoid it. If other residents feel the same way (as I'm sure many do) surely that cannot be good for the traders of Barry Island? I also believe that the car park at Llantwit Major beach should remain free.
1236.	Only during peak hours please. Ad not the ridiculous rates at Ogmore where a £1 is ok but suddenly leaps to an all day rate rather than a staggered rate.
1237.	Have free parking for 2 hours



1238.	Beaches are a public resource. We tend to avoid the beaches that charge for parking, hence no money is spent on refreshments either. People may feel less disincentivised about parking charges if some level of security is provided.
1239.	Would'nt argue with a parking charge if it does'nt impact on nearby residents. I.E. parking in local roads to avoid parking charges.
1240.	again Barry Island parking works well with a set number of spaces free for 2 hours and the larger car parks as a pay and display for longer stays. for low income families being able to take their families over to the like of the Island and the knap for a few hours without paying parking charges is essential. regarding public transport i live within a 10 minute walk from a Barry train station which i would gladly use to access the island however the cost of two us using the train on a return journey is not far off the cost of parking for several hours. you could offer a £1 per person return ticket from any of the stations from Cadaxton to the Island in which you would see more families use its service as it would be cost effective for them.
1241.	There is only one free car park in Penarth in Lower Plymouth Road. This is used by visitors to the play areas and also to the sea front (Esplanade). The parking on the Esplanade needs to be consistent as parts of the road have no parking restrictions at all. The bus stop outside Alexandra Court takes up a great deal of space and the buses run very infrequently. I think that the space at the bottom of Beach Hill could be better utilised. The parking on the Esplanade is for three main uses:the beach and the restaurants and the Pier. If too much is charged for parking then the cars will move further along the cliff tops to Forrest Road, The Paddocks and Whitcliffe Drive and surrounding roads'
1242.	Build Coastal Cycle Paths
1243.	Use of ad hoc bike hire opportunities such as the Next bike in Cardiff Parking charges along the car parking spaces on the sea fronts in Barry and Penarth
1244.	put in cycle paths or open walking routes between outlying villages (e.g. Wick) and the larger centres such as LLantwit Major, Barry, Cowbridge - at present there are no pavements and the footpaths are often blocked or unsuitable e.g upgrade water lane footpath put in dedicated cycling infrastructure between Barry and LLantwit Major including airport and between Cowbridge and LLantwit Major and between Bridgend and the airport
1245.	Parking charges and restriction remain in car parks but consideration should be given to the residential areas like the Island as residents have great difficulty parking anywhere near their own properties on high days and holidays. There have been several bumps along Redbrink Crescent this summer with vehicles parked both side of the road and two way traffic trying to pass. If we are to continue to have free parking here please make it one way.
1246.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
1247.	Better signage and maps available in the library.
1248.	Better train service



1249.	Provide bikes that people could rent
1250.	make more free parking to encourage people into the area not drive them away with ridiculous charges
1251.	by spending less money on Barry Island.
1252.	if you intend to give the message you are nor rely welcome you are succeeding
1253.	More frequent bus service.
1254.	Cycle paths
1255.	Cycle paths
1256.	Designate cycle tracks
1257.	get a decent bus company in the first place
1258.	Cycle paths and decent pavements
1259.	Parking charges in these areas must not discourage people from visiting these areas, which means that the Council needs to encourage people to use public transport more, and to do so by means of providing a greater range of such transport, either themselves or in concert with private firms. For instance, a series of bus routes based on those that are run for visitors to the Pembrokeshire National Park.
1260.	Parking at Llantwit will kill off visitors. It is not that popular due to access and lack of sand. Please reconsider.
1261.	Have staff patrolling and warning/fining people for dog fouling and dogs off leads.
1262.	Barry island looks great but parking charges should be an hourly rate. If you go for a coffee and leisurely walk you end up spending more on the parking. These charges should only be during summer months too.
1263.	Parking is already very expensive and there a no facilities available at many sites the best option for many of us is to go to porthcawl where parking is very reasonable you are already at the point of killing the golden goose
1264.	Reduce parking charges, with costs similar to other coastal areas such as Tenby which are significantly lower.
1265.	Improve the condition of the road surfaces
1266.	More footpaths on rualal roads.
1267.	Improve the frequency and reliability of local villages bus. The service st the moment is not frequent enough or very reliable.
1268.	No 20MPH limits and no parking charges it's as simple as that !



1269.	Free parking to Vale of Glamorgan residents You take far too much in council tax as it is let us park for free
1270.	Annual pass for residents Parking warden on weekends
1271.	More regular bus links between tourist beaches and country parks - Like the Puffin in Pembrokeshire. Road train in Barry between the Island/Knap/Romilly/Town Centre and Waterfront in summer season. Bike racks and charging points as above.
1272.	Direct buses from the towns to coast
1273.	Better connection with cheaper prices to encourage less car use
1274.	Cycle and pedestrian routes that run all the way from one location to another and that don't suddenly stop halfway along a route. Reduction of speed limits and introduction of pedestrian crossings in areas popular with cyclists and pedestrians.
1275.	Improve transport routes
1276.	Stop the charges - people who visit regularly to take part in parkrun at Barry Island are having to pay for parking, which is an offputting charge when people are trying to access free exercise. If you make people pay for parking they will go elsewhere where they don't have to pay, or look at other better value for money opportunities. You are also penalising dog walkers and preventing people from accessing out outdoor spaces.
1277.	Public transport is a terrible in the vale unless you have a car you cant get anywhere without it taking hours you need to use car Stop making the road smaller at junction don't put the cycle lane on the pavement , professional cyclists don't use it put it on the road
1278.	Awareness of public transport options and frequency needs improving. Cheaper public transport. Dog friendly transport
1279.	Make them more accessible for persons who have to rely on public transport i,e elderly
1280.	Barry Island is FINE. DO NOT TOUCH BARRY ISLAND
1281.	Introduce the "pay as you go" bikes that they have in most cities, including cardiff. (With docking stations).
1282.	Leave it as it is
1283.	Keep public footpaths clear for people to walk along easily.
1284.	subsiding public transport so that its cheaper than driving and making it more reliable
1285.	There are already parking charges on Barry Island and I think these are more than adequate.
1286.	Active travel, bike lanes connecting Barry to Dinas/ Rhoose and A48 via 5 mile lane.



1287.	You can start to pull the weeds what are growing everywhere that will start to look lovely again
1288.	Same
1289.	Cheaper and fairer parking charges.
1290.	You cannot force people to do something they may not wish to do
1291.	More frequent, smaller buses to the island on a loop route
1292.	More trains with more carriages so you are not packed in like sardines.
1293.	Should be free for low paid/ on benefits as you restrict access
1294.	The vale is a beautiful coastal place, the locals work very hard to sell it and keep it going. Sell THEM, sell what you have before it's gone, before it goes!
1295.	Keep parking free otherwise people will be put off using the beaches and coastal paths
1296.	More regular, reliable public transport links.
1297.	Another way to drive tourism away
1298.	Fees for parking between april and october in social areas has some acceptibility if moneis reinvested into tourism and leisure facilities.ouut of season locals do not need to be penalised
1299.	Our coastline is our right to access not for the council to profit
1300.	Sort out a cheaper mass parking option for Barry Island, particularly out of season. Scrap charges in the winter months to encourage continued trade for the businesses.
1301.	Better public transport
1302.	As above- it's done in west wales- for tourism
1303.	Better transport links
1304.	Introduce cycle lanes
1305.	As a dog owner we walk many places and access to coastal paths is essential so introducing charging will deter us and push us away to forestry or other walks with parking that are free and spend in cafes will reduce etc
1306.	You want to attract more visitors and keep visitors returning Barry is not worth paying to visit it's run down and needs updating, once again use the extortionate costs you charge businesses
1307.	Better transport routes - love heading to ogmore / southerndown but virtually impossible to get to with public transport - you need cars - i understand there is a charge now and i don't mind paying but really that money should be put back into



	improving facilities - toilets / showers / washing points for feet - barry island needs this along the main promenade
1308.	Having visited many coastal areaa recently, again we have found sufficient parking. The parking in a variety of places is not free but if the money is used to protect/improve the coastline then people dont mind paying. I do think that there should be more options when paying for the barry island car park where as at the moment you can pay for 1 hour or £5 for more. I believe you shpuld be able to pay £2 for 2 hours, £3 for 3 hours and then £5 for more.
1309.	Families take a lot of things to coastal areas, outdoor toys, picnic, etc etc so to expect them not to take the car is difficult.
1310.	Add additional public transport with access to coastal areas
1311.	Have bike parking spaces
1312.	Improve the car parks
1313.	Traffic congestion here on Redbrink Crescent and Friars Rd. is a nightmare especially on hot days and week-ends. There should be a one way system, residential parking on one side and 2hr. parking on the other. There should be vigilant traffic wardens.
1314.	No Charges! Do not kill off your golden egg.
1315.	Coastal areas are perfect for active travel, more transport needed to some simply work with travel companies to improve this e.g change to timetables to include more areas.
1316.	Free parking
1317.	Current parking is appropriate with overflow car parks available on busy days. Adding further charges will defer visitors from coming to coastal areas. The price of living is currently extortionate, along with the prices of food and activities in coastal areas. By further adding parking charges this will negatively impact tourism and be detrimental to local small businesses.
1318.	Make main beach parking charges more gradual, more options to stay for 2 or 3 hours. Don't change for winter parking, its reducing dog walkers and winter visitors.
1319.	Increased financial investment for additional train / bus services.Increased financial investment for Increased financial investment for additional train / bus services.
1320.	Llantwit Major beach was purchased by the council in order to remove parking charges at the beach. Consequently it is a backward move to impose charges and should be dropped. Having free parking at this location encourages people to visit the beach and walk the coastal path or become active on the beach. Improving the condition of the beach facilities would also encourage more people to visit the beach via the many footpaths and spend more time there.
1321.	Small charges are acceptable for visitors as long as there are enough machines or easy online / telephone payment options.



1322.	They are pretty good
1323.	No charge for residents
1324.	Remove winter charging for places like Ogmore. I stopped going there when charged came in and I doubt I'm alone in that.
1325.	More frequent buses & advertising of timetable
1326.	More carriages on trains. If you are paying for a seat you should get a seat.
1327.	Improve cycle lanes
1328.	Free parking at cold knap encourages people to exercise by using the area for walking - short or long distances. Parking charges will discourage this activity
1329.	Trains with increased capacity and better quality of service
1330.	There are no buses directly from dinas powys to any coastal areas
1331.	Make parking free
1332.	Free local car parking
1333.	Make cycle lane via footpaths down to Llantwit beach Make some paths accessible to mobility scooters
1334.	Over charging will stop locals and visitors, with knock on effect to retail outlets
1335.	Defined pathways with safe surfacing, lighting and safety barriers if at height.
1336.	This will decrease visitors especially during the winter months. Do you want to increase tourism or not?
1337.	public transport is absolutely shocking over Barry island there is only one bus which goes over there and half the time it doesn't even turn up.. which is a nightmare for some people as they rely on it , possibly changing how regular it is or adding another bus service may be useful
1338.	More dog friendly places & cafes
1339.	Parking should be free, this would encourage people to get out and about.
1340.	There are no problems with public transport ,cycling and walking here.
1341.	relatively high hourly charges to capture tourism income, but allow residents to by low cost pass with proof of address
1342.	Make coastal footpaths wheelchair friendly. Have a public transport system that can actually get you to these areas from all parts of the vale
1343.	Public transport - increase the frequency of services and to and where services come and go to. Need to make it an easy alternative. Low pricing.



1344.	Cycle paths
1345.	Coastal area need parking charges that are economical and not time llimited.. How can you expect visitors to consider visiting our coastal areas in you are putting charges that people cannot afford.
1346.	No Charges
1347.	Parking fees are already extortionate! Noy o ly that only being able to pay online or with coins is frankly rediculas!
1348.	Free parking
1349.	Free parking
1350.	More cycling paths much like Swansea, and the taff trail has achieved. If one council can do it so can barry
1351.	2hrs should be free so local people who already give you a lot of money (council tax) can go for a walk and support some of business's. 1hr is not long enough to do both.
1352.	The charges need to be fair, currently in Barry Island it's £1 for an hour and then jumps to £5 for over an hour, you can't do anything in just an hour! Fair charges to maybe go up by the hour by 50p otherwise you risk visitors not bothering, which will have a knock on effect for local businesses, no visitors no customers.
1353.	Yes
1354.	Free car parking will encourage people to visit and also improve their health and well being
1355.	More frequent bus services for families and those unable to cycle or walk. Especially in winter!!
1356.	Parking charges or unpopular 20MPH speed limits will put off visitors
1357.	Cycle & travel - better provision of official public paths and walking routes. I don't know the area and have looked for walks to do but found no information.
1358.	You need to sort the coastal path from cliff walk to Marconi point, I tried using that a month ago was so overgrown in places couldn't get through without being caught on stingy nettles and brambles.
1359.	improve access to coastal paths
1360.	Designated cycle paths long and short routes
1361.	Why should local people have to pay for enjoying their own coastal areas and country parks. We already pay more than enough tax, road tax and council tax. Also, you will put off visitors from outside the areas. If you insist on bringing in charges, the minimum free time should be 2 hours, to allow a reasonable length of time for a free walk. The idea of an annual pass is good but the suggested price is



	way beyond most people's pockets. How can you justify the high prices suggested when, for example you compare them to the charge for the St Fagans Museum of Welsh Life. Parking is £5 per day or £25 per year. No fee for actually going into the museum. Think about it!!!
1362.	Absolutely no need for anymore 20MPH limits
1363.	everybody is going to have to walk if ur gunna charge £6 per car to park over barry island
1364.	We do not need or want any 20MPH limits and the vale
1365.	easy access to time tables for travel and how much you need to pay
1366.	I have previously emailed to suggest one way traffic on Redbrink Crescent, Barry to assist free movement and make it safer. It is difficult to pass in numerous places when cars are parked both sides, frequently there are log jams and even an ambulance showing blue lights was delayed by 15 minutes recently. I would suggest maybe residents parking on one side and visitors within marked lines on the seaward side - manage those who park on the pavement and outside the lines. (Often pushchairs and wheelchairs can't pass due to pavement parking and need to pass on the road.)
1367.	As town centres
1368.	Not by charging for parking, this will promote parking in side streets etc.
1369.	Widen the Penarth Cliff Walk and allow cycling. Link this to the town centre via the existing cycle track and to the new cycle path along Lavernock Rd.
1370.	Smaller in town bus service 10mins apart
1371.	No
1372.	Public transport is limited - more investment would mean more use - but cycling and walking are not always safe unless walking on coastal path
1373.	I disagree with charging for parking on Barry Island roads. We take our dog over there on a weekend and if charges apply, then we will not. There is already dog control management going on around there so we, and I am sure others, will stay away. Why cant you apply the 2 hour free charge as per the town centre? In the winter months, there are mostly dog walkers over the island which keeps the cafes in business.
1374.	No 20MPH limits
1375.	More footpaths/cyclepaths
1376.	People will stay away from arrears when they have to pay. Public transport does not meet anyones needs
1377.	Provide Minibus services as in South Pembrokeshire, Hail and Ride. Note main users are likely to be Bus Pass Holders so no income will arise to offset cost.



1378.	I agree with the proposal that the visitor pays, but cannot accept that residents should also pay
1379.	No parking charges or any 20 MPH speed limits
1380.	Fine the way it is. I do miss the old dolly steps. Walking to the seafront is not the same as the character has been lost.
1381.	Coastal areas should offer places where electric vehicles can charge and park. There is central government funding available to provide charging points. This could raise additional revenue for the parks/recreational areas.
1382.	People want to stay in the coastal areas for longer periods of time and so this should be reflected in the charges
1383.	Rent a bike scheme
1384.	More buses
1385.	Better bus services, cycle paths
1386.	Run smaller buses.... cheaper, less pollution, easier to pass on coming vehicles in narrow lanes.
1387.	More cycle paths would encourage green travel options which is where the council should invest its resources rather than penalising people who want to use their local facilities via using their car
1388.	No. That's what you are paid to do. One point - make sure dogs can access public transport too.
1389.	No 20MPH limits in the vale
1390.	Better public awareness of these areas through campaigns or advertising in order to draw people to the coast.
1391.	More frequent bus services needed
1392.	If charges are made. Make sure that someone from the Council is there to check who has or has not paid.also take into consideration local residents who are stuck with all extra cars parked near their homes next to the car parks who don't want to pay. Resident parking permits are the way to go in the future. With resident parking signs visible.
1393.	Controll cyclists on footpath.They now assume every footpath is dual purpose. My wif is deaf she is affraid to go on some footpaths unless accompanied , she does not hear them ding dinging their bells.Exsisting footpaths and costal walks are fine
1394.	Give resident free parking at costal areas to encourage healthy walkers
1395.	cycle/ hiking pathways
1396.	Free parking' spring,autum, and winter seasons' Lower parking tariff for the first two



	hours
1397.	More cycle paths
1398.	Reasonable charging in some coastal areas is fair to the community as long as all it does is push parking onto unregulated areas.
1399.	Cycling lanes and safe area for parking/storage of bikes
1400.	Could we not have smaller mini-bus sizes similar to the Puffin in Pembrokeshire.
1401.	More regular busses and trains with additional routes and at more convenient times
1402.	Better public transport. Coastal areas are bereft of frequent transport.
1403.	Like the museums - the use of the coastal areas should be free - public transport is too expensive and the introduction of parking charges outside the summer season should be avoided. Most of the Vale is a low income area.
1404.	No money is spent as it is
1405.	More buses and trains
1406.	In Llantwit Major we would benefit from extending the footpath that runs from the beach carpark right through the meadows. This would encourage people in the town to be more active and would help draw more tourism into town if we had better access to the beach.
1407.	I believe that we could help pay for the cost of keeping our beaches clean and family friendly but a little charge of a pound a car no matter how long you stay - multiplied by the number of people who would be willing to pay that IF the money went back into that particular beach would be a more satisfying solution LLantwit is crying out for the rocks to be moved and sand to reappear and we know that this is not cheap. People stay away because there is no sand now. To encourage people to visit you need an attraction no one is going to pay for a view of rocks lovely as they are to look at they are a broken ankle risk not many people relish. People want to SEE where/what their hard earned money is going on.
1408.	Bus service? Path all way to beach. Improved cafe
1409.	Need to be accessible for all users. Eg the current parking charges at Barry island are inadequate and do not allow for those wishing to stay for only a few hours, meaning the businesses lose revenue - counter intuitive. Any charge should be kept to a minimum.
1410.	Safer walking paths around coastal path
1411.	Maintenance of clifftop routes
1412.	I walk at the beach every day to help with my mental health. I cannot afford to pay parking at the beach everyday which in turn would mean I can't walk there which will then impact my mental health. So many people visit the beach due to the fact they don't have to pay for parking. It would be awful to see that parking charges would



	stop people from visiting our beautiful beach.
1413.	Don't agree with charges
1414.	By providing free parking at each location for local residents to encourage use of the local environment.
1415.	Again free parking, or a nominal charge, as elsewhere, eg £1.
1416.	As a local resident who regularly uses the coast having to pay to park to walk dogs will push me to go elsewhere. Whilst I can see the need to regulate and control parking as a resident who pays through council tax for amenities in the vale having to pay a second time is difficult. Introduction of free parking for residents would help.
1417.	Keep parking free
1418.	NO CHARGES You are not helping tourism or the visitor experience at all
1419.	Better cycle paths and more places to park and lock bicycles.
1420.	Does the VoG seriously want to discourage visitors to coastal areas by the introduction of parking charges?
1421.	Do not charge for parking at Llantwit Major Beach, this will have an adverse effect on the cafe at the beach and reduce the number of visitors to the beach and Llantwit in general. Looking at the costs and returns in the figures supplied, the result will be a negative one in respect of the income realised.
1422.	There is already parking throughout the Vale coastal areas and some of these are already covered by parking charges and these are sufficient, I have not seen anything in this strategy that clearly states the benefits of extending these parking charges to the additional areas not currently covered. It is important to ensure that these areas are covered by public transport, but the council have not stated that the additional charges raised by parking will be reinvested in this area.
1423.	Llantwit Major beach operates very well, as it is. Charging for the car park will deplete visitor numbers. It is one of the main reasons why people visit our beach.
1424.	Free parking we pay enough tax
1425.	Provide better advertising of current public transport services and source possibilities of rerouting services to serve attractions such as Porthkerry Park.
1426.	Yes, don't introduce charging for car parks to encourage people to continue to visit the coast Rather than wasting money on new bi-lingual schools when a very low percentage of the population speak welsh, put the funding towards keeping car parks free. The knock on effect of charging for car parking will be disastrous.
1427.	Not charging for parking. Otherwise people will not want to go there to start their walk along the coast path if it will cost them each time.
1428.	No improvement needed



1429.	Coastal path maintenance to keep it safe
1430.	Access to the coast is a public right .It should not be restricted to those who can pay car parking fees. This will reduce the benefit that people get in terms of well being to the coast
1431.	Park and ride
1432.	Increase car park spaces over the island, multi story car park
1433.	There are really good walking routes from Penarth to the sea. There isn't much in the way of cycling infrastructure in Penarth and this could certainly be improved to the coast. More and better cycle parking near the pier would also be good.
1434.	No Charges and No 20MPH limits anywhere
1435.	Small country buses on a request basis between the villages & the beach areas.
1436.	should be free
1437.	Make cycle lanes easier and safer to use. The roads at present are just not large enough for both cars and cyclists.
1438.	Free parking for all visitors. You consistently fail to understand that the cost of parking can be a significant obstacle to people using coastal areas for recreational purposes. Not everyone is lucky enough to live within walking distance (or cycling distance) to the coast, which means that they need to travel by car to make use of these areas. Public transport in South Wales is a joke, and well beyond the means of the council to solve.
1439.	Extend the railway path through to Sully or Barry before it all gets built on. This provides proper safe off road cycling. Get rid of the unsafe cycle lanes you have been installing. Through the marina these just encourage drivers to overtake without moving over to allow the cyclists the proper passing space. At junctions the requirement for the cyclist to give way to vehicles behind them, that they can't see and have no way to judge whether they are turning left just shifts the blame for collisions off the driver and on to the cyclist. This does not make cycling any safer.
1440.	Provide more public transport
1441.	No parking charges
1442.	No cycle paths near penarth beach. Like including cycle path from barrage would really help. Lack of regular public transport to beach and barrage.
1443.	There are now numerous cyclists on our roads, especially at weekends. Specific cycle routes/tracks to and from nearby villages would be beneficial to both cyclists and motorists alike.
1444.	Where space allows have a well separated path for walking and cycling and skating. Any kerbs on existing roads can then be removed to allow more road space
1445.	Apart from Barry Island, there is non-existent to poor public transport access to these



	beautiful areas. Any money which can be recuperated from town parking should be re-channelled into improving public transport access.
1446.	It would be good to introduce a parking charge for on street parking at Barry Island which is higher than that charged in the designated car parks. This would disincentivise the current behaviour of many motorists who simply circle around the one way system looking for free parking and in turn, this would very much reduce the amount of traffic on the Island.
1447.	Pavement extended from Ogmore By Sea through to Ogmore and Southerndown.
1448.	Provide bikes to hire, bus trips
1449.	Parking charges were implemented at Llantwit Major beach a few years ago, and it failed miserably! The possibility of implementing a charge to park is going to almost die out the tourism that is brought to our beautiful welsh towns and coast. The dog walkers woll stop coming and eventually it will be neglected.
1450.	As an active walker you have to search to find information and many of the routes have missing signs.
1451.	The coastal areas I have visited are fine. The only issue with Llantwit beach is the size of the access road.
1452.	Should be free to encourage the use of the wonderful coastal parh
1453.	More buses
1454.	Leave things as they are. People, and I am one enjoy visiting the beach, and walking from there around the coast. Ther would be a reluctance to do this if there were charges for parking.
1455.	More shuttle bus to and from Llantwit beach. Railway station -Conerham lane /colhug H street- Corner milllay lane/colh st beach
1456.	NO
1457.	Paths, cycle paths, more buses
1458.	More parking with fayre not exorbitant charges improve public transport not one train an hour on sunday 1 evey 2 hours and no buses
1459.	No parking Charges
1460.	A bus running at regular intervals to the beach at llantwit would reduce the amount of traffic & make it saffer for walkers
1461.	Designated walking/cycling routes
1462.	More frequent buses and trains
1463.	Cannot estimate income when charges have not been set.Proposed charges not consistent with other local authorities



1464.	Leave Llantwit beach area alone as a good dog and child area for walking
1465.	None possible
1466.	Does not affect me
1467.	To some extent I agree with some form of charging for coastal areas but not at the rates currently charged. The large car park at Barry adjacent to the railway bridge is invariably empty in summer except for possibly weekends when weather is good. What a waste of car parking spaces. Introduce a more reasonable charge of say £2 or so for a lengthy stay and it's better to have say 60 cars parking at the reduced rates than none at all (only the disabled spaces seem to be full)
1468.	Create more bike routes and walking areas which are dog friendly.
1469.	Provide adequate bus services / park ride services
1470.	At Ogmore now, one hour is £1; but anything over this is £6. Dog walkers and surfers would benefit from the annual ticket.
1471.	Cycling paths are a waste of money, because most cyclists don't use them.
1472.	Improve the services as above. Improve the roads. Stop spending money on unnecessary things such as tarmac through Cosmeston and unused bike lanes.
1473.	Constant regular transport. More than. Once an hour and not stopping till midnight
1474.	No 20MPH limits
1475.	I have been approached by visitors to the beach at Barry, asking who thought up the parking fees for the car parks as they made no sense as they were not sure how long they would be spending on the beach but the fees went from £1 to £6 and the machines were not easy to use. and as a volunteer on the coast I will have to give up my voluntary work as it will cost me too much to park
1476.	Introduce charges for parking in Beach Car Parks, and bus services to beach areas
1477.	This is difficult because we need to encourage people to walk, cycle and run in coastal areas to keep fit, would parking fees deter people from trying to be fit?
1478.	More disabled parking areas which are regularly monitored.
1479.	Again, if it's currently free, people will visit even if the prospect of finding a space may be tricky. No extra spaces being made available but those that are there are chargeable will mean people won't bother.
1480.	Think carefully about the Wales Coast Path. Where it remains incomplete, take steps to join it together. Limit the need for steps, and create wide paths with a minimal gradient to enable cyclists to travel quickly and easily.
1481.	Free parking in out of town parking so you can walk to the beach.
1482.	No parking charges. Your strategy will drive us and visitors away!



1483.	Increase off road cycle paths.
1484.	I think the paths and the access to the coastal areas is fine as it is - a lot of people love walking in the area and going to the beach
1485.	A small charge in car parks
1486.	Regular direct buss services to main centrese.g. Barry island, Southerndown etc.
1487.	The intoduction of parking charges at Ogmores by Sea as already made me choose to go elsewhere to park and walk. Paying to exercise is counter productive to active travel in such areas.
1488.	The parking areas on the coast have not been altered or improved for years-where does the cost incur? Just putting in meters and emptying them.
1489.	Different routes - currently routed are limited How do you commute from Dinas to sully? Without going elsewhere first And a long journey It is not possible.
1490.	Alter proposed Capita Penarth coastal Parking charges which are up to 2 hours (£2) to 1 Hour Free (£0) Summer 2 Hours Free (£2) Winter IMPORTANT WILL AFFECT LOCALS BUSINESSES AND TRADE
1491.	do not charge parking fees
1492.	BETTER SIGNAGE TO MORE REMOTE BEACHES
1493.	Better cycle paths
1494.	I do not agree with the suggested policy. In particular in Llantwit Major beach I see no need for a parking fee, in my view this area is not particularly busy, not well maintained and will only serve to reduce visitor numbers further. I would visit Llantwit Major beach less frequently if this policy was introduced. This appears to be a revenue grab as opposed to any intention to improve the facilities available to locals. I have no view on the other areas as I do not visit them.
1495.	Shopping bus service to main town shopping centres
1496.	need to invest in bike lanes and well designed lock-up facilities for cyclists. Also more visible promotion of local cycle routes.
1497.	The creation of more walking and cycle routes away from roads
1498.	Use Creative rural communities monies to pay for cycling and walking tracks Increase your tourism revenues to contribute to this infastructure
1499.	Have a regular bus service all year around that finishes after ten pm
1500.	Talking of Llantwit major in particular .. free parking so visitors can drive to the area and walk the coastal path would keep people active and not deter visitors
1501.	Stop using coastal roads, in particular St Donat- Llantwit, as designed cycle track,Narrow road, no footpath, no school bus + used as a race track by cycle clubs.



	More than 1 bus and how if you want us to use public transport
1502.	No parking chnages in costal areas should be maintained
1503.	And end abrtly nowhere. If you want people to use those they have to have a point - Carmarthenshire ciurrently spending 5 million on a path to Llandelo
1504.	Walk Way (no safe pavement)
1505.	keep free parking
1506.	Cycle paths/footpaths seperate to roads
1507.	Keep public footpaths clear & maintained with good signage
1508.	Cycle Paths
1509.	Better Access
1510.	Disabled scooter Access,level walking paths
1511.	Dont Charge for parking if you do it will put people off coming to the town and coastal areas to walk or cycle
1512.	Coastal areas are areas of beauty and greater outdoors not a target to charge money for parking your car
1513.	I cant see how you improve walking oppourtunities by charging to park in more places! The cost of the annual pass is astronomical!! why are healthy residents who want to walk regularly to be charged so much when they also pay council tax?
1514.	Free first hour parking to allow for casual walkers
1515.	Slow down traffic
1516.	Don't deviate people from your aim, to raise yet more money for current overspends and deficits....its got nothing to do with public transport, your charging users from all over the UK who are out to enjoy our area and most will not longer stop or stop for shorter periods and wont spend as much where they do stop. Yet again the local economy takes a hit from your arrogant attitudes.
1517.	Barry Island and the Lake are the main attractions of the town, so parking charges will occasional discourage visitors by the removal of free parking. My wife and I like to walk every day at Barry Island, as retirees parking charges make this exercise unaffordable. Coffee shops on Barry Island have thriving trade from dog walkers and other people, including retirees, who meet socially at these places, utilising free parking. Car parking would damage these business'. The bus service to Barry Island is restrictive and limited.
1518.	The coastal path is a great asset, please don't ruin it (and/or cause more erosion) by turning it in to a cycle path too!
1519.	cycle paths



1520.	organised walks and camping facilities
1521.	Rebuild the railway line to Sully. All public access would be improved if we had a county-wide Dutch-style cycle network, not the piecemeal stuff currently being built. Too much cash spent on bypasses, motorway junctions etc that only serve to encourage car use and discourage active travel. Divert the funds!
1522.	I cannot see you providing buses to the local beach, therefore you are disincentivising by the use of the strategy from visiting the beach
1523.	Pro-active maintenance work , not re-active
1524.	Sort out dog fouling, and maintain the car parks to even a basic standard. Make cycle access to these areas easier/safer. Provide secure facilities to store your cycle.
1525.	Put in rental bikes like they have in Cardiff
1526.	More reliable train service
1527.	Better buses from Penarth Town Centre to the Marina and Esplanade all year round. Not everyone can walk or cycle up and down the hills.
1528.	Ensure good bus and train links to these areas. Develop pathways for all that have surfaces which allow disabled people to use them.
1529.	Reduced daily rate and ease of payment to encourage tourism
1530.	Local residents must have free pass to park or go to all public spaces. Even limited to a time but free initially.
1531.	Cycle lanes
1532.	More cycle paths
1533.	Extension of safer route from Weycock Cross on A4226
1534.	Reliable Bus service
1535.	Advertising of coastal amenities encouraging people to visit.
1536.	Park and ride smaller bus services
1537.	Free parking encourages locals to use the amenity. A nominal charge for visitors (eg £2) is acceptable as they are using but not contributing through local tax revenue.
1538.	Improve access to footpaths.
1539.	everywhere needs cycle safe paths. look at holland.
1540.	Support local charities such as Valeways to allow them to keep access to coast paths clear.



1541.	More public transport
1542.	.Better, reliable and more frequent buses and rail services.
1543.	Have suitable cycling paths
1544.	The pavements in Ogmores by Sea need work to make them accessible for people in motorised scooters, with pushchairs or mobility issues. Particularly where pavements meet roads they need dropped kerbs. The overgrown brambles at several places in the village and the cars parked on pavements mean that people have to use the road. More benches would make the journey from home around the village more pleasant and allow rests for those who need them. I have valued the aim 3 highest and am disappointed that the draft strategy doesn't mention, and that implies it ignores, the rights and needs of citizens living in these areas.
1545.	Segregated cycle path access
1546.	A shame if parking at the the beach is charged. It will probably have a detrimental effect on the beach cafe as many locals use it. Tourists would be surprised at not having to pay.
1547.	Parking restrictions close to coastal facilities will be more conducive to encouraging incoming visitors. Parking areas further away from the facilities and amenities could be burdened with daily parking fees for visitors, who plan on a longer stay and, consequently, would accept such a charge.
1548.	walk
1549.	Make parking charges nominal and incremental without cliff edge time/charges
1550.	buses need to be direct routes
1551.	Free parking
1552.	Do not charge people to park. Again, small businesses to think about and the tourists coming to Barry won't bother coming again.
1553.	Public transport and active travel good
1554.	Public transport is intermittent and often unreliable. Buses are currently an expensive option. There are no suitable cycle lanes and the geography of barry consisting of lots of hills, along with many country lanes across the county means only the most experienced feel confident. It is not viable for inexperienced and/or families using bikes as a form of transport
1555.	If people want to walk or cycle they will regardless of the area
1556.	Improve cycle lanes / footpath I.e barry to Dinas and penarth
1557.	I agree that there should be charges at coastal areas
1558.	Bike locks More bike paths



1559.	by the provision of free parking to encourage people to enjoy the coastal areas
1560.	In Pembrokeshire, they have a coastal bus service that links the beaches to larger towns. It seems to work well. Maybe a suggestion for the summer months. Again, unless there is a profit to be had, a private company wouldn't be interested.
1561.	More Cycle paths needed around the Vale of Glamorgan
1562.	Free parking at costal car parks to encourage people to be able to park by the beach and take the kids or elderly parents etc on an enjoyable walk without making it a full on hike.
1563.	Encourage the citizens of the Vale of Glamorgan to walk the coastal areas for health benefits by keeping the car parks free of charge.
1564.	Barry Island traffic continues to be a nightmare for residents on sunny days. Arriva trains need to be persuaded that 2 carriages is not enough. We like the new footpath / cycle path but I'm not sure I've ever seen anywhere to lock push bikes? Resident permits MUST be introduced in Barry Island and parking dangerously MUST be addressed. My elderly parents live on Heol Gylfinir, access via Adar y Mor, it's always blocked with people parking both sides of the road, an emergency vehicle would not get up it. Parking at Amherst crescent near the changing area of Maslin Park is hugely problematic during football as well as sunny weather. People will park on Archer Rd to avoid paying at public car park. I access my property via a lane, I frequently can't see safely to pull out onto Amherst Crescent because of vehicles parked over the lane. Barry Building Services Park serveral vehicles on Ivor Street taking up space that residents then can't use and end up parking in Amherst and blocking the lane access.
1565.	Llantwit Major is unique. The beach is inexcable by bus anyway. Cyclists and walkers can access it safely already
1566.	As above, please just fill the potholes as per your responsibility to us. Would be a shame if no-one ever visited the beach or cafe anymore, but I wouldn't be able to!
1567.	Generally, I am against charging for parking here. We want people to visit our coast lines but we want visitors to use the car parks and not the roads leading to it. For example, the car park at Penarth cliff top is rarely if ever full but marine parade, bridgeman rd and the esplanade are impossible to navigate due to all the cars parked during a sunny day.
1568.	not sure buy believe they will stop people from walking dogs or just walking whilst stopping at local cafes
1569.	Public Transport - more buses, affordable fares Bikes - more safe off road cycle lanes Walking - more pavements along rural roads, would help with walking & public transport (walk from bus stops)
1570.	Minimal charging
1571.	have a regular bus service running from Penarth town centre to esplanade - Cosmeston - train station



1572.	Improve car parking area in Ogmores
1573.	Again, have cycle paths! have buses!
1574.	readily available info on suggested walks - destinations. advertisers of pubs/restaurants to include on how to get there.
1575.	Free shuttle bus from Llantwit centre
1576.	Complete path to beach
1577.	cycle tracks
1578.	The proposed car park changes in coastal areas could discourage people from active walking.
1579.	Free 1st 2 hours.
1580.	Cycle paths to the beaches
1581.	Do not charge for parking in Bron y Mor car park it will significantly increase the problems residents are already experiencing
1582.	Car parks are a necessity, as are safe crossing places for cycles and safe pavements for pedestrians. More crossing places of roads, and clearly situated bus stops (not on blind bends).
1583.	The charges are too high for dog walkers and residents/visitors from enjoying drinks, food and a walk along the beach and cliffs!
1584.	No paid parking
1585.	Electric car charging points.resident parking areas needed.
1586.	Cardiff Bus linking Marina with Esplanade and Town Centre?
1587.	free parking first 2 hours coastal car parks, minimal charging thereafter. Make the machines easy to use - Ogmores is confusing machine a specially if you have trekked across a wind swept wet car park to find it broken, confusing to use or understand. People go to the area to enjoy it not spend 20 minutes trying to figure out if they have to pay or have paid enough. Make it free and then ONE charge for the rest of the day.
1588.	Again penarth esplanade is difficult to park. For those who do get a spot it is unfair to attract people to our beach and then have to pay
1589.	police presence. toilets. bins. changing rooms on beach
1590.	police presence. litter- bins anti social behaviour toilet facilities need improving
1591.	Put double yellow lines in certain areas like my road Fford Y Dociau to force people to use the paid car park over Barry Island , but make the charges reasonable and Sunday's free



1592.	no problem here either
1593.	Charging visitors to the Island is the right thing to do, but will not work unless there is proper warden system the traffic will park in the residential areas and needs to be policed properly - with all the cuts I doubt it will work.
1594.	free car parking at seaside towns for a limited period.
1595.	cycle lanes
1596.	Leave well alone.
1597.	More frequent public Transport
1598.	People who park on yellow lines will continue to do so. I strongly disagree with charges being introduced at Llantwit Beach
1599.	Penarth Esplanade - Close to Traffic or place to discourage parking
1600.	Regular and committed buses
1601.	None
1602.	Enforce current parking restrictions outside peak seasons
1603.	Good bus network, Bike Lanes, Bike shelter /Bike Racks
1604.	Cycle paths, water fountain
1605.	Cycle tracks and pavements
1606.	Off road cycling routes because of narrow lanes and danger to all users
1607.	More frequent buses and also off road cycling
1608.	Don't charge for parking and then families can continue to visit and enjoy lovely walks with their families without having to pay to park.We love exploring but would not visit these areas anymore if parking charges were introduced
1609.	Advertise bus services and special ticket rates
1610.	Better public transport , better roads and footpaths
1611.	Include beaches on bus routes
1612.	Cycle and walking paths
1613.	More reliable bus service
1614.	Public transport from L.M doesnt go on regular basis to coast
1615.	Leave alone
1616.	Services to L Major beach when people / visitors arrive they can access the beach



1617.	free parking
1618.	improve on the existing parking areas
1619.	i do not have enough experience to make suggestions for example buses and cycling. trains are moderately frequent and reliable
1620.	increase frequency of 303 and X2 buses
1621.	we need dedicated cycle lanes. current cycle routes are not fit for purpose. go and see how they do it in the Netherlands.
1622.	long overdue is a cycle track and pavement between Barry and Dinas Powys. Its a very dangerous road and should have had a cycle track and pavement years ago. the cycle tracks you have put in years ago should have been done after the Dinas Powys to Barry one was done.
1623.	not suitable and detrimental to provide public transport in many instances. parking charges therefore penalising the less able and less affluent
1624.	More buses that turn up at regular times.
1625.	Keep open 2 hours initial stay season ticket to a particular beach; not an excessive charge for all.
1626.	More local signage for coastal walks and information on what to see there?
1627.	As above, A. and B. D. Regular maintenance inspections of public footpaths stiles and gates; E. Consider re-commissioning "StathanHalt" on the Vale branch line.
1628.	No parking fees on L. Major beach.
1629.	Provide cycle paths through the lanes by widening the roads using compulsive purchase of the land. Link up the heritage coastline with the rest of Wales.

Comments received from emails relating to parking in coastal areas

1630.	With regard to PARKING CHARGES. I am against the proposal as most people in the Vale are. It was proposed a few years ago to have charges at the beach but it was overturned. I sincerely hope it will be the case right through the Vale as I'm sure it will put a lot of trade people out of business as people will go elsewhere.
1631.	I would like to express my deepest concern in relation to the proposed parking charges for The Esplanade, Penarth. I am a local business owner, operating a catering kiosk located on the Penarth Pier, which I have been trading from for the past 19 years. I have therefore spent a considerable time getting to know and serving both local customers and residents, as well as those who travel from further afield to visit the Pier. There is a very strong sense of community amongst many of our customers, many who visit, not solely for the food, but for whom the pier is a place for them to socialise



and interact with those of us who work here and others who visit. Many of these visitors and customers would be very isolated and lonely without this daily contact and I feel very strongly that the introduction of parking charges, with a minimum spend of £2 from the moment they park, would penalise these regular customers . Many are retired and/or on low income and these people can least afford to pay the proposed parking charges as a one off, let alone for somewhere they visit several times a week, if not daily. There are many people who come here every day and they would no longer be able to do so, if it were to cost them £56 per month in parking alone. For many, visiting the Pier is part of their daily routine and an integral part of their life - and I am no way exaggerating when I say that.

The Pier is also regularly visited by carers who feel that the pier is a safe place to bring the people they care for. Again, these are people who are on very low incomes or benefits and for whom a £2 fee every visit would be unaffordable.

As a business, we already suffer from the effects of seasonality in trade, in a price sensitive market, which relies massively on good weather. I have no doubt that our business, and others like it, will see a great reduction in trade, if parking charges were to apply.

The minimum cost of parking at at £2, would exceed the cost of the cup of tea (£1.25) or coffee (£1.60) or ice cream (£1.95) that they are currently coming here to spend. Many of these people can barely afford the tea, coffee or ice cream as it is now, and if they had to find £2 to park the car on top, it would double the cost of their visit and they simply would not come to Penarth. Our business survives on regulars visiting - the six weeks of the school summer holidays are not sufficient to keep a business going. Outside of this, it is the young stay at home mums with toddlers, the retired, the infirm and disabled who have the time to visit the Seafront, but not necessarily money to pay for parking on every visit.

My belief is that they will choose to go somewhere else for their stroll, coffee or to walk the dog, where parking charges do not apply - at least for the first two hours of their visit- places such as Pontcanna Fields in Cardiff and Llandaff - these all enable visitors to enjoy the local facilities for the first two hours free of charge, as a minimum.

Clearly, if our turnover drops as a result of less visitors because of the parking charges, we will not be able to continue to give employment to local staff, as we currently do.

There are also a number of people who work along the Esplanade, in cafes, the gift shop, the Pavilion and the restaurants for whom parking is difficult enough now without a £10 daily charge for parking, which is unaffordable. Where do you propose that people with employment in the area park?

I would also like to say that my fellow colleagues on Barry Island have told me that their trade has dropped so much since the introduction of parking charges within the car park there, that even in peak trading times, they are not turning over sufficient business to warrant staying open. I have seen this myself as many businesses were closed during the summer, despite the perfect summer weather. I live in Barry and without these visitors, Barry Island has become a bit of ghost town and no longer an attractive place for people to visit. I would hate to see Penarth seafront to suffer in the same way.

I understand the need for the Council to raise additional funds and that parking charges might seem like a cost effective way of doing so. I think it should be avoided at all costs for Penarth Seafront. If it was absolutely impossible for the position of free street parking to remain as it now, my recommendation would be that visitors to Penarth and for those parking on the Esplanade, be allowed to park for their first two hours for free and then for charges to apply after that period. This then enables



people to enjoy their daily stroll, walk the dog, have a coffee as they do now, without them incurring additional daily costs. After two hours, a nominal charge could be made, if the Council felt that parking charges absolutely had to be put in place. I very much hope that you will take my concerns on board, before implementing something that could be catastrophic for all of our Seafront businesses, our customers and visitors.

- 1632.
1. Barry Island - our Island has been built up these past couple of years after taking such a hit when Barry Butlins closed and the amusement park. Thankfully, the trade on Barry Island has significantly increased and it's now wonderful to see the place so busy during the Summer and even on the Winter days.
By adding even more parking charges, you are risking losing customers / tourists for the companies who trade on Barry Island and therefore run the risk of them having to close down due to a lack of money being made for their businesses.
There is a car park already in place where tourists are expected to pay for the day that the council make money off. Why can't we just leave the parking charges there?
Employees - a lot of employees are working for the National Minimum Wage. How can you justify them having to spend most of their daily wage on parking just to be able to do their job? It's wrong on so many levels and unfair to the people who wish to work and make a living for themselves.
 2. High Street - again, High Street is known for its independent shops that are so wonderful. It would be such a shame for these businesses to go downhill due to lack of customers because of the parking charges. The parking on High Street is far and few as it is.
Once again, please consider the employees who work on High Street or the owners who run these shops who maybe can't even take a wage every month if their businesses don't make the money needed, and then they're having to use the money they do have on parking just to run their business - where's the sense here, please? You're risking ruining another lovely street in our town.
 3. Porthkerry Park / The Knap - yet again, another wonderful area of our town where so many families get enjoyment. This park has been a treasure to our town for such a long time and is always busy throughout the Summer and even on Winter days.
Please don't ruin people's enjoyment by adding these charges.
 4. Barry Town Centre- It's unfortunate that we've already lost many major high street brands in our town as it is. By adding parking fees, you are going to run the risk of losing any business that's down there at all.
- I could go on for days explaining why I believe these parking charges are ridiculous. I fear that the opinions of the people of Barry will be ignored and I really hope that won't be the case.
- We have such a wonderful town that's desperately trying to stay that way. Barry Island is just as lovely as being abroad on Summer days, High Street is a lovely Welsh street buzzing with shops, cafes, bars etc. that people love to visit, Porthkerry Park is one of our country's finest parks and The Knap is another which is just beautiful in so many ways.
- It isn't fair for residents of Barry or our tourists to have to pay these parking charges and for what?



Day trips can already be expensive for people, especially families, without the worry of the expense for parking. People won't just 'pop to High Street' or 'pop to Barry Island' any more when they know the worry of having to afford the parking is there.

So to conclude, I think it's safe to say that I am most definitely against the parking fees proposed to the streets of Barry, as I believe many others are too. I really do hope you listen to our opinions and take note of the petitions that are currently travelling around when considering these charges.

I hope my letter has an impact in some sort of way.

1633. There doesn't appear to be any free parking around Barry Island. Being a dog walker, we are around the island area every day. Can you confirm if the consultation allows for free parking off peak hours? For example the road we park on now has parking restrictions from 8am -6pm, will the paid parking apply at these times too, therefore if you are come and gone before 8am there is no need to pay?

I notice the car park has charges starting from 8am, is the car park going to be open before those times?

If there is no off peak relief from these charges, it is going to make things more difficult again for the dog owning residents of the Vale, with a cost of approximately £600 a year. This is unaffordable for most people.

1634. I currently live opposite Cosmeston and things are already difficult at times as many neighbours own several cars per household so the thought of additional visitors parking here as well will be a nightmare !

Please look at the initial and subsequent costs of enforcing parking charges (plus the inconvenience to local people) against the profits you are hoping to make. Unless they are substantial I think the council will be making a big mistake !

1635. I am writing to express my objection to the parking strategy as currently outlined. National Coastwatch Institution (NCI) is a voluntary charity which provides a visual lookout over the sea and coastline for people in difficulty as a contribution to Safety of Life at Sea. We have a responsibility to inform HM Coastguards of any concerns we have, the Lifeguards of Lifeboat may then be tasked to assist as has happened a number of times this summer.

The station is staffed throughout the year by 50 dedicated volunteers, many of which travel some distance to attend to their important duties. Parking is a difficulty currently, and will be made almost impossible if on-street payment is required as a result of the strategy. The on-street areas currently used by watchkeepers will be in the area of "potential displacement", which in reality will mean impossible to park in. As a result watchkeepers will be forced to pay parking charges for their 4hour watch which unfairly penalises people doing voluntary work in support of our search and rescue services. The result may well be that the station is unable to attract watchkeepers resulting in the possible closure of this vital asset. The Council is urged most strongly to re-consider,

1636. I strongly disagree with the proposed parking charges that the council are putting forward as this will destroy the town and its businesses and in no way will improve visitor experience as they are more likely not to come as they are being charged. Has



the council looked into other places that have implemented this sort of thing as it has failed every time and only cost money through buying or renting the infrastructure such as machine's or entering into contracts with companies to enforce the proposal. I have no issue with charging at costal parks etc. as I understand the need to maintain them but please do not do this to the town's residents or businesses as it will destroy them as it will deter people coming to the town where they have to pay and they will only end up going out of town to shop where they don't have to pay also it may affect the sale of houses in the town.

Could you please confirm that my views will be read and put forward.

1637. Hi I completed the survey and provided feedback but I had one further comment

I understand the logic behind a season ticket for seaside and parks but I think they are quite expensive. Personally I use both the costal and park areas and purchasing both season tickets would be cost prohibitive. I would simply use the areas less or park where there is free parking and walk further to use the facilities.

Have you considered a season ticket for all car parks? But at less than the combined suggested season ticket prices of £225? This is a lot for families to pay out to park near their favourite play parks

Also have you consulted with the local businesses about the car parking charges as personally, if I have to pay to park at cliff tops, I will not also be buying an ice-cream or a coffee from the café there. I would imagine there could potentially be a large impact on the coffee shops in these areas. This goes for cosmeston and porthkerry also, you will find people not staying to have a coffee after a dog walk because they will go over their first time bracket.

This may of course change over time as people get used to the charges but I would not be surprised if there is an initial trading slump felt by the local businesses (not so much in Penarth town centre or Barry but in the parks and beaches)

1638. I would like to register my objection to the proposal to introduce parking charges at Cosmeston park and lakes.

I am a resident in Cosmeston and object to this as I can see only one outcome, people parking in Cosmeston Drive and surrounding side roads and generally illegally too as they will park on pavements, near road junctions and reduce the width of the road to just one vehicle often at the risk of residents as a fire engine would struggle to get past the gaps left which could end in tragedy!

We already know when any activity is held in the park the residents on Cosmeston Drive see cars parked all around the interchange of Cosmeston Drive and Lavernock Road causing congestion in the area and cars parking half on the road and half on the pavements causing pedestrians (especially families with prams) to walk in the road to continue their journey, so just adding insult to injury and charging to park in the park will mean visitors will just park in our roads as no one wants to pay for



anything if they can find an alternative.

Why as a resident who pays council taxes and rates are being asked to pay again to park in the park they already contribute towards?

1639. I would like to register my objection to the proposal to introduce parking charges at Cosmeston park and lakes.

I am a resident in Cosmeston and object to this as I can see only one outcome, people parking in Cosmeston Drive and surrounding side roads and generally illegally too as they will park on pavements, near road junctions and reduce the width of the road to just one vehicle often at the risk of residents as a fire engine would struggle to get past the gaps left which could end in tragedy!

We already know when any activity is held in the park the residents on Cosmeston Drive see cars parked all around the interchange of Cosmeston Drive and Lavernock Road causing congestion in the area and cars parking half on the road and half on the pavements causing pedestrians (especially families with prams) to walk in the road to continue their journey, so just adding insult to injury and charging to park in the park will mean visitors will just park in our roads as no one wants to pay for anything if they can find an alternative.

Why as a resident who pays council taxes and rates are being asked to pay again to park in the park they already contribute towards?

1640. I have to express my horror at the attempt of this council to introduce parking charges at Cosmeston Park. It seems that in your efforts to make more money you forget the people who will pay dearly for your ill advised charges! The charges will hit people who take their families to the park because it's easy to park and no charges. Those families will still visit but your charges will send those people to Lavernock Park and make life for residents impossible as they will not be able to park because of the influx.

As a resident I can vouch for the fact that it's difficult for all the residents to park as it is especially when relatives visit. The roads are narrow so traffic is unable to pass both ways with cars parked in the road. Your money making scheme is totally irresponsible and I'll thought out if you actually thought at all. If the need to make money is so great cut the wages paid to councillors!! I have lived in Barry and Lavernock Park for over 30 years and in that time I have not seen one councillor! So please let the local people know why they are paid at all!!!

1641. I understand that the Vale council are considering implementing parking charges at Cosmeston Park.

If this is so then I wish to register my strong objection.

Any charges will in my opinion be morally wrong. People should be allowed free parking as of right irrespective of where they come from. It will also be the case that Vale ratepayers will incur any charge having already paid their council tax. A great deal of elderly people also rely on vehicular access in order to enjoy the park. Some of them will ill afford any charges.



I feel that any parking charge will inevitably result in people parking on Cosmeston Drive and other streets on my estate which will seriously inconvenience residents.

There is only one exit lane from Lavernock Park estate which means that anyone turning right towards Penarth has difficulty getting out and traffic builds up behind. This is particularly frustrating if you simply want to turn left towards Sully. The recent road 'improvements' to the road did not unfortunately include a widening of the mouth to allow a few cars to turn left. This was an opportunity missed so please don't compound residents frustrations by introducing these charges.

There is also a very serious health and safety risk if as expected the entrance to the estate is turned into a one way street by the amount of parked cars that will appear. Access to emergency vehicles will be restricted whereas at present this is not a problem.

1642. Following your proposal to plan to charge to park at cosmeston Park, I'd like to raise my objection.

Being a resident on Althorp Drive it's clear that people will simply choose to park on both cosmeston drive an Althorp Drive which is one minutes walk away as opposed to paying the parking fees.

I would ask that this comment is considered, but should the parking fees go ahead at cosmeston, the roads which are in the estate opposite the park are made into residential parking only.

I would suggest that the council look to make a profit from activities on the park such as nature walks, woodland talks, medieval village activities, improved visitor center etc... instead and encourage people to visit and spend money whilst here.

1643. I would like to take this opportunity to convey my objections to the proposal to introduce parking charges at the park, this would only lead to many of the visitors refusing to pay (twice if you include council tax) and being displaced to the surrounding streets. As my house is the first in the development we would no doubt see a huge increase in traffic outside my house with the consequent reversing onto what is a private access drive.

I recognise budgets are becoming increasingly difficult however the introduction of charging for access to what is a well-used public funded facility should not be implemented

1644. I run the cinema at Penarth Pier Pavilion and have grave concerns re: the impact of parking charges being introduced along the Esplanade.

The biggest complaint that cinema-goers have is that parking provision in the area is inadequate and it is well known that many potential customers do not come down to the venue because the chance of parking is low.

Add to this the possibility of being charged to park if you do find a space and that is going to drive customers away. For a two hour film it's going to require a three hour parking ticket so that would be an extra £4 on top of the ticket prices. Large cinema



can afford to absorb some of that cost by offering to pay customer parking. I can't do that.

It was unclear to me what the parking charge hours would be. I can't see anything in the document that confirms it would be 8am-8pm etc. Could you please confirm? This would have a devastating effect on daytime screenings (already hard to sell adequate numbers or tickets for) and would mean that people arriving for our standard 7:30pm or 8pm screenings would also have to pay.

I'd really appreciate some consideration for the business operating in the evenings on the Esplanade. I'm sure that the restaurants will also have contacted you. Penarth Pier Pavilion's cinema is one of the only truly culturally valuable businesses in the town and must be supported, not undermined with stealth taxes in the form of parking charges.

1645. I feel that this is an excellent opportunity to improve active travel in Llantwit. The promotion in the town of active travel will go some way mitigate the effects of any parking charges if introduced.

1) Llantwit Beach

We currently have half of an active travel route to the beach (the bottom part of the valley, through the meadow). The current arrangement means that anyone not in a car needs to run the gauntlet of the road, or trudge through the muddy field.

Please extend the shared use path to at least to the Mill Lay Lane roundabout. You'd then have provided a real alternative to driving to the beach.

2) Modal filters on Boverton Road

Driving to the shops or schools need not be the default option for a town as compact as Llantwit Major. How about considering a modal filter at the Baron's Close / Stallcourt Avenue junction to allow the passage of people and bikes but not motor vehicles? A bolder plan would see a bus gate at the library roundabout to remove traffic from the Baron's Close / Boverton Road shops, leaving everyone free to park in Filco if they wanted to drive...

1646. I have read with interest the Parking Consultation proposals. My interest unsurprisingly is the way in which they impact upon my home town, Penarth, where there has been an ongoing parking problem, particularly relating to the Town Centre and the Esplanade for some considerable time.

Causing parking charges to be levied at the Cosmeston Lakes car park clearly has nothing to do with regulating the car parking problems elsewhere and is clearly an unabashed revenue raising exercise which I deprecate.

Although, like so many other Penarthians, I had hoped that some day the Vale Council might have been able to acquire land in or close to the town centre to develop for parking facilities. As that has never been realised the parking problem has multiplied over the past years commensurate with the growth of the town and the number of cars per household. As a consequence it seems that the Vale's proposals for the town centre are both reasonable and proportionate. Likewise, the proposals concerning the Esplanade area.

My address is [REDACTED] Plymouth Road and I live almost directly opposite the Cliff Walk



Car Park which, as your survey suggests, is an under-utilised facility. Apart from the weekends there are very few cars using this facility despite it being free of charge. The proposed charges for those wishing to use it again seems to be a revenue raising exercise which might have the direct effect of reducing the numbers further from the current low. I can only assume that by creating a Controlled Parking Zone in close proximity, this will oblige individuals to utilise the car park. Unfortunately, the consultation paper makes no mention of how the Control Parking Zone is to be regulated or enforced. Does it mean limited or no on road parking? Whatever it means, it would certainly have to be sufficiently controlling as to discourage individuals from parking on these roads and turning to the currently under-utilised car park as a safer haven. If this can be accomplished I would certainly applaud the proposed initiative as Plymouth Road, alongside my house, has become an increasingly intensive car parking area for those employed in the local commercial concerns close by. If the Vale can encourage those drivers responsible to move to the Cliff Car Park I would be the first to congratulate them.

1647. There doesn't appear to be any free parking around Barry Island. Being a dog walker, we are around the island area every day. Can you confirm if the consultation allows for free parking off peak hours? For example the road we park on now has parking restrictions from 8am -6pm, will the paid parking apply at these times too, therefore if you are come and gone before 8am there is no need to pay?
I notice the car park has charges starting from 8am, is the car park going to be open before those times?

If there is no off peak relief from these charges, it is going to make things more difficult again for the dog owning residents of the Vale, with a cost of approximately £600 a year. This is unaffordable for most people.

1648. Charges could deter people from essential exercise and effect wellbeing”
Current coastal charges excessive

Appendix D - Country Parks - Comments and Emails

Comments

Q5c Do you have suggestions on how to improve public transport and active travel (cycling and walking) opportunities in Country parks

1649. No issues.

1650. These should not have parking charges and must remain free parking

1651. I have bought recently bought a new bike with a child seat so I can enjoy the country parks without having to worry about traffic, parking and charges. I would like to see areas where you can lock up your bike.

1652. N/A

1653. Reduce parking charge times to 1000-1600 hrs so as not to penalise local



	resident dog walkers who are more likely to use the parks early morning and late afternoon. Season tickets 6 monthly and £25 ie about £1 a week and offering choice if residents want to choose summer or winter only
1654.	None really
1655.	Regular public transport
1656.	Make country parks easily accessible by affordable public transport. For a non-driver, there are many parks (and some beaches) that are just far too difficult or costly to get to.
1657.	Free parking for an hour for dogwalkers and quick visitor
1658.	Bus links from the train station s
1659.	Mark out better parking areas for cars and cycles
1660.	Improve paths many are have uneven surfaces or deep mud in the winter (eg. Fforest fach to Porthkerry). Not suitable for walking, cycling, pushchairs or disabled use.
1661.	Good already
1662.	Improve footpaths
1663.	Off Track bicycle routes for the enthusiasts and concentration on shared use throughout the parks
1664.	I'm unsure on how much you have to pay here but still it should be free
1665.	It would be nice if a bus even went to a country park.
1666.	Huge mistake to charge for these areas. There is a lack of appropriate parking at Porthkerry and is utilised daily by local people. Residents in the Vale already contribute to the upkeep of the parks through council tax and should not have to be penalised for using them. Additionally charging would greatly affect those on low income and act as a barrier to visiting these vital open spaces.
1667.	Build cycle paths
1668.	Many country parks are designed primarily with entry by motor vehicle in mind, and all other methods are a secondary consideration. If well-maintained segregated cycle and walkways were laid with equal (or higher) importance, then more people would be likely to visit on foot or bike. Better facilities for cycle parking and storage are also needed.
1669.	Maximum of £2 per day. A family looking for activities in the summer has to factor in additional costs
1670.	Better and more frequent buses.
1671.	Better info regarding buses and cycle routes, the cycle route from ely trail, through



	penarth to cosmeston and out the other side is badly sign posted and ultimately leaves you know where from a trail perspective once out the other side of cosmeston, how about clearly marking a circular route
1672.	Public transport being more often Shuttle bus to take to more remote destinations
1673.	Bus routes are very few and far between making more people drive. If there was more public transport available to these areas maybe parking wouldn't be an issue.
1674.	A SMALL daily charge
1675.	More established paths, more dog poo bins
1676.	Don't charge to park
1677.	It seems that the introduction of charges at country parks is unnecessary and will surely lead to a discouragement to the local population to visit such parks
1678.	People should be free to use their cars and not pushed into using other transport
1679.	Actually get a cyclist to design cycle paths. Your current cycling infrastructure is a joke
1680.	No suggestion.
1681.	Leave them alone
1682.	Introduce charges & the dog walkers- who help keep the place clean, report damages & use the onsite cafe will stop coming.
1683.	Charge tourists not vale of glamorgan residents
1684.	Suitable footpaths. Maybe a park and ride scheme
1685.	Provide more regular transport. Provide alternative to bus.
1686.	There is no cycle path to the contry parks.
1687.	Reduce cost of public transport. Create cycle lanes similar to those in Copenhagen
1688.	Fine as they are
1689.	Safe cycle routes
1690.	Parking should be free to encourage visitors. Also cafe, and facilities should be opening Late.
1691.	Cafes for refreshments
1692.	Better toilet facilities
1693.	More frequent services



1694.	Free
1695.	More reliable buses
1696.	Again , improved bus services would encourage visitors.
1697.	Improve public transport access
1698.	No comment
1699.	Shuttle busses from rail stations to said parks.
1700.	We won't have any countryside left in llantwit major with all of the new housing developments being built
1701.	Affordable daily rates and season tickets
1702.	Free parking
1703.	Better and cheap public transport and safer places for walkers and cyclists
1704.	No improvements needed
1705.	Charges already exist that's why I don't visit them
1706.	No
1707.	Smaller buses - access easier.
1708.	More accessible for young children
1709.	Provide proper cycling and walking trails that are maintained to keep them safe and hold more events and activities geared towards those activities
1710.	Ensure parking is free
1711.	Consider new cycle paths that are not alongside roads - these schemes have very good benefit cost ratios
1712.	Seems ok to me
1713.	Many people can't afford to go to the island and cosmeston is an ideal alternative charging for car parking is an additional expense for people who are experiencing difficulties with money.
1714.	More cycle racks with cctv coverage Cycle loan scheme
1715.	More buses
1716.	No charge at Cosmeston is essential to encourage the use of the park.
1717.	More advertising and bus services to get to local parks
1718.	cycle paths and footpaths



1719.	Again providing we can see clear benefits, maybe some free pounding dipping/rock pooling sessions etc. Again your costs are too high, 2 hours free. 2.50 up to 4 hours and 4.00 For all day. The annual charge is way too high. I pay for national trust membership as a family that's £9.50 a month and they have so much more to offer, this is entry to all their amazing facility. Maybe consider a monthly fee that includes parks and coastal areas otherwise I know I will only visit at free cheap times as there are plenty of places for free and nature should be free or as cheap as possible to make it worth it for all. With child obesity and mental health issues on the rise Alot of this comes down to people not getting out and enjoying nature. Too high car parking fees with effect low income families and people who are just wanting to make the most of nice weather. There's so many other beautiful parks or a small drive free that people will go to.
1720.	Introduce a consistent and all year round fee, keep this minimal across all sites. Pay and display parking, rather than upsetting people with a topless council worker on peak days sitting on a plastic chair at the entrance of Porthkerry!
1721.	Charge in summer time only when locals don't use them.
1722.	There should always be free parking in country parks. There is plenty of space.
1723.	No opinion. Cosmeston parking is good. Please don't charge for it as it is a free resource and the public should be encouraged to enjoy nature without having to pay for it.
1724.	Local residents should be able to buy annual parking at nominal fee (dog walkers etc)
1725.	Definitely no charge, no significant changes
1726.	Cosmeston has worked wonderfully for pretty much my whole life, why spoil it by introducing parking charges. A lot of people are just about managing to make ends meet, why kill off the few "free" pleasures they have left. I for one would park in the estate opposite the entrance to Cosmeston. After 5 years of stagnant wages and above inflation council tax rises and energy rises a lot of people are struggling.
1727.	Free Parking
1728.	Very little public transport exists at all in order to comment on it's improvement.
1729.	Designated cycle routes
1730.	Through Alexander park, have a better path for buggies and pram down up bank. Steps they have but limited through the park for pram
1731.	Have not experienced a significant problem
1732.	Perfectly acceptable as is.
1733.	More frequent and reliable buses.
1734.	Cycle paths Bike rental



1735.	Bike hire with safer cycling paths
1736.	Free parking / secure cycle storage lockers
1737.	Dogs have been banned from areas due to the minority of owners. Lack of rubbish bins or education have left several areas being strewn with rubbish.
1738.	As above. Hardly good for health and well being to constrain access to country parks and coast. Same with the dog walking restriction nonsense! Worst council ideas for a while! Like selling the lesiure centre so private company will invest in it- have you seen the archaic changing rooms with broken tiles and showers for the pool?
1739.	parks in llantwit are not very appealing as none are child freindly with all the dogs. If you could improve this that would be great and we would walk and use facilities more. There's a perfect space on whitways.
1740.	For all I think people are walking. If there are charges to the car park people will just not visit these places and go somewhere which is free.
1741.	More free car parks, NO 20 MPH limits
1742.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
1743.	Bus stops at country parks.
1744.	More/more frequent and cheaper buses.
1745.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
1746.	Should remain free and more money allocated to provide better facilities
1747.	Do not give the coastal parks to companies who take money from the locals to provide so called camping etc facilities. As you can see I am very, very annoyed about this. The council is on a 'take, take' plan at the moment.. We will NOT see any money from these parking charges being reinvested in Llantwit. The Vale Council don't give a monkey about Llantwit. The charges will damage the visitor experience not enhance it. They will also hurt locals hugely.
1748.	Remove dog mess. Start fining people properly!
1749.	Charging for for parking in country parks would make me think twice before going.
1750.	Better bus service
1751.	No problems identified.
1752.	Covered bike racks
1753.	Two county parks the vale have one you pay to be were you get food , a very small number .you have to have parking eye in the two of them and you not get



	the visit
1754.	IF CHANGING VISITORS HAVE SOME FORM OF ANNUAL PASS (DISCOUNTED) TO ENCOURAGE REGULAR VISITORS.
1755.	N/A
1756.	FREE PARKING ENCOURAGES DAY TRIPPERS!
1757.	CYCLE PATHS, VISITOR INFORMATION IN MAJOR STATIONS OR AIRPORTS ON HOW TO REACH COUNTRY PARKS VIA PUBLIC TRANSPORT.
1758.	Encourage cyclist to actually use the cycle parks, sunday clubs block roads by group cycling
1759.	Small Charge ok
1760.	Parking charges make dog owners let their dogs piop everywhere
1761.	Already good
1762.	Park and ride facilities and shuttle bus
1763.	Separate walking and bike routes cycles and walkers dont mix
1764.	National parks so need some charges for upkeep
1765.	Shuttle bus from station
1766.	Country parks in the Vale are great as they are!
1767.	No opinion
1768.	Introduce park and ride for income generation and parking
1769.	Better busservices. Cycle paths. More frequent trains.
1770.	Ask for donations when parking folk can pay what they can afford.
1771.	Activity stations on walking routes
1772.	No public transport from Rhose
1773.	Cleaner toilet facilities.
1774.	Porthkerry - is there a bus service here at present? No idea. I know there is a bus service to Cosmeston but never use it
1775.	Charging people to walk their dog, walk around a lake or just have a peaceful hour is just simply greedy. It shows that the Vale of Glamorgan has nowhere to visit unless they have money.
1776.	No 20 MPH speed limits they are very unpopular , we voted against them



1777.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
1778.	Not needed. It's very good already.
1779.	Hopper bus to take people from central parking points. See above
1780.	i know here an idea instead of encouraging family's to take their children out lets make it so we leave them board in there streets creating trouble for other people. in additions the shops at these enuse will see a decline in use. there is only so much money . do you not get the fact , wages have note gone up in the last 5 years my income is 25% of what it was 10 years ago . there is no money anywhere . i do not want to pay just to brighten my kids day by taking them to the park. are parks now just for the rich . sorry kids cant take you today no money . us the money you already have . lower staffing costs . you stoped pension for lower employees but not senior by out sourcing lower paid jobs . be consistent .
1781.	MOST CERTAUNLY DO NOT CHARGE FOR PARKING
1782.	Leave Country Parks as a fee free area. We should not be charged to enjoy simple pleasures. Funds for upkeep should be allocated from budgets. The mental health of the nation could be affected by introducing fees this way. Pay to enjoy the countryside? Shocking
1783.	No issues for a reasonable charge
1784.	I agree with charges for Country parks. we have to pay in National Trust car parks s why not local ones.
1785.	Don't use- no comment
1786.	Park and rides
1787.	Better situated parking.
1788.	Free
1789.	Establish park and ride to Barry Island. There is empty dock land space for car parking. eg near Gasification plant. Porthkerry Park should be preserved and left untouched.
1790.	More services, more times, from earlier to later. And ensure that you publicise these.
1791.	The strategy works.
1792.	Pram and child friendly paths if possible.
1793.	Bike hire drinking Water fountains
1794.	I would also be strongly against introducing parking charges in country parks.
1795.	I would suggest locals are exempt - it is an important place for dog walkers and



	physical activity. But if you must charge, I would probably be ok with an annual charge but £75 is too much. Maybe £52 ie a pound a week and linked to the address, not to the car. And only during peak hours - I would not expect to pay to park when I walk the dog at 6am! Heavy fines for littering would be my strong preference. Or perhaps households could 'earn' a free parking permit in return for collecting litter twice a year for example?
1796.	Have free parking for 2 hours
1797.	1st hour free then charge
1798.	Being retired, we often visit Cosmeston and include a visit to the cafe. Parking charges will certainly result in fewer visits or skipping the coffee shop. Again some sort of added value such as security may limit the negative feelings about having all leisure parking monetised.
1799.	Not so long ago there was some event at cosmeston park which filled the car park. Where did the extra cars then park? - they packed along the road at cosmeston housing estate on the opposite side of the road. The roads are very narrow so made it nearly impossible to exit and leave the estate. This will happen again if parking charges are introduced at cosmeston country park. We pay enough in council tax - year after year there is above inflation increases. Please stop wasting money on stupid cycle tracks along lavernock road and the unfairness of free house renovations along Windsor road before fleecing penarth residents again with parking charges..
1800.	If someone's disabled or can't walk far how will they get to porthkerry without a car ?
1801.	I have no objection to a car parking charge for Country Parks.
1802.	Build Cycle Tracks
1803.	Consider bus into Porthkerry Country Park, ensuring it stops also at Barry Station.
1804.	Not required. In general there is enough parking space at these locations. Charging here seems a shame as it is one of the few chances to do a family activity that does not cost money. Also hits dog walkers who will be restricted by the PSPO introduction and have to drive to these amenities to walk their dogs off lead.
1805.	Use of ad hoc bike hire opportunities such as the Next bike in Cardiff More bus routes that incorporate country parks on their routes.
1806.	put in cycle paths or open walking routes between outlying villages (e.g. Wick) and the larger centres such as LLantwit Major, Barry, Cowbridge - at present there are no pavements and the footpaths are often blocked or unsuitable e.g upgrade water lane footpath put in dedicated cycling infrastructure between Barry and LLantwit Major including airport and between Cowbridge and LLantwit Major and between Bridgend and the airport
1807.	I would not like to see parking charges but accept this may be inevitable. These should be kept to a nominal amount.



1808.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
1809.	Better signage of area's further afield from the parks.
1810.	Better trains
1811.	Provide bikes that people could rent and promote more walking paths.
1812.	make more free parking to encourage people into countryside not drive them away with ridiculous charges
1813.	Cycle paths
1814.	Cycle paths
1815.	Designate cycle tracks
1816.	Free parking
1817.	Dedicated cycle paths to and from local town
1818.	Have staff patrolling and warning/fining people for dog fouling and dogs off leads.
1819.	These should be hourly parking charges and summer only. You should be encouraging visitors not putting them off.
1820.	We already support the parks through the council,tax they are very much appreciated and valued so do not accept the case of introducing parking chaarges
1821.	Keep paring free.
1822.	Improve the condition of the road surfaces - improve public services
1823.	Time limits on free parking.
1824.	Improve the frequency and reliability of local villages bus. The service st the moment is not frequent enough or very reliable.
1825.	No 20MPH limits and no parking charges it's as simple as that !
1826.	Fix the cracks in the new tarmac on Mile Road in Cosmeston Country Park. Control droppings from horses - it's getting out of hand
1827.	Seperate walking and cycling paths to improve safety
1828.	Direct buses from the towns to the country parks
1829.	As above A local bus (mini) service to places like Porthkerry, amielia trust farm etc. I do currently have a car and would love to take kids to these places but there is only a taxi option which is too expensive. Have subsided/free local hop service say from Asda to kings square etc
1830.	Cycle and pedestrian routes linking country parks to local towns.



1831.	Stop the charges - parking charges reduce the people visiting these areas. The Vale has the highest level of people using food banks and many families are living in 'working poverty'. To put these charges would reduce opportunities for kids to play and in a free activity with their parents. Working parents have so little time, a car is necessary to have enough time to access these places, and to charge would penalise them in an already difficult situation trying to keep kids fit and active with little or no budget to fund. The parking strategy is so short sighted - it doesn't seem to realise the impact on businesses with people going elsewhere, and the impact on families already struggling, and the impact on children's ability to play.
1832.	Public transport is a terrible in the vale unless you have a car you cant get anywhere without it taking hours Stop making the road smaller at junction don't put the cycle lane on the pavement , professional cyclists don't use it put it on the road
1833.	Awareness of public transport options and frequency needs improving. Cheaper public transport. Dog friendly transport
1834.	Make them more accessible for persons who have to rely on public transport i,e elderly
1835.	Porthkerri is fine DO NOT TOUCH PORTHKERRI
1836.	Leave it as it is
1837.	subsiding public transport so that its cheaper than driving and making it more reliable
1838.	Introducing Parking fees at county parks I believe will discourage people from using them as often as they would normally. I appreciate that the council are trying to find ways to raise funds but I do not feel that introducing parking fees across the Vale is a wise move.
1839.	Porthkerry coastal route could be better signposted with a path
1840.	Park & ride.
1841.	Why do we pay to go to porthkerry when cosmiston is free
1842.	Don't charge for parking as people will be less active with their kids at present this is a free activity
1843.	Ensure dog walkers can still access parks
1844.	I think all country parks should be free of parking charges
1845.	Another way to drive people away
1846.	Parking again acceptable but facilities need to be improved givong a better experience for visitors
1847.	Peak times charges may encourage a turnover but more likely dissuade visitors



1848.	Bike rentals
1849.	Public transport needs to be introduced/improving for all to be able to access and/or needs to be more reliable.
1850.	We live in rural wales!!! You are trying to implement something to make the use of cars redundant without putting supporting infrastructure
1851.	As a dog owner we walk many places and access to parks is essential so introducing charging will deter us and push us away to forestry or other walks with parking that are free and spend in cafes will reduce etc
1852.	There's barely any sign of maintaining happening stop lining your own pockets
1853.	I don't agree with the charges unless the parks will be monitored 24/7 which you can't - cosmeston play area is looking bleak and old, compared to family first areas in barry where section 106 monies have been introduced to update play facilities - introducing parking charges really isn't an option if it was I would expect to see year on year what the money raised has been used to improve the facilities, the vale would need to be held accountable and produce statements of how much money it made from parking charges and what has been spent.
1854.	I find that there is ample parking around local country parks. The majority of parking is free which again encourages people to visit.
1855.	See answers above. Lack of regular public transport and the need for a car to transport children, the elderly and dogs from home to parks with related kites, boats, balls etc.
1856.	Ensure all country parks have public transport access
1857.	Have bike parking spaces
1858.	Active transport already perfect in the country parks. Transport like buses could make getting there easier but again it needs working with local travel companies not wasting money and ruining people's visits by charging parking etc .
1859.	Free parking
1860.	I believe that the current parking charges on bank holidays and during the busy days is appropriate to pay for parking management personnel. Country parks offer a day out for families at a small cost. Again by adding parking charges this will reduce tourism and have a negative impact on small local business. Shame on you Vale of Glamorgan council for thinking of only money and not the people of vale of Glamorgan who ensure this town is affordable, clean and attractive to visitors.
1861.	No parking charges should apply
1862.	Not charging people to park so they can enjoy them.
1863.	Increased financial investment for additional train / bus services.Increased financial investment for additional train / bus services.



1864.	Country parks are, by their nature, generally some distance from where residents live. Imposing parking charges would be a deterrent for people to visit these areas.
1865.	I object to any parking at Porthkerry Park on the grass - perhaps the other car parks could be improved and possibly a pay and display system brought in
1866.	We are lucky to live within walking distance of Porthkerry Park but not everyone is.
1867.	They are pretty good
1868.	No charge for residents
1869.	More frequent buses and advertising of timetable
1870.	If people are going on a family picnic in a country park it is unrealistic to expect them to take a picnic/games etc on public transport or a bicycle! Cars are necessary but paying road tax/council tax why should we pay for parking to take the family for a picnic?
1871.	Well maintained ycle paths leading to country parks and within
1872.	there are no buses directly from dinas Powys to any country parks.
1873.	2 hour parking restrictions and cycle stands.
1874.	Free local car parking
1875.	A token charge of 50p would mean people would spend in cafes and appreciate the area. Threatening locals with privateers is not the way to get support. By overcharging the parking will spread to overcrowded side streets.
1876.	Dedicated cycle paths that are well surfaced and lit.
1877.	You could have a bus which can access porthkerry , knap and other areas of Barry which are out the way for some people, maybe a particular time of day or twice a week. This would benefit everyone
1878.	More dog friendly places plus litter is an issue
1879.	Free parking.
1880.	There are no problems with public transport ,cycling and walking here, this is all about parking revenue and will not improve visitor experience or quality of life for local residents
1881.	parking charges need to balance the wellbeing provided with free access. Again a pass system could provide low cost parking for residents and free parking for over 60 (or whatever appropriate age)
1882.	Improve footpaths in country parks for wheelchair users. Have a public transport system that can actually get you to the parks from all areas off the vale



1883.	Public transport - increase the frequency of services and to and where services come and go to. Need to make it an easy alternative. Low pricing.
1884.	Overall you should take the time to go and look at the system of park and ride that operates in Swansea. The charge is £2.50 for four passengers and car for all day.
1885.	No Charges
1886.	Leave these beautiful places alone... dont inyroduce private profit making companies and additional costs on Vale residents enjoying the great outdoors and natural beauty.
1887.	Free parking
1888.	Free parking
1889.	I won't be able to take my grandchildren to cosmeston if I have to pay as won't have any money as know I won't have a job anymore
1890.	Fair charges to maybe go up by the hour by 50p otherwise you risk visitors not bothering, which will have a knock on effect for local businesses, no visitors no customers.
1891.	Yes
1892.	Free car parks will encourage families to walk and improve their health
1893.	Encourage visitors by not charging.
1894.	Parking charges or unpopular 20MPH speed limits will put off visitors
1895.	Provide cycle hire opportunities at affordable prices and advertise routes
1896.	Could do a lot more with cosmeston without having companies like capita who have their vested interests in car par charging telling you something which they can provide, not that it's a conflict of interest. Why don't you have a go ape? Boating / rowing? Canoe centre? Wake boarding? - and they manage just fine with ducks and swans in other lakes.
1897.	we do not have one in Llantwit would be nice if we did. But I find solace that in Llantwit we pay the highest comm charges for not a lot. I think historically Llantwit has had full employment due to MOD StAthun and a busy Llandow industrial estate but today these are on the edge of collapse
1898.	Designated cycle paths as above
1899.	Why should local people have to pay for enjoying their own coastal areas and country parks. We already pay more than enough tax, road tax and council tax. Also, you will put off visitors from outside the areas. If you insist on bringing in charges, the minimum free time should be 2 hours, to allow a reasonable length of time for a free walk. The idea of an annual pass is good but the suggested price is way beyond most people's pockets. How can you justify the high prices



	suggested when, for example you compare them to the charge for the St Fagans Museum of Welsh Life. Parking is £5 per day or £25 per year. No fee for actually going into the museum. Think about it!!!
1900.	Absolutely no need for anymore 20MPH limits
1901.	We do not need or want any 20MPH limits in Penarth and the vale
1902.	local people should have a dicount. on parking charges.
1903.	More cycle paths would be good - separate to walking paths.
1904.	As town centres
1905.	Not by charging for parking, this will promote parking in side streets etc.Fees will put potential visitors off. Why should local residents who pay too much in taxes pay to use local facilities just to walk the dog etc
1906.	Smaller in town bus service 10mins apart
1907.	No
1908.	To get people to parks not using cars, then need more regular and less expensive public transport
1909.	I have no problem with charging for the parks and the charges you suggest seem reasonable
1910.	No 20MPH limits
1911.	More footpaths/cyclepaths
1912.	Nominal charges to apply
1913.	As Cosmeston rarely has congestion other than summer sundays ALL weekday and evening parking should remain FREE. Charge should only apply to pay for part time staff costs such as in Portykerry Park at Present.
1914.	To introduce the proposed charges will severely restrict visits from regular dog walkers, keep fit personnel and will not help in improving the health of residents. I am one such dog walker and regularly visit Cosmeston and Porthkerry Country parks. I would cease to visit both parks if charges were introduced and as such am greatly against the proposal.
1915.	No parking charges or any 20 MPH speed limits
1916.	Fine the way they are and Cosmeston impressed my friend who visited this summer for the ease of parking and the walkways.
1917.	The country parks should offer places where electric vehicles can charge and park. There is central government funding available to provide charging points
1918.	more frequent buses.



1919.	No charges should be made . Introducing charges at eg cosmeston will mean that many people using it to have walks with the family , give children the experience of walking in woodlands will not go .
1920.	Rent a bike scheme
1921.	More buses
1922.	Better bus services, cycle paths
1923.	More cycle paths would encourage green travel options which is where the council should invest its resources rather than penalising people who want to use their local facilities via using their car
1924.	No. That's what you are paid to do. One point - make sure dogs can access public transport too.
1925.	No 20MPH limits in the vale
1926.	Better public awareness of these areas through campaigns or advertising in order to draw people to these areas.
1927.	£1 per car not £2.50 per car
1928.	More cycle paths
1929.	Charging for parking is fair in designated car parks.
1930.	Cycling lanes and safe area for parking/storage of bikes
1931.	Please for a Vale of Glamorgan Residents parking permit for say the first 4 hours on all parking areas: town centres, on street, coastal and country parks. Visitors should pay but residents should have some leeway.
1932.	More regular busses and trains with additional routes and at more convenient times
1933.	Access to parks relies on infrequent public transport, which could and should be far better. Why charge for parking when tourists have little other choice?
1934.	Country parks like the coastal areas should be be free to access like museums. charges should be avoided. Public transport links should be improved but cycle lanes and reliable buses not always suitable for families on low incomes.
1935.	More buses and trains
1936.	Better cycle routes and bike racks.
1937.	Again I believe there should be a minimal charge for these but realistically priced. More people would visit if it was a pound a car for half a day maybe 2 for all day, people would return more often which would increase footfall and be a positive effect on these places you seem to be outpricing the very people you should be encouraging to visit - those on low incomes, local family's, holiday makers are all



	well and done but it is the locals who support these places by coming back every month cause it's on thier doorsteps not visitors who might come back next year - which they won't if you charge silly money.
1938.	No charges should be applied. Make these facilities accessible to everyone to encourage and improve the health of residents.
1939.	As we have a young family and dogs we tend to walk a lot on the weekends at the vales country parks. One being that they are beautiful, on our doorstep and free for parking. We would stop visiting them if we had to pay for parking!
1940.	Don't agree with charges
1941.	Free parking, nominal charge at weekends, maybe. Bigger charges for coaches, as there are 50 on them?
1942.	Parking charges introduced into Porthkerry for example will just push visitors to park on the residential streets on the outskirts of the park which will cause issues for the residents.
1943.	N/a
1944.	NO CHARGES You are not helping tourism or the visitor experience at all
1945.	Places to lock bicycles that's covered.
1946.	Does the VoG seriously want to discourage visitors to Country parks by the introduction of parking charges?
1947.	No Comments
1948.	The country parks within the Vale are incredibly popular and one of the key reasons is the free parking, families on low incomes can take their children there for free this would not be the case if they have to spend money on parking charges. Have the council consulted specifically with low income families using these facilities as to the effect of parking charges..
1949.	Free parking we pay enough tax
1950.	As per Coastal areas
1951.	Yes, don't introduce charging for car parks to encourage people to continue to visit the coast. Rather than wasting money on new bi-lingual schools when a very low percentage of the population speak welsh, put the funding towards keeping car parks free. The knock on effect of charging for car parking will be disastrous.
1952.	No improvement needed
1953.	Clean, maintenance and bins for litter
1954.	People will not use these areas if they are burdened by car parking fees. The effect will be counter productive reducing the number of people using facilities



1955.	Don't charge people to park, where they will be undertaking exercise, helping reduce stress etc
1956.	Bike/walk trails
1957.	The walking and cycling access to Cosmeston Lakes should be improved. You shouldn't have to cycle round the one way car park. The link from Cosmeston Lakes to the old train line route could be improved.
1958.	No Charges and No 20MPH limits anywhere
1959.	Again smaller more frequent buses. More restriction on the speed of wild cyclists on the pathways in Cosmeston Park, Porthkerry Park & Ogmore.
1960.	should be free
1961.	Better provision for free parking, especially at locations used by cyclists. People need to be able to bring their bikes with them - which clearly isn't practical on public transport.
1962.	Cycle hire facilities and safe cycle routes to encourage people to give it a try. They might find that they like it.
1963.	No parking charges
1964.	Better and consistent bus service to country parks
1965.	Good path to near Cosmeston from penarth centre, though does involve crossing busy road, slightly improved by new layout. Would be great if the railway path could be extended towards sully & barry. Unfortunately at penarth town end there is no link to safe cycle paths and train doesn't have enough cycle spaces.
1966.	Where space allows have a well separated path for walking and cycling and skating. Any kerbs on existing roads can then be removed to allow more road space
1967.	If you are a non-driver then the only way to every Barry park, including splendid Porthkerry, is to walk a long way. At least make it SAFE to walk/cycle there from every point in Barry i.e. off-road shared access "share with care" routes,
1968.	More dog poo bins if encouraging greater walking in parks
1969.	Provide bikes to hire, specific bus trips
1970.	I relay on country parks to explore with my children, to learn about wildlife, and enjoy where we live. Due to parking charges, we will not be visiting on a regular basis. When visiting cosmeston, i am always supporting the pemisis by using the facilities, buying food there and buying duck/squirrel food. If the council gets involved then the extra money i am spending for parking, in most cases, will NOT be used to presurve the country parks, but to just gain more money to spend on other unnecessary things. The concept of the money going towards parking fancilies being improved is rubbish, from my perspective, the parking facilities do not need to be improved. It is just an excuse to get more money. I totally disagree



	with the parking changes across who whole of the Vale and the intended 'strategy' that goes alongside it.
1971.	They should have info on distances, pace, heart rate to inform the public of what attributes make a contribution to a healthy heart and potential weight loss. While I whole heartedly agree that something is better than nothing many people are not aware of the intensity that is needed to have a positive affect on health.
1972.	Access is fine as it is.
1973.	Should be free ti encourage viditors
1974.	More buses
1975.	NO
1976.	Buses from local Villages
1977.	Better public transport (see above) sympathetic charges to encourage visitors
1978.	More frequent buses and trains
1979.	Does not affect me
1980.	Again I am a responsible dog owner and both myself and my dog loves Porthkerry Park. This is mainly frequented in any event by only dog owners in Winter. Trying to introduce charges on a Sunday have seen a significant reduction in numbers who simply turn round and drive away when being asked to pay parking charges. If introduced then at least the first 2/3 hours should be free
1981.	Create more bike routes and walking areas which are dog friendly.
1982.	Decent security for cycles A lot of people who use the country parks are dog walkers and public transport is not an option with dogs
1983.	As the two above.
1984.	Cheap reguar transport. Nicer bus drivers
1985.	No 20MPH limits
1986.	I am a pensioner and I like to visit the parks for short walks and it will now be costing me for a visit to the countryside, you are actually going to tax me to visit my own countyside.
1987.	This is difficult because we need to encourage people to walk, cycle and run in parks to keep fit, would parking fees deter people from trying to be fit?
1988.	Improved parking and passing areas required.
1989.	Again, why charge people to park at a place where they are getting excercise? its ridiculous that this may put people off visisting in the age where obesity and health should be encouraged and not being charged for!



1990.	people going to cosmeston need a better bus service,cant say train because there isn't one to get them out of their cars and keep it free to get people healthier by walking
1991.	Heavily promote bike friendliness. Add lit, covered bike parking with suitable provision for bike trailers.
1992.	Make cycle paths to and through the country parks.
1993.	A small charge in car parks
1994.	Will stop me using such parks we regularly walk our dogs ar Cosemeston and use the park we will not got there at all if we have to pay to park. It will cause problems elsewhere as people will park close by and walk on site rather than pay.
1995.	Same applies as above. You are discouraging the public to stay home and become couch potatoes and their health will suffer. We are retired and can afford the parking but most young working people and families could not afford any extra costs.
1996.	do not charge parking fees
1997.	BETTER SIGNAGE
1998.	Better cycle paths
1999.	I feel the introduction of parking at Cosmeston will be a disaster for residents of Lavernock Park. While the introduction of the new crossing provides safe crossing for pedestrians, it can take a long time before we are able to get off the estate by car. On occasions when Cosmeston is full, the estate road is virtually impassable due to inconsiderate parking, this will only get worse.
2000.	No views on this.
2001.	Specified cycle routes using quiet roads and bikemoaths, cheaper admission to attractions if came by bike/foot
2002.	need to invest in bike lanes and well designed lock-up facilities for cyclists. Also more visible promotion of local cycle routes.
2003.	Use Creative rural communities monies to pay for cycling and walking tracks Increase your tourism revenues to contribute to this infastructure
2004.	Have a regular bus service all year around that finishes after ten pm
2005.	free parking so visitors can drive to the area and walk would keep people active and not deter visitors
2006.	Parking charges will just stop people going to country parks
2007.	Creating jobs, wealth and visitors. Aday visit to pombre country park, run by the council £5.00 season ticket £45.00 if you want visitors and revenues you need to be fair with your charges



2008.	None
2009.	Dont charge for parking - no - one will go to the places if they have to pay prohibitive parking charges- you will affect many people s health and well being detreimentally
2010.	Have a bus route that goes between country park regularly
2011.	If you want to encourage the use of country parks for walking then dont discourage visitors by charging to park. The annual cost is too high but it is cheaper for the people of Barry/Penarth than for the folks on the coast near ogmore
2012.	I don't agree with charging at Cosmeston as it penalises those on low incomes, health issues and dog walkers. Access to green space should be free.
2013.	Free parking therwise daily Lakers will no longer visit and cafes etc will close
2014.	Don't charge for parking
2015.	By their nature country parks often need to be driven to. All you are doing here is discouraging people from using these parks.
2016.	Don't deviate people from your aim, to raise yet more money for current overspends and deficits....its got nothing to do with public transport, your charging users from all over the UK who are out to enjoy our area and most will not longer stop or stop for shorter periods and wont spend as much where they do stop. Yet again the local economy takes a hit from your arrogant attitudes.
2017.	Porthkerry and Cosmeston Parks are attractions that bring visitors to the area. Parking charges would make these less attractive to daily visitors. In the summer months families enjoy Porthkerry Park after school, perhaps with a picnic or enjoy an ice cream. Families would not be able to afford to do this on a regular basis, if they had to pay to park, which will affect the coffee shop in the parks as car parking charges make for an expensive couple of hours pleasure. As a retiree with a dog, daily car parking charges are a levy that I would not be able to afford, which again limits my ability to exercise in the fresh air.
2018.	cycle paths
2019.	organised walks and camping facilities
2020.	Positive approach to additional funding , ideas , assistance from private sector
2021.	Improve security of the parking, both cycle and car. People will then be happy to contribute.
2022.	Put in rental bikes like they have in Cardiff
2023.	I agree that a small charge should be levied
2024.	Two hours free parking seems fair



2025.	Local residents must have free pass to park or go to all public spaces. Even limited to a time but free initially.
2026.	Cycle lanes
2027.	More cycle paths
2028.	Reliable Bus service
2029.	Cycles for hire as not everyone can afford to own their own /Visitors may not have had room to bring them on holiday
2030.	Park and ride smaller bus services
2031.	Free parking encourages locals to use the amenity. A nominal charge for visitors (eg £2) is acceptable as they are using but not contributing through local tax revenue.
2032.	Keep parking free
2033.	More public transport
2034.	Country parks are meant to be used by people getting more active and healthy. Improve public transport so people can get to them.
2035.	Have suitable cycling paths
2036.	Segregated cycle path access. Charging for parking will deter access especially given that there's no realistic chances of frequent public transport access
2037.	Cosmeston was previously planed to be a park and ride facility
2038.	Country parks should have dedicated parking facilities to ensure the parks are clear of unseemly parked vehicles and pedestrians are encouraged. Non resident visitors should be charged for parking and the enjoyment of these facilities. Local residents, however, who have already contributed to these facilities via their council taxes, should not be charged for parking. To the contrary, they should be encouraged to visit and enjoy these facilities for a wide variety of reasons.
2039.	walk
2040.	make charges nominal and only when absolutely required
2041.	buses need to be direct routes
2042.	Free parking
2043.	Do not charge people to park. I have sent my email with my opinion on this ridiculous idea.
2044.	public transport and active travel good
2045.	Public transport is intermittent and often unreliable. Buses are currently an



	expensive option. There are no suitable cycle lanes and the geography of barry consisting of lots of hills, along with many country lanes across the county means only the most experienced feel confident. It is not viable for inexperienced and/or families using bikes as a form of transport
2046.	If people want to walk or cycle they will regardless of the area
2047.	I also agree there needs to be charges
2048.	As for coastal areas by not charging for parking
2049.	The Boris type bikes might work in the larger country parks, especially if they're linked up to nearby towns.
2050.	Free parking again encourages people to use the parks as it allows visitors to visit more often, paying for entry to a park would be more preferable to parking.
2051.	Don't allow parking on the big grass field at Porthkerry. That's just stupid. What are you thinking??? People come to enjoy using that grass as an area to be in the country. Just don't.
2052.	Leave things as they are. Why change things if they work already?
2053.	Get the jist yet? No one is prepared to accept parking charges in the vale, u will take so much away. You haven't asked this as you don't care but I make my living as a self employed cleaner, I already pay a lot of money for insurance, advertising and materials, you want me to pay to park outside each customers house which will make my job unviable (and I know I'm not the only one in this position) I will have no option but to atop working and claim benefits.
2054.	I don't think we should charge here. We want more people to visit these places. If some car parks here do get too busy then these charges could be redeemed at local cafes, etc.
2055.	not sure
2056.	Public Transport - more buses, affordable fares Bikes - more safe off road cycle lanes Walking - more pavements along rural roads, would help with walking & public transport (walk from bus stops)
2057.	Free parking
2058.	Improve pathways/access to beach area for those with wheelchairs eg Porthkerry. Provide a flat promenade so they can view the sea.
2059.	better signage better visitor expense
2060.	specific bus services to serve Cosmeston - it is already on a bus route but needs better publicity so people are aware of it. more info at all relevant bus stops - libraries - town notice boards etc.
2061.	Maintain free access.



2062.	cycle tracks
2063.	More car parking charges leads to less walking activity.
2064.	Free 1st 2 hours.
2065.	Add more interesting themes and items to draw people in...our local porthkerry and cosmetic are shockingly basic and underinvested when compared to other counties in Wales and England
2066.	Maintained car parks are worth paying for, with adequate provision for those who cannot use public transport. (Cosmeston Lakes from the Barry end forces pedestrians and cyclists to cross the busy road with no crossing facility, though the new one at the main entrance is fine when approaching from Penarth.)
2067.	Dog walkers will certainly be put off from a nice long walk and coffee and snacks at the end. The charges are unnecessary for the country park!
2068.	No paid parking
2069.	No charging in the winter but agree for charging in the summer via meters not staffed like what's happened recently as staff can be rude.
2070.	free parking at all times, make the roads first for use - porthkerry roads are pot holed and unstable at edges. open up the access from the Rhoose road, underneath the viaduct. People go there to expertise and expertise their animals. There should not be a tax on this.
2071.	The cliff tops and cosmeston is a lovely place we take our children. Parents often park at the cliff tops to quickly take their children to the park. It is unfair to install parking meters. We should be advocating children playing outdoors and not putting of parents who simply cannot Afford to waste money on paying.
2072.	bins. toilets
2073.	police presence. litter, toilets.
2074.	Again we need to keep these free otherwise people want use them!
2075.	no problem here. park at all and enjoy my time at all
2076.	free parking to improve visitors and dog and cycle areas
2077.	cycle lanes
2078.	Leave well alone.
2079.	Better walking/cycling road paths surfaces
2080.	Many Local residents use the car park to use the coastal path and back every day
2081.	(encourage into car park)



2082.	None
2083.	As for coastal areas
2084.	Bike shelter/Bike racks
2085.	Cycle Paths , water fountains
2086.	Rubbish bins then leave it alone
2087.	More Buses
2088.	More buses and free parking all year
2089.	More bus services and bus stops
2090.	Leave alone
2091.	Spare ground near major church should become a quiet area with trees and seats where people can sit and remember their loved ones
2092.	free parking
2093.	no comment
2094.	advertise footpaths and walking routes in the GEM and other local free newspapers
2095.	Park and ride services.
2096.	Keep free.
2097.	Porthkerry Country Park is actually very difficult to find if you have never been there. Clearer signage would improve this as few visitors would think to drive through residential streets to find it - which is exactly what you have to do. One thing Brecon has done recently in town centre and surrounding walks is to "hide" painted stones. Children are encouraged to look for them on family walks, take/post photos of what they find then rehide them for others to do the same. Local businesses and local residents provided and painted and hid the stones. A "low tech" version of Pokemon Go? One which encourages observation of surroundings, not mobile phones.
2098.	Provide deposit bike pick up and drop off schemes to run for a 2 year period in first instance to allow people to find out and get used to what's available = health benefits; family time; get people outdoors.
2099.	Local businesses - burger vans, ice cream parlour eg Christmas market.

Comments from emails relating to country parks

2100. Reasons to oppose



1.Charges at recreational sites

Charges at beaches and country parks will deter those who can least afford it. In our hectic lives its important we still find time to exercise and a place to unwind and the council should not be putting a price on what is everyone's to enjoy. These charges will deter families from experiencing being outside together as families which is a vital part of life experiences. At a time when obesity is leading to a wide range of other illnesses its vital our country side is kept free for people to relax in. Just as vital is our mental health and that means no restriction on visiting our beaches and parks.

2. Parking controls in town centres like Llantwit will have disastrous effects.

a. One will be that people will be deterred from visiting and will have the knock on effect of shops and businesses not being used. This could lead to many shops who operate on very small margins ceasing trading. Does this council really want to be responsible for lots of boarded up shops.

b. There is also the issue for shop workers of where they park leaving people who are often on low wages in an even more desperate situation. Some of these very people are already having to use food banks. Llantwit is a rural town with limited public transport and these charges will create unnecessary difficulties for those people who keep Llantwit the vibrant place it is.

c. Then there is the knock on effect of controls in town that will see people parking all day on surrounding streets that will clutter up often narrow roads and leave people living on those streets unable to park and friends and relatives unable to visit. A knock on effect will almost certainly lead to creating permit holders parking in the surrounding streets that will lead us having to pay to park outside our own houses. It will also deter friends and family visiting us in our homes.

d. These changes will also mean that parking attendants will be in Llantwit every day of the week hounding people who live where there is virtually no alternative to parking in a restricted area. People who can only just afford to run their cars that are vital for their work will have to walk long distances and have no security in being able to keep an eye on their vehicles. (I should add that historically highways have said that some parking controls have not been enforced because they actually act as traffic calming)

e. Some people and sometimes those who contribute most to the community who are better off will move from the town leaving the town a less healthy place. Those least well off will suffer with having to pay charges, get caught out and have to pay unaffordable fines, and sometimes will end up in court.

Some people are already having to decide between eating or heating.

f. These controls are not being brought in for any good reason. They will not benefit the community, they will damage businesses and harm the town and its people. This is a tax from a political party that says it only reduces taxes. It is just a tax and one that has indiscriminate and swingeing effects on its communities. If they need to raise money they need to do it in a way that is fair, maybe even going back to their government for more money.

g. They are trying to sell this by saying the charges are low but after one, two or three years who's to say how much the charges will rise.

h. Cross party committees have called the plans deeply flawed.

This is a proposed tax on people and an attack on community life. Please drop these proposals

2101.

I am a resident of the Lavenock Park housing estate and I am confident that should these charges be introduced then people will simply start parking in surrounding area ie. Lavenock Park. The roads on this estate are narrow and



therefore considerable inconvenience will be caused if it becomes an unofficial carpark.

2102.

As a resident of Lavernock Park I am very concerned that the introduction of parking charges in Cosmeston Park will cause congestion in the streets of my area.
People will always try to avoid paying for parking, and look for a free option, even if it means walking further.
The roads around Lavernock Park are already bad enough on weekends with residents parking, the increase from Park visitors will cause gridlock. It has already occurred on special event weekends when parking is free.

2103.

As a resident of the Cosmeston estate, I wish to object in the strongest possible terms to the proposal to charge for parking at Cosmeston Country Park.

On the rare occasions when the car park is full, cars parking on our estate creates chaos. It is a difficult estate to leave in a car (although the new light-controlled pedestrian crossing has improved this to a degree).

If parking charges are introduced, the natural inclination will be to park on the estate (why pay when you can avoid the charges). This is not acceptable in any way and is totally unfair on the residents of the lower part of the estate. They will have trouble getting their cars off driveways and parking for their visitors will be non-existent. It will create problems for all the residents of the estate as they try to leave by car.

The country park is already funded via our council tax so the fact we are being treated so shoddily is outrageous.

Please reconsider this proposal, it is total madness.

2104.

Please register my objection to the proposed parking fees at Cosmeston on the following grounds.

1. Commuters will park on nearby roads ie cliff walk Cosmeston Park and along Lavernock Road causing disruption
2. We already pay council tax to maintain the park
3. It will deter visitors from using the venue
4. Most people who use Cosmeston from the surrounding Cardiff area are not "top earners" and it's a cheap day out for commuters and young families facing austerity.
5. It's a great place for people from the various ethnic communities of Cardiff S Wales to meet and integrate, the Council should be encouraging this area to breakdown barriers not dissuading people from using the park
6. Visiting the park free of charge allows children from inner city areas to gain a tremendous view and appreciation of the natural world. It would be grossly unfair to deprive them of this for a parking fee.
7. If there is to be a charge to encourage more persons to use Cosmeston who cannot currently get there or maybe put off by the charge, consult the Assembly on extending the rail track to Forest Rd thereby making Cosmeston more accessible to all who otherwise cannot get there. If the rail track is extended to Forest Rd a minimal daily charge could be acceptable as commuters would see Cosmeston as a viable Park and Ride to Cardiff on rail thereby avoiding



congestion and parking fees in Cardiff.

8. If the Council wants to get involved in a commercial venture at Cosmeston open it for coarse angling. This could be monitored by the wardens and would attract fee paying visitors.

No doubt residents in surrounding areas will take to parking their cars outside their houses to discourage visitors from parking. this will lead to congestion, the installation of prohibited parking zones or resident only parking the cost of which will be more than the fees gained at Cosmeston.

Being a resident of Lavernock (1 Bittern Way) I could say “Great put in a parking fee. We ve got the place to ourselves then” but the free admission to Cosmeston is to great a community asset to lose

2105. Both my husband and myself object strongly to these proposed charges as this will impact on all the residents of this close i.e, Upper Cosmeston Farm.

We have a very narrow road which already at times has a problem with the occasional delivery vehicle. This causes difficulty in exiting our drives.

If the proposed charges are imposed, then this will make our lives more difficult as the parking will become a constant.

Also we the residents already fund Cosmeston Country Park through our council tax which makes this a double injustice.

2106. In my opinion applying parking charges on Cliff Walk and Cosmeston Lakes would be a big mistake.

Firstly it will disincentivise people attending the Esplanade and the Lakes. In particular it will disincentivise people on low incomes and from lower socioeconomic groups.

Secondly it will have an adverse effect on the immediate vicinity by significantly increasing the demand for free parking in the streets that surround the area.

Thirdly the residents of the Vale of Glamorgan should be permitted to enjoy the benefits without these additional charges.

By implementing charges for these two particular locations the council will taint these precious county assets.

Please do not implement the charges, it will necessarily lower the quality of freedom and enjoyment of the natural environment of the area.

2107. As a long term resident of Lavernock Park, I wish to express my concerns over the proposal to introduce charges for parking at Cosmeston Lakes. I can recall times that when the car park was full visitors would park anywhere they could along Lavernock Road and into Cosmeston Drive, indeed, into my close as well, to the point that I had difficulty in accessing my own driveway due to obstructing cars. Also parking on pavements often the case. To introduce charges would obviously encourage motorists to use Lavernock Park as a free alternative to



paying. This would create the need to protect residents freedom of access to their properties without hindrance. How does the local authority intend to ensure that it is residents and personal invited visitors have sole access in such situations as a result of the proposed charging. A ridiculous idea.

2108.

The proposed parking charges would have an incredible detrimental effect on the living standards of the ratepayers living in Penarth.

There are very few areas in Penarth that are designated for parking Cosmeston and the Cliff Walk being two examples.

If parking charges were levied in these specific parking areas people would just park instead on the already overcrowded surrounding roads.

Many roads in Penarth are already more or less one way because of parking particularly Marine Parade, Plymouth Road ,Westbourne Road and Cosmeston Estate.

On many occasions these roads have become more or less inaccessible for emergency vehicles and buses regularly have problems negotiating these roads.

Rather than charging ratepayers for parking in their own town the Council should be looking at ways to increase parking availability. One suggestion has been to tunnel the area over the railway between the two Penarth railway bridges and create a new parking area on the top.

Parking must be freely available if the Penarth Town Centre and the Esplanade are to survive commercially and introducing parking charges would not help in any way.

2109.

I understand there are proposals to introduce parking charges in Cosmeston Park. As a resident of Lavernock Park I am writing to express my strong objection for several reasons.

As Cosmeston Drive is the only road into and out of the estate, at busy times it can already be challenging and time consuming to get into/out of the estate.

When Cosmeston car park is full, visitors already tend to park at the entrance of the estate. This poses a health and safety nightmare for drivers and pedestrians who are unable to safely pass cars parked partly on the pavement. This is especially dangerous if there are pushchairs, walking frames or wheelchairs involved. The only option is sometimes to walk in the road which is totally unacceptable in terms of safety of both pedestrians and drivers.

On road parking like this reduces the flow of the traffic, causing further delays, with a knock on effect to the very busy Lavernock Road.

If there are parking charges imposed, the number of visitors trying to park on the estate will definitely increase and worsen the existing issues.

In addition to the above, we already pay towards the park through our council tax. Any parking charges imposed would in effect be a double tax for Vale residents



which is unacceptable.

2110.

Have you gone completely mad.

The knock on of charging to park at Cosmeston Park would have a devastating effect on the local road infrastructure.

Drivers wishing to visit the park, and not wanting to pay, will park on the main Lavernock Road, Cosmeston Estate and the Upper Cosmeston Farm Estate.

This will not only cause more traffic disruption, it will not be safe.

In this age of promoting exercise and general outdoor activities, a parking charge will probably make people think twice about doing so if financial obstacles are put in their way.

I urge you to drop these proposals.

2111.

we would like to add our support to Councillor Kevin Mahoney's objections to introducing parking charges to Cosmeston Park. This will create unnecessary parking and clogging on neighbouring roads such as Upper Cosmeston Farm where we live.

Also it is a public park and this may stop people accessing because of the charges

2112.

I wish to strongly object to the Vale of Glamorgan Council's proposals to introduce parking charges at Cosmeston Park. At a time when national government and local councils are urging people to exercise more and get healthy visitors to the park will be discouraged to walk and play games in the park if they have to pay for car parking. Dog walkers use the park and add to the current high numbers of visitors from far and near and others will be put off visiting the Medieval Village, in short numbers will drop significantly. The cost of either installing parking ticket machines or employing staff to issue tickets will significantly impact on the amount of money the Council is expecting to obtain from visitors to the park.

The option though that many visitors will use is to park on the roads on Lavernock park, mostly Cosmeston Drive and on the remaining grass verges along Lavernock Road causing havoc to local residents. This cannot be denied as when a few years ago car parking charges were introduced this is exactly what happened and the police had to be called on many occasions when residents' drives were blocked. Of course with the widened cycle/walking path from Cosmeston Drive to the Harvester restaurant now complete the opportunity to park a car is very attractive as local residents have witnessed many many times, indeed only last week a 53 seater bus parked up on the cycle path whilst waiting for his passengers to return.

The legalities of car parking on the cycle path is contentious and ambiguous as shown when discussed at the Welsh Assembly's committee discussing Active Travel and so leaves a loophole for car parking on this stretch of road which could block nine residents' access driveways.

I therefore urge the Council not to introduce car parking charges at Cosmeston



park

2113.

We live on the Cambrian residential park site and I am aware you are currently carrying out a consultation on resident only parking in the vale .On this site we only have capacity for two cars on our drive ways and therefore when we have visitors they have to park on the Brooklands Terrence road .On the far side I am aware this is permit parking only , although some cars parked there do not have permits and this is not policed.
Since living on this site there is one car of which I am aware of which is parked on the road (non permit part) and has not moved for 18 months .I am not aware if it insured or has a current MOT My concern is where do our visitors park if this area is made permit parking and would the residents on the park be able to apply for permits ? , there is very limited parking at the moment anyway, as some people use it as a park and ride to access Cardiff on the local bus and often people have been seen parking awaiting to be picked up (car share pick up) to avoid parking in towns where they work .
I feel it's unfair as well for us to pay for permit parking when others are clearly not abiding by the rules I trust the contents of this email will be taken into consideration

2114.

1. If you do go ahead with implementing parking charges PLEASE don't use machines that force people to input registration numbers.

I can't believe lost revenue from sharing tickets is significant but the hassle it enforces on us poor users as we firstly wait in a queue as people try to work the unfamiliar keyboard - then try to remember their reg - then get fined because they've hit a 0 not a o.

Council machines also 'contact your bank' to see if you're good for £1.50. NCP machines don't bother because it's not worth it. It makes the council look foolish.

2. Why not use a combination of 'pay by smartphone', fine for the majority, and by buying books of tickets (for those who don't do technology) - saves so much up front cost. The infrastructure costs of these parking schemes - plus maintenance - make them pointless.

3. The £150 annual season ticket is way too expensive. Where are the figures to show how this was arrived at. In the event that these charges are implemented all local taxpayers should

3. Generally parking seems to work fine at the moment - the only exception being where time limits are not enforced. Implement some smarter technology (a man with ANPR?) in our town centres rather than punish us all with the nuisance and cost of parking charges.

4. Generally these charges will deter use of beaches and parks at a time when we should be encouraging the opposite, and hit those with marginal disposable income hardest. I don't buy the argument that the revenue generated will compensate by improving public transport - and I don't see any positive proposals or figures in the strategy to support it.

Generally, we don't live in London. We like this area because there's room to live



and breathe. Please don't make it a 'police state' so far as parking is concerned

2115.

As a long term resident of Lavernock Park, I wish to object most strongly, in fact vehemently to the above subject proposal to introduce parking charges to Cosmeston Country Park for many valid and also practical reasons that I shall list below. It is a foregone conclusion that prospective visitors to the Park will balk at a charge and therefore will be looking at alternative parking sites, Lavernock Park the most obvious.

(1) As a ratepayer, it is an abominable and outrageous suggestion to charge for parking, especially to those ratepayers already living in the Vale.

(2) To introduce parking charges would cause chaos to those of us that live on the Lavernock Park estate. Since moving here in 1986 on road parking around the estate has quadrupled. There are increasing numbers of occasions when I have had great difficulty negotiating Cosmeston Drive and Althorp Drive, with not only cars but vans and trucks parking on both sides of the road. If charges were introduced it would cause chaos for us the residents to negotiate access to our properties.

(3) Especially in an emergency, it would probably be impossible for emergency service vehicles to negotiate a clear pathway.

(4) Blind spot parking at the entrances to Cosmeston Drive, Althorp Drive and Cul de Sacs could possibly cause accidents.

(5) Difficulty for any large vehicle to negotiate the Lavernock Park estate for example, refuse trucks, road sweeper, delivery vehicles.

I therefore urge you as a Council to take seriously my objections and reject the above proposal.

2116.

I write in regards to the proposed parking fees at the above country park. I live in Upper Cosmeston Farm which I am sure you are aware is only 2 minutes walk from the entrance and the residents here will be greatly affected by the introduction of any fees as people will not pay a fee if there is a free parking option close by.

Our road here is residential, quite narrow and the vast majority of it taken up by driveways with very little on road parking. In the past we have had a fore taste of your proposals when the car park at the lakes have been full. Cars have then parked in our road making it impossible for residents to access their drives or remove their cars from their properties. Cars park on pavements, across drives, and on both sides of the roads also making it impossible for people with pushchairs or in wheelchairs to use the pavements thus having to walk down the middle of the road. This also makes it impossible for the emergency services to access properties if they needed to. This makes the proposed changes a health and safety risk to the residents here, a good proportion of who are retired.

We have also seen cars parking on the main Lavernock Road, as there are no parking restrictions, and this has made conditions hazardous and there have been accidents on the occasions when the park is full caused by people parking on the verges as again this narrows the road and the road is used by many cyclists.

I feel that your proposals for parking fees across the Vale Of Glamorgan will be



detrimental to the quality of life of people living in the county and also to the many businesses located within it as people by human nature will go to where the parking is free at the large out of town stores. The amount of income your proposals will make as indicated in the consultation document I believe are over optimistic and not set against any loss of income caused by the changes.

2117.

I understand that your Authority is proposing to introduce parking charges at Cosmeston Country Park.

As a resident of Falcon Grove, which is the first small cul-de-sac opposite the main entrance to the Park, I am extremely concerned that your proposal will cause inevitable displacement parking within Falcon Grove. This is likely to cause a number of issues within our narrow road. Namely:- 1. Restricted or no access for Emergency Vehicles and Council Waste Collection Vehicles 2. The blocking of existing driveways.

3. Noise nuisance due to cars coming and going from dawn to dusk and sometimes beyond.

4. Increased litter.

5. Increased dog fouling of the highway and adjacent verges.

6. Destruction of the grass verges and open green space opposite the six homes in Falcon Grove. This is because the narrowness of the road will force drivers to park half on the verge which is very soft during our wet Winters.

7. Blocking of the turning head at the end of Falcon Grove which in turn will prevent waste collection vehicles and large delivery wagons from safely turning, meaning they will have to reverse out of the blind junction where Falcon Grove meets Cosmeston Drive. This will cause a regular and serious road safety issue.

Additionally, my home is unusual in only having shared driveway access off Falcon Grove with no direct Frontage to the highway itself. Therefore, if Falcon Grove becomes a displacement parking zone for Cosmeston Park, it is unlikely that there will be parking available for visitors to the houses within Falcon Grove where the road will become nearest displacement parking area for Cosmeston Park.

Given the foregoing points, I wish to strongly object to your Authority's proposals in respect of the introduction of parking charges and what amounts to the destruction of the general amenity of Falcon Grove.

2118.

The introduction of parking charges, at Cosmeston Country Park would contradict the White Paper recommendation that Country Parks should be accessible to all. In addition the council believes that to avoid paying, visitors would not park in the car park provided. They would instead park in the roads (some of which are narrow) of the Lavernock residential area. This would cause severe access problems for both residents and for emergency service vehicles.

2119.

I write in regards to the proposed parking fees at the above country park. I live in Upper Cosmeston Farm which I am sure you are aware is only 2 minutes walk from the entrance and the residents here will be greatly affected by the introduction of any fees as people will not pay a fee if there is a free parking option close by.

Our road here is residential, quite narrow and the vast majority of it taken up by driveways with very little on road parking. In the past we have had a fore taste of



your proposals when the car park at the lakes have been full. Cars have then parked in our road making it impossible for residents to access their drives or remove their cars from their properties. Cars park on pavements, across drives, and on both sides of the roads also making it impossible for people with pushchairs or in wheelchairs to use the pavements thus having to walk down the middle of the road. This also makes it impossible for the emergency services to access properties if they needed to. This makes the proposed changes a health and safety risk to the residents here, a good proportion of who are retired. We have also seen cars parking on the main Lavernock Road, as there are no parking restrictions, and this has made conditions hazardous and there have been accidents on the occasions when the park is full caused by people parking on the verges as again this narrows the road and the road is used by many cyclists. I feel that your proposals for parking fees across the Vale Of Glamorgan will be detrimental to the quality of life of people living in the county and also to the many businesses located within it as people by human nature will go to where the parking is free at the large out of town stores. The amount of income your proposals will make as indicated in the consultation document I believe are over optimistic and not set against any loss of income caused by the changes.

2120.

If this is correct then we wish to register our strong objection.

If parking charges are implemented it will cause chaos on Lavernock Park.

We have lived on Cosmeston Drive for over 30 years and remember the last time some "bright" committee decided to charge car owners. The result was dramatic.

We walked to the entrance to the park and saw virtually every car turn around when they realised there was a charge for parking. The cars then turned right into Lavernock Park where they were left parked up both sides of the already narrow Cosmeston Drive and adjoining roads. On occasions cars were parked fully or partially across driveways making it impossible for residents to get out or in.

It became difficult to get off or on the estate as the road was narrowed to one car width, with no access to larger vehicles! This caused serious implications as Emergency vehicles could not have access to the estate. The previous decision to implement charges was quickly reversed. I ask you to look back to the past and see what happened here.

The scheme is obviously money making, but at what cost to the rate paying residents?

2121.

I wish to make the following objection to the proposed car parking charges at Cosmeston Lakes Country Park.

Cosmeston Lakes Country Park came into being following a 1966 Government White Paper which recommended the establishment of publicly accessible country parks close to large towns and cities, and preferably on sites in need of improvement.

The White Paper entitled "Leisure in the Countryside" proposed the establishment of country parks and picnic sites with three objectives:



- To make it easier for those seeking recreation to enjoy their leisure in the open without travelling too far and adding to congestion on the roads;
- to ease the pressure on more remote and solitary places;
- to reduce the risk of damage to the countryside, aesthetic as well as physical, which often comes about when people simply settle down for an hour or a day when it suits them somewhere 'in the country', to the inconvenience and expense of those who live and work in the locality.

The 1966 White Paper formed the basis of the Countryside Act 1968, which also provided for central government to grant-aid the establishment of new parks and the improvement of existing ones.

The then South Glamorgan County Council and the Vale of Glamorgan Borough Council restored the despoiled land close to Penarth and Barry and not far from Cardiff, to create and provide an area of safe and accessible countryside on the city dweller's doorstep with the Cosmeston Lakes Country Park opening in 1978.

1. The Vale of Glamorgan Council proposed implementation of parking charges at Cosmeston Lakes Country Park is contrary to the objectives laid out in of the schemes provision of accessible countryside to people who have to travel from the City and urban areas, predominantly by car due to poor public transport schedules and frequency, and subsequently have to pay for an amenity that should be provided free of charge.

2. Cosmeston Lakes Country Park has been funded via Central Government Grant Aid and the Council Tax Payer who are being asked to pay again and again to use this leisure amenity.

3. "Displacement parking" on nearby housing estate roads, which due to the 'curvature' of the estate roads, road junctions and driveways, with vehicles parked the length of both Cosmeston Drive and Althorp Drive, both on and off the pavements, and in some cases across residents driveways, causes severe congestion with residents unable to drive through the estate to access their homes or drive-off the estate. This congestion can also severely delay the attendance of emergency vehicles too. Although this has previously occurred on some Bank Holidays, weekends and occasions when the overflow car parks at the Country Park were unusable, and, when the Polling Station was located at the junction of Cosmeston Drive / Lavernock Road (subsequently moved to the Country Park for safety reasons), will become seven days a week as visitors avoid car parking charges, as did occur when a previous trial of parking charges was carried out some years ago

Although Lavernock Road (B4267) to the South of the main access to Cosmeston Country Park will be designated "No Waiting", there are concerns that displacement parking will occur on Fort Road and St Mary's Well Bay Road, opposite other entrances to the Country Park which are both narrow roads which could become congested and obstructed.

Lavernock Road (B4267) to the north of the main access has no designation which will lead to vehicles parked on the highway, and / or, the newly installed



	<p>footpath/cycle track north of the crossing towards the Schooner Inn, and which will not only cause traffic congestion along Lavernock Road but will also cause inconvenience to pedestrians and the residents who live in this area.</p> <p>I therefore request the Vale of Glamorgan Council to reject these proposed car parking charges at Cosmeston Lakes Country Park.</p>
2122.	<p>If you propose to charge for parking at Cosmeston what about the regular dog walkers who use park every day. Do you think that they are going to spend £1.00 every time they want to take the dog for a walk What about pensioners on a limited income. I suspect that most would park at Lavernock estate or St.Marys Well Bay Rd. & walk across road. Wait until those residents complain about off street parking A parking fee could be implemented on Bank holidays or at other busy times. Possibly free for short time. It is one of the places where cash strapped families can go for free.</p>
2123.	<p>Introduction of charges at Cosmeston Country Park would contradict White Paper recommendation that Country Parks should be accessible to all</p>
2124.	<p>Charges will result in problems for residents and emergency services accessing Lavernock residential area as a result of displacement parking on narrow road within the estate</p>
2125.	<p>Objection to car parking charges at Cosmeston Country Park</p> <ul style="list-style-type: none"> • “Residents already pay enough Council Tax” • Risk for Country Park users of being fined £300 - £1,000 • Charges will be against promoting good health • Concerns for displacement parking and as a result access into Lavernock estate “as previously demonstrated in attempts to impose parking charges at Cosmeston” • Suggestion to implement charges at council offices car parks (Civic Offices, Docks Office and the Alps)
2126.	<p>More flexible season tickets for Country Parks and Coastal car park use</p>

Appendix E - Short Stay - Comments

Comments

	<p>Q8a Do you think that there should be consistent parking charges for all short stay parking locations?</p>
2127.	<p>No need for consistent hours - 8-8 will ruin the night time economy in some town centres</p>



2128.	fairness
2129.	If an area is less popular and has less traffic can we show some grace
2130.	Some are used more than others
2131.	Prices should reflect the location
2132.	Why should we start to pay for car parking that is currently free
2133.	I do not agree with parking charges within already struggling town centres following the recession
2134.	We need charges based on the individual locations, consistent charges shouldn't be a priority
2135.	Different circumstances
2136.	Parking fees are not going to aid local business
2137.	We shouldn't have to pay
2138.	Independent retailers rely on passing trade, introducing parking charges will result in lost trade.
2139.	It shall be free
2140.	2 hours free is sufficient for shoppers, appointments eg doctors will ease congestion for residents
2141.	Different places have different needs en near clinics etc
2142.	Introducing more charges discourages shoppers & visitors...eg I no longer use Barry Island park
2143.	Why should local residents have to pay to go to Barry Island or to shop in their town . we live here
2144.	Which area should be considered separately and in his own context
2145.	This will discourage people to use our town and vale of Glamorgan.
2146.	People will think of the economic cost involved before deciding to visit a town, park, beach
2147.	Do not have charges it puts people off shopping in towns
2148.	Some will have a critical and detrimental impact upon independent businesses.
2149.	if everyone uses them for two hours there will be no spaces
2150.	There should be no parking charges
2151.	I think there should be no charges at all



2152.	In general yes, but could be higher to manage demand in some areas
2153.	By doing so nobody will visit the small towns parks and beaches. Do you want more shops boarded up.
2154.	Parking should be free to keep areas busy
2155.	Any charges for short stay will stop people visiting for shopping and lunch and will take trade out
2156.	People, unless 'disabled' will not bother and go somewhere else. Who can blame them really.
2157.	This will stop people shopping locally
2158.	Less people will go to shops more shops will close = no town anymore= no taxes of council.
2159.	Already explained my reasons
2160.	Charging for parking will drive away money from town centres. £6 for allday parking in Barry Island.
2161.	These areas are currently free to park which supports local business
2162.	Concentrate on getting your money elsewhere this is a ludicrous idea at money making...sort it out
2163.	People use these car parks to go to work
2164.	All car parks should be free to encourage trade
2165.	Introducing parking charges will drive users outside of the town centres.
2166.	I don't think people should be charged for parking if no reasonable alternative is provided.
2167.	Many people just pop into chemist to collect or drop off and know use disable parking
2168.	Charges will discourage people from visiting town centres and encourage illegal parking
2169.	barry has always had free parking
2170.	It will kill trade, people won't come, unfair to local residents who visit everydit's an awful idea.
2171.	Ruin town centre
2172.	You have enough money off us as it is
2173.	I think it should be between 9-6



2174.	I think the council is just taking more money from Vale taxpayers and not providing any further serv
2175.	It will affect people who work in the area
2176.	Each should be considered independent, there are a variety of incomes across the Vale
2177.	You will kill off the town, and stop visitors to our local beauty spots and Barry Island.
2178.	Charges will kill business off. I would rather travel to where parking is free
2179.	Will drive people not to go there
2180.	Strongly disagree with any charges!
2181.	I think the town is much smaller than the town planners think. This will drive away visitors
2182.	This will drive people away from local shops
2183.	Your wanting to penalising people who only want to spend a few hours shopping or visiting .
2184.	Charging times should be up to 4pm - 8pm too late & shops shut then anyway
2185.	I don't think there should be charges at all
2186.	Not all areas are the same, people have different needs
2187.	Some places are more popular or not used as much. Some are more centrally located and others are not
2188.	It's all relative. If only a little amienty area then charges should not be the same as somewhere bi
2189.	I do not agree with parking charges. This will damage local businesses
2190.	No charge what so ever
2191.	Some areas are busier than others.
2192.	Hopefully the carpark at train station in Llantwit won't start being as expensive as Bridgend. There
2193.	I am afraid it would deter people from coming into the town centre.
2194.	situations and needs differ over various locations
2195.	We already pay taxes to the council and road tax, why should we have to pay extra for where we live.
2196.	Should be no charges for residents of vale



2197.	People wont want to come to the vale as money is tight with some householders now
2198.	I dont thinknit should be on all residential areas because there arent enough residential only spaces
2199.	Car parks in Llantwit do not appear to be maintained and when cars are vandalised we are told there
2200.	It would deter people from using the local facilities in many of the vales rural locations.
2201.	I feel we pay enough council tax
2202.	There should be longer free periods for disabled and charges should cease at 6pm
2203.	Some locations have limited parking anyway and this will effect residents parking and local business
2204.	Blue badge holders take longer to move due to respiratory or lower limb problems 3 hours is preferre
2205.	Trade suffers enough without imposing further tariffs which will keep shoppers away.
2206.	It has to be porportionate to the location. What about sunday trade?
2207.	I'm a resident that pays council tax and road tax that pays for the upkeep of public roads and p
2208.	Should be free
2209.	Do not agree with the charges at all
2210.	Free parking brings in visitors to the area and less stress
2211.	Other considerations - can people easily get to the area without a car? impact on local business?
2212.	Parking should be free. We pay car tax and all the other taxes .
2213.	They should be free
2214.	Parking should be free or it will affect businesses.
2215.	You should be aloud to park for free in car parks
2216.	It deters people from coming
2217.	There has been no charges in llantwit major or cow bridge for over 45 why now?
2218.	I am disabled and on limited income & have to drive to the station shops &



2219.	We are encouraged to "shop local" i would prefer my spare change to go into the small businesses
2220.	Quality of parking varies and number of spaces too therefore you park where you can find a space
2221.	People that work in the area it's not fair
2222.	Where would so many people park? Just going to encourage people to go elsewhere not drive tourists!
2223.	There will not be space
2224.	Parking should be seasonal
2225.	This is bad for local businesses and will put people off coming in to the towns if they have to pay
2226.	I feel any parking charges will put people off using town centres and using costal areas.
2227.	should be no charges at all
2228.	Because people who work in the area will be penalised including people on minimum wage i
2229.	Whilst consistency is desirable it should not come at the cost of the health of the high street
2230.	This is a local community not a city centre.
2231.	They should stay free
2232.	Parking should be free. Charges just put people off from visiting.
2233.	It will kill business in the towns. Why pay to park when Supermarket deliver to your door?
2234.	Depends on location and what people are parking for nearby
2235.	It will deter people from using local shops for just a few items
2236.	Town centre parking should be free but time limited
2237.	Local independent shops would suffer.
2238.	No charges should be applied
2239.	If charges are introduce will we see a reduction in our council tax?
2240.	I don't think there should be charges.
2241.	Value each on its own merit not everything same
2242.	There should be no parking charges. It affects businesses and visitor



2243.	Some car parks are further/nowhere near amenities/attractions
2244.	No parking charges at all
2245.	Because little towns or villages will lose visitors. I will not go to Llantwit if i had to pay.
2246.	Some places will be negatively impacted if there is a charge for parking which is the same for all s
2247.	Barry Island, a complete and utter rip off for car parking chsrge
2248.	it puts already struggling town centres at a disadvantage compared to more affluent areas
2249.	This will stop people going to town centres.
2250.	It depends on the quality of the location on how much people will pay
2251.	It will change the whole face of Llantwit, we will lose business and visitors and will end up with s
2252.	I don't really have enough information to comment here.
2253.	The variation in charge should reflect the pressure on that space.
2254.	You are trying to charge in small towns that struggle with foot flow , the rates are higher enough
2255.	the council have enough money they throw away why do they need more
2256.	It. Will discourage visitors
2257.	Bringing parking charges into small towns like Cowbridge and Llantwit will kill the towns off.
2258.	Conc on fining double yellow parking - cost of monitoring tickets in cars will outway cash generated
2259.	Don't agree with charging. It will kill town and village centres.
2260.	It would affect local shops and business
2261.	I don't think people should be charged anything to use the facilities in their home town.
2262.	We have never had any issues with parking in the vale. Stop charging and taxing people
2263.	I do not believe there should be any charge at all therefore yes or no does not apply.
2264.	Impact on workers



2265.	Maximum of £2 a day would not put off visitors. This would not effect local trade. £6 for llantwit?
2266.	The area is small and this will affect people who work in the town
2267.	put people off just going into town for a quick something, when you could get it from supermarket
2268.	Tourism destinations should be a lower cost than parking for work or other arrangements.
2269.	It is not required and the money will not be reinvested in the town
2270.	We need visitors in our town and people need to park and use the train service to get to work.
2271.	Should be free
2272.	It is exploitative and extortive.
2273.	Areas within the Vale should have free parking
2274.	Some places have more parking options so people could choose to park free elsewhere
2275.	People who shop in towns such as Barry can't afford additional costs. What are you doing to improve
2276.	Parking should be free. The council just keep finding ways to charge us when we already pay council
2277.	I feel parking in the vale absolutely should stay free.
2278.	Because different areas have different needs. Cowbridge for example is desperate for more short term
2279.	It would just stop people ging into towns such as Llantwit Major, Barry and Cowbridge.
2280.	It's used by residents. and will deter visitors
2281.	You are going to kill off the town if you start charging.
2282.	Parking should be inherently free unless there are severe reasons to the contrary...
2283.	Should all be free.
2284.	Should not pay for any parking.
2285.	No parking charges at all
2286.	Depends if adequate car parking. Penarth is bad for parking and limited. People who live,



2287.	No small town parking charges!
2288.	Parking charges will kill Llantwit major!
2289.	Different fees for different areas
2290.	I need a bigger text box
2291.	No short stay parking should be free, like abroad.
2292.	If there isnt a car park, then 2 hrs free on road parking has to be facilitated
2293.	Charges should reflect availability of spaces and thus demand.
2294.	Because it is not always affordable and if you struggle to walk and need to use your transport then
2295.	Cowbridge businesses needs free parking, i will be shopping in bridgend if introduced
2296.	All should be free
2297.	Parking needs to be free in Cowbridge to encourage visitors.
2298.	Stay as is
2299.	No parking charges should be levied, you'll kill town centres.
2300.	I do not agree with any charging policy at all.
2301.	Parking charges will have a detrimental effect of local businesses and residential areas
2302.	poeple will park in places that will block home owners to avoid paying parking chrages
2303.	Poor public transport in the rural vale people rely on cars to access town centres & transport links
2304.	Parking should remain free
2305.	Disagree with charges so I material if consistent.
2306.	'short stay' means just that - 2/3 hours not All Day
2307.	It should be free
2308.	The parking spaces in Llantwit Major are used by residents that have no alternative but to park here
2309.	I don't think there should be any charges for parking at all, it will deter visitors and locals.
2310.	No charges



2311.	if I had to pay for parking I may as well go barry as better facilities - will put me off going ther
2312.	We already pay tax why should we pay to leave our car in our towns
2313.	All parking must be free
2314.	Because busy town centres and tourist areas are totally different
2315.	Each and every location unique
2316.	It will deter people coming to visit places. It is punitive to loc residents who have mobility probl
2317.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
2318.	Some areas are less affluent. Some need to attract more visitors by free/cheaper parking.
2319.	Shouldn't be any charges
2320.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
2321.	Charges should not be inforced as this would deter shoppers/visors to the areas.
2322.	Why should people who live In Llantwit have to pay for parking
2323.	I strongly oppose parking charges being introduced where no charges were previously required
2324.	It will keep people away
2325.	We already pay council tax - stop robbing people
2326.	I don't think there should be parking fees
2327.	places are different, different demands and costs etc...
2328.	There should not be any charges impelented. They WILL NOT be reinvested in local facilites.
2329.	Shouldn't be charging for parking at all.
2330.	Requirements, circumstances and facilities vary between locations
2331.	People may just be popping into doing something
2332.	Depends on amenities in that area and why people would visit.
2333.	because the charges will drive people away.
2334.	Vale towns are not homogeneous, have different perspectives, different local amenities etc.



2335.	Some areas are used for commuting whereas others are used to allow use of local resources
2336.	They do not work. Most towns that tried this policy to raise funds rescinded it soon after
2337.	Llantwit is great as it is, putting charges in place would kill the town
2338.	Because the pay points will take up space on pavements and put people off from shopping.
2339.	There has been no need in the past
2340.	You will decrease the already lowering amount of people visiting shopping facilities within the VOG
2341.	WILL AFFECT LOCAL TRADE
2342.	WILL AFFECT TRADE
2343.	WILL AFFECT TRADE, REDICULOUS IDEA
2344.	AVAILABILITY OF PARKING NOT CONSISTENT SO WHY SHOULD THE CHANGES BE?
2345.	FOOTFALL IS PRECIOUS NOW, SO THIS WOULD BE THE END OF ANY TRADE.
2346.	SHOPPERS WILL GO ELSEWHERE TO SHOP
2347.	DIFFERENT AREAS HAVE DIFFERENT CHARACTERS.
2348.	PEOPLE CAN'T AFFORD IT!!!
2349.	THERE SHOULD NOT BE ANY PARKING CHARGES IN THE RURAL VALE
2350.	NO CHARGES AT ALL
2351.	DIFFERENT TOWNS HAVE DIFFERENT PARKING NEEDS.
2352.	EVERY AVERAGE FAMILY AND LOCAL WORKER CANNOT AFFORD CHARGES.
2353.	Means you can be sure you have the correct change
2354.	Disabled , not enough parking
2355.	Barry is dying so people need to be encouraged to visit
2356.	Will have a bad effect on business and shops
2357.	Public will not play the cost
2358.	Towns are struggling now, Bringing this in would make things worse



2359.	Do not agree with charges
2360.	Not all parks have the same amenities the more there is to do longer people may stay, spend money
2361.	All businesses would suffer dramatically
2362.	our town is like a ghost town and putting charges for [parking will kill it constantly
2363.	Consistent within a town eg cowbridge
2364.	Parjking covered by Council Tax
2365.	Not affordable will have to pay to park for work
2366.	Parking charges deter people using town centres leads to parking indiscriminately and adds to stress
2367.	If they have to, then yes
2368.	We should be encouraging visitors not making it difficult for them
2369.	Cowbridge and Barry attract different visitors
2370.	Charging will only discourage even more people from town centres
2371.	There should be free parking in towns not all charged, it's ridiculous for people that work here
2372.	Why bring in parking charges when there has been no need to date?
2373.	By charging for parking people will travel out of town to larger shopping areas where parking is fre
2374.	That would put people off from visiting these places.
2375.	Depends on the demand and potential impact on business. Will people just travel to Bridgend for exam
2376.	Not applicable - do not agree on charges
2377.	Barry town centre is already dying charging for parking will be the final nail in the coffin
2378.	It is wrong to do this!!
2379.	It will stop visitors to the town
2380.	There should not be any parking charges as I feel you will destroy visitors to town centres.
2381.	No charges at all
2382.	Because there hasn't ever been so why start it now. Businesses have coped all these years



2383.	It will take away customers in the town. And we will see more businesses go under
2384.	All car parking must be free
2385.	It's not attractive to visitors to pay for parking! The town centre of Barry is suffering already.
2386.	Need to attract and maintain visitors who would be deterred. Aging pop need to park closeby
2387.	It will put visitors off and with large businesses already closing in our town centre it will just p
2388.	Town already loosing too many customers, no one will pay for short stay with more shops closing
2389.	It will encourage people to go elsewhere and not use our town centre/ coastal areas.
2390.	It will kill local business. Look what happened to Bridgend.
2391.	It will discourage people from using town centres. They will go to out of town retail complexes
2392.	This is not ██████ country....nor their car parks!! VOG rethink!!!
2393.	People will not visit, it will discourage many people in visiting
2394.	Should be based on usage volumes and also potential impact to the local businesses
2395.	Welsh Towns shoping areas are dying - much of this is brought about by Local Authorities pay parking
2396.	Free parking
2397.	short term parking is not a problem - long term parking should be the issue
2398.	There is already plenty of parking available. Enforcing the double yellow lines would help more
2399.	short stay should mean short stay and should be free otherwise its surely long stay parking?
2400.	parking must be free to keep the shops open
2401.	No parking charges
2402.	I disagree with all proposed charges
2403.	There should be no parking charges anywhere
2404.	Paying to park will be the end of our town centres



2405.	There must be no parking charges
2406.	Make it cheaper in less attractive or less central car parks
2407.	To encourage visitors to “struggling” high streets free parking is an incentive to bring footfa to t
2408.	All car parking must be free
2409.	Parking needs to be free or people will abandon local businesses
2410.	Discourages visitors and unfair on residents that regularly and routinely use local areas
2411.	businesses Llantwit Major & Cowbridge need customers ! Not discouraged by parking fees
2412.	Depends on demographics, type of use and demand
2413.	Introducing charges is a bad idea, will effect traders and local residents adversely
2414.	Parking should be free if you want visitors to come to the area PARKING CHARGES WILL DRIVE THEM AWAY
2415.	Parking charges will kill of the town centre even more!
2416.	No parking charges at all for residents should be sticker on cars showing this.
2417.	free
2418.	It will be detrimental to the mental health of the nation. NOT ENUF ROOM TO ARGUE POINT! Shocking.
2419.	I don't feel we should be paying for parking charges at all unless parking was at a manned car park
2420.	Variation needs to be allowed, one size fits all never works.
2421.	There must be no parking charges
2422.	Not fair to pay if work in Barry. If parking charges are put in place there will be less people comi
2423.	I should be able to park for FREE at local parks and towns
2424.	people might want to only use one or two shops
2425.	Why should there be?
2426.	Income level varies greatly throughout the Vale .
2427.	Should be free at all times
2428.	If people have to pay to park in our town no-one will use it and we will loose it.



2429.	Some areas you need to park for short periods like half an hour
2430.	Having parking fees will deter shoppers
2431.	Should reflect convenience of parking location
2432.	We should be encouraging people to use our town centres rather than shopping in large retail parks
2433.	Residents will always suffer extra charges for everyday activities and eventually spend money out ofonline
2434.	Street parking should remain free
2435.	They should all be free!
2436.	We don't need parking charges. Stop being greedy. You're killing the town.
2437.	Small businesses will be affected by charging anything more than a small fee I fear.
2438.	People who work in Llantwit and Barry should not be Penalised when on part time or minimum wage
2439.	Some areas may have different parking demands
2440.	Any form of charging pushes drivers out to the closest free parking area and / or results in people
2441.	There must be no parking charges or 20MPH limits
2442.	As long as at least 1-2 hours are free
2443.	There should be no charges.
2444.	it would depend on what is at each location and the average time people stay at each location
2445.	Charges only where it can be proven that there will be detrimental effect on businesses
2446.	There should be a consistent policy across all of these locations of no parking charges.
2447.	It's not a busy town anyway and the shops will miss out
2448.	Different demands in different locations throughout the Vale
2449.	There must be no parking charges or 20MPH limits
2450.	Barry town centre has a lack of people visit. I worry these charges would affect the businesses
2451.	There must be no parking charges or 20MPH limits



2452.	free
2453.	If you are working in cardiff it will cost an extra £30 a week MINIMUM to get to work
2454.	in town if you are visiting doctors surgery or other appointments you cannot know how long you will
2455.	Quality of parking space
2456.	You are greedy. Any extra money that is required should be take from my overpriced council tax
2457.	Is it really such a good idea, that in a dying town the council should start charging ?
2458.	Detrimental to the survival of town centres, as stores such as Morison, Tesco have free parking.
2459.	There should be no charges for the locations covered by this proposal
2460.	Not necessary
2461.	Sometimes you want to stop for 10 mins
2462.	People who work in Barry will have to pay £6 a day to go to work ? Cowbridge fine
2463.	Need to encourage visitors to town centres
2464.	We have not needed them up until now and it will only negatively impact the locals
2465.	I don't feel additional charges need to be introduced
2466.	ZERO Charges
2467.	Should vary for location and the proximity to main shopping area. E.g Kendrick Rd and Wyndham St
2468.	This proposal will be another nail in the coffin for our High Streets
2469.	If you have to charge allow for the 2 hours free then apply the hourly rate but free long stay too
2470.	Parking must be free
2471.	I don't believe that there should be any charges for anyone, let alone the charges being consistent.
2472.	There should be no charges for parking on the PUBLIC highway. It will cause issues in surrounding a
2473.	No charging at all
2474.	Motorists already pay tax multiple times!



2475.	I do not believe parking charges are required, if times are exceeded fixed penalty notices issued
2476.	It will stop visitors
2477.	it can effect local businesses and some of them are against parking charges.
2478.	It should be consistently free!
2479.	No parking charges
2480.	Need FREE parking to encourage people to visit and use local amenities
2481.	All areas need as many visitors as possible, charges will result in going to out of town shopping
2482.	Will stop me shopping in the town centres.
2483.	No! The introduction of the charges will put visitors to the towns off and local businesses will suf
2484.	No they should be free
2485.	There must be no parking charges or 20MPH limits
2486.	Different pls have different needs
2487.	I do not think there should be charges for long stay as this will impact too heavily on workers in
2488.	I do not believe that we should be being TAXED to park in the town centre - it is already dying is t
2489.	Parking charges will not incourage people to visit the Vale or residents to shop locally.
2490.	Depends on the area and how easy it is to use other transport to get to those locations.
2491.	They should be free all time
2492.	The towns in the Vale are very different to one another - what works in Barry may not work elsewhere
2493.	No parking charges and no 20 MPH speed limits !
2494.	Charging will push people to out of town shopping
2495.	There should be no charges for parking
2496.	It'll only deter customers from coming to the vale and local shops.
2497.	It will limit footfall in the towns and hit businesses. Business is rapidly leaving Barry already.



2498.	Some areas aren't as popular but would drop further in footfall and impact struggling businesses.
2499.	There must be no parking charges
2500.	I think charging for parking in a town that is already struggling to hold onto it's shopping areas a
2501.	No fee
2502.	No definition of consistent. I may spend over two hours in penarth but not in Barry town centre.
2503.	There should be no charges as it is just a tax on working people
2504.	Should be free, will kill off the shops, you need to encourage people to shop locally!
2505.	No charge. We pay enough road tax and rates
2506.	People will no longer go into town
2507.	People will not stop and shop or won't stop first coffee etc as they will be charged
2508.	You don't need to charge ANYONE for parking ANYWHERE.
2509.	I disagree with parking charges on residential streets/roads
2510.	Parking areas vary in different locations, from town to town, and even from neighborhood to neighbou
2511.	Irrelevant
2512.	I work in a shop on Holton rd & town is already dyeing & will only get worse if people have to pay
2513.	Charging for parking will kill high streets which are already stuggling
2514.	Detrimental effect on business around areas.
2515.	We shouldn't have to pay to park in our own town
2516.	You will drive more people away
2517.	By charging people to park in shopping areas you are discouraging them to use local amenities.
2518.	Barry town.is a ghost town as it is
2519.	It will discourage people from using the areas with parking charges i.e.shopping areas
2520.	It will discourage people from using the shops, the shops are already struggling!
2521.	Our own home! We pay tax to have car on the road



2522.	We pay road tax that's enough
2523.	You will only deter shoppers to shopping centres where they either get more for their money or no cg
2524.	Because it will affect local stores because people shouldn't have to pay to park their car
2525.	Disagree with parking charges and affects on local businesses
2526.	Shouldn't be charging
2527.	You will kill the town, beaches and country parks. I just wont pay it.
2528.	There is enough parking we don't have a problem finding a parking space
2529.	It will draw customers away from the town that is already in crisis with very little shopping choice
2530.	Absolute rip off.
2531.	shouldnt be any
2532.	As we pay Council tax for this. If you introduce these parking charges no one will visit the areas
2533.	I cannot see why people should pay to use Barry Town centre since the three biggest retailers are no
2534.	If charges start then no one will bother with small towns and end up going to Cardiff
2535.	Each area should be judged separately due to its needs
2536.	The Vale is already losing valuable shops, start charging for parking, and we'd lose a lot of visito
2537.	People won't pay and parking will become more of a problem in residential areas.
2538.	Barry is a recognised deprived area. How is it fair to charge the same there as cowbridge?
2539.	There must be no parking charges or 20MPH limits
2540.	some areas are more popular than others and charging the same for all of them will cause people not
2541.	No, as we pay enough on all government taxes.
2542.	Absolutely ridiculous. People shouldn't pay to run in the chemist.
2543.	I disagree with any charge, but if it DOES go ahead, there have to be options.
2544.	They are used differently



2545.	Will hurt traders and residents
2546.	I don't think there should be any charges at all. It would be severely detrimental to local business
2547.	We already pay enough council tax and do not need to be taxed to psrk.
2548.	No charge to park give towns a chance
2549.	No charges at all would be consistent
2550.	we need to encourage visitors/shoppers. Parking charges will adversely affect local businesses.
2551.	One size fits all doesn't work
2552.	There must be no parking charges or 20MPH limits
2553.	Killing off tourism
2554.	These charges will affect people who work in Barry and need to park for several hours all day.
2555.	It will be an end to my business. Customers say they won't come to high st and pay charges to park
2556.	The town is already dying and this will be the final nail in he coffin!
2557.	No parking charges
2558.	Depends on site - if intended short or longer visits
2559.	There should be no charges
2560.	It works well the way it is
2561.	As a Barry resident , I would not pay to park just to go shopping in a run down town
2562.	Council tax should cover all expenditure
2563.	There must be no parking charges or 20MPH limits
2564.	Barry and the Vale already has dying shopping shopping areas.It is a death knell for local business
2565.	no parking charges should be at the civic offices to the staff
2566.	All car parking must be free & no 20 limits.
2567.	The parking should remain free. There is not enough decent shops to warrant going to holton road.
2568.	The town centre and high street are struggling as it is with your overpriced business rates



2569.	Cwmbran has a much nicer shopping centre than the one we've got which is full of charity shops and d
2570.	People won't come down to high street
2571.	Some areas have better footfall than others, you cant impose the same on quieter areas
2572.	The Council is already inconsistent with only 1 hour free parking allowed for High St! Unfair !
2573.	Need to encourage poeple to come to visit. If they had to pay I certainly wouldn't come to visit Bar
2574.	I don't see why we need to charge people for short stay it will put people off the area
2575.	I don't think there should be charges at all.
2576.	Parking should be free. The town centre and high streets are dying and charging people to shop will
2577.	People will use out of town retail parks and small independent shops will close
2578.	people will use of town retail parks thus killing the independent shops
2579.	We need to have consistency
2580.	N charges at all.
2581.	Charges should only be in car parks with CCTV so paying for security of it.
2582.	free parking is good for shops etc: If you charge people will stay away
2583.	You will ruin Barry and drive people out of town
2584.	There is no need for parking charges.
2585.	You want people to use the town centre not discourage them.
2586.	Why does anything need to change
2587.	Shouldn't be charged at all, will deter people from shopping in the local shops.
2588.	There should be no charges as this will encourage visitors and locals to these areas
2589.	parking should be free to support local business and tourism.
2590.	not enough space for my answer but in short local businesses are hit hard enough already!
2591.	Demand is different at different locations and for different reasons.
2592.	The shopping centres are very different to tourist areas and is completely unfair to



	shopkeepers
2593.	All car parking must be free & no 20 limits anywhere
2594.	It will put people off using the local shops etc
2595.	No charges whatsoever
2596.	We pay enough council tax to cover all! Keeps going up every year
2597.	Each area is used in a different way
2598.	There should not be any charges.
2599.	I don't believe there should be any parking charges in Barry Town centre.
2600.	Because not all locations have the same demand obviously
2601.	Do you really want to drive people away from towns to Culverhouse cross????
2602.	More in affluent areas
2603.	People should be allowed to visit the vale were ever when ever they wont and local businesses will suffer
2604.	There must be no parking charges or 20MPH limits
2605.	There shouldn't be any parking charges. It deters shoppers.
2606.	No cost. Vale has high percentage of elderly on low income
2607.	We pay enough council tax already
2608.	No one will come to our towns
2609.	Because some parts of VoG are more affluent than other and it would clearly cause further inequality
2610.	The current system of free and some charged parking in Barry works well and promoted visitors
2611.	There shouldn't be a charge for short stay but yes the timings should be consistent
2612.	There must be no parking charges or 20MPH limits
2613.	Shoppers will stay away and visit out of town sites.where parking is free
2614.	Should not impose parking fees on town centres as this discourages people from visiting shops
2615.	One size fits all does not work and will adversely affect businesses and visitors to the area. T, cr
2616.	There must be no parking charges or 20MPH limits



2617.	some areas are struggling financialy this would be a added burden
2618.	It will have a detrimental impact on the areas
2619.	Should be free all day, town centres struggling enough, parking charges will only worsen the state
2620.	The town centre is dead and if we introduce charges to areas I, it will stop visitors and locals sup
2621.	It's disgusting that people might have to pay parking for a visit to their local shops. This will ha
2622.	Each area within the Vale is different and should be trated on a case by case basis.
2623.	Discusting you don't invest the money back into roads/parking etc.
2624.	All free,
2625.	No charges should apply. Charging will deter people
2626.	I pay enough in council tax,without being taxed again to park and put further revenue into the local
2627.	There must be no parking charges or 20MPH limits
2628.	I do not believe introducing parking charges in Barry is the answer to the Town's problems.
2629.	If your staying more than 3 hours, its a long stay parking, surely.
2630.	No parking charges and no 20 MPH speed limits !
2631.	This whole idea is stupid. Use your head and think about the businesses that it will impact
2632.	There must be no parking charges or any 20MPH limits in Penarth
2633.	It is unnecessary
2634.	Locals use these locations DAILY. Family walks in parks, only place to take children/dogs for free.
2635.	There are some towns in which you can spend longer than 2 hours shopping and having a coffee.
2636.	ITS DIFFICULT ENOUGH TO PARK IN MY STREET WITHOUT EXTRA CARS WHO WON'T PAY THE PARKING FEES
2637.	Depends on the town and main purpose for usage
2638.	no means NO



2639.	We pay our road tax
2640.	People visit various location for many things, so a one size fits all - doesnt work
2641.	We can not have any parking charges or any 20 MPH speed limits in the Vale, we will be voted out !
2642.	Our local businesses are already struggling why make it hard by charging their customers to park ?
2643.	it will deter people from looking round multiple shops in one area
2644.	Council tax is already through the roof and seems like the council do nothing for us as residents.
2645.	Parking is an issue if you wAnt a coffee & walk & have to pay a premium
2646.	No parking charges
2647.	Bythia will encourage people to park outside residents homes
2648.	you will destroy local shopping we have enough empty shops already
2649.	I would be less likely to use any of facilities within area
2650.	people will shop out of town
2651.	No charge should apply. It will repel people from visiting altogether
2652.	No charges should be introduced
2653.	It drives customers away from visiting shopping areas and encourages them to shop online.
2654.	There should be no parking charges
2655.	It would have an effect on the small buisnesses in the area
2656.	There must be no parking charges or 20MPH limits
2657.	Depends on location
2658.	Small towns struggle enough to bring people. Charging people will only drive them away and isolate r
2659.	There must be no parking charges
2660.	people already pay enough for motoring
2661.	Charging will not help the shopping areas, more and more people go to retail parks Free parking
2662.	It would actively discourage me to visit and spend money in numerous locations around the vale proce



2663.	The shops would suffer
2664.	Everywhere should b free we pay enough council tax as it is
2665.	No parking charges and no 20 MPH speed limits !
2666.	There must be no parking charges
2667.	it will cause local shoppers to go elsewhere instead of suppoerting their local shops
2668.	It all depends on where you are visiting and what is available to you?
2669.	I don't think there should be any charges at all unless you're keen to destroy experience
2670.	Vary to suit demand
2671.	Do not agree with charging.
2672.	Please no parking charges or unpopular 20MPH speed limits anywhere in the vale of Glamorgan
2673.	Why 2 hrs short stay? If you go to town for shopping you won't have time for a meal
2674.	All car parking must be free
2675.	All car parking must be free
2676.	There should be no parking charges introduced.
2677.	People who work in the town and shops will suffer
2678.	Parking charges will do nothing to regenerate failing towns
2679.	Charges should be introduced. Let people spend their money on the cash strapped local economy.
2680.	The circumstances of each area are different
2681.	There must be no parking charges or 20MPH limits
2682.	how r u going to encourage visitors that have to pay to come to the area to help local businesses
2683.	All car parking must be free and NO 20MPH limits
2684.	There must be no parking charges
2685.	There must be no parking charges or 20MPH limits
2686.	All car parking must be free & no 20 limits.
2687.	Its hard enough for the town centres already to get trade we should not deture



	people from coming
2688.	No parking charges and no 20 MPH speed limits !
2689.	As ratepayers we disagree with any form of charges on any local areas serving the shops and beach
2690.	With retail suffering. We need to encourage people to come to the town. With shops closing why charge
2691.	Charging people to park discourages them from visiting shops and other places in towns.
2692.	Every area is different and serves different purposes and different residents
2693.	every location is different
2694.	There should NOT be charges
2695.	There must be no parking charges or 20MPH limits anywhere
2696.	different locations, different priorities
2697.	Impact on use of local shops
2698.	Different towns have different current parking facilities ie car parks
2699.	There should be NO parking charges, Shops are already closing in Barry town centre
2700.	There is no benefit to so-called consistency. It doesn't matter and is simply your means to charge e
2701.	All shopping areas such as High Street,Barry should remain free for the first 2 hrs
2702.	Parking charges are detrimental to business/attractions and cost a lot to implement/maintain
2703.	Last 321 leaves Cowbridge at 1640 on Saturdays - no alternative to driving - rural Vale diff fr Bry
2704.	There must be no parking charges This is madness
2705.	Different locations have different requirements
2706.	On Street parking should remain free where it is currently. IT WORKS WHY CHANGE
2707.	The towns in question all have different parking dynamics. Resident parking has been given little co
2708.	If you are a resident of Barry, already pay high council tax, less representation = lower cost



2709.	No charge at all.
2710.	There must be no parking charges
2711.	All car parking must be free
2712.	Should be charges at all
2713.	There must be no parking charges or 20MPH limits
2714.	Certain shopping areas attract an older visitor that need longer to shop or meet friends
2715.	All car parking must be free & no 20 limits.
2716.	Payment will not improve Penarth. It'll move parking to other streets.
2717.	motorists already pay enough to use vehicles as it is (road tax and car insurance).
2718.	There must be no parking charges or 20MPH limits
2719.	No charges
2720.	Parking charges will decrease the use of the town centres that are currently under pressure and will
2721.	Parking charges are simply a tax on motorist in addition to all the other taxes paid
2722.	Barry struggles with visitors. We should provide free parking if we want them to visit
2723.	Never going to be consistent with Cardiff anyway.
2724.	Charging will reduce access to town shops and offices, damaging the local economy
2725.	Businesses/tourism are struggling now this is a terrible idea!
2726.	I don't think there should be any charges to park a car
2727.	Not for people parking to work
2728.	Different locations require parking for different reasons, i.e. shopping/work
2729.	For people who work in these local Business's this would have a severe impact.
2730.	It depends on the local economy.
2731.	Some if not all the locations service local businesses and are required by staff
2732.	Depends on the local economy
2733.	I think parking should be free. Our towns are dying as it is. Parking charge = even less people



2734.	Depends on area.Cowbridge businesses will suffer.It needs visitors and commuters.
2735.	Different areas need different solutions.
2736.	Local needs may differ, "one size fits2 all doesn't work
2737.	I believe the main uses of the area in question needs to be taken into account.
2738.	I have yet to be convinced this is anything more than an income generating proposal.
2739.	People have enough stress and mental illness in their lives already. Give them some downtime from os
2740.	No parking charges and no 20 MPH speed limits !
2741.	Parking should be free for any amount of time
2742.	There is no practical logic for 'standardisation'
2743.	All car parking must be free
2744.	People would not use town centre shops when they can park in supermarkets free
2745.	It's a tax on people living in those areas.
2746.	Some towns attract day visitors more then others, also some towns main area of parking is only in on
2747.	Unless residents living on these streets are given some consideration, and parking permits for resid
2748.	Not for disabled people , low income employers/ voluntary workers
2749.	Country towns like cowbridge have more OAP'S and dont need it
2750.	Remove all parking fees
2751.	No changes at all
2752.	Not enough visitors / customers as it is , charges will deter more
2753.	All car parking must be free & no 20 limits anywhere
2754.	This is a counterproductive way for the Council to raise money.
2755.	people don't stay in the town centers long enough to be charged for parking, it will chase customers
2756.	people that work in these areas are already underpaid this is another reduction in pay .
2757.	Should be dependent on the local circumstances



2758.	Should be free to encourage people to use Barry stores instead of going out of town.
2759.	Please who work in Barry will be penalised for coming to work in a car,
2760.	Shouldn't be any charges. It will have such a knock on effect with alot more than if there were
2761.	local business will be affected
2762.	I am not aware of any issues in Cowbridge and Llantwit other than a lack of parking generally.
2763.	All should be free.
2764.	No charges
2765.	The towns in the Vale are all different in populations, public transport links and public issues.
2766.	We need free parking to encourage people to visit
2767.	I don't agree there should be any charges for this area
2768.	Charging for parking will kill high street trade.
2769.	IF parking charges were brought in they should consistant but NOT a ripoff.
2770.	Small towns and businesses are struggling already without parking fees- it will ruin us!!
2771.	Residents pay more than enough in council tax
2772.	Is will discourage people to use these places if they have to pay for parking.
2773.	Parking should remain free
2774.	I don't think you should be charging at all!
2775.	Discouraging people to visit the area with parking charges or causing residential parking problems
2776.	No charges should apply
2777.	This would be detrimental to local residents & business owners & would exacerbate the parking issues
2778.	Parking charges will force people away from shopping in town centres and encourage illegal parking.
2779.	No one will be happy paying a charge for a ten minute? Visit
2780.	We are a small town and it will cripple us
2781.	By introducing parking charges you will kill off the town centres. Just look at



	bridgend town centre
2782.	It is just a way of lining the pockets of a failing Council who can't balance their books!!!
2783.	There should be NO charges anywhere.
2784.	Encourage people to visit with free parking
2785.	Stops confusion but needs to remain a low price everywhere
2786.	no to any parking charges
2787.	Less people will come to Cowbridge if parking is charged for. It will affect local businesses.
2788.	There should be no parking charges for short stay locations. It will penalise local residents.
2789.	You have to look at the locations involved, this will be different for Cardiff and Llantwit Major.
2790.	We need to encourage visitors and shoppers to all areas to help small businesses survive in an area
2791.	Each location will require careful consideration, due to position of amenities and spaces available
2792.	Some areas are busier than others. In congested areas a few is fair but not necessary elsewhere.
2793.	There are very different needs in different towns across the Vale - there are not the same problems
2794.	Council takes enough money for doing nothing in return as it is [REDACTED]
2795.	Free parking we pay enough tax
2796.	I think we pay enough taxes
2797.	Will have a disastrous impact on attracting people to visit the town for business pleasure, shopping
2798.	It will disrupt the life of the community.
2799.	cars will park in nearby housing estates instead and businesses will be negatively affected
2800.	It will drive people away, less people visit beach, towns and support local business.
2801.	N/A This will negatively impact on businesses and residents. IT WILL CAUSE MAYHEM ON NEIGHBOURING roads



2802.	You cannot apply consistent charges to entirely inconsistent locations with different demands.
2803.	There should be no charges, we all pay our council tax so you have our money already.
2804.	You will destroy local businesses.
2805.	It should vary depending on the needs of the location.
2806.	There must be no parking charges
2807.	There must be no parking charges or 20MPH limits
2808.	I would prefer no charges for parking
2809.	CF62 6QE Barry residents already pay high rate of council tax. This is another form of tax for the Vale council
2810.	Disagree with any parking charges.
2811.	Visitors like myself will only come to the area and spend money on the local economy if parking is f
2812.	Priorities are variable in different areas
2813.	All car parking must be free and NO 20MPH limits
2814.	Different areas have different parking requirements.
2815.	Do not believe there should be charges at all - free parking was one thing that impressed us as tour
2816.	The costs seem extortionate which will stop people visiting relatively small towns affecting local b
2817.	No parking charges at all! Reduce the pay of council executives to make savings!!
2818.	Parking should remain free of charge
2819.	I cannot see a business case for applying these charges in Llantwit Major
2820.	Further out of town could be cheaper
2821.	It will keep visitors away and penalise local residents who are the mainstay of these towns.
2822.	Parking charges should not be raised as they are killing every small town and village in the UK.
2823.	There must be no parking charges or 20MPH limits
2824.	All car parking must be free & no 20 limits anywhere
2825.	Mae 'na modd o ddefnyddio technoleg gwybodaeth i gael well ddefnydd o fannau



	parcio.
2826.	some car parks, such as cowbridge , are the ONLY carpark
2827.	No all areas are the same
2828.	Its different everywhere you go and some places are managed by different companies with different ru
2829.	Not all locations are as convenient, and therefore not as attractive
2830.	There should not be parking charges
2831.	There should be NO parking charges at all!
2832.	I believe it will stop local and visitors stopping coming to the town
2833.	Charges will stop visitors comming to llantwit major thus all the independant shops will close.
2834.	Nothing
2835.	Don't think there should be any charges for town centre car parks
2836.	Each car park has its own demographic, so parking use needs to be tailored to the job it does.
2837.	All car parking must be free & no 20 limits anywhere
2838.	No charge, consistently
2839.	It doesnt tie in with residents parking in older areas
2840.	All should be free charges will keep people away
2841.	Barry is dying, dont dig its grave or shop us out
2842.	It is killing off communities
2843.	No charges should apply
2844.	See replies question 5
2845.	Shoould be free
2846.	Parking should be free
2847.	It will continue the decline of local businesses
2848.	Do not agree to parking charges
2849.	Charges will put people off coming to penarth and affect my business
2850.	Cicumstances differ



2851.	Will restrict the public from shopping and visiting the town also leisure activities
2852.	Parking restriction are not needed
2853.	Parking should be free at all times, as it currently is. Small towns need foot fall.
2854.	All car parking must be free & no 20 limits anywhere
2855.	There is sufficient free short term parking in Cowbridge which encourages people to visit and shop
2856.	A deterrent for people - stop people coming into towns and make them shop in out of town complexes
2857.	It would deter shoppers from visiting. They would frequent out of town centres where parking is free
2858.	Charging for parking will kill the high st
2859.	Different areas have different criteria
2860.	Will stop visitors and shoppers to the areas
2861.	I think Cowbridge will turn into the next Bridgend town Centre which is ruined.
2862.	No parking charges and no 20 MPH speed limits !
2863.	I work in Holton Primary school, I cannot afford to pay for daily parking to go to work.
2864.	Should be free parking.
2865.	Parking charges will lead to parking in residential areas and a decrease in visitors
2866.	no especially for ones that use it when working in the area
2867.	It costs enough money to run a car, never mind having to park it, especially if you are on low wages
2868.	There must be no parking charges
2869.	Charging will stop people working in and visiting these areas
2870.	We need to encourage visitors to the town not put them off with parking charges
2871.	It would significantly impact me financially to have to pay so much to work
2872.	No parking charges and no 20 MPH speed limits !
2873.	I am a worker on a very low wage and cannot afford the impact it would have on my income
2874.	Charges will discourage visitors
2875.	I work in the area and due to where I live cannot take public transport or walk



2876.	only proper car parks should charge , not general locations
2877.	No parking charges and no 20 MPH speed limits !
2878.	Beach car parks could be charged for, but not town centre parking
2879.	Parks further from centres should be cheaper
2880.	If there are parking charges in the town it will kill off the shops and businesses.
2881.	People wont visit barrys not that great that u want to pay to park here.
2882.	people will stop coming to barry because of the charges
2883.	Areas that need more support (to growth) than others require different charging methodologies.
2884.	It will force people away from under used local shops to out of town centres where parking is free.
2885.	Depends on demand and context
2886.	Usage and need will vary from location to location
2887.	All car parking must be free
2888.	Why limit the amount of time visitors to Llantwit area have to look around and shop, eat etc?
2889.	I think all street parking should be free. Road tax is paid therefore vehicles should be able to Par
2890.	No parking charges and no 20 MPH speed limits !
2891.	parking should be free. rates andvroad tax should cover this
2892.	I do not agree with parking charges
2893.	whatever is proposed now will be subject to increase at any time. So NO to parking charges!
2894.	No parking charges and no 20 MPH speed limits !
2895.	No parking charges and no 20 MPH limits
2896.	Don't agree with charges at all
2897.	Will local trade
2898.	It will affect trade
2899.	should be free
2900.	All car parking must be free and NO 20MPH limits



2901.	Should only apply for areas close to shops
2902.	Charging for parking in town centers will detrimentally effect local business and economies.
2903.	Horses for courses
2904.	There must be no parking charges or 20MPH limits
2905.	No parking charges and no 20 MPH limits
2906.	Too expensive to set up and administer. It would not be cost effective and reduce footfall....etc
2907.	There must be no parking charges This is madness
2908.	Not all places are equally used or useful
2909.	There can be no parking charges or 20 MPH limits anywhere.
2910.	No parking charges and no 20 MPH limits
2911.	If a car park is classed as SHORT stay there should be a limit to 4hrs and no all day
2912.	There must be no parking charges This is madness
2913.	Some will be used a lot more than others. No one wants to pay for parking past 5pm either
2914.	No parking charges and no 20 MPH speed limits !
2915.	not all car parks, locations and and towns face the same issues.
2916.	There must be no parking charges This is madness
2917.	Our town will die if people have to pay to park. We don't pay in large retail parks/ supermarkets .
2918.	Does that mean the workers in all council spaces will be charged to park for work
2919.	There are different circumstances and conditions in different locations and communities.
2920.	No charges bring in trade to small towns like Cowbridge
2921.	It depends on the area.
2922.	Any charges will discourage both residents and visitors from visiting town centres
2923.	No parking charges and no 20 MPH limits please
2924.	This will stop people from shopping in the area
2925.	taking children to school and working in barry on a low wage would have to give



	up my job
2926.	All parking charges will penalise motorists and make visiting the town difficult or prohibitive
2927.	No parking charges and no 20 MPH limits !!
2928.	Some places there are free parking on residential streets within walking distance, others not
2929.	Because we won't see the money put into anything relevant to us
2930.	We can not have any parking charges or any 20 MPH speed limits in the Vale.
2931.	If up to 2 hours free everywhere
2932.	There must be no parking charges This is madness
2933.	Different needs in different locations
2934.	Llantwit Major is dying as it is without parking charges
2935.	No parking fees at all in Llantwit Major or anywhere else Barry ect
2936.	No charges should be levied
2937.	Discoverage , visitors and locals who look after the area
2938.	There is no problem at all with the current parking arrangements charging for parking will serious...see Leaflet
2939.	Unless car parks are privately owned i strongly object to council owned areas charging anything
2940.	No changes at all
2941.	Chapels/churches/schools use these daily
2942.	you willll kill the town
2943.	8 AM - 8 PM are the shop oppening times after 8 is usually residents parking
2944.	Some areas shouldnt be charged at all
2945.	Fewer facilities in some places and dont all give equally convenient access to facilities
2946.	This will affect visits, essential to us, doctors, dentist, libary , optitions
2947.	Parking in Llantwit operatives very well without intorvention you would make it impossible to visit Doc's etc
2948.	Depends on the location
2949.	Not all places have a high usage , so no need to charge



2950.	There should be no charges full stop
2951.	Small town require visitors/custom - change parking and some people will simply go to tescos where parkings fre
2952.	it would deter people visiting to stay for a long period
2953.	Going to doctors, chemist or shop for short time
2954.	Total waste of time and tax payers money
2955.	Not all areas are as busy
2956.	I like supporting my local shops, and would like to keep them open
2957.	Depends where they are
2958.	I do not agree with any parking charges being introduced
2959.	One size doesn't fit all - should be able to tweak to suit local needs
2960.	We can not have any parking charges or any 20 MPH speed limits in the Vale.
2961.	No parking charges and no 20 MPH limits
2962.	THERE SHOULDNT BE ANY CHARGING!!!....
2963.	No parking charges and no 20 MPH speed limits !
2964.	All short stay locations should be free.
2965.	No parking charges and no 20 MPH speed limits !
2966.	Parking, for example, at high traffic areas, for example, Cowbridge high street, should not be free.
2967.	n/a
2968.	dont think there should be charges for short stay as it discourages visitors / business
2969.	Each location has it's own needs. Excessive charging in areas that need increased visitors discourag
2970.	There must be no parking charges
2971.	Adding parking charges just means less people visitor the areas. Impacting businesses and tourism.
2972.	Parking is currently free why can it not stay freee?
2973.	There should be NO parking charges at all
2974.	These spaces should be free to enhance shopping experience in the town, where an ever increasing num



2975.	Coastal should be reduced
2976.	I don't think you should introduce parking charges at all. It wasn't in your election manifesto.
2977.	Will keep people away
2978.	Because it's not fair n local people where already use thithese spaces for dog walking or recteact
2979.	It should be free
2980.	We pat enough Council taxes This is just another Hype to gain more money.....at ev
2981.	Should be free LM & Cowbridge to help support local trade/services. Council tax should cover.
2982.	It will deter visitors to the town and push them to MacArthur glen where it is free.
2983.	deter shoppers from local businesses
2984.	It does nothing to encourage visitors to our town, which in turn helps the local economy
2985.	Leave parking charges out of Llantwit
2986.	There must be no parking charges This is madness
2987.	Why are you suggesting there is a need for parking charges other than to raise money.
2988.	We don't want any parking charges or 20MPH limits
2989.	It will ruin the local economy and push people to shop further out of the town and not shop local.
2990.	Certain areas are more popular than others.
2991.	There should be no parking charges the just discourage local shopping
2992.	If people have to pay they will not want to spend time here.
2993.	Shopping requirements differ from location to location
2994.	Surfing brings in buisness and not taxed. will increase use of retail parks supermarkets instead.
2995.	It discourages people from using facilities and retail outlets
2996.	The area suggested for parking charges have different Economic death demographics and therefore it
2997.	I disagree with any parking charges as this will have a negative impact on local



	businesses
2998.	All car parking must be free & no 20 limits.
2999.	they must reflect the needs of local business to encourage their customers.
3000.	there should be no parking charges. The towns r dying enough without the strangulation of charges
3001.	All car parking must be free and NO 20MPH limits
3002.	There must be no parking charges or 20MPH limits
3003.	Each village or town in the Vale is individual andd should not all be treated the same or 'as one'
3004.	Available parking varies from locations so the price should reflect availability
3005.	People will pay to shop in Cardiff than Barry as there is no shops now
3006.	We don't want any parking charges or 20MPH limits
3007.	There must be no parking charges
3008.	No charges should apply
3009.	Village parking must remain free to keep the shopping experience alive.
3010.	no point in it
3011.	As charging will put people off coming to the towns
3012.	It will put people off visiting if they have to pay
3013.	Introducing parking charges will decrease number of consumers visiting.
3014.	There shouldn't be any charges
3015.	Parking charges simply push people away from local business and in areas of tourist attraction
3016.	Retail is very much struggling, without extra additional costs passed onto shoppers.
3017.	Not enough space here to write what I want so will comment further down
3018.	Some areas need parking control, others have no parking issues
3019.	Parking should be free to encourage shoppers and tourists.
3020.	There shouldnt be any charges at all. Barry town centre is dead barry island need more visitors
3021.	Should depend on usage requirements. Coastal/parks need longer parking times to enable full enjoymen



3022.	It's ridiculous. I think my email I have previously sent explains why.
3023.	It will turn business away from Bart town centre leading to more shop closures
3024.	There should be no charges
3025.	No charges should be incurred
3026.	Why should residents pay to park in their town to go to the local shops
3027.	It will be the demise of footfall visiting all affected areas
3028.	Should not be charged
3029.	It needs to be based on the type of use eg/cosmeston all day £is too high Two hrs free is not enough
3030.	All car parking must be free & no 20 limits anywhere
3031.	Different places, different need. Also 8pm too late a cut off. Evening starts at 1800 or 1830
3032.	Why should I have to pay to park in an area where I live
3033.	People will not go to local shops they will go out of town they have free parking
3034.	Different areas have different facilities and different footfall.
3035.	We nip to town for things
3036.	With only one bus every hour you have to use your car.
3037.	Parking is difficult enough as it is, start charging, and residents and visitors will start leaving!
3038.	People live near town centre and the people trying to do there shopping do not give a [REDACTED] about th!
3039.	We pay for car tax
3040.	If you charge for parking people will just drive to out of town areas and small shops will close
3041.	We shouldn't have to pay. There is nothing in Barry worth paying to see
3042.	Not everyone can walk to town
3043.	If you want Barry to become a place to visit, keep costs down.
3044.	It could ruin already struggling high streets and towns
3045.	You can't apply a one size fits all policy to towns of very different character
3046.	Short term parking free. Long term up until 6:30 charged



3047.	The availability of parking varies from one location to another.
3048.	Car parking charges will only stop customers coming to support independent small businesses.
3049.	I've only commented on Cowbridge. I don't know the other areas well enough to comment.
3050.	This is the Vale not Cardiff, we don't have the same issues
3051.	If people want to shop or walk there pets then stop for a cuppa then pay for parking it will kill of
3052.	I don't think there should be any charges. Our shops suffer enough. Customer and visitors won't be e
3053.	There should be no parking charges whatsoever. You will kill the high street.
3054.	You should not charge for parking in the vale - people park for work and residents. Ridiculous plan.
3055.	Given the challenges already facing our town centres we need to attract not dissuade people .
3056.	This runs the risk of people not bothering to come to the Vale, they may go somewhere else
3057.	It should be free to encourage people into towns rather than shopping outlets etc.
3058.	The cost of erecting payment machine and ongoing maintenance is to high
3059.	There shouldn't be any charges at all
3060.	People will avoid going to towns if they are going to be charges .
3061.	Killing the town
3062.	There should be no parking charges.
3063.	Not all areas have the same parking facilities and residents.
3064.	dont discourage people to visit by charging for parking
3065.	it pushes people to out of town retail parks for free parking and the town is dying.
3066.	There should be no charges. Local towns struggle enough without visitor put off by parking charges
3067.	Car park charging will damage local economy
3068.	Depends on area - amount of parking and demand for parking. Life is not one size fits all
3069.	All car parking must be free



3070.	I do not think it is economically viable in L. Major, but may be in other areas of the Vale.
3071.	Should only be paid when there is an extreme shortage. Short term measure - make more parking available
3072.	different areas have different purposes and needs
3073.	Barry Town traders will suffer at the hands of the new proposed charges
3074.	leave things as they are
3075.	Different locations, different purposes. eg rail station parking.
3076.	Not all locations are equally busy.
3077.	No parking charges and no 20 MPH speed limits !
3078.	I think parking should be free on small towns to keep people coming to the area or they will
3079.	Do not agree with any charges.
3080.	You will drive what little trade we have out of town.
3081.	there are too many variables
3082.	different economic affluence between areas
3083.	various areas in the Vale are different to each other
3084.	will decrease the footfall
3085.	There should be free parking. The towns need to attract more people not deter them with charges.
3086.	this will decrease the footfall
3087.	The railway car park should introduce a metre so that only genuine commuters use it for free.
3088.	areas vary greatly in affluence, popularity levels of success of local business
3089.	this will deter customers, parking in High st, Barry
3090.	why pay to visit someone
3091.	Because we have managed quite fine without them since cars were invented, not require just moneymaking
3092.	Charging in some areas such as the Knapp will cause even more problems for residents
3093.	There is no need to charge!



3094.	I would lose over £1000 of my anual salary. Excellent teachers would be lost from the school
3095.	because it's going to cost me £120 a month to go to work I live in barry and Work cowbridge
3096.	Charges should vary depending on the issues, parking problems wtc
3097.	Unfair to local residents
3098.	No further charges!! Charges punish residents,locally employed and will deter visitors to locations.
3099.	No parking charge at all Barry town is dying as it is
3100.	Disagree with the introduction of any car parking charges.
3101.	Llantwit is a small community.Parking charges will destroy our quality of life.Businesses will close
3102.	Reduced rates in Barry and Llantwit as they don't have the pull that cowbridge and penarth have.
3103.	I think parking should remain free to promote visitors to the area rather than charging for parking
3104.	Parking charges should be determined on a case by case basis. Consistency is not a reason.
3105.	Because it will cost people who work £30+ to park
3106.	People will not pay and the towns will loose out
3107.	Different areas have different parking demands. The cost should reflect that.
3108.	everywhere is different, the question should be WHY SHOULD? Consistent is the wrong misleading word
3109.	We have survived without parking charges for this long we do not need them
3110.	because they could be there for a couple of hours
3111.	short term means short term
3112.	the town is not in a healthy state, shops etc. we don't need to discourage people from visiting.
3113.	Leading questions.
3114.	should be no charges, will kill businesses
3115.	Totally unnecessary.
3116.	There should not be any parking charges



3117.	It will kill trade in towns such as Llantwit Major and cowbridge
3118.	What may apply in Barry/cowbridge should not be applied in Llantwit Major were trade is difficultleaflet
3119.	No charges full stop
3120.	For all day different areas shouldnt be used e.g outskirts of town
3121.	I dont agree with parking charges
3122.	Negative effect on comuters/business/ local traders
3123.	It will cost more to implement and moniter than you will collect
3124.	Town centres are suffering enough now- parking charges affect them more
3125.	I dont think there should be any charges at all
3126.	Should be £10 at least to deter all day
3127.	Alot of people pop in shops and out leaves spaces/ of more people
3128.	Do your staff pay for parking ? this would raise revenue
3129.	Depends on how busy a place is & demand & need etc
3130.	2 hours free or 1 hour free in very busy swhopping towns (ie Barry not Llantwit)
3131.	Towns have different needs/ problems
3132.	Short stay should be free!!
3133.	Should not be any parking charges
3134.	This will completely deter visitors from visiting the vale,penalise residents and put local traders out of busi
3135.	HS Counter productive for business
3136.	Should be free
3137.	All vale communities are different = have own needs
3138.	You havent defined short stay
3139.	Live here , shop here
3140.	There should be no parking charges
3141.	Will stop people coming to Llantwit Major
3142.	People will stay away from Llantwit
3143.	It depends upon No of disabled spaces



3144.	Rural town centres need free parking for community
3145.	It will deter people from visiting these areas
3146.	Depends on % usage and preferably no charge over £1
3147.	This will stop parking and will not help business
3148.	No charges
3149.	Pay to park for 1 item , possibly = not fair
3150.	It will keep people away if they have to pay- they will go elsewhere
3151.	Residents will shop outside area
3152.	Disagree completely
3153.	Shoppers may only last to pop in shops quickly
3154.	Every area is diferent
3155.	I am against charges
3156.	Will affect businesses in the town
3157.	Sometimes only 10-20 mins stay
3158.	Because i do all my shopping in Lalntwit Major , introducing a change for short stay parking will - see leaflet
3159.	Are resident need free parking in their community
3160.	I think that there should be no charges but that if there are , the beach is different proposition from the tow
3161.	Who will be paying? someone to check the parking
3162.	i do not agree with charging for parking
3163.	people visit areas for different reasons - the time depends on the reason for the visit
3164.	each location has different elements
3165.	it will discourage residents and visitors from visitng/using the town facilities
3166.	shoppers will avoid town centres and go to out of town retails outlets. our towns will die
3167.	beacuse all car parks should be 2 hours free is charging is inevitbale
3168.	charges will stop people visiting Llantwit Majro
3169.	the current system in Llantwit works well. we need to be sensitive to local culture



	and local needs.
3170.	no parking charges at all
3171.	it will stop visitors coming
3172.	people won't visit the Vale anymore. they will go to out of town shopping areas with free parking
3173.	Short stays could only be for moments.
3174.	Should be up to 3 hours free.
3175.	drive people to shop at big supermarket and a great disadvantage
3176.	People won't use shops.
3177.	Not if it affects shopping in small areas. People will go out of town instead.
3178.	Because drivers will park elsewhere, in residential areas.
3179.	Parking in the interests of local businesses should be free.
3180.	There should be no charging at all.
3181.	I don't think you should charge for parking in Llantwit Major.
3182.	Huge impact on local business causing shoppers to resort more and more to online shop.
3183.	Some places need to attract visitors more than others. Charging times: 8-6.
3184.	It will not pay to shop locally.
3185.	It will deter people from visiting these areas.
3186.	All locations above should be free. Limit the parking.
3187.	Should be free parking consistently.

Appendix F - Long Stay - Comments

Comments

Q11 Do you have any comments on the proposals for Town Centre parking? Such as additional locations or alternative charges and times

3188. The capita study is flawed - the displacement areas in Llantwit are ridiculous. The Council needs to recognise that the two car parks in Llantwit Major - Wine street



and the Town hall car park are both largely used by residents for overnight parking. These are not first and foremost visitor car parks. People park overnight in them, especially if they have 2 cars. The large number of old houses without car spaces in the west end has been ignored in these proposals. All on street parking is already full in the west end. Hence the use of these car parks. Charging for the train station will put people off using public transport. Cowbridge needs a short stay car park behind the town hall and of all the towns is the one that will benefit from this charging. Llantwit and Cowbridge have no long term lower cost solution for parking. Many of the jobs in these towns are service sector or low paid and this will prevent people from being able to work. This goes against the future generations and wellbeing act. People will not be able to live work and play in the areas they live, reducing their quality of life. A long stay option for cowbridge could be under the flyover at the school. Current proposals will simply drive workers into residential areas. Proposals for Llantwit Major will actually impact on the quality of life for those residents living in the western end of the town. High charges at beach locations and the longer hours proposed for charging will damage the tourism and nighttime economy of these areas.

3189. Charging should be from 8am - 6pm. There should be a maximum 4 hour stay at 'short' stay parking locations and minimum 4 hour stay at 'long' stay parking locations.
3190. My only concern about charging for parking is that local streets will be used. As a resident of a town centre street I often find parking difficult outside my house. Whilst I appreciate that its not a given to park outside your own home (unless you have a drive) I do find it extremely annoying when on times I cannot even park in my own street. I have a parking permit for my street but having to park in other streets because no space is available within my own could then lead to me having a parking ticket which I think is extremely unfair
3191. I feel charges in the town centre of Penarth would help alleviate the well known parking problems there. However, the document has classed it as on street parking and put charges straight away rather than giving 2 hours free like other town centres. I think this would encourage people to still sue the town centre whilst still addressing parking issues.
3192. I'm assuming residential parking within the town centre will remain at 2 hours parking limit as parking already use the street as a car park for both town and leisure centre
3193. Dock offices
3194. Yes I would like residents parking only between 8am and 8am as I have a bad hip and cannot park outside myour house as some residents have a driveway and 3 or 4 carsenal.
3195. I disagree with the locations stated for introducing short stay charging. Particularly in Llantwit Major where as few obstructions to using the local shops as necessary is needed to keep the centre going. Having to pay for parking will put people (residents and visitors) off staying for extended periods of time and this is surely detrimental. This is also true for coastal car parks. As someone who uses the car park at cwm col huw almost every day the charges would quickly add up and being a local resident who pays council tax I feel this is unfair.



3196.	On street parking in the towns can be improved by restricting to strictly max 2 hours and increasing PEOs so infringements can be sure to be penalised. Monitoring to ensure that the alleged unofficial exemptions for some is prevented.
3197.	Perhaps the charging times of 8am - 8pm could be shortened in winter months e.g. 9am - 7pm to encourage people to still go out in the winter time for a meal or late night shopping during the festive season
3198.	Why should we start to pay for car parking that is currently free, how will this increase the revenue for the council?
3199.	Cowbridge needs more parking spaces - the market site seems to be the obvious location for this
3200.	I do NOT agree with the proposals to pay to park in the town centres. It will push parking further into already congested residential streets. Why on earth would people bother to visit their local town centre for a day trip and pay not only to get there due to lack of public transport in the Vale but parking charges too. small businesses are meant to be supported not have to contend with this as well. How can you police this? So far the you can't even police East Street in Llantwit Major due to the appalling parking what chance have we got for the so called parking charges!
3201.	People outside of the vale are completely used to paying for parking - it's a complete no brainer. I would like to see where the income gets spent being published each year
3202.	I do not object to town centre parking charges in principle, but question the motivation and benefit in this case. Cowbridge and Barry certainly appeal to visitors and have enough on offer to warrant a long stay, but who is parking for over 4 hours in Llantwit other than residents and employees? Such charges in Llantwit seem particularly unhelpful. Furthermore, Llantwit is already a difficult town to drive, displacement of cars onto side streets will only make things worse certainly not improving "visitor experience".
3203.	People working in town centres should be considered as this will add significant costs for them.
3204.	This whole mad charging idea, I am guessing has been put forward by Capita with the aim of them taking a big consultancy fee for the 'work' and then administering it through their one of their parking enforcement subsidiaries e.g. Parking Eye. As a Council you should be embarrassed to be taken in by such blatant income generation proposals from businesses with vested interests in having parking enforcement. You are elected to represent your constituents not private companies. Presumably capita will delate this para from the results!!!
3205.	These parking charges I feel will stop people visiting our town and make it very difficult for people who work in the town to find somewhere to park. A lot a people are on low wages and having to pay up to £30 A week to park is excessive
3206.	Make very very sure that cars will not be parked all over residential streets. This is ugly, risky, makes it harder for people who actually live there to get to and from there homes, could ruin grass verges and it would mean that partying car drivers



	will make noise in those streets late at night when they fetch their cars.
3207.	Will council staff be charged to park in civic?
3208.	This town is almost dead. Parking charges will kill it completely
3209.	If this is put in place we will have trouble getting staff to work in the store as they don't get charged in the retail parks or other shopping areas in Cardiff . Most of my staff are paid minimum wages I can't expect them to find £6 a day to park. They will either park on residential streets and walk in or refuse to work in Barry at all - as has happened in stores in bridgend and the valleys
3210.	Charges are too high, many workers on minimum wage will be affected, shoppers will go out off town for free parking, businesses will close and jobs lost.
3211.	No charges after 6 PM.
3212.	I think charging should stop earlier than 8pm, maybe 6pm as most would be back from work then.
3213.	Introducing charges will only drive people away from local businesses and considerably increase costs for people who work locally. The vale staff are not having charges imposed on them so why doyle the rest of us. People will be driven to using businesses who have free parking facilities and deter people visiting the vale's lovely spaces such as The Lake, etc.
3214.	The council,should be encouraging visitors and shoppers not charging them!
3215.	There should be no charges I am a resident and don't want to pay to go to town to shop in Iceland or visit boot the pharmacy for instance. It will also stop and put visitors off visiting the town. The council have enough money from Council tax from residents they shouldn't charge for you to park and visit the shops. There are no regular bus services from highlight park to town and also it's not great travelling on a bus with small children. I also want to be able to take my children to Barry island without having to pay for parking they love it there and we go all year round and park for free it's wxpensive enough buying food and ice cream. I don't go to porthkerry park on a weekend because of the car park charges a lot of people avoid it on weekends. I think it's absurd idea to pay for parking your car to visit local parks and shopping areas, out towns are dying we need to boast the local traders and ensure bosotirs spend their money on the shops and giving to the local economy and not lining the pockets of a greedy Council. The villages in the vale are struggling with little local shops why penalise the local people and visitors coming into towns by bathing them to visit by making them pay to park their car. It's a ridiculous idea and hopefully this survey will show what local people say and want.
3216.	I believe whatever is put in place should be piloted for one year to see what the outcome is on visitors and retailers in the areas
3217.	If you want people to shop or use facilities elsewhere eg Penarth, you're achieving this with this proposal.
3218.	I am concerned that people will seek to avoid the charges. This may involve



	staying away from the town centres, parks and beaches or it may involve parking elsewhere close by to avoid the charges.
3219.	It will be detrimental to our town, for customers, business owners and staff.
3220.	charging times 9 til 6
3221.	It will have a detrimental effect upon local businesses, destroying the local community. People will simply shop in supermarkets where parking is free.
3222.	If you re painted the lines on the floor then you could consider £2 all day that wouldn't be a wrong idea
3223.	Charges will discourage visitors to town centres and damage the local economy
3224.	There should be no charges at all, this will kill the businesses in the tiwns
3225.	This is all totally unnecessary shame on you vale council
3226.	Parking should be free
3227.	Should be at least 4 hours free to allow lunch and shopping. Cowbridge comprehensive has a huge car park which remains virtually empty all day and pupils park on the road and in town hall car park. This must be stopped or a park and ride implemented for visitors to Cowbridge
3228.	Yes, Do not do it. Been ok for ever, as the saying goes 'If it ain't broke don't fix it.'
3229.	I would like to know how people are suppose to be able to pay for parking and their council tax when they only earn minimum wage and are only just surviving as it is it would cost me £130 a month to go to work it might not sound a lot to the council who earn a lot more than me but I would have to pay for one or the other and maybe end up I prison ? Depending on what shift I work I start at 5-30am and finish at 9-30pm = no public transport .
3230.	It would be good to make the entrance road to Middlegate Court a no parking area in the interest of health and safety as there are time when a car cannot get through it certainly wouldn't be possible for emergency services to get access, also maybe a residents parking only scheme to stop people parking outside our houses.
3231.	Why 8pm? Cardiff only charges until 6pm
3232.	Charging times should stop at 6pm, not 8pm. That makes a big difference.
	council charge enough council tax we have no police parking roads and no youth clubs ...give us a break and spare the agony
3234.	8-8 is longer than even Cardiff charge for! If implemented, it should cease at 6pm as standard. The proposed charges for all day will result in people who work in these areas paying between £1300-£1560 A YEAR just to get to work. This in itself is obscene and will cause businesses to close. Additionally, I think charging into the night will also stop people going to restaurants in the evening and will affect their business. As a council, you seem to be missing the point that we are



	ringfenced as an area by out of town shopping areas with free parking. If we go down this route, we will simply see people going there instead and not bothering with our towns.
3235.	Parking charges are simply another way of forcing money out of ordinary people's pockets and into the hands of large national companies with benefits to upper management of the council. Somebody in our council stands to personally gain. Possibly 1 or more individual is responsible for this disgraceful proposal
3236.	I work in Llantwit major and live there My sons school is over one side and I then have 5 minutes to get to work over the other side so I have to drive. At lunch time I have to go home and let my dogs out and I only have 20 minutes so not possible to walk there and back in time. These charges would cost me over £1400 a year meaning no point in me working so I may as well quit and live on benefits!!!
3237.	charging times 8pm-6pm
3238.	Charging for parking in train stations is counter-productive because it will discourage people from taking the train. If people must be charged for parking in train stations, perhaps those using the train could be issued a free parking ticket. The problem is the number of cars on the road, and this is caused by the lack of alternatives. If the council invests in meaningful alternatives to driving such as segregated cycleways, more affordable and frequent bus and rail services, it will reduce the number of people driving as a default mode of transport. The current approach comes across as purely a money making exercise and the council will struggle to win support unless they show they want to address the problem rather than perpetuate it to financial advantage.
3239.	Charge those parking across payments by Filco which is so dangerous
3240.	do 8am-6pm
3241.	I live in Newlands Street. Very few people use the multi-storey car park as they don't shop for more than an hour or so. Traffic wardens are so few and far between charging for parking will result in more people parking without permits & more hassle to residents. All side streets should be made resident permit only.
3242.	Charging near shopping areas may result in shoppers going to out of town outlets with free parking.
3243.	I would suggest that enforcing the highway code rules and creating fines for breaches would recoup significant revenue. Bad parking, parking on double yellow lines, parking on pavements would raise a lot of money. Bringing in more yellow lines in places that are needed (Boverton road outside the Spar in Llantwit Major is not enforced strictly - also, as suggested, extend the yellow lines from Boverton Road down Stalcourt Avenue for at least 20 metres.) Many residents in Llantwit Major have to park in car parks because they dont have driveways or places outside their homes (particularly in the old part of town. This is why I wouldnt charge for parking in the town Hall).
3244.	Should only charge working hours: 9-5 and only weekdays. Should only consider busy towns like Barry.



3245.	Almost no difference between short and long so what's the point in separating them?
3246.	I very rarely come to Barry as a Penarth resident. Perhaps if the buses were more regular and reliable, you would not have such a problem with parking
3247.	Parking should be free In town centres and costal areas for holders of a Barry residents permit.
3248.	Why should we have to pay to park in our town. We pay road tax, petrol and insurance just to leave our from door - you'll be introducing a passenger tax next. Improve public transport routes and regularity and you will have less problems
3249.	I work in the town centre (Holton road)and need to park in the street or the free multi storey often from 7.30 until 17.45 - parking charges will seriously impact on both myself, local business, workers within the town and the school on Holton road.
3250.	From a personal perspective as a resident and business owner in Llantwit Major, I believe that the current situation is working absolutely fine and balances the needs of all users. Implementing charges in car parks would put people off using the shops of Llantwit, and those that do still come would park on the roads, displacing and inconveniencing local residents, as would the implementation of the proposed "No Waiting" areas.
3251.	Charges will determine people from going to town centres which are already struggling
3252.	Penalising those of us who work in Barry town centre, parking would cost around £100 per month, which is just not affordable. Whereas if I was working in Penarth, no charge as no council car park! Would have to consider change of work location. I only pay £6 to park in Cardiff all day when I am required to work there, a lot more on offer than there is in Barry, I think this will be the final blow to many local businesses and the people who work for them.
3253.	Parking in the town is bad enough, the signs are very confusing, charging will close this town
3254.	No charging in Penarth, deter visitors
3255.	I believe there are other areas where savings could be made. Are the high level of expenses claimed by our coucillors and cabinet members justified ? Another example of questionable spending amongst many if for example the cycle lane at port road (the size of a traffic lane on an already massively congested road) constructed at massive expense and hardly used. All these expenditures in times of austerity !!
3256.	parking charges in retail areas should be from 9-5
3257.	Charging will finish our Town!! Holton road is slowly dying, trade should be encouraged NOT discouraged. Barry Island traders are doing their utmost to build the Island into something very special, for you to just ruin that!?



3258.	By introducing charges in these areas e.g Llantwit Town Hall car park, people are more likely to park on nearby roads therefore creating more issues for local residents.
3259.	Town centre charging 9am to 6pm. After free
3260.	Charging will drive people away the areas would then suffer
3261.	Keep it free - help local businesses for goodness sake!! Town centres are dying because of parking charges!
3262.	The parking should be kept as free at all locations in Llantwit Major. The shops struggle to do business as it is and to start charging will discourage people from outside the area to visit.
3263.	I completely disagree with the proposed parking charges. It will discourage visitors and affect local businesses
3264.	I don't think we should have car parking charges. I think this will cause more problems in the long term for residents and I do not believe the money will be put to good use.
3265.	Town centre parking should remain free of charge, especially in Llantwit Major, which is a dying town, with businesses struggling to survive. Charging people to park here will discourage visitors to our town.
3266.	There is little to entice people to Barry Town centre as it is. Unless you are a fan of charity shops. Charging for parking will totally devastate what business is left.
3267.	See above if you insist on charging 8pm is too long 4 pm is long enough shops starting to close soon after
3268.	I don't think there should be any charges what so ever - there are very limited shops/services that people access or would access if charges were brought into force, which would negatively affect the likelihood of the longevity of these services/shops being able to sustain themselves. As I am a volunteer and pay for my travel from Rhoose if I were to pay for parking as well I would give up volunteering - this will have a significant negative impact and know other local charities/volunteering placements would also have similar affect them. Barry has a high level of people who are on or below the poverty line and feel adding extra costs would increase the likelihood of debt, deprivation and them reducing accessing key services.
3269.	You need to make provision for workers who need to use the car parks daily. It is just an unfair additional tax on working! At the rates you are proposing I wont I will be losing half a days wages for my weekly parking bill
3270.	There should not be charges at all, it will impact on the small businesses left in the town. Current parking restrictions should be enforced and parking penalties issued for overstaying or double yellow line parking.
3271.	Town centre car parking will increase people parking on Stallcourt dr in Llantwit Major which increases traffic. Personally I would find it so frustrating to have to go



	to a machine to print out a ticket for parking (that would be free) just to go up to town quickly because I forgot something in my grocery list or having to do it with baby in tow getting wet in the rain and having one more thing to do (printing out the parking ticket) I would find myself not shopping locally and just buying things through eBay or amazon.
3272.	A town such as Barry needs some long term parking. However more rural places such as Cowbridge and Llantwit will not be used if carpark charges are introduced thus killing of the services they provide
3273.	No charges what so ever you will kill off this town
3274.	Absolutely disgusting why does it need changing. It will drive people away. I for one would not go into barry to shop any more if I had to pay. I would be furious if I had to pay to go to the doctors or dentist as well
3275.	Introducing charges to parking in barry will kill off trade & people will use out of town retail.
3276.	I do not believe that charges will improve anything. There are always spaces free so visitors will probably more put off by charges everywhere. Hopefully car park at train station and beach especially will stay free
3277.	By introducing charges to these rural towns, you will only make life more difficult for people and just hasten the death of these small shopping areas that are already struggling and pushing people even more to the large out of town supermarkets. Why would uou want to do that?
3278.	Residents of the Vale should not be charged. Certainly nothing in Barry town to warrant paying parking. All reasonable shops are closing and I would imagine it is because they are anticipating charges coming into play. People will go to out of town shopping.
3279.	I think if parking bays are being charged, car parks should be also. The charges shown are reasonable and I dont think they will deter visitors.
3280.	There should be longer free periods for disabled and charges should cease at 6pm
3281.	Same response as to short term parking
3282.	Please scrap this idiotic scheme
3283.	Charging will kill the town centres. People will choose out of town shopping instead.
3284.	The civic offices should be a minimal charge as it is quite far from the main shopping area. What about the leisure centre? What ab out staff who already struggle to park in the week?
3285.	I am a local resident I pay council tax and road tax used for the upkeep of council property and roads this includes car parking and I have no parking associated with my property and suddenly I have to pay extra to park my car when I pay for it already why not introduce residents permits



3286.	Strongly disagree with parking charges. We pay enough to government as it is. Will kill local shopping
3287.	No parking charges.
3288.	I shop local but having to pay for parking to do so will make me go back to supermarkets. It won't be worth shopping local anymore.
3289.	Charges should only be applicable until 6pm. Shops close at 5.30pm so unfair to charge for parking when there is nothing open. Unfair to shop workers (who are usually on low incomes) to be charged £5 per day to park their car. If they worked 6 days a week this would cost them an additional £120 a month.
3290.	I disagree with the parking charges as this will put visitors off. Town businesses are struggling now for customers. Rates and tents increasing. This is the death nail to some. Park and ride will also be affected at Llantwit Major railway station. How does that encourage the use of public transport.
3291.	Businesses will close because people will more likely shop online and pay small postage charge or go to large out of town shopping Parks where there are no parking charges such as McCarther Glen.
3292.	Unable to comment on areas I dont know or use. There are parking problems in ognore-by-sea which the strategy does not cover, e.g. car park is overflowing as no carpark limit and no regular warden to police in peak times. Visitors park on the main road blocking resident driveways. Operationally I cant see how the council is going to police this given their litter, dog poo and fly tipping policies are not resourced sufficiently to put people on the ground to monitor and take action.
3293.	More money making schemes
3294.	Charging to go to places is going to put people visiting etc. I for one rarely go to ognore by sea barry island southerndown due to charge a and use llantwit and gileston beaches. I simply can not afford yo do it. Nothing is rarely free these days. When bringing children up as a single parent it feels like I cannot take them on life experiences they should be able to have due to everything having a price tag.
3295.	Why impose fines in Llantwit Major. You're forcing people on limited incomes to become housebound. I can't afford train travel plus £6 a day parking so will have to miss hospital appointments and various interviews. Shame on you for making my already difficult life even more difficult
3296.	8pm is too late I think 6pm is adequate. Need to balance parking charges with the kind of people who visit & the impact on local businesses and also the people who work there & will need to pay to park their car for work. All machine MUST take contactless payments. Before you bring in new things might be an idea to sort out existing car park machines. The ones at Barry Island (the lower car park) most of them either weren't working or wouldn't accept coins so you were forced to use the app which charges an extra 50p!! Not acceptable. Think very carefully otherwise you could end up killing trade & visitors to the area rather than the opposite. I would venture that the low/free parking is what attracts people in the first place.



3297.	There should be no charges. The shops in town are already struggling. Nobody will pay to park there. More shops will close. Also my mum lives in town and I visit most days. To be charged for visiting would be very unfair.
3298.	Parking should be free after 6pm
3299.	The method of charging needs to be easy and consistent. Having machines that only take £1 coins is not good when you are charging £6 a time.
3300.	A standard charge limited to £1 and only during office hours
3301.	No one struggles to park in Llantwit, the car parks need CCTV not to be charged. Everyone I've spoken to says they'll just go elsewhere rather than risk a ticket while they enjoy themselves.
3302.	Parking charges Monday to Saturday 8am to 5pm. Sunday free
3303.	2 hours is too long to qualify for free parking, one hour is sufficient. Most places charge for all parking.
3304.	No charges should be made to local car parks, this will be very bad for businesses and will turn a lot of customers away if they have to pay to park! You shouldn't have to pay to park in your own town
3305.	I live in Llantwit major and have done for over 25years during this time I've seen no problems with parking and should a charge be introduced this will deter people from coming to what is only a quite town but those that visit do good for the area. I think this is another way for the council to make up the short fall on it's budget and will be yet another services being cut to the individual despite already having to pay increased council tax!!! Maybe a reduction in the highest paid in the council should be an option to be considered...the prime minister who RUNS THE COUNTRY only gets about what the CEO earns? How can that be explained
3306.	There should be no charges for parking and should be kept as is.
3307.	DO NOT CHARGE FOR PARKING
3308.	If you wish to raise more funds the council should cut the amount of money spent on consultants and the vast salaries of people working there such as [REDACTED]
3309.	As stated above I think this is a regressive approach. I myself cycle to Barry to use the facilities and enjoy the ride through Portkerry. I do however recognise that I am in the minority. To introduce parking without giving people the incentive to get out of their cars will only decimate the high streets. I have been surprised to see that even affluent areas such as Cowbridge now have empty shops. Imposing parking charges will only worsen this problem.
3310.	Charging for parking in Llantwit will affect those that have to bring their car to work. It is simply penalising them. For residents, we can either walk or use the car and park for 2 hours (free). It is not fair as the majority of workers will be on minimum wage most likely. If improvements are needed for Llantwit I suggest you find this elsewhere. Don't punish the residents.
3311.	There should not be any charge for parking.



3312.	Overnight parking (when are the shops are shut) as often near by residents will park and old car and leave it there (even with flat tyres) taking up parking spaces for someone who wants to use the town centre.
3313.	I believe it could lead to Cowbridge becoming a ghost town as the people who work there and who have to park somewhere due to the lack of transport cannot afford to pay short term parking fees every day. There has to be some concession (similar to residents permit schemes) if this scheme goes ahead for those people who work there as there are not going to be any long term car parks. I have never seen any maintenance done on the town hall car park, the white lines are non existent and people park wherever they like. The Cattle Market will still be free but most people work the other end of town and you can't use it on market days apart from the fact it is in a terrible state. The council should not allow any more planning permission on houses around Cowbridge until they sort the infrastructure, it can't cope. We need additional car parks in Cowbridge before charging for existing. It would mean taking away some green space for example the Bear Field, land alongside the cattle market (old school playing fields) or the waste land at the Limes.
3314.	Introduction of monitored resident permit use. Currently no enforcement or deterrence to not comply. Shoppers reguarly abuse current system. To the detriment of residents.
3315.	Please realise that in charging for the multi storey you are putting the staff at Holton Primary School at a disadvantage to all other Vale Schools as they have no on site parking and no on the road parking so have no choice but to use the multi storey, perhaps the provision of passes for the school to use the top storey free of charge.
3316.	If there have to be parking restrictions they should be 9 till 5 max
3317.	Most local residents who drive to the town centre do not stay longer than two hours anyway, all you are doing is penalising the staff who work there, mostly on low incomes. I never have a problem parking in the town centre or at coastal locations, you already have chargeable car parks on Barry Island where the majority of non-locals visit. The civic offices carpark is used by leisure centre customers after working hours and provides much needed extra space. Local people will NOT pay to park in the locations you have proposed and workers will find a way around it, mainly by using streets outside the proposal causing frustration to residents, especially in the High Street area. You will further drive people away from the town centre, shops are struggling as it is and you are punishing the staff of these shops.
3318.	Time restrictions are good to stop business owners and residents blocking parking spaces all day. I think introducing charges will stop visitors to the town and discourage residents using local shops when they can park free at out of town shops/supermarkets
3319.	I don't believe adding parking charges to roads in and around the town centre is a positive step forward for our already financially struggling community, instead impose a 4 hour maximum stay in short stay areas for free and incur a fine if staying longer, no more than £25. Turn the carpark behind the library into a multistory carpark carpark to create more parking spaces and impose parking



	charges of £4 per day per vehicle flat rates between 6am and 10pm.
3320.	Should be free to promote the visitors
3321.	Wine Street car park in Llantwit Major is no longer nearest any shops or businesses due to the change in the old part of town into more residential instead of commercial. It is local residents who will therefore mostly be affected as new houses have been built, old houses have been changed and decisions by the council planning department have disallowed alternative residential parking suggestions. There will not be sufficient parking space (6m per car) to cater for on street parking permits for the residents of Wine Street. There are peak times in this car park (10-15 minutes weekday mornings) when the playgroups open but work can be done with the local playgroups and parents to encourage walking/cycling and not driving. Other than that, no parking issues in this car park remain. The revenue projected from the report suggests such a potential small income versus the benefits for local residents and the community.
3322.	I don't think that charging for parking will do the economy any good people will not shop they will go elsewhere to shop where it is free also it will cause problems in the streets where residents need to park
3323.	I strongly believe that any parking charges for Cowbridge and Llantwit Major in particular will have a detrimental effect all businesses within those towns. I imagine that the additional charges for the 3 road in Barry will not be helpful for that town either. I am highly sceptical that any monies raised from the proceeds from parking charges within these towns will be re-invested.
3324.	I will go elsewhere with no charges like the big retail parks. towns will be a thing of the past. we all need to save our pennies today.
3325.	All day parking should be no more than £2. It is ridiculous that to leave your car somewhere could costs £6, particularly somewhere like Barry in which local businesses with inevitably suffer. If people have to pay so much, they will simply go elsewhere where there are better shops.
3326.	I think if you attempt to charge for parking in Cowbridge it will kill the town. Why call into Cowbridge to pick up a bit of shopping and have a coffee when you can drive to Culverhouse Cross and park for free at the retail park?
3327.	Resident only parking around residential streets.
3328.	Charging for parking will deter visitors who spend money in the shops the owners of which all pay business rates. Less spending in the shops means more shop closures making it less attractive for visitors. As far as I am concerned if the charges come into effect the gainer will be Tesco.
3329.	Try enforcing parking in high streets, ie parking on double yellow lines, if you do put on machines ensure you can pay by debit card and not be expected to have an abundance of pound coins, ie Barry Island, and no the phone service is not quick and easy for payment.
3330.	If you want people to visit town centres I would not recommend charging for parking. Currently alternative transport options are not there and charging for



	parking will put people off. If you have to charge make sure that the technology you use is fit for purpose to make it as easy as possible - it works well and accepts all methods of payment (contactless/Apple Pay etc)
3331.	My boys play rugby for Llantwit Major and I won't pay to park there on the occasions that we have to drive to training and matches. We simply can't afford it. Definately think parking should be free up to at least 3 hours in other places around Llantwit.
3332.	What about the west end - High Street area?
3333.	I am a respite carer for Barnardos. I take my young people to Barry town library where they are able to use the computers or take part in organised activities. These children do not have disabled blue badges. I would be unable as a person on a low income to afford to pay parking. I also have a long term condition which means I have to use a car. It is unfair to penalise people who have no choice but to drive. I also believe this will not benefit the businesses in Barry town centre. We already have empty shops on Holton road, this will be a very bad thing for residents and the shops in Holton rd.
3334.	I understand that residents in the affected streets will be victimised by having to pay for resident parking permits, where other residents will not have to pay in other areas - surely that is not right. Also I believe Barry town centre is that run down that no-one would be prepared to pay for parking here and would go elsewhere accelerating the demise of the town. Surely the Council should be trying to save whats left of the town centre and not destroy it completely. Shopworkers while they still have a job, will just park further away where they don't have to pay extortionate daily parking charges.
3335.	Charging time should be from 8am to 6pm. Cut free visit time from 2 hours to 30 mins. Too many different price bands. Keep it simple!
3336.	Residents shouldn't be penalised by having to buy permits. I agree that there should be a maximum number of permits per house but not that these should be charged for.
3337.	If parking charges are introduced in Llantwit Major, particularly in the old town where people have limited or no off road parking it would be detrimental to residents and their guests / visitors to charge for the use of local parking spaces. It would put people off a visit to Llantwit for shopping / coastal day walks etc. It would also increase the level of dangerous parking on junctions and bends which is already quite a problem for pedestrians and other drivers alike! Keep Llantwit safe and happy please!
3338.	Town centre is a very unclear term, making this consultation misleading to both officers and the public! Restart it with clear definitios of each. My reading of the document suggests it was designed to be easy for Barry to solve it's problems, by milking the rest of the vale to support it.
3339.	Think about how the public can afford these charges, these towns struggle without added problem of paying to park
3340.	Its whos running it. Their complaints never get back to you



3341.	Free on sundays. There are church activities going on
3342.	Short and long stay are the same. Completely unfair pricing structure. Bringing charges in will kill off the towns and people will go to retail parks with free parking. You need to bring more people in to the towns, not scare them off.
3343.	How can you ask us to give suggestions on public transport and then fine those parking to commute?
3344.	Are you getting paid by out of town shopping areas to come up with this proposal
3345.	The parking charges will kill off an already faltering local economy.
3346.	Leave it the way it is for town parking as you want people to spend in local shops it you have to pay to go local you would be more tempted to pop to Cardiff as would be same price and more options
3347.	People resident in the town concerned should be excused charges in their own town. Charging people to park to simply go to the shops etc will do one thing, push more people to supermarkets and out of town centres where parking is free. Charging 8am-8pm is simply scandalous. 9-5 or 6 at most.
3348.	Stop cutting services, stop charging people to use amenities such as parking. Local businesses will suffer. All the cutbacks and selling off of leisure centres etc should mean more money to put back into the community. Where has it gone?? Disgraceful management.
3349.	You should not be charging for parking.
3350.	I live on the outskirts of Barry and drive to the town centre roughly 2-3 times a week for various reasons. The added cost of parking would deter me from using the current services in the town centre such as the library, shops, opticians and pharmacies. Most of these services can be found elsewhere with no charge for parking. The pay and display machines that are used by local authorities aren't user friendly, don't offer change and the ones that do accept card payment are often out of order. My suggestion for the proposals is to scrap them! The retailers on Holton Road seem to struggle for business as it is and charging for parking would put even more people off visiting the town centre. I would love to believe the money would be going back into boosting the towns economy but after paying salaries of parking enforcement officers, maintaining the machines and signs this seems highly unlikely.
3351.	The Boverton rd parking in front of shops mainly used by persons working therefore shoppers or visitors are unable to use on short term
3352.	Punishing visitors by charging £5 a day in Barry town, they won't want to pay £5 all day at the island then move onto Penarth at a further charge?
3353.	I don't live in Barry and rarely have cause to visit the town centre, so no comment.
3354.	2 hours free £2.00 up to 4 hours and £4/5 all day.
3355.	Why are the time restrictions until 8pm? The standard for most locations is 6pm.



3356.	Court Road multi-storey car park needs lower kerbs on entry/exit and level changes as can be seen by the evidence of alloy wheel marks on kerbs.
3357.	There should be no parking charges!
3358.	Should be free but with time limits and policed accordingly
3359.	Charges must not be introduced. The proposals exploit residents and visitors who can ill afford the costs. The proposed fees are exorbitant and I am very disappointed to learn that Vale of Glamorgan council members would turn to such methods of fundraising.
3360.	It is very unfair that people working in a school providing a service for the community should have to pay to park in a local council run car park. There should be passes for employees do that no payment is required
3361.	I believe it will negatively impact local business to charge for town centre parking. I would be more likely to stop at a large chain store with free parking on the way home than pay to park and shop locally.
3362.	I do not believe charges should be put in place. Especially on smaller streets, small local businesses rely on accessibility for their customers to make the effort to come to them. I moved my business from Cardiff into the vale for the sole reason that parking and accessibility was far better. You take this away and I may aswell take my business with me as a lot of my clients came with me during the change of business because it was costing them to visit before and I worry I'll loose them if they have to now pay to park
3363.	Should be no differentiation between long & short stay. Charges should be the same for all locations Charge for anything over 2 hours.. Free up until then.. Some people just pop in for the bank, post office etc, why should they pay?
3364.	Charging times in most areas across cardiff and other cities stop at 6pm not 8pm
3365.	Start charging for parking and it will affect local businesses. Parking will just be displaced to side streets creating further congestion.
3366.	Although I agree that small charges will help the council to make money, there will be major doubts on how that money will be used. Also, I think town centres and high street shops are already struggling with encouraging people to shop there. Although I think the proposed charges are manageable, there will be concern about the price hikes year on year
3367.	I think any charges should only be until 6pm not 8pm.
3368.	Charges beyond 3 hours should increase in 50p stages. Parking on Le Pouglien Way needs to be clarified, parking for train station should be free, parking for shops short term.
3369.	You will kill off the towns. It is hard enough already without putting people off coming into town. Not to mention where people who work in the town will park. Develop the cattle market and the area opposite in Cowbridge into parking. A lot of parking and not just the limited spaces in recent plans taking up a lot with



	buildings/houses. Even charge a SMALL fee for these new areas would be acceptable if the rest was free.
3370.	Don't charge, fewer people will visit Barry Town Centre and the businesses will suffer (parkings free at Culverhouse Cross)
3371.	Keep Free Parking, we pay enough rates
3372.	8am-6pm
3373.	charging for parking in Cowbridge and Llantwit Major will kill high street businesses. There is no way it will improve visitor experience as many will be deterred from visiting at all if they have to pay for parking. The costs involved in introducing and enforcing a parking charge will massively outweigh the income received from it as fewer people use the facilities. No one will benefit from introducing these parking charges but small local businesses will be irreparably damaged, they will have fewer customers as no one will justify the parking charges to shop in a small town such as Llantwit Major or Cowbridge when they could have the same charges or even park for free in larger towns with more choice of shops. People who live and work in Llantwit Major will be penalised and it will become even less affordable to live in the town. One of the reasons many live in Llantwit Major is the cost-effectiveness, if parking charges are introduced it will be much more desirable to work in larger towns, or even the city where wages are higher to compensate for the added costs. I cannot express what an awful idea it will be to introduce these charges and I urge all the decision makers to reconsider this position as soon as possible. Llantwit Major and Cowbridge are beautiful towns and growing but to see shops boarded up because they no longer receive the visitors they deserve would be such a sad state of affairs, and all at a massive costs to the local council who never recouped the costs of introducing the charges in the first place.
3374.	For Penarth please consider the roads in the area around the station. This has clearly not been included but desperately needs looking at. We live close to the station and can rarely park anywhere near our house during the week due to people using our roads as free parking for the station.
3375.	No charges. It will kill trade What about disabled badge holders?
3376.	Many of our town centres are challenging to access without driving. Accordingly, increasing charges will have a negative impact on the local economy.
3377.	Will encourage shoppers to use out of town shops with free parking or park in residential areas
3378.	This is a joke - you will be discriminating against the people that live around the town centre.
3379.	Parking should only be charged 9-5, because thats when the shops are open. I strongly disagree with parking charges, because as a resident of Kingsland Crescent, who already has trouble parking every day any any time of the week, for us this is going to make it 10x worse, because this is where people are going to park to avoid the charges. You try living in a street wher you have to park 2 streets away after a 13 hour shift, or when you have done a food shop and have a



	few heavy bags to carry. When you cant park outside your house because there are shoppers parked there, or people catching the train. This will make it worse. I would gladly pay a permit to ensure I can park in my street, but I dont think people should be allowed to park there anytime unless you live there or are visiting.
3380.	Utilisation of residents parking bays between 9am and 4pm for on street short stay parking. Free on street parking in penarth for 2 hrs and charge for longer durations.
3381.	Town centre parking is essential for local businesses and any action that might limit the available footfall would be detrimental - especially at the present time.
3382.	This is ridiculous just another way to make people struggle with money issues always looking for a way to charge the public
3383.	Town centres should be free to help Local businesses. I know for a fact 30 of my friends will stop shopping in cowbridge if charges are introduced
3384.	Whole scheme is a vast expense which no one wants and is mainly a revenue maker for the poorly managed council. The only people to gain would be the parking management firm and council. The price would be footed by local residents and businesses within these zones. Resulting in more empty shop premises and less business rates.
3385.	Free 24hrs. It is stupidity to discourage people away from town centres. Businesses will suffer as a result of new charges.
3386.	No parking charges should be made. Town centres will be adversely affected by charging. 'First hour free' would become the thin end of the wedge and an excuse would be found in the future to amend this to charging.
3387.	I don't think charges should be introduced. This will drive people AWAY from our Vale towns instead of encouraging more visits. People will decide to go to out of town shops like those at Culverhouse Cross, Talbot Green, McArthur Glen etc. Also for people who don't live locally but work in the towns (and usually for low wages), parking charges will impact on their earnings and so they will look elsewhere for employment. This will have a knock on effect for local business and the towns will further suffer as a result.
3388.	Charging for parking will have a detrimental effect on small businesses and local workers. A small town like Llantwit needs to encourage visitors not deter them. It will also impact on local residential areas with cars avoiding charges and parking outside of the town centre.
3389.	Some of the proposals will penalise locals working all day in the area.
3390.	this will push people out to park in places where there is limited spaces as in residential streets and outside clinics where there I no parking charges
3391.	I have a business within the town walls in Cowbridge and applying parking charges for short or long stay Parker s will have a massive impact on our business and prevent visitors coming to the area. Local s will be negatively effected and by the proposal and the town centre will be negatively effected as a



	whole putting visitors off and putting locals off coming opting for out of town free parking places
3392.	Make Princes Street residents only, particularly opposite Chicken Wood Park. All workers from High Street park here as High Street and Queen Street are resident only so we are the nearest parking street available. I am fed up of inconsiderate people parking vehicles outside our houses all day long and sometimes for days on end.
3393.	Town centre parking should remain free to accommodate everyone. People who use these car parks do so for both work and leisure and should not have to spend some of their hourly wage in car parking fees. Also, if these charges do come into place 8pm is far too late to charge, other councils only charge until 6pm.
3394.	Parking charges will impact negatively on the retailers and residents. People will shop out of town or will park outside peoples houses and cause traffic issues. It will impact on people who work in the town and need to park their car to access work.
3395.	Can't think of anywhere in Llantwit Major town centre.
3396.	Should be free at all times to encourage visitors
3397.	Charging time as late as 8pm May put people off coming to town centres for a nice evening meal.
3398.	It is simply unacceptable to charge for parking in the west end of Llantwit Major as residents use the spaces to park near there homes and have no other alternative.
3399.	There should be no charge at all for parking it will deter people from shopping in the town centres, they will go to out of town retail parks instead. Once people are in the habit of going this they will not return to the town centres. Also it is unfair to charge people who work or run small businesses in the town centres. Bus services from places like St Athan do not start early enough to get people to work by 9am (if they turn up at all) so people have to use their cars. This plan will kill off an already ailing town centre - Barry.
3400.	No charges. You will only cause the local population grief as they cannot afford the charges. Peole dodging the charges will park elsewhere and in numbers that will cause resentment and trouble - acriss driveways, narrow steetets will block abd damage to property. Motorists are overcharged as it is.
3401.	What are you charging for? What's so amazing for this fee? Barry town centre fee to get closer to the gasification plant? Even the charity shops are closing down!!!
3402.	There should only be one pay scheme as they are very similar anyway. Charges should be all day not just allotted times.
3403.	Car park charges are very offputting. I no longer go to barry island as often as the car parking charges are rediculous. The jump from £1 to a full day with no other options. If you get the charges wrong then you are more likely to stop people using the facilities and spending money in the areas.



3404.	Take the charges away and leave it how it is. If it's working well why change it?
3405.	All car/ bike parking must be free, and no 20 MPH limits, no cars, no shoppers, no shops
3406.	Just improve the state of the car parks and put up more CCTV. Llantwit Major is already suffering with other high costs for the shops without tourists and locals having to pay for parking to go shopping locally or to visit local eateries xXxXx
3407.	Objection strongly to will lead to more on street parking which you currently never enforce restrictions so how proposed to implement in more locations is laughable.
3408.	I want to be able to shop local, have lunch, visit friends etc, but parking charges will make this harder and not cost effective for me.
3409.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
3410.	I have attended courses at Barry civic offices and I wouldn't be able to afford the parking and therefore wouldn't be able to attend the courses. These places are vital for the community to be able to access. Using the money raised to serve the community is crossed purposes and thoughtless thinking. Any parking charged which are low ie 30p will generate an income for the council but still be affordable to the public. Please think of low income parents and the consequences parking charges will have on them. I need a car to get to work and get my children to school and more expense on an increasing low budget will only depleat what money I have left to buy essentials like food and clothes for my growing children.
3411.	I think a traffic warden to ensure people are not double parking would be beneficial. The new parking charges will ruin tourism and will financially cripple people that work in Llantwit major who commute to work like myself and cannot walk or cycle as an alternative. I certainly can't afford £6 a day!
3412.	All drivers pay, including badge holders.
3413.	Free parking should be retained at all locations to attract much needed visitors (local shoppers and tourists) to town centres.
3414.	Parking charges in small towns has been proven to put people off, in particular visitors, and ends up being a burden (stealth tax) on locals. This is pretty much just reinventing the wheel which was taken away years ago for the reasons I have mentioned, and just seems to be another easy and unimaginative way for the LA to raise money from the already heavily taxed residents.
3415.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
3416.	Charging for parking in the areas suggested, will deter shoppers and visitors from visiting the towns in the Vale.
3417.	I just don't think it's needed in small towns like cowbridge and llantwit as it will not help small local business.
3418.	I believe parking across the vale should be standardised. Coastal, town centre



	and street should all have 2 hours free and then incremental parking charges by length of time. The charge times should only be between 8am and 6pm.
3419.	Short stay Charges should be structured thus: Up to 3 hours - free Up to 4 hours - £2.00 Up to 5 hours - £3.00 Up to 5 hours - £4.00 All day - £5.00 Charging times should only be until 6pm Two hour is not enough time for locals to shop, take in a coffee/lunch etc. We'd be rushing back to our cars and in the end would go less frequently. This in the long term reduces revenue for both the council and local businesses.
3420.	Not to happen will hit trade too
3421.	The local councils should be ashamed of themselves! By doing this you are just moving the problem into residential streets, causing even more problems for local residents. This is a way of making money to pay the pensions the council agreed to, but now have no money to keep up. If any parking meters, signs or anything to do with paying for parking in the local town are put up(especially the beach), it will be vandalised and or taken down. There are people in my local town already preparing for what you are going to do, it's just another way of robbing the people of the vale.
3422.	I think parking should be free to encourage visitors to the towns that are already struggling.
3423.	the train station must be free for train users, otherwise what is the point of the train.
3424.	Can't advise on this as the question is ambiguous.
3425.	Charging people who visit and work in the town centre will kill it off. People a mostly on minimum wage in the town as it is. If you have to pay £6.00 to park just to go to work that's almost an hour's pay per day you lose! The lack of diversity of shops in barry is shocking as it is. Parking charges within places like porthkerry already put me off going in the summer. If cosmeston was chargeable it would put me off there too. There's very little to do around the vale that doesn't cost money to do with our children. Let's not put a price on the few green spaces we have!
3426.	9-6 would be more reasonale.
3427.	People will simply try to park where there are no charges, its a simple fact of life. Car drivers try to avoid paying for car parking charges.
3428.	You could insist the pupils from Cowbridge comp park their cars at the school. At times they take up a lot of the space in the Town Hall car park. Also people park to catch the bus to Cardiff both for work and shopping, I understand that they were encouraged by the council to park on the Town Hall car park some years ago.
3429.	You already rap the rewards of parking tickets - adding parking fees will make these towns even more like Ghost towns !
3430.	PEOPLE COME INTO THE TOWN CENTRE TO DO SHOPPING. INTRODUCING CAR PARK CHARGES MAY STOP PEOPLE DOING THIS. IT



	IS DIFFICULT FOR PEOPLE TO LEAVE THEIR CARS BEHIND AND GO ON THE TRAIN/BUS BUT MOST WILL NOT. THE BUS FROM LLANTWIT MAJOR TO COWBRIDGE IS ALMOST EMPTY EVERY DAY - FREE BUSES MAY BE THE ANSWER?
3431.	THIS IS A DISINCENTIVE TO UTILISE BARRY AS THE CHANGES ARE AS HUGH AS CARDIFF WITH LESS FACILITIES & SHOPS.
3432.	'PARK & RIDE' SOLUTIONS ON BROWN FIELD AREAS SURROUNDING THE TOWNS.
3433.	IDEALLY, NO CHARGES, AS EXISTING WOULD BE LOST. CHARGES WILL ONLY DISCOURAGE SHOPPERS AND DRIVE THEM OUT OF TOWN FOR THEIR SHOPPING, THUS FURTHER DAMAGING ALREADY STRUGGLING TOWN CENTRES.
3434.	NOT FAMILIAR ENOUGH WITH BARRY TO COMMENT, BUT CHARGING IN LLANTWIT MAJOR OR COWBRIDGE, IT WILL KILL THE TOWN CENTRES. AT COLHUGH BEACH IT WOULD BE A DISASTER. SURFERS OFTEN STAY ALL DAY. IT IS ONE OF THE FEW FREE PAST TIMES FOR YOUNGSTERS, SO WHAT WOULD THEY DO OTHERWISE? BECOME DISRUPTIVE?
3435.	FREE AS NOW
3436.	TOWN CENTRES IN THE VALE STRUGGLE FOR CUSTOMER AS MANY PEOPLE GO OUT OF TOWN OR ONLINE. LOCAL BUSINESSES WOULD LOSE CUSTOM AND LOCAL JOBS WOULD BE AFFECTED FOR PAYING TO PARK JUST TO GO TO WORK.
3437.	CHARGING FOR PARKING IN TOWN CENTRES WILL DETER SHOPPING IN SAID AREAS. FREE PARKING INVITES PASSING VISITORS TO ALL TOWN ATTRACTIONS. THIS WOULD BE EXTREMELY DETRIMENTAL. DON'T DO IT!
3438.	not enough parking around barry liesure centre in piticular. Land on railways sidings could be used
3439.	3 hours parking for £1 is ok but after that you will kill of peoples desire to shop locally and drive them to use out of town
3440.	if court rd and civic officies fill with long term parking then delete the 2 hours free
3441.	Nothing in town to warrent parking for a lengh of time
3442.	Do not change current arrangements
3443.	Dont charge , aim to get visitors into town centres, not going to out of town outlets
3444.	Need a car park in penarth
3445.	Maybe you could use the memorial parking space when not being used
3446.	Please see hard copy
3447.	No Town centre parking should be free businesses are already struggling



3448.	Do not agree with the proposals
3449.	I think you're going to destroy the town centres if you introduce parking charges at all, just look at Bridgend
3450.	Time limit e.g. two - 3 hours.
3451.	I work part time 16 hours a week will cosy me £18 per week to park. You are discouraging people from working. All my colleagues will find it hard to afford car parking. Waitrose will have a backlash by people parking there and not shopping in the store. In the present climate with stores closing this could lead to Waitrose closing
3452.	Yes currently I avoid Llantwit because I have nowhere to park I feel this would free up parking spaces and ease congestion which scares me too much to park there atm
3453.	All day should be 4.00. Charging times should be 8am -5pm. We'll stop coming to Barry and the surrounding areas if we have to pay after 5pm.
3454.	If you make the multi storey long stay only, the chargeable times should be 8-6. 6pm - 8am should be free. Civic car park should be useable by all for free, or everyone pays the same price.
3455.	Leave it free! There are no shops worth paying to visit and once New look and Dorothy Perkins close in September there's not much more than charity shops and card shops. Would rather go and spend money in Cardiff at least paying for parking there it gives more choice of shopping or go out of town shopping centres where parking is free
3456.	Barry town centre is in massive decline. Big name shops closing down. If parking charges are introduced this will deter people from visiting, spending time and money in a town which already is losing its appeal. Who wants to pay to park where there are no shops worth visiting? Less footfall means more businesses closing down and Barry going into decline. Keeping parking free will in the long term keep shops open and revenue generating for the Council. Charges will be the final nail in the coffin.
3457.	think it is ridiculous Barry Holton Road is in dire straits people are going to get in their cars and rather than pay parking they are going to drive to Culver or Leckwith where it is free even parking in Cardiff City Centre on a Sunday is £5 all day and look at the choice of shops you have. Businesses will close and what staff can pat £6 per day for parking if they are on minimum wage. Notice Dock View Road hasn't been mentioned is that because that's where all the VOG Council staff Park? Makes us all wonder.
3458.	RIDICULOUS idea for Barry - Struggling town as it is! Shop owners/Council contractors having to pay for parking to work?? Not a very smart move on the Council Add parking fees to the car parks & the town will die! As for using the income from the parking charges to cover maintenance costs to the car parks, what maintenance?? Court Road Multi Storey hasn't had a "face lift" for 20+ years!!!!



3459.	Ditch it. This will only serve to drive people out and locals will be worse off. Big no from me
3460.	An absolute disgrace! You want to encourage people to visit our Vale towns without having to put their hands in their pockets for parking. If you introduce charges I would seriously consider just visiting Cardiff City Centre and paying for parking there due to the far superior shopping experiences on offer. Some of our towns like Barry are dying on their feet eg recently announced closures of sports direct, Dorothy Perkins , new look etc. Do you want to kill off the town centres even more by introducing charges which are only likely to impact locals who already pay high rates of council tax for second rate town centres who are struggling to compete for bus Ness compar3 to out of town shopping and big cities like Cardiff, Swansea, Bristo, etc.
3461.	No
3462.	All parking must be free, and no 20 MPH speed limits, or shops will close.
3463.	Parking charges will not attract visitors to Barry town centre. Barry business is already suffering with lack of footfall in the town, parking charges will alienate more people.
3464.	Introducing charges for parking in town centres seems ill-advised considering traders' concerns it will reduce footfall. This is surely a huge concern considering the planned closures of two national retailers in Barry. The council should be working on ways to attract people to Barry and other Vale town centres, not putting them off.
3465.	Parking charges will deter visitors and also those that live local using local shops. With an ageing population that would also prevent them using local services and visiting the beach. Number of elderly take lunch to the beach for few hours which they may not be able to afford to do. This will just disperse traffic in Llantwit to side streets unless residents only parking permits are introduced in Stallcourt, Barons CLoose, Seaview Place, Illtyd Avenue and Boverton Road
3466.	It will make the town centres die, it will cause displacement parking whereby residents will have to foot the bill just to be able to park in their own street. Our local parks and attractions are now free and encourages family days out, by charging many people will be put off thus limiting places to visit
3467.	In my view, this proposal will deter visitors and cause massive issues and impact on the local community, it will mean people will park where they can in front of houses and other places not to pay, people on low wages who work in the town centres and travel to work will see a huge chunk of wages taken out to park to work when they can't afford it. People won't bother to shop local if they have to pay. Often the smaller car parks are used when people attend a church service this is a horrible thought that you have to pay to attend a funeral. It will add £30 a week, over £120 a month for people who use the train every day to Cardiff if the Council is trying to encourage public transport they won't bother or park on a nearby street. My daughter is a lifeguard so regularly uses the beach and this will deter people from visiting, visitors come here because it is free. This will be a shame as we have a beautiful town.



3468. Local towns are declining already. They already contend with internet shoppers and out of town facilities that offer free parking such as Leckwith, Culverhouse Criss, McArthur Glen. Paying for parking will kill off local towns such as Llantwit and Barry. Just look at the decline in Bridgend town over the past 10 years or do since they introduced paying for parking. I used to have to choose either Barry or Bridgend as they were both equally as good for shopping. I've visited Bridgend once in the last 12 months and even with their 're introduction of free parking it's like a ghost town. No choice of shops. Nothing anything like it used to be. Lots of empty boarded up units. That is exactly what paying for parking does to towns today. There are other cheap options such as the internet and out of town shopping. Why rush and restrict myself to time limits when I can browse at leisure elsewhere. Tourist spots and beaches. Again passing trade will decline. It's a sad day when going to the beach with your kids become a too expensive or an additional cost to what should be a free/cheap day out for any family, no matter how low their income is.
3469. Parking charges will kill the high street further. Business rate rises have meant many businesses can no longer afford to trade as it is. This will drive more people to out of town shopping centers. Staff and business owners should not have to pay to come to work. This will kill rural businesses and is an ill conceived short term money grab from the council.
3470. [REDACTED] are not fit for purpose !
3471. Short stay car park shouldnt have all day option or the all day price should be more to discourage all day parking at short stay car parks
3472. Welsh towns centres are dying - this is due to Local Authority pay parking strategies; out of town shopping areas; planning for large supermarkets. Public transport is inadequate - we were promised a 1/2 hrly train service from Rhose 10 years ago & still waiting. You can achieve little in 2 hrs - no browsing- just things on shopping list & certainly no interaction with friends over a coffee! This will lead to a deterioration in social interaction and increase in social isolation particularly for elderly vulnerable population - leading to reduced physical activity, depression and increased unwellness. Mobility of individuals has not been taken into account; Barry is not the most walker friendly place from different shopping areas, which have completely different shopping environments and it is not easy to transverse between the two main areas by foot. The train station is nowhere near the shopping areas. unless you happen to be a mountain goat! How do you carry heavy shopping bags on public transport - I have limited what I buy, for example from Iceland (shop not country) due to distance from the car. Public transport is not always an option- the public transport is poor. The result will be reduced income for shops and cafes and more closures - and ever reducing circle. The survey was flawed, just numerical not taking into account the geographical and demography of the those who park - men in suits again - it should not be all about money but consideration should be taken of welfare and well being. Well that's will probably be 2 more customers Barry / Cowbridge will lose as I will certainly not be paying to park it is not worth it I will go to Cardiff !!
3473. Unless a proper system of parking for residents only is enforced people will not park in a car park where they need to pay and will park in side streets instead. I don't object so much to paying £10-00 for a parking permit for a town centre street but I would expect that it entitles me to park at all times. So many of my



neighbours have 2, 3 or 4 vehicles that the street is already overloaded with traffic and I cannot see how you can expect someone to pay for a permit and then they are unable to park. I don't expect to always park outside my house, but in the same street would be an improvement. We already have the situation where the Wyndham Street car park is full and drivers park in the adjacent streets, not all of which are residents parking only. A Council employee told me years ago that Woodlands Road should have been residents only parking but that a mistake was made on the signs which allowed non-residents to park for 2 hours and that several years later no-one has bothered to correct the error. Also with the latest news of yet more shops closing in Barry Town Centre in September (New Look and Dorothy Perkins) surely we should be inviting shoppers into the town with short term free parking. 2 hours is probably about an hour too long to visit the Holton Road area unless you are also visiting the library so a rapid turnover of cars parking for free in Wyndham Street Car Park would be the best way to encourage more footfall. Don't bring in charges and give potential shoppers one more reason to go to Cardiff where they can get everything they need as this will inevitably lead to yet more store/business closures.

3474. Parking should be free. Any charges will force consumers to out of town shopping centres & destroy local businesses & the community spirit

3475. Cowbridge town centre has ample parking. Starting to charge for it will not bring more people into the town, it will drive more people away and put more pressure on business in the high street. Having free parking and a great selection of shops is what sets Cowbridge apart from other towns. I think starting to charge for parking will put this at great risk. It would be far more useful if the double yellow lines along the high street in Cowbridge were properly patrolled by parking wardens, rather than introducing parking charges. Frankly this smacks of a money making exercise by the council. If that's what it is then so be it, but at least be up front about it rather than claiming its for the towns benefit.

3476. will penalise workers on low wages and discourage people from coming into an already challenged town centre with shop closures

3477. parking must be free to keep the shops open

3478. 8am-6pm, charges should apply. What is open 6pm onwards in these areas? Only the centre of Cardiff charges till 8pm with all their facilities. Barry can't compete with that.

3479. No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .

3480. It will be the final nail in the coffin for the town centre if you implement these proposals.

3481. Wyndham Street and Court Road car parks can easily accommodate both workers and shoppers. It has done so for many years. The town centre is in decline and introducing charges will only add to these problems. I understand the need to raise revenue, but you are punishing those who work in the town centre if you start charging for parking at these two sites. Retail workers are not the highest paid sector, but a full time worker will have to find an extra £100 per month just to park their car to go to work each day. No one can afford these



	charges in these times of austerity. You are penalising ordinary hard working families. Please don't do this. Shoppers can park in a two hour zone, but a worker doesn't have that option. Families are struggling to put food on their tables. Don't take even more money from their pockets. You are not being considerate towards ordinary people. Please think carefully before doing this. People work very hard for little gain these days and luxuries for some families are non existent.
3482.	No 20MPH limits and no parking charges
3483.	No parking charges and don't even think about imposing any 20MPH limits in Penarth and the vale including Sully they are very unpopular and serve no purpose
3484.	I don't know Barry well enough to comment
3485.	I do not feel that these car parks should have charges as it is an incentive to bring people to the town as there is not much to come for
3486.	Don't charge.
3487.	Residents should be allowed to park all day for free. Parking restrictions need to be enforced regularly and consistently and apply to blue badge holders too. Penarth desperately needs a proper car park.
3488.	Electric hopper bus look at the summer service provided by Sidmouth.
3489.	if you want to pay pay at civic center yourselves i notice that that has been excluded . and we know you all have jobs ad hence some income . obviously the bosses more than the minions.
3490.	The Council have ruined the town centre unless you are trying to kill trade completely you should drop these ridiculous proposals
3491.	DONT CHARGE FOR SUPPORTING LOCAL RETAILERS OR SOCIALISING. We need to encourage this social behaviour for the sake of our mental health. Whoever thought it a good idea to raise more money this way is short sighted and money driven. Leave town centres and country parks free to enjoy, get your funds elsewhere and not at the expense of people's enjoyment and simple pleasures
3492.	Charging times should change in winter. If the difference in cost is so minimal please do away with short / long stay and just have parking.
3493.	If charges are applied for car parks, there will be more roadside parking around the areas instead
3494.	No 20 MPH speed limits
3495.	charges are too high. I only use Barry/Penarth occasionally and wont use them at all if i have to pay to park. nominal fees i can understand, but these are too high. will kill the town centres
3496.	The town centre is pretty much non existent apart from charity shops so by charging people to park there YOU are making the problem worse!



3497.	Barry Town Centre is already an embarrassing place for residents with hardly a reason to visit. Charging the loyal people who believe in staying and supporting local businesses is an absolute joke.
3498.	Why charge until 8pm? Nothing is open then anyway.
3499.	Times: 9am - 6.00pm Parking in Wyndham Street should remain free all day,
3500.	Parking Charges for longer time is reasonable but you mustn't penalise local traders whose customers use their services for a short time eg opticians, Hairdressers, cobblers etc. I also think you need to be transparent and publish exactly how you have spent the revenue used to improve local transport etc.
3501.	As a resident a very rarely go into Barry Town centre or the high street to shop as the choice of shopping is poor. I go to retail park, supermarkets ,and cardiff for convenience and choice. If you charge you will loose customers. What is your unique selling point? I'm struggling to understand what it is. Again Barry Island does not require additonal charginge. Yes the island is getting better and more appealing. Start including more charges and people will stop coming. Once the island is the jewel of the vale then charge away. Tourism to the island is still to fragile.
3502.	No parking fees should be applied
3503.	No charges for our town centres ! Encourage people to chop locally not deter them.
3504.	Street parking should remain free. There's already 2 restricted (resident only) parking and 2 hours max stay. This makes parking more fair rather than some people parking there all day
3505.	Barrier to working in Barry if have to pay so much for a day of parking-more than my son's hourly rate! Bus service is expensivé both in time and money - takes around an hour and an inadequate service to Barry. Please do not make him pay so much to go to work.
3506.	Town centre parking charges will drive people away from the centre and people will go elsewhere even if it costs them more to drive. Struggling businesses in in the town centres will suffer even more . This proposal does not encourage visitors to the town centre and discourages people who work in the town centres
3507.	There must be no parking charges or 20MPH limits
3508.	With all the extra housing in the Vale, there will be greater demand for parking. It's difficult to see where it can be accommodated.
3509.	Additional parking is a must if the council continue to allow permission for housing especially in the town centre/shopping areas. How can charging for parking be justified if businesses are leaving the town, ie New Look and Dorothy Perking - what do you have to come for? The Council isn't or doesn't seem to be attracting leisure facilities so again who will it charge to park?
3510.	Make all streets permit holders only, including woodlands road



3511.	Barry town especially is closing down. I went there the other day and if I had to pay to stay in the multi story I would of just gone to a supermarket. I already find it easier to shop in supermarkets where it's free, therefore I will not be going to Barry town if I have to pay for parking.
3512.	Charging for parking will kill off an already dying Town Centre. Shops on Holton Road are closing left and right and introducing charges will only put off potential customers from visiting the Town Centre, thereby reducing custom and resulting in further closures.
3513.	The charging times on the roads where there are residents is harsh most people will be home from work before 8pm and very few places open around that time suggest 8am - 5pm
3514.	Leave things as they are basically.
3515.	No 20MPH limits in Penarth and the vale and no parking charges .
3516.	Why are you proposing a daily charge of 5 pounds on purpose built car parks and 8 pounds to part on the streets of Penarth
3517.	No parking charges. Charging will only discourage visitors and users. Any income will be more that outweighed by loss of income for businesses, wealth generation and job losses as a result.
3518.	Gladstone Road is difficult to park in at all times especially for house owners and this strategy will make it even worse. Permit parking in line with Woodlands Road should be implemented
3519.	There should not be any parking charges across the Vale. The aims of this policy: plugging a budgetary shortfall which this policy will never actually plug fully, or even closely, are completely wrong. Parking charges in a Town Centre that is visibly dying is ridiculous. Do any of the senior leadership team of the Vale, both elected and officers actually walk down the streets of Barry or Cowbridge and see the state of things. Barry Town Centre is in severe decline and the imposition of parking charges will simply drive people to shopping locations where they do not have to worry about parking charges. What are the start up costs including the technology that will have to be fitted including meters in the street and number plate recognition technology - large and why are you proposing to spend a large amount of money that you clearly dont have.
3520.	Why have up to 2 hours in a long stay car park? Should be a minimum charge equivalent to 4 hours as it is for people who want to park for a long time. Otherwise no difference between the 2 if you stay for a short time!
3521.	Charging time should be up to 6pm, not 8pm as proposed above. Free after 6pm. Short stay should be up to a maximum of 3 hours. Long stay should be over 3 hours or more only.
3522.	All workers should be treated in the same way. Council Office staff should be subject to the same parking restrictions as all other workers. Parking charges should apply to shoppers and visitors not residents.



3523.	Please keep the parking free for visitors like me and 20 MPH limits they are not needed
3524.	where are the long term parking areas in LLantwit Major? At present you seem to have designated them all as short stay which means you are penalising those who travel by train or bus onwards and leave a car parked in those car parks (as the charge is therefore £6 not £5 for all day) (which means that people will try and use the shopping car parks instead thus causing problems there).
3525.	I think charging times should be 8am - 6pm as shops and offices are normally closed by this time. Relocate the job centre and build a multi story on the site giving more parking spaces.
3526.	People only go to Barry because there is free parking. If I have to pay, I might as well go to Penarth or Cardiff, which both have a better selection and standard of shops.
3527.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
3528.	Preposterous. No one will pay to park in Barry. I pay extortionate council tax to live in the Vale and won't be ripped off with parking charges too. The proposals will destroy the already deleted town centre. The VOGC say they don't have the resources to tackle illegal dangerous parking outside schools so how will they find the resources to enforce this.
3529.	Charging times should cease at 6 pm.
3530.	08-Apr
3531.	No parking charges should be imposed including the charge for resident permits.
3532.	There must be totally free parking and absolutely no 20 MPH limits
3533.	Maybe extend the period of time people can park for free as this could affect the businesses.
3534.	Times should be 8-6
3535.	free free free
3536.	I know low paid people who work in schools and careing who need cars to get to work because public transport is not available they cannot afford £5 a day out of their low wages
3537.	Charge from 9am - 5pm only.
3538.	No charges should be issued
3539.	Why are you even considering these changes ? I have lived and worked in this town for 35 years and watched its steady demise. None of my friends or relatives come into the town unless they absolutely have to. I have been telling Christopher Edwards for the last 2 years that investment is needed in shops and businesses, encouraging new retailers, dropping rates but no one seems interested. New pot



	plants will not help the town and parking charges of any kind will be the final nail in the coffin. Add to that a charge for residents to have permits and a £20 charge for a visitor is absolutely outrageous !!!! The whole proposal is outrageous.
3540.	If charges are introduced, the result will be less foot fall and inevitable closure of more businesses.
3541.	There should be no charges made by a private company making profit to be given to shareholders.
3542.	I think the only people who will end up paying is people going to work or using the leisure centre and by the time all costs taken into consideration , families will stop using the leisure centres and wages will have an impact because of parking charges.
3543.	Towns are struggling. Wake up and smell the coffee. Give them help not hasten their demise
3544.	Charge for long stay in designated areas and not for short stay
3545.	Barry needs to attract visitors not deter them. Many people will choose to shop elsewhere where they can park for free. Many Cardiff suburbs do not charge. It will penalise workers who have no choice but to travel by car as the bus service is not fit for purpose. I work for The Vale of Glamorgan Council and hardly get a pay rise but I will be given a pay cut if these charges go ahead.
3546.	Don't charge. Barry is already dying a slow death.
3547.	Charges would drive people away from the Town
3548.	I'm not sure how a 'short-stay' parking area can have provision for parking of longer than 3 hours - longer is long-stay. Will these charges be Monday to Saturday or 7 days a week 365 days a year? I realise that Sunday has become more of a shopping day then it used to be, but charging 7 days a week could have a massive impact on churches, restaurants and other providers who offer services to the public. Thirdly, I would charge much more for the longer periods in long-stay areas. I would add an 'Up to 8 hours' bracket - which would impact on commuters leaving a car on Penarth or Barry streets all day and catching the train. Finally, I would change the current residents' parking restrictions from all day to half days. Many residents use the vehicles they have permits for, to travel to work, leaving empty spaces which could be used for people parking short-term - eg a morning or an afternoon. Many London councils do this very successfully.
3549.	ZERO Charges
3550.	Penarth desperately needs a car park! Visitors to the town could then park in a car park instead they will be pushed to park in residential areas where residents are then being asked to take the burden of this by paying increased fees for residents permits! This seems completely unfair
3551.	Do the times need to be as late as 8pm? Especially in Barry. Shops close by 5pm and after that it's a ghost town. As an Island resident, I think free permits should be issued to residents and pay and display imposed perhaps?? - especially along



	Plymouth Road and immediate streets - and then subsequent policing of visitors parking in residential areas when visiting the area. The summer months have been very busy, and they have used residential parking over the pay and display car parks on harbour road and the old butlins site.
3552.	I work at the civic and parking is horrendous. Visitors to our offices struggle to find suitable parking. If I had to pay for parking in order to leave my car all day it would seriously reduce my income.
3553.	All parking must be free and no 20 MPH speed limits in Penarth or the vale
3554.	I don't believe that there should be any charges to park anywhere. I am a sixth form student and I also work in Llantwit town itself and I know that when I work my 7 and a half hour shift once or week or during holidays multiple times a week I would not be able to afford to park my car whilst I'm working and I'm not always able to get lifts to work. Also for the students who do not live in Llantwit itself but have jobs here, we can't rely on the public transport as they are not efficient enough and we also cannot rely on other people but we will not be able to afford the parking costs.
3555.	No charges or you will cause civil unrest in surrounding areas. Also dog walkers for example going to Cosmeston will park in St Lukes/Dinas Road causing health concerns from excrement and out of control dogs.
3556.	YES. Build car parks, especially at Penarth esplanade.
3557.	Parking fees will contribute to the death of the high street
3558.	The above makes no sense, all the timings are exactly the same as the short stay car parks, but with lesser tariffs.
3559.	Some of your councilors have stated that the addition and new parking charges will generate substantial addition income this is not likely to be the case pembrokehire recently introduced a raft of new parking charges and their overall income they produced was substantially less than anticipated
3560.	Speaking of cowbridge... Already the side streets are full of dangerously parked cars. Cars park right on the corners of middlegate. If you start charging to park the side streets will be flooded. Residents will be in uproar and there will be accidents. A lot of the parking at the town hall is for people coming into cowbridge to work. They are not going to be able to afford what you are suggesting. Having moved to the area from a county which does charge similarly to what you are proposing saw a rise in shops becoming vacant, as less people coming into the area. Keep them free from charging or you will be bringing about the end of these beautiful market towns which are vital for the local communities.
3561.	There is already ample town centre parking covered by the numerous car parks - the problem is that on street parking in residents only bays is not enforced enough and disable badge holders just park wherever they want.
3562.	It should be free, end of story. Free parking encourages people to visit the towns and spend their money in the local businesses. Parking charges will not help improve the infrastructure at all. It will just discourage people from shopping in



	these towns.
3563.	The infrastructure of Welsh towns has declined due to poor town planning by councils due to: building of by-passes diverting traffic away from town centres - out of town shopping centres - parking charges. This is an additional taxation of the motorist
3564.	I think 9:00-17:00 would be more reasonable
3565.	Will stop me going to the town centres. Free parking for 3 hours and minimal charge after that. No charge for Coastal Or county parks as these need to remain a family friendly place. Low income families rely on these places to spend family days. Would not be accessible on our budget.
3566.	No! The introduction of the charges will put visitors to the towns off and local businesses will suffer. If the charges do go ahead transport connecting local villages needs to be improved more frequently and to a 7 day service.
3567.	There must be no parking charges or 20MPH limits
3568.	All day Yes 5 pounds but 3 hours free
3569.	6am to 6pm
3570.	Our high streets are dying. Charging staff and visitors to park will finish them off. Retail business cannot afford to compensate staff for long stay charges. The high street needs to be more attractive than out of town or internet shopping parking charges do not help this!
3571.	The 5 hour charge seems pointless and expensive compared to the other prices. Just leave that one out. Perhaps charge from 8am to 6pm and encourage more late opening from shops.
3572.	I do not think we should be TAXING people to visit Barry town centre - the town centre is dying and this will do nothing to help. We pay a high level of Council TAX and we should see the Council living within its means not trying to generate yet more TAX from us. Parking TAX appears an easy win but long term it destroys towns and bolsters the online market Dorothy Perkins and Sports Direct prime examples of the difficulty shops are having and the Council wishes to add to this!!! SAD day
3573.	Car parking charges will discourage residents shopping locally, including myself. Charges will not make the town centre accessible for families struggling to make ends meet.
3574.	As almost all shops close @ 5 / 5:30 charges should be to 5pm
3575.	Discount schemes for people working in the towns
3576.	Whilst I agree that there should be charges at town center shopping locations as this will support the healthy turnover of cars and therefore potentially more shoppers, I do feel that there is a section of the population that are being entirely overlooked in the proposals and these are the people that work in the town. The introduction of a parking permit for the year (Say £100) to park at the proposed



	long stay car parks will potentially alleviate the problem that will arise from displacement to residential areas. There are generally lower income workers therefore the current costs are entirely prohibitive.
3577.	Wyndham Street Car Park should be free of parking charges. I park in the disabled bays Mon-Fri & disagree with the proposed charges & wish to add there should be more disabled bays in Wyndham Street Car Park as there are only 6 & if you don't get there by 9.30 you have no chance if you are disabled to get a space
3578.	Charging shoppers & visitors to park in Barry's shopping areas (Holton Rd & High Street) will be the death of the High St as a shopping experience. Mon - Friday the demographic of the shoppers (elderly, young mums or people with health issues) means that they are unable or very unlikely to use public transport. The working population do not support the High St shops Monday to Friday as they're in work, earning an income. Parking charges will penalise those who have retired, stay-at-home parents or those are unable to work & often on lower incomes. The customers who do not work & are therefore able to shop local every day/week are the lifeblood of the local high street. Parking charges will push them to out of town retail experiences & supermarkets with free parking.
3579.	8pm? Surely 6pm is more sensible? All the shops close at 5.30
3580.	Why are there no proposals for Penarth in this Town Centre section?
3581.	No parking charges and no 20 MPH limits
3582.	I think 8pm is too late. 6pm would be sufficient
3583.	Parking needs to be free to help draw in shoppers
3584.	Parking charges will drive business away and kill off what is left of the town centres.
3585.	People Will just try and park on the roads around town
3586.	As a business and home owner I pay my rates. I can see why I do for home but my business I don't. I pay for recycling and rubbish to be taken away. As we can see Holton Road has big businesses closing, how can small independent traders survive when you start charging our customers for parking. Customers will go to out of town stores. This is very worrying.
3587.	Help businesses remain in Barry and have better business rates and rent for those remaining.
3588.	If there is no free short time parking it will drive people to out-of-town shopping areas.
3589.	keep all changing the same across all car parks to make it simple
3590.	The more you charge the less people will visit and high streets are already suffering from closures. This will lead to even more closures. People rely on cars for flexibility in times to go and how they spend at places. Cars also make it easier to get shopping home ie money spent locally and not online.



3591.	No parking charges or unpopular 20MPH speed limits we do not want or need any
3592.	I think charging for parking in a town that is already struggling to hold onto it's shopping areas and regenerate the island is madness. We should be encourage shoppers and visitors and make things as easy as possible.
3593.	Another two multi storey car parks could be built on land currently used for that purpose but not using it's full capacity. Thompson st and Kendrick rd and could be chargeable at the suggested rates.
3594.	The council seem [REDACTED] in the false idea that we will all prosper. Almost every pub and club has gone and the towns are just full of charity shops and closed down businesses. Would you want to visit as a tourist or even desire to stay here as a resident if you had a choice?, I think not.
3595.	Stop treating motorists as easy revenue sources, start thinking outside the box and encourage people to shop locally!
3596.	The only attraction for Barry town is free parking. If I have to pay I just aswell go into Cardiff. Barry town is dying - how can businesses stay open if their staff have to pay £6 to park? This will close the town - encourage new retailers- reduce rents.
3597.	Why are you charging people? Barry town is being torn apart as it is. There's nothing down there. Now new look and Dorothy Perkins gone where do you expect people to go?? Let alone charging people for there time.
3598.	No charges, the expense of this project is a waste of tax payers money ad will kill the dying high streets. The traffic will also increase in speed. Will it help residents shopkeepers or visitors. Just another Money raising scheme for council
3599.	Detrimental effect to business as people will go elsewhere to shop.
3600.	It works fine the way it is - shops are already closing and if you charge for parking no one will go to Hilton road or to high street.
3601.	Paying for parking will drive people away. There's nothing to go into town for now. All decent shops have left or are leaving. It'll only get worse. Soon it'll be a ghost town & Barry used to be a lovely shopping town.
3602.	Long stay encourages workers to park there, charging them to park to be able to work isn't fair.
3603.	It is hard enough to find parking now we would have to pay as well? Rather not go to town.
3604.	As parking in town has been free, by limiting the free time to just 2 hours this will mean people will only turn up go to where they need to go and leave and not look around and spend any time in the town having a negative effect on the income of local businesses
3605.	I think it's a bad idea.
3606.	Build a larger multi car park instead and charge that



3607.	If charges are to be brought in they should be no more than £1 -£2 regardless of how long you stay with very short stsys of only an hour or so being no chsrge. If paying anymore than that I would not shop in town.
3608.	Disagree with parking charges and affects on local businesses
3609.	To keep our town's alive there should be free parking other wise we will lose our town's all together the council's should be ashamed of them selves for even thinking of charging for parking an killing our town's an small buisness they should be thinking of ways to get the people in to our town's not driving them out
3610.	With the announcement of the loss of new look and Dorothy Perkins, the charges proposed would discourage me visiting the town centre and I would go to leckwith or Talbot green as parking would be free and better choice of shops
3611.	I dont agree with any of it. It will be bad for businesses, the residents and looking at your costings will cost a lot of money to implement. If people stop visiting the areas it could end up costing the council and then you will put our council tax up again. The towns are losing enough businesses now.
3612.	Save money by putting all this into force and hire more traffic wardens around barry to stop people parking like idiots we are going to have the same problem people will still park on double yellows as there isn't enough warden presence you are just going to hurt businesses but charging there customers to park and not sorting out the idiots who park were they want when they want
3613.	People will stop shopping in the town centre and go to outlets where parking is free. This will cause traders to shut down or move to out of town areas leaving a very run down town
3614.	yes its not needed because nobody goes there, over time you have ensured that the town centre has been reduced to a deprived non existent useless placd to go, compare that to other smaller towns, cwmbbran huge thriving shopping centre free parking everywhere, bridgend, pontypridd, etc, you have killed the town with business rates and now putting the finally lid in the coffin and for greed
3615.	There shouldn't be charges or if there has to be they must be much cheaper or longer for free
3616.	I live in Kingsland Crescent and regularly have people parking outside my house all day as they have used the station irrespective of the available car park, there are no resident permits. Since Barry town is now losing new look and Dorothy Perkins as well as recently losing sports direct, what exactly are people going to be paying for parking for.
3617.	I live on Holton road and have a child with a disability. I am always needing family members to help out and with parking charges being made for my own family to visit my home is disgusting. Barry town is falling apart and this will definitely make it 100x worse
3618.	People will not shop in these areas if parking charges are brought in and will result more store closures. People park in residential areas such as Gladstone Road already (instead of free parking in the multi storey because they don't



	realise it's free) and this will make the situation worse for residents.
3619.	There needs to be a lot more parking spaces to keep shoppers in Barry. How about a new multi storey where Barclays was on Broad Street. High Street is a great place to shop but if people can't park they won't go. Public transport and cycling is not an option for everyone. We need more parking!!!
3620.	Why up until 8pm? Most shops that are still in the town centres are closed by 5.30pm.Maybe until 6pm instead? Only £1 difference between long and short stay all day parking? People are going to pay the extra £1 for convenience taking up spaces for people who are only needing spaces for a few hours. Short stay car parks shouldn't off all day parking at all. The long stay car parks should be used for all day parking.
3621.	No
3622.	Unless the council wants to destroy the town centre & high st completely they need to scrap this idea. They have not considered the impact this will have on people who work in these areas.
3623.	Need to encourage as many shoppers as possible- too many short stay restrictions will drive down profit and result in closures. Barry town centre looks scruffy with too many charity/ cash back shops as it is. Need to attract people not discourage. The workers who will have to pay are on low wages - don't see why they should be penalised.
3624.	No parking charges or unpopular 20MPH speed limits anywhere
3625.	I think that first two hours should be free - it is important to look after the high street and local businesses - my experience in Penarth is that since parking restrictions have been introduced I can usually find a space to park and do what I need to do in the time and that is good. However if I am accompanying my mother I need the time as she cannot be rushed. It is important that she continues to do things and get outfit the house and restrictions/ charging would potentially limit that. Also dealing with business matters takes time. My father died last year and on several visits to the undertakers and to sort out his affairs in the bank in Penarth town centre I was mindful that I only had an hour to park - which did not help stress levels at that time - where and when I can I walk - but sometimes there is not always the time and public transport is too poor. There does need to be a solution - however perhaps the biggest problem is the growth in housing stock with no supporting infrastructure and the exorbitant cost of parking in the city centre for commuters - so people are driving in from the Vale, parking up and hopping on trains to go to work in Cardiff - how about some efficient regular and reliable park and rides into Cardiff from the Vale
3626.	Times should be 8am-5pm, parking should be free for all. make Holton road busses and taxis only or no vehicles at all
3627.	People need to be actively encouraged to use the town centre. Shops and banks are closing (New Look, Dorothy Perkins) and Holton Road now consists of cash for gold and trade in shops, charity shops, mobile phone and vape shops. When the highlight of Holton Road is Wiklinson's, you're really scraping the barrel. It's an insult to ask people to pay to park for such a poor shopping experience and does



	no favours to the few successful businesses that will struggle even more in this prolonged period of austerity. You are encouraging people to use retail parks where parking is free and the range of shops and outlets far exceeds anything on offer here. It's a very sad situation.
3628.	No charge to the residents of this town. Soon it will be a ghost town, filled with charity shops, coffee houses... Oh wait it already is! With Dorothy perking and New Look closing its doors soon! Shameful! Thank you for letting and helping this town turn to #####. Less people will come down, what of the elderly or those with disabilities that can't move at a fast pace? We need ways to bring business and money to the town, not to discourage it, or to line the councils pockets. What a waste of money that artwork on Thompson Street, what [REDACTED] approved that?!
3629.	Don't charge for parking - just stop giving councillors pay rises! Have less councillors. This council will kill off our local high streets if these parking charges are brought in as people will just drive to Leckwith or Culverhouse cross retail parks where parking is free
3630.	No charges
3631.	Parking should be free. People won't use the town if they have to pay to park, it will have a detrimental effect, rather than a positive one
3632.	No charges shops are already closing, very short sited
3633.	Charges stopping by 5pm may encourage people to shop/eat/relax after work
3634.	Any charges would rapidly assist the decline of our town centres and damage both local businesses and libraries, as prospective customers would simply choose to visit out of town shopping centres (where they can park for free) instead.
3635.	No parking charges needed
3636.	No parking charges - encourage people to use the towns as apposed to the supermarkets or on line
3637.	Parking on the streets could be elevated by building more car parks also if parking charges are put in place business owners MUST be treated as residents and exempt from charges . As this will have a huge impact on businesses .. we are becoming a ghost town now with big stores shutting. And we have enough charity and discount shops already .we need to attact quality ...they wont come if footfall driven out with exessive parking charges.
3638.	Town centre parking will only hasten the death of our town centres
3639.	I think it should be from 9am-6pm the charging periods
3640.	There must be no parking charges or any 20 MPH limits in Penarth or the vale, otherwise we will very soon be out of office !
3641.	I feel if you arw a business owner or employee for a small business we should be offered at least one free space or multiple highly discounted rates



3642.	Why suddenly have to charge to park in a town with hardly anything in??? Money to maintain parks that youths congregate to drink and do drugs in the council should get their priorities right and sort out the failing town and coastal resort first before milking money from law abiding working citizens - shame on you!!
3643.	NO to High Street parking charges in Barry. That street has limited options, despite some wonderful independent shops, and as a new resident with no business interest I can tell you it's because people can't park there. Despite the recent spell of good weather, usually it's pretty wet and miserable in Wales. No one wants to be hunting down spaces miles away and then hiking in. If you want towns and businesses to survive, even thrive, you have to support them. Make parking easier. Barry needs a huge helping hand. It has so much potential. To introduce parking charges would be madness. Your focus should be encouraging people there - look at Narberth for inspiration. Barry High Street has the same potential if you invest in a good car park nearby. Right now, I think you should be encouraging free parking and then eventually when reputation is established, introduce short stay fees as suggested. But until you have a large purpose-built parking facility for that High Street you'd be killing off businesses to introduce a charge. With some foresight, you could capture the thousands of people who head to the island before they hit the funfair. Make Barry a destination. Introducing charges in an already useless parking scenario is ludicrous. While you're at it - is there no support you can offer to shops on Broad Street, the main route through the town, to improve their signage? Some of them look extremely tired and it gives a negative impression to anyone driving through.
3644.	Agree with designated car park charges but not residential street parking charges unless parking goes over the stated time allowed.
3645.	They will kill the small towns and people will not want to visit our beaches and beach cafes for a short visit like old people and people with small children.
3646.	Families and those who are already struggling financially are only further being punished by being charged for using amenities which were previously free.
3647.	We pay enough taxes and charges to cover local council further charges should not be enforced, we may lose extra money and revenue for visitors who are put off with paying the extra charges, town like Penarth and Barry are mainly used by elderly as a way of communicating and seeing other people limiting loneliness, they do not always have a high income so charging everyday for parking in order for them to socialise is likely to impede their already stressed budget
3648.	Barry town is already losing visitors and the revenue will be further affected if people are put off going into town because of parking charges, shops will lose customer through put and they may decide to leave the town leaving the town even more derelict than is now
3649.	I work at Holton Road School between 7.15 am-1.45pm. I park on Holton Road, If I have to start paying I would have to pay a minimum of £100 per four weeks. I only earn just above minimum wage. I cannot afford parking charges, in fact, I would have to give up work. As you are aware the media has recently said that the train fares are going up by £100 a year what you are proposing that I will have to pay at least £100 every four weeks this is extortionate and hurting those who are already struggling financially.



3650.	Council tax should cover all expenditure. Stop wasting it
3651.	No parking charges or any 20MPH speed limits
3652.	People who work in Barry cannot afford to pay for everyday parking
3653.	You will absolutely stop,people from visiting our town
3654.	Town centre parking charges are likely to stop people coming into the town at a time when we are losing more and more shops - Dorothy Perkins and New Look already closing down.
3655.	All parking must be free and absolutely no 20 MPH limits.
3656.	Unless parking is provided and reasonable, there would be no point in visiting town as there is little choice anymore on shops with major retailers closing and only charity or pawn shops there
3657.	Holton road is looking so many shops it is not worth going other than to pop to one shop. If charges are introduced people will withdraw altogether.
3658.	Leave parking charges alone and concentrate on improving the town centre lower business rates better shops let people afford to run a business instead of charity shops pawn shops and coffee shops and then when it's worth going to charge for parking, high street traders are small independent businesses it will destroy them, I certainly won't pay for parking and will make full use of out of area free shopping waterfront retail park buyology won't have a need to visit anywhere else
3659.	This is absolutely ridiculous. Charging for a ghost town. If Cwmbran don't charge for their worthwhile shopping area then youve got a cheek!
3660.	Putting parking charges in the town centres will be detrimental to local business, barry, Penarth, cowbridge have some great independent business that are well supported - the whole shop local scheme put in place would be jeopardised as people will prefer to use retail parks where it's free to park and shop in supermarkets / large well branded items. The vale should be looking at investing more in its shop local scheme rather than trying to make money from parking charges. Support local business encourage residents to support local businesses not deter them away!
3661.	I believe charging people to park within the town will recuce the amount of people visiting the town. Especially as two of the main high street shops are closing down. If you want people to use the ytown then keep it as free parking.
3662.	Why is High St only allowed 1 hour free? If someone is shopping and using the cafes, using beauty parlours/hairdressers they will be longer than 1 hour. As a dog walker And Grandmother I think it becomes too expensive to pay for parking of visiting coastal and park areas on a regular basis. Children and adults need more fresh air and exercise not less. Penalising low income families and struggling local traders. Barry shopping is becoming a ghost town!
3663.	I think parking should be free. I visit Barry regularly but if I had to pay, don't think I would bother. Many high steet shops are closing and you should want to



	encourage people to visit rather than make them pay which will put them off.
3664.	I think that it will put a lot of people off coming into the town centres I certainly will stop visiting the area for shopping and days out. It will effect me and my family visiting my mums house as there's three cars there on a daily basis plus mine would be 4 and I haven't got the money to be paying to visit family it's a joke
3665.	I don't think charging people to visit Barry will impact positively very on the already struggling Holton Road area. We should be encouraging people to visit that area, not making it more difficult for them to do so.
3666.	There isn't much to attract people to the town of Barry, if charges are implemented people will go out of town where there are no charges. You are killing the town. The same will happen to Llantwit and Cowbridge.
3667.	Like in Llandaff village. ,2 hours free but a nominal charge of 50p after that would still raise revenue but keep people coming to the town centres.
3668.	Parking charges will force people to use supermarket and out of town retail parks and more small independent shops will close down. Don't you understand this? Then where will you get your rates from??
3669.	parking charges will discourage people to use supermarkets and retail shopping areas. This will effect small businesses forcing them to close and it will be the end of town centres!!!
3670.	I think it's appalling that the vale of Glamorgan council want to charge locals in barry to park their car basically anywhere you can visit in barry. Barry town will be a ghost town by the time New look and Dorothy Perkins are gone so no need to have parking permits there because no one will bother. Also the same with high street. Local family run business' will be affected as people won't bother going there because they have to pay to park. Over Barry island and porthkerry park are the 2 most cost free places to go with the family, so having to pay for parking when you want to just go to for a walk is shocking. I think the council really need to think what they are asking from us locals as we're already paying enough tax as it is!!!
3671.	How about another multi-storey carpark
3672.	With the demise of shops in Holton Road charging for street parking will not encourage buyers to visit the town centre
3673.	This strategy will ultimately destroy struggling town centres.
3674.	High business rates and rent are already killing off our main shopping street the introduction of parking charges with not only kill off all major shopping streets but put 1000's of people out of work which will then have a negative impact on business rates being collected but also a dramatic impact on council tax.
3675.	If you start charging on the streets of Barry, residents would have to have their own spaces allocated for their houses, otherwise they would never be able to park. You would definitely need extra traffic wardens, which would take money from the revenue of parking charges, so would be a catch 22.



3676.	To generate income perhaps focus on filling in potholes that will not crack a day later, there will then be no need to continuously fill in these potholes. Generate income through fun, cheap day activities for local residents with families. shame on you Vale of Glamorgan council. Barry is a small town of mainly low income families. Take your plans elsewhere!!
3677.	You will destroy the town centre if you charge!
3678.	Leave everything as it is or local trade will suffer, people will just go to out of town retail parks instead where there are no parking charges!
3679.	Staff and shoppers should be encouraged not charged to spend money into he towns.
3680.	There should be no charges
3681.	The idea of charging for parking is ridiculous. It will deter people from visiting an already under-used and failing town centre. Make no sense at all!
3682.	I agree with designated short stay parking but not parking charges. We need to encourage use of local business, parking charges will have a negative impact.
3683.	Scrap the whole idea as the town centre and high street are struggling enough as it is already with no incentive to attract new chains/businesses due to high rent/lease costs
3684.	Civic Offices car park should be made available to public even on work days. If residents are to be charged for parking when they go to work then council employees should be no different!
3685.	If you want to kill off Holton Road, please don't do the same with High Street, the only place where there are very few empty shops, especially as these shops are run by local people for local people
3686.	All parking must be free and no 20 MPH limits, thanks.
3687.	Leave well alone. The council are already bleeding our town dry and killing it off 😞😞
3688.	Alternative charge of £0
3689.	Absolutely none
3690.	Up to 2 hours free in high street or no charge at all
3691.	There should not be any charges. I sometimes pop to town for a wander around the shops. Parking charges will put me off from doing this, along with many others.
3692.	I don't believe there should be any parking charges in Barry Town Centre. There is nothing much in Barry Town centre to visit. By charging to park there will be even less people visiting the town centre.
3693.	This will clearly stop people like me, who already pay a large amount of council



	tax, continuing to use Barry Town Centre, and instead switching to retail estates outside the centre. As if Barry town centre doesn't have enough to contend with.
3694.	Kill the towns completely
3695.	8am - 6pm Why 8pm? This will deter evening patrons; much as it may raise some money the bigger picture is one of lower visitor numbers. Leave 2hrs free where it is already and then charge. Align other locations to be the same, such as Ogmore. Cater for the people who live here and want/need to use local amenities and open spaces but may not be able or willing to frequent them with parking charges.
3696.	Further advertising and signage to existing car parks. More control of parking in car parks further from Island and sign advising long delays to encourage park and ride further out not visitors queuing for hours to get to full car parks and choking fumes/beeping/unable to get home as also queuing etc experienced by residents
3697.	Short stay should be cheaper than long stay.
3698.	No Charges and No 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters and achieve very little apart from keeping the greens happy nothing to do with road safety just political
3699.	Timings should be 8am to 6pm
3700.	It would be helpful if Wyndham St opened at the same time as the shops, especially for customers visiting first thing /after the school run.
3701.	You are taking away shop owners sources of income if you put parking charges. No one will come to our towns anymore it would be a terrible shame and then there be ghost towns all over the vale just Like the valleys. Well done councillors for thinking of themselves and not the local people
3702.	There should be at least 2hrs free otherwise all local businesses will be majorly affected. Then the payments should gradually go up rather than jumping to £6 for the full day like in Barry Island, it's too expensive. Residents and workers in those businesses should park for free. Machines should accept payment by card and this should be straightforward and/or they should give change.
3703.	There is a need for long term cheap or free car parking at the edge of town (Cowbridge) for workers and traders. Also car parking for commuters into Cardiff. Exorbitant car parking charges will drive train commuters back to their cars. It is vital to encourage public transport travel (congestion pollution etc)
3704.	If you introduce parking charges this will be at a huge detriment to the high street as if people are made to pay then the high street will lose its appeal and people will go into the city centers instead as the parking charges will be the same hut there are far more shops available
3705.	What will the rule be on parking in another nearby car park or space shortly after? Barry town covers quite an area so I sometimes need to park near kings square then repack in high street.



3706.	Shops are closing now with free parking! Can only imagine what would happen if parking charges came into force!!
3707.	Charges should not be imposed on town centres as this discourages people from visiting (the very few shops that remain) in Barry in particular. New Look and Dorothy Perkins closing down are examples of how Holton Road in Barry is being run down, parking charges will massively effect any future shopping.
3708.	Parking restriction times should be from 8am to 5pm so as not to restrict full time workers who would be deterred from popping into shops on the way home from work. Or visiting a park or beach after school as part of a healthy Vale approach. This would also attract more people to late night shopping and not hinder pubs or restaurants for evening meals.
3709.	If car parking charges are introduced then this will have a detrimental impact on the area. I truly believe it will stop people from shopping in the town centres and just go to retail parks
3710.	No charges in Town centres. Reduce tax rates for shops, instead of making it even more difficult for shops to survive by charging customers to park.
3711.	convert the taxi ranks for free short term parking or at the very least reduce their size.
3712.	Stop killing town centres by charging money's for use!!
3713.	The town is struggling. Adding charging for parking will not help.
3714.	We do not need or want any 20MPH limits or parking charges in the vale of Glamorgan
3715.	charging for parking will just put visitors off and penalize local people and workers
3716.	I do not believe parking charges in the town is the answer. Shops are closing every month in the town, soon there will be nothing here for people and they will do their shopping out of town. We cannot get rubbish collected in the town on a regular basis, the car par parks are filthy as the attendants do nothing but open and close the gates.
3717.	Don't know Barry well enough to comment in detail on. Charging people who can barely make ends meet and maybe using food banks is just plain wrong. The charges are a tax and indiscriminate
3718.	No parking charges or any 20 MPH speed limits thank you
3719.	Anything after 4 hour should be charged as a full day @4.00 maximum.
3720.	No charge no 20 MPH speed limits
3721.	8am.....to....6pm are the hours needed
3722.	You will kill the high street. You need to be looking at lowering business rates to attract more business not charging local people to park. What happens if residents have more than two cars in their household? Will they have to pay for



	all day parking. You have been voted in to support local people and businesses not drive people out of town
3723.	Town centre shopping is in need of all the customers it can get ! Charging for parking will deter shoppers
3724.	Charging times should end at 6pm not 8pm.
3725.	This will what is left of the town centre. So use your heads and think about the local businesses it will impact
3726.	We are already losing many shops in Barry so there is no incentive to shop locally and with the introduction of charges I think will put people off. I would prefer to pay £1 more and access all the shops of a city. If were to visit other Vale towns the same would apply.
3727.	9-5 better times. Option to buy a year pass for somewhere like cosmeston like you can do for st fagans
3728.	I dont agree with 2 hours free parking, I think that you should allow 1 hour max. free, and then charge £1 per hour. To be honest i dont believe that people will want to come to Barry dock for longer than an hour as there arent many shops there to encourage locals or visitors to shop there anymore. Dorothy Perkins and New Look are closing so what other shops are there? Maybe you should also look at ways to encourage shops and private businesses to have the chance for their businesses to survive in the town centre, and generate more parking income also.
3729.	I completely disagree with levying an additional £10 tax in the form of a residents parking pert on resident living in these high traffic areas. The only fair way would be to charge every resident in the vale to park at thier homes.
3730.	In the case of Llantwit Major, charging for car-parking will deter visitors to the town, or will limit the amount of time they stay. It has been recognised in some other places that introducing carparking fees has had a detrimental effect on businesses and local attractions. For example, in Llandaff, when carparking fees after two hours were introduced at the High Street carpark, the amount of time people spent visiting the Cathedral decreased, and the cafe was forced to close as people were rushing back to their cars. Llantwit Major has a good number of cafes, which are used by shoppers and visitors for a cup of coffee and meeting friends; whether people will when they know they will have to get back to their cars to pay for parking after two hours is debatable. Of course people will use the Poundfield carpark rather than pay elsewhere, so the projected income will not be attainable. Introducing carparking at the station carpark will deter people using park and ride, so there will be an increase in traffic as people use their cars rather than the train. The Draft Parking Strategy proposals designed to strengthen economic and regeneration opportunities as far as Llantwit Major is concerned will not be met by car parking charges; in fact those opportunities will be weakened as people will be attracted to out oif town shopping centres such as Culverhouse Cross or Bridgend rather than Llantwit Major with parking charges. One doubts whether there would be the infrastructure (i.e. more traffic wardens with the associated costs) for more efficient car park management. Carparking charges will not improve access to facilities and attractions in Llantwit Major, in fact the opposite; and, as has been proven elsewhere, will definitely not improve the



	visitor experience. The Strategy is flawed in regard to the expected outcomes. Local people will use Poundfield carpark or the others for less than 2 hours to do their shopping and perhaps not going to cafes as they may have done; therefore the income from parking will be minimal and not meet the costs of introduction and maintenance of machines.
3731.	Latest charging time 6pm and free on sundays
3732.	My only suggestion would be to add another car park,or something. so many houses have been added to Barry this year and there is going to be much more, just makes sense
3733.	No parking charges, no 20 MPH speed limits, the public voted against them.
3734.	Make more parking keep the cost low , look after our town centre before it's too late , it's dying a sad death.
3735.	charging will have a significant impact on visitors to the shops. At a cost, I could go into Cardiff and get a lot more for my money. i enjoy taking my little one to the library, visit the sgips then go to a cafe. if charges are introduced this will sadly be stopped as it would be too costly to do weekly (as we do now.) for what is being proposed charge wise, we can hop on to a train and be in Cardiff in 20 minutes.
3736.	Let Barry residents park in Barry for free, perhaps little stickers in the badges to people on electoral role in Barry? Council tax is high and we get nothing for it!
3737.	There should not be any charges
3738.	Parking in winter should be free . Need yo encourage people here
3739.	Long term should be free.
3740.	As a resident of Newlands Street, I feel introducing parking charges in car parks will tencourage people to use the surrounding streets. People already park in residents spaces for hours on end without adding more issues. No body will pay to use the car parks and then us residents will suffer, our streets should be for residents parking only, no short stay, no 2 hour free.. make the car parks safe and free and the streets residents only.
3741.	none
3742.	This will yet another wasted investment the infrastructure will quickly become outdated and only the operating company will make a profit
3743.	Long stay car parks could have a slightly longer no charge (3 hour maybe) times to encourage their use. Hours only need to go to 18.00 or 19.00 to capture the most use. Possibly give a boost to late night Thursday shopping by not having parking charges too late. I actually have no opinion about the specific short and long stay car parks as I do not live near any of them nor use them, but the survey does not allow for this. I am answering with the view that these charges will be instituted in my area in the near future.
3744.	time 8-6 prices will keep cars out but more important will keep people visitors and locals away!!!



3745.	Any charges will destroy visitation. I will go elsewhere on principle
3746.	No charges should be implemented.
3747.	our town centre is dieing introducing any parking restrictions and charges will finish it off
3748.	I feel as a customer, resident and business owner that I pay enough in taxes and rates that I should not have to also pay to visit my local shopping street to have my hair cut or go for a meal or do some shopping or banking. As a business owner I will be unable to park near my shop which will cause serious complications as I need the work vehicle for deliveries. I feel the proposed charging idea has not been thoroughly thought out with any consideration for the public, residents and business owners.
3749.	I don't think 2 hours free is long enough for a shopping trip to a town centre when you factor in not just the shopping but also coffee break and/or lunch. I want to enjoy the town centre experience without clock watching for 2 hours. I think a minimum of 3 or 4 hours is more reasonable. These proposed parking charges of 2 hours free are going to put me off going into town centres and instead I will shop at out of town centres where I can park for free and take my time without clock watching.
3750.	Start charging and it will finally kill off the town. It is on the verge now it only needs a slight push.
3751.	Parking charges will discourage visitors to the town centres. Barry town centre is not the most dynamic and its economy needs to encourage as many visitors as possible not discourage them.
3752.	Charging times should be with in the Hours of 08.00am - 18.00hrs. Free from 18.00 - 08.00hrs
3753.	No Charges and No 20MPH limits in the vale of Glamorgan otherwise no visitors = No money coming in = no jobs!
3754.	I believe you should bin these rediculas propositions... This will only end badly... driving even more people away from town centres and to out of town shopping areas, which have free parking. The average motorist pays enough tax, on fuel and car tax plus insurance premium taxes. Enough already!
3755.	Free parking is a must. Towns are struggling enough.
3756.	What's in Barry town to keep you there for more than two hours unless of course you work there
3757.	£5 for 5 hours in a short stay car park is excessive and will stop people parking in a short stay for this length of time but parking in the long stay car park for just £1 less would not be enough to encourage people to park in the long stay car park if too far away from the town centre therefore turning people away from staying in town for over 5 hours. 8 am - 8pm is too long. 9am - 5pm would be realistic Why is Barry the only town to have long stay car parks - are there no facilities in the other towns?



3758.	Shops will suffer
3759.	My doctors surgery is in barry town why should I have to pay to see the doctor!!!!!!!!!!!! Don't try saying it's free for first hour as if I was in Drs when time came up what do I do go out and put money on car No ridiculous idea
3760.	I think it is appalling that you are considering charging people for parking outside their homes.As i live on an estate it does not affect me.
3761.	Give up on the whole strategy and consider regenerating the High Street instead before we all go somewhere less hostile, more convenient and proud to welcome the buyers' pound. I can't count the number of places around the UK I have stopped visiting because of strategies exactly like this one. I expect that counts as a success. One less visitor frees up a parking space after all!
3762.	Current parking is good for the town.Charging will kill local trade.
3763.	I disagree with charging fullstop. Barry is declining, poorer families and the elderly will be disadvantaged. When looking at the health and wellbeing of the public this is just another unaffordable issue. Resulting in mental health issues and depression. Not to mention obesity in children.
3764.	These locations are barely worth visiting anyway due to the lack of shops, the depressing nature of some of places and general run down feel to them. If they were made chargeable I would save my money to park in Cardiff which is a much better shopping experience and doesn't leave you with that sad feeling of a run down town like Barry.
3765.	Yes, don't do it. The revenue won't offset the costs and you will kill the local economy
3766.	All parking must be free of charge and definitely no more 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters and achieve very little apart from keeping the greens happy nothing to do with road safety just political
3767.	Any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale will drive away visitors and all your business will suffer. Your shops will close and the vale town centres will die, remember no parking charges or any 20MPH limits!
3768.	The introduction of parking charges will kill off all the trade, shoppers will give the town a miss and just shop in out of town areas where it is easy to park and there is no charge. This is a seriously bad move on behalf of the council.
3769.	Chargeable time too long what's wrong with standard 9-6. Why jump from £2 to £4 you want to encourage people to visit not put them off.
3770.	Try to encourage people to failing town centres, not penalise them by charging to park.
3771.	No restrictions. No charging.
3772.	People taking up two spaces should be charged for two spaces Payment facilities



	must include the ability to pay by card, coins & notes, must give change & should allow people to pay on return to their vehicle, not up front Cowbridge needs more disabled spaces. I don't support spaces for parents with children, apart from the ones still in prams. I know it's mainly the shops, but I'm sick of seeing people with able bodied older children sailing into spaces when I can't find one for my severely disabled mother
3773.	This will kill the shops off. There must be no parking charges or any very unpopular 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters and achieve very little apart from keeping the greens happy nothing to do with road safety just political
3774.	u are trying to encourage visitors to the area yet are charging £6 per car per day to visit barry island if u want to park in the all day car park. this is absolutly disgusting and £6 is alot of money for families that try to come out for a low lcost day out! fair enough u have to charge to reinvest money to make to area better but not £6! maybe £2 makes it more managable and free in the winter to encourage visitors to help local business in the winter
3775.	All parking must be free of charge and definitely no more 20MPH limits in Penarth and the vale including Sully they cause congestion and both we have a very large detremental effect on local businesses
3776.	We cannot afford to have any parking charges or unpopular 20MPH speed limits anywhere otherwise the shops will close and the town centres will die !!
3777.	All parking must be free of charge and definitely no more 20MPH limits in the vale of Glamorgan, both will cut visitor numbers and kill trade,if you reduce cars you will reduce visitors it's that simple!
3778.	Any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully will cut trade and kill my business I will have to make staff redundant if this misconceived plan is imposed on us. Please don't do it.
3779.	traders pay enough in council taxes why make it harder for them.
3780.	Parking charges will kill off all the trade as will any 20MPH limits in Penarth and the vale
3781.	2h free, up to 4 h £2, All day £3. Charging until 8pm is much to late - charging should be a max of 8am - 6pm
3782.	We are appalled by the suggestion that charges should be made for parking in and around our towns. We are ratepayers and expect to have these facilities free, especially as we get older, and find walking more difficult. One of our pleasures is to visit the beach, often twice or more in a day, and have a short walk and refreshments. Our children and grandchildren are active members of the Surf Lifesaving club, and we are horrifies at the suggestion that they will be charged for visits to the club, training and carrying out patrol duties.
3783.	Without spending large sums as your proposing. Employ traffic wardens to enforce current parking laws.



3784.	If free parking is provided people may leave their cars in the carpark and car share to cut down on pollution.
3785.	Parking controls in town centres like Llantwit Major will have disastrous effects on the town, its residents and its business community
3786.	it will have a devastating effect on our small business, our livelihood and the community in general!
3787.	Visits to towns should not be discouraged by introducing parking charges
3788.	All parking must remain free and no to any 20 MPH speed limits,both are unpopular and will put off shoppers, hence shops will close down.
3789.	Employees need to park somewhere but should not be heavily penalized - in some cases it may make low paid jobs non-viable. All day parking should be charged but I think £5/6 is too high. Shoppers will also be put off by charges - there are so many charity shops - these would suffer very badly. find the money somewhere else.
3790.	Town centre shops will be impacted by charges and time limits. An example is small shopping areas in Bristol. I live within walking distance of a town centre that I only use for top up of milk/bread, I use retail parks mainly as there is ample parking that is free. Charges or worry of enforcement will scare people away, also the impact of enforcement is already pushing parking into the side streets. Every one knows including residents that enforcement is overlooked in permit holders off the town centre streets. Waste of time getting a permit, it's a joke!!! Skips, vans, motor homes all park daily, on junctions, pavements and corners. Very dangerous for road all users and pedestrians.
3791.	Could have shorter free time, say 30 mins or 1 hour, at the most critical parking places. Would start up to 3 hours at £2, up to 4 hours at £4, not include up to 5 hours category, but go straight to all day at £5. Ensure dark park spaces are correct width and clearly marked - warning for straddling parking lines and fine consistent bad parking offenders. Bays in main roads, e.g. Holton Road, should be clearly marked, as more often than not poor parking results in fewer cars being able to park than the space allows - again notices, and possible fines to consistent bad parking offenders. The strategy must ensure that businesses, retailers, etc., are given the same high priority as vehicle users. People parking anywhere must be considerate to their fellow car/vechle drivers and park correctly, legally and not hog the limited spaces. The funds raised must not only cover costs, but produce a surplus to be reinvested in the roads, and parking facilities, to ensure, and highlight, that the motorist is not a cash cow, but that the surplus cash is going back into the highways and cark parks maintenance. 8 am and 8 pm too long? 8:30 am to 6 pm seems more appropriate.
3792.	provide decent park and ride
3793.	There is very little in the way of enforcement of parking issues throughout the Vale. Until this is resolved I feel that there is no point to charging for parking; further, there should be no free parking period, with a nominal charge for the first two hours, say 50p.



3794.	There should be NO parking charges in Barry town centre
3795.	long stay should be charged £2-50 half day and £4 full day It has to be affordable so people use it. make money slower but it will get used
3796.	For Cowbridge, keep it free. It works so don't break it. By all means monitor the one hour High St limit and book over-stayers because you currently don't bother aside from very occasionally.
3797.	Forcing Charges for Town Centre Parking will affect the shopping experience and deter people from visiting - Shoppers will use out of town stores instead
3798.	Charging times 11:00 - 16:00
3799.	Parking charges are detrimental to town centers as deter visitors from staying longer and spending more (last place lived introduced parking charges and this decimated the high street as people will go elsewhere, eg if it costs same to park in Penarth as to travel into Cardiff - will go to Cardiff); better to have time limits (as there are now) on parking close to town center but keep it free. In addition, it costs a lot to implement charges and maintain and to make money leads to wardens being incentivised by tickets issued. This also costs a lot of goodwill and community spirit - parking charges whilst considered small monetarily can have a big impact on the community and how they feel about a place and willingness to engage - this was not even mentioned in your strategy
3800.	The charging times are completely unrealistic given the very limited public transport alternatives in the rural vale. There is no justification for charging in the rural Vale, where people have no choice but to drive due to the lack of evening and weekend bus services. All your scheme will do is kill off Cowbridge's businesses even more, as the free parking at the retail parks in Talbot Green will outcompete them. You need to cut your social services and education budgets to spend more on buses before you even consider charging for parking. If you're really short of cash, introduce residents' parking schemes in Barry instead.
3801.	This plan is total lunacy, parking must be free of charge and definitely no 20MPH limits around Penarth and the vale, both will cut visitor numbers
3802.	On Street 2 hour zones should remain unchanged with NO longer period offered.
3803.	There is barely anything in Barry town centre anymore and certainly nothing that opens later than 5:30 worth visiting anything after 6pm should not be chargeable I also feel all day parking £6 is not value for money considering what's left of the shopping centre need to encourage investment and big names stores before thinking about changing for parking we've already lost Dorothy Perkins and New look
3804.	the strategy for Llantwit Major seems to have been developed on the basis of studies of Cowbridge and Barry, with no proper consideration of how the town works. It also fails to identify that the largest car park in Llantwit Major is the precinct which is not under Council control – it does not even show it as a car park on the plan. The ability of the Council to manage parking within the town is therefore limited and the strategy to simply designate all the available Council parking as short stay is fundamentally flawed. It actually contradicts the rationale



	set out in the draft strategy. The issue of residents parking, particularly the number of residential properties within the town which, due to the nature and age of property, do not have off street parking is not considered. This is a significant dynamic for the car parks and will disproportionately impact residents negatively. The proposals as shown on the plan at Appendix C4 are ill considered and demonstrate a lack of knowledge about the parking dynamics of the town. This is apparent throughout the draft strategy as it relates to Llantwit Major and the proposal should not therefore be taken forward in their current form.
3805.	Free parking ..has and will allow the visiting public to have more money in there pocket to spend in the town.This will keep our high street alive ..as the town struggles against internet shopping. The public only have a limited amount of expenditure and can only spend there money once. Will it be in the shops or the another government TAX!!.. ..
3806.	If this goes ahead it will put off visitors like me, as will any 20MPH limits in Penarth and the vale including Sully , without visitors the shops and local businesses will suffer. Jobs will be lost
3807.	All parking must be free of charge and definitely no more 20MPH speed limits, both will put off visitors like me and the shops and local businesses will suffer, local jobs will be lost
3808.	If you change for parking you will kill off all the trade in local town centres as will any 20MPH limits don't even think about imposing any on us we will never vote for you again if you go ahead with this crazy misconceived idea
3809.	An hour free would suit me for example as I would literally 'pop' to town to go to a specific shop - especially as Barry is becoming a ghost town due the closure of shop after shop! But for the older generation who meet friends for coffee or lunch then they need a little longer, also they are slower around the shops. The shopping centres are dying so I don't understand how charging people to visit them is going to encourage shoppers!
3810.	There can not be any parking charges or unpopular 20 MPH speed limits in the Vale of Glamorgan, both will kill off the local economy.
3811.	The introduction of charging for parking to visit Penarth & Barry Town Centres will further reduce retail activity in the Towns - people will travel to Cardiff for a wide choice of shopping if they have to pay for parking.
3812.	Charging times should be limited between 9 and 6. Charging to 8 will impact evening trade for restaurants and other businesses that run later in the evening. Electric car charging points must be installed in car parks. Despite the growing number of electric cars the vale do not currently have any charging points available and there is central government funding available for the installation of these. We should be focusing on greener transport initiatives. Maybe offer free parking or other incentives to encourage the use of electric cars.
3813.	Suggest that councillors reduce the income they receive by at least half to boost the ratepayers income instead of charging residents parking fees. Charging parking fees will make residents go out of town shopping which in its turns retailers will close their shops and then in turn will not be paying commercial rates



	and income to the council will fall even more.
3814.	Penarth town centre!
3815.	There are school car parks which are empty at weekends and could be utilised. Schools are, after all, public assets. Likewise, the Memorial Hall has a generous car park.
3816.	Scrap this stupid plan of yours in it's tracks before it's too late and all the shops are forced to close because of lack of trade. There can not be any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters
3817.	I appreciate money is tight but we do not need to charge for parking in a town like Llantwit Major.
3818.	The charges will increase the outflow of cars, parking in streets instead & infuriating residents. The charges will scare off shoppers as we do not offer the shops cities do, to drive business. Cardiff will be more enticing to shoppers who will have to pay the same for parking but for a small, half empty town.
3819.	Barry town centre is in enough trouble as it stands today, shops closing down and businesses moving out, why does this policy further drive people away from the town centre.
3820.	With all the decent shops slowly dwindling from the town centre we will struggle to make it attractive to visitors. Adding parking charges to that will completely finish off the town centre
3821.	The creation of charges for the previously free town hall in Cowbridge will cost the average office worker approx £1500 per year. As you can surely appreciate most people do not have that money spare in the current climate. It amounts to an approximate salary cut of £2000 when you account for tax. In order to meet this cost people will have to make savings elsewhere. For example no longer purchasing lunch at one of the local businesses everyday in order to save the £6 for parking. This will hurt local businesses.
3822.	As a large employer in Cowbridge town centre, we need parking spaces for employees who currently use the Town Hall Car Park. We will be willing to purchase week-day parking permits for employees to provide revenue to council, but this would need to be a reasonable charge.
3823.	As an employee of a company in Cowbridge who travels into the town, I and my colleagues (of whom there are very many) will be massively impacted by these charges due to the layout of the town (in that few businesses have access to their own parking areas) and the fact that there's really nowhere else to park in the town without directly impacting upon residents' parking. Cowbridge is massively staffed by those who live outside of the town and it'll be difficult justifying it as a place of employment, particularly given the fact that many people are on low wages.
3824.	There should be no charges! Business are struggling already. I wonder if this idea contributed to Dorothy Perkins and New Look leaving Barry in the same week! All



those jobs lost already!! There is no point charging people to park if there are no open shops for them to visit!!!

3825. As someone who works in Cowbridge, I think it's absurd that I'll be expected to shell out £120 a month to park my car somewhere that is currently costing me £0. The scheme will only discourage people to come to Cowbridge as well as the other areas mentioned - to even suggest it makes it more worthwhile is just embarrassing. The money will be wasted as it always is - there's been no improvement in any infrastructure in Barry since I can remember. This scheme is clearly a cheap attempt to gain more money to waste rather than actually budgeting (like everyone else has to do).

3826. The company I work for has grown 10-fold during the 14 years I have been employed (from 6 to 60 staff). Most do not live close to Cowbridge and therefore heavily rely on the existence of the main car park. We bring a large amount of business to the town and I certainly believe the clear and visible growth of the number of successful businesses has been significantly aided by our input.

3827. As I said before, half hourly bus times 24/7. If we truly want to reduce people having to park, and allow tourists to make use of our town centres, then we need an improved public transport for those people who do work in these town centres serving tourists. If the public transport infrastructure is put in place first, then the rest will follow.

3828. The town centre car park is predominantly used by people that work in Cowbridge that require full day parking and short stay shoppers. Both of these bring in a great deal of revenue. Removing this free function will have a direct impact regarding whether people will chose to work in Cowbridge -personally if this parking charge is introduced I will have to lose £120 from my monthly wage. Additionally this will cause an inconvenience for residents because there will be a significant amount of cars that will find places to park for free in residential areas. Additionally there will be an impact on businesses as shoppers will be using other parking venues that they can use to park for free i.e. Waitrose which is free to park for two hours. As an addition, to reduce congestion within the town centre, please consider a traffic light system at the town hall/Waitrose crossroads.

3829. Charging for car parking in Cowbridge will harm the economy. Less people will visit and businesses whose staff use the car park will be more likely to move locations, taking custom away from Cowbridge shops.

3830. Visitors to the Town Centres should be charged a nominal fee. However, if you are employed in any of the Town Centre Business's as I am in Cowbridge, Free Parking should still apply. Charges of any kind to local business's/employees would have a severe impact on the Town. I believe this will reduce the amount of visitors and local business will be hit hard because of this.

3831. Charging for parking in Cowbridge Town Centre will disproportionately hit employees of local businesses who have no alternative but to pay for the full day charge. This would amount to a charge of £120 per month just to be at work. Those on a low salary would especially feel the hit. Most buildings that house businesses in Cowbridge do not have the infrastructure to accommodate staff car parking, so their employees in the main have to park in the town hall car park. Surely it is better that employees' cars are concentrated in one area, rather than in



	residential and other streets to avoid the charge. In addition to this, local businesses and their employees bring a lot of money to the local economy, for example staff spending their wages during their lunch breaks etc.
3832.	Charging for parking in Cowbridge town hall car park will disproportionately hit employees of local businesses as they will have no alternative but to pay for the full day. That amounts to a charge of £120 per month just to go work in Cowbridge. This will especially effect those on a low salary. Businesses based in the centre of Cowbridge do not have the infrastructure to provide staff car parking. Surely it is better that these cars are concentrated in one location, rather than spreading out into residential and other streets to avoid the charge. In addition to this, these same staff and businesses already contribute directly to the local economy by spending their wages in Cowbridge during lunch breaks etc.
3833.	See above. Surely at a time when local towns are dying and businesses closing, anything we can do to encourage people to use their towns should be done. Bringing in parking charges will ensure even less people use their local town, and will instead to go nearby retail parks where parking is free.
3834.	I don't think people should be charged parking fees in these locations. As a regular visitor to Cowbridge, I think it is one of the main advantages of the area that it is free to park there for the day. I think with parking fees introduced it would discourage people from visiting there, therefore have a detrimental effect and creating less business and income for the town.
3835.	Residents will suffer, businesses will suffer and commuters will be forced to take their offices elsewhere due to extortionate parking charges. Cowbridge is too small for such a charge, and will put people off visiting. People working in the town generate a lot of money in the local businesses. It would force workers to go elsewhere like an industrial estate with parking available. Charges will cause busier side streets and frustration or cost for residents. Would you offer a reduced annual parking permit for workers?
3836.	I don't know Barry well enough to comment.
3837.	I feel that the charges will encourage businesses to relocate out of the centre of Cowbridge and as a result a loss of a lot of the customers for the shops within the area. There will be many vacant properties and the high street will decline. I commute quite far to work in Cowbridge and so public transport is not an option. As this charge would have a significant impact on the company I work for I believe they would have to consider relocating.
3838.	Use the spaces you rather sell for building houses.
3839.	Free parking for 3 hours and a flat charge of £3 for all day and on high street Cowbridge free parking for 2 hours and no return for 2 hours after that , shopping areas should be free for designated times and not have a option for long stay parking that is what a car park is for not shopping streets
3840.	Do Not restrict traffic no cars no business no jobs. Also a very big No Thank You to any more 20MPH limits in Penarth and the vale including Sully
3841.	I disagree with any charges as this would cost too much for the employed and



	also stop people visiting said places.
3842.	Stop pretending that these charges are anything other than tax increases that will hurt independent traders and make it impossible for their staff to afford to work. Stop trying to kill successful town centres like Cowbridge.
3843.	All parking must be free of charge and definitely no 20MPH speed limits anywhere in Penarth and the vale including Sully .
3844.	The proposed charges are excessively high. It will penalize shoppers and visitors. Just put up council tax. Then the cost will be shared by everyone, not just car drivers.
3845.	There are roughly 60 members of staff employed by FFT Education and based in Cowbridge. Whilst some of us have parking behind our offices, most do not. If the suggested fee of £6 a day is charged this is a cost of about £1,000 to each employee who uses the car park. The staff of FFT Education spend money on the high street, do their shopping here, meet friends and family, spend money in local businesses and restaurants. Respectfully, the staff of FFT Education likely bring thousands and thousands of pounds to Cowbridge. By implementing these parking charges you run the risk of penalising those who work here and spend their money here every single day.
3846.	I have lived in towns before who introduced parking charges and it killed the high street. Many business had to close down all because of the greed of the council. People come to Cowbridge because of the free parking. This is what draws them to the town. Please do not kill the town.
3847.	I think £2 all day should be the maximum charge, town centres are already dying as people use retail parks to shop mainly for convenience and free parking. People are not happy to incur a charge to park.
3848.	You appear to be trying to implement a one size fits all strategy across 3 locations that are totally different. Cowbridge, Llantwit Major and Barry really are not comparable in terms of transport options, visitors, purpose for visiting etc. What may seem appropriate in a larger town like Barry with a railway station and multiple bus services just doesn't work when applied to a town like Cowbridge where there is no train station (or option for one) and only one bus route that runs through the town. The strategy is also ignoring the needs of workers in these smaller towns - businesses won't appreciate greater visitor numbers if they lose staff who can no longer afford the transport costs to their place of work. I also wonder why there is no long stay parking designated for cowbridge - where is it you think workers are going to park? Your strategy also considers an annual permit for coastal areas - can this be extended to town centre car parks to help workers and save paper/time of using pay and display machines every day?
3849.	Charging for parking in Llantwit Major will kill the town. The proposal for charging for parking will drive shoppers from outlying areas to Bridgend and Barry where supermarket parking is free. Le pouligon way car park is used as an overflow from the train car park, charges here or increased parking to avoid other fee paying car parks will take people who commute regularly by train back into their cars. It will be cheaper to drive than use public transport. Charging for car parking in Llantwit will mean that residents close to town will have shoppers and people working in



	Llantwit parking often for long periods outside their homes
3850.	Totally unfair on those people who live and work in the town centre.
3851.	Having parking charges will discourage people from visiting towns. Major improvements to the local transport is needed they run earlier in all directions without major 2 hour gaps in a 7 day week basis.
3852.	Many shops will close. Also many residents won't be able to park near their homes.
3853.	Car Parking should be free from 6 pm to allow evening businesses to thrive, Please don't forget disabled parking does not mean they are poor, they have been Bentleys parked with blue badges in Cowbridge, it's right they have reserved spaces but charges should apply
3854.	Disabled people should be exempt from parking on and off the street, carers should be exempt
3855.	Leave it as it is !! it will spoil Cowbridge
3856.	The negative effects have been identified by recognising displacement will take place, so the council benefits by increased revenue while the residents suffer from congested side streets
3857.	Parking on a Sunday and bank holiday should be free, plus disabled parking should be free
3858.	9am -7pm for short stay
3859.	Charge to park in town hall car park
3860.	Retail is in a very difficult period and bringing these charges in will kill many of the independent shops who are struggling off completely
3861.	Include the leisure centre, Cowbridge as well
3862.	Don't Charge
3863.	Cowbridge is a conservation area extra street signage, Parking meters, cameras, street furniture will detract from the streets (scene). Staff wages low in Cowbridge retail to compensate for free parking
3864.	Where is the Boverton road parking facility? Le Pnliguen way takes the overflow from the railway car park which is very well used
3865.	I totally disagree with your proposals for town centre parking at additional locations, alternative charges and times. Do you really think this will do business in our town centres any good at all? What a hair brained crackpot proposal!
3866.	All parking must be free of charge and definitely No 20MPH limits In the Vale, we do not want or need any of them, a sure vote loser for the council total lunacy look out in next election!!



3867.	The solution for car parking is to stop reducing the parking areas and make more parking available to encourage local shopping to keep the high streets viable. Charging for car parking is a counterproductive method for the Council to raise funds, especially as money raised will not be used to improve parking.
3868.	Charging to park a car for the shops that are currently available is the most idiotic idea I've heard. This will drive customers away.
3869.	civic offices are given free staff car parking and the proposed car parking on Wyndham street will cost 8.00 a day this is unacceptable and unfair working practise that vale employees are being treated differently. This is effectively a pay cut.
3870.	Very unwise move, working people are already strapped for cash and charges of up to £80.00 a month is not acceptable for me to pay to park my car whilst i am at work. If i have to pay then why do the staff at the Civic Offices or Dock Offices not pay. I would be forced to look for alternative work in Cardiff and avoid this.
3871.	The designation of car parks as "short stay" should mean exactly that - short stay. I therefore consider that people should be completely discouraged from parking "all day". Accordingly, any driver/vehicle parking "all day" in a short stay car park should be the subject of enforcement action. Parking beyond 5hrs should not be allowed.
3872.	free for people who work and live in town centre, council tax goes up every year which should be incorporated into this. Local business rely on free parking to attract customers
3873.	Parking charges help no-one but the Vale Council. Tourists, visitors, commuters, local businesses, shop employees, etc, will all be worse off for it. Just don't do it.
3874.	No charging in town centres. Charging for parking will be detrimental to the communities residents and businesses particularly in the old town centres in the Vale. Parking is already limited because of double yellow lines in the town centres - residents are already unable to park outside their properties where are they meant to park if they can't park in public car parks. 2 hours free parking is not enough, it will actively discourage people from lingering in the towns and the local small businesses are struggling enough. People will just go to retail parks with free parking get their shopping have their coffees and lunch etc.
3875.	How does Llantwit not have a long stay car park with reduced charges above 4 hours compared to short stay? How is this having uniform and consistent parking policy across the Vale of Glamorgan?
3876.	Impact on local people and local businesses - people more likely to shop elsewhere with free parking
3877.	No charges should be made!! Llantwit major struggles as it is and taking away free parking will slowly make residents move away and independent business shut down
3878.	I do not feel we should pay to park, how are workers going to afford to park all day.



3879.	I strongly disagree to the whole proposal. It would be kill tourism and as a result kill small businesses
3880.	Free for 3 hours. Otherwise you will kill trade in the high street.
3881.	See previous page comments.
3882.	Short stay 8am to 6pm. 50p per hour, limit to 5 hour max stay. Long stay charges should be less
3883.	Do not implement parking charges in Llantwit Major or Cowbridge. It will be detrimental to trade and tourism.
3884.	We shouldn't have to pay to park in our little town of Llantwit major
3885.	Considering we pay so much in council tax, I don't think we should now be charged to park in the place we live.
3886.	Introducing charges is unwanted by locals and visitors to our small home town. This will become a masdive problem for residentials parking outside their own home, as visitors will look elsewhere for free parking which eventually the streets will end up being permit parking areas which NO LOCAL WILL WANT!!!! Costly for councils and homeowners alike. Parking charges are not wanted in our small coastal town!
3887.	No charges should apply. You are driving visitors to the vale of glamorgan away
3888.	Introduction of parking charges will makemail using the local town centre shopping areas less attractive and encourage people to use out if town shopping centres where parking is free. It will also encourage users to park 'illegally' in local residence areas making it harder and more congested for the residence. .
3889.	Do not charge for parking at all. Our town needs people to come to shop to keep us running sufficiently. Imposing parking charges will Make residents go to out of town supermarkets. The workers in town will Not be able to afford to park when they are on minimum wage. Do not charge in train stations as people use this transport to get vehicles off the road imposing charges here will add to the cost and therefore will Not be used
3890.	The car parks in Llantwit Major are set within a conservation area. A lot of the surrounding residents do not have off street parking due to the nature of the old houses and there are double yellow lines outside the houses. Therefore the residents and any guests who come to stay with them have to use the town hall car park as there is no other alternative. By introducing any parking charges you will be penalising these residents and bringing down the value of their homes. I also strongly believe that the introduction of any car park charges will kill off the town's. Just look at Bridgend town centre as a prime example. Since the I triduction of car park charges the once thriving town centre has been left to rack and ruin with many businesses closing down as people use our of town retail parks where parking is free. Parking charges will kill off tourism in the beautiful Vale of Glamorgan.
3891.	You won't need to provide more parking spaces free or not as Barry Town is a



failing town.

3892. NO CHARGES. This is our town for which we already pay taxes, stop penalizing us. Next, it'll be the every breathe we breath that you tax! STOP building loads more housing estates....the schools, doctors, hospitals, police, emergency services, & all other public services haven't been expanded by you to accommodate the extra housing. Sort these out first before the parking issue, which wouldn't be such a big problem if you STOPPED BUILDING HOUSING!
3893. The town is struggling to survive. If parking is charged for the "town" area of Barry, it will cease to exist as people travel to places with their own parking and go to out of town shopping. This has happened in other areas. If anything places should be encouraged to take vacant business spaces in the town not be new builds such as £strecher or home bargains.
3894. Llantwit Major does not need or want Town Center parking charges. Llantwit Major does not have a parking problem; the problem is that there are no enforcement officers around to police yellow parking infringements on existing roads in the Town Centre.
3895. Don't do it. Businesses will shut down. Ghost towns like Bridgend will emerge
3896. These charges will affect all people that work in Cowbridge. The High St is full of small independent shops who rely on customers coming into Cowbridge. One of the attractions about visiting Cowbridge is the free parking.
3897. Free Parking is essential at all Town Centre locations throughout the Vale. Any charges could have an adverse effect on the livelihoods of already hard pressed local businesses.
3898. I believe that Llantwit Major is too small to have car parking charges, especially when the major car park in the town is privately owned. You have made a statement that car parks outside Railway Stations will not attract car parking charges. Le Pouligen car park is outside the railway station. The map C4 of Llantwit is very crude and it is difficult to see what is planned, more work and detail needed. The potential displace of car parking on the map is also crude, and I do not think there has been much work in this area. A lot of the car parking in the town is by residents using the facilities nearby and also for parking at the weekend and at night as parking in the old part of Llantwit is limited due to the houses being built before the car was in existence. I presume this is being covered by the tax on households in the guise of a residents permit? or does this just cover parking on the roads close to the houses. The people at the meeting held in Llantwit did not seem to know much about the town and that was very bad, but I was told that visitors to the presentation were all against this scheme. In the case of the Boverton road park, there are very limited spaces controlled by the local authority as the majority are owned/controlled by the Rugby club. In addition the car park is mainly used by residents attending the local doctors surgery, the library, Llantonian Hall, the Rugby club and the Bowls Club. There are a number a visitors to the Rugby Club and the Bowls Club for matches, but also members of these clubs come to the car park for training and social events. In respect of the suggested free time for parking this is stated as 2 Hrs or 1 Hr depending on what part of the report is read. What happens when the Boverton road car park is used for breast screening or blood donors where many spaces are taken up by the



	lorries. I believe that more thought and surveys need to be carried before anything more is proposed, individuals involved did not seem to know much about Llantwit Major. I believe parking charges in this town as proposed will have a detrimental effect on visitors to the town, and therefore the businesses in the town,
3899.	How will onstreet parking charges be administered - as a resident I wouldnt want a meter to spring up in front of my home.
3900.	Charging in town centre locations will have a detrimental effect on the financial wellbeing of that town. If the proposed parking charges are levied in Llantwit Major, it will have a huge effect on the number of visitors to the town and will drive people towards parking in other residential locations - if parking charges are levied throughout the town then those people that currently travel by rail to Cardiff for work, will either park for free in residential locations or drive into Cardiff and do the same there (this is surely detrimental to the environment and entirely counter productive to the environmental strategy of the Vale Council.
3901.	Whilst i have an issue with the charging proposals affecting town centre viability and vitality - why is there little difference between short and long stay charges - there should be better structure/incentive
3902.	Leave things alone. Spend less on council, reduce staff etc.
3903.	Free parking we pay enough tax
3904.	Long stay car parks/charges should be for long stays only and to encourage their use rather than cluttering residential streets a charge of say £2 for up to 4 hours and £3 up to 8 hours.
3905.	8pm is too late for parking. There is no problem after 6 pm in cowbridge and it wouls affect evening activities, restaurants, cinema, classes etc. Monitoring would be an additional expense. how will the council deal with the existing parking at the Leisure Centre and Medical practice in Cowbridge
3906.	No, if you need to raise funds stop wasting funds on bi-lingual schools when Welsh speaking is limited in the Vale. Charging for parking will be disastrous and force people to shop, trade, visit other places
3907.	charges for any town centre parking across the whole of the vale will see a drop in the number of people staying in any of the locations using and enjoying the amenities on offer
3908.	I do not want any charges at all.
3909.	No charges, dont fix what isnt broken.
3910.	Facilites will be used less, local businesses will lose out and thr money raised will only benefit those in management.
3911.	These proposals will have a negative effect on neighbouring areas with people parking on roads and causing hazards to pedestrians and residents. These proposals are ill considered, will stifle businesses and place financial impact on people already disadvantaged. Young people will shop on line and older people



	where they can, will go to shopping complexes. The Council will be presiding over the destruction of our small towns in the same way other Councils have done leading to businesses going bust, difficult to let spaces etc
3912.	In deprived areas like Barry you will kill the high street.
3913.	Regular public transport
3914.	No charge times at all , this is an unfair duplication of tax.
3915.	Allow business owners and employees a permit in order to not have to give up 10 percent of their yearly wages on parking, their salary is vital and shouldnt be cut
3916.	Leave llantwit major alone you are already spoiling it enough we won't get visitors and it is just a money making scam - try living there and see
3917.	THERE OUGHT TO BE A PARKING SEASON TICKETS OF REDUCED RATES, AVAILABLE FOR THOSE WHO COME TO WORK IN OUR TOWN CENTRES. IF NOT- THE PROBLEM OF THEIR PARKING IN NEARBY LOCAL STREETS AND ROADS WHILST WORKING (LONG HOURS ??) WILL CAUSE TROUBLE FOR ALL CONCERNED - FOR BOTH RESIDENTS AND VISITORS
3918.	I agree with charging for parking. I think the charges should be higher. I also think you should look to replace some parking spaces with space for pedestrians and cyclists (including cycle parking).
3919.	No 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the public and we all voted against them .All parking must be free of charge or shops will close.
3920.	No consideration for people who work in these locations but live out of the area and have no choice but to drive to work. Trains where I live are once an hour and always over crowded. £5 per day parking charges would set a full time worker back £100 per month. Holton Road In Barry is already dire with shops closing. Parking charges will prevent people from visiting
3921.	Listen very carefully, we do not want or need any 20MPH limits in Penarth and the vale, all parking must remain free otherwise it will be a total disaster for business
3922.	Town centre's are struggling with out added costs to customer's who may shop elsewhere.That, or people will park in side streets and or residential areas
3923.	the all day parking will cost people working in llantwit major at least £25.00 pounds a week =£1250.00 a year it is a small town centre on low incomes
3924.	If you want to charge for parking in designated areas. Why not ask for proof of residency so that if you are a resident you need not pay but visitors will have to pay a small fee. After all we do pay a high council tax for the privilege of living in Barry.
3925.	Keep all car parking free otherwise expect boarded up shops as shop workers like I will not pay £130+ a month in order to serve the people of Cowbridge.



3926.	Residents in Llantwit pay sufficient rates for the maintenance of free parking in this area. As a senior citizen with limited income paying for car parking is a will reduce my ability to visit this area and to spend in the local economy eg restaurants
3927.	Charging for town centre parking discourages visitors and drives residents to out of town shopping
3928.	Cars are clean buses huge polluters, cars are vital for business , so no parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale
3929.	Yes - quite simply, don't charge. It isn't necessary, and is clearly a money grabbing exercise on the part of the council. The only reason parking charges can be justified anywhere is if demand massively exceeds supply. There are only a very small handful of locations in your local authority area that could possibly fall into this category.
3930.	As visitors we were extremely impressed by free parking in cowbridge, penarth, porthcawl and other areas. We also came across other visitors, local and from further afield who also had impressed reactions. We said we don't know why more places don't do this. It encouraged us to just pop into town for a few bits. Sometimes a couple of times a day. If parking was charged for or had any admin this would have put us off. Please don't change it
3931.	The charges need to be much, much cheaper e.g. 20p an hour/50p a day. The argument that revenue raised is going to be reinvested into public transport doesn't stand. The amount of money that would need to be invested into public transport to make people use public transport instead of cars for fairly rural locations would run into the billions which you would never raise with local car parking charges. I understand the need to control parking levels to free up spaces but introducing a small nominal charge will have the same effect. These charges are going to decimate local high streets. These charges mean that it's much more tempting to go to Cardiff instead of utilising the local high street. In towns this close to a big city, the pull of the local high street is all about convenience. If people are being charged extortionate amounts to park they will get on public transport to Cardiff instead. This means that local businesses will ultimately suffer.
3932.	You'll kill off the towns. No parking charges!! Reduce the number of fat cats at the head of the council!!
3933.	Up to 1 hour should be Free - this is reasonable for people to drop-in to a town centre/ shops/ businesses. Charging should apply on all stays greater than 1 hour. Without this individuals will continue to use their cars to drive places, particularly in terms of commuting to work. All of the charges presents are too low - they should be at least 20% higher if you want to discourage people from using their car and reverting to public transport. There charges do not reflect the fact that someone is already getting 2 hours free. Would you take a bus to somewhere at a cost of £3 return or use your car knowing that you can park for 3 hours for £1? The council should ensure the most advanced forms of parking machines are used. For example, that contactless payment facilities are used.
3934.	Once town centre parking restrictions brought in the "all day" parking people will move to the outlying roads. I live near Penarth station and have seen an increase



	in on street parking by commuters during weekdays. I think these additional roads should be included or at least monitored as cars parked here narrow access and are a safety issue
3935.	Loading bays are confusing better signage needed. Plassey street wide enough to have parking perpendicular to kerb on at least one side at town end.
3936.	I do NOT agree with charges full stop!! Visitors and local residents are the ones being penalised, as our people who work in the town. This will 'drive' people away!!
3937.	There are very few users of this facility that are not local residents, so this is just a stealth council tax rise.
3938.	If you are going to do this, please please do it properly and allow people to pay through an app. I am happy to pay a fee if I need to but don't want to be caught short with no cash.
3939.	Cars are vital for business, there can not be any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully
3940.	Not doing anything is no longer an option. The charges proposed are incredibly modest cf. the rest of the UK. I've just got home from Reading where my friends stumped up £7 to park for just over 2 hours. Most car journeys are for convenience and short: this will get people thinking about when they can more realistically walk.
3941.	No parking charges and absolutely no 20 MPH speed limits anywhere in the Vale, all existing 20 MPH limits must be restored to a safe 30 MPH
3942.	Think times should be 8am - 6pm and not 8pm
3943.	You will drive customers out of town centers which are already struggling
3944.	Mae'n hanfodol bod y cyngor yn ystyried modelau eraill o godi ffi am barcio sy'n llawer mwy hyblyg ac yn galluogi gwell ddefnydd o fannau parcio prin. Bydd yr erthyglau canlynol yn rhoi enghreifftiau diddorol - yn Los Angeles maent wedi defnyddio'r system ers 6 mlynedd felly dyw'r dechnoleg ddim yn newydd/heb ei phrofi: https://la.curbed.com/2012/5/21/10369308/heres-how-downtowns-new-variable-parking-pricing-works http://fortune.com/2017/12/03/uber-surge-pricing-parking-congestion/ http://www.accessmagazine.org/fall-2013/sfpark-pricing-parking-demand/
3945.	8pm is too late
3946.	I think you should forget the 2hr free idea and charge from arrival. Also, couldn't charging times be extended?
3947.	I work in Cowbridge and this would impact me financially considerably.
3948.	It seems unfair to propose charges for parking at High Street; it is not the same as the town centre, as it consists solely of small, independent shops which would suffer greatly from reduced footfall if a charge was introduced.



3949.	No to any parking charges. It works now being 2hours and traffic warden. People will not enter town, will not shop, will not attend Tuesday markets. Avoid shopping local
3950.	Why is the price so high for all day? No maintenance has been obtained in the town hall car park in Cowbridge, so there is no reason to gain extra money to improve it now when it is fine as it is. Why are you only allowing 2 hours free? £4 is a reasonable charge for an all day ticket.
3951.	The cost of infrastructure and enforcement needs to be published within a business case including the details of investment planned in the parking locations
3952.	The council are only doing this to try and raise funds. It appears that the cost of set up has not been included in the costs. Plus is the company who did the study the same company who ewill be running the carparks? That will be handy!!!
3953.	I do not believe the cost to set up parking charges will not be payed by the tax payers or the revenue will benifit llantwit major directly .There is a conflict of interest as the company who did the study are also the company collecting the charges !!!
3954.	Ridiculous idea, especially as the money wouldn't be spent improving the park, parking facilities or any thing else. It will just go into the pot and be spent on education or social care
3955.	I really believe you should think long and hard before charging for parking in town centres. Not only will it affect trade in these locations, because most shoppers won't stay any longer than their free two hours so maybe wouldn't stop for coffee or lunch. But this is really going to have a huge impact on people who work in these town centres. A full time worker will have to pay £120 a month in parking charges to attend work. These workers could be in receipt of minimum wage. How are they supposed to afford this extra cost if they have no choice but to use their car? You are placing extra burdens on hard working ordinary people, who are most likely struggling already in this financial climate. As I said these proposals won't affect shoppers as they have options to park for free for a limited time, and that is what they will do. But it will seriously affect traders and workers. As a Vale of Glamorgan Council employee I would like to know if I am eligible to park in the Civic Offices? We've always been told we cannot park there. The car park closest to my place of work will become chargeable under these proposals and I will have to pay £96 per month in parking charges. I really cannot afford to pay that. I live too far away to walk to work, and have a health condition that would make it impossible for me. We have just, after many years of waiting patiently, had a fairly decent pay rise which was intended to bring us up to a living wage and we were very pleased about this. That pay rise will now be more than wiped out in parking charges if these proposals go ahead. So for me, and my colleagues, it feels like our pay rise has been given with one hand, but snatched back with the other. If employees who work outside of the Civic Offices cannot use their free parking facilities, then should parking charges be brought in all Council car parks such as the Civic Offices and Dock Offices to make it fair and equal for all employees? The infrastructure will already be available in the Civic Offices if you are planning to charge on weekends and bank holidays.
3956.	Parking should be free for all blue badge holders in all zones at all times.



3957.	No parking charges or any 20 MPH limits anywhere,
3958.	I do not know the local conditions affecting many of the above car parks, so I am not in a position to comment on those. My concern is LANTWIT MAJOR.
3959.	There are many older house that have no parking spaces, these must be taking into account
3960.	ALL SHOULD BE FREE. Charges will penalise local buisness & residents, Towns will become llike ghost towns
3961.	As above dont discourage visitors to central Barry , I will have to stop volunteering if parking charges are introduced and it will be easier to shop in large supermarkets with parking
3962.	The old part of Llantwit Major is in decline as it is and parking charges will just kill it off completely most people who work in Llantwit are shop workers on minimum wage who cant afford £6 a day
3963.	Llantianians welcome visitors to our town who come to enjoy the faciliaties, local shops, churches, playing fields and historical sites. Most visitors stay longer to enjoy a coffee, a beeron a shack, parking charges will mean they wont linger for longwer and trades will loose out
3964.	Redesign Train station car park Llantwit Major
3965.	Redesign station car park in Llantwit Major to make more room
3966.	No comments
3967.	Cowbridge town hall shoul;d have short and long stay bays with differential charges short stay may 2hrs, long stay over 2hrs
3968.	Not practical and a death wish for Llantwit , Think school times for collections also youth activities, businesses that require c ars and vans to come and go - Optitions and doctors surgeries not to mention visitors who want to stroll around town
3969.	Town centre parking restriction in Llantwit Major will destroy the town shopping area and visitor attraction
3970.	Loading bay outside boots in pearnth needs to be marked clearly
3971.	Introduce parking permit only parking for all streets and roads in a mile radius of Barry Council offices to stop people parking who don't live here
3972.	If there are any parking charges or any 20 MPH speed limits forced on us it will hit trade and my shop in glebe Street will have to close making my staff redundant ! This will kill Penarth its this what you want ? We will never vote for you again !
3973.	If you introduce charging for parking for Cowbridge, workers will not want to come to Cowbridge to work which means that shops and businesses will close and you will have an empty High Street. Also shoppers will refuse to pay parking due to availability of free parking in retail spaces such as Talbot Green and Cardiff Bay.



Restaurants and pubs will also suffer as people will travel to pubs with free car parking. £6 a day to park all day is an extortionate rate, the minimum hourly rate is £7.38 which most retail and office workers in Cowbridge earn and therefore they will have to work an hour a day just to park their car. If you introduce charged parking, people will go to park on housing estates clogging up narrow streets and endangering school children's lives. Perhaps making the cattle market a charged short stay car park and keep the town hall car park free all day parking to ensure that workers can continue to park and keep Cowbridge alive.

3974. I feel that imposing parking charges in Town Centres will only have an impact on the economy. I work in Cowbridge - I have to park here all day. I manage people on just over the minimum wage who cannot afford these extra charges. You have a high level of volunteers that work in the centres - you would lose their contribution and moreso so many businesses employ people on minimum wage or that work in bars/restaurants and they cannot use public transport late at night. You are making accessibility to jobs that much harder in town centres.

3975. Unfortunately I cannot comment on Barry but speak mainly for Cowbridge. Town Centre parking charges for Cowbridge would sound the death knell of businesses in Cowbridge who rely on staff from surrounding areas. I work and in a business and fortunately can walk to work but already other members of staff who drive to work say they could not afford to pay £6 a day or £30 a week and would look for employment elsewhere. Can see Business Owners having problems recruiting staff. There used to be a time when Landlords could charge premium rentals to Tenants for Cowbridge premises but those days have gone so please wake up to the current economic situation or Cowbridge will die on it's feet like Bridgend already has.

3976. I am disabled and use a Blue Badge to access all parking places. As far as I can see from reading the previous section of the consultation, there is no mention of facilities for the disabled. Will I still be able to use the car parking free of charge? If so how will you police the disabled car parking spaces? In my experience, I have a gradually intensifying disability, I have noticed that there is a particular group of people in society who think that they are above the law and rules and have no concept of rights for those less able than themselves and choose to ignore disabled parking places even when there are fines enforceable for illegal occupation of such sites. I envisage that such people are far more likely to misuse disabled parking spaces if they have to pay to park in conventional parking spaces. I was born in Glamorgan and brought up here before going away to University in England then Scotland and working in Scotland and England all of my working life. I returned here after retirement and it disappoints me that you are proposing the reintroduction of parking charges that were enforced from the 1950s or 1960s and later abandoned.

3977. Will stop visitors and shoppers to the areas. And stop people working in these areas

3978. I think town centre parking should remain free in order to attract customers from all over that extra charge will impact every business big and small. Many business will be lost due to not making enough income to cover rent as there are other places to shop and park for free in different areas.

3979. Times should reflect business hours



3980.	This is going to kill our town centres! We can not have any parking charges or unpopular 20MPH speed limits anywhere
3981.	up to three hours should be free to encourage trade.
3982.	Other towns on the coast (Tenby) charge by 20p per hour, this is surely sufficient charges. For a town that has not much to offer in comparison with Tenby why are we charging so much - this will surely now end Holton Road for good, and completely destroy business at Barry Island THE FIGURES ARE NOT CORRECT IN THE REPORTS PROVIDED, THESE WERE CARRIED OUT BY AN EXTERNAL COMPANY WITH THE FIGURES INCORRECT TO THE PROPOSED CHARGES. THE REAL FIGURES SHOULD BE PROVIDED TO THE RESIDENTS
3983.	I propose that ALL vale of Glamorgan council workers should be exempt from any parking charges. The cost of using the multi storey car park on a daily basis is unaffordable for myself and my colleagues. I have to drive to work as it's a fair distance from my home, as is public transport. I work in Holton Primary School every day, this could potentially cost me £25 a week, I can not afford this extra cost on my income.
3984.	All parking should be free. If you charge people to park they won't bother visiting Barry Town Centre. All tthe shops are closing down. Its a ghost town.
3985.	I work at Holton Primary School which is surrounded by residential parking. There is not enough street parking for the staff to use so we will have to use the car park, resulting in us being the only school in the Vale to be charged to park our cars in order to attend work.
3986.	You shouldn't be charged when you ether work or live in the surrounding area!
3987.	Charging for parking will have a detrimental effect on the towns in the Vale, Barry is already in decline. People will also find other places to park which will cause other problems. In Llantwit major, the size of the roads already causes problems and this will be exacerbated by charging for parking.
3988.	Only if you want to kill off these areas. As employees of the Vale of Glamorgan, the teachers of Holton Primary will be at a huge disadvantage and many of the staff will struggle with the charges. Other school staff do not pay for their parking in the working day.
3989.	This plan is total lunacy, there must be no parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale. Town centres will die as a result, a guaranteed vote looser for the council
3990.	Charging will require a full time worker to pay out £140 a month to go to work. And stop people working in these areas and stop people visiting
3991.	The time of charging could possibly be amended to 8am-6pm. Not a lot of facilities remain open beyond standard business opening hours
3992.	This is going to be a total disaster, we can not have any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully,



	business would fail
3993.	If the parking is not free this means I will have to pay at least £140 (average) a month for parking just to go to work. As a student this is not feasible! Due to where I live I can't take public transport (this is an average of £2.50 just to go down the road) and I can't walk due to the time I finish work... I also believe that the parking will result in many businesses leaving Cowbridge which will result in only charity shops which will ruin the town and reduce customers (the high end shops bring in customers)
3994.	open up the council offices for public and leisure centre use, as a lot of council people park in the leisure centre car park, and if these charges are implemented the council offices car park must be included in the car parking charges policy. if we pay , you pay to be in work.
3995.	Please [REDACTED] no parking charges or any 20 MPH speed limits anywhere, this will be a disaster
3996.	The suggestion is that council employees would be the only workers entitled to cheaper parking, why does this not extend to all other local workers, many of whom would be priced out of work.
3997.	To allow free movement of emergency vehicles return two way traffic and return pavements to approved width.
3998.	The area marked for on street parking in the High Steet outside the Bear up to the Swansea Building So ie try is reduced from the present length which was made viable by the resisting of the central white line in the road a few years ago. The present arrangement should be reinstated. There should be long term parking in or near Cowbridge centre and the difference between all day in long term and short term should be greater. The strategy makes no allowance or even mention of the new house being built in and around Cowbridge, these and particularly the development at Darren farm will greatly increase the pressure on parking in the town. Any strategy should I think include these changes and make provision for them. New parking areas will be needed and Darren Farm on its own will bring great problems in it's wake. The consideration and implementation of the strategy should be delayed to allow thought to be given to this. The idea that a shuttle bus service from Darren Farm will solve this problem is a delusion.
3999.	I think shops and businesses will suffer if there is Town Centre parking. Wages are lower than if people were to work in say Cardiff (which also has better public transport links) and therefore keeping staff in offices/shops would be a lot more difficult because of the parking costs. The town hall car park in Cowbridge is well over half full by 9.00 a.m. with workers. If there has to be a charge then I think it should be the first 2 hours free and a nominal £2 charge for all day.
4000.	People finish work before 8pm 90% of the time, if u get home and cant park outside your house. Your not going to be very happy i have 2 vehicles of my own and i have a work van so how could i have permits for these?? Its a joke.
4001.	£2 is enough all day, but at the moment the multi storey is closed by about 6pm
4002.	Barry's Holton Road is in dire need of investment - both public and private. The



	addition of parking charges will simply sound the death knell for the town centre.
4003.	It will force people away from town to retail parks with free parking. This will destroy an already under used town.
4004.	I currently work in Cowbridge and will be forced to pay £120 per month nearly £1,000 per year if the propped charges go ahead. There is no alternative parking in Cowbridge, I would either have to pay to park or leave my job. The public transport links into Cowbridge aren't great so I have no choice but to drive in. This proposal completely disregards everyone who works in Cowbridge. It has been stated that the car parks should be used for shoppers who spend money in the town but it seems to be overlooked how much workers spend in Cowbridge - lunch, coffee shops, restaurants etc. I can not afford £120 per month to park so if the proposal goes ahead I will probably have to look for another job and I know many of my colleagues and other people who work within Cowbridge will be in a similar position.
4005.	Penarth needs a town centre car park
4006.	For employees it is unfair that they have to pay £5/6 a day - employers aren't going to pay their staff more to come to work/park their car. Local businesses don't have sufficient parking for staff. It was will massively impact on local businesses for staff and visitors.
4007.	All parking must be free of charge and definitely no more 20MPH limits
4008.	Parking g on roads as long as not causing obstruction or danger should be free. We pay our road tax. ttherefore parking on road should be free.
4009.	Charging time should be 8.00a.m - 6p.m.
4010.	No parking charges and no 20 MPH speed limits anywhere, as both will hit trade, I fear for my business if this misconceived plan goes ahead, please scrap it now before it's too late !
4011.	Businesses are already struggling with the ever increasing costs... they will lose even more custom if parking charges are introduced. People are also struggling to make ends meet without even more cost to the ever increasing cost of living. Mental health and wellbeing will be affected as a result of these proposals.
4012.	Parking charges or unpopular 20MPH speed limits will kill all the trade in town centres ,you have been warned!!!
4013.	Scrap the Llandough 20 MPH limit ,and no parking charges or unpopular 20MPH speedlimits anywhere
4014.	Don't do it
4015.	Unless you can build out of town parking-if you can afford the land and find it and have a bus service to support these, leave well alone-it works. The public will not visit our small towns like Llantwit Major and Cowbridge and they will die, shops and restaurants will close. 6pm end for car parks.
4016.	Any parking charges will kill off all trade, as will any 20 MPH speed limits, we



	voted against them remember in Penarth
4017.	We should do everything we can to encourage trade in struggling town centers threatened by free out of town parking retail parks. Not discourage people by charging for parking. Come on Councillors! You're supposed to represent the views of local people. Every person I have spoken to is AGAINST these charges.
4018.	Any parking charges or unpopular 20MPH speed limits anywhere in Penarth will kill off all the trade .
4019.	This needs a re think it's going to kill our town centres
4020.	It would not be cost effective to administer this scheme. People would start parking in more distant streets or not bother with Vale towns and spend the money on trip to Cardiff.
4021.	Cars are vital for business, people on buses do not spend much money, so do not impose any 20MPH limits or parking charges in the vale otherwise all the shops will close. This is a vote loser for the council total lunacy on your part!
4022.	The towns are limited all ready and by charging more people to park will just drive people out even more and we will see the death of our towns, we can not afford to be paying to park all the time it will push people out of getting out and about in our country park and getting some much need exercise in the open
4023.	There must be no parking charges or any 20 MPH speed limits anywhere, otherwise we will see shops and restaurants closed permanently, it will be a total disaster for our town centres.
4024.	Any parking charges or unpopular 20MPH speed limits anywhere will put off visitors like me and the shops and local businesses will suffer and unfortunately forced to close because of lack of trade.
4025.	Need to have convenient ways of paying to park.
4026.	only that short stay should mean no longer than 4hrs or it not short stay
4027.	Are you mad ? ,This proposal is totally unacceptable, there must be no parking charges or any 20 MPH speed limits or town centres in the Vale will die !
4028.	Civic office car park should remain free as it's used by people using the leisure centre which has awful parking facilities. 8-8charging is excessive.
4029.	I think free parking should be for 3 hours which is more generous to allow a casual shopping/trips to these locations, any less than this will discourage visitors. I also think the maximum should be £3-4 charged for a all day and £5-6 is too much. I also do not think the parking situation needs to be changed in Llantwit Major as parking facilities are sufficient at present. I agree there may need to be some changes in respect to Town Hall Square, Cowbridge but I do not agree with on-street parking charges in Cowbridge and these should just be limited to short stays of 1-2 hours instead.
4030.	No parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale



4031.	'High streets' are suffering across the country. Introducing parking charges will deter local shopping.
4032.	charging up to 8pm seems excessive. 6pm would be more reasonable. as proposed, you will be dissuading some people from commuting by train, because they will have to pay for parking at Le Pouligen Way. Commuting by train should be encouraged.
4033.	This is madness, any parking charges or any unpopular 20 MPH speed limits will damage trade in Penarth and the vale, business is struggling to survive as it is, this plan will kill it off , please don't impose it.
4034.	We should not pay to park in our town. No one will use the town centre and it will become even more run down. Out of town retail parks and supermarkets don't charge to park. Look at the long picture not just what will make or save the council money now. This will destroy our town . Does anyone at the council care ??? I doubt it !!
4035.	Your killing the town centre it won't be long and there will be no shops left to park for. Try charging all council workers be it the alps or civic offices 10 pounds to go to work everyday you want to be ashamed of yourselfs the Vale Council is a shambles and disgrace
4036.	I disagree with all town centre parking charges as it kills off business on already struggling high streets and furthermore, adjacent streets become blocked with cards of which the drivers will not pay. I thought local councils were meant to support economic activity so that local people can find employment. These proposals will not achieve this.
4037.	Charging in small towns drives customers to the supermarkets outside the town with free parking and all your needs in one shop. you will be putting the independent trader out of business.Their leases and rents are high enough anyway.
4038.	I never shop in Barry so the above questions are irrelevant
4039.	I question whether the income generated by such schemes would be sufficient to provide a significant benefit to the community.
4040.	Any parking charges will kill our town centres as will any unpopular 20 MPH speed limits, both are vote losersers
4041.	Charging Times should be 8am - 6pm not 8pm!
4042.	I travel 26 miles a day and if I had to pay for parking, I would have to consider leaving my job. I have worked in Barry for 7 years and really enjoy my work and would be very disappointed if I had to give up my job.
4043.	I believe parking should only be charged at multi-storey car parks Extra park and ride facilities should be added
4044.	Parking should not be charged for. The town centre is dying with shops and major retailers leaving. Free multi storey and on road parking makes it possible for



	people working or visiting to continue to do so. Introducing any car parking fees will deter people who are not obliged to visit the town from doing so - for the sake of a 20 minute train trip they will surely go to Cardiff or visit an out of town shopping complex. Please walk along Holton Road, preferably after 4pm in December (alone) and see for yourself how dead the town really has become. This will be a (final?) nail in its coffin!
4045.	I believe there should be at least one free car park per town so as to not deter visitors and to facilitate workers. A charge of five pounds per day is an extra expense tax payers cannot afford.
4046.	We do not need or want any parking charges or unpopular 20MPH speed limits anywhere thank you.
4047.	A huge number of people who work full time during the day time in Barry Centre park in Court Road multi storey, including myself, this would cost £100 a month to park there. It is not as if public transport is an option from where I live, so I have no alternative but to drive. Charges are forcing staff out of Barry.
4048.	People drive to work and need somewhere to park all day which isn't going to add up to £100 less in the bank account a month. The multi story car park in barry is not even a good or secure/safe car park, charging is ridiculous. Workers nearby need to have an employees card to swipe so they can park for free if these charges come into play.
4049.	This needs a re think before it's too late, any parking charges or 20 MPH limits will force shops out of business
4050.	Please listen to us for once ! We do NOT want any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale of Glamorgan.
4051.	You must not introduce parking charges or any 20 MPH speed limits anywhere,both will kill off our town centres by damaged trade.
4052.	Will be another nail in coffin of town centre shopping and opposed to out of town , free parking sites no relaxed meals out because watching clock, Parking firms each money by catching you out
4053.	Llantwit Major is a unique small town, in introducing parking charges is bound to put visitors off if they hsrve to pay parking charges and for the people who live here will make people go to places where there is no charge.
4054.	You should invest in a car park for high street/ broad street using the land next to what was barclays bank. All these proposals are short term. You may well get increased revenues to begin with , But at what cost. Businesses closing due to lack of trades. Summer visitors numbers down to increased parking charges - You dont need to have a plan but a desperation for money
4055.	Please look at european town centre parking and public transport solutions
4056.	How about the council charging its officers for parking in the civic offices
4057.	It will drive people away



4058.	Llantwit Major has adequate town centre parking, parking is always available and traffic moves fluently
4059.	Do not change
4060.	Charging for town centre parking will deter visitors to the area - They will choose to shop/ dine at the out of town outlets where parking is free
4061.	Short stay from 8 pm to 5pm
4062.	People will park in any street rather than pay
4063.	This will be detrimental to local businesses people will avoid the town
4064.	Visitors come to Llanilltud because of the lack of urbanisation , yellow lines, Parking meters and traffic wardens, to escape these there will be greater incentive for people to shop in supermarkets further a field which can afford to supply free parking and this will damage local businesses - which will be unsustainable
4065.	There is not a town centre in Llantwit that would require the type of fee you are trying to force on the community I cannot comment on Barry or Cowbridge , What additional
4066.	Business is already suffering additional parking charges will only drive away customers
4067.	No where should be charged from 8 AM- 8PM - we pay enough council tax, we should be able to park in our town for free.
4068.	Stop money grabbing - Keep our car parks free, keep visitors visiting
4069.	Isn't Le Pouliguen way where people are supposed to park to use the train? are you trying to promote public transport or not? Older people may need to drive to the station to use the train/buses so you are penalising the older generation again, remember they bother to vote!
4070.	Insane and will see the demise of our recovering town/village
4071.	More Location required
4072.	Town centres are already becoming empty, charging for parking will make this worse- more people will shop out of town/online - more shops will close and councils will lose revenue
4073.	I am strongly against these proposals , as I don't want to be watching the time everytime I am in my village I meet up with friends, go to the library and support local charity events , without the residents shopping locally without fear of getting parking tickets, I would worry that some shops would close.
4074.	I have no idea where most of these places are so there is no comment
4075.	The town need to encourage people into it. Parking charges will not do this. Closed shops and nothing to offer, and then having to pay.



4076.	Aquire old garage near Penarth, demolish and make space for chargeable parking
4077.	This plan is stupid even for VOG ! we do NOT want or need any parking charges or 20mph speed limits anywhere in the Vale thanks you. Please listen to us for a change, we will remember come the next local elections.
4078.	High tariffs for longer periods discourage residents and visitors from combining a shopping visit with a leisure activity eg sampling local cafes/restaurants, appointments at hair and beauty salons, adult education classes, library/museum visits etc. Will provision be made for designated, free of charge parking locations for employees of local businesses? Will parking charges be waived for those attending all day courses and/or Council meetings at the Civic Offices, Barry?
4079.	The only way to make the town centre viable is to provide parking. 2hrs free is NOT enough, I wonder if councillors ever go to the hair dressers or have a long lunch and a shop with friends. This is a great way to drive people out of the town centre to out of town shopping areas where they don't have to worry about paying. Charging represents a short term gain for long term degeneration of our town centres.
4080.	In our workplace (dental practice), all of our staff and many of our patients use the free car park. Introducing charges will considerably increase the weekly living costs for our staff, potentially causing some (who already travel long distances to get to work) to be forced to leave our practice - damaging our work environment and detrimentally affecting our patients experience.
4081.	need to make allowance for shop workers - you cannot expect them to pay these costs
4082.	No parking charges, no cars no business no jobs, hence 29 MPH limits either!
4083.	Parking in Le Pouliguen way Llantwit Major is owned by the retailers, or if referring to the car park at the station, should remain free to encourage park and ride.
4084.	I like shopping in Barry but are often put off because I can't park
4085.	It works perfectly well as it is, to have these spaces, you will then have to pay people to administer all aspects of the charging process - its going to cost more than you rake in....yet again bad value for money.
4086.	No parking charges as it will damage trade, and no more 20MPH limits in the vale, the temporary one in Llandough should be removed.
4087.	Some employees of business' in the town centre need to be able to park near by as they have to go out on visits. If there was a charge for parking it is an extra burden on salaries, which it is doubtful if employers will reimburse. If the private sector and visitors have to pay to park then Council employees, council visitors and councillors attending meeting should have to do the same. There are other ways to save money by working smarter and reviewing the number of employees and their salaries and also unnecessary expenditure. How can a Council justify 12 employees earning more than £100k per annum? Leave the Car Parking as it is but manage it more efficiently to promote the assets of the town. eg opening earlier. It is an 'easy' solution to pass another charge onto 'Joe public' rather than



looking for 'smarter solutions.

4088. Paget Road and Terrace in Penarth should have a proportional degree of residents parking. With the shortage of parking provision in Penarth Marina coupled with the popularity of the Barrage (particularly since the new events area was opened on it subsequent to the Volvo Ocean race) parking is hugely congested on Paget Terrace and Road.
4089. Up to one hour free. £3 for 5 hours
4090. Parking needs to be free in town centres or otherwise people will stop using the towns. It can be limited parking, but there should be no charge
4091. This crazy misconceived idea will kill off all the town centre trade as will any 20MPH speed limits.
4092. As usual, the proposals (and questionnaire) are slewed towards Barry, solely as that is where the VoG offices are. There appears to be no cohesive thinking at all and a wholly broad brush solution is being proposed that does not, and will not, suit all locations. A justification for why parking charges should apply after 5pm would also be appreciated, as extending this to 8pm is solely a profit generation exercise no?
4093. Town centre parking charges will mean residential permits and loss of free parking for staff so I am totally opposed
4094. Town centre's are already struggling and to impose parking charges will put more people off. Need to be encouraging people to visit not drive them away.
4095. £6 all day is far too cheap. Should be compared to a family of four catching bus / train. This could cost £12 or more.
4096. How can you charge to park a car when you do not currently own the land
4097. Look at overall mismanagement of highway infrastructure, pedestrianisation and parking - current situation is shambolic
4098. 8am - 8pm is stupid, 8am - 6pm maybe, that's how Cardiff city works. 8 - 8 stops locals using the area after working hours. Long stay would encourage long parking, free for 2hrs doesn't work meet that criteria. Your whole strategy is aimed at visitors, what about the residents who want to use their local towns. Your simply making out of town more attractive. Net result less foot traffic in town, less shops and back to the 90's with empty high streets.
4099. Please listen to us for once, we do not want or need any parking charges or unpopular 20MPH speed limits anywhere, both are going to force the local shops to close.
4100. We need free parking. Otherwise the businesses and trade will suffer. Also, it pushes people to park in residential streets instead to save money which means that people living in the streets are unable to park near their homes. There is no positive side to imposing parking charges
4101. I think it's a disgrace, the town is already in a massive decline by starting charging



	will just seal the deal. Commuting from Cardiff each day for work and having outside commitments which mean a bus, walking or cycling would just not be possible. It will add a massive extra outgoing to my already stretched wage
4102.	Sheer and utter lunacy, by overpaid money-grabbing council management - how about they start their economies by taking a substantial pay cut. You will destroy Barry town centre - within 5 years most shops will have closed. I certainly will never shop there again if these iniquitous charges are introduced
4103.	Times should finish earlier to allow people to go to restaurants in the evening without being charged.
4104.	Why make it 8 to 8. It should be 8 to 6pm. Local restaurants will suffer as many people want to go out to eat before 8 pm
4105.	Parking must remain free if the town is to prosper . Local businesses are closing and this will increase with falling footfall. Retail parks with free parking will increase in popularity and footfall. Holton Road, High Street are essentially the heart of our community
4106.	For long stay parking I would suggest giving a longer period free and to adjust the times to between 08.00 till 18.00 In many cases the above charges will impact, not only on those who visit town centres, but also on the people who work there. The likelihood where there is not enough well linked transport, or cycle paths, is that people who travel to Vale towns from the more rural areas of the Vale will transfer their custom to places where they can get free parking; for example, Sarn in Bridgend, the supermarkets, Culverhouse Cross or even into England; for example Cribbs Causeway, or greater shopping on line. This may well have the impact of causing town centres to become ghosts of their former selves, driving down the local Vale economy with the eventual disintegration of buildings as businesses move out and landlords do not have the rents to support their upkeep. Towns such as Barry and Penarth are not market towns. The beaches in Barry are outside the town centre as is the Esplanade in Penarth. These are not a sufficient draw to keep the towns active. Moreover, if parking charges are to be brought in they should be at a lower rate to start with so that people just moan, instead of voting with their feet. Once people are used to paying a charge, the charges could be raised at a later date, if necessary (Nudge theory).
4107.	This would have a very bad effect indeed on people on a low income, and a disastrous effect on people who work in or near the town centres.
4108.	I have not answered as I do not know the town of Barry well enough to comment
4109.	From the consultation I had I think free parking for resident in public spaces first two hours. For residents park outside our house should also be free but limited to x2. Residents only on Windsor Rd Pearth. 8am -8pm.
4110.	Surely charging will kill off businesses when you can park free in Morrisons for example !!
4111.	Charging for all day probably penalises those working in the shops/offices the most



4112.	Parking should remain free of charge, Barry Town has very little to offer shoppers or visitors, in fact visitors must think it a disgrace to call it a town with so many premises empty. Secondly the parking charges on Barry Island are far too high for a family wishing to spend the day on the beach. Charges should be suspended during the winter months to encourage local and visitors to the beach.
4113.	Leave it as it is
4114.	Why not build a car parking facility on the waterfront for visitors to town, with bus service to and from town. 'Drop and shop' Seems to be lots of houses going up but not much parking for visitors. More shops are needed too. A vibrant town is a busy town !
4115.	As a school community we strongly disagree with the introduction of parking fees in Barry town centre. Staff have to secure parking, often a long way from the school building to find parking as there is no staff car park at the school. Following consultation with staff, they have indicated that the parking facilities on Court Road are not desirable as an location for parking and if parking charges are introduced, feel that the car park would need considerable investment. A number of our support staff already face considerable financial challenges due to their low wages and increased living costs, all our support staff live locally and contribute to the Council through the payment of council tax. There are a number of schools located in the vicinity of the town centre as well as St. Helen's, including Holton Road, Gladstone and Jenner Park Primaries, teachers in particular, have suffered as a result of the financial pressures resulting from austerity measures and to now have to find additional money to pay parking fees to carry out a job which benefits futures generations of Barry children is another layer of costs. Consideration should be given to local members of the Vale of Glamorgan who drive to work, they are already contributing to the economy through taxes, council tax and providing valuable services. Residents benefit from parking permits, could some consideration be given to employees of the local authority?
4116.	no comment as I am not a resident of Barry
4117.	Charging time should cease at 6 pm
4118.	Leave Llantwit town centre and beach free parking. Legal theft is what you clowns are trying to do.
4119.	All parking must remain free if the shops are to keep open, on absolutely no 20 MPH speed limits anywhere in the Vale of Glamorgan, they are very unpopular with the locals.
4120.	If it is not possible for Penarth town centre to have a car park, can park and ride options not be considered? For example parking at the Cliff Tops with a shuttle bus to and from the town centre.
4121.	Cowbridge town centre parking charges will obviously see displacement parking to other parking locations within the town. We have car parking at the Club for members of rugby, cricket, squash and tennis but have no resources to monitor or control who uses the car parks. They is a great concern that our facilities will be used by "others" and we would have no means of preventing parking on our private land without incurring significant cost. Obviously there would be no financial



	case to provide a monitoring system and we would therefore not be able to cover any costs incurred.
4122.	Will these charges be applied to Blue Badge holders?
4123.	Charging times do not need to extend to 8pm. 6.30 should be late enough.
4124.	This is absolute nonsense ,we don't want any parking charges or unpopular 20MPH speed limits
4125.	8am-6pm
4126.	Keep it free it encourages visitors to the town's charges drives away visitors
4127.	Penarth requires a multi story car park because of demands for shopping and visitors to the pier and scenic attractions.
4128.	Charging period too long. Charges too high. Will put people off from going to places
4129.	I think times should only be between 8-6pm as this is when the shops are open. No charge on a Sunday.
4130.	The town centres are already struggling for trade and if charges are introduced more people will go to out of town shopping centres. It will also impact on employees working in the town centre again negatively, either looking for work elsewhere, or being put in financial hardship having to pay parking when the majority of shop workers are on low wages.
4131.	We can not have any parking charges or any unpopular 20 MPH speed limits anywhere in the Vale, shops will close
4132.	preferential parking charges for struggling town centres could encourage people to widen their shopping experiences and hence support struggling businesses.
4133.	I don't think you can park in Wine Street now. It is a residential area - houses there are small and have no garages so where would they park. I hope you intend to introduce residents permits for areas like this which will be free for them.
4134.	If there is a need to reduce commuter parking, then introduce maximum waiting times. But DO NOT charge. you will kill Llantwit Major, Cowbridge and Barry. Take a look at Bridgend if you want proof. This is not the way to support the towns that already provide your income. Furthermore, employ the use of traffic wardens, particularly in Llantwit Major, where the disabled slots n the main road are ALWAYS blocked by non disabled drivers, including delivery drivers
4135.	All parking must be free of charge and definitely no more 20MPH limits, Penarth needs a large free central car park to boost local trade.
4136.	8pm seems a little late for the charges to still have effect
4137.	We do not need or want any parking charges or unpopular 20MPH speed limits anywhere in the vale of Glamorgan



4138.	Can't see how you can charge on Windsor road and not Hickman road, glebe st and arcot st
4139.	This is total lunacy, we do not want or need any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully.
4140.	No to any parking charges and don't even think about imposing any 20MPH limits in Penarth and the vale.
4141.	Barry town centre struggles to attract shoppers as it is in competition with Cardiff. If I have to pay for parking I am unlikely to return as I may as well go to Cardiff.
4142.	free all day blue badge
4143.	Town centre and high street parking should be free up to 2 hours but subject to fines beyond that. The goal should be to attract people to visit and use local businesses and other facilities/services not to provide parking for people beyond the 2 hour limit. Other locations can be designated for that. People working in such places should be encouraged to use public transport, walk, cycle or, at the very least, car share.
4144.	They should stay free , businesses need shoppers they do not need more reasons to avoid the towns
4145.	There should be no charges or the centre's will die
4146.	Paying for parking will put a lot of people visiting the area
4147.	More parking is needed especially for market day on Tuesday. Introduce new parking spaces rather than charging for lack of.
4148.	Every question of your pantomime sham questionnaire will simply be ignored. You have no intention of listening to anyone, as was the case with the new 2 black bag limit survey.
4149.	Paying for parking will affect those who work in town who have losing paying jobs anyway and now you expect them to pay £5/£6 a day parking which equivalents to an hours pay for younger people.
4150.	Why would you expect any one to pay to use barry town centre to use a library or go to a charity shop
4151.	In Barry town we have had too many shops close as it is, if parking charges are introduced people will go elsewhere to shop, small businesses may already be struggling without this being put in place, it will result in less footfall which in turn will lead to more shops closing. The council should be helping small businesses, not enforcing things that will result in shop closures!!!!
4152.	Improved off road bike lanes initially before charges- give people an option to use a bike before penalising them for using a car
4153.	Concerned about the impact on the shops. Already empty shops. Where will staff in the shops park impact on local residents.



4154.	Do not charge. Barry town centre is dead as it is. You are killing off our town!!!
4155.	Parking near to railway stations should be free subject to paying for a train ticket to encourage use of public transport
4156.	Ridiculous. End of.
4157.	Parking charges will ruin Hilton road as a town
4158.	Having moved to Barry from the Tonypandy area recently I can advise you that RCT made a huge mistake a few years ago when they introduced car parking charges in the town centre. Fewer people visited the town to do their shopping, banking etc. As a result of this shops and banks ceased trading. The car parks weren't being used so the revenue that the council expected to make did not materialise. The council then realised their mistake and parking is now free again. My advice to Barry Council is "do not do it".
4159.	Have no objection to car parking charges across the Vale, as long as the first two hours are free.
4160.	NO PARKING CHARGES
4161.	I do not believe that charging for parking is in the interests of the businesses or residents of any of the Vale towns, and do not believe that there will be any financial benefit to the Council, as the running costs, signage, road marking, ticket machines and enforcement will out weigh any income, especially when you consider the increases in commercial rates throughout the Vale.
4162.	Two hrs free is two short a time. As a family with young children we often pop to town but after factoring in nappy changes, feeding breaks etc it takes longer than two hrs. If charged we will take our business elsewhere eg/leckwith or culver where we can park for free. Likewise we will stop using recreation space like the Knap or cosemeston if charges are introduced. Charges are counter productive to encouraging families to exercise together and enhancing health and well being.
4163.	2 stores in Hilton Road have closed this month (September). There is no incentive for people to shop in Barry. I can't believe the council are going to consider charging people to park here with the ever dwindling customers the town already has.
4164.	No parking charges or any unpopular 20 MPH speed limits anywhere in the Vale including Llandough and Sully.
4165.	Cowbridge is full already. Shops will be losing business because people cannot park. Waitrose will be full all the time when charging comes in It would be better if you ;looked at each locality individually
4166.	Do not charge if you want retailers to fill the empty shops & people to shop in Barry town
4167.	Introduction of weekly ticket for traders / staff , charge council staff for using civic centre car parks
4168.	You will turn it into a ghost town i for one will not psy to go up town its got no



	decent shops up there
4169.	Being charged to park to make it a better experience for people that visit!! Yet there is nothing here to visit as council keep turning down ideas to improve the local town to give people a reason to visit! NOT PARKING CHARGES!!
4170.	It is ridiculous to charge people for parking in Barry town centre. There are so few shops now that even less people will come in to the centre. If you want to charge for parking there needs to be something to come in for! Get more shops in, not pound shops or charity ones, real stores and more cafe or food establishments, so when you come to town there is something to do. A centre for kids would also be good, as central park is not enough. I simply feel it is totally irresponsible to charge for parking in a town where there is little to do and little hope for anything new.
4171.	I live in the town centre. Make my street residents only. If I can't park outside my property due to this I won't be impressed
4172.	There are many stores closing in Barry, we need to make Barry town centre a place to visit that doesn't cost to park as it is now, retailers are struggling to survive already in Barry, let's not make it even harder with no visitors.
4173.	Don't charge to park in Barry - people (ie me) won't come in to shop I'll just go to MacArthur Glen which is free parking or Cwmbran also free or if I'm going to pay I'll go to Cardiff - you will kill off the local shops - keep the parking free
4174.	We have hardly any shops on Holton road as it is so to charge for parking will be detrimental to all local business
4175.	As a resident of Croft Street, Cowbridge I am already finding it hard to park in my street. A number of those working in Cowbridge use my road to park their cars. This will become increasingly difficult if charges are made to park in the car parks. Sometimes I have to park quite a distance from my house in one of the nearby streets. I believe resident parking permits should be introduced to my street and the nearby roads.
4176.	Parking needed for people working on Holton Road. Teachers at the primary school will have nowhere to park and it will cost them £1200 per year to pay for work when other council workers don't have to. It's discriminatory. Parking passes required for the multi-storey required.
4177.	Court Rd should be open late, preferably until midnight. Charging should stop at 6 pm.
4178.	There isn't enough shops in Barry town centre to attract visitors. There needs to be more done to attract visitors to the town not put them off with parking charges
4179.	too expensive. If shop staff and other workers need to park for the day they are immediately committed to the all day charge. It should be less.
4180.	Again these charges will stop people supporting their High streets. I really don't think that anyone could possibly gain from this, certainly not small independent shops. The Vale council need to listen as this could be 'the nail in the coffin' for all



	the individual businesses still surviving in competition with retail parks.
4181.	I don't think that there should be charging for any high street parking or nearby car parks. Investing in high streets from parking charges is a nonsense. There won't be a high street to invest in, if there are charges! Too many out of town free car park retail shopping centres exist. The local high street will never be able to compete if there are parking charges, it's bad enough now. Eating in local restaurants will cost more due to parking charges- four hours will easily be needed.
4182.	I totally disagree with the charges. I don't think it should happen. It will discourage people from using their local shopping facilities. Life is very difficult as it is for our local shops.
4183.	This strategy assumes all town centres are like Cardiff, ie too many cars trying to park. Llantwit for example has little to no parking issues. This strategy creates cost for Llantwit and will likely run at a loss due to most people parking for free anyway. Local residents will end up paying for it. In raised council tax and permit to park outside our own houses. I agree that some locations may warrant short term or long term parking, but Llantwit is not one of them.
4184.	If you start charging for parking people will stop shopping in Barry. I walked up town last week and I could not believe the amount of shops that are closed. If you start to charge for parking you will makes things a lot worse for businesses. If shop close jobs go. If the council start charging will their own staff be charged to park their cars in the council car park ? If people want to walk there pets or do shopping in the Vale the stop off for a cuppa or some food then pay for parking you will be killing off businesses.
4185.	I strongly believe that there should be free parking in town centres to support local business owners
4186.	Parking charges are not going to help businesses and shoppers won't thank you for them either!!! Parking charges are a terrible idea
4187.	It will be the end of cowbridge high street, why would you may £6 to park in town for the day? It's a ridiculous amount of money. not to mention ridiculous amounts of additional hassle for residents.
4188.	Parking charges will dissuade people from using our town centres. The cost of long term parking will be simply unaffordable to many workers who are in low paid employment. How are they meant to get to work?
4189.	No where is open in Barry after 6 apart from a few restaurants so don't put people off by adding to their bill. Cap the charges at £2.50 for the day, more than that and people will shop at leckwith or Cardiff where there's more choice. We need to support our local traders, they should also be exempt from paying any charges to park at their own business
4190.	I realise that the maintenance of existing parking spaces and the creation of new ones does cost money but I think that if people know that they are going to be limited to a time before they have to pay, they may not bother to come to the Vale to visit or shop as they may go out of the area to do their shopping where they



	know they won't be charged after a certain length of time. These times aren't enough to meet friends for lunch and do their shopping etc. We need to protect our local independent shops and high streets, otherwise we will lose them. I think a new strategy needs to be drawn up, one that works for local businesses, shops, visitors, local consumers but also the local area and economy
4191.	No fees should apply to encourage spending on the high street locally.
4192.	Is disagree with any parking charges. Once parking charges are introduced there is the likelihood that they will increase without consultation which ultimately will be the death of our local towns. Llantwit Major relies heavily on tourists and 2 hours free parking isn't long enough for visitors to visit the area and spend in the shops and cafes. Please don't go ahead with this proposal
4193.	I live in Ewenny, which is close to Bridgend. The introduction of parking charges has made Bridgend into a ghost town, you can go there on a Saturday and you'll pretty much see about a dozen people wandering about. Bridgend Council have tried to introduce free parking for the first hour, but unfortunately the damage has been done, nobody goes there. However Cowbridge, Llantwit Major and Barry each have their own charm as vale towns and I visit them regularly all for different reasons, so I fear each of them will go the same way as Bridgend.
4194.	Have you considered that you will put visitors/shoppers off from visiting the towns?
4195.	Many of the listed town centres above are widely visited because of them being known as such easy to access and stress free parking without charges etc. Not only this but many many businesses run from the high streets and there is little to none parking available to them all day if taking all free away all day. This will not only affect the passing trade and outsiders of the towns visiting but it will also create such an annoyance to businesses on a high street and their staff given ALL roads are now yellow double lined elsewhere.
4196.	Absolute ridiculous idea .Are you trying to kill our towns .I pop to Cowbridge regularly for kids sports ,I might stay an hour , I might meet friend and stay for coffee then decide to shop ,then I find myself in the local town spending my money in my local town .If this charge comes in we will all be clock watching not to incur charges .If I want milk I pop to my local town to support the local shops .If the charge comes in I will go to Culver thus Cowbridge losing out .Wake up it Doesnt work anywhere .Towns should be free !!!!!!! Free towns more people generating money and keeping towns alive .
4197.	Short stay car parks are a pain. Scenario... just need to dive in a shop to buy milk.. park up find meter put in details return to car display ticket. Often in the rain with kiddies . Don't bother will do without. No ticket machine.. need milk park up walk in to shop stay a while no pressure bag of shopping later return to car. In Llantwit meters etc would KILL the small shops and the vibe that it has now.
4198.	I am totally against all proposals to charge to park. You certainly should not be charging anyone who lives in the vale to park near their own house or to visit local shops. No one should have to park to go to work, people already can't afford to live on what they earn and you want to apply parking tax? I call for you all to be sacked with immediate affect as you clearly are not working in the best interests



	of your constituents and you are going to destroy families and businesses.
4199.	I really don't see the point in your long and short stay car parks. They are hardly different.
4200.	the proposal of any charges will just deter shoppers or local people visiting coastlines for walking etc at a time when town is in decline . . with shops. loses nobody able to say whats happening etc . customers will be deterred to Cardiff centre ,culverhouse or other surrounding areas . also staff of the vale will immediately have a pay cut due to charges when the majority of town centre staff are paid minimum wage . they might also decide that Cardiff is a better option with increased salary and a train fare thats less than parking
4201.	Workers should be able to have a discount for parking, most are part time and cant afford to lose nearly an hours wqge to park per shift
4202.	Parking charges / restrictions should only be until 5.00pm / 6.00pm at the latest. How / where are residents of the top end of Holton Road going to park if the area is going to be included in an extended park to pay / restricted zone? No answers were given at the drop in session. Increasing the permit zones and charging for permits is a cynical ploy to increase revenue for the council.
4203.	There should be none. Local shops will be seriously disadvantaged.
4204.	Opportunity to build more parking sites. Eg Cowbridge market area.
4205.	8am to 8pm is excessive. you will end up blocking side roads as people who work in Barry will use them rather than pay. It will be dtrimental to the town centre
4206.	Any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale will be a total disaster for the the whole area
4207.	Yes, just look at the charging prices at the old Butlins site, people wont pay the all day charge, but pay for the first two hours then go back and purchase another two hours. Parking on Barry Island sea front should all be for disabled users, then charge a reasonable amount at the old Butlins car park; eg first 1 hour free, then up to 2hours £1, up to 3hours £2, up to 4hours £3; up to 5hours £4;over 5hours £6 but free btween 8pm and 8am.
4208.	Damage to retail and other businesses in Barry. Shops are already closing. Parking charges would impact on business in a very negative way. Barry Town Centre already suffering.
4209.	this person has crossed out up to 3 and written up to 4 hours instead. Crossed out up to 4 and 5 hours, and changed all day £6 to £5
4210.	Why do charges not apply to the Civic Offices during the week? Does the council think they are above everybody else in that they shouldn't pay to park if everyone else does? Think how much extra revenue you could generate for a start!! You are not encouraging people to work if you are charging someone on a minimum wage £20-£30 a week to park. It's not worth their while working. How are they supposed to afford to live & pay bills? I do not agree that the hours should be until 8pm at night either. This is taking the ██████ out of hard working people. Are you



	trying to make Barry even more deprived? This is a disgraceful survey & whoever wrote these questions don't have a clue about real life. A 12 year old could do better.
4211.	I do not think that L.M is big enough to sustain a viable economic parking strategy. If the Vale of Glamorgan feel it is economical, please publish the economics to justify the parking charges.
4212.	I think any parking charges in small towns is extremely detrimental to the viability of the town. There have been plenty of studies done on this. People go to Cardiff and Swansea and Bristol instead where there is far more choice and people expect to pay. Small towns die when visitors and staff are charged to park.
4213.	High streets are suffering and cannot withstand any additional barriers to the experience. These shops are already paying rates to the council.
4214.	Suggest 08:00am - 06:00pm. Differential charges as some locations near to facilities or some special requirements. eg. near to mum and toddler group. The system works at present, why change it?
4215.	I am opposed to the introduction of any car parking charges at all in the Vale, and in Llantwit in particular.
4216.	Penarth needs a large free central car park to boost local trade, no 20MPH limits around Penarth we all hate them and voted against them in a vog consultation some time ago
4217.	I think you will kill the town centre if you start to charge for parkkids get.
4218.	Keep it free. There is no problem in Llantwit. Look to raise revenue in other ways.
4219.	The Vale own a car park next to St Illtyd School. If you have to out a paid car park in Llantwit, use that one. After seeing your map of car parks, how can you say you're going to charge to park at Llantwit Rugby Club when 80% of the car park belongs to the club. Somebody has not done their homework!
4220.	careful. discussion about the impact to businesses and surrounding areas.
4221.	charging times 9-4pm
4222.	lower cost charges over 3 hours
4223.	There is insufficient parking in Penarth. There needs to be a car park for the town centre instead of allowing run down empty buildings to remain on the entrance to the town.
4224.	more multi storey in Broad St
4225.	I propose that up to three hours free parking would be better. This would allow people chance to have a good look around the area and have time for coffee/lunch etc. without clock-watching all the time.
4226.	it is a fact that town centres and struggling and in decline, losing out to 'out of town' retail parks. surely, it should be a council priority to improve the shoppers'



	experience and improve the businesses chance of survival.
4227.	Free at train station car parks if catching train.
4228.	BSC building - traders parking. not enough area for traders and customers to park, at the moment staff and traders are parking outside residential homes already. where is the logic?
4229.	build a bigger car park
4230.	Shouldn't be charged. Town centre already suffered enough and will inevitably affect trade. These charges are being implemented as a funding source for the council, not because they are needed
4231.	If you want to encourage business to the area parking needs to be cheap or people will go elsewhere
4232.	I know I'm in the minority but I agree with charging to park. Rather try to generate money by this method than face further cutting services
4233.	I would feel uncomfortable using public transport as I am a young woman who would feel very vulnerable late at night at the train station in Barry. It is not practical to carry all my marking, work etc back and fore. I would have to cut my work day short or extend my working hours and would be unable to get to work as early as I need to. My family life would suffer as a result and it would have a detrimental effect on my physical and mental health. It will drive away excellent teachers from the school as costs to park would be well over £1000 a year- a cut that no other school has to suffer. I am strongly opposed to the suggestions and am deeply concerned with how this will affect not only mine, but my family and colleagues' health and well-being also.
4234.	There is no option for me to answer if I don't know the area. I have no knowledge of parking in these places
4235.	Civic Offices car park available to all free of charge at all times. Docks Offices car park free to all at all times. Town Centre parking free to all at all times..... No further charges or implementation to be forced or brought by the local authority via the research led proposals found through the appointment and funding made to 'Capita' due to a conflict in findings and interest with those who funded the research....Please contact me for outline.
4236.	The car parking strategy should not be a blanket policy. The problems and pressures of Penarth and Cowbridge (were I live) are different. Cowbridge high street needs to be attractive to people to shop and work in and charging for parking however small will be a not help. The proposed £6.00 a day is not affordable.
4237.	I feel that chargeable parking hours until 2000 feels late as it will impact on people coming into the town centre in the evening. I think it would be fairer to keep chargeable parking between 0800 - 1800 (around the working day)
4238.	No parking charges in Cowbridge or Llantwit Major.



4239.	Electric charging points are needed-the vale is behind most places by a long way
4240.	I feel the car park should remain free parking for visitors and business workers to access
4241.	This question is flawed and biased. There is no way in which you can determine from this question those who wish for "no parking charges" in Llantwit Major. If I select "Strongly disagree - Up to 2 hours - free", then by de facto this implies I agree with parking charges. There is no option at all for "unrestricted free parking for any length of time". So I cannot reliably provide feedback to this point. Again, no emails that I have sent to parkingconsultation@valeofglamorgan.gov.uk have received a response and I would like that noted for the record.
4242.	You're not supporting businesses and their employees by charging them to go to work!
4243.	3 hours free with no return that day, and higher charges from 3hrs 01 minute - and for all day space occupation - not unreasonable IF introduced in all locations and something is done to make supermarkets charge similarly, otherwise you will destroy Town Centre trade and encourage people to make more car journeys. Reduce short bus fares too
4244.	Don't charge it is going to ruin the town
4245.	5pm should be the cut off time to end charges. Any charge, no matter how small, will see people stop using the town centre shops, library, etc. Barry Town Centre is dying - car park charges will advance this over night. The first 2 hours must be free to enable people to do quick visits.
4246.	I strongly disagree with charging for these two locations but I also understand the need for the council to generate income to improve our services further so keeping charges to a minimum will help
4247.	we should not pay to park. we are a small town. I will visit all the places less if I have to pay for parking.
4248.	Don't charge for shoppers parking. Don't charge for people parking outside their own homes.
4249.	this will not help the town, and cost thousands to set up. Business loss will extend
4250.	Additional locations vital, charges not necessary.
4251.	See above I strongly disagree with parking charges at Llantwit Major , There is insufficient off street parking for residents of the town because of the layout of the town itself
4252.	Town Centres are dying - Look at Barry Holton Road, Llantwit and cowbridge are thriving parking charges will drive, literally everyone to supermarkets out of town
4253.	8am - 6 pm would be more appropriate parking times
4254.	This could lead to people parking in estate near the town



4255.	Long stay doesn't need a "free" period
4256.	The cost of the survey £48,000, The setting up of the scheme and the monitoring of the parking areas will outweigh by far the money collected
4257.	See above - council tax goes up every year & the services get less each year! The poor car owners get clobbered every which way
4258.	Impose similar charges for on road parking
4259.	Value for money, Holton road does not have the quality of shops to warrant your proposed charges make it realistic- the invest the money on the high street
4260.	2Hours free is the best way forward , At least 2 hours!!
4261.	You should not stay for more than 2 hours in short stay car parks
4262.	I completely disagree with any charging for parking
4263.	Do Not charge!
4264.	No charges - strongly disagree for Llantwit and cowbridge in particular
4265.	Car parking charges are a very efficient way of encouraging consumers to shop online or use out of town facilities also business owners will demand rating reductions because of declining number of customers
4266.	Llantwit Major needs more free parking with all the new houses being built
4267.	No charges in Llantwit or cowbridge more car parking spaces needed for vast number of new houses being built in and near Llantwit and Cowbridge
4268.	I don't think that any parking charges should be introduced as it will affect local businesses as people will end up going to tesco's etc to do their shopping, rather than shopping locally ! what about the people who own/work in a shop/pub /cafe etc. That's £25 a week they pay just to park to go to work.
4269.	If charges over £1 made less and less people will use shops/banks/services in town as cost will outweigh using internet to deliver food and non consumables
4270.	Should be free parking in town centres , Do not want to put off visitors and affect local businesses
4271.	Towns in the vale are already struggling to attract business , making parking expensive will put people off coming in .Also people using train will find it too expensive to park and ride so will increase commuter traffic to cardiff
4272.	People will park on side streets it will be a real problem
4273.	Charging shoppers in Llantwit will affect small businesses
4274.	I feel these charges are too high and will discourage people from visiting- this will adversely affect local businesses and tourism



4275.	Should not be charged for parking otherwise wont bother shopping in town and eating in cafes will go out of town - free parking and also buy through amazon
4276.	Thin the free could be 3 hours as many supermarkets up to 5 hours £1 all day £4
4277.	You will destroy town centres
4278.	No leave as it is , silly plan, no changes please
4279.	Please dont charge iin Llantwit MAjor if charges are asked or people will want to go to stay bridgend or barry instead, Llantwit IS only small and we do not business to fold because of charges, Also those are not enough disabled parking areas in Lalntwit Major
4280.	No charges needed in lalantwit or cowbridge , instead infrastructure should be part of councils planning when permitting all the new housin in the vale
4281.	the best and quickest way to kill a town centre is to charge for parking. if you want residents to shop locally and tourists to stay here and spend locally in shops, leisure centres, country parks, coastal food and entertainment outlets plus enjoy walking in the many beautiful locations across the Vale, parking must be free. especially as the severn bridge link to England will be free soon and south Wales in particular will see and icnrease in visitors as a result.
4282.	from question 8: many people do not dotheir main shop in Llantwit.to introduce a charge for short stay parking will stop many more using the facilities. the main car park at the shopping complex in Llantwit has only got 2 mobility parking places. naturally, this is inadequate, white lined boxes are painted in the car park outside FILCO. at the other end of the car park there are no parking boxes. this leads to haphazard parking. often many more cars could be parked if spaces were indicated. a controversial suggestion would be to relocate Llantwit rugby ground up to Llandow. this would give space for a supermarket and a large area for parking.
4283.	which towns?
4284.	there are no alternative locations for parking in Llantwit. visitors to the town will be discouraged so we won't get tourists (to help keep the town alive) and business thriving
4285.	our town centres would die if there are charges for parking. people will definitely go to retail parks to shop. this has been proved all over the country.
4286.	concessions for local drivers, business premsies, surgeries, church areas, disable and emergencies, railway stations at all times.
4287.	not qualified to comment on Barry. only long stay charges should be considered for Llantwit Major. short stay charges will discourage visitors and damage local businesses
4288.	currently works well in Llantwit
4289.	parking charges will be disasterous for Barry, Llantwit, and Cowbridge



4290.	each town in the Vale should be treated as a separate one. I do not agree with parking charges in Llantwit Major as we residents, pay taxes to Llantwit Major town council and Vale council
4291.	if i had to pay £5 a day to park, it is not working as it would cost me £25 a week for 5 days
4292.	no charging it wil will Barry. this scheme should not have even been suggested. it is not about improving, it is about generating more money. we pay car taxes, the car parks have a £360,000 annual budget.
4293.	free for 5 hours £3 all day
4294.	4 hours free. all day £3. are council employees and councillors paying the charges. if not, why not?
4295.	Try and save the high street, not put restrictions on shoppers.
4296.	town centre should be free of parking fees to keep town centres alive
4297.	You don't own all the spaces (town centre locations). Keep open always. No charges. Stop trying to ruin the town.
4298.	As said above, motorists will find other roads to park in - if charging for parking in locations is brought in. Especially in the old town of Llantwit Major. the station car park too should be free. Lots of people park their cars there to catch a train to Cardiff for work. A charge would be despicable.
4299.	Charging takes money out of society's lowest paid workers (shop workers). It takes money out of already struggling shop keepers (retail parks will be thanking you). It causes chaos in the residential areas around the town centre. It discourages people from using the train. Train commuters will take their cars to work (Vale of Glam green policy). Mon - Fri: charge for parking at Council Office car parks.
4300.	Charging will be very detrimental to local business and difficult for people living nearby as cars will be parked outside their houses to avoid charges. Llantwit is a special case - some of the proposed areas are privately owned.
4301.	having recently moved to Barry, I have really enjoyed seeing the town centre bustling with people. I moved from Brecon where I had lived for over 30 years. Brecon Council began charging for parking - both long and short stay. Within months the town centre there became a ghost town. Locals chose to drive to Merthyr or Abergavenny rather than pay parking charges to shop. Those who worked in the town centre began parking on residential streets rather than pay for parking. The long stay car park in Brecon is always virtually empty. If people do shop in town they use the car park in Morrisons, buy enough products to obtain a parking refund and then leave. Why do Barry Council wish to kill off Barry in the same way Brecon did?
4302.	I don't agree with charging at all but certainly not on Sundays. At least free on Sundays, to enable people to park for free for church.



4303.	The high street will cease to exist. No charges levied! CCTV in Llantwit Major Town Hall car park.
4304.	Charging times should be 8am - 6pm
4305.	I am writing about Llantwit Major - charges will drive visitors shopping away.
4306.	Out of town parking zones, and park and ride in Barry. Free buses and trains.
4307.	Any parking charges will kill off shoppers and close shops as is now happening.
4308.	To encourage local traders within Llantwit Major, free parking should be with held as currently happening will effect the local businesses and visitors.
4309.	If you apply charges, you will put off coming into the town. It will create a 'hassle' experience, so people won't visit. This will kill off small businesses and contribute to our un-linked society by keeping everyone at home. Bad, bad idea. "Instant greed doesn't equal overall long-term wealth."
4310.	Parking fines and charges will kill off small local businesses.

Appendix G - Coastal Car Parking - Comments

Comments

Q15 Do you have any comments on the proposals for coastal car parking? Such as, any additional locations or alternative charges

4311.	Free parking at coastal car parks should be up to 2 hours to save walkers, surfers, dog walkers rushing to get back. 2 hours is plenty. Do not see why there is no free parking in winter months at coastal car parks, should have free period the same as su
4312.	We need to be able to move walk run cycle play freely in our coastal areas. We want our children to be outside and enjoying the environment. Parking charges start to increase the cost of an otherwise free day.
4313.	The Summer season for charging is too long and should be from 1 April to 30 September. The first hour should be free in the Winter season and not in the Summer season. The All day charge for the Summer season is too low. The charging times for the Winter season should be 9am - 5pm. The proposed cost of the Annual Pass is also too high for residents to afford on top of their Council Tax.



4314.	Parking at Cliff Top is not very popular as it is so far away from the town centre (especially for older visitors), so I don't think charging here would adversely affect anything. I disagree with the implementation of charges in Llwyn Passat as I don't think it will help parking problems, again, since those visiting Penarth do not park there as it is too far away. I've disagreed with the 1 hour prices, as I think up to 2 hours should be free across the board.
4315.	I'm not sure about the parking charges at these places. In a world of austerity there are people who are really struggling and don't have the luxury of going abroad and then having to pay to visit places on their doorstep. When you have people going to foodbanks £3 for parking might mean a meal for someone. An hour is not enough for a family to enjoy a day out. I don't think you should charge every place possible to essentially make more money off the people. For me the charges would be small but I'm trying to think of the bigger picture and how it might effect others
4316.	Parking for Vale residents should be free
4317.	Strongly disagree to the proposals. As someone who uses coastal car parks very regularly this scheme would see me paying a lot of money just to use the amenities near to where I live. Especially the proposal to charge during the winter season which I haven't come across anywhere else. A summer charge is just about conceivable but winter charging is over the top. I believe the introduction of charging is seen as an easy win for more revenue but this shortfall needs to be found elsewhere within the council. Local people who pay their council tax (and visitors) should not have to bear this cost to be able to access these amenities.
4318.	Again time should allow for early morning/late afternoon local dog walkers so only pay 1000-1600 with first 2 hours free
4319.	How can you charge for a car park that regularly gets washed away during the winter months?
4320.	I don't see the logic of charging for the first hour in the winter, but in the summer.
4321.	Some beaches are only accessible by car for some users, so this is essentially taxing the disabled.
4322.	This whole mad charging idea, I am guessing has been put forward by Capita with the aim of them taking a big consultancy fee for the 'work' and then administering it through their one of their parking enforcement subsidiaries e.g. Parking Eye. As a Council you should be embarrassed to be taken in by such blatant income generation proposals from businesses with vested interests in having parking enforcement. You are elected to represent your constituents not private companies. Presumably capita will delate this para from the results!!!
4323.	Disgraceful charging at all,who is going to benefit? We have travelled a great deal in Europe,no parking fees on beaches or towns-much better roads than here
4324.	The proposed charges for Llantwit Major Beach are unjustified due to the state of the parking area.
4325.	Why is there no option for no charges.



4326.	I only agree to car parking charges in those areas where people can now park for free. If parking is not allowed in certain places, it should stay like that. I think free parking in public should only be allowed for people with disabilities.
4327.	Why no free parking in winter?
4328.	Disagree with all street parking charges
4329.	I think parking meters should be implemented on redbrink crescent along with the introduction of resident permit holders spaces for redbrink crescent and Marquis Close and Earl's Crescent should be made resident permit holders only as there is insufficient parking for residents without visitors that park all over the place inconsiderately.
4330.	All will happen is people will park on residential streets and cause parking chaos. It's just money grabbing
4331.	1 hour free in summer is too short, can barely walk and have refreshments in that time. Why does the free parking not apply in Winter? Locals keep the businesses going over this period and we will be charged for 1 hour stays!!!!? Charges from 8am to 6pm
4332.	If it is to be charged for, it must be well maintained, monitored to ensure compliance and enforcement action used.
4333.	Even a small charge of 50p for one hour's parking is not enough time to enjoy a coffee and a chat in local businesses.
4334.	Encourage visitors instead of charging them
4335.	To charge residents and local people and. Isotopes coming into the area to visit our beautiful coastline is uncalled for and greedy. Why should people have to pay the sights are free and we are very lucky to have such beautiful parks and coastal areas. If people are charged I think the council will see a decline in children at clifftops Park for instance. The tax payer has paid for a recent refurbishment why should we have to pay again to park our cars for our children to use the park. It's impossible for me to catch a bus there from highlight park and would probably take 3 hours...! Also there is no train from Barry straight to Penarth. If the public transport links were better than maybe but they are not. We avoid porthkerry park on weekends now and ognore due to the parking charges there. It's awful and for a single parent mum of 2 I certainly won't be paying for parking. I simply can't afford it. We will go to Cardiff day to st fagans and out of the area to enjoy free days out.
4336.	Charging will inhibit the use of locals and visitors. I am sure that tourism is a major contributor of revenue to this area and these proposals would have a negative impact on that. As we are trying to improve health then we should make leisure facilities more attractive and not less.
4337.	In the winter, this offers additional tourism spending and local residents that will simply go elsewhere.



4338.	I find it extremely sad that people who wish to exercise on coastal path will be put off by costs. This additional cost to exercise will halt my visits. I was diagnosed with high cholesterol earlier this year and since then I have excised everyday in a bid to reduce it. I have had much benefit from parking at various parks and beaches and walking. This will all come to a stop if the cost of varpatks have to be included. One hours free parking is too much pressure to have to return to avoid the additional costs and will take away the pleasure I have gained from this recent exercise.
4339.	no charge in the winter times
4340.	Keep it free. If not keep the free bit as long as possible and then keep charges low. Why do you not charge for the first hour in summer but do winter. Winter should be free
4341.	We provide a voluntary beach rescue patrol and regularly need to park to offer this service and to train others. It seems extremely unfair to charge us for this privilege so we'd like to see exemptions made for members of surf life saving clubs who provide a vital community service AND engage the local youth in meaningful activities.
4342.	Remove all coastal parking charges and do not introduce new ones
4343.	It should continue with no charges
4344.	There should be more price points for 2hrs. Not sure why there is a charge for 1hr in the winter...
4345.	This is not necessary
4346.	There should be no charges
4347.	No charge up to 4 hours
4348.	Already the charges are keeping people away. There are nicer places not a million miles away.
4349.	poor maitenance of carparks already
4350.	This should be covered by our cousil tax charges! I pay over £2k a year and now I have to pay to shop and visit the beach! Disgusting!
4351.	Beaches do get busy in summer lots of families go there to cut cost of a day out so don t charge too much .
4352.	Existing charges are sufficient.
4353.	Shouldn't be charged to use our coast, charges are unnessary, why pay during the winter for an hour? You will lose surfers, walkers, cyclists and other beach uses because they will not pay that much especially during the winter months
4354.	Again, charging until 8pm is greedy. We often pop to cliff walk to take child to park & don't want to pay for privilege! You will lose visitors & casual tourist trade I fear. A parking charge is a barrier to families on lower income also.



4355.	Charging times should stop at 6pm.
4356.	These are currently free which encourages people to visit the area. It also allows local people to enjoy outdoor exercise, especially the elderly and less able.
4357.	Local residents should be allowed passes for the beach based on postcode as I visit beach sometimes twice a day and have done so for over 40yrs...disgusting
4358.	This is theft of enjoyment on the basis of greed. So my Nan and my Grandad (who at 84 can be excused from not riding their cycles to Cold Knap) will not be able to pop down on a winter's day, stay in the car for 15 minutes, enjoy the view and go home. No - they will be expected to get out, pay 50p for the privilege of parking. What will happen? People like this will be denied simple enjoyment because they won't want to do that, or worse still - will not be able to afford it. Families may not be able to afford £3, and instead of being able to have a cheap, healthy and enjoyable option to spend time with children, they won't be able to take advantage of our coastline. The likes of the pop up restaurant that has been happening on Ogmore will not happen, as people will have to pay up till 8pm, so will go to the local chippy instead. And then, I'm sure, the council will wonder why the beaches are so quiet.
4359.	As residents of the Vale, the coast is ours to enjoy as well as our greatest asset to show off to our visitors. Anything that impedes this is counter-productive. We need to make our coastal areas as accessible as possible, which requires investment in public transport and cycle and walkways. As an example, the cost of parking could roughly be equated to the price of one coffee. If everybody who visits the area must spend that money on parking instead, the local coffee will lose vast amount of revenue and potentially close. Does this improve the visitor experience? If people have the money to spare, they will spend it in the area anyway and the area will benefit directly. If the money goes back to the council, it does not necessarily benefit the area it came from.
4360.	Local residents should not have to pay parking charges to visit their coastal locations that they have been able to visit for free for years and years. It will deter people from visiting.
4361.	Again; people will not pay and use residential streets instead. £150 a year- are you joking? Who has that kind of money for "recreational parking"
4362.	This is unfair on local residents and especially dog walkers. Also it's going to kill trade.
4363.	The public would have to see that money was being used to enhance the coastal areas. Collecting money and not improving the areas would create an issue with the public.
4364.	With all these proposed changes you will stop people from visiting the Vale £6 to park at Ogmore to go fishing is taking the mick
4365.	Annual pass should be cheaper for local residents. We are the ones that are clearing the litter from these beaches on a daily basis, all year round, and at the moment we are paying a premium to do so. More specifically, ogmore and rest bay (porthcawl).



4366.	Winter coastal charges are ridiculous, as it mostly penalises local people and businesses. The free parking period should be at least 2 hours.
4367.	Car drivers not made of money
4368.	Should be longer for free, say 2 hours, then an all day charge. No charge in winter, I suspect your costs in managing it in winter will hardly be covered by the income
4369.	I try to walk to Penarth esplanade whenever possible.
4370.	I think places that encourages people to be out and active should not be chargeable even for parking
4371.	Parking should be free In town centres and costal areas for holders of a Barry residents permit.
4372.	If the council begin charging for car parking in all coastal areas then surrounding streets will become crowded with people trying to avoid the charges. E.g the knap. Residents of barry should be excluded from parking charges.
4373.	I oppose charging at the above locations. These proposals are at odds with the goals of the Wellbeing for Future Generations Act. We are trying to get people fit and healthy and trying to get children away from TVs and games consoles. Implementation of car parking charges at coastal car parks would unfairly disadvantage children from poorer backgrounds and add to existing problems of obesity, depression, burdens on the NHS.
4374.	If it deters people from going to our coats or country parks it will not work. WE NEED TOURISM AT THE END OF THE DAY
4375.	The summer time Annual pass is ridiculously expensive at £150. That assumes you spend 50 days parked at the beach in the summer months. I cannot see anyone paying for that. Coaches should be charged more than £12 - they take up a lot of space and bring a lot of people
4376.	Should be encouraging people to get out in the winter, rather than put them off by charging them. No fees in winter should be charged. Annual pass very expensive don't think anyone would pay that much.
4377.	No charges What's the real financial benefit of charging vs machine costs and maintenance and wardens to monitor manage - I doubt much benefit besides annoying the populations and offering some warden jobs - oh such lovely jobs not!
4378.	If you want to encourage people to visit - don't charge them to park their car . It is the biggest reason why people don't stay- also impacts the residents who use the facilities ALL YEAR - we pay enough council tax we should not be charged
4379.	Do you NOT want people to visit Barry!!?
4380.	As stated in a previous answer, I believe that these charges will deter tourists from visiting the area thus having a detrimental effect on local businesses. I also feel that people will just park in the nearest available 'free' locations which will affect local residents



4381.	Should be free for Vale residents. Visitors should be charged
4382.	Again charging will just drive people away
4383.	Keep them free, generate income from food/drink vendors instead or other craft stalls etc,
4384.	During the winter season car parking should be free at all coastal locations
4385.	Coastal parking will be further challenged by charges levied at Dunraven bay and annual tickets are excessive at proposed rates.
4386.	I have never had issues parking at any of these areas that I have visited. I think they are quite well kept and the adding of charges will not make much difference to the overall quality of the sites, but may hinder the number of visitors.
4387.	I disagree with the introduction of any car parking charges in the above areas, however if charges are implemented the car parks should remain free of charge during the winter months
4388.	I visit the coastal areas with my dog I find a two hour window free or minimal would be better than charging per £1 per hour or daily rate even with my grandchildren we're never longer than 2 hrs I refuse to pay a daily rate meaning I have to run back to the car to put another hour on just maybe for a further 30 mins. In the winter months it's mainly dog walkers that visit the coastal areas in the winter every day we're not there all day we just won't to exercise our dogs, do we won't derelict coastal areas, I do object to having to pay especially in the winter months on the rural beaches and remember it's us dog walkers that keep the cafes open come rain or shine. we're their 2 hours free not 1 hour let's face it most people are going to be longer visiting the coast. A 10 am until 6pm.
4389.	If you are going to charge for parking at local amenities like these local residents of the VOG should be able to park for free. We pay for the upkeep of these facilities through our council tax.
4390.	Winter parking should have 2 hours free as well - businesses especially on the coast need people to visit as much as possible throughout the year and again 8 pm too long whilst only 50 p may not seem much to some ...if you go most afternoons taking children / walking dog on beach - money needs to be spent on the local businesses. When is a new cinema going to be built - could do with an aquarium/ ten pin bowling complex - get people coming to the area not start by what you can charge them if they do come to Barry
4391.	People should be able to access the beach and these areas for free I think there are limited things for people to do that do not cost any money especially now how the youth service has been significantly decreased in provision I feel there is likely to be increased criminality, people being worse off as a result and added costs will reduce them accessing things like the beach/town centre - this will in turn increase loneliness/poor mental health/deprivation/poverty...
4392.	There should not be any charges during the winter as again small businesses will be affected by the charges as people will be put off visiting the coast.



4393.	Why is the first hour free in the summer and not in the winter? First hour needs to be free for both seasons. And the money that is made from the charges need to go directly to the community/beach where the income was made. Personally I think that all cars registered to a house in the vale should have free parking or at least those who live in the town should get free parking to the beach in their town. I'm also confused as to how parking is going to be enforced, especially in Llantwit where the car park is flooded regularly. I don't imagine a car park machine making through a storm. Parking is really penalising those who have more difficulties walking to the beach or those with children. We live near the coast because of access to it. Now we are being told we don't have access for free but have to pay on top of the traces we are already paying.
4394.	An hour charge is useless. No one can access the coast for under an hour. I find these charges upsetting when most people are trying to enjoy the coast with their children rather than sit them in front of tvs! As lovely as our beaches are they are not ones that can charge for car parking!! I'd prefer to pay more council tax then put off visitors to our area who spend their money in the pubs/cafes/shops
4395.	No charges for any parking
4396.	Why not kill these areas , clever thinking !!!
4397.	When did the winter season change to March-october? You will kill off trade to on site businesses
4398.	The last time I went to portobello car park in Ogmore it was just a access road and grassland,what maintenance does this require?
4399.	Why charge in winter short stay and not in summer? Ludicrous proposals
4400.	I don't think you should be charged to use car parking for facilities such as visiting a beach where there is no other amenities there
4401.	Barry island gets a lot of visitors all year round. Upto 1 hour should be free all year round. Any longer should be the same as summer. I do not visit the other areas such as llantwit, however as a whole i think they should be the same as Barry.
4402.	As a family who live a 2 mike walk from the beach with young children , this would actively discourage me from going to our beautiful coast.
4403.	Coastal car parking should be free
4404.	If you charge at Llantwit people will park on the road, which will be a nightmare. Also, winter visits will stop and the café will lose trade and close
4405.	Summer season should start 1 April
4406.	Why in the Summer can you have upto one hour FREE and yet in the Winter have to pay £0.50 for one hour? Charging times should be roughly business hours - so 9-5 or 9.30-5.30 rather than penalise dog walkers and runners etc.
4407.	Think there should be a 2 hour option
4408.	Same answer as short term parking



4409.	Why do it? It'll only dissuade people from enjoying these.
4410.	Charging where charges do not exist currently will kill fragile tourist industry in the vale. Will push more parking onto residential streets.
4411.	Again, this needs to be proportionate to the location. Many of these location are only used by local residence in the winter. 1 hour is not enough time to walk your dog on the beach or even to go for a gentle walk and have a coffee. will there be contactless in these locations?
4412.	Free parking at coastal car parks should be up to 2 hours to save walkers, surfers, dog walkers rushing to get back. 2 hours is plenty. Do not see why there is no free parking in winter months at coastal car parks, should have free period the same as summer to encourage visitors of season.
4413.	Why charge???
4414.	One of the main reasons we visit is because it's free. Charging will limit spending power in the local economy.
4415.	Winter time for coastal areas. You could pay for more than an hour and the weather changes and you leave, there is a waste of money for families or being put into our local shops.
4416.	Charging at the above sites will kill the trade for local cafes, restaurants and small corner shops. If the Council are insistent in introducing parking charges at these locations, they should be summer time only and up to 2 hours should be free for visitors to be able to have lunch in local cafes/restaurants.
4417.	There should be no charge for at least an hour off season. Off season visitors help the economy by using local businesses. For locations like Ogmore, it's difficult to get there other than by car.
4418.	We do not go to Southendown due to the charges. Proposed charging until 8pm is disgusting.
4419.	No charges should be in place. As a dog walker with the new rules in place I will have nowhere to walk them off lead and then I'll have to pay for the privilege when I take them on a coastal walk!
4420.	Free in winter
4421.	Dunraven castle charge £5 so should this charge be brought into line with the proposed charges.
4422.	No
4423.	People will park elsewhere for free or will avoid these places resulting in loss of revenue and eventually jobs
4424.	Why charge for 1 hour in winter but not summer? That doesn't make sense! 8pm too late in winter. Charging on the cliffs and the knap will affect lots of local businesses have you consulted them?



4425.	A beach day out is one of very few free days out available to local residents
4426.	There should be no charges at all.
4427.	There should be no charges for costal parking.
4428.	DO NOT CHARGE FOR PARKING
4429.	Think 1 hour parking should be free in winter as well
4430.	As my previous comments
4431.	I am not really sure what the money gained from charging for parking will be used for. If this is made clear then perhaps a small 50p charge per day maybe enough. Why should we pay to use what nature has given us. I shouldn't be charged to take a walk along a beach!!!
4432.	Llantwit Beach car park is too poor to warrant charging. Maximum daily rate should be £3. The £6 currently is daylight robbery. Season pass at £150 is far too expensive, £50-60 per year for all car parks is much more reasonable.
4433.	Should not charge for parking here
4434.	Why does it need to change?
4435.	Disagree that resident permit holders should pay if permit is displayed.
4436.	Perhaps 2 hours free in winter and summer would be better.
4437.	Do you really have to charge for people wanting to go to the beach? If so, can it be between 10 and 4? I'm a single parent. I can't afford to spend £6 every time I go to the beach which happens to be often in the summer!
4438.	The cafes down the knap are very busy on the weekends, if you start charging local residents to park this will affect their businesses, a large group of us go every Saturday to keep fit and then spend money in the cafe, we will not pay to park and will just park elsewhere. You are over-estimating the amount of non-local visitors to these extra locations who don't know any better and will probably pay to park there. I agree that the main car-parks at Barry Island should remain the same although the pricing structure jumping to £6 after an hour is unfair.
4439.	Car parks should be free to encourage tourism and to allow dog walkers and families to enjoy the area.
4440.	The council are not encouraging people to spend in local businesses.
4441.	Already charges at southern down and ogmore
4442.	There should be no charges imposed in coastal areas at all
4443.	Avoid charges altogether



4444.	No charges. Don't ruin people's pleasure and leisure activities by charging. As a surf Life saving club member we often have to take craft to the coast by vehicle. This will end up being a tax on our sport. Cornwall has been ruined by charging for parking. If you want to visit 2 or 3 places in 1 day then the charges are phenomenal and prohibitive. If you need to raise money put up council tax or change spending commitments. Would you charge for parking at leisure centres, libraries, public parks in Llantwit? Where will you stop?! There needs to be a popular revolt against councils removing residents' freedoms.
4445.	All very small areas for parking, people don't stay long, there isn't any congestion issues at these locations currently. Also, can't see what 'upkeep' is needed at Llantwit Major Beach car park/field.
4446.	It will drive people away from beaches exspecially people on low income
4447.	People will either not bother going to these locations or will park in residential areas and walk.
4448.	There will be no such thing as a cheap day out when you charge for everywhere. we would expect to see a massive return on the amount of monies being made.
4449.	Local businesses will suffer. The beautiful Vale is being rinsed as a money making scheme. To charge in the winter, in particular, is beyond disgusting. I am not sure what reinvestment is needed to warrant charging for parking. It is a piece of land, it is set up as a car park, just leave it alone.
4450.	Winter parking should be free
4451.	No
4452.	Charging to park at any of these locations is going to put people off visiting there and result in loss of tourist/visitor revenue, especially in the winter. The structure jumping from 1hr to all day is also unfair as a lot of local people will only visit for a few hours. Again, in winter no one is actually going to stay all day but they may well be more than an hour if they were to visit a local cafe after their walk for example. They may chose not to visit any local businesses if they have to get back to the car or pay for parking
4453.	Should be at least 3 hours free. I regularly take my 4 children to the beach and we won't be able to go if these charges come in.
4454.	During high season it is logical to charge for parking, but during the winter??!! Businesses barely survive during the winter months as it is with free parking!!!
4455.	The residents of Barry get no consideration even though they pay council tax. Why should they pay for parking in their own coastal areas. Winter parking charges will just hit the locals - who is going to travel distance in the winter to come to Barry island. Visitors will pay during good summer weather and on Bank holidays. but other than that the car parks won't make this mythical revenue.
4456.	Winter charges are higher for the first hour? That can't be right. There shouldn't be any charge at all over the winter.



4457.	You shouldn't charge people who want to enjoy a coastal walk. If you want to limit the use of cars limit the number of spaces. Restrict areas. You just want a profit which won't get spent on improving the vale.
4458.	Never seen that one full, so why charge for it?
4459.	Yet again making revenue from a free pleasure , going to the sea . I think basic family day out and you want to charge . Wrong on all levels
4460.	People cant afford to pay for parking so will not visit
4461.	Should be free for 2 hours. 1 hour isn't long enough and all day not needed. Need inbetween structure
4462.	Charges will put people off, they will go elsewhere, where it is free. You need to think outside the boxes to attract people to use towns and these areas, not just charge them parking as it is the easiest short term solution for you. It isn't going to bring in that much more after you have spent out on staff to monitor the charges.
4463.	Llantwit used to have a fee to park and visitor numbers dropped. Fine those coming to camp for the weekend to cover the cost of clearing their rubbish - which includes faeces- a public health hazard
4464.	Charging for parking in Penarth coastal areas seems different to ogmore or southerdown as it's a town that relies on visitor income - the beach is not of a bathing standard. People visit to spend money in cafes etc, adding cost to this is not a good idea. A one hour free parking period is pointless. Can this not be two hours at least? Charging in the winter is a horrendous idea. Do you want to discourage out of season trade? People should be exempt from charges within their own town / area
4465.	Summer season should be May to September. And no charges during the winter months.
4466.	You should not be charging for parking
4467.	These coastal parks are free days out for members of the public, scrap the proposals and stop trying to make money from low income families who can't afford to have days out at commercial attractions.
4468.	Parking charges to visit local towns each day will be ridiculous. To visit the beach the town and maybe nearby town could cost £15 just to park & visit
4469.	Charging should be April- end of September. Winter should be free and hours should just be 9-6
4470.	Again 8pm isn't standard, 6pm is more suitable. Not sure why you would charge for 1 hour in winter.
4471.	No charges at all during winter period and car parks must be secure, well maintained and manned at all times if charging for parking.
4472.	Car parking should be free !



4473.	Charging for street parking at Barry Island will massively impact Park Run and other groups who meet primarily in Saturday mornings
4474.	Charges for coastal parking will dissuade visitors both from visiting and from spending money in local businesses, resulting in losses for the local economy. Charges must not be introduced. The proposals exploit residents and visitors who can ill afford the costs. The proposed fees are exorbitant and I am very disappointed to learn that Vale of Glamorgan council members would turn to such methods of fundraising.
4475.	People who drive down on their lunch breaks and more particularly those with limited mobility (not disabled status) who drive down to watch the waves would be negatively impacted by the cost. You should allow at least one hour free and end charges at 5 or 6 pm.
4476.	WHY ARE YOU WANTING TO CHARGE PEOPLE WHO WISH TO ENJOY NATURE?!
4477.	These are the ONLY free days out less well off families seem to be able to have anymore. You're visiting nature and I feel it's a joke to CHARGE for nature. It's pure GREED on the councils part
4478.	Residents who already pay high council tax rates shouldn't be charged to park at their local beach
4479.	Pointless in winter.. And summer season is not March to October!! May to September???
4480.	We should be encouraging people to visit our coastal areas - exercise and health benefits.
4481.	It will discourage people visiting the beach
4482.	If charges are brought in they should exclude local residents.
4483.	I do not agree that there should be a 1hr free period. A lot of people spend a little more than an hour there but not enough to warrant them having to pay the full day charge. I go with my partner and 3 children and this can usually mean spending 90-120 minutes there. We have no intention of spending the entire day there but have to pay the full day charges. I would like to see the current charges in the large car parks reduced. These are currently as much as £5 beyond an hour at Barry island and £6 at Ignore. This is an obscene charge and in no way can it be justified. I spent 90 minutes in ignore at the weekend and it cost me £6. What used to be considered a cheap day out with the kids and something we could do a few times a week during the holidays is becoming too expensive. This needs to be tackled and if the proposed charges include these car parks then I am all for it.
4484.	We should be trying to attract tourists not put them off with additional parking charges
4485.	Proposed residents annual charge too much



4486.	The Council is there to serve the public, not to try to extract as much cash as possible from them. The last thing we want is you to employ ██████████ looking to fine us for any small indiscretion (or even worse subcontract out to companies like Capita). Council tax is already rising above affordable levels and a lot of people are just about managing - parking fines etc will be the straw that brakes the camels back. How about serving the community rather than bleeding it dry...
4487.	Free Parking
4488.	In season only. 8am-6pm. 2 hours free in line with short stay charges and to allow for a healthy long walk to help tackle obesity. 1 hour isn't long enough for these areas.
4489.	Car parking should be free to encourage visitors all year round
4490.	Need to be first two hours free. Maybe have tickets to get money off in shop... I know done Morrisons do it or shops where you but £3 for car park and £1 off shopping or certain cafes
4491.	Parking chargeable hours should finish at 6pm
4492.	I understand the rationale for introducing charges in the summer season, but there is no shortage of out-of-season parking in the off-peak months so I would conclude that charges would be with the sole intent of income generation. They will increase inappropriate parking which will damage the environment and create hazards.
4493.	No way am I paying to park at a natural beauty spot on my doorstep!
4494.	I agree there should be parking charges in parks & coastal areas to help maintain them for visitors, I agree short term parking should start free for 1 – 2 hours, but don't know all vale locations to agree/disagree to each location
4495.	You cant use residential streets as car parks, what is wrong with you people
4496.	The situation will have to be monitored to ensure that residents aren't inconvenienced by people parking on their street, not the car park. Maybe extra double yellow lines in certain areas ? Maybe extra resident parking for them ?
4497.	Make the charges non seasonal. People have a pound not 50p. The seasonal charge should be much cheaper
4498.	No charges at all
4499.	All car parks should be free.
4500.	Free 24hrs. It is stupidity to discourage people away from coastal areas. Businesses will suffer as a result of new charges.
4501.	No charging should be introduced. Most coastal locations and facilities in the Vale are rather bland in comparison to other major tourist destinations in the UK, so charging would give more reason not to visit coastal locations, leading to further deterioration of coastal locations in the Vale.



4502.	I recently had to pay £6 to park at Barry island. I didn't realise it was so expensive! I won't be parking there again for sure. Doesn't encourage tourism!
4503.	Charges will deter visitors and badly affect locals who go to the surf club. People park to go walking the walks along the coast.
4504.	Shouldn't be discouraging people from accessing the outdoors and improving their well being - this could exclude more people who need it the most
4505.	I live in penarth and the areas suggested to be charged will definitely put people off visiting the areas and me as a local also visiting as some are not within walking distance! I thought the idea was to bring visitors in to explore local attractions and spend money in the area and not be put off by charges
4506.	I disagree strongly with the winter charges. Up to 1 hour should be free and all day £3.00 Summer charges up to 1 hour £1 and all day £5 .
4507.	by adding car parking charges you ruin the holiday experience for visitors to our town. Also, if these charges come into place, surely the winter season should coincide with the months in which dogs are allowed on the beaches? (October - March) 8pm is too late to charge, other councils stop charging at 6pm.
4508.	I strongly disagree with the Introduction of car parking charges to access the beauty of our natural environment. Not everyone is as fortunate as myself to be able to walk to their local beach. At times I drive to take my children after school or my elderly mother. I also enjoy surfing and sea swimming. This will be putting those who visit the beach regularly at a financial disadvantage and discourage sport and exercise.
4509.	£1 per 1/2 day at any location all yr round is acceptable. Free from 5pm - 9am
4510.	Car parking should continue to be free for visitors and locals summer and winter.
4511.	Charging to pat to visiting a natural area is wrong. You will turn away the vulnerable, cause parking / rraffic problems down the line. Llantwit beach in particular has a difficult access road, which will become an accident spot. Bus or coaches implies a commercial enterprise to visit, which would well afford a reasonable charge.
4512.	I already pay my council and road tax! Now I have to pay to park by my coast that I can't ebeb walk my dogs on! Seriously?!
4513.	Fair Coastal car park charges are neede to maintain our lovely coastal areas
4514.	As previously stated / this would put me off using the beach at all. The route is also offputting.
4515.	People go to the beach not only for a nice day out but to sit and reflect as it's a calming place. If you are making people pay then this will just make peopkw more stressed as they will not visit. A beach is a nice free day out, for poor families paying to park will force them not to come. Even Barry island is free most places!
4516.	All car/ bike parking must be free, and no 20 MPH limits.



4517.	You advertise the vale for its coastal locations and then went to charge for substandard parking which ate damaged yearly by the storms!!!! Let get rid of another beauty of the Vale!!!!
4518.	I want to be able to do a free activity with my children which they enjoy and that enables them to get exercise. Having to pay for parking will take this away from our family and will mean that we can't visit our beach very often.
4519.	There should no charge to coastal car parks at all.
4520.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
4521.	Again please keep prices low. I could afford £1.50 for the whole day, 1 hour free, these should be the same all year. Why penalise local families? We went to Ogmore recently and having to pay £3 as I didn't know how long we would be there meant I couldn't afford to buy the children an ice cream which I know is a treat but I'm sure we all take pleasure in treating our kids in the summer holidays. Please please keep the prices low. Beaches should not be available just for the rich and two income based parent families.
4522.	As last
4523.	Free car parking should be retained at all locations to attract visitors (locals and tourists) and to encourage (especially those on lower incomes) walking, outside activities etc.
4524.	We as residents should not be charged to use our local beach at Llantwit Major. To go surfing we need to drive to the beach to carry equipment.
4525.	See previous response, easy and unimaginative way to raise money from locals and push away visitors, who will end up going to other areas instead.
4526.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
4527.	£6 in ogmore by sea and £5 in Barry Is far too high.. especially if your only going to be just over an hour.. your not letting the choice of small visits to the beach as 1 hour is too short and then anything over 1 hour is pricy unless you were planning a whole day on the beach
4528.	People will not go to these places if you start charging for parking or they will park somewhere else and walk
4529.	I believe parking across the vale should be standardised. Coastal, town centre and street should all have 2 hours free and then incremental parking charges by length of time. The charge times should only be between 8am and 6pm.
4530.	Coastal parking should be free for the first 2 hours. One hour is not enough time for locals to have a walk/exercise have a coffee etc. We'd rushing back to our cars and in the end would not go there again. This in the long term reduces revenue. Charging times should only be until 6pm



4531.	Charges being imposed on previously free car parks is wrong as Capita will certainly not be improving the facilities in any of these locations. The current facilities in Llantwit major are woeful and to expect people to pay for the privilege is an attack on the local residents and tourism.
4532.	Any parking restrictions put in place will be ignored and a local team of people will be set up to make sure all capita info or assets will be taken down or destroyed.
4533.	fix the car park, make sure its maintained. cctv in all car parks
4534.	Again. The question is ambiguous and deliberately misleading
4535.	I can understand parking charges in areas where there is high tourist footfall such as Barry Island and Porthcawl but these should be nominal fees. In places like the Knap, Llantwit, Ogmore where there are no attractions for visitors it's not acceptable to charge fees for parking.
4536.	I like to encourage people to visit our beach and build memories with their families but having extra costs adds to many not being able to. Who would make sure people paid ?
4537.	Who would visit a coastal location for less than an hour?? Hence you would end up paying for a whole day regardless! With parking costs I would reconsider visiting many places, maybe in park in nearby streets free of charge!
4538.	I think it's totally unfair to pay for parking in the winter. I understand it's busy in the summer months, but it will discourage us from going to these spaces, and may encourage people to park in unsafe spaces.
4539.	People like to visit the coast and as places like Swansea have free parking on weekends they will go there instead. This policy has always failed every time it has been tried.
4540.	Even if charges are put in place nothing will be spent on the towns, just another way for the council to make money and waste it
4541.	It may have escaped your notice but Summer does not start on 1st March, never has never will.
4542.	Again you will drive out any form of people visiting to what were once free parking areas ! Generate income elsewhere !!
4543.	THIS WILL KILL THE CAFE BUSINESSES IN LLANTWIT MAJOR
4544.	PEOPLE WILL NOT GO IN A CAR TO THE BEACH IF THEY HAVE TO PAY. THE CAFE IN LLANTWIT MAJOR WILL GO OUT OF BUSINESS.
4545.	THEY SHOULD BE FREE WHERE THEY ARE CURRENTLY FREE. THE VALE CURRENTLY STANDS OUT AS A BEACON IN THE SEA OF PARKING CHARGES ACROSS SOUTH WALES AND MANY OTHER AREAS.
4546.	THE BEACH IS THE ONLY PLACE SOME PEOPLE CAN AFFORD TO GO ON A DAY OUT. YET ANOTHER THING THAT WILL COST.



4547.	THERE ARE ENOUGH LOCATIONS, JUST DO NOT CHARGE FOR THEM. IF YOU CHARGE, THERE WILL BE NO NEED FOR MORE LOCATIONS, AS EVERYONE WILL GO ELSEWHERE, TO MCARTHUR GLEN OR SIMILAR, INSTEAD OF SPENDING MONEY IN THE VALE.
4548.	THE COAST IS ONE OF THE TOP REASONS WE GET SO MANY VISITORS COMING TO THE VALE DURING THEIR HOLIDAYS. NOT ONLY WILL PEOPLE NOT WANT TO VISIT BUT LOCAL HOTELS AND SUCH WOULD LOSE OUT ON MUCH NEEDED CUSTOM DURING PEAK SEASON.
4549.	CHARGING VISITORS TO COME TO THE VALE (TO PARK) IS DETRIMENTAL. VISITORS SPEND MONEY!!
4550.	Charging times 8:am to 6: 00 pm ? winter parking charges might discourage short stay visits and activities eg, for ramblers and walkers
4551.	i would agree on Question 13& 14 if the first 2 hours was free because 1 hour is no time at all to do anything
4552.	Regarding to llantwit major- The road is too narrow but carpark should be changed
4553.	Does this mean prices in some places will be reduced??? some of these places already charge £5 Total rip off.Winter months should be free 24/7
4554.	Parking should be free for Vale Residents
4555.	we all love enjoying the vale of glamorgan Its a shame of money from visitors makes towns deserted apart from charity shops and building societies
4556.	The physically impaired, older people and local inhabitants
4557.	Instillation costs of £170,000 and £25,500 pa maintenance costs for an annual income of £33,771 at 50% occupancy, is it worth it ?
4558.	Tourism and local business would be badly hit by these proposed changes. Also bad for local surfers and walkers.
4559.	Do not agree with proposals
4560.	I think one hour should be free all year around, then charge
4561.	Time limits on parking locations.
4562.	Winter parking should be free for 2hours we would walk, shop and have lunch. Summer season charge for anything after 1 hour. First hour free. Charging times should be 8am to 5pm.
4563.	Off season parking should be entirely free! It's usually only us dog walkers out braving the elements. Parking hours in the winter should not apply.
4564.	Disgraceful proposals which seek to cash in on local residents and tourists. Poor show Vale of Glamorgan



4565.	I think an annual pass of £150 is far too expensive for the majority of people (families and pensioners) It unfair to charge people who may just want to have a leisurely walk who may then have to rush to return before their ticket expires. the knap is a flat area with easy access and no hills for people who find difficulty walking.
4566.	Do we really wish to discourage young families and the elderly from visiting these natural areas? What about the surf clubs who provide volunteer life saving and surf clubs promoting a healthy lifestyle? You want to encourage walking - yet you wish to make visitors incur a charge?
4567.	It is wrong for our visitors to pay to come and park. Also wrong for residents and local people to have to pay to go to their locale.
4568.	The coast is public property why should we pay to visit the coast? It's not like the car parks are tarmaced or well looked after.
4569.	Stupid Idea!!! Locals/Visitors use the coastal car parks all year round - adding charges will deter anyone from using the car parks
4570.	Ditch them
4571.	Again residents of the vale pay high prices in council tax to live here and can't then enjoy our own scenery and beaches without again having to pay? I feel increased/extended charges will also affect local small businesses negatively for example I use Barry beaches a lot to walk with my kids during the evening and certainly wouldn't pay to walk their as why should I? This whole strategy just stinks of a cheap money making exercise for the Vale. I have always valued our council and compared to Cardiff you do a great job but it feels you are starting to go the way of Cardiff who just want to penalise drivers with parking charges everywhere, next we'll probably see enforcement cameras to raise revenue (even though you,would claim such enforcement improves road safety) which we all know is absolutely rubbish. I appreciate budget cuts to local councils is putting a strain on councils but this is not the way to raise revenue! Encourage visitors to come here and enjoy about great county.
4572.	You're going to make businesses fail in coastal areas. Dog walkers will find alternative routes and stop using local business for drinks/coffees whilst out walking.
4573.	No
4574.	We will not have as many visitors or tourists in the area and business need these to keep going .
4575.	It all must be free, and no 20 MPH speed limits,they are very unpopular
4576.	Coastal areas are places where families can come to enjoy a relatively cheap day out. Forcing parking charges will not attract more visitors, and will prevent some families from being able to visit the coast. Why propose any charges during the winter? This is when coastal businesses suffer the most so the visitor numbers need to stay high. Charging for parking will not attract tourists or locals to visit. Also, not many people carry 50p around!!!!



4577.	Charging will just detract from use. Council should look for alternate ways to develop the services - this proposal will alienate locals and detract visitors. Suspect if charges introduced on beach then people will park on road to beach which would then make it a single track and dangerous. Focus should be on attracting tourism and use of facilities by locals
4578.	See previous comments
4579.	Going to your local beach should be free for all. There isn't much that is available free anymore. Local landscapes should be free to get to. Passing trade will die. Pay parking is the main reason we don't go to many places. Many people feel the same. Another reason for tourists to avoid VOG.
4580.	Disgraceful opportunistic [REDACTED]
4581.	Should be free for up to 2 hours in winter period
4582.	Develop an app similar to Cardiff where you can increase time if needed (sometimes the walk takes longer and you could top up). Cashless system which is user friendly would be good.



4583.

Yet again the council will be increasing the social isolation of the elderly; inhibiting mental wellbeing and impinging on mobility - not only of the elderly but also the young people that go down to the coast. Many people enjoy just sitting down at the knap own walking along the prom or watching the planes, or the wind surfers = A TAX ON THE SIMPLE PLEASURES OF LIFE The survey was flawed - it does not take into account the demographic - how many are local and how many are day visitors from outside the area. We are already paying council tax toward the carpark - The council is now say pay and additional tax The survey was undertaken during school holiday or a bank holiday - times we have 'pop down' to the knap on a cold afternoon just for a couple of hours to 'watch the waves' - many of the individual or couples in the care have been elderly or infirm - on limited income like my self - and we will pop into the café for a cup of coffee. There are also young families who go down to the beach after school. I thought T we were trying to encourage people to get outside and enjoy the fresh air and walk, and socially interact to improve their well being - but NO this will be taxed !! The people this will hit the hardest are again the elderly and infirm on limited income - and to say buy a season ticket is an insult - £150 is more than a pensioners weekly pension !! (not withstanding £75 for the country parks) - so you intend to limit the time people spend at the Knap or Barry Island to 1hr !! not even time for a walk!! The Tourism report recently published has already highlighted tourism in Wales is dropping - much of this is probably due to the high cost of parking! The toilets at the Knap and Llanwitt are a disgrace!! There is NO public transport to the Knapp - or a only 1 train an hour to Barry. How do people whose mobility is impaired (excluding disabled badge holders who park for free) - and yet when I had my knee operation as on crutches, and could not walk more than 10 yards did not qualify!! Therefore it would appear that only people with blue badges will be able to afford to access the beach - if you do introduce parking charges then EVERY CAR should pay!! as there is no public transport! The Knap is an ideal place for people with mobility problems to go as it is a flat walking area but you cant get far in a hour cause you have to walk back remember !! So how long would it take from Rhose to the Knapp using public transport on a wet and windy rainy day - remember there is no shelter at the knapp - very often for our own social and well being we might go down in the winter for a while to read a book and take in the air - if this policy comes into place it looks as if our social isolation will increase - as we certainly wont be spending £3 or whatever in the car park - neither will we be spending £5 on 2 coffees of £6 on 2 ice cream buying a burger from the van that turns up when it feels like it!

4584.

Not sure why winter parking is charged at 50p for up to an hour but summer parking is free for 1 hour. If parking is free in summer why is not also free in Winter? Are you just interested in catching people out so you can issue penalty notices and raise funds that way? Also £3-00 per day in summer is not unreasonable but it would be more honest if you said anything over 1 hour £3-00 which is what you appear to show. There is a vast difference in paying £3-00 for just over 1 hour and paying £3-00 for up to 12 hours. Free parking in winter would encourage visitors to support local businesses which struggle to find customers in the winter.

4585.

Vale residents should be exempt from all charges at the coast, the Council should be encouraging residents to get out and enjoy the coast for the health benefits. I have no objection to visitors paying fees. The council should review and adopt the National Trust parking policy of free parking for members.



4586.	Free parking at all times
4587.	People should be encouraged to get outdoors and enjoy our stunning coastlines, an added benefit is they get fitter and healthier. Charging for the parking will deter many people.
4588.	Again in the winter the only people enjoying the coastal areas after 6pm are very few and mostly come from local lifesaving clubs who often provide a a voluntary lifeguard service in the summer. Why charge in the winter for people who provide a community service in the busy summer. Increase free parking to 1hour 30 minutes also allows these clubs to run a session (normally 1hr) with time to get back to the car etc. Reduce times from 8pm too 6pm. Again in the winter who is enjoying the costal areas after 6pm. Very few exept those who have an interest based around the area. Lifeguards, surfers. Why charge the local people when you can make the money off the daytime tourists.
4589.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
4590.	Minimal parking charges are acceptable for locations that attract a lot of visitors, especially those who visit from outside of the Vale. However, I do not feel you should be charging for parking in places that are frequented mainly by locals.
4591.	The first hour should be free
4592.	Cam Col Huw beach car park is well served by The Beach Cafe throughout the winter months .. Any parking fees might deter local people from the common practice of going to the beach for a breakaway from home or work .. The reality of this beach having a sevicable car park throughout the winter months depends on the tides !!! Beyond council control .. This makes charges unrealistic
4593.	Having free coastal parking encourages locals and visitors to lead a more active and healthy lifestyle. It also promotes tourism bringing revenue to the Vale and to local businesses.
4594.	Charging for parking will drive visitors away and local people will find somewhere else to park.
4595.	I strongly disagree because of the knock on effect of residential areas nearby - people will park in all the streets near cliff walk for example to avoid parking charges leaving an empty car park. If this can be addressed then I would agree with the parking charges but at a reduced rate for Vale residents.
4596.	Residents should be able to park for free. Visitors need to have a central car park to stop them using residential spaces and causing chaos. Some drivers v inconsiderate, and a lot of these have disabled stickers and think they can park anywhere, not necessarily safely.



4597.	leave us alone find some money by cutting cost the same as the rest of us have we have just had to pay for all pension cost for our workers . we are working just to keep the business going hoping to turn things around loosing any clients will be straw that breaks the business . increasing my house hold finance will again break things we would be better off not working . to charge a family for going out when this might be the only lift they have to battle depression just so you can make a little more money if any so you can pay yourselves more money when the rest of us are struggling to feed the family you are having a laugh.
4598.	DO NOT CHARGE US FOR ENJOYING SIMPLE PLEASURES. You obviously need more funding but DONT TAKE OUR FREEDOM AWAY. LOOK FOR FUNDING FROM ELSEWHERE NOT FROM PEOPLE TRYING TO BE A PART OF THEIR COMMUNITY.
4599.	Why charge for the first hour in winter and not summer? Short visits should be encouraged at all times or not at all.
4600.	I don't agree with coastal car parking charges. People should be encouraged to use areas along the coast for recreational activities. Businesses would suffer and walkers regularly taking excercise shouldn't be penalised by having to pay car parking charges. Families with children find a day out expensive enough without paying additional car parking expenses.
4601.	summer season lasting until 31 October is ridiculous. charges discourage frequent short use of the areas. annual pass is far too expensive. I never use southerndown/llantwit/ogmore - why do i have to pay for a pass that includes places i never go?
4602.	I believe the first 2 hours should be free. I enjoy walking and visit most days for a walk which takes just over ab hour. It seems unreasonable to me to have to pay for a short walk every day and will stop me visiting. This will have a knock on affect on footfall in these areas for the shops and coffee shops.
4603.	Why charge more for 1 hour in the winter than the summer.
4604.	If charges are going to introduced in Barry Island, then all of the residential streets need to become permit parking. Else tourists will by pass the parking fee & park outside residents houses for free instead This would be a huge problem for local residents. We have enough people parking on our street, and blocking access to our garage without tourists adding to this. I agree with the charging for car parking , and think that the prices are reasonable in cimoareison to other coastal towns and parking in Cardiff.
4605.	Same as above
4606.	There are very few places that low income families can visit without spending a fortune. Instead of encouraging families to get out in the fresh air and enjoy their locality together - the local councils are denying them that joy.



4607.	I walk the dog at the coast and like to stop for a coffee. This is not possible in the first charging band of up to one hour. This should be changed to up to one hour. Many people like me will stop using the cafes during a dog walk as they do not want to pay so much more for over one hour parking. Businesses will lose out. Make the first charge band "up to 2 hours"
4608.	Local residents should be issued with a 'free parking pass', so they may enjoy daily the amenities where they live. Buses and Coaches should be required to pay. Blue card holders should be permitted to park free
4609.	No parking fees
4610.	Motorbike parking must be free
4611.	Parking fees should only be 10am-6pm. It's unfair to charge people "all day / £3" if they're just popping down for a couple of hours of an early morning or evening e.g. to walk the dog or eat dinner
4612.	I strongly believe all the listed car parks should be free.
4613.	Stagger the rates please eg one hour free, 2 hours £1 or £1.50, then all day £3. Hours need to start later and end earlier please. Eg peak hours 10 or 11-5 not 8-8.
4614.	Hopefully you will improve all road and facilities if you start charging
4615.	If I have to pay to park in these areas I will not visit them. The winter charges administratively will cost more than the effort to collect/ enforce
4616.	Families on tight budgets are going to be put off visiting local parks and beaches. When already paying high levels of Council Tax, this just seems to be another way of squeezing yet more money out of the public.
4617.	This makes no sense I would have free parking for an hour in the summer but not in the winter. I am far less likely to bother even paying 50p when I might have to go back to the car because of bad weather. I support chargers but at least 1-2 hours should be free to support local businesses surely, especially in winter when coastal businesses suffer the most.
4618.	I am a volunteer dog walker and regularly visit coastal locations and parks. If charges are introduced I will be left out of pocket and will no longer be willing to provide this service that helps elderly and ill people in the community.
4619.	first two hours should be free for both winter and summer and other charges should be the same at the lower rate
4620.	Out of season should not be charged
4621.	No charges necessary. The car parks are not over subscribed at present.



4622.	If you want to encourage people to use a car park then you need to encourage their use. I think that charging beyond 6pm is not a good idea at all as this will stop people who want to use the many restaurants around the coast. I would not have thought that it was economical to have a warden checking for a 50p ticket in the winter. The annual pass at 150 pounds is too expensive as you are not assured of finding a space anyway. 100 pounds seems to be more realistic
4623.	I, for one, will stop using those amenities that are currently free if a charge is introduced. In addition, those visitors not put off by the charges, will attempt to park vehicles in unsuitable locations, creating a hazard and damage to the verges/off road areas.
4624.	Buses/coaches bring tourists and should not be charged
4625.	This will simply drive people to find free parking areas in the close proximity of residential streets. This will drive residents to demand solutions in the medium term and this displacement will be used by you to expand the parking policy and then ultimately start to charge residents for parking outside their own homes. You are creating a new problem with this coastal policy. Why would you charge at all in the winter. This is totally wrong and will not help tourism or tourist based businesses in the Vale.
4626.	You can't have first hour parking free in the summer, then charge for the first hour in the winter, very confusing likely to generate complaints. Please be consistent. Similarly in town, 2 hours is free, so please align them, 1 hour free or 2 hours free, decide which and stick to it.
4627.	Encourage people to come by making it free outside of the summer season. Have 3 charges for up to 2 hours, up to 4 hours and all day. And start charges from 9.00 until 6.00
4628.	Charging time should be up to 6pm. Winter season should be free for 1st hour.
4629.	Car parking charges should not apply to residents parking outside their property.



4630.	<p>Why are you proposing to charge more for an annual pass for coastal parks such as Cwm Colhuw than in the country parks? Surely they ought either to be the same or the coastal parks with less investment in them ought to be cheaper. Are you satisfied that your charges are covering costs (permitted under legislation) and not making money (not largely permitted under legislation). The winter period ought to be free. Relying on smartphone etc rather than cash clearly save you money but penalises some groups of people. The winter hours if you insist on charging ought to be shorter - people coming as late as 7 or 8 are clearly only coming for a short period and you won't be able to enforce it anyway.</p> <p>Enforcement: the costs of onsite car parking attendant at Cwm Colhuw and probably others will exceed what you gain during the winter I suspect - have the Capita people actually attended these locations? (ah I see they have in February to May, are you confident that this snapshot is a sound basis on which to estimate revenue to set against costs?) Installing cash ticket machines which do not give change is frankly an outrage and you should be ashamed of yourselves if you contemplate it. Overall these proposals look likely to simply reduce the number of people attending the coastal car park locations (especially as some are too far for many to walk and there are no bus or cycle routes) so the local business will have a very firm view.</p>
4631.	<p>There is no mention of the congestion on Redbrink crescent and Friars road if charges in these areas are put in place. There is already a severe problem with people visiting Jacksons bay and wanting free parking Dog walker also</p>
4632.	<p>Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.</p>
4633.	<p>There should be no parking charges imposed for Vale residents, especially during off season periods. Charging will stop many visiting for an ad hoc coffee,lunch,dog walk etc . 1 hour is not long enough to enjoy a relaxing 'pop' to the beach currently enjoyed by so many , many of who can visit despite being on low income,pension,etc.</p>
4634.	<p>I think there should be an option for half a day parking or 3 hours. Something inbetween 1 hour and all day. 1 hour parking in winter should be free and again a mid way point which isn't all day. Sometimes people don't want to spend a whole day but 1 hour isn't long enough.</p>
4635.	<p>stop charging the public a fortune and freely encourage them into areas</p>
4636.	<p>In Llantwit Major it would be better to charge for the camping on and policing of the meadow.</p>
4637.	<p>How can you charge parking fees at Portabello and west farm southerndown when a) both areas are owned by private estates and commoners and b) the parking surface is appalling and dangerous to park on.</p>
4638.	<p>Penalise the locals that use these places on a regular basis whilst you're doing this ! It's all insane</p>
4639.	<p>By increasing parking charges you are sending out a message to visitors that they are not welcome</p>



4640.	Again, it is wrong for a private company to profit from this
4641.	Short stay parking by Watchtower Bay, provide more spaces at Watchtower Bay by taking some of the grass area as it just used as a walk way to the beach and would allow more visitors.
4642.	If there has to be a hare the jump from 1 hour to all day is not helpful. Up to 2 hours free
4643.	Ni ddylai pobl lleol sy'n defnyddio'r traeth yn rheolaidd gorfod talu. Os oes rhaid. Dylai'r tocyn tymor i bobl lleol fod yn lot rhatach na £150.
4644.	I don't believe winter charges are necessary. Only car parks need to have charges
4645.	Zero charges
4646.	Why charge in the winter for any of these places. There is no need as there is no burden on the parking at that time. Cliff tops car park in penarth is never even half full on the nicest days in summer so why does there need to be a charge. Charging just limits people from using the area.
4647.	Agree with Bron y Mor as it's close to residential area - but not Cold Knap Up to 1 hour (free or 0.50) needs to be extended - and not just for coastal parking! Some visitors may only be popping out for a coffee etc why impose parking charges that could damage local business income - make it as least 2 hours!
4648.	Free parking for 2 hours 50p an hour £3 all day Summer only
4649.	Keep it free. It's a PUBLIC highway. Save money elsewhere such as stupid salaries and wasted and unnecessary paperwork and less staff
4650.	No charging
4651.	What would we get for our money? Insurance that someone will ensure the safety of the cars?
4652.	All the above will do is put people off attending the beaches. If your plan is to reduce tourist/visitor numbers, then this plan will be a success
4653.	You need to allow some free coastal caparks to allow those on lower incomes to have free days out enjoying our beautiful coastlines
4654.	The Car Parks generally have enough space excpet for when Special events occur - charging for spaces will deter visitors and also penalise the local residents who want to enjoy the area.
4655.	Introducing parking charges will just make it more difficult to visit these beautiful places. People should be able to enjoy these natural resources without having to pay for parking. It shouldn't even be a suggestion to pay for parking during the winter.



4656.	I visit the Knapp regularly - some people who park take up two spaces, this is particularly irksome and selfish during busy times - one to park on and one to sunbathe !! - if the parking scheme is introduced will you be charging such individuals for the privilege of occupying an additional car parking space ?? I visit the Knapp at all times of the year and in inclement weather - using public transport is not an option during this time Many of the people who visit the coast out of the peak time are elderly and on a fixed income and the parking charges, however small would be unaffordable - it may be the choice of parking or having a socialable coffee in a café !! =social isolation and its subsequent consequences
4657.	I think the parking should be free outside the summer months. And should the proposal go ahead, timings should be 9:00-17:00.
4658.	Leave parking at coastal free - needed for low income Family place to visit.
4659.	If charges are introduced people just simply won't visit these areas. Having an impact on the local businesses.
4660.	i don't think you should charge for Bron y mor or Cold Knap or any of the coastal car parks . The first 2hrs Free then £5 all day both summer and winter . Buses / Coaches £20 all day , annual pass £100 these prices should apply all year round
4661.	I think charges should go from 9am to 6pm on all parking
4662.	How can 1 hour in Winter be charged but not in high season? Prefer 2 hours free
4663.	Keep them FREE stop wasting money elsewhere in the council
4664.	I don't see the need to charge less in the winter. Charge £1 up to 2 hrs to allow a decent walk and £3 a day
4665.	The free first hour in summer but 50p charge in winter makes no sense. Charging times in winter only need to be until 4pm as its dark then. Why 2 hours free in town and only 1 at the coast? The annual pass for residents of the Vale seems very expensive for just coastal car parks (if it covered country parks and maybe town centres it would be more realistic). Pembrokeshire coastal car park permit is £90. Weekly passes should be available to encourage longer visits to the Vale
4666.	I think we should be encouraging people to visit and spend money not TAXING them for the opportunity - we need to ensure businesses are supported not put under yet more pressure. In a time of poverty growing who is the least likely to be able to pay for this and therefore deprive hard up families of the opportunity to access what should be free services that have been paid for through our TAX.
4667.	Charging for coastal car parks will make these venues inaccessible for families struggling to make ends meet. It will discourage people from visiting the Vale and in turn bring less revenue to the Vale.
4668.	2 hours free, buses charge should be higher £15, annual pass charge lower £100, charge time til 6pm Winter parking should be free except for coaches



4669.	I don't think it's helpful to be inconsistent on the summer/winter charges for up to one hour.. I think they should both be free up to one hour to avoid confusion and allow locals/dog walkers to not be effected by the charges. The annual passes are inconsistent with neighboring counties where country parks for example are approx £30 for the year, and a family pass for the National Trust is approx £150 pa which allows access to all NT sites
4670.	I strongly feel that by 'Coastal Car Parks' this should be incorporating Barry Island with the costs consistent accross all. Barry Island is too expensive and trade has been hit as a result. If a season parking permit incorporated ALL coastal car parks, I would strongly recommend this, but without, I don't agree.
4671.	I think winter should have 1 hour free for coastal areas like the summer - the locations can be hard to get to by other means and if someone just wants to have a walk along the coast I think its unfair to penalise. We shouldn't be discouraging people from visiting our own assets. I also think an annual pass of £150 is extremely expensive. Someone who makes that much use is likely to just have a dog walk a day and not stay more than an hour anyway. To charge that much is way above a fair price point.
4672.	Coastal charges during the Summer are fair when out of town visitors visit, but not during the winter when the area's are mostly used by residents.
4673.	Again 8pm?????
4674.	i dont think there should be any charges in winter months. its difficult enough getting people to go to these places at this time of year without adding charges
4675.	Parking should be free ot kept to a minimum to help encourage visitors to get out and enjoy the coastal paths
4676.	The council should not be allowed to charge for parking in the Vale. We are trying to build communities and increase play opportunities and this is completely counter productive.
4677.	Charging will stop people coming and using shops cafes etc.
4678.	We want family's to visit the vale not kept away.
4679.	Charging will deter short tine visitors, especiallu the elderly.
4680.	Charging times 8:00am - 6:00pm
4681.	Charing for areas where people hopefully take part in some form of exercise is wrong. Lack of activity could increase health issues and drive up NHS costs. One hour to all day is too big a jump. Going for a good walk easily takes over and an hour but wouldn't justify a full day charge.
4682.	Coastal is a better proposition than town areas but only for all day summer and coach visitors where I can see value for money.
4683.	Nobody minds a small fee to park in a designated area. £3 all day is reasonable.
4684.	Why try to kill what little tourism we have.



4685.	You need to be encouraging people to get out onto the coast, exercising, enjoying open spaces and the coastpath and beaches, good for physical and mental health. Instead you will discourage these health giving benefits. Local residents already pay huge council tax and should access these areas freely!
4686.	Charge for refreshments- parking charges will reduce visitors
4687.	Why are you trying to drive people away???
4688.	No charge. No expenses no additional taxes
4689.	People will not pay to park. They will park in the street rather than pay & this will upset residents.
4690.	Coastal areas should be attainable areas for all people, charging them to visit these sites is wrong.
4691.	The coast should be free for all to enjoy. It does not belong to anyone. We pay council tax and this can be used for the upkeep.
4692.	Our business is situated in Bron Y Mor and most of the people using the Knap car park are there only for a cup of coffee or lunch, In effect by putting these charges in place customers will regard the charges as an additional cost to their refreshments and will think twice before they pop down for either. We believe it will seriously affect the trade of all the proprietors of the Knap shops.
4693.	If you make people pay to go park at coastal locations it will put people off going there its been free to park so will make the most out your time there and will return as its free parking and your not watching a clock to make sure it does not expire.
4694.	I don't think you should introduce parking charges in these places, it will have a detrimental effect on the local businesses.
4695.	I dont agree with charging at all during winter
4696.	Strongly disagree with proposed charges as a local to Barry and a regular beach user.
4697.	We pay enough in taxes so why should we have to pay for parking where do our money go its not on the roads or anything's so why should we have to pay for more parking
4698.	We visit the coast at least 3 times a week for 1-2 hours at a time. This is quality family time with children and if charges were introduced then we wouldn't do this due to the costs. The vale should be creating a town encouraging local family's to the coast
4699.	Dont agree with any of it. Also Why do u have to jump from 1 / 2 hours straight to all day. Not enough tarrifs. On long walks at places such as cosmeston people will go over 2 hours and have to pay for a full day. Will discourage people from walking and then stoppong after to use the facilities
4700.	It will discourage day trippers from visiting our Welsh coastal areas causing traders to lose custom



4701.	Absolutely disgusting. As a vale resident we visit the beaches everyday. Charging for parking would impact greatly on our family.
4702.	charge at barry island possibly and only in summer because people will always visit there, however charge at the other places and they will either park somewhere else, or not bother
4703.	We already pay council tax used towards the upkeep of these places so why should we be forced to pay to visit them?
4704.	During the summer I heard far too many complaints in regards to charges for parking, again pushing people away
4705.	Coaches and buses should pay the full parking charge all year.
4706.	Coast should be free to all
4707.	If you want people to visit they need to be free! NO charges should be in place at off season!!
4708.	Bron Y Mor should be free for customers are using the shops and cafes.
4709.	You are only thinking of those who have money, not those who live on a tight budget and can't really afford to add extra costs to days out.
4710.	Don't charge - less people will visit these areas if you start charging - this is currently a free activity for families and you'll be taking that away
4711.	Charges will discourage people from coming, causing losses for local businesses and enjoyment. Sounds like a money-grabbing idea
4712.	No parking charges needed
4713.	No keep tourist & locals visiting
4714.	Parking charges should reflect the facilities available .Barry Island should not be the same as the knapa complete mismatch of facilities. If other venues are to be charged then they need to be developed with facilities and leisure activities .
4715.	why charge for parks with little/no facilities? The proposed summer season is too long.
4716.	Parking for OUR amenities should remain free, not for the council and commercial partners to profit. We pay more than enough council tax
4717.	Free up to 2 hours. Charging period 9am-6pm
4718.	Why change what isn't broken - doesn't make sense!!
4719.	The charges should be consistent throughout the year



4720.	Yes - for Barry, businesses struggle through the winter months on the island, scrap winter parking charges. Why wouldn't you do what you could to encourage people there by making parking free? Rethink the charges when businesses are doing well but right now the don't seem to be.
4721.	We already pay for upkeep with our council tax. Llantwit major beach car park is horrendous you cannot charge people to park there.
4722.	This will deter these areas from being used - imposing on those who need it most.poorer families ; families and elderly.
4723.	These are the local areas that make residents want to move to the area or people to visit, if you are put charges this could lead to a loss of vistors and unused parks. This could cause a loss for the council that will likely out way the gaing from the parking charges
4724.	This will put people off visiting these sites.
4725.	Council tax should cover all expenditure, stop wasting it.
4726.	No
4727.	stop robbing the vale trying to get more money you have run this town to the ground
4728.	During peak times there should be a low charged for parking in coastal areas. Between the times of 10-6. During winter periods there should be no charge. Charges between longer times and through winter will discourage people like dog walkers and locals from going to places and essentially local small businesses will lose out.
4729.	One hour free is not enough time to do anything if you have children it should be 2 hours. Putting parking charges in places like cliff tops Penarth is a joke, you have a fantastic park and parents will begrudge using it if they need to pay there's no other ammenties there that justify charging - personally Penarth as whole needs better parking options looked into - I'm sure the town council car park / local buisness could be used as an option to help support. Parking charges are not the way forward
4730.	I believe that parking in coastal areas especially in the winter should be free to use. I especially disagree with charges in the winter. The annual pass of £150 is exessive... I as one would not be able to afford that as Im sure many others will feel the same.
4731.	Should allow 3 hours free as this will encourage families etc to keep fit and get out.
4732.	I don't see why we should be paying to visit our coastal areas council want people to be active yet want to charge them for getting out and about it's wrong on so many levels



4733.	I think charging for parking on Barry Island during the summer season is appropriate at the prices listed above as it is a tourist destination with large, designated parking areas. I do not believe charging to park at the Knap area is appropriate at it is a residential area (except, perhaps, the little gravel car park).
4734.	Again, you are making Barry less and less attractive to residents and visitors. It's greed on the cpinxolsa part.
4735.	Local people should not have to pay as they pay council tax already. When people visit these areas they spend money and this benefits local business!!!!
4736.	Local people should not have to pay as they pay council tax already!!
4737.	This will destroy tourism and locals/residents who enjoy the coast that they already contribute too. Take Ogmores by Sea, used to be a regular visitor for a walk etc, following your introduction of parking charges I've not been back for years.
4738.	Stop trying to make money off our parks, it will just cause higher traffic in residential areas surrounding them making it even harder for local residents to park in their own streets.
4739.	fresh air is good for people and they may think again about getting out and about
4740.	We use these facilities weekly, if charges come into force we will go elsewhere
4741.	People should be encouraged to visit the beach and coastal areas not put off.
4742.	There should be no charges
4743.	Yet another stupid idea by the council to raise money for their coffers which will deter visitors and therefore be detrimental in the long run
4744.	I do not agree with parking charges. Parking restriction on time are reasonable but charging is not.
4745.	Scrap the whole idea of charges as surely you would prefer to attract visitors rather than deter them with these charges that will never be reinvested anyway?
4746.	Crazy that winter season cost for parking up to an hour dearer than summer season. Winter season should be free at all times. (Wouldn't be surprised if costs associated with enforcement and collection of car parking charges during Winter exceeded revenue)
4747.	Should not be any charges! We want people to visit our beautiful coast and holiday makers to visit Barry Island..... not deter them..... If it wasn't for tv series Barry Island would have been built on and forgotten about but it put us back on the map thankfully.... The lake is a wonderful place but let's keep it that way come on council let's build Barry up as it should be.....
4748.	There should not be any charges. We need to encourage people to get out and about in our open spaces more often. Charges will put people off and affect local businesses.



4749.	I pay a lot of council tax, and frequently use Vale coastal areas. I spend money there. I don't stay beyond the free period, and it's a good limit for me. My use of these areas, which are geologic, not provided by the Council, would decrease significantly, and my spend with the local businesses there, if you introduce charges.
4750.	I might agree with SOME charges if the "summer season" ran for the summer. 31 October!!?? Bonkers. At the MOST the summer season should run 1 Apr to 30 September.
4751.	Winter months should continue to be free. Summer months should be minimal charges to ensure equity for all. Also, annual passes are much too expensive at £150, for example look at St. Fagans the annual pass is £25 for parking which is much more realistic for families to afford.
4752.	Parking should be free in the winter months. Lots of dog walkers buy hot drinks and snacks supporting local businesses
4753.	There shouldn't be any charges. There are not enough visitors to make it profitable and it will only put off people visiting or staying longer to spend money.
4754.	Charges will prevent people visiting the area, especially Cold Knap, the council should be encouraging people to use the prom and lake for walks in order to be active. This will have a particular impact on disabled people
4755.	Visitors won't pay for parking. Areas will lose money and businesses will close.
4756.	Many places have coastal car parking charges but often free in the depths of winter.
4757.	In winter season the operating times should at least be shortened as there are less daylight hours. It is often hard to know how long you will spend in a coastal area. For instance a few weeks ago I met friends and was going to be under two hours but ended up nearly three. It will mean that people end up either curtailing their visit or getting caught out. These places cover a vast area and you could easily get caught out trying to get back to the car in time. I also think visitors number will suffer as locals will be put off popping to a location for short period of time. There are six weeks in the summer holidays in which to entertain children and I make use of our lovely country parks and beaches. I wouldn't be able to afford attending so many during this time. The impact to health and well being of families needs proper consideration which I doubt hasn't even been thought about.
4758.	Should be free to local residents in the winter
4759.	Not sure why you are charging more for an hour in winter than in summer that seems unfair and will make people think before they use these areas, affecting businesses etc



4760.	Parking fees should not activate until after 2 hours or you will kill the businesses in the area and deter a large amount of visitors and dog walkers out of season who boost the sales in quiet periods. This will also reduce the amount of people visiting to wall and lead a healthy lifestyle and goes against the Welsh Healthy living standards and recommendations.
4761.	Again detrimental effect on the towns economy and why should individuals especially those living in the vale should now have to pay!
4762.	None at all
4763.	Introduction of charges would just encourage visitors to clog up nearby residential streets such as Heol y Gaer and Birchgrove.
4764.	Parking should be free in the winter. First two hours should be free
4765.	Stop killing coastal car parking by taking money for parking
4766.	It will put off visitors and reduce tourism
4767.	How can you feel justified trying to charge people to visit a natural beauty of the locality.
4768.	Its a tax on people and goes against people getting exercise and inhibits access to areas that belong to the people
4769.	I think the charges will discourage families from using the play park at clifftops as its currently a lovely free location to take the children either during the day or after school. its very hard to stay within an hour with a small child who wants to walk independently and an additional charge turns this from a free activity into a cost. repeated trips would, of course, add up and cumulatively deter myself and other families from using the facilities.
4770.	Should be up to 2 hours free.you try going to the coast having a short walk and coffee in an hour. Yet again affecting retail outlets and enjoyment of visit. Have stopped our visits to Barry Island because of the stupid parking fees at present.
4771.	Good idea if you want to kill off small local businesses
4772.	Again you will drive local people and visitors away
4773.	It is very sad that if these proposals do go through there will then be no free sites/options for a no cost day out for low income families with children. Cliff walk and Cold Knap are family favourites, along with Cosmeston Lakes and Porthkerry Park, and although I appreciate funding for maintenance needs to found from some sources, it is a great shame that at least one of these sites will not remain free to park at.
4774.	Do you want to increase tourism or decrease it. Adding additional chatehs will impact the goodness that has been built up with Barry island. I suggest you look closer to home to make savings than keep coming up with ideas that will have big implications on local trade within the community.
4775.	A selection of free spaces should be available to all.



4776.	Parking should be free so that people can visit these locations. Families, pensioners go there often, some daily.
4777.	Why penalise local residents to enjoy their surroundings. Could there not be a 'residents' permit like in other coastal areas such as North Wales where residents have a card and can have free parking.
4778.	Am I correct in assuming that Barry Island car park will be charging for cars to park there? This must/would generate the most income from visitors. I wonder why would you want to charge local people to park in the coastal car parks during the winter? As it would only be locals who would be charged at this time, as very few visitors come to Barry in the winter. The majority of locals you would want to charge would be dog owners walking their dogs. Is that fair, especially when the Council gets a grant for being a dog friendly area?
4779.	Car parking charges were introduced at Cwm Colhuw, Llantwit Major, about 30 years ago, but soon dropped with the decline in use, the inability by the Council to maintain the carpark and adjoining parking area in the Meadows, and the costs of monitoring. Once again, introducing carparking charges at Cwm Colhuw flies in the face of the expected outcomes of the Strategy. The cafe will suffer with a drop in trade; the Council will not be able to maintain the carpark because of the effect of storms and high tides; it will hardly provide value for money to all car park users; it will not improve access to facilities and attractions as there is not a problem with carparking at the site; and consequently will not improve the visitor experience. Because Cwm Colhuw is isolated, the machines will be subject to vandalism, potentially in the later evening when groups of young people assemble there.
4780.	Again, vale of Glamorgan residents should not have to pay to park. I love to walk my dog around the coastal areas, and do not wish to pay for the privilege! Stickers posted to people on the electoral roll and or council tax payers to go in their windscreen, every little helps, you can still get money from non vale residents who visit the area
4781.	We need visitors do parking charging should be dropped .. encourage visitors etc provide cafes , fig & child friendly places & you'll see a huge difference. Plus crack down on people littering !!
4782.	Should be free in Winter.
4783.	yes it should be free to all barry residents
4784.	Winter charge for first hour should be free as in summer, otherwise you are unfairly taxing local residents in the winter. Winter hours can be reduced to match available daylight hours. Low cost annual passes should be available to residents with proof of address. £150 is way too high.
4785.	Will keep people away or clog up nearby streets.
4786.	against any charges
4787.	Keep coastal parking charges for the coastal car parks.



4788.	Yes - don't charge! The coastal car parks where you intend to start charging are well used because they are free and easily accessible by car. Charging just moves the parking onto residential streets instead and creates more problems. It's impossible for me to reach these places using public transport from Sully and impossible to walk or cycle to when you are unable to walk long distances and can't cycle. You seem to want to discourage people to the coast not encourage them.
4789.	Charges will discourage visitors, particularly locals visiting coastal areas. The council should be encouraging visitors to help the economy. The first hour is free in the summer but 50p in the winter, there is no logic to that. The cost of an annual pass is excessive, local residents are already paying large amounts of council tax and shouldn't be paying again.
4790.	Summer & winter Charges up to 2hrs Free. Charging times winter months 08.00 16.00hs
4791.	I believe the entire proposition stinks! To even contemplate winter charging is absurd, coastal businesses struggle enough as it is off season, this will discourage people from enjoying beautiful coastline and spending in the local coastal economies!
4792.	Stop charging people for parking.
4793.	I live at Portobello House, Omore-by-Sea and have found out about this proposal through the strategy. I have grave concerns about this area being identified as an 'official' car-parking area. These concerns relate to safety of people and animals. I have already raised these concerns with the Council. I would like to understand more about what specifically is proposed and would be grateful if you would send me more detailed information
4794.	Upset to have charges brought in to see our places of natural beauty. Costs enough getting there and bringing income to the local businesses. Wellbeing for all? Excluding the less fortunate. Address the inequity with council tax stop penalising the less fortunate
4795.	Please don't do it
4796.	If it's free in the winter should be free in the summer
4797.	Lots of people use local coffee shops on sea front the knap and am sure in other towns people will not pay to park as well as for coffee that would close yet more shops.
4798.	I think the local businesses will suffer if you introduce charges
4799.	Be creative instead of punitive. Stop discouraging visitors and offer them something they want to spend their money on instead. Somebody must be able to see that we WANT customers everywhere. We WANT them to spend and we WANT them to come and do it again. And we'd LIKE them to recommend other people do the same.
4800.	Charging will drive users away



4801.	I am just so disgusted with these proposals.
4802.	Again, visitors need to be encouraged to visit these places not put off by parking charges
4803.	Yes, don't do it, all you will do is kill off people travelling, they will just stay at home, not really driving the healthy outdoors life we should all have living near the coast.
4804.	No Charges and No 20MPH limits
4805.	We pay enough poll tax already for not a lot, Our house hold pays £2300 - you need to start cuts at the top now enough cuts and rationing of services.
4806.	Why? Hardly an incentive to encourage people to go for a walk or use public transport, cost even more that's if there is even a service.
4807.	Stop planning to spoil the little free pleasure the residents of the Vale of Glamorgan have. And stop planning to make it more difficult for businesses to attract customers.
4808.	Payment facilities must include the ability to pay by card, coins & notes, must give change & should allow people to pay on return to their vehicle, not up front
4809.	No Charges No 20MPH limits in the Vale
4810.	No 20MPH limits in the vale of Glamorgan
4811.	every one should be able to have an hour free, to encourage people to go for a short walk, If I had to pay for the first hour I would stop using the parks, this would be a shame, but I have a dog, we are kept out of so many parks already, local residents, including pentioners should be able to walk for free.
4812.	8pm is too late in the night to charge until the latest should be 6pm. Up to 2h should be free. Also coastal parking should be free in the winter months to encourage visitors
4813.	I feel free parking should be up to 2 hours. People are more likely to spend more time walking along/visiting coastlines than they are popping into the local shops, but town parking has a suggested 2 hour free parking.
4814.	As already stated, these facilities should be free.
4815.	People want to be encouraged to walk and exercise, not be put off with parking charges.
4816.	...if there are parking charges for coastal parking there will be less visitors. Many small businesses depend on tourism!
4817.	Visiting the countryside should be free and encouraged to promote heath.
4818.	Parking charges should stop at 6pm latest. Businesses will be badly affected by high charges. what about residents in these areas - how will they be treated ?



4819.	Deprive people the use of these locations. During school holidays I paid £15 over 3 days just to park, I will not be able to continue using these locations if parking costs are in place.
4820.	Prefer 8:30am to 6pm charge period. Prefer May to Sept Summer, and Oct to April Winter period, with possible Easter W/E charged at special (Summer) rate.
4821.	Each location would require staff to administer and issue tickets and staff to send out receipts and chase non payers etc. Additional costs also to install and maintain meters. Where would the wardens be based especially in the winter at all locations? Whilst charging for parking, would there also be facilities provided ie toilets? Hidden costs to implement this strategy.
4822.	Why should you pay when these places are a disgrace to park on and in some cases only a 4x4 can go there.
4823.	See my views about enforcement: unless this is appropriately managed I feel that implementation is pointless!
4824.	The proposed parking restrictions near the proposed parking charges area will have a negative impact on local residents and potentially unintended consequences. Residents and their visitors will not be allowed unrestricted parking outside their homes. Visitors will be forced to park on narrow residential streets outside the restricted area leading to congestion and potential conflict between local residents and visitors. As a police matter this may incur unnecessary costs on the public purse.
4825.	We should be encouraging visitors and free for residents
4826.	it should be 2hours free any time anywhere
4827.	Coastal Areas are underused during winter months - Parking Charges will deter visitors further
4828.	I think they should be free (or a flat rate such as £1) for Vale of Glamorgan residents and increased charges apply only to 'visitors' outside the Local Authority area. A simple pass could be displayed for Vale of Glamorgan residents when parking and this pass could also be used when visiting Recycling Centres.
4829.	As the Vale generally does not have regular public transport, it is difficult to reach some of these places without a car - parking charges disincentivise people from enjoying their local areas and will have far-ranging impacts including on health
4830.	These are disproportionately low compared to your town centre proposals. The hour free in the Summer but not the Winter makes no sense -- it should be free all year round. The day rate is far too low -- try £8 Summer and £4 Winter -- but the annual rate is far too high -- that should be more like £40. Buses/coaches are a menace that bring large numbers of people to the coast and disturb the tranquility of our countryside -- they need to be set at ten to fifteen times the rate of cars, not just four. There is no point in charging for such a long period either -- 10am-4pm would cover most visitors to the coast.
4831.	The first 2 (or 1) hours should be free



4832.	I regularly visit the clifftops with my young daughter as it's a free hour or 2 out of the house often pop by on our way home if I had to pay for parking I simply wouldn't bother as never carry cash anymore it would turn a simple passing visit into hassle as a rate payer I feel we should be able to access these outdoor areas without paying extra I thought the vale were supposed to be encouraging outdoor healthy lifestyles?
4833.	Will these car parks be maintained like the roads.!!!.or is this another pay rise for the council director? It is sad that you are proposing to home in on area where people spend there relaxation time. When will you stop squeezing the man on the street and sort out the why public money is wasted. ?
4834.	Cost of an annual pass is outrageous especially when compared to other places Proposals don't allow for anything other than 1 hour or all day not ideal if you just want to take your dog for a walk - it's not going to take all day but maybe more than a hour These proposals will impact on businesses as people will have less disposable income to spend
4835.	No Charges and No 20MPH limits
4836.	Scrap winter charging, especially at The Knap and Barry Island. Winter visitors tend to be dog walkers and charging to park at these locations is restricting dog walking - especially with the proposed dog walking bans. I was also flabbergasted to discover that blue badge holders can park at Barry Island for free! Why is this? The badge holder who told me this fact has more money than me and can more than afford to pay charges - why are they given special treatment?
4837.	No parking charges or any 20 MPH speed limits anywhere pp
4838.	The summer season is far too long, since when does summer start on 1 March. We were still having snow this year in the middle of March! The summer season should be 01 May to 30 September. With the winter season covering 1 October to 30 April. Charging times of 8am to 8pm is too long. You may as well just charge 24 hours if the charging times cover that length of time. A better charging time would be 8am to 6pm. There should also be electric car charging points in these destinations. There is central government funding available for installing these. Let's encourage the use of zero emissions in the vale.
4839.	NO CHARGES
4840.	People will be forced to park, in already limited residential parking in Penarth, at no cost.
4841.	Businesses in Barry are struggling already; imposing charges in these areas will add to their vulnerability as they will be a deterrent to visitors, especially in the winter. One of Barry's assets is its generous free parking.
4842.	Should be free
4843.	We want to encourage tourism, not scare them away.



4844.	After destroying the town centres this policy will drive people away from the seaside.
4845.	To access these, a car is essential. Therefore this will be seen as a way of raising money - I would not visit these locations anylonger but go elsewhere
4846.	There should be no charges! Tourism is struggling at the moment. This is a terrible idea!!
4847.	I don't disagree as much with coastal parking charges, but its a shame we feel the need to do this.
4848.	Charges for Coastal Car Parks is a good idea, especially during the height of the Tourist season. Keeping the prices "Realistic" this would generate a healthy revenue.
4849.	I think it should be maybe half the price of the proposed costs as people won't want to pay this much for these places when there are other coastal options available with no parking fees, people will choose alternative locations and these places won't be used as much.
4850.	This is understandable and fair given people would not usually go every day. I think the timings should start later and finish earlier. People wanting to go for the end of the day and early evening should not need to pay as much. Likewise for early morning.
4851.	I assume disabled parking will be free. There must be an undertaking to freeze charges for a fixed period and then review. People fear a rapid increase.
4852.	Why do you think 'charging' is the answer here? Government always think charging or taxing things is the answer to everything. Firstly, what is the problem you are addressing here? You lot think money is the answer to everything. How is this going to offer peace of mind or more parking or help shops bring in custom?
4853.	These are our local beaches and as such should be free for residents
4854.	Again, it's another tax on people who wish to use these facilities and who already pay enough in Council tax
4855.	If introducing parking charges improve the transport to all of these areas
4856.	I live opposite the car park on Seaview drive. Ogmore by Sea Since parking charges were increased we now have up to 50 extra cars on most sunny weekends. Which would cause havoc if fire or Ambulance services need to get through. This is money that the Vale Council is losing out on. I would approve of any increase if there was resident parking permits, and less holiday camper vans taking advantage of our FREE street parking. Also on most weekends overnight camper vans stay on the seafront car park and are very rarely moved on. As no council workers are there to uphold fines after 8 p.m. No toilets or fire extinguishers for their campfires overnight. A serious accident waiting to happen.



4857.	Costal car park should be free for one hour 1 nov to 28 feb just the sasme as march to 31 oct
4858.	Disabled free
4859.	Free for residents
4860.	Cost of annual passs should be same as country parks £75.50 . Winter parking it should be free, winter charging should be from 9-6
4861.	Winter parking chargers are a disgrace and off putting to visitorts, Heavier vehicals should pay a small amount due to the wear and tear
4862.	if you charge in Llantwit major, it will kill the visitors who come at this moment because its free. There is a very poor beach to encourage visitors, so the free parking is all thjat is going for it. No sand no access to the beach except over rocks and pebbles in the 60's we had a poor excuse for a beach now and the slipway is useless.
4863.	Your winter v summer charges for the first hour make no sense; if free at peak period, why charge in the winter when not? ...twp!
4864.	No Charges No 20MPH limits in Penarth and the vale
4865.	As said previously this is the wrong approach to the Council improving their income.
4866.	If this is introduced we should have local residency exemption.
4867.	Totally unwise move,
4868.	1 hour is too short. Free parking should be for up to 2 hours.
4869.	Just don't do it. It doesn't help anyone but the Vale council
4870.	No change to summer charges. Families often go down to the beach eg in Llantwit after school / in the evenings charging up until 8pm will prevent them from being able to afford it. £3 doesn't sound much but over several months it would be. It is penalising low income families to charge and deter them from using public amenities in this way.
4871.	How can you charge for a gravel car park at Llantwit Major that has limited facilities and often you can't walk down slipway to beach because of boulders! Any charges in Cwm Col Huw will drive people away and that in turn pushes holiday makers/tourists away from Llantwit Major.
4872.	Will impact local people who visit these places on a regular basis. Impact on local passing trade - people will go elsewhere
4873.	We're trying to encourage tourism to our local beaches. Charging to visit Llantwit Major beach will drive people away. A lot of pensioners are unable to walk to the beach, they would stop going completely if they were charged.



4874.	You'll give another reason for people not to visit coastal areas and kill trade for traders.
4875.	So a mum thinks about taking her two children to the beach (sadly the dog will have to stay at home, even though the dog absolutely LOVES the beach) she begins to think what to take, heaps of towels as the kids love the water, heaps of buckets as the kids love building sandcastles, heaps of water, food and sunscreen as she loves being a responsible parent. Naaaah, she thinks. It'll cost £4 or more to park at the beach. So they all sit in the house watch tv and get fat eating all the picnic food! The beach is magnificent!!! It's natures gift to us! Don't charge us to enjoy it at our convenience!!!!!!!!!!!!
4876.	See previous page comments.
4877.	Initial free period should be 2 hour minimum as one hour is not enough. Winter periods should be free. Most visitors will be local residents, dog walking etc. Maybe give residential parking permit holders a free pass - encourage physical activity - future generations act!
4878.	No charges! It's a terrible idea and will deter people from visiting our beautiful coastal. Line. I don't visit southern down because I refuse to pay!
4879.	Llantwit Major beach car park is not up to standard to justify parking charges
4880.	I walk at the beach every day and have done so for the past 10 years. It's a wonderful free space to help with mental health and over the years you do see the same people walking every day. These people are of all ages and I know that some (me included) would not be able to afford to pay to park to walk at our beloved beach! So many people enjoy our beach because it is free to park. I really hope you read these surveys and you understand the impact charging will have on our town!
4881.	These charges could effect local businesses
4882.	No charges should apply
4883.	Users will just park in local streets away from the charging car parks which causes parking problems for residents as is already seen at Barry Island and Porthkerry park. Local residents are being penalised and charged to go and visit the coast and parks which they live by. If anything a free residents parking permit should be introduced to allow free access for Vale of Glamorgan residence to visit their local area without being charged. This would encourage use of the areas that their council tax is already paying for the maintenance of.
4884.	£12 is next to nothing for a coach!!! Suggest local residents who already contribute to the local economy, especially in winter get a free pass to exhibit in their vehicle.
4885.	Residents who pay for amenities through council tax should not be charged a second time to use them.
4886.	Why should we be charged to visit the beach. This should be free otherwise no one will visit therefore taking visitors away from the towns



4887.	The coastal areas of the vale of Glamorgan are renowned for their beauty and bring a lot of tourism to the area. Many of the coastal areas have small, local businesses that survive off this tourism. I believe introducing parking charges will prevent people from visiting the beaches on a regular basis and so will kill off the small surrounding businesses.
4888.	Managed very well up until now!
4889.	You've tried introducing charges before and had to back track....it drives people away!
4890.	Car parks should be free.
4891.	Any further increase or introduction of parking charges in coastal areas will actively discourage visitors and invite vandalism, which in itself will cost the local tax payer further.
4892.	Once again this will effect local residents, but will also deter visitors/tourists in a very competitive environment.
4893.	The financial case for charging at Llantwit Major beach does not add up when you look at the costs to install meters and the resulting income and will only cause visitor numbers to fall, resulting in reduced income for the café at the beach and any perceived income from parking charges. Additionally if the weather is very bad as it can be at that beach, maintenance costs will be even higher than those stated. There has been no proper surveys of visitors to the beach or other proposed car parks in the town. e.g. where are you from, how long are you staying, would you come if you had to pay parking charges?
4894.	Proposed car parking for both the Summer and Winter season throughout the Vale coastal areas can only be detrimental for the area and at the proposed charges is not going to generate sufficient funds to make any real difference to the financial viability of the council. I can only see a downside but no upside to the plan.
4895.	Charging outside of the main towns of Barry and Penarth is a dreadful idea. Visitors attend Llantwit Major due to the fact they can park for free and access our coast. Charging will reduce visitor numbers, penalise locals who regularly use the coast and probably induce anti social parking behaviour. Local Lifeguard Clubs use Southerndown, Rhoose and Llantwit Major and require vehicles to use ocean going craft and promote ocean safety to youngsters. They also man voluntary beach patrols, again requiring parking to carry,, food, clothing and equipment. As a minimum members of these clubs should be exempt from any charges.
4896.	This is not an incentive to attract visitors but dispel them
4897.	Should be free. Remember, people pay enough council tax as it is. Most feel getting nothing in return.
4898.	Consideration of older and less able residents must be taken. The rural vale is not easy to access by public transport. Parking close to all facilities must be preserved. For people on low incomes will be penalised by some of the proposals.



4899.	Out of season parking should have different hours, you are making dog walkers walk in the dark which is dangerous, by bringing in these charges. They should apply 10am to 4pm out of season
4900.	Free parking we pay enough tax
4901.	My "agree" ticks are subject to the introduction of annual "season tickets" purely for bona fide Vale of Glamorgan residents. I am a regular user of car parks as well as bus user where possible and would not want to pay the proposed £150 for parking when I am already pay Council Tax. I would not mind paying a much smaller contribution of say £30 a year to pay towards admin costs of the scheme and towards upkeep. Charging Times should be 8am to 6pm
4902.	How many cars will be parked in coastal car parks after 6pm in the winter!! ? 8 pm is a nonsense
4903.	No, if you need to raise funds stop wasting funds on bi-lingual schools when Welsh speaking is limited in the Vale. Charging for parking will be disastrous and force people to shop, trade, visit other places
4904.	I very strongly oppose the proposals to charge for parking in these locations. It will have a detrimental effect on the character of the local communities.
4905.	No one should have to pay to visit a natural beauty spot. And charging people in wintertime is utterly ridiculous
4906.	No charging at any beaches - people walk dogs, check the surf, go jogging we dont want tk have to consider a charge each time we go. Encourage people to visit more not deter them.
4907.	These are public spaces and the asset is being abused by the Council . People already pay for these Council resources through Council tax they should not be charged again. Health benefits for all people will be lost .
4908.	Learn from town centre retail vs out of town retail. If you charge for parking in coastal locations it will make it less accessible and deter visitors, damaging local trades, in order to raise a comparatively small amount of revenue.
4909.	The annual pass cost is to high for just coastal car park. The 1 hour free should be extended to 2. Again you are taking free healthy activities & charging for them which may cause people to avoid these area, or park in surrounding streets. This may also affect local businesses
4910.	Duplication of tax we have already paid, we would need a regular bus service through our village to make a real difference to using the car.
4911.	Winter is not a problem , parking daily times should be till 6pm
4912.	The Annual Pass charge should be the same as the Country Parks - we already pay VGCC Council Tax for these public facilities
4913.	I think the charges should be higher. You should have to pay even for less than an hour to make it more enforceable. Why is it free to park for up to an hour in the summer, but you have to pay 50p in the winter?



4914.	Parking charges will stop people visiting our coasts
4915.	No Charges and No 20MPH limits
4916.	I would like parking to be free. So everyone can enjoy these area's without worrying about financial constraints.
4917.	Summer time charges to apply from 1st May to 30th September only, for all coastal/country park parking everywhere in the Vale. Your policy is completely inconsistent, & utterly confusing for everyone. Free parking should be 2hours minimum in coastal/country parks, so that dog walkers can adequately exercise their dogs & themselves. The annual fee is extortionate for residents already paying high council taxes. Surely there should be a Flat Rate of £100 covering both coastal/country parks, payable in March each year, for residents. There are retired people in the Vale who use the coastal/ country park areas every day to walk their dogs, who can not afford to pay the high price of £250 for a combined parking voucher.
4918.	look around a new way of raising funds what will it cost to collect this money and who will benifit???private companies the tax system needs a re think
4919.	Think you have already ruined Barry. Not much more damage you can do to what was a lovely town.
4920.	You should be encouraging people to get out and get active for free to combat obesity.
4921.	Free priod needs to be longer. 2 hours minimum
4922.	Your proposals will have a devastating effect on local businesses. On Penarth seafront (for instance), the only reason people need to park there is because they are visiting local businesses. If you introduce parking charges, people will simply go elsewhere.
4923.	Let people get out to the coast without paying for the privilege!!
4924.	I would suggest that there should either be a penalty charge for overnight parking to keep away the motorhomes and caravans or that the All Day rate should be much higher.
4925.	Some of the charges don't make sense: -why is it free to park for an hour in summer but 50p in the winter? It should be free for both. -why does the summer season start in March when March is clearly still winter? I'd understand if it was 1st May-30th Sept -If you're charging for smaller coastal areas , no one will visit. It will concentrate everyone onto the larger beaches which will increase traffic. Even Pembrokeshire has some coastal areas where parking is free. -8am to 8pm is excessive. This will discourage people from being active e.g. those who run or walk in the morning. 10am-6pm seems much more sensible. - I agree with a yearly coastal parking pass and the price in principle. However, it should be much more discounted for local residents if you want to encourage the population to be active and healthy. I would suggest a 50% discount for local residents to encourage people to use the facilities more.



4926.	No parking charges. People will avoid them by parking in nearby residential areas anyway.
4927.	The charges should be inline with the on street system in that there should be a up to 1 hour free and payment thereafter. Charges should apply on an hourly basis thereafter rather than all day.
4928.	I would like to see a reduction on yearly passes for residents using these car parks. Dog walkers who use Cosmeston regularly will be tempted to park in surrounding streets for free
4929.	Infrastructure costs of installing a machine at Cwm Colhuw will be enormous. Bringing a supply from a private property and negotiating a wayleave to do so will eat significantly into any revenue earned from parking charges. In my experience the cost of digging and filling, installing armoured cable and the electrical hook up work will be a significant cost. Quite probably in excess of £10,000. Coupled to the installation cost of £10,000 this will mean even with the maximum revenue earning potential from table 4.7 that it will take over 6 years even to amortise the costs of set up. In practice quite likely significantly longer.
4930.	Do not see what difference this will make. Some car parks in the Mid Glamorgan area have charges and this has put people off going. Why pay to park somewhere when others parts of Wales have free car parking. I have also failed to see any benefits to the car parks/areas that do have charges.
4931.	There are very few users of this facility that are not local residents, so this is just a stealth council tax rise.
4932.	You need to be consistent throughout the year and if you are going to use a summer season, at least make sure it's summer. Summer does not begin in March and end in October!
4933.	No Charges and No 20MPH limits it's that simple
4934.	We've got to have it. I'd nuance by saying it's a bit unfair on those going out for a meal in one of Penarth's good restaurants. Perhaps a deal could be struck if you eat out and get a receipt, you can get a 50% discount. An annual pass won't solve things. It'll just cluster the same problem with those who can afford £150. Better to limit the number of parking opps annually: that'll get people to ration and limit their use.
4935.	Times should be to 6pm only not until 8pm I wouldn't change during winter months
4936.	Dydy hi ddim yn rhesymegol i godi ffi yn y gaeaf am 'hyd at 1 awr' pan fo'r un cyfnod am ddim yn yr haf. Dwi ddim yn gweld y meysydd parcio'n llawn yn ystod y gaeaf felly dwi' ddim yn gweld yr angen i godi ffi pan fo'r costau o'i rheoli o bosib yn fwy na'r referniw. Ond wrth gwrs mater i ddadansoddiad y cyngor/swyddogion ydy hynny.
4937.	If the council intends to charge people for the privilege of parking at Bron y Mor then it needs to resurface the car park; it is in a shocking state at the moment.



4938.	I holiday regularly in the Westen Algrave there parking is free at all beaches surely this encourages visitors and in return revenue to local business's. I am unsure why you would suggest a free hour in the summer and then remove the same in the winter? I believe Bridgend winter seasons charge £1.00 all day in winter which I guess is fair if you have to charge, similarly if your going to charge all day £3.00 in summer is far more acceptable than the £6.00 I have seen. I would suggest banning dogs at Ogmores though as they are a nuisance.
4939.	Load of [REDACTED] Making money for councillors to pay themselves more. Ridiculous, unnecessary and idiotic. Why not put more bus routes along these coastal paths and make it cheaper?
4940.	This will discourage many visitors not to visit the coastal parks with those unreasonable charges.
4941.	The winter should be free, the cost of collecting and supervising 50p will be prohibitive The charges on Barry Island need to be brought into line, £6 for over one hour is prohibitive The cost of commercial coaches should be much higher - bench marked with West Country beaches ((nearest sandy locations to the midlands)
4942.	Needs to be free to encourage visitors
4943.	I don't object to parking charges in coastal areas as these will attract people from outside of the area so it seems only right that they will contribute to the economy.
4944.	Winter charges for Cwm Col Huw are pointless residents of the Vale should be allowed to enjoy the beach in winter without charge.
4945.	It is to my mind very important that we recognise, as a community the importance of the coast and its delights as an attraction accessible to all. Our scenery and access to our beaches is a basic right and the council should not be charging anyone to access this or to use it.
4946.	Parking charge will deter visitors, so reduce trade- if you want additional revenue put £1 per month out of council tax- per house no additional costs for vale council
4947.	NO
4948.	All should remain free visitors will go else where so there will be no revenue
4949.	Encourage visitors and residents to enjoy the area if you dont want over parking improve public transport
4950.	are bent a killing of the rural places
4951.	Why dont the council cut down on the perks for councillors rather than make locals pay for amenities hey have used for decades
4952.	It should be free to encourage locals and visitors
4953.	No charges should be levied for people wishing to enjoy the coastline
4954.	Do not agree or disagree with parking charges



4955.	Leave alone the existing arrangements to encourage tourists and visitors , who are the life blood of the vale
4956.	There should not be any parking restrictions in coastal areas
4957.	Reasonable charges at coastal car parking areas is not as much an issue as town centres. As long as it is reasonable and does not stop visitors.
4958.	I agree to some form of charging but would advocate the first 2 hours are free. Also charging hours from 8am to 6pm.
4959.	The same comments as the previous section "Town Centres" i.e.: I am disabled and use a Blue Badge to access all parking places. As far as I can see from reading the previous section of the consultation, there is no mention of facilities for the disabled. Will I still be able to use the car parking free of charge? If so how will you police the disabled car parking spaces? In my experience, I have a gradually intensifying disability, I have noticed that there is a particular group of people in society who think that they are above the law and rules and have no concept of rights for those less able than themselves and choose to ignore disabled parking places even when there are fines enforceable for illegal occupation of such sites. I envisage that such people are far more likely to misuse disabled parking spaces if they have to pay to park in conventional parking spaces. I was born in Glamorgan and brought up here before going away to University in England then Scotland and working in Scotland and England all of my working life. I returned here after retirement and it disappoints me that you are proposing the reintroduction of parking charges that were enforced from the 1950s or 1960s and later abandoned.
4960.	Will stop visitors to the areas
4961.	Many people enjoy going to the coast and it is one of the best aspects of holidaying in Wales by charging for everything people will not bother and stick to England where they have free parking and are not trying to rip people off.
4962.	No charges for coastal areas
4963.	Charging periods too long
4964.	Charging times should be 8.30-6pm at latest, 8-8 is shocking time to catch people out at night. Plus it should be 2hours free. Or your not going to get people there at all. THE FIGURES ARE NOT CORRECT IN THE REPORTS PROVIDED, THESE WERE CARRIED OUT BY AN EXTERNAL COMPANY WITH THE FIGURES INCORRECT TO THE PROPOSED CHARGES. THE REAL FIGURES SHOULD BE PROVIDED TO THE RESIDENTS
4965.	Agree on annual ticket. Would £120 be more acceptable to the general population, and more uptake than £150. The more that take up the annual ticket, the less the collection costs and administration.
4966.	Free parking encourage people to visit our towns and beaches. They will spend money while they are here. Charges to park put people off visiting.



4967.	Residents and visitors should be encouraged to adopt a healthy lifestyle and enjoy the environment. I do not believe parking charges will encourage this.
4968.	Charge times should finish at 6 and the annual pass is by far too expensive
4969.	Charging in particular areas will just lead to people parking for free elsewhere.
4970.	It's an additional tax! Every year the Council Tax has risen above the rate of inflation so it would appear that it is a case of mis-managing the money.
4971.	No Charges and No 20MPH limits
4972.	It will stop people visiting
4973.	Will discourage residents from using these locations
4974.	i have no strong feelings on these locations because I don't park in these areas
4975.	People just will not bother to go to these areas if the parking charges are too high. I think the winter charges should be the same as the summer if anything.
4976.	No charges!
4977.	All the Plans seem to be aimed at discouraging tourism. As a resident we get penalised to see our counties beautiful countryside.
4978.	Charging for parking would cause parking issues on the nearby streets
4979.	Is there a need for extra locations? We don't think so!
4980.	Car parks in winter months are not busy. Therefore would not make much revenue.
4981.	Winter season should be free in all cases. Can't comment on additional locations.
4982.	To encourage use of the coastal countryside parking should be free
4983.	The cost of living in this country is getting unaffordable, extra charges on things like regular daily exercise, a walk or sit in the park will have detrimental affects on people mental health and wellbeing when they are unable to do this.... proposed parking charges now are subject to any increase. Also the other roads in the vicinity will all become blocked through people parking to avoid paying charges. This is really quite sad to think that nothing in this area will be able to be enjoyed without paying extra. Our council taxes are high enough without these additional back door taxes being implemented.
4984.	Don't do it
4985.	No changes



4986.	Residents within a specified radius (e.g. living in Barry post code) should be issued a free parking permit for coastal areas and country parks within their town area, so for Barry it would be Barry Island, Knap, Porthkerry Park that could be free to park within the winter period for up to 2 hours. Only one permit issued per household.
4987.	There are no additional locations. We have lived in the area all our life (ie 70 years), we walk a great deal and the charges would add £35 a week onto our weekly outgoings. Parents drop their children off in the local schools and they all work so don't have enough time to go home and return to the public transport, unless they live very near, so, they will use their cars and pay in the cities if they have to pay locally. Please think about this as there will be more cars on the road and will add to pollution and gridlocking the road system even more. I took 1 hour and 20 minutes today to go to my destination in Cardiff, leaving at 7 50am. There are another about 100 new homes being built or have been built around us, and I feel we will not be able to get out onto roads soon.
4988.	Stop trying to reduce the people who come to local areas to support local facilities by trying to make. More money! We pay council tax and now you want me to pay to go and walk in the coastal area of the town - appalling
4989.	It is pointless having coastal walkways if you have to pay to visit
4990.	If you charge for parking, less visitors will come. It's not rocket science. The beaches my family go to are totally influenced by charges. Don't do it!
4991.	Let people have the most access possible to the coast. It's a universal resource. Don't make people pay for fresh air.
4992.	parking isn't an issue you are just trying to tax us more
4993.	Need to have convenient ways of paying
4994.	I feel that the Knap car park should remain free as a lot of older folk use this area for a gentle stroll and they may be put off doing this if there was a charge then the café etc would suffer and the small shop that finds it hard to keep afloat would maybe close. The residents of this area are also older so need a local shop.
4995.	If parking charges are introduced in Llwyn Passat, Penarth, the current parking situation on Paget Terrace which is already difficult will become compromised further. I would like to see Resident's Permit Parking introduced on Paget Terrace.
4996.	Any charges will push visitors into parking in more residential areas. These already have a high car volume and the changes would make things worse.
4997.	I strongly disagree with parking charges at Llantwit Major beach, this would discourage visitors to the area. There is no need as is lightly used in comparison to other coastal areas and would be of no benefit. It would dissuade me and others from visiting this local area and would only have a negative impact overall on Llantwit Major.



4998.	the fees seem excessive, as do charging times. particularly as some of these car parks are not in a good state. we are trying to encourage people to "get out" and enjoy their environment. Parking should be free for 2 hours. charging should only be in place between 9am-5pm.
4999.	Are you trying to prevent anyone from using our beautiful coast. Stop wasting money on the civic offices and too many councillors ,staff etc and use our council tax to help the ordinary residents to enjoy where they live. We can't afford to pay to park Everywhere !
5000.	Why on earth would you allow free parking for an hour in the summer, but charge 50p during the winter months? This is utterly nonsensical.
5001.	No.
5002.	Been to Scotland many times and all car parks are free it brings Tourism into the Towns and beaches.
5003.	Summer charges should be from the 1st April. No parking charges should be levied during the winter period at any car park in the Vale of Glamorgan. We need to encourage more visitors and residents to enjoy the Vale in the winter.
5004.	Provide extra park and ride if overfull
5005.	Apart from at peak times cars should be encouraged- frankly the lack of spaces is already a sufficient deterrent
5006.	No 20MPH limits in the vale of Glamorgan including Sully.
5007.	Winter charging for short times at the beach?! When local businesses are struggling most - this will only deter visitors even more. Shame on you.
5008.	Charges should stop after 6pm.
5009.	Up to two hours free or small businesses, cafes etc will suffer greatly.
5010.	Why charge at all in winter ? All visitors likely to be local residents tides affect use of Llantwit Beach, none of which is usable at high tide so would have to move off having paid. When out families visit we need 2 cars to get 6/7 people to beach with buckets spades etc, Expensive trip!
5011.	The Coastal areas should be free, this is has been tried before in Llantwit Major and didnt work, what happens to the life guards on duty they have to pay ?
5012.	Re Coastal charges - why once again are we subsidy Barry Island - Spend money handover first on this white elephant you are reducing car parking charges there and yet trying to impliment charges elsewhere - Stop wasting £90.00 a year on vanity projects that are Barry Island the £48 a year and Holton road they are past their sell by dates get over it!
5013.	Until council decide to tidy up Llantwit beach and its facillities to pay for parking is ridiculous



5014.	If you charge parking you will push the already small amount of tourist away from the area's
5015.	How will any parking charges 'improve' things by any reasonable measure ? Please employ smarter people
5016.	The wording of the aims of the strategy Do Not reflect the effect time strategy will have on visitors, users and local businesses
5017.	Locals should have free passes to park at the coastal car parks if charges are introduced
5018.	Don't Change
5019.	The coastline/beach is a public area- people should not be charged for using it. By charging you are discriminating against those who rely on their vehicles to get around
5020.	More time options between 1 hour and all day . All day charge should be more like Padstow, St Ives, Grasmere, Tenby , Newgale
5021.	As locals we take Grandchildrens to the beach but resent any changes as we already pay high council Tax
5022.	By charging people to park at these remote beauty spots you will end up putting people off wanting to go
5023.	Everything should be free
5024.	Annual Pass for vale residents to include coastal and country park car parking, Seems a big jump to go from one hour free to all day. £3 not everyone will be walking the entire day along the coastal Path
5025.	Llantwit beach does not require charges it's not big enough, Imposing charges would put the cafe out of business . Think about the impact on all businesses in Llantwit, It will kill the town centre.
5026.	Same as previous comment , Policing of car parks cost, very much doubt effectiveness due to cost and has been tried before and failed
5027.	Why is it more expensive to park for 1 hour in the winter? There should be no charging until at least 10 am- people go to walk their dogs and cannot pay everyday- you are putting people off going anywhere and most certainly not dog friendly.
5028.	Where is the logic for 1 hour free in summer but a charge in winter? The annual pass charge is ridiculously high why is it more than an annual country park pass? A combined coastal/country park pass would be £50 or less if you want to encourage walking as you claim. What will be the cost of making Portabella into a parking area that won't wreck the suspension of cars using it Has this all been thought through properly?
5029.	No charges



5030.	Charging for parking will put people off from visiting the coast aand enjoying the walks and fresh air. It will encourage parking in the wrong places, money will have to be spent in upholding the charges eg parking machines - Parking warden wages etc
5031.	Alot of residents use Llantwit beach car park for dog walking, and myself i find it very theraputic to just sit and enjoy the sea air.Also the beach cafe could suffice if people decide not to pay for parking and that would be anopther business to suffer losses
5032.	If you want to get rid of visitors introduce charges
5033.	To restrict free parking to one hour only will penalise those who wish to take daily exercise, with or without a pet, in order to keep fit and promote good health. The large initial outlay for an annual pass may well compound this problem for those on a limited income.
5034.	Seriously I think this will be massively detrimental and lead to people not using the facilities
5035.	Reduce tourism to these areas Will displace cars into residential areas
5036.	we should be encouraging people to get out and exercise - charging will put people off doing this. minimum 3 hours free
5037.	Free
5038.	I think 1 hour is not long enough it should be 2 hours free and then charge over 2 hours
5039.	NIL CHARGE..... look how the areas are almost empty in comparison with years ago when they were rammed...look at the reduction in money being spent which has caused coastal businesses to close through lack of takings.....
5040.	Coastal areas are one of the jewels in Barry's crown and local people and visitors should be encouraged to use them. Coaches should pay a charge as the cost spread across its passengers would be minimal. It is local people who use the costal facilities all year around, most of whom are 'pensioners'. Car Parking charges could make these visits unaffordable, which will affect the business' on Barry Island and the Lake. One hour at £0.50 is not enough time to walk etc., so you are forcing people to pay more. Leave the car parking as it is now as most people have learned to accept the situation. Car Parks should be open earlier and later.
5041.	150 pounds for an annual pass is abject madness, unless of course you simply want to expunge all the visitors. I'm really not sure what planet the person / committee who suggested that is from!
5042.	Coastal parking charges will mean residential permits in the area and I am totally opposed. If the current car parks aren't big enough then new one could be added but the report indicated they were not overflowing.



5043.	I think the residents in the Vale that have already paid for the carparks by the council tax should have free passes provided.
5044.	People need to be encouraged to get out and enjoy coastal walks - also to support local cafes , restaurants , businesses. Freedom to roam - with no parking charges.
5045.	1 hour free isn't long enough, should be at least 2. It makes it totally unusable for local residents of the vale who what to enjoy their local beaches. As a resident of Barry I never visit Barry Island because of the parking charges. Charging after 6pm is also counter productive for locals who want to enjoy the coastal locations after work. No charging in the winter, we should be encouraging as many visitors as we can to help support the local business.
5046.	Seasonal charges shouldn't make a difference. If anything, winter should be free to encourage people to still visit the area. However I fully believe there should be no parking charges
5047.	Summer season should be up to two hours free... we are trying to encourage people to get walking. A free hour is not enough.
5048.	Utter stupidity and greed
5049.	Paying to park at the Knap or Cliff tops is ridiculous. We want people to visit these places.
5050.	8 to 8 is a ridiculous time. It should be 9 to 5 if at all
5051.	We should be encouraging people to be active by walking in the beautiful areas of our town.
5052.	I think the proposed summer charges time should run from the 01 April to 30 September. These parking charges are effectively extra taxes on Vale Residents who by and large pay high council tax. Less affluent families who struggle now financially and will be doubly penalised when they try to take their children out to enjoy the 'free' outdoors and thus impair their well-being. The Council may want to consider an annual reduced parking permit for people who receive child tax credits. I work in education and frequently meet children and young people who are closely confined to the areas they live in due to not being able to afford bus and train fares or car parking fees. We are fortunate to live in a beautiful country and barriers should not be put in people's way of enjoying what should be free.
5053.	Change the machines
5054.	Charges make a day out at the seaside unaffordable for low income people and families.
5055.	We shouldn't be charging for coastal car parks out of season the weather is bad enough to put people off visiting if they have to pay to park they will just go somewhere where it's free
5056.	Look at NT carpark system. Locals are offered reduced rate annually. Otherwise £60 pa all NT car parks across the Uk or Wales. Daily £3 per day anywhere'



5057.	Free in the winter makes sense - why charge and dissuade people from visiting? You will also end up with upset locals who have visitors parking outside their homes
5058.	Keep it free
5059.	Cheaper charges for coaches to encourage fewer car journeys
5060.	Parking should remain free of charge, Barry Town has very little to offer shoppers or visitors, in fact visitors must think it a disgrace to call it a town with so many premises empty. Secondly the parking charges on Barry Island are far too high for a family wishing to spend the day on the beach. Charges should be suspended during the winter months to encourage local and visitors to the beach.
5061.	We should be encouraging people to visit the coast and get exercise- this will deter
5062.	Free for disability vehicles and schools
5063.	FREE all day everyday
5064.	Leave everything as it is currently, because it works for everyone in this area
5065.	I believe that encouraging people to visit the coast is a good thing - both in terms of well being and in terms of revenue for local businesses. I know that if I visit somewhere new and find free parking I am delighted and view the local council as forward looking and supporting their local businesses. At the very least we should be offering 2 hours free which is enough time for people to have a stroll and visit a cafe. Putting up charges drives people out of the car parks and on to neighbouring streets - I know in the summer Ffordd y Dociau became a carpark for those unwilling to park in the council car parks on the Island.
5066.	Capita are as bad as pay day loans. Companies like this need winding up
5067.	Longer park times needed. Up to 2 hours free is reasonable and will not affect locals dog walking etc. Anything shorter will prevent walkers buying a coffee and will affect trade
5068.	No charges they drive away visitors
5069.	Should encourage exercise not tax people.
5070.	You want to encourage people to use these locations. Extortionate parking charges put people off using places and then the areas get less visitors using the paying facilities.
5071.	I think parking should be free during the winter months to encourage visitors.
5072.	A lot of these areas are used by local dog walkers using them early morning or late evening and the suggested times would have a negative impact. I strongly disagree with charges in winter months as this would stop locals going to these places and impact negatively on local businesses



5073.	I can't see any logic to reducing charges in winter. Coaches and buses are currently prohibited from parking where I live (unless specifically authorised) and increasing usage by slowing coaches would be detrimental to the area. The current car parking restrictions are not enforced locally and the council could increase their income whilst reducing their costs and improving the lives of residents by doing so. The draft stagey cites the river mouth car park at Ogmores by Sea as having 500+ parking spaces. I do not think this is possible unless the council intends to allow additional parking on the common, which is not detailed in the consultation document.
5074.	These charges will deter residents and bring little benefit. Winter costs higher than summer (really?) as an hour costs in winter, free in summer. Cold Knap is a great resource for residents, Easy and convenient to use. Complicated parking machines will change that.
5075.	Odd that you suggest parking up to an hour in the summer for free but intend to charge for an hour in the winter! Although this will probably affect me, I do think you could introduce a low charge as above as long as it stays at these charges as above
5076.	NO CHARGES. Find the funding you need from elsewhere within the council's budget, such as the dire waste of money on the heritage coast stone monuments that are so insipid, they aren't even noticeable
5077.	I live on Bron Y Mor. Visitors are going to park on the streets rather than pay for the car park. This will affect my quality of life. I also pay a high council tax charge and would expect a reduction if this plan goes ahead. The cafes, restaurants and shops on Bron y Mor will be affected as there will be fewer visitors.
5078.	2 hours free in areas close to the coastal facilities. In dedicated car parks 2 hours free and thereafter a daily charge set but at a price low enough not to put off visitors. These visitors are the life-blood of local businesses that are hugely important to the local economy.
5079.	Summer season 1st March - 31st October????!!!! Are you joking?! Have you actually been to Porthkerry and Cosmeston in March & October. The only people that are there are dog walkers. So you now want to charge them £3 to walk their dogs and have a coffee in a café. Charges should only be applicable on weekends and bank holidays from April to September and from 10am to 4pm. How can the Council justify charging from 8am until 8pm when the toilets, golf course and café are closed at these times. Stop trying to rip local residents and visitors off.
5080.	Should be free , █████ right greedy council
5081.	Many people use places such as The Cold Knap to walk their dogs. Introducing parking charges is very unfair and will deter users from doing such.
5082.	No charges
5083.	You cannot make tourists pay even more for their holiday, as well as many local residents who frequent these attractions. Or make stay for only a short time...



5084.	Please make contactless payments... hardly anyone has cash on them especially the odd 50p
5085.	Bron Y Mor- very concerned at the IMPACT this will have on Birch grove residents. We already get staff from the coffee shops parking in the grove etc because 2 hr restrictions. Despite a sign that says ACCESS only. Lots of yellow lines where are our family & friends visitors expected to park Re charges Is a 50p one hour parking cost necessary lets encourage people to come to Barry Island etc in the winter.
5086.	We need more visitors not less and we will get less with you charging!!!
5087.	I no longer use any coastal car parks where there is a charge & know many more like minded people.
5088.	DO NOT CHARGE!!
5089.	No to parking charges.
5090.	Parking charges should only be in Towns
5091.	How can you justify charging for 1 hour in the winter while giving it free in the summer. That is discrimination against dog owners who walk their dog in all weathers.
5092.	One hour free is not enough. We will stop using recreation space like the Knap or cosemeston if charges are introduced. Charges are counter productive to encouraging families to exercise together and enhancing health and well being. Also 8pm is too late to continue chargeable times until. It will discourage spontaneous short activity use of the spaces. Charges should stop at 5pm. Free use should be for three hours with no charges off season.
5093.	The charges here are in line with current ones at Ogmor and also at Porthcawl. But why is there a need to charge on previously free car parks
5094.	I go to these places because they are free to enjoy. I'm not going to go if I have to pay to park. I'd rather stay home so with that being said the places will loose tourism
5095.	Winter time should be free also, summer time end of April (or Easter) to end of September. Parking after 6pm free
5096.	We pay our council tax, we should be able to park by the sea if we wish to do so!
5097.	It is wrong to charge in winter
5098.	Buses take up more room so charge them
5099.	I think there should be two hours free to accommodate local residents and dog walkers etc. The charge therefore would be borne mainly by tourists and visitors which would be better.
5100.	Theses charges will put visitors off visiting in the winter months



5101.	The "summer" season is too long. should be 1 June to 15 September. Why no free period as in town centres to allow for healthy short walks and to exercise dogs. 2 hours would seem appropriate as suggested for other sites where charges are proposed. Has any cost benefit analysis been conducted to compare potential revenue with cost of maintenance of machines and collection plus potential Vandalism to machines in remote areas?
5102.	Don't the council think that residents in coastal areas should have the right to park free of charge as don't we pay enough council tax already.
5103.	Coastal charging is different to high street charging. The coast doesn't compete with other coasts, as high streets compete with retail parks.
5104.	Lower parking fees for the summer and no parking fees in the winter.
5105.	Parking along our coast line should be free so that everyone can enjoy this natural resource
5106.	No charges!
5107.	also ridiculous to charge for coastal areas. We should be promoting outdoor living and walking and exercise - why wouldn't you stay at home and watch TV when the council want to charge you at all times to enjoy natural beauty? I mean what do you do for that money - barely anything. Ridiculous.
5108.	Sort out Barry Island please. All well and good introducing charges elsewhere but there are charges already in place here and you can't seem to enforce sensible parking here yet!
5109.	Charges are likely to discourage visitors into the area.
5110.	I totally understand this is to generate income for the council and the vale is very fortunate that it has some beautiful beaches and attracts people from outside of the vale. However, for people living in the vale, we pay enough council tax as it is, so it would be a good idea to have some sort of concession for people who live in the vale.
5111.	Don't mind a small charge as they have to be maintained ,but only in the summer .No need to charge people in winter ,it's nice to still have somewhere free to go .Why do you have to be greedy .Families should be able to go to the beach for a cheap day out ,!!
5112.	Don't use this as a cash cow... even if you haven't any money you can still enjoy the wonderful beaches. When my children were growing up it was the best locations to take them and treat them to an icecream. Charging for parking would strip many people of that right to enjoy their heritage. Not everyone can afford it. I'd like to treat my grandchildren to an ice cream while on a day trip to the beach.



5113.	We (everyone i know!) already struggle to afford the basics and keep laying your extortionate rates of council tax, but we could always have a free day out at the beach. But the vale council want to take this away from some of the poorest families, shame on You!! You absolutely should not be charging anyone to visit the beach - you don't even provide any facilities or anything to justify this! You bunch of theiving selfish creatures, I'm so concerned that you are the people running our council and repeat my call for your resignation. At the consultation u people didn't even know where half these car parks are - some of them don't even belong to you, you thieves!!!
5114.	This is a bad idea.
5115.	will deter
5116.	I think it is crazy to charge for winter season parking i think a small fee is acceptable during the summer months
5117.	The season tickets available for local residents should be significantly lower (look at similar schemes in Margam Park for instance). Any increases in parking costs will result in more parking along nearby residential roads - it will result in more unhappy residents!
5118.	Do you want to kill all coastal business? What exactly are you proposing to charge for at Llantwit beach? Are you going to put down a decent surface, improve access to beach? Thought not just hammer ctax payers even more.
5119.	These should remain free of charges as now.
5120.	8am to 8pm is excessive. shouls be at least up to 2hrs frees- one hour is a joke - not long enough for a walk or to use any of the businesses. Winter is a struggle for a lot of businesses to keep going and the charges deter use of the car park in the winter , people will go elsewhere to walk (with or without dogs)
5121.	Negative effects on tourism and effects on families and extra costs to use beach when people are already hard up.
5122.	agree we need to charge but not with proposed charges. up to 1 hour - should be 2 hours. annual pass £150 - too expensive and should have option of 6 months - seasonal.
5123.	Parking charges in Barry will have a detrimental effect on trading, which is already under extreme pressures.
5124.	Alternative charges 2hours free all year round. Am happy to pay all day charges suggested. More money could be made from coaches when you consider how many people they carry eg. £20 in summer & £10 in winter. Charges for mini buses with less than 16 seats could be half price. Change charging times in winter to 6pm as its dark by then.
5125.	2/3 years ago, the Vale Council proposed parking charges for L.M Beach Car Park., but was withdrawn because it was proved to be economically unsound.



5126.	If the intention is to encourage people to walk /be outdoors, why are you charging? There are very few buses (if any) to get to these locations, so how are people going to use them, if they don't drive there? The beauty of the great outdoors is meant to be that it's free.
5127.	not many facilities other from shops - charges will put people off from spending in cafes etc
5128.	Free parking should be for 2 hours all year. (Why no proposed free hour in winter?) Inconsistent. Suggest charging time 09:00am - 6:00pm. Annual pass too expensive at £150.
5129.	I would prefer to pay little more Council tax than see parking charges introduced.
5130.	Keep Llantwit beach free. It needs the business otherwise people will go elsewhere to more attractive beaches.
5131.	will turn away visitors if charge. voluntary donations should be offered
5132.	longer period of minimal or free charging eg 2 hours free 1/2 day £2/3 full day - full charge £6 Affordable season ticket covering all areas for residents
5133.	I do not agree with any parking charges for local residents of the vale.
5134.	no comments
5135.	These locations should remain free. Families on a low income already looking for somewhere to take their children instead of them staying at home on their iPads constantly, would be penalised.
5136.	Free first 2 hours.
5137.	Shouldn't happen. Coasts are part of our heritage and one of the few things still free to do for a family. Again, just a funding source for council not actually required or wanted
5138.	Charging for parking in Bron y More car park will cause significant problems for residents in Bron y More. You cannot cope and enforce the current arrangements. Visitors to the area are parking on the streets instead of using the car park at the moment. There is no telephone number to ring when there are problems and the civil enforcement service is currently ineffective in the area with residents currently relying on the police to enforce parking.. The map at c6 does not correctly reflect the road markings in some parts of Bron y Mor
5139.	Do think that in winter the time for charging should be reduced to daylight hours not 8-8
5140.	Car parking charges are fine, as long as in coastal areas there are also toilet facilities and disabled parking provision. As a user of such, I see no reason why I should not pay as well for a well maintained and serviced carpark.
5141.	Cliff walk should be free. It makes more sense to have basic charges at the cliff top car park



5142.	No alteration to the present charging and parking arrangements.....ie No further charges.
5143.	Should be making the fact the council does not charge the selling point to attract tourists not looking to discourage
5144.	I'm not sure that charging for 1 hr and then £1 more for all day feels right. If you were parking to go for a walk it's unlikely you'd only be there for only 1 hr. The pricing itself is fair but maybe the first charge could be for up to 4 hrs and then all day.
5145.	From personal experience these coastal location car parks are much used by the elderly to enjoy views of the sea, picnic and walk on a level surface. Charges where none previously existed will again do more to ruin one of the few free chances to enjoy life in the Vale.
5146.	Upgraded parking facilities (aka meet manual for street standards as a minimum) are needed before charges can be imposed
5147.	Parking should remain free to encourage and promote visitors
5148.	Provide me with some evidence that the current parking at Llantwit Major coastal car park is insufficient (never have I ever not be able to park there, so perplexed as to the desperate need to implement charging). Never known the car park at Cwm Col Huw to be maintained beyond a rubble car park, it doesn't require charging to increase turnover of parking spaces since there is always space available to park! Further more, the question is biased as there is no option for "unrestricted free parking". You cannot reliably use this question to form a sound conclusion without including this. Please confirm this point.
5149.	All day charges too low, will not encourage use of other transport forms. Fees must be same across authority
5150.	Coach charges should be higher for over 40 seaters.
5151.	End time in the evening should be 5pm in the winter. Free parking should be available for the first TWO hours. Failure to make it 2 results in an excessive charge to people visiting local cafes etc. The charge when added to their cafe bill makes the visit spend excessive - they will be deterred from re visiting - result = less people , down ward spiral for the coast and local businesses.
5152.	leave it as it is, there is no problem.
5153.	Leading questions. Consult with the relevant people.
5154.	should be free to attract visitors to assist with local shops.
5155.	money making scheme only. not available to ordinary people.
5156.	Leave coastal areas well alone.
5157.	There should not be any charges



5158.	Our Beaches and costa are lungs of the vale - encourage more residents to use them, Not betraying them by charging to park ,Dog walker will use public parks/streets instead creating more problems to deal with
5159.	The summer season should be shorter - only large parking areas should be considered - which have proper facilities
5160.	Llwyn passat is used mostly as a free 'park and ride" or by staff at marina business
5161.	There should be no charges at all - after all there are no decent facilities- no maintenance , i can observe and if i only want to enjoy a quick 1/2 hour walk in my local area why should we have to pay anything ?
5162.	The state of the road at portogello is dreadful
5163.	Proposed cost of annual passes is too high, charging times should be from 8am-7pm
5164.	Paid Parking at Llantwit beach will be devastating !! we often walk or cycle , but sometimes need to drive but it will put people off to pay. thats why we dont go to southerndown beach
5165.	People come to rhe beach for a relaxing experience , and for a couple of hours, 3 at most. 2 hour should be free then £1 for 2-4 hours £2 4-6 hours £4 6 + hours
5166.	Charge visitors not rate payers, if payment is levied all cars should pay including blue badge. As in other countries ie paris who are given an extra hour free. Other wise they pay the same as everyone else.
5167.	This will haev a serious impact on the beach cafe business
5168.	Nil Charging
5169.	No comments
5170.	Parking should be free for all council tax payers in the vale of glamorgan
5171.	Community of Llantwit Major should have free access to its own beach 2. high tides, storms and river flooding would destroy expensive parking equipment, penioners on fixed income enjoy existing free coastal parking. You aim to destroy current quality of life
5172.	No
5173.	Do not charge for these additional locations,Particularly Llantwit Beach- Purely local
5174.	I thin there should be no charges as a family days out are becoming increasingly expensive and going to the beach wioth a picnic with my children is a lovely free day out!



5175.	If the councils want to promote visitors and locals to use coastal services and add income to the areas then charging parking fees will discourage people I no longer go to cardiff bay due to excessive parking fees
5176.	Coastal parking should be free, will put off visitors , reduce income per local business
5177.	Winter should be free
5178.	Disagree to parking charges
5179.	Coastal parking should either be free or very low- ie 2.00 maximum
5180.	should not be charged
5181.	Charging for car parking on coastal park will prevent days for all family as it will income extra cost. It should be comp,letely free doing nov - March and if the re is charges it should be 8-6
5182.	How can you charge at Llantwit beach , The council have destroyed the beach by putting boulders there, visits have been ruined
5183.	No charges people have enough bills to pay
5184.	Too excessive charges will deter people from enjoying our coastal areas , Maybe a minimal charge if any ?
5185.	Area residents of vale should not be charged , let us enjoy the vale we live in
5186.	I dont know the other locations , im not sure where the cwm colhuw parking would be,in a town to the beach parking , if the nature reserver as compromised i strongly disagree
5187.	again - if you do want to encourage local residents to use local facilities and spend their spare money locally and you want to encourage and increase tourism across the Vale, dont charge for parking. also the summer season does not start on 1st March! more like 1st May and the winter season should start 1st Nov
5188.	charging will destroy Llantwit beach tourism and the businesses like Maria Cafe. Surfers and lifeguards save lives, clean the beach and are guardians of the environment , how can you justify charging us?
5189.	the winter season is unlikely to attract vehicles but would still have to be services - a waste of resources. coastal car parking charges would deter visitors.
5190.	see Q11. the same applies here. as far as Llantwit beach is concerned, improving parking charges will discourage visitors and put the cafe out of business
5191.	you are denying pensioners like myself, the freedom to spend time at the coast enjoying the fresh air without worrying about charges for parking. our car is our only way to get out of our homes, meet other people, exercise as the NHS wants us to do. you are discriminating against us.
5192.	better public services would encourage drivers to leave cars behind



5193.	we need visitors, parking will stop them from coming here
5194.	car parking charges will discourage visitors and damage local businesses
5195.	parking at Llantwit beach works well. parking charges works well. parking charges would make it less welcoming and friendly. please don't ruin it.
5196.	i do not agree with coatsal parking charges. as a resdient of Llantwit Major, I pay taxes to Llantwit Major town council and Vale council so should be allowed to park free of charge
5197.	keep them all free
5198.	free for 5 hours £3 all day
5199.	4 hours free. all day £3
5200.	Can't charge in areas where there is no facilities. ie Llantwit Major.
5201.	any parking fees will stop people using areas as very little leisure areas are free, so to keep these areas will allow people more choice
5202.	Provide park and ride.
5203.	Llantwit beach in the winter is tidal and fills up with debris and rocks. It will make local population less healthy, increased mediacal care, particularly poorer families and the old.
5204.	This is solely a money making proposition. If thought about in detail, it is an abhorrent proposition, which will make the lives of local people almost impossible, and visitors will no longer be - as they will go elsewhere, therefore affecting business. etc.
5205.	There is no justification for it. There is a business at Llantwit beach - has the effect on that been considered?
5206.	From experience of Brecon I can assure you that visitors will slowly cease to come to Barry. They will get fed up with parking charges and go elsewhere. If you wish to attract more visitors, then provide more free parking! People will actually ten stay longer in the area, spend more money in the area and may even return!
5207.	No charges levied!
5208.	Again, charging times only up to 6pm.
5209.	No-one will go to Llantwit Major Beach if you charge, as it is too far to walk.
5210.	Southerndown and Ogmore-by-Sea has limited spaces. Charges work but discourage more from visiting. If the area was thriving, our communities are able to assist more. Buy an annual or season pass layered pricing like council tax. Disabled people need more time. Single parents or those on low income have little funds. Families also require discount.
5211.	If I take the kids out, I don't want to pay for parking. Bad idea!



Appendix H - Country Parks Car Parking - Comments and Emails

Comments

Q17 Do you have any comments on the proposals for Country Parks car parking?	
5212.	The hours of charging will be detrimental to dog walkers and resident families wanting to do an evening walk. I cannot afford £75 for a country park pass and £150 for a coastal car park pass. The public are likely to support these proposals if it is clear that income from these charges is reinvested into the parks by whatever means.
5213.	There should not be parking charges in these parks -- they should remain free parking
5214.	Give 1-2 hours free here as well, if being implemented elsewhere - however, prices are comparatively low compared to some other areas.
5215.	Country parks are slightly different as they are actively managed areas, as opposed to coastal car parks, and charging to visit these seems a reasonable proposal.
5216.	Parking before 1000 and after 1600 should be free. All day could be £5 as a round sum. The season ticket for residents only should be 6 monthly and set at £25.
5217.	Applying parking charges will affect the amount of people who visit Cosmeston. People with low incomes visit country parks for a day out in the holidays and may not be able to afford to pay charges.
5218.	This whole mad charging idea, I am guessing has been put forward by Capita with the aim of them taking a big consultancy fee for the 'work' and then administering it through their one of their parking enforcement subsidiaries e.g. Parking Eye. As a Council you should be embarrassed to be taken in by such blatant income generation proposals from businesses with vested interests in having parking enforcement. You are elected to represent your constituents not private companies. Presumably capita will delate this para from the results!!!
5219.	No Fees,we need to encourage people out into the countryside
5220.	Why no free parking in parks ?
5221.	You are meant to be encouraging people to get out and get fit and healthy not charging and pricing them out!
5222.	Annual pass too high just for 2 country parks, I have seen permits in Brigdend for less than £30. Free parking for up to 2 hours. If the permit covered costal and country parking area uptake would be higher



5223.	Terrible idea
5224.	If someone wanted to walk their dog at Cosmeston after work why would they have to wait till after 8pm to do so. This time is far too late.
5225.	No charges to visit parks!
5226.	Country parks should be free parking for residents and visitors alike. It would be unfair to charge residents as we pay our council tax to pay for our parks and for the upkeep. of parking was to be charged in aure the public would not see any extra money spent to improve the parks. I think it's a disgusting and uncalled for idea to charge members of the public to use open space to take their children and to enjoy family time by charging them to park their cars when the public transport system is not adequate. Maybe the Council Should concentrate on on improving local transport links before penalising car drivers on Their family days out in which they choose to visit open spaces and areas of natural beauty when they are residents in the vale this should be free. Where else in Cardiff or Bridgend do you see the Council charging to pay for parking to use parks ??
5227.	We should be making leisure facilities more attractive and not less. Has some kind of donation toll been considered playing on the better nature of visitors to contribute to the maintenance of the country parks?
5228.	We should be encouraging families to use open spaces.
5229.	up to 2 hours free,charging times 9 til 6pm
5230.	Cars etc should not park all day but there should not be fees for up to 3 hours as it discourages visitors
5231.	Why are these so much cheaper than the other places which are communities where people live and have to park?
5232.	It should continue to be no charge
5233.	Not necessary
5234.	No charges
5235.	Disgraceful. I am expecting council tax bills to be reduced because of abysmal services we are receiving from VOG council. You are forgetting the people who keep you in position.
5236.	Shouldn't be included in the charging structure. For many people these parks represent their only exercise for themselves and their families (and dogs). The Council should be encouraging a more active lifestyle -charges will stop some people going there at all!!!
5237.	Don't charge! People on low income will no longer be able to afford to have a day out!
5238.	How have you come up with cost of parking at parks being cheaper than beach? Is this to make more money because more people go to beach?



5239.	Residents should not be charged for using open public spaces. These are a hugely valuable resource for local people and charging a daily rate will affect many people who use these facilities on a daily basis. Charging would particularly affect those on low income. It would also encourage people to park outside of these areas and walk in, so charging a daily rate would be counter-productive at all levels (outside of the occasional charges now levied). There is already a huge lack of appropriate parking at Porthkerry and this potential action is purely a money-grabbing scheme targeting residents who already contribute through their council tax.
5240.	People at the moment can go to these places for free it is within everyone's budgets. People just won't make use of them in the same way. It's a slippery slope to losing the parks.
5241.	Charging times should stop at 6pm.
5242.	This will discourage people from using country parks as regularly when we need to be encouraging more active lifestyles. It will also have a negative impact on the local businesses.
5243.	They're going to be jolly quiet if you're charging that...
5244.	What about the dog walkers, runners etc who use these parks on a regular basis? Why should they pay? Any charge will discourage them to visit, and they will be parking at alternative 'free' locations - outside people's houses.
5245.	Our parks are shared by all residents of the vale, they are not a luxury for those that can afford them. Once again, the council is not addressing the problem - it is the lack of reasonable alternatives for access that causes the large number of visitors by car, not the lack of parking charge.
5246.	These parks are free and well used by residents. Why if we're paying ever rising council tax are we now paying to enjoy these beautiful parks,
5247.	This will stop visitors which might be the council's overall plan but it's an awful idea.
5248.	Parking charges will discourage visitors
5249.	no
5250.	Empty the vale well done
5251.	Up to 2 hours should be free!
5252.	Needs to be a free period
5253.	I think places that encourage people to be out and active should not be chargeable even for parking
5254.	Parking should be free in town centres and coastal areas for holders of a Barry residents permit.
5255.	I oppose charging at the above locations. These proposals are at odds with the



	goals of the Wellbeing for Future Generations Act. We are trying to get people fit and healthy and trying to get children away from TVs and games consoles. Implementation of car parking charges at country parks car parks would unfairly disadvantage children from poorer backgrounds and add to existing problems of obesity, depression, burdens on the NHS.
5256.	Local residents should not have to pay, surely council tax should cover some of these costs. How will charging encourage more visitors??
5257.	Keep them free - you want people to use them
5258.	Yes DONT CHARGE PEOPLE TO USE THEM - dog walkers and residents have nowhere to go why should we pay to park ?
5259.	Again you are stopping people from using OUR beautiful countryside!but then I guess if you put people off you can build more houses!! That's all you seem to want to inject money into lately.
5260.	Again I feel that people will choose to go elsewhere when going to a country park or again parking on roads nearby. One of the attractions of the Vale is that it's a rural community with beautiful beaches and countryside. It's an additional cost that many people will not be able to afford on a regular basis.
5261.	People will stop using out free places which will cause more concerns for rhe business.
5262.	Keep them free!!
5263.	I think parking charges at the Country Parks are a good idea as long as it can be guaranteed that those charges are used towards the upkeep of the parks.
5264.	How does this encourage families and individuals to adopt healthy lifestyle changes?
5265.	As a location that I enjoy going to I would be against the charges here. Especially as I usually have to take a car to get there. Again, I have never really faced too many issues with parking.
5266.	I agree with parking charges at the country parks as long as it can be guaranteed that those charges will be used towards the upkeep of the parks, and not just get absorbed into the council coffers to be used for other things.
5267.	2 hrs free up to 4 hrs £3 all day £5 Charging time 10am - 4pm
5268.	By charging for these parks you will push cars onto local streets. We also as tax payers in the VOG already pay for the upkeep of these parks so local VOG residents should be exempt from any charges
5269.	These places should be free as per previous comments the detrimental impact will be significant on local people and I do not agree with them
5270.	People are being encouraged to take more exercise but these charges could mean that they will not bother.



5271.	Up to 2 hours free. Again this will affect the mental health of the residents as they will not be able to go for a run like usual or stop by the park on the way home from the school run.
5272.	NO CHARGES FOR ANY PARKING
5273.	Asking to much. Charging times are to long
5274.	Will discourage visitors
5275.	These should stay free. Let's keep people going to these and stay active and not put them off!
5276.	I would be concerned that disabled and elderly people would be deterred from visiting as well as everyday shopping in the town.
5277.	another tax on families. it's hard enough paying for a day out, especially if entry fees are required, which tend to be extortionate for a family already on a budget, without car park charges
5278.	No thought has been given to elderly, families, people with disabilities Tec. May be only time they can get out and need transport. Public transport in no way suitable
5279.	Porthkerry should be free upto 2 hours.
5280.	This should remain free
5281.	Should be 8am to 6.30pm
5282.	If the annual pass for country parks is to be set at £75 this should be the same for coastal parks. Charging times should be business hours - 9-5 or 9.30 to 5.30 so as not to penalise dog walkers, early morning walkers/joggers etc. There is no need to start charging at that time of the morning nor until that time of the evening.
5283.	Same os other responses
5284.	Don't do it!
5285.	People will stop visiting or will park in nearby residential streets instead.
5286.	You need to have a think about this and what attract pepole to the parks. Margam Park and St Fagans charge a lot less for an annual pass.
5287.	Up to 2 hours should be free for local cyclists and dog walkers.
5288.	Should be free
5289.	Public parks, including parking, should be funded via council tax. This allows the less well off families to also enjoy the amenities. By charging you're limiting the ability for some members of society to attend.
5290.	Sometimes people want a quick visit or have paid to do an activity. They then have to pay twice. Once to park and other to do paid activity



5291.	Charges should only be applicable on weekends and bank holidays in the Summer season only, and not in the winter. Charges should only be 9am to 5pm when the cafes/golf course/toilets are still open. It is grossly unfair to charge people for walking their dogs at 8am in the morning and 6pm on a freezing cold winters night, especially when the toilets and the café are closed!
5292.	There are not many free spaces to enjoy any more. This doesnot encourage people to get out and exercise.
5293.	No charges should be in place.
5294.	Free in winter
5295.	Why start charging now? It's been free to date. I'll avoid these places if I have to pay
5296.	I think part of their appeal is no parking charge. I know we avoid porthkerry on a sun/bh because of the charges.
5297.	There should be no charge
5298.	All day £1 and 9 - 5
5299.	Will just deter people from visiting!
5300.	I would never use Cosminton if it had parking charges. As I never use Porthkerry as they sometimes charge there.
5301.	DO NOT CHARGE FOR PARKING
5302.	I think 1 hour should be free
5303.	Should not be any charge at these places
5304.	People will stop using them if charges are brought in.
5305.	Shocking! What about public access to public areas?
5306.	I don't mind the charges at Porthkerry as they are (bank holidays etc) however permanent charging will be very unpopular with locals who use the park throughout the year and keep the cafe going. The fact that these places are free to park is part of what makes them attractive to local people, walkers, dog owners and people with children.
5307.	Charges will reduce the number of visitors
5308.	There should be no parking charges imposed in country parks at all, its unfair and puts people off visiting these places
5309.	Should all be FREE!!!!
5310.	People expect to pay for parking at attractions such as this as they realise that these vast areas need maintenance etc.



5311.	I feel like we are being robbed all the time
5312.	Again, beautiful natural areas will now be available only to those who can afford it. You will be depriving children whose families live in poverty or low income environments of the beauty of nature and the wonderful outdoor spaces these parks provide. DO NOT START CHARGING.
5313.	Charging times 8-6 would be better
5314.	Same comments as coastal locations. Also, the idea of an annual pass is ridiculous. No one is going to want to pay £100's per year to park their car at local parks and beaches. Doesn't make the vale a very attractive place to live...
5315.	To promote use, I would say 1st 2 hours free
5316.	Why are you penalizing families on low incomes who use cosmeston as a cheaper day out than the island. My son as an explorer (scouts) use portherry and cosmeston during evenings. They will be unable to do this if you charge parking fees until 8pm
5317.	Again extra charges for locals will lead to reduced numbers of visitors
5318.	Annual pass is too high. Charging time should only be to 6pm
5319.	Short stays should be free like in town centre car parks
5320.	You could charge here but keep the price down - these are too high!
5321.	I feel £1 per day would be sufficient and affordable.
5322.	You obviously want to discourage people from using the country parks, in particular those with po united income and children. A wonderful approach make life really hard for the poorest and let the rich waltz off free. Why not raise the Council tax by £1 and get everyone to contribute.
5323.	These should remain free to everybody who wishes to use them
5324.	People won't pay to go. Then what's the point in the money being "reinvested" if the area is not used! Also need an inbetween pricing of 2 hours then jumping to all day!!! Say £2 for 4 hours etc
5325.	You want to encourage families to go to country parks and spend money parking will put people off
5326.	The jump from 2 hours to all day is too large. What about an intermediate option and price? Why is there no free period here? Do you not want to encourage people to use the facilities? People should be exempt from charges for a Rbi tues in their local area / town 8-8 charging is too long a period. 9-5 or 6 seems more reasonable
5327.	Keep free. Or £1:00 all day.
5328.	No parking charges



5329.	Again, a money making scheme which will see zero improvement to current services in these areas. Scrap the proposals.
5330.	Again parking times should just be 9-6.
5331.	Times are wrong, but charges seem reasonable.
5332.	Should be free!
5333.	There is no need to charge for parking at Cosmeston. Parking doesn't need to be controlled or regulated at this park. This is just a money-grabbing idea.
5334.	Charges for County Parks car parking will dissuade visitors both from visiting and from spending money in local businesses, resulting in losses for the local economy. Charges must not be introduced. The proposals exploit residents and visitors who can ill afford the costs. The proposed fees are exorbitant and I am very disappointed to learn that Vale of Glamorgan council members would turn to such methods of fundraising.
5335.	It's nature. You should *not* put a price on people enjoying the natural world.
5336.	How can you charge 8-8 at cosemston? It's not an out of hours attraction. You should be ashamed of yourselves.
5337.	I often frequent cosmeston with my children. I will just avoid if you start charging.
5338.	Pure greed from the council. Again these are some of the only places left poorer families can enjoy a free day out together
5339.	Pointless in winter and what about dog walkers??? Charging from 9am to 6pm would be more realistic
5340.	People should be encouraged to go out and enjoy our green spaces and this will put a lot of people off. Also will hit dog walkers again
5341.	Should be encouraging people to visit not deterring them with charges.
5342.	If charges are brought in they should exclude local residents.
5343.	Again, introducing 'small' charges is something I think is a good idea as long as 1) people can see how the money raised is being used to improve the Vale and 2) these small charges don't become big charges. There has to be a focus on ensuring that businesses are not affected because people are being discouraged from spending days out at these places. Also, there is a lot of emphasis on families spending time outdoors and the importance of health and fitness for youngsters. The Vale of Glamorgan council has a duty to ensure they are encouraging people to enjoy the coastal areas and country parks and not driving people away
5344.	These areas should have free parking
5345.	The best things in life are free - why do you feel the need to spoil it. If you feel you must charge the same everywhere make Porthkerry free like Cosmeston rather than the other way around.



5346.	Free Paking
5347.	2 hours free in line with short stay parking. People need to be encouraged to take exercise and enjoy the outdoors. Paying to go for a walk will not help. 8am-6pm. Annual parking permit too expensive and should cover coastal areas also.
5348.	Car parking should be free to encourage visitors all year round
5349.	Charging times should finish at 6pm
5350.	If the charge is going to the park then fine, it has costs but to a private company no. Up to 2 hours should be free too
5351.	I agree there should be parking charges in parks to help maintain the parks for visitors.
5352.	Country parks should be free
5353.	We need to ensure that it doesnt prevent people visiting. Adequate signs to show how much parking costa are (also on website)
5354.	No charges at all
5355.	Again,all should be free.
5356.	An absolute death knell for country parks in the Vale.
5357.	Again it will deter visitors. Most people who visit stop for a bite to eat, ice cream or drink. This revenue would be lost, so what would you have gained?
5358.	Shouldn't discourage people from accessing the outdoors to improve well being
5359.	All days cars for £3 is going to encourage people, especially at cosmeston, to use the car park and then get the bus from the park to Penarth town or Cardiff to work. This means genuine park visitors may not be able to find a parking space
5360.	I think this is unfair and limits the number of people who can enjoy these parks. Also, 8pm is too late to charge - other councils charge until 6pm.
5361.	Should be free to use
5362.	I wouldn't want to visit if I was charged parking!
5363.	Residents pay for local,open spaces and parks with their council tax to charge for parking on top of that will deter people from using the parks. Parking at country parks should be free to encourage healthy recreation and family outings and exercise in the fresh air. Charges will only encourage people to stay at home in front of PlayStations and TV sets.
5364.	Would be good if you had more local buses that visit these places. (From Llantwit)
5365.	As I have said before, people will be forced not to use these places and they will be closed down.



5366.	All car/ bike parking must be free, and no 20 MPH limits
5367.	I want to be able to take my children to explore the park and enjoy being outdoors. Having to pay for parking takes this free activity away from us and other families who struggle financially.
5368.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
5369.	Free car parking should be retained at all locations to attract visitors (locals and tourists) and to encourage (especially those on lower incomes) walking, outside activities etc.
5370.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
5371.	I don't think this should even be charged. We need some freedom of free walking. You want families to stay healthy and fit.
5372.	I believe parking across the vale should be standardised. Coastal, town centre and street should all have 2 hours free and then incremental parking charges by length of time. The charge times should only be between 8am and 6pm.
5373.	The should be an intermediate charge for three hours. Perhaps £1.50. Charging times should end at 6pm
5374.	We use cosmeston quite frequently because it is a free day out. Once there we end up paying for bird food and ice creams so adding extras mean we'll go elsewhere for our free days out.
5375.	With the cafes in both of these areas overpriced and average quality it's wrong to charge people to park in order to enjoy the few natural surrounding we have.
5376.	People will stop visiting I certainly could not afford that and work full time
5377.	Again, would reconsider visiting these places with costs attached to parking. Especially as the money collected does not go directly to the venue
5378.	Again 9-6pm would be better
5379.	It will discourage visitors to our country parks.
5380.	This will stop people using them
5381.	Leave them as they are
5382.	MOST PEOPLE WILL GO ELSEWHERE
5383.	IN THE CASE OF COSMESTON COUNTRY PARK, IF CHARGES ARE INTRODUCED THIS WILL SIMPLY LEAD TO DRIVERS PARKING ACROSS THE ROAD ON LAVERNOCK PARK ESTATE CAUSING OBSTRUCTION ON ITS RELATIVELY NARROW ROADS. THIS I BELIEVE OCCURED SOME YEARS AGO WHEN PARKING CHARGES WERE TRIED AT COSMESTON PREVIOUSLY.



5384.	SAME AS THE TOWNS - NOBODY WILL GO IF YOU CHARGE. HEALTH & FITNESS WILL SUFFER. EVERYBODY WILL JUST GO TO OUT OF TOWN SHOPPING CENTRES WHERE PARKING IS FREE.
5385.	CHARGING AT THESE LOCATIONS WILL DISCOURAGE VISITORS
5386.	OPEN NATURAL SPACES ARE FOR EVERYONE TO ENJOY REGARDLESS OF INCOME. LIMITING THIS TO THOSE WHO CAN AFFORD PARKING IMPLIES NATURE AND NATURAL AREAS ARE ONLY FOR A SELECT FEW. COUNTRY PARKS ENCOURAGE FAMILY TIME, HELP BEAT STRESS, OFFER A MEETING PLACE, ACT AS A FREE PLAYGROUND.
5387.	NO TO PARKING CHARGES
5388.	suggested charging until 6 pm. I think that 8 pm is too late and not usual for car parks
5389.	Again, think the first 2 hours should be free
5390.	Dont see why you now, need to start charging for these places, They have always been free. People will just stop visiting these places. Money Making scheme for the council
5391.	These would detrack from the use of the parks and is a further imposition. The money would not be used for the benefit of the park usuers
5392.	Pakring should be free for vale residents
5393.	Have you all learned nothing about the death of high streets. Parking chargers definitely stop visitors, who may only want a five min stray, so they will park illegally ot go to cardiff instead
5394.	if going to charge - Toilets need to remain open for longer at cosmeston
5395.	As a society we should be encouraging people to take outdoor exercise and taking an interest in the environment putting a charge on those activities acts as a disincentive towards these aims
5396.	These paerks belong to the people chaged would be detrimental to public health an well being
5397.	Do not agree with propsals
5398.	9-4. Allow families to get out and enjoy open spaces. Budgets are stretched so tightly as it is. Don't put even more pressure on families spending time outdoors. Surely that should be encouraged!
5399.	Buses & Coaches should be more
5400.	Why do country parks only have to pay £75 for an annual pass when costal ones are £150???
5401.	We need to be encouraging the population to visit such areas to promote a healthy lifestyle. You will kill off any cafes/ shops - some of these locations are so



	isolated that public transport just isn't an option. Do we wish to discourage tourism?
5402.	Pricing is absurd - national trust doesn't even charge that much for a yearly pass, seems the Council is looking to bump up the annual Christmas fund
5403.	Ditch
5404.	As previous comments, or you could consider a one year vale residents pass issued to the car owner if they can prove they live in the vale via council tax, credit card bills etc for a nominal fee eg £20/30. This pass could then cover all car parks, beaches, town centres etc. Non residents could also buy a pass for an increased cost eg £40/50 a year.
5405.	Don't charge for parking. People will stop going to these areas if silly charges apply
5406.	No
5407.	All parking must be free and no 20 MPH limits anywhere in the Vale
5408.	Again, these charges in FREE country parks will drive people away. Locals will stop visiting, tourists will be put off and so the country parks are less attractive.
5409.	It will put people off using these great spaces. If you want people to use them, charging is a terrible idea.
5410.	No opinion
5411.	I don't think any short stay/2 hour should be charged it would put people off going for a short trip. If there all day then agree ok to pay low fee but not for a walk or short stay
5412.	This will deter visitors not encourage visitors.
5413.	Why not just close them. The- a walk and a bit of fresh air with the kids on a Sunday or during school holidays should be freely available not restrictive. Another reason not to bother. If I had to pay for parking I would NOT visit.
5414.	Tourists will reconsider visiting areas if you start charging for parking where it was free before.
5415.	No
5416.	Cosmeston should be upto 3 hours for £1.0 as its a bigger area to explore
5417.	Can you tell me how it is possible to access Porthkerry or Cosmeston from Rhose using public transport !!
5418.	These charges seem reasonable for cars as most people would probably visit for more than a few hours so £3 for all day would be fair. I think buses/coaches should pay more than £10 for all day
5419.	Free parking for residents, visitors should pay, see previous comments. Review



	and adopt National Trust parking policy of free parking for members
5420.	Free parking at all times
5421.	should be free for the residents of the Vale to access without hidden charges. Particularly in winter months will deter people who visit on a regular basis with children and dog walkers. Will also impact on café
5422.	Are they open after 8pm? In the winter is this needed just to walk the dog for 30 minutes after work,
5423.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
5424.	You should not be charging for parking at these sites. People will just find somewhere else to go.
5425.	Charges could discourage the regular walkers / dog walkers who use the cafe facilities throughout the year , despite inclement weather .. Perhaps charges might be applied during the summer season
5426.	Visitors will not visit these areas and will look for alternative places to visit.
5427.	These are facilities that should remain free to Vale residents but there could be a charge to visitors. I have a strong concern that people will park in streets nearby to avoid charges and cause chaos to residents of the Vale.
5428.	What about Ramblers, dog walkers, local people need access to green spaces for relaxation and recreation. Extremely important that these sites are kept accessible to all.
5429.	keep it free. we left the other day as i dont have money to pay
5430.	DO NOT CHARGE US FOR ENJOYING LIFE'S SIMPLE PLEASURES. DONT BE SO MONEY GRABBING PERHAPS YOU COULD RAISE FUNDS BY CHARGING WHEN SPECIAL EVENTS ARE ON BUT NOT AT ANY OTHER TIME
5431.	Encourage people to exercise and enjoy the fresh air not hit them in their pocket yet again. It's a pleasure that especially families can participate in without having to pay. I'm totally against these charges
5432.	Having to pay for park will possibly discourage the public to visit these parks
5433.	as long as the money raised in ring fenced and ratepayers etc can see where it is being spent at the Parks
5434.	discourages frequent short use - what are you trying to achieve (other than revenue generation?) annual pass too expensive
5435.	I think 8am to 6pm is preferable
5436.	Should not have to pay to visit parks



5437.	I think that it should be free to park for upto an hour or two hours- to accommodate those who regularly walk their dog, go for a walk or a run. We pay council tax and should benefit from living in the Cake of Glamorgan.
5438.	I will no longer attend these parks if I have to pay to park my car there. I spend money by eating and drinking there. Should not have to pay to park so will go elsewhere and I'm sure most people will so once again YOU are causing a problem for country parks in future
5439.	Shame on you.
5440.	The up to 2 hour charge should stand for the coastal car parks too. If you can do it here why not at the coastal car parks as well?
5441.	Donations suggested.
5442.	Evening could be free to encourage local use, public transport is useless in the evenings.
5443.	All day parking should have a limit of £1 per day, even so this may prove expensive for some families wishing to take their children out to a park on a regular basis. Residents living locally should not be charged for use of the amenities in their local area. People are encouraged to get out and walk as much as possible, but the long hill to get to Porthkerry Park may be prohibitive to many especially the elderly, those with young children and the disabled.
5444.	No parking fees
5445.	I think it should be free to encourage people to the parks
5446.	We love using these parks. To pay to park will be a reason to think of somewhere else to go.
5447.	Times ok as cheap option for 2 hours
5448.	I strongly believe that parking at Porthkerry and Cosmeston should remain free.
5449.	People will stop going there if they are charged. Myself included
5450.	Need to have a free first hour. £1 for 2 hours ok. £3 all day oK. Annual pass too much. Maybe £52 eg a pound per week. Maybe offer option for free permit in return for litter picking hours - this is a massive problem!!!! 8-8 not on! Maybe 10-4 so at least the kids can go after school. ..we should be encouraging exercise not preventing it.
5451.	It may push people to park in residential areas near cosmeston lakes. There should also be a free period of an hour.
5452.	People use the country park because it is free. Introducing charges will just deter visitors
5453.	For people who like to exercise before work or take dog out before work the charging period should start later & finish earlier



5454.	Encourage poorer families to stay at home by charging. Encourage everyone else to go to shopping centres instead by charging.
5455.	If a charge is introduced people will park in nearby residential roads which will cause chaos . This has happened before when some popular event was being held at cosmeston. It was nearly impossible to exit and enter the housing estate opposite as the roads are very narrow especially when cars are parked on both sides of the road. THINK about the consequences of your decisions !
5456.	In winter whilst visiting an empty cosmeston with my dog I support the cafe by buying a drink. However if I have to pay to pay I will drive up the road and walk in a near by nature reserve which means the cafe will lose my buisnness. Make it free for 1-2 hours and create a steady in take of customers for the cafe. Also it should only apply from 8-6pm the busiest bit of the day.
5457.	2 hours should be free again it provides a free day out for low income families. and charging time should be from 8am-5pm (peak times)
5458.	I am a dog walker and any chargers would be expensive over a year.
5459.	Why is this annual pass so much cheaper than the Coastal one?
5460.	Again this policy will cause displacement and is predicated on the whole idea of raising new revenues by indirect taxation. Instead be honest and offer people a real choice on the Council Tax and explain your case for higher Council Taxes. This is the wrong policy and it will drive tourism levels down.
5461.	Why not go with the 1 hour free to give consistency across venues. 1 rule for here and a different one for there will be a nightmare, just don't go there. So far you have first 2 free, then first hour free, but only in summer, and now first 2 hours £1, for █████ sake, make your mind up.
5462.	I think first 2 hours should be free I think charges should be summer only though I realise this is not realistic.
5463.	Keep it free - encourage people to come here and not crelate barriers to come. If you are charging then only in peak season and again 9.00 until 6.00
5464.	Charging time up to 6pm only.
5465.	Why is an annual pass for country parks cheaper than one for costal car parks? Are you satisfied that you have considered whether there are acceptable other means to get to these place other than by private car? if there are no buses or cycleways the this is a disguised entry charge and you should be honest and say that. If you are encouraging tourism why charge a coach a different rate - 20 people on a coach take less room in the car park than 20 single occupancy cars and spend more on ice cream. he opening hours in the winter are too long (and I think are too long anyway - make it free after 7pm?
5466.	If coastal parks are 1hrs free then country parks should be the same. For consistency reasons as stated
5467.	Proposals are shameful. Real aim seems to be to increase council taxes/



	revenue. We already pay enough in council tax.
5468.	Absolutely not. Porthkerry is unreachable to young I children without cars. The hill and lack of transport services are ridiculous for you to charge:!
5469.	As a DAILY visitor to Porthkerry when the dog restrictions are imposed at the beach I think having to pay £7 a week in addition to Council Tax , car taxes , PAYE, etc is ridiculous. It will simply mean I park in roads near Porthkerry and walk into it, as well as no longer popping to the Park for a coffee or snack. It will also stop my elderly parents visiting what should be a FREE to visit area!
5470.	I think the car parking should be free for up to 2 hours and then charge afterwards. This allows people to walk their dogs and walk without being charged. If people want to use the park all day they can pay. There could be an option for 4 hours also.
5471.	you want a healthy population but increasingly you are restricting free access to these areas. Wake up fight the government for more money and spend what you have more wisely
5472.	Fewer people will use the parks.
5473.	Charge from 9:30am - 5:30pm, this will enable local users to walk etc before and after work and it will not have a negative affect on the cafe`s at both sites.
5474.	Insane
5475.	I cannot support any of these proposals due to the involvement of a private company
5476.	In 1966 a government white paper white paper recommended the establishment of publicly accessible parks close to large towns and cities, in order for that residents could access and enjoy the countryside and leisure amenities and so Cosmeston Lakes Country Park was developed for this purpose and opened in 1978. These facilities should be available for all to enjoy free of charge, and not just available to those who can afford to pay these car parking charges. If Charges are implemented there will be the potential for displacement parking on the nearby Cosmeston Estate, which as narrow roads, and it only takes a few extra cars parked on the Estate roads to actually cause access and egress problems for residents, I.e. May Day 2017. I believe car parking charges were tried some years ago and were quickly removed due to Cosmeston Park visitors parking on the estate, blocking the road, obstructing pavements, parking across residents drives, etc.
5477.	I think 6pm is late enough.
5478.	Locals will stay away
5479.	Should be free
5480.	zero charges
5481.	So many people walk their dogs in cosmetic at least give 1 hour free so that this can continue.



5482.	Extend the up to 2 hours stay to at least 3hrs! 3hrs is plenty of time to take little ones out for a run around and get an ice cream after
5483.	If the coffee shops are opening at the same times then a daily charge is more acceptable but 2 hours free should be standard. You will discourage many families on lower incomes from using these areas unless you make them appealing and worth the money.
5484.	Keep parking free
5485.	No charging
5486.	There is no way most people can walk to these locations, they need cars. It is not a luxury but an essential and therefore parking should be free. Our council tax already pays for County facilities
5487.	Country Parks are there for residents to enjoy, these cahrges should be covered by the Council Tax that is paid, non residents should be charged however as in many other authorities residents get free access to specific attractions.
5488.	There should not be a charge to visit these areas. End of story.
5489.	No public transport so people have no option but to travel to these locations by car !! - money spent on carparking is not spent in the café!!
5490.	This will prevent people on limited incomes visiting our country parks
5491.	I think 3 hours for £1 is more reasonable and the timings should be 9:00-17:00.
5492.	Would stop us being able to visit as a family. Low income families need access to these beautiful Places as well but parking charges would stop Us being able to visit.
5493.	If charges are introduced people just simply won't visit these areas. Having an impact on the local businesses.
5494.	My charges would be , 2hrs free, cars £5 all day , Bus / Coach all day £20, Annual Pass £50. These prices would apply all year round
5495.	Times should be 9 am to 6pm
5496.	Ridiculous charging to 8pm. Better 6am to 6pm
5497.	Keep them FREE
5498.	Not consistent with coastal and town car parking charges which are free for the first hour (or 2)? Annual pass should be included in the coastal path permit or vice versa as I would suggest most residents who use country parks also would visit the coast. Charging times would also need to reflect the winter period - as parks may close at dusk to mitigate against ASB
5499.	This should be free all the time - if you want to charge - do it for the nights and stop BOY racers using these areas making excessive noise as they leave.



5500.	Charging for country car parks will make these venues inaccessible for families struggling to make ends meet. It will discourage people from visiting the Vale and in turn bring less revenue to the Vale.
5501.	Pass lower £50 Charging end at 6pm
5502.	The annual passes are inconsistent with neighboring counties where country parks are approx £30 for the year (Margam, Bryn Gawr, Afan Forest), and a family pass for the National Trust is approx £150 pa (or approx £40 pp) which allows access to all NT sites across the UK
5503.	Why is the two hour free option not included here? Locals visiting the country parks for walking dogs do so on a daily, even twice daily basis, therefore the costs are prohibitive. The Annual pass is a good option to alleviate this.
5504.	£75 is quite steep. Should be more in region of £40 for an annual pass. Again, we shouldn't penalise people for wanting to enjoy our assets - if your kids want to ride a bike around in a safe place (of which there is no where else they can go in the Vale for leisure cycling), you need to bring their bikes etc and equipment. We shouldn't be making it unfair on those families.
5505.	8pm?????
5506.	It would be preferable to keep up to 2 hours free in country parks to allow local residents who use them for regular exercise / relaxation to continue this free of charge.
5507.	again i think 6pm is late enough
5508.	People will stop visiting if there are charges bought in
5509.	The council needs to keep free parking
5510.	Locals and others won't come for a short walk or a coffee at local cafes
5511.	These parks are for the general public, children to visit and run around and enjoy.
5512.	Charging times for all locations should be 8.00Am - 6.00pm
5513.	Charging times 8:00am - 6:00pm
5514.	These are areas that should be encouraged to use not charged for. People exercise here from young to old and the more you charge the visitors will drop. People's health could suffer as they can't afford the extra fees when on a tight budget.
5515.	A set charge for these locations would be acceptable at £3 per car.
5516.	Only a small charge for all buses as their weight does more damage to roads.
5517.	Don't do it, you should encourage healthy living nit discourage people from visiting these places!
5518.	This will reduce visitors



5519.	We should be encouraging visitors. How does charging them make it a better experience?
5520.	You will LOOSE interest. These are special to the residents of this area so let us enjoy it. Keep your grubby hands to your self. We don't need to give you any more money!!! Let us enjoy OUT surrounding with our children in peace!!!!
5521.	Keep free
5522.	People will no longer visit the locations due to parking charges. I visit cosmeston regularly with friends for coffee and for scenery I would avoid if parking fee was introduced.
5523.	The parks and nature should be free for all to enjoy. It does not belong to anyone. We pay council tax and this can be used for the upkeep.
5524.	If you make people pay to go park at country parks it will put people off going there its been free to park so will make the most out your time there and will return as its free parking and your not watching a clock to make sure it does not expire, as well as the spontaneous trips will end to take kids to the park or go for a walk or take the dogs for a walk there.
5525.	I think this will discourage regular users / dog walkers / young families from the using the park as regularly. There are not many cheap options for people to take their families out for the day, adding parking charges at these places will make it even more difficult to be able to keep your young family entertained on a tight budget.
5526.	Strongly disagree with proposed charges as a local to Barry and a regular user of porthkerry
5527.	You always after more money get the people in to our park's an town's take a pay cut an stop buying new chairs an table's at the council officers
5528.	I don't visit the park in summer as I refuse to pay Park my charges. This would stop our visits completely
5529.	Disgusting
5530.	stop trying to ruin everything
5531.	As before, we pay towards the upkeep so why should we also pay to visit?
5532.	I know you want to bring in set times so you can have patrols dishing out fines, but this is ridiculous. 8pm? Latest should be 6pm.
5533.	The timings are too restrictive. 9-5 more appropriate
5534.	I feel the first 2 hours should be free.
5535.	I agree only if you spend the cash raised on porthkerry Park- cosmeston gets the lions share which is not fair
5536.	Parking should be free for all!



5537.	Some people live within walking distance of these things. Others like myself suffer with anxiety and social anxiety so I have to drive. I shouldn't be penalised or discouraged from visiting local beauty spots. Parking charges will do this.
5538.	Again - no-one will bother to visit if you start charging for parking.
5539.	It's one of the only places in the country where you can go and park for free and enjoy a fully free day out in nature, don't change that, don't discourage people from using nature by charging for the privilege. Both these parks are difficult to access on foot as they are a good walk from anywhere, parking should remain free!
5540.	Absolutley disgraceful.
5541.	Council are trying to fleece drivers .
5542.	No charges let the tourists & locals enjoy whats here else you'll end up with empty parks
5543.	Again ...if the facilities are developed and events put on then charging is acceptable
5544.	Theyre our amenities, not the councils to monetise for profit
5545.	Free for up to 2 hours or 20p per hour! Charging times 9am-6pm
5546.	if you want people to enjoy these amenities year-through then scrap winter charges.
5547.	Restricting access to those who need it most.should be fair for all.
5548.	Lots of area of free space are being approved by the council for housing developments, there for when the council is taking the only green areas we have locally to further housing developments by allowing planning permission to build houses why should locals who want more green space be charged for the prvilage of outdoor space that is safe for children, that they wanted locally most people have to take the costs of fuel to travel to a green space why then should we pay for parking
5549.	I don't think they should be charged, they often used by family's who see the parks as a free day our for the children to get out, especially when have stretched budget. The government is always specifying how we should get out and exercise but then you want to also charge the prilavage of doing so. This could lead to more issues than resolve.
5550.	This will put people of visiting these sites
5551.	Council tax should cover all expenditure, stop wasting it.
5552.	Stop persecuting dog walkers they would be in front line of charges.
5553.	People do not want to pay for a gentle walk around the parks. Many elderly people have dogs for company and pleasure. Having to pay a parking fee will deter them from walking their dogs in the country parks and that will mean less



	business for the catering firms that operate your concessions
5554.	we pay are taxes
5555.	Dog walk can take few hours so over two hours would cost £3 so I would go elsewhere if no option of other timings per hour over two hours
5556.	Porthkerry and cosmeston should remain free. I regularly go to both places and quite happily pay the charge on Sundays and bank holidays but I would not go if I had to pay every time.
5557.	I've already highlighted my views, if parking charges are added to cosmeston / porthkerry I would want to see annual accounts on how that money is invested back into the park. Personally if you charge then the parks will need to be closed at night time -
5558.	I believe that the parking in these areas should be free for the first 3 hours and then £3 all day. 2 hours isnt enough if you want to have a walk & use the facilities there such as the cafes, especially if you have young children or elderly relatives. I agree with all day charges but not to be charged after 5pm
5559.	To charge is so unfair when we are walking our dogs and bringing children etc. Cuts should be made in other areas.
5560.	Again why should we be paying to be active and getting our children out in the fresh air, the reason we go to country parks etc is because it doesn't cost money as we all can't afford things all the time.
5561.	Wherever possible, I believe parking to visit country parks should be free. Families should be encouraged to visit the outdoors and appreciate nature rather than sitting at home on the phones / tablets. Coach trips are different and I think parking charges are approbation.
5562.	I would say charging times 8 am to 6pm
5563.	Cosmeston is used by local groups such as Valeways for their healthy walking initiatives, mainly used by elderly people, such charges would limit their use
5564.	Local people should not have to pay as they pay council tax already. When people visit these ares they spend money and this benefits local business!!!!
5565.	Local people should not have to pay as they pay council tax already!!
5566.	Dog walkers use Porthkerry regularly. There should be no charge for 2 hours.
5567.	Once again, will destroy tourism and reduce the number of residents that already pay for the upkeep of the parks.
5568.	Do not kill off ypur visitor numbers
5569.	Farcical. Porthkerry was left to the people of Barry but is now trying to be turned into the council's new cash cow, already work has been done so the tunnel end can be used as more parking without consultation, stop killing our green areas.



5570.	charging would stop people going. in this day and age we all need exercise, charges would make people think twice.
5571.	Disgraceful that you are considering charging for cosmeston country park!!!
5572.	The parks are for all, not those that can afford to pay more on top of their council tax payments.
5573.	There should be no charges
5574.	Appalling idea which deter visitors especially those on low incomes who use these parks as a free leisure facility
5575.	Again these charges would only deter people from visiting rather than attract them - scrap the whole charging idea
5576.	Disabled parking should remain free
5577.	There should not be any charges. It will put people off wanting to visit. I certainly would not be willing to pay to have a walk around the park. It's not acceptable that charges are being introduced to stop people using our public open spaces.
5578.	A clear disincentive for Vale council tax payers to continue to enjoy what the Vale has to offer.
5579.	Drive everybody away why don't you.. you take enough from council tax-anfmd I don't know where all that goes
5580.	6pm cut off. Suddenly 8pm has crept in as a cut off. Why? Keep 2 hours free at the parks!! You want people to visit. Locals won't go there anymore to walk dogs, exercise etc if they have to pay every day! Aren't you trying encourage people?
5581.	It is very unrealistic to ask families to pay for so much parking. You want families to exercise and take children outdoors but there are many families who would struggle to find parking fees at the venues on a regular basis. The government change for life policy encourages exercise the charges will deter working families who are already feeling the pinch. Also, it will cause issues in the surrounding areas with people finding alternative places to park.
5582.	Should be free to park
5583.	It is appalling that porthkerry charges on sundays and bank Holidays at the moment. The amount of visitors does not warrant the amount of staff employed to take the money currently. I cannot see how more charges are going to make more money, it will just make people go elsewhere instead.
5584.	Car park charging will discourage visitors
5585.	the cafe will lose business and will close. Barry will Be a ghost town
5586.	Yes, my comments about coastal areas are the same for country parks so please include
5587.	Parks are for everyone to enjoy, so should be free



5588.	They are currently free which encourages people to visit charging will put people off
5589.	As others
5590.	Against car parking charges.
5591.	no.
5592.	It should be free
5593.	Stop killing country parks by charging money's for use
5594.	We will lose visitors if we charge for parking
5595.	it will put off visitors and reduce tourism
5596.	The charges will have a negative impact on businesses trading in these areas.
5597.	These aren't places people go to for just an hour so most people will be incurring a cost of £3 per visit which starts to add up. charging times are a bit of a nonsense as its too dark after 8pm to visit these places for most of the year anyway. £75 for an annual pass for two car parks is too much. i would want this to cover parking in more areas also
5598.	50p token
5599.	6pm is latest it needs to be
5600.	If you looked in house and what you are spending our money on you won't have to charge all these prices. You need to look at other countries and how they budget. You can park on some of the best beaches and costal walks in Australia for nothing
5601.	This is awful idea, parks should be free to enjoy. If anything keep it the same as porthkerry with a charge just for Sunday's and bank holidays.
5602.	People use parks to walk dogs, take children there regularly. Only place to go for free!
5603.	Why penalise local residents to enjoy their surroundings. Could there not be a 'residents' permit like in other areas such as North Wales where residents hav3 a card ad can have free parking. We are trying to encourage people to become active and for sure me this is a walk around a park and some quality family time.
5604.	09-May
5605.	I dont think you are proposing to charge enough.....maybe £2.00 for 3 hours and £6.00 all day.
5606.	A recent Countryfile programme on BBC1 showed that charging for carparking at Country parks deterred visitors, and councils are reversing their policy. So once again, the outcomes of the proposals will not be fulfilled.



5607.	You charge for parking, people will be parking on all approach roads.
5608.	cost not justified as there is hardly anything to maintain! it will significantly impact on visitor numbers. it penalised frequent vusitors- in particular dog walkers.
5609.	Build a proper car park with the money that residents use to pay council tax or just leave as it is, there's no harm the way it is now. People don't want to pay to walk their dogs, I will be highly upset if I have to pay to park on a daily basis
5610.	Should be free .. encourage visitors
5611.	some pleasures should be free
5612.	Charging time could end 19.00 to allow for summer evening walks without charge. These amenities are very important for citizen well being. As such low cost passes should be availble to residents with proof of address.
5613.	no charges
5614.	8 o clock too late in every instance.
5615.	against cha4fes
5616.	This should be free.
5617.	Yes! Why are you trying to discourage people to the country parks with charges instead of encouraging them. The beauty of Cosmeston and Porthkerry is that they are free to use especially when travelling there by car is the only option. You are penalising car owners when some of us use a car out of necessity not choice. You try walking, cycling, or getting a bus to Porthkerry from Sully when you're arthritic and have your 92 year old mother with you!
5618.	That money must be used for the park and not side lined to any other whimsey
5619.	Charges will discourage visitors, particularly locals visiting country parks. The council should be encouraging visitors to help the economy. The cost of an annual pass is excessive, local residents are already paying large amounts of council tax and shouldn't be paying again. And if you are a regular visitor to both the coast and country parks annual passes will cost a total of £225 which is ridiculous.
5620.	Up to 2hrs - Free. winter months charging times 08.00am - 18.00hrs
5621.	Rediculas! Again this will hiy the poorest hardest, what was once a nice free day out in the countryside will be made offlimits to alot of people by introducing these costs. You will have one very unhappu local populace if these proposals go any further
5622.	No One will visit these areas if you are charging for parking
5623.	if i have to pay for parking i will no longer visit the areas. as these have been an option for poor famikys to have a free day out with the kids
5624.	Please don't do it



5625.	Stupid idea yet again
5626.	2hrs should be free
5627.	The annual pass seems expensive
5628.	Make these destinations that people want to come to and love to spend money in.
5629.	Again charging will drive users away and result in a lost opportunity to improve health
5630.	This is the worst aspect of the charges. Parents on low incomes could rely on parks to keep their children mentally and physically well. I a.m. appalled an totally incensed about this.
5631.	Yes, don't do it, rarely are the car parks so busy at cosmeston that there is not enough space, the car parking is fine as it is
5632.	No Charges and No 20MPH limits
5633.	you will drive people away from these places and it will do no one any good. you might think a couple of quid here and there is okay but it all adds up. Note we rarely use them anyway as they are so far away and the cost of getting there and then having to pay parking will be prohibitive.
5634.	Should be free parking for up to 2 hours
5635.	Again, compare your proposals to the fees at St Fagans Museum of Welsh Life. Everyone will be going there to walk their dogs instead!
5636.	Payment facilities must include the ability to pay by card, coins & notes, must give change & should allow people to pay on return to their vehicle, not up front
5637.	No Charges and No 20MPH limits in the Vale
5638.	No 20MPH limits in the vale of Glamorgan
5639.	why I understand that money is short and we need to keep our parks up to the standard that they are, it seems to me that local people who pay their rates should not be charged again, they should be allowed to park for an hour or two for free, a sticker for the car maybe, I think its fare to pay a small fee for all day. but please remember not every one can afford even the small fees.
5640.	Up to 2h should be free, 6pm should be the end of charging times otherwise you are charging mostly residents who already pay council tax towards maintaining Parking facilities and country parks.
5641.	I feel the first hour or 2 should be free.
5642.	They will end up parking in our estate opposite (Cosmeston.) Don'tg penalize people for going for a walk and exercising. It will cost more in long term health problems if they don't exercise.
5643.	These parks should have free access to all



5644.	Dog walkers etc. who just pop in daily for a walk should not be charged - first hour or 2 should be free. Charges should stop at 6pm
5645.	Parking charges will deter people visiting.
5646.	Charging times would prefer 8:30am to 6pm.
5647.	I haven't seen estimated cost benefits to the council when you consider installation of meters, wardens, administration of collection of fees, administration of non payment of fees versus what the council gains in parking charges. Recent surveys suggest green spaces benefit mental health and exercise has well known benefits to the individual especially with the rate of obesity and the impact on the health services. I consider the charge to buses acceptable as this can be taken from their profit.
5648.	As a regular user this would cost me £7:00 a week on top of my ever diminishing local facilities.
5649.	I feel that the initial time period should be longer
5650.	This will lead to visitors parking on narrow residential streets causing congestion and potential conflict between local residents and visitors. As a police matter this may incur unnecessary costs on the public purse.
5651.	Should be free for local residents
5652.	Two hours free Annual charge needs to be cheaper
5653.	Cosmeston and Porthkerry are country aprks and should be free for residents to use which should include parking for residents that live further away
5654.	As per comments on Coastal car parking.Exemptions should be made for buses/coaches for the elderly and or disabled.
5655.	As public transport is limited, this is effectively a charge to use the country parks and I disagree with that as should be open to all
5656.	These should be the same as the beaches -- one annual pass should cover both. Again, the day rate for cars is too low, the annual rate is too high, and you are massively undercharging coach trips for the nuisance that number of people cause. Those hours are also way too long (again 10-4 is enough).
5657.	NO Charge for smaller vehicles such as Cars Monday to Friday except in July/August
5658.	Barry residents should be able to have any monies paid taken off their council tax
5659.	As I say no charges and no 2MPH limits
5660.	There are not many places families can go for free nowadays so please keep some free - we are supposed to encourage children to walk and play and discover and these two locations are perfect examples of places families can enjoy for free whenever they want (well apart from the summer at Porthkerry)



5661.	It would put me off a random trip to Cosmeston when I feel down. It will encourage parking on the estates near by. Both the Dowland Road end and the Cosmeston estates. (I have lived on both as a child.)There is ample parking at Cosmeston and charges are not required. The annual pass suggestion is huge and disproportionate and equivalent to outer London. It's the cost of Virginia Waters on the Crown estate near Egham/Windsor with a much larger lake and gardens which are unique. That price was only £50 annually until this year.
5662.	If charging is going to be introduced it should be implemented in a way that you pay for what you have used when you leave the car park. This way people do not need to worry that their parking time will expire if their walk or recreation takes longer than 2 hours and it will reduce overheads of requiring parking attendants to keep checking and trying to catch people out.
5663.	NO PARKING on the green area where over decades can .residents and visitors have been able to sit, children play and enjoy the pleasant countryside
5664.	Should charging being introduced people will park across the road causing congestion to limited residential parking to avoid cost.
5665.	Reduced rates for local residents with proof of address. Don't use grassy areas for parking. No need to charge for parking during the winter as usage should be encouraged at those times.
5666.	Introduce car parking charges if you want to see the demise of these areas , or perhaps that's the plan !!!
5667.	Another attack on the motorist
5668.	Again this is a terrible idea!!
5669.	Charges for Country Parks is a good idea, especially during the height of the Tourist season. Keeping the prices "Realistic" this would generate a healthy revenue.
5670.	Again later start times and earlier finish times
5671.	These community spaces should have free parking.
5672.	People should be encouraged to use Country Parks. How does this proposal impact on future generations and keeping people active by using their local green spaces. This is not a policy idea that will improve visitor experience or access.
5673.	Make it free. Free up people's minds. And pockets.
5674.	Local amenities are for all to enjoy irrespective of the affordability
5675.	We already pay enough council tax which should allow us to use these amenities free of charge
5676.	I approve of parking fees if residents living nearby are taken into consideration and are not inundated with cars owners who want to avoid paying, and resident parking signs and permits are issued.



5677.	Disabled parking free
5678.	Free for residents
5679.	why the need to charge cars? Planned excursions i understand , not visitors from car transport plus a local, i think its short sighted
5680.	I walk to the parks regularly and would be happy to pay Just £3 per day,A walker cant be tied to an hourly tariff
5681.	No Charges and No 20MPH limits
5682.	Reasonable charges for a designated car park.
5683.	again totally unwise move
5684.	People need enough time to walk their dog or take children to park and have a coffee. 2 hours is not enough.
5685.	Just don't do it. It helps no-one but the Vale council
5686.	Annual pass too expensive for locals.
5687.	People will just park further out for free and walk in - will affect local residents People will go elsewhere
5688.	It will not encourage people to visit if it's cost to park.
5689.	Free for four hours. Why charge and rush people around a beautiful park
5690.	Being a low income family that likes to go for day outings rather than go away for foreign weeks holiday I have seen ourselves drive somewhere for the day and turn around when we have discovered you need to take out a loan just to visit and look around our beautiful countryside. You should be encouraging people to use and love the areas they live in- not charge them for the privilege of being local. Supporting the other small businesses in the areas. i.e. coffee shops, corner shops, tea rooms, businesses big and small need people to survive and without open shops you would lose a great amount of rental/rates income. Is it really that difficult to see how damaging this idea is to local communities?
5691.	Charging times until 6pm. And why no winter periods?
5692.	We are very lucky in the Vale to have so many incredible parks with a wealth of wildlife. The best thing about these parks is that they are FREE! Lots of families including mine cannot afford to pay the charges (even though myself and my husband work full time). Families can enjoy the Vale and many visitors because it is affordable. If you start charging this will have an impact on lots of families who cannot afford to pay! There is a huge percentage of families living in in work poverty and many families living in poverty in the Vale. How are you going to make sure they can afford your charges?
5693.	No charges should apply
5694.	Users will just park in local streets away from the charging car parks which causes



	parking problems for residents as is already seen at Barry Island and Porthkerry park. Local residents are being penalised and charged to go and visit the coast and parks which they live by. If anything a free residents parking permit should be introduced to allow free access for Vale of Glamorgan residence to visit their local area without being charged. This would encourage use of the areas that their council tax is already paying for the maintenance of.
5695.	They are the only two areas of parkland that we can enjoy, !!!!!
5696.	These charges will push visitors to park in nearby residential streets causing misery for residents.
5697.	Why is it when we make museums free in Wales we decide to charge for the use of country parks through parking?!
5698.	NO CHARGES. It is expensive enough for a family day out without the addition of the expense of parking.
5699.	Make it cheaper otherwise it makes these places inaccessible for low income families, people will go elsewhere causing lost of revenue for businesses at the country parks or park inappropriately.
5700.	I do not know these areas and have only been to Cosmeston Lakes once in four years.
5701.	Charging at Country Parks will deter residents and visitors from visiting. As a resident I already refuse to pay for charging at porthkerry on Sundays and bank holidays as I think that as a Council Tax paying resident, I shouldn't have to pay to enjoy a country park.
5702.	This area is currently used by a wide variety of both Vale residents and visitors, any proposed parking charges will simply reduce what money is spent elsewhere in the Vale. Low income residents of the Vale of Glamorgan will be hit the most by the proposed charges, as the charges will proportionally affect their available spend the highest - these residents can currently use these facilities for free, there is no good reason to change this.
5703.	No.
5704.	Still penalising dog walkers and families coming down to feed ducks and swans. First hour should be free
5705.	Free parking we pay enough tax
5706.	I think that all parks should be free , we pay enough council tax and our children should be able to go to them without being charged
5707.	As stated previously £30 p.a. for Vale residents season ticket to cover all car parks charging 8am to 6pm
5708.	No, if you need to raise funds stop wasting funds on bi-lingual schools when Welsh speaking is limited in the Vale. Charging for parking will be disastrous and force people to shop, trade, visit other places



5709.	These are local assets attracting people and bringing business to the vale of Glamorgan
5710.	Why make another healthy, accessible green space less accessible charging for car parking thus deterring visitors who don't live in the closest areas?
5711.	Any charges for cosmeston given the health benefits it brings & potential reduction of foot fall is a joke. The fact there is no free parking allocation at all does not appear to be justified
5712.	Charging time daily should be till 6pm
5713.	The Annual Pass charge should be the same as for coastal car parking As VGCC Council Tax payers we should not have unfair differential charges to own local facilities
5714.	I think the charges should be higher. The access to Cosmenston Lakes should be improved for pedestrians and cyclists. Cyclists shouldn't have to go round the one way system.
5715.	Will prevent visitors
5716.	No Charges and No 20MPH limits
5717.	Free Parking for 2 hours in both & also the coastal areas. for the general public without a pass. A combined parking pass for country parks/Coastel of £100.
5718.	Valeways strollers regularly walk at Cosmeston providing an activity that is beneficial to mind and body. I fear that if parking charges were brought fewer people would walk as although the walks last an hour the chat over a coffee at the end of the walk is equally beneficial
5719.	Think they are very reasonable
5720.	On a Sunday there are cars parked all of the way up to the Kymin on Beech Road on the double yellow lines. I think that most people will simply park on the main road regardless and walk in. This in turn will obstruct the bus route. Blue badge holders are particularly bad for this.
5721.	I feel like the initial 2 hours should be free. You are competing with Roath park which has free parking. If there is no free parking people will go elsewhere. Surely one of he council's aims is to encourage an active and healthy population? A large number of people use country parks to walk/run/rude bikes. Introducing a parking charge for short term parking just looks like you are penalising people for wanting to be active. Charging for the day with 2 hours free seems like a more reasonable compromise. The annual pass is extortionate. The country parks aren't that good that anyone would really want to buy one. In Pembrokeshire it's £8 A year and facilities and the location are much more attractive. Again, 8am-8pm is excessive. 10am-6pm would probably be the peak time people visit.
5722.	We should be encouraging people to get out & take exercise in country parks, not penalising them! Try making your savings by organising your procurement of council services more efficiently!



5723.	There should be a free up to 1 hour element to the pricing and hourly rates thereafter. These are pricing models/ systems which people understand and tend to recognise.
5724.	Local residents need a reduced yearly pass
5725.	If the council is promoting healthy lifestyle charging for short visits will have the opposite effect. We often go for runs & walks at Cosmeston and would think twice if it would cost us several £ a week. We live too far to run over & around so drive over & run around. Having 1-2 hrs free would encourage people to use it but charging will put them off. I think it is reasonable to charge for longer/all day visits. Work schedules often prohibit us going together so would we need 2 passes for the 2 cars or would it be transferable? How much do you charge for tv companies to take over most of the car park on regular occasions? We have found it difficult to park at times when they are there.
5726.	You will be stopping families from enjoying these lovely areas, as a lot won't be able to pay. They will go to places with free parking. This will have a detrimental affect on the country parks.
5727.	There are very few users of this facility that are not local residents, so this is just a stealth council tax rise.
5728.	Same as before. But the well-heeled dog-walker with the annual pass and 4x4 car dog gate will be denying access to the disabled person for whom an occasional day out might be a treat. You have got to do some serious market research on demand vs supply before determining these rates/conditions. I don't think you have.
5729.	Parks should be free. As a dog owner that uses cosmeston every day my husband and I would need an annual pass each. We're keeping fit and act responsibly with our dog. You are penalising locals
5730.	Again to 6pm not to 8pm Maybe no charging during winter months
5731.	12 hrs too long
5732.	Cars all day, £3? Wow that's cheap
5733.	Utterly ridiculous. Flabagasted that this is even under consideration! Our beautiful parks will be destitute. The wildlife will suffer too, you are hitting the poorest people with silly charges for enjoying being outdoors.
5734.	Being charged to go for a nice walk in a country park? How will this help or encourage people to stay fit if they are unable to afford the parking charges? You should be encouraging people to want to spend more time outside, rather than kids being stuck inside. This will not help families who have little money.
5735.	All day could be higher - planned trip shared across families Ditto mini buses - shared across multiple occupants No charge in the winter
5736.	Again should be free to encourage visitors
5737.	Why is the annual pass for country parks £75, when on the previous page it states



	that the annual pass for all coastal areas is only £15?
5738.	Free parking for the first hour and no winter charges, If there must be an annual pass it should cover beaches and parks.
5739.	These are places I visit with children. Going out with young children can be an expensive business. At present these locations represent a free day out. Charging for acces to these puts the day out in a different category.
5740.	Leave it as it is - self controlling
5741.	All should remain free visitors will be discouraged from our area by the charges
5742.	Make Barry and parks free and accessible
5743.	Should be free for all
5744.	Should not change
5745.	Please do not have any restrictions
5746.	Again think a standard charge of £1 for whole day would be far more economical in long run as people will leave after 1 hour. Again timing should be from 8am to 6pm.
5747.	The same comments as for "Town Centres and Costal Car Parks" i.e.: I am disabled and use a Blue Badge to access all parking places. As far as I can see from reading the previous section of the consultation, there is no mention of facilities for the disabled. Will I still be able to use the car parking free of charge? If so how will you police the disabled car parking spaces? In my experience, I have a gradually intensifying disability, I have noticed that there is a particular group of people in society who think that they are above the law and rules and have no concept of rights for those less able than themselves and choose to ignore disabled parking place signs even when there are fines enforceable for illegal occupation of such sites. I envisage that such people are far more likely to misuse disabled parking spaces if they have to pay to park in conventional parking spaces. I was born in Glamorgan and brought up here before going away to University in England then Scotland and working in Scotland and England all of my working life. I returned here after retirement and it disappoints me that you are proposing the reintroduction of parking charges that were enforced from the 1950s or 1960s and later abandoned.
5748.	Will stop people visiting these areas
5749.	We pay enough in Council tax, road tax and income tax and should not have to be charged now to see the beauty of our own area, everybody is feeling the pinch and this is absurd.
5750.	No charges
5751.	Charging times should be til 6 at the very latest. It's not a city centre. THE FIGURES ARE NOT CORRECT IN THE REPORTS PROVIDED, THESE WERE CARRIED OUT BY AN EXTERNAL COMPANY WITH THE FIGURES INCORRECT TO THE PROPOSED CHARGES. THE REAL FIGURES SHOULD



	BE PROVIDED TO THE RESIDENTS
5752.	Not used them.
5753.	We pay enough in taxes. Should be free parking.
5754.	Charges will discourage visitors
5755.	It's ok as long as they don't use the money to make them into City Parks like they're doing to Cosmeston, laying a scar of tarmac along the bridle path. This is already cracking and will prove quite dangerous in future as well as not being suitable for a bridle path.
5756.	It will stop people visiting
5757.	We often visit for a short walk but would probably not if there were charges
5758.	we need to encourage people to walk the countryside and exercise not discourage them.
5759.	I think perhaps the parking should be free up to 2 hours and then be charged after that
5760.	Cut off time should be 6 pm not 8 as it should for other parks too
5761.	it should be free
5762.	One simple flat daily fee - no matter how long you park will benefit country parks enormously.
5763.	Make charging times up until 16:00 so residents can take children to play and walk dogs after school. It's free and good exercise
5764.	Silly to have it for country parks. You won't make any money from it and people just won't visit them.
5765.	Don't do it, it will kill the visitor numbers!
5766.	Times - change to 8.00a.m. - 6p.m.
5767.	The cost of living in this country is getting unaffordable, extra charges on things like regular daily exercise, a walk or sit in the park will have detrimental affects on people mental health and well being when they are unable to do this.... proposed parking charges now are subject to any increase. Also the other roads in the vicinity will all become blocked through people parking to avoid paying charges. This is really quite sad to think that nothing in this area will be able to be enjoyed without paying extra. Our council taxes are high enough without these additional back door taxes being implemented.
5768.	Don't do it
5769.	One free permit per house to allow free parking during winter months and up to 2 hours free during summer months for country parks within barry if they live in barry.



5770.	What does our council tax go towards, nothing free any more. They are She used her phone to pay, In the sun I couldn't see my phone with sun on it., mine didn't work-no signal , and the meter was broken and there was a queue of ten people waiting at the other. We nearly went home. A waste of time and stress when you children with you. Also to have change is awkward. I am completely against it all, and feel for the local shopkeepers and restaurants.
5771.	Country parks should be for the enjoyment of the community and visitors, not just those able to afford the parking.
5772.	This needs a re think before it's going to be a disaster
5773.	Start charging after 4 hours to give locals a chance to walk their dogs etc. and enjoy a leisurely cuppa afterwards. I still think it would not be cost effective to set up and police this proposal. Where is the business plan published?
5774.	Again, keep fresh air and exercise as accessible as possible.
5775.	I feel there should be some free parking for up to two hours like in town centre and £75 for annual is a bit much I feel about £40
5776.	I do not feel charging at Cosmeston is a viable proposal. It is going to make the already busy Lavernock Park roads even more congested.
5777.	I have no views on this.
5778.	Charging should be peak times eg 10.00 til 4.00 so earlyndog walkers/walkers are not put off. Up to one hour should be free in winter months.
5779.	the first hour should be free. charging should be 9am-5pm.
5780.	When we all need to get up and exercise you're preventing us from doing that in theses beautiful places by making it too expensive for us to enjoy. A lot of elderly residents and families use the park. . . Don't take that away
5781.	This seems reasonable.
5782.	I live near Cosmeston in Upper Cosmeston Farm. Firstly this road has been ignored in your displacement parking document, obviously we don't exist I suggest you check your maps as it is right opposite the park. Secondly when the free car park has been full we have had issues with parking in the street which is unsuitable for such purpose and has resulted in problems accessing their properties. Thirdly the park is used for all types of recreation and you will deter its use from this. I already pay a high council tax and do not see why this should be the case if you intend turning my street into a free car park.
5783.	Our seasons are short let people enjoy these areas with visitors etc
5784.	Staff should not pay for parking if there work there
5785.	If you must charge at Country Parks, only charge during the Summer months and between 9am and 6pm.
5786.	I think this would have an effect on visitors.



5787.	Welsh Government legislation is aiming to increase people's use of such facilities. It flies in the face of all legislation to deter people from choosing to enjoy these resources- especially for those on lower incomes
5788.	we as residents pay council tax for these areas to be serviced. I do not feel charging to use them is fair
5789.	Charges should stop after 6pm and be free on Sundays
5790.	Many visitors, runners, dog walkers , young families will be put off if charge for under two hours. Defeats policy to encourage active lifestyle.visitors more likely to spend in cafes, businesses on site if parking free.
5791.	I understand the amount of up keep , but first 2 hours should be free so people are encouraged to walk/cycle in safety
5792.	This will just [put more people off going to country parks if they have to pay parking
5793.	Much to dear for whats on offer!
5794.	You will loose all tourism/Walkers
5795.	Public Transport
5796.	Who wrote this biased suvey
5797.	More time options between 2 hours + all day, all day charges should be more
5798.	It should be free
5799.	These charges will turn people away. They wont Visit if they are to be charges, its always targeting motorists. What will the shops think if they loose business
5800.	You will stiop anyone going to the park-people go everyday to walk and walk their dogs- it is ridiculous to charge them especially from 8 am.You seem intent on having local residents and intimidating them into dog controls and parking charges
5801.	If you want to encourage healthy exercise on a regular basis then make the annual pass cheaper. MAke it a combined pass with the coatsl car parks and remember that anyone who has an annual pass is a council tax paying resident so they should get a better rate than visitors.
5802.	we pay enough council tax now. We are one of the highest taxed countries in the world, it will not help people enjoy these open spaces if they have to pay for them
5803.	You are penalising people for getting out into green spaces which good for their health
5804.	Msnypopl come for a short daily walk this will deter them and certainly from stsoyng to use any cafe facilities
5805.	This is unnecesary and totally against a strategy of encouraging people to be fit and active and male use of outdoor space. Charging for country parks is



	nonsensical as there are rarely parking issues and this will only reduce people's use of the parks. In congested towns, fair enough but country parks is scandalous
5806.	Please see my earlier comments for the proposals for coastal car parking.
5807.	People come here to walk their dogs, take the kids to the park, feed the ducks. Charge and they just won't come.
5808.	do not know these places
5809.	Free
5810.	These prices seem fair
5811.	NIL CHARGE - we need day trippers and the like in order to make money at our local businesses. I no longer visit anywhere if charging is applicable - I would like to visit some areas, but I'm [REDACTED] if I'll fill your council coffers when you already overcharge people, have councillors that dont listen to the electorate and run their wards like dictators in order to get their own ways imposed.
5812.	Again the Country Parks are assets to the town and should be promoted as much as possible. In the winter visitors tend to be local people and dog walkers, so car parking might make these visits expensive and affect the coffee shops. £75 a year to walk my dog twice a day is unaffordable to me as a retiree.
5813.	Would like 1 hour FREE parking
5814.	Will cause displacement parking on nearby roads and estates, which causes severe congestion and inconvenience to residents who are unable to drive through the estate to access their homes or leave the estate and will also delay the attendance of emergency vehicles.
5815.	Country park parking should be free for all users
5816.	No charge for first hour.
5817.	I live opposite Cosmeston Country Park. If charges are introduced, people will park on my road, making it more difficult for me and my visitors to park. Our road is used for parking when there are events on in Cosmeston already. People have blocked our drive previously, as well as causing congestion on the road.
5818.	Country parks charges will mean residential permits and loss of free so I am totally opposed
5819.	People / children need to be encouraged to get out and appreciate nature , wildlife , wildflowers etc. - not deterred by silly parking charges
5820.	Again charging after 6pm is counter to allowing local resident to use our parks. Also free for the first 2hrs allows locals to enjoy short visits. Annual offers no value as visitors are unlikely to visit these locations every other week.
5821.	There should be no charges
5822.	There should be a free two hour window to encourage visitors and walkers.



	Charing should be free before 10am and after 6pm.
5823.	Just sheer greed
5824.	This is terrible to charge for these locations. Please don't do this.
5825.	SHould be free for 2 hours. Annual pass is too much, this will only be local residents paying for an annual pass so as we already pay Council Tax we should not pay this much. Also 8 to 8 is ridiculous. It should be 9 to 5
5826.	As before we need to encourage people to be active by using these facilities
5827.	I think the parking charges should cease at 18.00. Until 20.00 is excessive.
5828.	Chrages make visits to these places unaffordable for people on a low income.
5829.	It will just make people park for free in the neighbouring roads causing issues for residents
5830.	The common the park are free open spaces and should remain so. Your system of charging for vehicles in these public spaces will stop a lot of people from using them therefore have a knock on effect on all other small business. Cafes ice cream sellers as wel walkers Enviromentlists etc. Find other ways of making a profitable income. We all have too
5831.	Free and at least free before 9 and after 6 so locals can pop there with dogs etc
5832.	Keep it free
5833.	Too long should be 08:00 to 18:00 coaches should be cheaper to encourage group travel
5834.	Do not charge people for wanting to get fit and active
5835.	Free fir disability vehicles and schools
5836.	why do a few incompetents wish to steal even more money from the local often hard pressed community?
5837.	Charging should end ay 6pm
5838.	Keep them free
5839.	Would these charges apply to Blue Badge holders?
5840.	8pm is late. 6pm end time is more reasonable. Up to 2 hours should be free as dog walkers etc will still have time to buy coffee and not affect businesses
5841.	Keep them free
5842.	We need to encourage families to be active and enjoy these parks - charging won't encourage that!
5843.	People are being encourage to get out and exercise. If parking charges are



	imposed people will reduce their visits on grounds of costs. Peoples health will suffer and also the reduction of visitors will have an impact on the cafes etc at the park.
5844.	Charging times should be shorter, until 4pm.
5845.	Charging times would stop local dog walkers being able to use these areas, I think charging should be only on bank holidays
5846.	On the one hand the draft strategy seeks consistency of car parking charges in town centres and on the other, inconsistent charges between coastal and country car parks, why?
5847.	There should be 2 hours free
5848.	Will deter residents. Terrible idea.
5849.	Generate funds by introducing facilities such as council run cafeterias at the sites rather than parking charges. Try looking for more insightful opportunities to generate funds instead of going for the quick and easy solution that penalises everyone
5850.	This is a park where families can go to play games, take their bikes, take the dog and have lots of fun for free. Sadly, not all families have spare cash and car parking would deter them taking their families out for a free day (not exactly free as they pay plenty of council tax).
5851.	Cosmeston was previous being advertised as pand r when the p1 bus was running and has been planed for years. I know lots of people do this already so will likly cause an increase in cars and decrease in the use of public transport
5852.	We already pay for access to these through our rates.
5853.	Charging should be from 9am to 6pm
5854.	The principle is to eourage healthy living by getting people out walking & cycling then you want to charge them for doing so is wrong. You have already restricted the location dogs can be let off lead so people travel further to abide by the rules and give there animal fun excersise with the family and the penalise them by charging for parking. No Charges in Country Parks should be made or at least give people realistic free parking time scales especially the disabled.
5855.	Local residents should be exempt from charges. They have already contributed through their council taxes and should be encouraged to share and benefit from these facilities. The benefits to the local community and council of such local participation are immeasurable for a host of reasons; physical and mental health, social well being and interaction to name but a few.
5856.	Charges should only be applied when the toilets, cafés, golf course and visitor centre are open. To charge until 8pm at night is unfair when nothing is open. And how on earth can you class March and October as Summer Season!! We are not in Spain.
5857.	Free parking should remain



5858.	I wouldn't pay to park here so would result in never going there anymore
5859.	Just a cash grab
5860.	I only agree with contactless payments... or offer a card machine. No one Carries cash any More. This project is going to cost you more than you think and could make people not go to these places due to inconvenience.
5861.	The council should be promoting outdoor leisure not penalising it
5862.	You are killing off visitors to the whole of the Vale. Please stop!!!
5863.	Why?
5864.	These spaces should not incur parking charges. They are publicly owned spaces that encourage health and wellbeing. As a young family we are regular users of these spaces but will stop if parking charges are introduced. We often use these spaces more than once a week so the monthly cost of parking would be too high. Access via public transport is not feasible, expensive and unreliable with such young children. The cost of an annual pass is not feasible especially as the strategy reads that separate passes would be needed for parks, coastal and town areas.
5865.	You want people to take more exercise to stop obesity then you want to charge people to go out people will just not exercise in these places, will stop taking their kids out & again traders will suffer
5866.	10 am to 6pm
5867.	The parks are for all to use and if you start charging some people will not be able to visit due to unable to pay charges.
5868.	Disgraceful that you want to charge for people visiting some nice outdoor areas in the vale. Cosmeston had plentiful parking anyway, and porthkerry already charges!
5869.	Again country parks are for everyone don't charge
5870.	Wouldn't mind a small untamed fee
5871.	Times should be from 9am - 5pm to allow local residents to use these spaces free of charge outside of those times. I wouldn't be able to afford to pay for parking to walk my dogs every day as we take longer than an hour
5872.	These charges will put people off visiting and make near by streets busy as people will park there and walk to the country parks
5873.	Again why not free period as in town centre car parks to encourage exercise and dog walking.
5874.	I am a resident on the Cosmeston estate opposite the Country Park. I wish to object to your proposals to introduce parking charges at Cosmeston Park. The estate is all ready full with residents cars- So if you charge visitors to the park our estate will be over run with their cars causing parking chaos for us residents. In



	turn this will effect the resale value of our properties as it will be known for parking issues. We already fund this through our council tax payments
5875.	Again this should be free, this is part of our heritage.
5876.	Lower fees for parks
5877.	People use this venue to get fit they will stop using it then be over weight the put strain on the health service.
5878.	Parking at Country parks should be free to allow all to enjoy this natural resource
5879.	No charges
5880.	Again another short sighted idea that discourages people from the outdoors and exercise.
5881.	Don't take away our beautiful parks we enjoy, if more charges apply, less people will visit
5882.	We should be seeking to attract more people to be active and visit our parks. Parking charges will dissuade people from using these facilities
5883.	I often pop to Porthkerry for fog walking and usually buy something in the cafe. If parking charges were introduced in would stop visiting there
5884.	Parks should be free ! Can't you think of a way to generate money in any other way other than upsetting everyone with meters .Surely a walk / run ,kick of a football with your kids in the park should be free .
5885.	All my previous comments still apply but I'm getting crossed and crossed as this survey processes. NO TO PARKING CHARGES. NO TO PARKING CHARGES
5886.	Short stays should be free of charge
5887.	no need to deter
5888.	The season tickets available for local residents should be significantly lower (look at similar schemes in Margam Park for instance). Any increases in parking costs will result in more parking along nearby residential roads.
5889.	Don't do it.
5890.	Keep car parking free
5891.	As long as the funds raised helped the specific locations and did not go into a general funding pot !
5892.	again 8am to 8pm is excessive. Charging for buses will not encourage communal transport. Roads around these sites will be used instead as carparks
5893.	Govt. is supposed to be promoting activities and sport - walking, etc. - in fight to tackle obesity (very high levels in Wales. Charging will not help.



5894.	Cosmeston should be free for 1st 2 hours and then minimal 6 month pass would allow for seasoned use and should be cheaper. cars up to 2 hours £1 - should be free cars all day £3 - 2 hours
5895.	Encourage leisure and walking. Keep these free.
5896.	Free for 2hours. Parking until 6pm (maybe 8pm in Summer). How much of your revenue earned is going to cost you to employ an enforcement officer every day to work until 8pm! I reckon this will cost you more money than you make!!
5897.	Need to be economically viable.
5898.	displacement of parking on Cog - Hall Farm estate area, especially C park and regals gate eg Cwrt y Mryr.
5899.	free for first couple of hours - otherwise prohibitive for ordinary people
5900.	I am opposed to any charges.
5901.	I am strongly opposed to any charges for parking at country parks and feel it would put people off using the parks which is a shame and would negatively affect our quality of life
5902.	will turn away visitors. voluntary donations should be offered
5903.	should be initial 2hr free. an affordable ticket for all areas for residents
5904.	There should be no charges.
5905.	Free first 2 hours.
5906.	Out country parks are poor already and charging will only drive the relatively few visitors away. Invest in the parks don't further punish the few people still using them
5907.	Only charge a pound for parking
5908.	Parking charges will not encourage people to stay active. Dog walkers and parents with kids will be forced to cut their outdoor activity short due to charges
5909.	No charges !
5910.	Again no charging should be made into a virtue . Other ways of saving money should be investigated
5911.	I would consider extending 2 hours to 3 hours as people could enjoy the park and possibly spend time in the cafe having a drink or food. Only 2 hours could mean that people enjoy the park and leave having only spent money parking. I also think the timeframe should be reduced to 0800 - 1800.
5912.	These are paid for by Council taxes. No to these charges.
5913.	Could charge more for an annual pass



5914.	Should be same as for towns, more for all day and For coaches
5915.	There should be a short free parking time, which would support those worst off.
5916.	IT SHOULD BE FREE. Excercise = good health = lower hosital bills
5917.	leave alone
5918.	many disabled people cause country parks and need easy access.
5919.	I do not believe any parking charges should apply to country parks in the Vale , which should be free to vale residents to enjoy as they always have
5920.	You shopuld be encouraging all residents to use parks not just those who can pay. Tourism should be enhanced not discouraged
5921.	Many local residents use the parks daily. I believe that £75 is too much for an annual pass. It may disuaded regular users of the park who need it ie families with young children and pensioners
5922.	Cowbridge - need to look at other areas
5923.	Seasonal only i think , and will result in cosmeston estate used as car park
5924.	Parking will be transfered to adjacent roads as minority of people wont pay , it happened before and it was a total chaos , Cant believe its being suggested
5925.	Cost of annual pass too high £50 would be more reasonable, charging times should be 8am-7pm
5926.	Rate Payers should not pay so much for an aminety already paid in the rates charging residents does not attract visitors to the borough unless the aim is to deter residents and give visitors space!!
5927.	Parking should be free for all vale of glamorgan council tax payers
5928.	No new parking charges local quality of life in vale will be destroyed
5929.	Already paid for in council tax charges , no charging necessary
5930.	Again another few places where we can enjoy getting out and about in beautiful placesmaking memories. A lovely day out with a picnic which costa nothing. For example over shool holidays yo visit the plcased we do will cost everyday!!!! For families and people on low income this can be very expensive ! Why start charging now - when there has never been charges ever !!
5931.	Why penalise local families enjoying local beauty areas by charging them to park
5932.	Need to encourage visitors
5933.	It will put people off
5934.	Again - free or 2.00 maximum



5935.	Again this is preventing people to enjoy days out, if there is charge the first 2 hours should be free
5936.	No charges (there are people who cannot afford things) people need to visit country parks for fresh air even if they dont have very much money
5937.	Especially not in Lalntwit , we are only a small town but have many tourist too!!
5938.	Country parking funding is included in vale council taxes and extra charging
5939.	residents of the Valealready pay for the existence and upkeep of these country parks in their council tax, you cannot impose a double tax on them by bringing in car parking charges. also, parking charges would discourage tourists from stopping at our country pakrs - visiting green spaces anywhere should be free
5940.	better public services
5941.	rarely use but reasonable idea if income is used to improve the country park visit experience.
5942.	keep them free
5943.	wildlfe needs wardens to protect it
5944.	money raised to be used for protective measures for fauna and flora and especially, wardens
5945.	should be kept free for people to use
5946.	Keep free. Health and well-being will cease.
5947.	You won't listen to them anyway.
5948.	Why are you trying to drive tourists away?
5949.	Do not charge parking - people will simply not stay and will not return. What use are facilities if no one then uses them?
5950.	No charges levied!
5951.	6pm.
5952.	Yes, Porthkerry should remain free.
5953.	I won't be going to cosmeston if I have to pay to park, as there are other superior parks elsewhere, where it is free to park.
5954.	Reduce the amounts. Make it a bargain, a trickle feed from the public. We shouldn't be discouraged from getting out and about, especially as the Vale is a countryside with 90% available only by car in the 1st place.
5955.	



Email responses regarding Country Park car parking

5956.

Reasons to oppose

1.Charges at recreational sites

Charges at beaches and country parks will deter those who can least afford it. In our hectic lives its important we still find time to exercise and a place to unwind and the council should not be putting a price on what is everyone's to enjoy. These charges will deter families from experiencing being outside together as families which is a vital part of life experiences. At a time when obesity is leading to a wide range of other illnesses its vital our country side is kept free for people to relax in. Just as vital is our mental health and that means no restriction on visiting our beaches and parks.

2. Parking controls in town centres like Llantwit will have disastrous effects.

a. One will be that people will be deterred from visiting and will have the knock on effect of shops and businesses not being used. This could lead to many shops who operate on very small margins ceasing trading. Does this council really want to be responsible for lots of boarded up shops.

b. There is also the issue for shop workers of where they park leaving people who are often on low wages in an even more desperate situation. Some of these very people are already having to use food banks. Llantwit is a rural town with limited public transport and these charges will create unnecessary difficulties for those people who keep Llantwit the vibrant place it is.

c. Then there is the knock on effect of controls in town that will see people parking all day on surrounding streets that will clutter up often narrow roads and leave people living on those streets unable to park and friends and relatives unable to visit. A knock on effect will almost certainly lead to creating permit holders parking in the surrounding streets that will lead us having to pay to park outside our own houses. It will also deter friends and family visiting us in our homes.

d. These changes will also mean that parking attendants will be in Llantwit every day of the week hounding people who live where there is virtually no alternative to parking in a restricted area. People who can only just afford to run their cars that are vital for their work will have to walk long distances and have no security in being able to keep an eye on their vehicles. (I should add that historically highways have said that some parking controls have not been enforced because they actually act as traffic calming)

e. Some people and sometimes those who contribute most to the community who are better off will move from the town leaving the town a less healthy place. Those least well off will suffer with having to pay charges, get caught out and have to pay unaffordable fines, and sometimes will end up in court.

Some people are already having to decide between eating or heating.

f. These controls are not being brought in for any good reason. They will not benefit the community, they will damage businesses and harm the town and its people. This is a tax from a political party that says it only reduces taxes. It is just a tax and one that has indiscriminate and swingeing effects on its communities. If they need to raise money they need to do it in a way that is fair, maybe even going back to their government for more money.

g. They are trying to sell this by saying the charges are low but after one, two or three years who's to say how much the charges will rise.

h. Cross party committees have called the plans deeply flawed.

This is a proposed tax on people and an attack on community life. Please drop these proposals



5957.	I am a resident of the Lavenock Park housing estate and I am confident that should these charges be introduced then people will simply start parking in surrounding area ie. Lavenock Park. The roads on this estate are narrow and therefore considerable inconvenience will be caused if it becomes an unofficial carpark.
5958.	<p>As a resident of Lavernock Park I am very concerned that the introduction of parking charges in Cosmeston Park will cause congestion in the streets of my area.</p> <p>People will always try to avoid paying for parking, and look for a free option, even if it means walking further.</p> <p>The roads around Lavernock Park are already bad enough on weekends with residents parking, the increase from Park visitors will cause gridlock. It has already occurred on special event weekends when parking is free.</p>
5959.	<p>As a resident of the Cosmeston estate, I wish to object in the strongest possible terms to the proposal to charge for parking at Cosmeston Country Park.</p> <p>On the rare occasions when the car park is full, cars parking on our estate creates chaos. It is a difficult estate to leave in a car (although the new light-controlled pedestrian crossing has improved this to a degree).</p> <p>If parking charges are introduced, the natural inclination will be to park on the estate (why pay when you can avoid the charges). This is not acceptable in any way and is totally unfair on the residents of the lower part of the estate. They will have trouble getting their cars off driveways and parking for their visitors will be non-existent. It will create problems for all the residents of the estate as they try to leave by car.</p> <p>The country park is already funded via our council tax so the fact we are being treated so shoddily is outrageous.</p> <p>Please reconsider this proposal, it is total madness.</p>
5960.	<p>Please register my objection to the proposed parking fees at Cosmeston on the following grounds.</p> <ol style="list-style-type: none"> 1. Commuters will park on nearby roads ie cliff walk Cosmeston Park and along Lavernock Road causing disruption 2. We already pay council tax to maintain the park 3. It will deter visitors from using the venue 4. Most people who use Cosmeston from the surrounding Cardiff area are not "top earners" and it's a cheap day out for commuters and young families facing austerity. 5. It's a great place for people from the various ethnic communities of Cardiff S Wales to meet and integrate, the Council should be encouraging this area to breakdown barriers not dissuading people from using the park 6. Visiting the park free of charge allows children from inner city areas to gain a tremendous view and appreciation of the natural world. It would be grossly unfair to deprive them of this for a parking fee. 7. If there is to be a charge to encourage more persons to use Cosmeston who cannot currently get there or maybe put off by the charge, consult the Assembly on extending the rail track to Forest Rd thereby making Cosmeston more



accessible to all who other wise cannot get there. If the rail track is extended to Forest Rd a minimal daily charge could be acceptable as commuters would see Cosmeston as a viable Park and Ride to Cardiff on rail thereby avoiding congestion and parking fees in Cardiff.

8. If the Council wants to get involved in a commercial venture at Cosmeston open it for course angling. This could be monitored by the wardens and would attract fee paying visitors.

No doubt residents in surrounding areas will take to parking their cars outside their houses to discourage visitors from parking. this will lead to congestion, the installation of prohibited parking zones or resident only parking the cost of which will be more than the fees gained at Cosmeston.

Being a resident of Lavernock (1 Bittern Way) I could say “Great put in a parking fee. We ve got the place to ourselves then” but the free admission to Cosmeston is to great a community asset to lose

5961. Both my husband and myself object strongly to these proposed charges as this will impact on all the residents of this close i.e, Upper Cosmeston Farm.

We have a very narrow road which already at times has a problem with the occasional delivery vehicle. This causes difficulty in exiting our drives.

If the proposed charges are imposed, then this will make our lives more difficult as the parking will become a constant.

Also we the residents already fund Cosmeston Country Park through our council tax which makes this a double injustice.

5962. In my opinion applying parking charges on Cliff Walk and Cosmeston Lakes would be a big mistake.

Firstly it will disincentivise people attending the Esplanade and the Lakes. In particular it will disincentivise people on low incomes and from lower socioeconomic groups.

Secondly it will have an adverse effect on the immediate vicinity by significantly increasing the demand for free parking in the streets that surround the area.

Thirdly the residents of the Vale of Glamorgan should be permitted to enjoy the benefits without these additional charges.

By implementing charges for these two particular locations the council will taint these precious county assets.

Please do not implement the charges, it will necessarily lower the quality of freedom and enjoyment of the natural environment of the area.

5963. As a long term resident of Lavernock Park, I wish to express my concerns over the proposal to introduce charges for parking at Cosmeston Lakes. I can recall times that when the car park was full visitors would park anywhere they could along Lavernock Road and into Cosmeston Drive, indeed, into my close as well,



to the point that I had difficulty in accessing my own driveway due to obstructing cars. Also parking on pavements often the case. To introduce charges would obviously encourage motorists to use Lavernock Park as a free alternative to paying. This would create the need to protect residents freedom of access to their properties without hindrance. How does the local authority intend to ensure that it is residents and personal invited visitors have sole access in such situations as a result of the proposed charging. A ridiculous idea.

5964.

The proposed parking charges would have an incredible detrimental effect on the living standards of the ratepayers living in Penarth.

There are very few areas in Penarth that are designated for parking Cosmeston and the Cliff Walk being two examples.

If parking charges were levied in these specific parking areas people would just park instead on the already overcrowded surrounding roads.

Many roads in Penarth are already more or less one way because of parking particularly Marine Parade, Plymouth Road ,Westbourne Road and Cosmeston Estate.

On many occasions these roads have become more or less inaccessible for emergency vehicles and buses regularly have problems negotiating these roads.

Rather than charging ratepayers for parking in their own town the Council should be looking at ways to increase parking availability. One suggestion has been to tunnel the area over the railway between the two Penarth railway bridges and create a new parking area on the top.

Parking must be freely available if the Penarth Town Centre and the Esplanade are to survive commercially and introducing parking charges would not help in any way.

5965.

I understand there are proposals to introduce parking charges in Cosmeston Park. As a resident of Lavernock Park I am writing to express my strong objection for several reasons.

As Cosmeston Drive is the only road into and out of the estate, at busy times it can already be challenging and time consuming to get into/out of the estate.

When Cosmeston car park is full, visitors already tend to park at the entrance of the estate. This poses a health and safety nightmare for drivers and pedestrians who are unable to safely pass cars parked partly on the pavement. This is especially dangerous if there are pushchairs, walking frames or wheelchairs involved. The only option is sometimes to walk in the road which is totally unacceptable in terms of safety of both pedestrians and drivers.

On road parking like this reduces the flow of the traffic, causing further delays, with a knock on effect to the very busy Lavernock Road.

If there are parking charges imposed, the number of visitors trying to park on the estate will definitely increase and worsen the existing issues.



In addition to the above, we already pay towards the park through our council tax. Any parking charges imposed would in effect be a double tax for Vale residents which is unacceptable.

5966. Have you gone completely mad.

The knock on of charging to park at Cosmeston Park would have a devastating effect on the local road infrastructure.

Drivers wishing to visit the park, and not wanting to pay, will park on the main Lavernock Road, Cosmeston Estate and the Upper Cosmeston Farm Estate.

This will not only cause more traffic disruption, it will not be safe.

In this age of promoting exercise and general outdoor activities, a parking charge will probably make people think twice about doing so if financial obstacles are put in their way.

I urge you to drop these proposals.

5967. we would like to add our support to Councillor Kevin Mahoney's objections to introducing parking charges to Cosmeston Park. This will create unnecessary parking and clogging on neighbouring roads such as Upper Cosmeston Farm where we live.

Also it is a public park and this may stop people accessing because of the charges

5968. I wish to strongly object to the Vale of Glamorgan Councils proposals to introduce parking charges at Cosmeston Park. At a time when national government and local councils are urging people to exercise more and get healthy visitors to the park will be discouraged to walk and play games in the park if they have to pay for car parking. Dog walkers use the park and add to the current high numbers of visitors from far and near and others will be put off visiting the Medieval Village, in short numbers will drop significantly. The cost of either installing parking ticket machines or employing staff to issue tickets will significantly impact on the amount of money the Council is expecting to obtain from visitors to the park.

The option though that many visitors will use is to park on the roads on Lavernock park, mostly Cosmeston Drive and on the remaining grass verges along Lavernock Road causing havoc to local residents. This cannot be denied as when a few years ago car parking charges were introduced this is exactly what happened and the police had to be called on many occasions when residents' drives were blocked. Of course with the widened cycle/walking path from Cosmeston Drive to the Harvester restaurant now complete the opportunity to park a car is very attractive as local residents have witnessed many many times, indeed only last week a 53 seater bus parked up on the cycle path whilst waiting for his passengers to return.

The legalities of car parking on the cycle path is contentious and ambiguous as shown when discussed at the Welsh Assembly's committee discussing Active Travel and so leaves a loophole for car parking on this stretch of road which could



block nine residents access driveways.

I therefore urge to Council not to introduce car parking charges at Cosmeston park

5969.

We live on the Cambrian residential park site and I am aware you are currently carrying out a consultation on resident only parking in the vale .On this site we only have capacity for two cars on our drive ways and therefore when we have visitors they have to park on the Brooklands Terrence road .On the far side I am aware this is permit parking only , although some cars parked there do not have permits and this is not policed.

Since living on this site there is one car of which I am aware of which is parked on the road (non permit part) and has not moved for 18 months .I am not aware if it insured or has a current MOT My concern is where do our visitors park if this area is made permit parking and would the residents on the park be able to apply for permits ? , there is very limited parking at the moment anyway, as some people use it as a park and ride to access Cardiff on the local bus and often people have been seen parking awaiting to be picked up (car share pick up) to avoid parking in towns where they work .

I feel it's unfair as well for us to pay for permit parking when others are clearly not abiding by the rules I trust the contents of this email will be taken into consideration

5970.

1. If you do go ahead with implementing parking charges PLEASE don't use machines that force people to input registration numbers.

I can't believe lost revenue from sharing tickets is significant but the hassle it enforces on us poor users as we firstly wait in a queue as people try to work the unfamiliar keyboard - then try to remember their reg - then get fined because they've hit a 0 not a o.

Council machines also 'contact your bank' to see if you're good for £1.50. NCP machines don't bother because it's not worth it. It makes the council look foolish.

2. Why not use a combination of 'pay by smartphone', fine for the majority, and by buying books of tickets (for those who don't do technology) - saves so much up front cost. The infrastructure costs of these parking schemes - plus maintenance - make them pointless.

3. The £150 annual season ticket is way too expensive. Where are the figures to show how this was arrived at. In the event that these charges are implemented all local taxpayers should

3. Generally parking seems to work fine at the moment - the only exception being where time limits are not enforced. Implement some smarter technology (a man with ANPR?) in our town centres rather than punish us all with the nuisance and cost of parking charges.

4. Generally these charges will deter use of beaches and parks at a time when we should be encouraging the opposite, and hit those with marginal disposable income hardest. I don't buy the argument that the revenue generated will compensate by improving public transport - and I don't see any positive proposals



or figures in the strategy to support it.

Generally, we don't live in London. We like this area because there's room to live and breathe. Please don't make it a 'police state' so far as parking is concerned

5971.

As a long term resident of Lavernock Park, I wish to object most strongly, in fact vehemently to the above subject proposal to introduce parking charges to Cosmeston Country Park for many valid and also practical reasons that I shall list below. It is a foregone conclusion that prospective visitors to the Park will balk at a charge and therefore will be looking at alternative parking sites, Lavernock Park the most obvious.

(1) As a ratepayer, it is an abominable and outrageous suggestion to charge for parking, especially to those ratepayers already living in the Vale.

(2) To introduce parking charges would cause chaos to those of us that live on the Lavernock Park estate. Since moving here in 1986 on road parking around the estate has quadrupled. There are increasing numbers of occasions when I have had great difficulty negotiating Cosmeston Drive and Althorp Drive, with not only cars but vans and trucks parking on both sides of the road. If charges were introduced it would cause chaos for us the residents to negotiate access to our properties.

(3) Especially in an emergency, it would probably be impossible for emergency service vehicles to negotiate a clear pathway.

(4) Blind spot parking at the entrances to Cosmeston Drive, Althorp Drive and Cul de Sacs could possibly cause accidents.

(5) Difficulty for any large vehicle to negotiate the Lavernock Park estate for example, refuse trucks, road sweeper, delivery vehicles.

I therefore urge you as a Council to take seriously my objections and reject the above proposal.

5972.

I write in regards to the proposed parking fees at the above country park. I live in Upper Cosmeston Farm which I am sure you are aware is only 2 minutes walk from the entrance and the residents here will be greatly affected by the introduction of any fees as people will not pay a fee if there is a free parking option close by.

Our road here is residential, quite narrow and the vast majority of it taken up by driveways with very little on road parking. In the past we have had a fore taste of your proposals when the car park at the lakes have been full. Cars have then parked in our road making it impossible for residents to access their drives or remove their cars from their properties. Cars park on pavements, across drives, and on both sides of the roads also making it impossible for people with pushchairs or in wheelchairs to use the pavements thus having to walk down the middle of the road. This also makes it impossible for the emergency services to access properties if they needed to. This makes the proposed changes a health and safety risk to the residents here, a good proportion of who are retired.

We have also seen cars parking on the main Lavernock Road, as there are no parking restrictions, and this has made conditions hazardous and there have been



accidents on the occasions when the park is full caused by people parking on the verges as again this narrows the road and the road is used by many cyclists.
I feel that your proposals for parking fees across the Vale Of Glamorgan will be detrimental to the quality of life of people living in the county and also to the many businesses located within it as people by human nature will go to where the parking is free at the large out of town stores. The amount of income your proposals will make as indicated in the consultation document I believe are over optimistic and not set against any loss of income caused by the changes.

5973.

I understand that your Authority is proposing to introduce parking charges at Cosmeston Country Park.

As a resident of Falcon Grove, which is the first small cul-de-sac opposite the main entrance to the Park, I am extremely concerned that your proposal will cause inevitable displacement parking within Falcon Grove. This is likely to cause a number of issues within our narrow road. Namely:- 1. Restricted or no access for Emergency Vehicles and Council Waste Collection Vehicles 2. The blocking of existing driveways.

3. Noise nuisance due to cars coming and going from dawn to dusk and sometimes beyond.

4. Increased litter.

5. Increased dog fouling of the highway and adjacent verges.

6. Destruction of the grass verges and open green space opposite the six homes in Falcon Grove. This is because the narrowness of the road will force drivers to park half on the verge which is very soft during our wet Winters.

7. Blocking of the turning head at the end of Falcon Grove which in turn will prevent waste collection vehicles and large delivery wagons from safely turning, meaning they will have to reverse out of the blind junction where Falcon Grove meets Cosmeston Drive. This will cause a regular and serious road safety issue.

Additionally, my home is unusual in only having shared driveway access off Falcon Grove with no direct Frontage to the highway itself. Therefore, if Falcon Grove becomes a displacement parking zone for Cosmeston Park, it is unlikely that there will be parking available for visitors to the houses within Falcon Grove where the road will become nearest displacement parking area for Cosmeston Park.

Given the foregoing points, I wish to strongly object to your Authority's proposals in respect of the introduction of parking charges and what amounts to the destruction of the general amenity of Falcon Grove.

5974.

The introduction of parking charges, at Cosmeston Country Park would contradict the White Paper recommendation that Country Parks should be accessible to all. In addition the council believes that to avoid paying, visitors would not park in the car park provided. They would instead park in the roads (some of which are narrow) of the Lavernock residential area. This would cause severe access problems for both residents and for emergency service vehicles.

5975.

I write in regards to the proposed parking fees at the above country park. I live in Upper Cosmeston Farm which I am sure you are aware is only 2 minutes walk from the entrance and the residents here will be greatly affected by the introduction of any fees as people will not pay a fee if there is a free parking



option close by.
 Our road here is residential, quite narrow and the vast majority of it taken up by driveways with very little on road parking. In the past we have had a fore taste of your proposals when the car park at the lakes have been full. Cars have then parked in our road making it impossible for residents to access their drives or remove their cars from their properties. Cars park on pavements, across drives, and on both sides of the roads also making it impossible for people with pushchairs or in wheelchairs to use the pavements thus having to walk down the middle of the road. This also makes it impossible for the emergency services to access properties if they needed to. This makes the proposed changes a health and safety risk to the residents here, a good proportion of who are retired. We have also seen cars parking on the main Lavernock Road, as there are no parking restrictions, and this has made conditions hazardous and there have been accidents on the occasions when the park is full caused by people parking on the verges as again this narrows the road and the road is used by many cyclists. I feel that your proposals for parking fees across the Vale Of Glamorgan will be detrimental to the quality of life of people living in the county and also to the many businesses located within it as people by human nature will go to where the parking is free at the large out of town stores. The amount of income your proposals will make as indicated in the consultation document I believe are over optimistic and not set against any loss of income caused by the changes.

5976.

If this is correct then we wish to register our strong objection.

If parking charges are implemented it will cause chaos on Lavernock Park.

We have lived on Cosmeston Drive for over 30 years and remember the last time some “bright” committee decided to charge car owners. The result was dramatic.

We walked to the entrance to the park and saw virtually every car turn around when they realised there was a charge for parking. The cars then turned right into Lavernock Park where they were left parked up both sides of the already narrow Cosmeston Drive and adjoining roads. On occasions cars were parked fully or partially across driveways making it impossible for residents to get out or in.

It became difficult to get off or on the estate as the road was narrowed to one car width, with no access to larger vehicles! This caused serious implications as Emergency vehicles could not have access to the estate. The previous decision to implement charges was quickly reversed. I ask you to look back to the past and see what happened here.

The scheme is obviously money making, but at what cost to the rate paying residents?

5977.

I wish to make the following objection to the proposed car parking charges at Cosmeston Lakes Country Park.

Cosmeston Lakes Country Park came into being following a 1966 Government White Paper which recommended the establishment of publicly accessible country parks close to large towns and cities, and preferably on sites in need of improvement.



The White Paper entitled “Leisure in the Countryside” proposed the establishment of country parks and picnic sites with three objectives:

- To make it easier for those seeking recreation to enjoy their leisure in the open without travelling too far and adding to congestion on the roads;
- to ease the pressure on more remote and solitary places;
- to reduce the risk of damage to the countryside, aesthetic as well as physical, which often comes about when people simply settle down for an hour or a day when it suits them somewhere 'in the country', to the inconvenience and expense of those who live and work in the locality.

The 1966 White Paper formed the basis of the Countryside Act 1968, which also provided for central government to grant-aid the establishment of new parks and the improvement of existing ones.

The then South Glamorgan County Council and the Vale of Glamorgan Borough Council restored the despoiled land close to Penarth and Barry and not far from Cardiff, to create and provide an area of safe and accessible countryside on the city dweller's doorstep with the Cosmeston Lakes Country Park opening in 1978.

1. The Vale of Glamorgan Council proposed implementation of parking charges at Cosmeston Lakes Country Park is contrary to the objectives laid out in of the schemes provision of accessible countryside to people who have to travel from the City and urban areas, predominantly by car due to poor public transport schedules and frequency, and subsequently have to pay for an amenity that should be provided free of charge.

2. Cosmeston Lakes Country Park has been funded via Central Government Grant Aid and the Council Tax Payer who are being asked to pay again and again to use this leisure amenity.

3. “Displacement parking” on nearby housing estate roads, which due to the ‘curvature’ of the estate roads, road junctions and driveways, with vehicles parked the length of both Cosmeston Drive and Althorp Drive, both on and off the pavements, and in some cases across residents driveways, causes severe congestion with residents unable to drive through the estate to access their homes or drive-off the estate. This congestion can also severely delay the attendance of emergency vehicles too. Although this has previously occurred on some Bank Holidays, weekends and occasions when the overflow car parks at the Country Park were unusable, and, when the Polling Station was located at the junction of Cosmeston Drive / Lavernock Road (subsequently moved to the Country Park for safety reasons), will become seven days a week as visitors avoid car parking charges, as did occur when a previous trial of parking charges was carried out some years ago

Although Lavernock Road (B4267) to the South of the main access to Cosmeston Country Park will be designated “No Waiting”, there are concerns that displacement parking will occur on Fort Road and St Mary’s Well Bay Road, opposite other entrances to the Country Park which are both narrow roads which could become congested and obstructed.



Lavernock Road (B4267) to the north of the main access has no designation which will lead to vehicles parked on the highway, and / or, the newly installed footpath/cycle track north of the crossing towards the Schooner Inn, and which will not only cause traffic congestion along Lavernock Road but will also cause inconvenience to pedestrians and the residents who live in this area.

I therefore request the Vale of Glamorgan Council to reject these proposed car parking charges at Cosmeston Lakes Country Park.

5978.

If you propose to charge for parking at Cosmeston what about the regular dog walkers who use park every day.

Do you think that they are going to spend £1.00 every time they want to take the dog for a walk What about pensioners on a limited income.

I suspect that most would park at Lavernock estate or St.Marys Well Bay Rd. & walk across road.

Wait until those residents complain about off street parking A parking fee could be implemented on Bank holidays or at other busy times.

Possibly free for short time.

It is one of the places where cash strapped families can go for free.

Appendix I - On street parking charges – Comments and Emails

Comments

Q23 Do you have any comments on the proposals for on street car parking? Such as, any additional locations or alternative charges

5979.

It simply isnt needed. Cowbridge is not muswell hill. Llantwit Major is not stow on the wold. On street parking like this will prevent people from supporting local businesses in passing because even if it is free the need to get a ticket for one hour will be a perceived inconvenience and put people off stopping. They will simply stop off at the supermarket or other out of town facilities instead. Garages etc. Lunchtime food trade is vital for Vale towns and this will impact on that.

5980.

I suggest the vale is promoted as a free carpark county.

5981.

There is a need for visible and regular civil parking enforcement, particularly in Cowbridge and Llantwit Major - not every now and then. The designation of chargeable on street parking spaces also needs to take account of enabling good two-way traffic movements through Cowbridge and Llantwit Major.

5982.

Fundamentally disagree, as the on street parking in Penarth is all we have. If we had a large car park then it would be a similar situation to other areas like Barry. As it stands, however, Penarth Town Centre parking is premium space, with many needing to park there due to their age. Just to reiterate, 2 hours free here would, in my view, help alleviate parking problems, still raise some income, and



	still give people access to shops and cafes etc.
5983.	Clearly marked car size parking boxes in parking bays would increase parking in town centres with no longer than 2 hours free parking and increased enforcement. Penarth has no car park so customers have no choice and will stop using the town.
5984.	Again why charge at all. Charging in the Town centre will just make people park in residential streets causing more problems.
5985.	This is a far fetched plan being run by Capita crumbs they can't even get recruitment for the MOD right why on earth are you relying on them? This is disgraceful Strongly disagree with any parking charges aren't we supposed to support our local community not throw fee upon fee at the business users and shoppers
5986.	This will drive shoppers out of towns.
5987.	Different seasonal charges are crazy
5988.	Don't start charging. If you have to save money think of something else! Are council workers going to enforce or monitor this or is the vale council going to pay a private company to do it?
5989.	Make very very certain that people do not park their stinky ugly vehicles in residential streets instead.
5990.	No charges
5991.	As previously stated Marquis Close, Earls Crescent and certain parts of Redbrink Crescent need to be made permit holders only as a high volume of people (and this is ever increasing) are parking here to avoid parking charges whilst visiting the island and Jackson's Bay. The residents of these streets are often left with nowhere to park for hours on end and it is becoming dangerous and stressful as cars block access ways, junctions and grass verges. It is becoming somewhat of a nightmare for people living here. These streets need permit holder restrictions in place especially if more parking charges are introduced.
5992.	People will just park on the nearest free street you are just pushing people further away from the town centre by a couple of streets. We would have to send a map to any staff coming to the store highlighting the free places to park even if it is outside other people's houses if you charge in the car parks
5993.	All these will do is send people elsewhere
5994.	Street parking to stay at 2 hours free and employ more traffic wardens so every town has enforcement officers monitoring every day of the week (not just the occasional day as now).
5995.	These changes will impact greatly on local residents rather than visitors and will be felt most by the unwaged and retired, particularly the less mobile who are not registered disabled. All the charges mentioned above will impact on local residents and increase social isolation. I am particularly concerned about the



	impact of parking being allowed on Porthkerry Park meadow. The council has to comply with the Wellbeing and Future Generations Act, I suspect this would not comply.
5996.	It should be the same tariff as the car parks
5997.	Whilst I agree it's a nuisance for local homeowners, if there are charges imposed they should encompass other areas ie. Barry Station. Insufficient spaces at the car park is resulting in people parking all day outside my home.
5998.	The proposed charges will discourage tourism and visitors
5999.	Why penalise residents and visitors who choose to shop in our town centres this will deter them and drove them to retail outlets and into Cardiff to shop or culverhouse cross where parking is free. Out towns are thriving parking now charges will affect everybody from traders to the economy. I disagree with any parking charges.
6000.	Provide parking areas where people can pay to park all day but also a joint used for short-term Park as when the spaces are empty and you should be free.
6001.	The town is already struggling with high business rates forcing shops to close. What is being done with the business rate money?
6002.	no charges in the winter, town centre parking will kill the busy town centres, it will also push everybody to out of town retail parks or cardiff. meaning less money for the vale.
6003.	These charges will kill out towns. We need free parking. If there are charges for coastal areas they should be free in winter
6004.	Please consider local businesses struggling to survive.
6005.	If there's an actual person that will check on vechules then do it but there's not if the lines in Llantwit Major parking were clearly lined out if wouldn't be a problem there should be a warden checking people are park d probably before charges are bought in In talbot green there's loads of spaces and they don't charge to park they charge if your there too long and not parked in side the lines
6006.	There should be no charges
6007.	All day charges are too high. Why not implement them later after trial? 5hrs seems OK. There needs to be a free price point for 1hr to be in the sprit of legislation and policy for health and wellbeing and active travel, to encourage early morning running and dog walking etc
6008.	It will kill the small towns
6009.	No charges
6010.	In Winter these places will be dead. No more 'popping down.'
6011.	need to provide out of area parking



6012.	Keep it free
6013.	On street parking should be free we all pay our car tax .
6014.	People will take their business to out of town shopping centres.
6015.	Town centres are struggling for trade as it is. Charging for parking will further drive trade out. Winter charging at coastal resorts again will deter visitors and dog walkers who flock to the beaches in droves usually in the winter. These people spend lots on the cafes on the island.
6016.	Town centre parking - two hours free of charge. That makes a big difference. I object to paying when I'm held up outside my control, especially when you are guessing how long you are going to be.
6017.	This will encourage shoppers to use out of town shopping centres rather than shopping locally
6018.	Who's going to police when I called our 2 pcsos recently both called back a week later saying they were on holiday ... at the same time...spare the agony...they going to be checking each hour...can't see it ...it'll be chaos!
6019.	Additional locations? How about NONE of these locations? 1 hour free parking to zoom around like a whirling dervish grabbing what you can in the shops before your time runs out.... oh, or alternatively I can go to Tesco, Waitrose, Morrisons, Asda etc and take my time. Genuinely, what do you think people will do? They'll ditch the town centres and go elsewhere. I lived in Neath when this was done there, and it crippled an already struggling town centre. The same will happen. Shops need footfall, and making people pay to park will stop it. If you are browsing, you could go to several different places and get charged each time - people will not bother and go straight to the out of town.
6020.	It will kill our town and residents will have issues so will end up paying for residents permits It's so stupid!! leave our town alone
6021.	as a dog walker who uses a lot of the locations on a regular basis, and someone who shops in Barry, it seems to me that there is always a turnover of cars, visitors. Currently there seems to be 2hour free parking spaces at Barry island which people adhere to.
6022.	Local shops and businesses are already struggling. Most people who are using them are staying for less than two hours anyway. This will be the final nail in the coffin for the town centre if it is implemented which will have far worse long term financial implications for the council than the short-term problems that may be solved by these charges.
6023.	If a pricing structure has already been costed this means it's probably already decided. Time and time were told by NHS to move more, and yet when we want to walk around the sea side we're now being charged!
6024.	Has anyone even considered people with disabilities at all!?
6025.	Residents need much more consideration - and limiting to 2 permits per house is



	ridiculous- we pay the highest council tax so why can't we park in our street ?
6026.	Boverton Road/Stalcourt Avenue - no parking unless resident permit
6027.	Your charges are going to put people off, charge a much lower amount
6028.	I think the charge is to much and they will discourage residents of the Vale from using them
6029.	Parking should be free In town centres and costal areas for holders of a Barry residents permit.
6030.	Barry is already floundering with many shops closing...if car parking charges are introduced on broad street, high street or Holton road, then this will do nothing to encourage visitors to our town.
6031.	These proposals are bad for business and do not work for residents. Implementing charges in car parks would put people off using local businesses, and those that do still come would park on the roads, displacing and inconveniencing local residents, as would the implementation of the proposed "No Waiting" areas.
6032.	Confusing and expensive, would just force people to park further away and move the problem to another area.
6033.	I simply disagree with any form of parking charges. It will put locals off enjoying our beautiful towns, and stop children from exercising. Kids love the parks and you enforcing charges just pushes the cost of a day out for a family, up and up.
6034.	Do you really want to encourage visitors and the money they bring to a town?
6035.	Definitely should be free in winter season
6036.	People will park in residential streets causing parking chaos- this is a very ill thought out proposal
6037.	I believe that on street parking at the above locations should be free at all times with a time limit. However if charges were to be introduced then parking should continue to be free during the winter months
6038.	Winter season charges not aligned with winter season for dogs on beaches - further confusion, puts people off going to these areas for exercise and enjoyment
6039.	Do not think we should charge.
6040.	Again I am against the on street parking charges for the above areas, but if they must be implemented then they should be free of charge during the winter months.
6041.	T
6042.	Don't charge
6043.	I wish to appose the on street parking for same detrimental impact as stated in



	previous responses
6044.	people visiting friends or relatives inn these highly populated areas should not have to pay to park. the car parks are as far as the council need to go to charge for parking.
6045.	Charges should not be introduced for on street parking.
6046.	Again please see past comments!
6047.	NO CHARGES FOR PARKING
6048.	You'll discourage dog walkers, clubs that use the beach for fitness- as pitches are unplayable & people using the beach for exercise/walk.
6049.	No charges should be made to residents of Vale. Already pay enough Council Tax and as all services being cut where is the money going?
6050.	It is ridiculous as there is not enough parking for residents and will make the residents life more difficult particularly for when family and friends visit and if you have more than one car in the household.
6051.	I feel your repeating questions worded different ways to catch people out. Upto 2 hours should be free everywhere. You are going to push people away from coming to our town. Barry island is bringing people in with a beautiful sea side and lots of events. Money is being spent! Barry town (king square) is like a ghost town. We have nothing for people to come here for as it is, you start charging and its going to get worse! Get some high street shops to the town. Drop the rates to bring business in.
6052.	Charging will discourage people from using local amenities. If no charge currently it should remain free
6053.	Llantwit Major will die with paid parking. The other streets around will be total chaos. On a personal note, our visitors will not be happy about paying so much for parking as it will be a huge extra cost for their holiday.
6054.	Don't charge for street parking - you will ruin local businesses. It should be up to 2 or 3 hours free and chargeable AFTER 3 hours to prevent people using it as a permanent car park.
6055.	Public will go to supermarkets where it is free to park and not use town centres
6056.	Barry island and Penarth front is dead in the winter except for local residents which the buisness depend on. You could end up killing the resort through the winter months and that would be very disapointing.
6057.	On street parking should be free for up to 2hrs as usual.
6058.	Do not charge, you're reducing the spending power in the local economy
6059.	Visitors need to be encouraged to shop local and not have to pay to use our town centres. It will force people to go to larger retail parks and we'll lose our local shops



6060.	Charging at Town centre locations will kill off the few shops that are remaining. Online shopping and out of town shopping locations have caused most shops to close already. Due you really think people will pay to shop in the likes of Holton Road???
6061.	Cheaper parking for Barry Island due to the different economic levels of people it attracts. You will be pricing out your main source of revenue so make sure it's as reasonable as elsewhere. Cornwall charges £15 but have facilities far superior to Barry. Also the funfair brings the area down and is a disadvantage to the island.
6062.	I do not have a problem with non residents being charged for parking anywhere in the Vale. We must ensure though that people without garages or fronts of houses incapable of parking a car, can park in front of their own house without charge.
6063.	Charging for town centre parking will damage business. At least 2 hours should be free.
6064.	There must be other ways of getting money without penalizing Motorists. You should be encouraging tourism to regenerate the Area.
6065.	You are not supporting your town businesses by doing this. Visitors will decrease.
6066.	No charges should be in place.
6067.	People will park wherever is free creating chaos fir residents of those areas
6068.	Surely the on street rates should be in line with either town centre or coastal parking charges. Why should you pay a different amount to park on the same area? You certainly shouldn't pay more to park on a street! Also the rise in tariffs seems to be excessive in relation to the amount of time you park for. You would end up paying more to park in penarth than Barry just because you don't have the option of a car park.
6069.	Are you deliberately trying to drive visitors and customers away from the area? Who do you think is going to support the businesses which make their living from casual passers by? Why is there no mention of disabled Blue badge holders in the proposals?
6070.	There should be no charges
6071.	One tarrif all day during the summer only
6072.	Tax on enjoying the beach???
6073.	I would like to see some on street parking completely banned. In many places it is dangerous, especially in places where parking involves driving across the footpath. The parking opposite the school in Rhoose is a cause for concern as children have to cross the road between parked cars.
6074.	All day parking should be more expensive
6075.	On street parking will stop people using the local shops. So not only will you be paying for all the ticket machines. You will make no money off them and even less as the shops will be closing and you will lose out on the rates the shops get



	charged.
6076.	DO NOT CHARGE FOR PARKING
6077.	None we pay enough council tax and road tax
6078.	No. I can feel my blood pressure rising already. We have managed many years without parking fees. It is not fair that you want to introduce them now. Please look elsewhere to raise money you need for whatever purpose you have in mind.
6079.	Should not be charges
6080.	Parking on the major high streets is ridiculous, there shouldn't be a charge as people shouldn't be allowed to park there.
6081.	Town centres are being penalised. The high street is suffering and I think by introducing such high charges for town centres you will stop people from visiting and working in them.
6082.	Increase costs to increase revenue and deter overstaying or longer use.
6083.	One hour free in summer two in winter
6084.	How are people living in town without their own parking space now going to afford to park?
6085.	Scrap this hugely unpopular idea. There is very little on-street parking in these areas anyway due to most of them being residential. Who in their right mind is going to pay to park on Broad Street? Locals get along fine with parking etc as it is and this hugely unpopular idea should be scrapped.
6086.	I just feel this is ridiculous and people that work and live in these areas are going to be penalised alot of their wages just to park for their jobs!
6087.	When you have a time limit on parking people don't spend locally and will go to out of town locations- so you kill your own high street as you have changed the business rates so then businesses close down - very short sighted of you along with selling off all council assets.
6088.	Introduce time limits not charges or you will loose paying customers and visitors
6089.	SHOULD ALL BE FREE!!!!!!
6090.	No charges. No other locations. I sincerely do not believe trade is strong enough within any of these town centres to support parking charges. It is my strong belief that any if parking charges were applied trade would drop significantly.
6091.	Ridiculous no getting away from these charges anywhere. Not even nearby streets.
6092.	DO NOT CHARGE.
6093.	Winter parking free



6094.	Enforce parking regulations.
6095.	What about all the people that work in the town centres? Totally disagree with parking charges
6096.	Should be much cheaper, as a family of 6, very much struggling to make ends meet, we can't afford the charges
6097.	These areas cause so many challenges for parking; for those who live in the area (especially the coastal ones like Barry Island), plus High St / Broad St re the volume of businesses there who need their patrons to be able to have access. This end of town is crying out for better parking, that allows business to trade, without impacting on the residents.
6098.	Are you trying to close businesses? This will stop people going to our town centres. Not everyone who parks over the island is going to the beach. There are other businesses and facilities there!
6099.	Yes - don't charge all it will do is drive down foot flow in poor shopping locations such as Barry and lead to further demise of our High streets
6100.	Winter should be free. There are too many different tariffs.
6101.	All charges should be the same whether in a car park or on the street to avoid confusion
6102.	You just want a profit which won't go back into the vale.
6103.	These charges are way too high. It will put people off or mean they stay only for a very short time which will affect local businesses and the general relaxed feeling of South Wales. Public transport is not good enough to warrant such high charges for parking.
6104.	Local business will suffer
6105.	You are making it impossible for residents, to improve services for visitors, why not make service excellent for residents and see if you need to charge visitors?
6106.	Pricing is way too high!!!! Should be free under 2 hours
6107.	Again people will avoid these parking charges and either avoid the areas completely or end up parking in residential areas causing problems for people that live there.
6108.	Fine double yellow parking. Who will monitor these tickets? Waste of time
6109.	It's the winter
6110.	Charges are too high. People will visit out of town shops / supermarkets instead. 1 hour free is insufficient. People visit to spend money. At least 2 hours should be free. Out of season charges for coastal areas is ridiculous. People should be exempt in their own town / area
6111.	Why is your winter season different to that in west Wales?



6112.	You will kill trade in the town centres by charging for parking - if I have to pay to park in Penarth, I'd rather spend the same amount on a train ticket to Cardiff where there is a wider choice of shops. You will also increase pressure on parking for residents like myself living within a 10 minute walk of the town centre with no driveway as shoppers will just park in these streets rather than pay to park nearer the shops. It is already nigh on impossible to park anywhere near my own house.
6113.	If there are on street parking charges as well as charges for car parks for example, in the town centre. Where will the people who work in these areas be able to park for free?
6114.	it will discourage visitors and lead to a fall in revenue for local traders.
6115.	If you have to charge for street parking don't be so greedy. 2 hours free and then maybe just equivalent of 60p and hour or anything over 4hours £5. You will do local businesses out of business
6116.	Don't charge for town centre, it is already struggling. You will have a negative impact on business. Also costs for street parking at coastal locations isn't aligned with your wider survey pricing, seems inflated.
6117.	If discouraging people from town centre shopping is the objective then charging is the way to go.
6118.	Should be free!
6119.	Charging for street parking at Barry Island will massively impact Parkrun and other healthy activities in a negative way.
6120.	If you charge for on street parking in Penarth people will just stop going there. They'll drive to the Cardiff city centre shops. Yes they'll have to pay to park there but they'll have access to a far wider selection of shops and cafes.
6121.	Charges must not be introduced. The proposals exploit residents and visitors who can ill afford the costs. The proposed fees are exorbitant and I am very disappointed to learn that Vale of Glamorgan council members would turn to such methods of fundraising.
6122.	The local residents of Penarth seafront will suffer if you put in parking charges. More people will park on Marine Parade, Bridgeman Road and Plymouth Road. These roads are already heavily overcrowded with cars and potential accidents. If you charge and people can't find a space on these roads for free then they will drive away and tourism in Penarth will decline. The businesses a long the front will suffer. And yet again our town will be penalised in favour of Barry which has free parking along the front. NO!
6123.	Up to one hour free is ridiculous!!!!!! You are going to ruin small businesses.
6124.	It's going to ruin small businesses. We have enough to worry about with our financial sitatfions as if is without proposing to charge us up to £10 a day!! Absolutely diabolical. The reason some of us actually have businesses survive is due to the fact our customers/clients can easily pop in anytime and it's free. What



	about the residents? Some of these are very residential streets who only have on street parking. I feel it's an outrage in a climate where bills are continuously going up but wages are not that you can even think of proposing these charges!!!
6125.	Stop people coming to town,
6126.	If charges are brought in they should exclude local citizens. Introducing charges seems likely to encourage people to shop out of town.
6127.	I do not agree with charging potential customers from the moment they park. There should be a grace period. The aim of the proposal should include helping businesses. Being charged to use the local shops when there is an abundance of supermarkets that offer free parking is only going to affect business owners. There is too much focus here on how much the council can make and not how the businesses will be affected.
6128.	Local shops and businesses rely on people visiting to keep their shops open. Parking charges will just drive people to out of town shopping centres with free parking. Areas like high street and holton road would suffer if parking charges are introduced.
6129.	Why charge?. Everything has worked fine for the last 40+ years of my life.
6130.	We pay road tax
6131.	Charges only in season, or if winter has to be charged, do it with a 2 hour free short stay rate so that local people can still use the areas as leisure and exercise. Otherwise local people will not support local businesses in these areas off-season, and they will struggle even more.
6132.	As highlighted previously please look at area around penarth station and surrounding roads. Parking congestion during the week is awful for local residents.
6133.	Car parking should be free to encourage trade and tourism all year round
6134.	First two hours free as effect locals if have to party if just going to local shops. I would tend to shop at a bigger shop if I had to find a £1 every time I was just nipping around shops. So I think towns would loose business
6135.	1st hour should be free
6136.	March to November - that's hardly 'summer'!
6137.	I agree short term parking should start free for 1 – 2 hours, as Holton Road is now already sparse of good shops and charging for parking may discourage shoppers further. If charges are from the start of parking it will force shoppers into the side streets obstructing residential parking.
6138.	Just stop shoppers, day trippers parking in residential areas by charging us residents permits, and you police this.
6139.	Ensure that machines used accept coins and debit cards, not using a mobile phone.



6140.	Please could you advise how businesses with a company vehicle for deliveries will fare.
6141.	How will small businesses survive you are condemning them! People will not shop local. I do all my shopping local but i will be going to tesco if charges are enforced
6142.	No charges at all. Proposals will only prohibit business in these areas
6143.	Huge cost to implement and maintain. Massive inconvenience to residents. Will result in the death of our towns. Shops who already pay ridiculously high rates and rent will be forced to close.
6144.	Free 24hrs. It is stupidity to discourage people away from town centres. Businesses will suffer as a result of new charges.
6145.	As a Council you should be encouraging visitors to coastal areas, all these proposals would do is the opposite.
6146.	As in my previous comments, you will drive people AWAY from our towns if you start charging. Cwmbran survives because it is FREE parking
6147.	Enforce the current regulations
6148.	driving people away from towns
6149.	We want to attract visitors not put them off!
6150.	I think this will unfortunately kill off the local shops we are trying to encourage to thrive in our towns. Charging on the island and down penarth though good idea but the proposed prices are too high.
6151.	Keep them less than a few hours to give everyone a fair chance of a short stay visit
6152.	Will discourage visitors
6153.	More on street parking will just cause chaos.
6154.	You will destroy the high streets of these towns and villages if you charge. Look at Bridgend - you will encourage out of town shopping. How will you enforce the tickets? The wages or costs of cctv / number plate recognition will be too much. I have not seen a traffic warden in Llantwit for years, yet badly parked vehicles are still there
6155.	These proposals encourage community disengagement and worse social isolation with sedentary behaviour!!! It goes against all common sense! I'm livid!
6156.	Charges are to high for longer that on hour. Please consider how difficult money is for people.
6157.	All Car and bike parking must be free, no cars, no shoppers, no shops is that simple
6158.	You never visit Llantwit and enforce parking restriction now, so how do you



	propose to cover more areas? Employ extra staff? That's Surely contradicting the 'saving of money!!!! Think you need to check the accuracy of your ownership on map town centre!!!! Shocking a report that must have cost thousands is so inaccurate!!! You do not own all of it!!!!
6159.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
6160.	Please keep very low prices and please have a card machine reader as finding change when you don't have any is a stressful nightmare
6161.	Crazy in all ways: more congestion on (often narrow) streets; discourages local shoppers and visitors; inconveniences residents (to pay as well as not being able to park where they live); difficult to 'police'; penalises commuters (especially those on lower incomes); taking away a wonderful privilege enjoyed by everyone etc.
6162.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !
6163.	If it were to come into effect the charges need to be lower and fairer on short term stay in particular. Also change to be given at machines or card payment options (NOT by having to call an automated number)
6164.	I believe parking across the vale should be standardised. Coastal, town centre and street should all have 2 hours free and then incremental parking charges by length of time. The charge times should only be between 8am and 6pm.
6165.	During summer months the first 3 hours should be free in all cases of coastal on street parking and rise in line with £1 for each hour, eg 4 hours - £4, 5 hours -£5. All day in summer months should be £8. First 2 hours during winter months should be free.
6166.	Capita and the council have one thing in common. They are only here to make money. If this goes ahead any assets from capita, i.e signs parking meters will be destroyed.
6167.	Do not start charging. You will drive people away from visiting.
6168.	This survey is deliberately misleading and biased towards getting the answers the Vale Council and the officers thereof want
6169.	Disgusting to charge people on the street. £10 on top of a day out just means it can't be spent on 5he attractions that keep these places going. If I had to pay 10 to park for the day that's icecream, chips, hook a duck or rides out the window.
6170.	It would discourage people from going to these places.
6171.	In the smaller towns, on street parking charges will kill small businesses. With charges, people will be able to park as there will be nothing left to see.
6172.	Out towns are suffering- we shouldn't discourage shoppers!
6173.	This policy does not work in the long term



6174.	Don;t charge as you will turn what little shops are left into derelict ones too !! Also people will just park elsewhere causing another issue !
6175.	I HAVE A 10 YEAR OLD CAR 37,000 MILES. I USE PUBLIC TRANSPORT A LOT. MOST OF THE PEOPLE DO NOT IN LLANTWIT. YOU HAVE TO PROVIDE AN INCENTIVE TO USE PUBLIC TRANSPORT. GO TO FRANCE TO SEE HOW IT IS DONE. 45KM FOR 7 EUROS AND IT'S USED BY EVERYONE.
6176.	THEY SHOULD REMAIN FREE AS NOW. IF THE COUNCIL HAS MONEY TO SPEND ON SO-CALLED 'VANITY' PROJECTS, SUCH AS THE NOW CLOSED VIEWING PLATFORM AT PENARTH HEAD, IT DOES NOT NEED TO PENALISE DRIVERS WITH HEFTY PARKING CHARGES.
6177.	I THINK PEOPLE WILL BE PARKING IN STREETS OUTSIDE HOMES IF THEY NEED TO VISIT DOCTORS OR DENTISTS. OTHERWISE THEY WILL GO TO OTHER BOROUGHES TO SHOP.
6178.	THE MAJORITY OF PEOPLE USING THESE PARKING SPOTS EITHER LIVE CLOSE BY OR WORK NEAR. CHARGING MINIMUM WAGE STORE OR SERVICE WORKERS JUST TO BE IN WORK IS IMMORAL.
6179.	THE PRICE OF POLICING AND PAYING THE EXTERNAL COMPANY TO SET UP (AND THEIR PROFITS), WOULD FAR EXCEED WHAT THE COUNCIL WILL REALISE ON SAID FEES. VERY BAD IDEA.
6180.	Maybe give an hour free then introduce your sliding scale
6181.	Charging will stop ALL visitors in winter months
6182.	Street parking will encourage 'poor' parking and cause congestion which causes problems for waste collection vehicles and other delivery vehicles
6183.	It works well now why change it
6184.	Many houses and businesses have no drive/ garages etc
6185.	No Payment for Parking
6186.	I would like to see the no parking restriction in middlegate court extended further, I live [REDACTED] house. The road is so narrow, when cars are parked directly opposite my drive as they do most days. It is very difficult to get on or off our drive. - Please see hard copy
6187.	Please see a hard copy as I can't type everything in
6188.	we need to encourage people to use local businesses more. changes would be a disaster!!
6189.	Don't agree with the Proposals
6190.	I honestly think you shouldn't do this, you will drive away customers who would rather park for free in retail parks. But hey ho, guess the revenue you get in business rates for these areas isn't worth it?



6191.	Time limits
6192.	Up to two hours should be free
6193.	There are barely any places to go in the town centres as it is. We should be doing all we can to encourage visitors and footfall to the few places we have left open, not further discouraging people.
6194.	Should be free
6195.	Are we really wishing to kill of isolated town centres? Businesses in places like Llantwit Major are struggling in this economy. It will push parking further away. Do I wish to see residents pay for parking outside their own homes ! A resounding - NO. What about these people when they undertake building work. Are you really trying to push people to large out of town shopping?
6196.	Sorry, but you obviously don't want shops to thrive.
6197.	Free parking encourages visitors and residents to travel and visit the Vale. Charges will put people off.
6198.	COUNCIL IS GOING TO KILL THE LOCAL TOWNS - who would visit with those prices???
6199.	Ditch. We pay enough in council taxes
6200.	None.
6201.	No
6202.	This whole plan is a vote loser, think again before we vote you out at the next election
6203.	Ridiculous. No charges needed! This will put people off visiting these areas. It will force locals to shop elsewhere.
6204.	There is ample parking on Barry Island already, that is fairly priced. Charging for street parking is unnecessary, and seems to be merely a way to charge residents to park their cars.
6205.	You will drive trade away from the local shops who are already under enough pressure just trying to keep their doors open
6206.	Go away !!!
6207.	Town centre on street parking should all be £1 cheaper except for all day where it should be £10 to discourage all day parking. coastal winter parking should be free or a max of 50p for 2hours
6208.	seem high for street parking - may drive people to other areas
6209.	Car drivers already pay road tax and Council tax - this is an additional tax !! It is also only fair and equitable it introduced then ALL car drivers should pay to park including Blue Badge Holders - as introduced by some councils



6210.	Concerned that on street car parking charges will just push the parking problems further out into the neighbourhood where charges do not apply. Also in my experience motorists don't like on-street parking meters as they find them confusing but are generally o.k. with those in car parks.
6211.	It will increase parking on surrounding streets making conditions worse for residents affected.
6212.	Free parking at all times
6213.	don't do it
6214.	particularly out of season will have huge impact on the businesses who rely on locals to visit to walk dogs etc and pop into local cafes. Free street parking encourages people to visit and out of season spaces are generally available. Many locals visit daily or several times a week out of season and are the life blood of small businesses. People will be deterred if having to pay and will add up to a considerable amount if regular visitors. The financial gain for the council will be outweighed by the negative impact on business
6215.	parking must be free to keep the shops open
6216.	On street costal parking should mirror car parks to avoid a build up of traffic waiting for spaces. We should encourage people to use our town centres with 2 hours free and then around £1 and hour from 2 hours. 3hours =£2, 4hours =£4 etc
6217.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
6218.	Big mistake!
6219.	You need to find another way of raising revenue. You should not be charging for parking. You are alienating and punishing ordinary people by doing this.
6220.	No 20MPH limits in Penarth and the vale and no parking charges
6221.	They start too expensive
6222.	All parking must be free of charge and definitely no more 20MPH limits in Penarth and the vale including Sully they cause congestion
6223.	I feel that we have to consider the impact of charging parking fees on small businesses ..local people might be deterred from going out to the local coffee shops for instance if they also have to pay for parking , small businesses are still struggling to pay for the massive increase in business rates .. The council seem oblivious to this consideration ..
6224.	Free parking should be maintained for Vale of Glamorgan residents
6225.	By charging for parking at these location will drive people to park in nearby residential areas clogging up these areas.
6226.	People will find alternative places to park and cause chaos in residential streets.



6227.	No charges please!!! This will make people even more obese and lazy if they can't drive and park sensibly and considerately for free. Unless there are Central Park and ride type provisions made with electric buses to drop people at convenient locations, on street car parking charges will cause total chaos and ridiculous cost to local residents.
6228.	it is fine as it is
6229.	DONT CHARGE US FOR ENJOYING THE AREA. IT WILL DETER PEOPLE FROM SUPPORTING BUSINESSES. THIS HAS BEEN PROVED IN OTHER AREAS OF THE COUNTRY. LEAVE THE STREETS ALONE
6230.	This section is confusing, TLDR
6231.	I don't agree with charges for street parking. This will only encourage the public to use out of town shopping areas to avoid paying for parking. As it is more people are shopping on line and it has been proven that people are not using town centres. These proposals will be dire for businesses in such areas such as Penarth and Barry town centres. We should be encouraging people to shop locally not penalising them for supporting local businesses. The whole issue of charging for parking is a backward step. The only time I wouldn't object to paying if I was parking in a manned official car park.
6232.	Penarth seafront should be free in Winter months. Why can you not rebuild the car park by pier that was knocked down a few years ago. Open the Kymin to public parking £10 for all day to too much who is going to police the parking times. will to be cost effective.
6233.	too expensive - encourages a specific trip to one shop only. will impact on cafes/resaurants. will not encourage me to shop in town.
6234.	Charges will drive away customers and affect businesses
6235.	Only if permit parking in residential streets is introduced! Else people will just be parking outside of our houses to dodge the parking fee. There needs to be a designated car park in Penarth, it's a nightmare to park at busy times
6236.	People will not pay to park and will go elsewhere therefore barry town will become non existent
6237.	I live in a street that requires a permit, so I understand the need for some legislation - but charging people to park will mean more people will travel further afield or shop online. Terrible decision. We pay enough in Council Tax already!
6238.	Long stay charges look high and if I had to pay £2 to park in Holten Road or High Street I probably wouldn't bother going, it's just too much hassle to mess around with paying for parking for so little to do.
6239.	On street parking in all town centres will damage and destroy town shopping. Supermarkets -out of town- will benefit, but small businesses will lose a great deal of trade and charges are likely ,in the medium to long term create ghost towns.
6240.	You're going to kill our town.



6241.	The Town Centre prices are too high
6242.	Please consider locals spend longer than 1 hour shopping in the towns. A coffee and a shop takes longer than an hour.
6243.	Coastal areas should have at least 2 hours free
6244.	No parking fees
6245.	I think it will put people off shopping if they need to pay for parking. And there isnt much shopping left anyway. It will push people out of town. For coastal areas i cant say for other coastal areas but im from barry island. Please please please we need residential bays infront of the esplanade building (ie hypervalue and adventure island). Its a parking hotspot and if we leave the house during the day we cannot come back home. If you make the stretch in front of the esplanade building permit holders only (residential and buisness) then more people will park in the car parks. There also needs to be more parking wardens as people park everywhere on the pavements and wardens are hardly ever around. In winter parking has to be free to encourage loacals. But please can we have residential bays. We have asked so much and we have had nothing yet. Thank you
6246.	It works as it is. I love shopping in Barry and Penarth and cowbridge and it is a real positive that parking is free. Barry is struggling already with shops closing. This is going to make it even worse.
6247.	Stop building houses and then giving us the over population of cars in Barry and surrounding areas due to the council's mis spending on bus lanes and cycle tracks not used as our problem to solve through questionnaires such as this, it's insulting and pretty obvious what to do. Get out take a look around and speak to people who drive in Barry everyday.....its gridlocked, more houses means more cars, port road is choked off with all the space used up for buses that are empty and an in used cycle track, don't you think parking will be the same, it's futile to think you can charge us for your mistakes. Rant over,,,, signed the un silent majority
6248.	On street parking should remain free. Lots of residents live there
6249.	I strongly believe that on street car parking should remain free and, indeed, parking in some areas should be deregulated as a traffic calming measure.
6250.	It should be free for residents who pay council tax. Visitors should have to pay a small fee though. Why are we paying the council more for them to do less?
6251.	Short stay should be free. Long stay is too expensive.
6252.	There should be a free period for 1st hour and only £1 for up to 2 hours, £2 for between 1 and 2 hours is too high
6253.	I won't visit any place where I have to pay a parking charge. This will impact on businesses and the community in which they operate
6254.	Should be no charges for winter as difficult enough for business to keep going without discouraging visitors by charging. The charges during summer is



excessive

6255. There must be no parking charges or 20MPH limits in Penarth and the vale including Sully they are very unpopular
6256. Being able to park for free is a deciding factor in visiting Barry Island, Penarth cliff top, The Knap etc. These visits will normally include a coffee stop. Parking charges will result in fewer visits to these locations. Switching to shopping or garden centres instead.
6257. Again make all streets permit holders only.
6258. We pay enough in council tax . Stop trying to squeeze extra cash out of hard pressed council tax payers!
6259. I work on penarth esplanade and by giving no free parking I worry about my job. I can't see how my employer will be able to pay me in the winter when the only customer are those who stop off quickly to get something. They will lose all their income. This will also affect the business in the summer creating fewer number. What this proposal suggest will mean local residents losing their jobs and local business will close down. Not to mention the pavilion with its struggling cinema why would I pay five pounds for parking when I can go to the Odeon and have free parking.
6260. street parking charges will just affect local residents negatively, in which if i read correctly they would be a permit system which residents would have to pay for and be limited to two cars. a family currently living there with older children would most likely have 3 or 4 cars so what happens to them? they would be forced to park further away or pay.
6261. All up to 2 hrs fee parking at Barry Island should remain as it is. Many walkers, joggers and mainly dog walkers enjoy the see front and beaches during the year mainly for less than 2 hrs and then move on. Early morning and out of season will be decimated by absentees not prepared to pay for parking and the local businesses will suffer greatly if not close. You will lose £££ on no business rates and the area will become a "ghost town". I walk my dog there 250 to 300 times a year. That will be zero if parking charges are applied. How many others will think just like me. I may have to park elsewhere on the island in other residential streets walk further to the sea front which will really upset some residents. Just leave the two hours free. [REDACTED]
6262. No one should be able to buy a ticket to park all day on the street. This would mean that people would get there early in the morning and leave their car there for up to the 12 hour limit. I think that the free time should be raised to 2 hours in all places
6263. The charges outlined here will ABSOLUTELY DRIVE PEOPLE AWAY FROM THE VALE'S TOWN CENTRES, at a time when retailers in the main town centres of the area are under severe stress. Across the UK on street retailing is under severe stress and shops are closing across the country. At this point you chose to moot the idea of parking charges in our town centres !!!! You are ridiculous in your appreciation of the state of the Vale's town centres. Have you even bothered to slowly walk down Holton Rd in Barry to see the state of that once prime retail



street. Have you seen how many empty units exist now let alone when the two major retailers announced the closure of their substantial branches occupying BIG SQ FOOTAGE last week. Do you believe that parking charges will help the sustainability of what retailers remain? Have any of you senior officials and councillors even noticed the retail churn on Holton Rd in the last five years? The answer is clearly no to all of these questions and points. For had you experienced shopping on this street over the last five years , you would have, one would hope, conceived a strategy to enable renewal, restoration and commercial viability. Parking charges will be the death knell for more businesses on Holton Rd and a further decline. How will the new retail development on the other side of the Docks in Barry affect Holton Rd further. It will further draw in people to shop there, particularly as parking will be free there. That development combined with this parking policy will blight the town centre of Barry and the other town centres across the Vale.

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| 6264. | Again, inconsistent I park in town, it's free, I move down the road to the sea front and I'm charged. Is it free or not, is it 1 hour or 2 hours Please please please don't introduce needless complexity. Keep It Simple Stupid |
| 6265. | Keep it free - trying to encourage people into town centres. Retail parks don't charge for parking and with fewer banks and post offices in town centres there are few enough reasons to come in to a town centre. Need to stimulate the town centres and not drive businesses and people out of town |
| 6266. | On street parking should be for no more than 3 hours. Coastal parking should be for no more than 3 hours as other car parks are already available. Up to 3 hours should be free in the winter to encourage people to carry on visiting in off-season. |
| 6267. | On street parking charges must not be applicable to residents outside their own property. No additional fees for resident permits |
| 6268. | Free in the winter please. And all day parking should simply be discouraged by a larger cost. |
| 6269. | Until the council can provide enough car parking sites I do not agree with on street charges in town centres. Our town centres need trade and parking charges are going to see a further decline in trade. Coastal Locations are a leisure activity and charges are not going to stop visitors coming to these areas. Making on street parking dearer than the car parks will encourage visitors to use the car parks. Thought must be given to residents both in the town and coastal areas. |
| 6270. | If I have to pay for parking, I will pay for it in Csrdiff and go my shopping there. You need to improve the standard of Vale High streets before you start charging people to be there. They are simply not good enough to pay for the privilege. |
| 6271. | Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax. |
| 6272. | There should be no charge in any of these areas. Our town shopping areas struggle to gain foot fall already. It will certainly mean I shop more at supermarkets and out of town centres. |
| 6273. | There must be free parking and absolutely no 20 MPH speed limits across all the |



	Vale.
6274.	Some of these charges seem very expensive. It should be at least 2 hours free parking.
6275.	driving business out of the areas by making it less likely for people to come to the area in long term just offsetting income from parking by lost business rates
6276.	it will be the death of the rural High Street.
6277.	Day trippers expect to pay for the day in a car park as it is now. Has the Council forgotten about the locals or are we UN important ?
6278.	My suggestion would be to stop spending our money paying for companies to produce expensive reports designed to create a pretence that further paid services are required. If parking charges are really needed then let council staff administer them keeping employment and money in the local area and allowing moneys raised to be reinvested in the local services that are being so savagely cut.
6279.	It's quiet enough in the winter and it will put visitors off completely
6280.	Charging for Barry Island and High street will kill the areas off . Charge for all day in towns only
6281.	Will these charges deter me from popping into town or going for a quick walk along the seafront? Yes, so I will not be contributing to the local economy.I will take my custom where there is a greater choice of shops such as Cardiff City Centre. What a shame as Barry has lost enough shops and is set to lose more if these proposals go ahead.
6282.	All you will achieve is to drive business elsewhere.
6283.	Not necessary. Will heavily impact businesses. Otwntially will draw people to parking in the local residential areas where it would be free.
6284.	On street parking charges will destroy local businesdes
6285.	zero charges
6286.	Why charge in winter and let people enjoy 1 hour for free.
6287.	Again, extend the up to 2hours! Penarth sea front - where else is there to park?? There is no multi storey parking in penarth Recently visited Ponty Lido - parked near town centre in an open air level car park near bus and rail station - it was £2.60 all day! Another car park was £3 for up to 6hrs! Tenby town centre is 50o for up to 3hrs and £1.50 all day
6288.	We are trying to ENCOURAGE customers to stop ordering on the internet and support their local High Streets. This strategy is purely a revenue collector, and will not help the retail sector at all. Changing your plan to give the first TWO hours as free would improve the plan and allow those who want to shop the opportunity without it costing them anything. You have however not addressed the biggest problem in Penarth which is capacity. Yes, I understand this will



mean people will not park all day and will ensure spaces are freed up quicker, however Penarth desperately needs a strategy which will give far more parking spaces. We all know that there is not space for a car park, however there are other options:- Make the triangle of Hickman Road/Windsor Road/Stanwell Road a one way. Create a huge number of parking spaces by introducing diagonal parking. Introduce a park and ride on a Saturday. Utilise the Leisure Centre car park/Cliff Top car park. Charge per car for the bus ride. Have a bus doing a circular route taking in The Marina/Towncentre/Esplanade/Station Approach. All areas of the town would benefit. Make a compulsory purchase on the eyesore of the petrol station and turn this into a multi-storey car park!

6289. I won't pay to park on the street anywhere in the Vale, it's a ridiculous money making scheme as so many schemes the Vale are.
6290. All parking must be free and absolutely no 20 MPH limits in Penarth or the vale including Sully
6291. When I'm working during school breaks I could have up to four shifts a week. I cannot financially afford to spend £40 a week on parking, or if I only had one shift a week that's still a lot of money you expect from us. Please think about this.
6292. No parking charged
6293. One hour is insufficient. All this will achieve is drive people away from town centres out to the supermarkets.
6294. Again, workers are going to be penalised hard by this. You need to encourage people to shop local or it will be the death of the high street bringing about a rise in convenience and online retail growth
6295. No, I do not have any comments such as additional locations! I have a comment about alternative charges - there shouldn't be any!
6296. Yet again - money spent on car parking is not spent in the shops or café !!
6297. I don't think there should be a charge for street parking as it is generally limited anyway
6298. If charges are introduced people just simply won't visit these areas. Having an impact on the local businesses. Improvements to transport are needed as an alternative to a more reliable 7 day week service.
6299. Ridiculous pricing you will kill off trade to local shops and cafes , give people a chance , at least 2 hrs free parking then charge higher rates for long stay parking . YOU WILL KILL OFF TRADE FOR LOCAL SHOPS and CAFES !!!!!!!!!!!!!!!
6300. Remain the same Just have 1 hour only then move on as it is now .
6301. Need to have a free 1 hour free period in town centre is too short. Needs to be 2 hours then it all makes more sense. 2 hour parking already in place in some streets.
6302. Barry town center is in severe decline more big name chains are pulling out, IF you charge for parking you will kill off the trade left



6303.	These places already struggling . Charges unhelpful.
6304.	Tarrifs - Summer 2 hours £2 (Coast only), 4 hours £3, all day £6 Winter 2 Hours free, 3 Hours £1, all day £3 Annual permit should cover all coastal parking, and country parks at the very least.
6305.	This would either mean people cannot afford to go to these places and this will have an impact on the businesses. People will stop going to such places and/or will choose to park further away in residential areas to avoid the parking TAX.
6306.	All parking should in these areas should be free but limited to one or two hours. This will enable and encourage the maximum number of people to use and enjoy local services. If there is a charge there will be fewer people using parking. Charges will skew those who use parking to the better off. This is not good for traders or equality.
6307.	Keep the street parking free and limit the times to one hour to allow local shoppers quick access and keep people coming into the towns
6308.	This is a major problem and one that will see a lot of illegal parking. Introducing fees in car parks are one thing, but I do feel tthis is a step too far.
6309.	No
6310.	Parking charges will kill the Town Centre & High Street. Independent businesses are working hard with the council to regenerate the shopping areas & this will just undermine all that good work & makebit even harder to attract shoppers to the High Street.
6311.	Come on it's depre enough in winter without you making the residents hate the council even more? Everything is going out of the town and soon people will leave as well. We are not going to pay for parking in winter
6312.	I think it's right that charges should be made for people accessing town centres - but local residents who use the coast for exercise / relaxation shouldn't be charged for on-street parking - especially in the off-season winter months.
6313.	i think these charges are too high. at least have the first hour free.
6314.	If you impose tariff on street parking this will result in a need for expensive machines, staff to monitor and enforce the notices, and staff to report on the performance of the service. It seems the costs outweigh the benefits, without even taking into account the public unhappiness and obvious clashes with other vale council policies and initiatives such as allowing children play opportunities and trying to improve the health and wellbeing of our citizeners.
6315.	DONT CHARGE
6316.	Very worrying, keep parking free.
6317.	This proposal will lead to a charge on residents in the form of Parking Permits, an easy revenue fund for the council.
6318.	It should be free to encourage people to visit and spend money to avoid further



	shop closures. This will have a negative impact on the high Street.
6319.	Completely disagree with any charges for town centre/high st parking
6320.	No on street parking should be levied anywhere. Car parks are needed in VOG.
6321.	You will kill off small businesses which will leave empty premises which won't pay business rates- it's a shortsighted plan . You should be encouraging people yo shop at local businesses not driving them away to out of town shops which have free parking!
6322.	This takes away the benefit of working locally. A return fayre to Cardiff will be about the same - salaries are higher in Cardiff. Businesses will close in Barry
6323.	Why are you charging people? You get enough money from Council tax.
6324.	I believe strongly that town centres, and in particular High Street and Broad Street are struggling and many businesses are at risk of closure. Adding parking charges will only discourage people from shopping in these areas and will instead direct their business to out of town shopping areas or online retailers. This proposal is extremely short sighted and is merely focused on the short term financial gain of an additional income stream from parking charges. In the long run the VOG council will lose much more revenue from recurs business rates, due to empty shops and the even longer term financial implications of the general shift in shopping trends towards online businesses. This shift can only have a negative impact on the council financially not to mention the social implications of closed businesses and empty derelict High streets. I am horrified and shocked at the short sightedness of this proposal, and hope that it is rejected without delay. We all appreciate that budgets are being squeezed from all directions, but as business owners we see the catastrophic long term implications on trying to cut costs for a business (or in this case-The Council's) survival. Cutting costs, and in return quality only drives customers, and in return revenue away indefinitely.
6325.	Why does on street parking extend into residential areas on Westgate this area should be in a displacement area
6326.	It is hard to find parking for visitors as well as people who work in these areas already. Making you pay for parking as well will deter people from going there.
6327.	We run a coffee shop in High Street and struggle daily to attract customers. Considering the council have introduced schemes to attract shoppers to the area such as "shop local" etc. I cannot believe they think the idea of shoppers now having to pay to shop is going to be a good thing.We pay very high rates which could be used to place an enforcement officer in the vicinity daily,this would ensure that the estate agents and others who abuse the parking system could be dealt with therefore freeing up parking spaces for shoppers ,this has proved successful when previously used .
6328.	This is a bad idea.
6329.	Proposed charges too high and there should be no charges during winter
6330.	The council ate killing the tourist trade. Also the high street. Vale residents who



	park everyday will go else where
6331.	yes stop being greedy u charge owners enough in business rates, and never ever use thd money to regenerate the town, what is actually here that is beneficial in barry, cinema? bowling? shopping centre? trampoline park? anything? literally anything? its why i moved because u havd done nothing for 20 odd years except build more houses, so more people pay council tax and still nothing to offer
6332.	As I don't have my own car I get help from family, after discussing with them I can say that I'm going to struggle now as charging parking for someone to come to my home is ridiculous. No consideration for residents at all. Shameful
6333.	There should be no on road charges.
6334.	I think it should stay how it is, with 2 hours limit for free and then you have to move. Charging for up to 2 hours/all day gives people the opportunity to stay longer makes it unfair for others who may just want to pop to the shops rather than spend the day shopping or local workers taking up the spaces. The car parks are the places anyone planning on being longer than 2 hours should be parking!
6335.	It should be a standard 2 hours free in all locations suggested across the vale for both short and long stay. This still allows for a good flow of traffic and plenty of time to make a quick shop if needed.
6336.	Charging people to park on the street is insanity! We already pay road tax. No one will come to Barry any more!
6337.	Cold knap should have more free parking by taking yellow lines from one side of the streets
6338.	No on street charges, how ridiculous. There could be any number of reasons a person is held up then slapped with more charges. The council are not thinking of all residents. Selfish and greedy.
6339.	No - don't bring these charges in you will kill off any local trade
6340.	This will discourage people from using these lovely places! If they have to pay to park, they won't come. It's going to be difficult for residents in these areas to park, why change it and cause issues? It's lovely to be able to visit for free. I've lived all over London and recently returned and it's such a joy to not have to pay a fortune to park everywhere like you do up there
6341.	Very short sighted view from the council get again parking charges put off shoppers and tourists causing lower footfall causing stores to close causing lower rate collection and workers tax of said stores come on its not rocket science
6342.	People have cars because they need them. A free family day out at Cosmeston or wherever will now cost a family? However little the cost is irrelevant. People shouldn't be punished for owning and using a car. It's a lot easier to put 4 children into a car than end up having to push 4 bikes plus your own around cosmeston when they've had enough. Stop trying to get extra money which won't be spent where its promised to be spent and required to be spent.



6343.	I think there should be no parking charges for winter parking across VOG
6344.	Detrimental to struggling town centres and local residents
6345.	Why do the council need to tax drivers yet again probably to pay for more plush offices
6346.	Why should we pay to support our local businessess
6347.	Free parking for upto 30mins or 1 hr needs to be put in place to allow collection of people or items ... often you need to go and get elderly relatives and bring them back to car ...or collect items from retail outlets ...so a short free parking rate needs to be added ...then up to 2 hrs and then all day ...so a 3 tier basis free 1hr £3 for 3 hrs and £5 all day
6348.	I don't object to REASONABLE charges for specific car parks' maintenance but on street charging will be another nail in the coffin of independent shops as people will drive out of town.
6349.	I pay vehicle license duty and council tax, why should I pay again to use the roads I already pay for and enriched the council coffers
6350.	Why are the charges soooo much more expensive for street parking!!? Ridiculous. When you have young children you need to drive to town as it's too far for them to walk etc. It should be free for 2 hours!!
6351.	The 2hrs free allows for short visits but residents and creates turnover of spaces. Why change this? Better quality (not unscrupulous private) longer term parking should be the focus.
6352.	You're attracting low-income families to Barry Island and then you're expecting them to pay £10 to be there all day. People can't afford it. We're living through austerity. I think you need to look at your target audience for Barry and have a huge rethink, unless the plan is to kill of the town completely. I've already made comments on the on-street parking proposals to the High Street in Barry - ludicrous. The street struggles to attract anyone to the beautiful but struggling businesses as it is. Now you're expecting them to pay? Your priority should be finding an additional parking alternative nearby. You've also agreed a redevelopment on nearby Romilly Road with inadequate parking, which is already set to put a strain on the surrounding streets. The good work on the high street will be completely undone if you go ahead with this. I feel disappointed that the council doesn't seem to have a good understanding of the problems facing businesses and residents in this area.
6353.	Unfair on residents to introduce street parking charges.
6354.	This is an outrage. High st traders are struggling and with these charges will be even worse. Customers will not come for treatments at my salon and pay parking too, they have already advised me they will avoid high street and not shop here anymore if parking charges are enforced. Shame on you for this proposal, a detriment to local businesses!
6355.	There are already pay per stay carparks. Making less free parking will lessen



	visitors to the area and stop locals using the areas!
6356.	It will kill local shops
6357.	Why should locals have to pay for permits for a right to park outside there own homes, if you have no provided enough infrastructure to deal with the expansion of town, councils are provided with a budget this should be used to rectify this rather than using it on items that are unnecessary to the residence.
6358.	I park on Friars Rd in order to go on watch, and am there for a minimum period of 5 hours. If on road parking fees are intorduced then I will be unable to continue with these duties
6359.	If you want to kill tourism this is a sure way of doing it. Also, people on lower wage salaries that work in the area will be unable to work as they just cannot afford to pay for parking.
6360.	Council tax should cover all expenditure, stop wasting it.
6361.	Introduction of parking charges on High Street Barry will be detremental to the traders. There is already a parking restriction of 2hour.which is not policed by traffic wardens. Use your bylaws.
6362.	No
6363.	we pay road tax on are cars not street parking if this is your proposals stop road tax
6364.	Car parks allow for parking but on street parking encourages visitors who spend money in the area, think there should be free for one hour if anything and all day charge to stop shop workers etc parking all day
6365.	Street charges are not going to be helpful for small businesses. They will lose custom as people will not pay. Restricted times are fine as this stops workers from parking all day. There are plenty of car parks to use and having some of them with charges is fine.
6366.	The vale should be encouraging shop local not deterring residents from supporting local businesses
6367.	Charging people to park on high streets will discourage people going there. If charges are to be made then the first 2 hours should be free.
6368.	This is going to kill off what is left of trade/ businesses in The Vale.
6369.	There is a push on keeping healthy so I would imagine many people visit these places to go for walks etc. Not sure how many would do so if they had to pay. Promoting well being should be a priority.
6370.	No charges at all would be good.
6371.	It's ridiculous, living in town centre now the parking isn't monitored, and parking is bad as it is. Most houses have 2 or more cars and you keep allowing flats to be built or houses converted resulting in more cars. You will be making parking much



	worse for the residents, and then asking us to pay for the privilege of finding somewhere to park!
6372.	Parking charges in Barry town centre and High St. area would result in deserted shopping areas. There should be allowances made for people visiting residents of Redbrink Crescent and Friars road.
6373.	NO!
6374.	Charges should only be for households that have numerous cars, first permit should be free then charges for any additional permits, I have a single lady next door who has 2 cars. And a family opposite that in one day could have upto 5 cars outside 4 living there 1 doing daily visits. That's one of the major issues with town centre parking.
6375.	Residents would suffer
6376.	I'm sure those proposing these parking charges will not be affected in any way? Why should the residents of Barry have to pay extortionate prices for overcrowded streets and houses to then have to pay to park their cars. We are in 2018, young adults are unable to get a mortgage and still live at home, with multiple cars. Why should they be affected by this?
6377.	All local businesses will suffer, people will go elsewhere, why ruin the beautiful Vale with ridiculous parking charges that are not necessary!
6378.	There should be no charges
6379.	██████ ridiculous idea which will only result in a fall in visitor numbers
6380.	These charges would put people off visiting and local businesses are struggling as it is - scrap the whole charging idea
6381.	It's penalising residents for living where they do
6382.	Council tax payments are enough to cover these charges!
6383.	It should be free for longer
6384.	There should not be any parking charges introduced. We need to protect local business, not charge people for going anywhere near them.
6385.	I agree with charging to park in car parks at Barry Island and Penarth but not on street.
6386.	your council tax receipts must be expanding significantly given the amount of new housing being built in the Vale. Stop gouging us, you exist to serve us, nt treat us as cash cows.
6387.	Wow, you really DON'T want to encourage local trade do you? I visit Barry Island and High street regularly and give my patronage to local businesses. If I have to pay for a short visit every time, I won't be visiting!
6388.	Don't penalise businesses, residents and short term visitors but charge for all day



	visitors and direct visitors to park and ride facilities so they aren't clogging up the roads for everyone
6389.	More people will be parking in residential areas where there is no charge.
6390.	Parking should be free especially winter months
6391.	How will this be checked? Surely the amount of money needed for staffing this project whether it be cctv or manually, I cannot believe you will make enough money to make it worthwhile across the town and the Vale.
6392.	Car park charges will have a negative impact on local businesses, customers will use supermarkets with their free parking
6393.	Public and business owners won't be able to afford to park and owners will cease to trade. Losing council more money. Well done
6394.	Yes, my husband will be charged £2 for doing park run at barry island on a sat. They have a very good turn out but will seriously affect numbers. I attend several activities with my pre school children at barry library which are half an hour. I usually do a bit of shopping and visit the bank (there isn't one in dinas where I live) before or after but won't be able to do this without being charged. Even with just visiting the library it would mean I have to leave straight after and not stay to chat to their parents which is going to isolate families.
6395.	Our shopping centres are dying!!'We should be encouraging small businesses, not driving people away!!
6396.	It will discourage people from visiting both town centres and encourage them to use out of town shopping centres therefore killing off trade to local businesses. The same for coastal on street parking
6397.	This is going to kill local businesses and drive away visitors especially the elderly or people on low incomes. Also will lead to a unhealthy Vale of Glamorgan with no local businesses.
6398.	Please don't kill places like high street by imposing 1 hr only as it will stop people going there
6399.	FREE
6400.	Introducing parking fees in these areas should not be implemented. It will inhibit businesses and is counterproductive
6401.	Stop penalising residents for you lack of facilities
6402.	The cost of putting meters in high. Then the cost of staff to open/close them etc. It's just not viable. For people who volunteer regularly, like the volunteer lifeguards at Whitmore and St. John's ambulance. They are over there several times a week. It's not fair to put them out of pocket when they provide a service to the community
6403.	Charging for parking will surely deter visitors to the tiwn



6404.	I do not agree with on street parking charges. I pay a road fund licence, why should I have to pay again.
6405.	Stop attacking the communities you are meant to be looking after
6406.	No to any parking charges or any 20 MPH speed limits, both are vote loser for you lot !
6407.	winter season charges for summer period. summer tariffs are too high. i only paid £2 for 4hrs in Tenby town centre in mid august 2018. these locations do not justify such high tariffs
6408.	Fees too high. Free paking for two hours, no return within one hour.
6409.	Winter charges????????? Get a grip only locals enjoy a cold windy walk on the beach and a coffee.... Certainly wouldn't pay for that privilege of parking to do that. NO CHARGES October to April.
6410.	It will impact trade, just leave it as it is
6411.	Again, are we forcing people away from our town centres. It is Andy enough to say use public transport but with people leading busy full time working lives, how can you just 'pop on a bus' at lunchtime? Also, should we be encouraging visitors in the winter to our coastal towns to support local businesses who may otherwise close.
6412.	People will just park on residents streets just limit parking to 2 hours for free as is the case now
6413.	Again, I dont agree with charging local people to visit their shopping centres in the Winter months
6414.	Comments the same as those for carparks in Llantwit Major, i.e. the detrimental effect on businesses, facilities and attractions.
6415.	How does this effect the residents in these areas do they have to pay.
6416.	The council should be doing all it can to encourage visitors to the area in the winter, not charging for parking is a welcome feature
6417.	again, impact visitors to local shops e.g. high street. all classed as street parking and many shops to visit.
6418.	Do not make residents of the vale pay!
6419.	We need visitors to come here to spend & come again . The town centres are disgraceful compared to years ago . Dogs banned when nobody uses the beaches yet nothing is done to combat litter left by humans & we need proper shops not charity etc .. competition is a good thing
6420.	Should be free in Winter
6421.	Make the streets resident parking only. People will have to use designated car parks. I don't want people staying outside my house all day long.



6422.	yes it should be free to all barry residents
6423.	These parking charges will push congestion into joining areas, where I assume it will be nessesary to implement restrictions, Double yellows everywhere
6424.	Unsure of need to charge for parking on Barry Island or Penarth sea front. Charges should be same other town centre parking. Consider making free during winter.
6425.	none its going to fnish our town off
6426.	Yes! Don't charge! How is that going to encourage people to visit and spend their money with local businesses! People will just try to park elsewhere where there is no charge, causing chaos to local residents! It's just a money making scheme which will have an adverse effect on encouraging visitors to support our towns, parks and coastlines!
6427.	Death blow for towns
6428.	Charges will discourage visitors, particularly locals visiting coastal areas. The council should be encouraging visitors to help the economy.
6429.	By implementing charges in the area it would have a detrimental effect on the businesses in the areas.
6430.	No charges! Bin these rediculas proposals!
6431.	Free parking
6432.	Look at other ways of revenues make it fair!
6433.	I am a business owner on Holton road, trading for 25 years. Already have the parking facilities been reduced dramatically over the years which has had a catastrophic effect on the visitors to the town, charging for street parking will kill the trade in town completely. Over 25 years my rates rent and staff costs have more than doubled but my prices haven't so that I remain competitive, so profit margins have fallen considerable and breaking even is a bonus. Business is a real struggle in Barry and shops are closing thick and fast - we need a boost not more doom and gloom. What I would like to see is nose to tail parking or diagonal parking from kings square down to the Civic Offices. Holton Road used to be a two way street so there is enough space on one side of the road now it is a single carriageway. Remove the bays, wide pavements and restrictions to provide parking for our customers to conveniently pop into our shops within a short distance. Any business owner on Holton Road will want this. Our town has been destroyed with the extremely high costs and the removal of vital parking so please listen to us hard working people paying the councils extortionate rates - please give us something back so we can continue to keep the town alive and pay our business rates - without us the council loses its income too If diagonal parking was provided on Holton road then charging would be acceptable - 1 hour free, 2 hours 50p, upto 3 hours £1, 4 hours £2, upto 5 hours £3 and no all day facility
6434.	Please don't do it



6435.	This will greatly affect local shops in an already declining town
6436.	Not acceptable to even think it's a good idea
6437.	It's too expensive and what about the people who work in these town centres and need to drive to work and park, they are trying to earn a living and they will be paying to go to work! People struggle enough this just makes it even harder.
6438.	This would result in additional costs to residents on many of the Vale towns which were laid out with out provision for residential parking.
6439.	Towns are dying with shops closing and free out of town parking. This will be a death knell for Barry town.
6440.	Again, I wouldn't bother visiting the town centre of Barry or the High Street if I had to pay. They are barely worth visiting as it is and that's with free parking, if I had to pay i wouldn't ever go. It could kill the town centre off altogether!
6441.	Yes, as if 1 hr is enough time to visit the town if you want to visit some shops and have a coffee. I travel around the uk and where parking charges are concerned I avoid going there. Like hotels, I choose those that don't have paid on street parking, so local economy suffers because I don't go there.
6442.	Parking is bad enough as it is and puts people off going into the towns,charging is not going to help local businesses or encourage use of public transport.
6443.	If you introduce these proposals, stress and frustration will abound. Leave well alone.
6444.	Payment facilities must include the ability to pay by card, coins & notes, must give change & should allow people to pay on return to their vehicle, not up front I think the 2 - 4 hour rates for the town centres is too high. A more gradual sliding scale would be better
6445.	There Must be No Charges and No 20MPH limits in Penarth and the vale including Sully
6446.	I think £6 for the whole day is enough. I would not pay £10 to park all day.
6447.	No Charges and No 20MPH limits anywhere in the vale of Glamorgan
6448.	I feel the charges are too high, and may discourage visitors. I feel parking should be free for at least 1-2 hours
6449.	The shops are struggling enough as it is. Please don't introduce parking charges and make even more people shop online and in the supermarkets with free parking.
6450.	Parking charges will harm the community, its recreational facilities and make the area less attractive to visitors
6451.	why not leave things as they are - it works!
6452.	Restrict and manage parking in these areas so that those who park badly are



	brought to account but don't charge. How will residents be treated here ? First 1-2 hours should be free in any event - this would encourage turnaround.
6453.	Will push parking to the side streets of the town centre as it has done so all ready
6454.	Town Centre on street parking: 1 hour free, up to 2 hours £2, up to 3 hours £4. No period more than 3 hours allowed. Do not agree that charges be implemented for coastal street parking, but do strongly agree on a max 2 hour stay (free).
6455.	All the above towns are different and should be treated as such. In Penarth, there is no car park in the town centre. The on street parking is VITAL for the viability of the town centre businesses. If people do not park because of charges then the businesses will fail making people travel to Cardiff Bay in cars (shopping bags on any other form of transport is not practical). This will cause more congestion on the roads and more potholes; will cause more fumes down Windsor Road where the air quality has been under scrutiny over the past few years; parking will then not produce any additional funds for the enhancement of town centres etc.
6456.	Enforcement is crucial: this statement has no statement about this, and unless this is appropriately delivered I feel that this is a meaningless, empty exercise
6457.	Any restrictions which causes an increase in parking on narrow residential streets should be avoided. It potentially increases the risk to small children outside their own homes.
6458.	The greater the charges for street parking, the less number of people will park. The less number of people parking the greater the loss to local business.
6459.	local residents pay council tax - parking should be free. We should be encouraging visitors
6460.	up to 2hrs free 3hrs £1 5hrs £2 All day £4
6461.	Street Parking will affect residents who are restricted to where they can park already
6462.	The first 2 hours should be free.
6463.	This will have an adverse affect on the towns and local businesses and the communities and there are better uses for the implementation and maintenance costs funds
6464.	It would be massively unfair to introduce charging in Cowbridge and Llantwit Major town centres. People have to drive, because our bus service is so poor. All charging would do would drive more shops out of business, as people use the free parking at the retail parks in Talbot Green instead. The coastal on-street parking charges should be the same as coastal car parks (including the free hour) and the annual pass should be valid.
6465.	on Barry High St and Broad St, people are only there for no more than 2 hours so it should be 2 hours free
6466.	Not sure how it will be enforced



6467.	Up to 3 hours should be FREE in Summer and up to 4 Hours in Winter otherwise it will increase current spill over problem to ALL residential streets in the area . This already occurs in Barry Island year Round in Good WEather. Charges should NOT be used as extra Council Tax Revenue as Roads are already provided to drive along and not as linear Car parks.
6468.	My parents live in Richard street in the heart of the town centre I try to visit as regularly as I can am I going to expected to pay £6 every time I visit them for the day?
6469.	Parking must be free and a big No Thank You to any more 20MPH limits in the vale
6470.	No Charges and No 20MPH limits in Penarth and the vale i
6471.	I'm relocating to the area and when i noticed there were no car parking charge I thought that was a good thing and meant I would be able to go and about easily these proposals are disappointing
6472.	Not needed as it already has time restrictions. People will park on other streets and block residents. Since the flat I am executor of near the town centre, and through my visits when dad was ill, it would have been ridiculous to have to pay to park to visit him. I would come and go many times in the day to do chores. The fees for all day parking at Barry Island has already put me off a visit with a friend for just 2 hours. We went to Cosmeston and the seafront instead.
6473.	Any charges will reduce the visitor numbers and accessibility for the public from a financial aspect - this in turn will reduce the public spend in shops, cafe etc in these areas creating loss if recenue for the retailers and further impacting on the already struggling retail and leisure sectors.
6474.	Parking in the town centre should remain free to ensure local businesses can complete with the out of town retailers who offer free parking. Shoppers go for convienice and so introducing parking charges in the town centre will have a severe impact on the high street (and surrounding streets). Parking should be limited to a maximum of 2 hours in the town centre but there should be no charges. A designated car park should be made available where people can park if they wish to stay longer than 2 hours which can be charged for. We have seen time and time again where councils have implemented charging in town centres and killed off trade in the high street. Don't do this to Penarth or Barry. We already have a number of empty shops and this will only increase if charges are introduced. Parking restrictions should only apply between 9am and 6pm. Places for electric cars to charge should also be installed in the town centre to encourage the use of zero emission travel.
6475.	strongly disagree with car parking fees. Council are driving people out of the town if they carry this through.
6476.	Up to two hours should be free and then rising in 50p per hour.
6477.	There are currently 2000 new homes being constructed in Barry which should bring in increased population and numbers of shoppers yet 2 of the major high street chains have announced they are going to leave Holton Road. This does



	not make sense and therefore this is not the time to implement car parking charges which will deter even more shoppers from coming to Barry. The Council should be doing more to support the local businesses, not undermining them.
6478.	I think you're aiming too high with your fees. Do you want to put people off from visiting because it's going to cost them £8 to stay for the day? Some families can't afford those fees on top of spending money to have fun
6479.	This makes a little more sense, as could be seen as a premium, with the car park as a free alternative
6480.	Having the free parking is the only benefit to working in Cowbridge and taking that away will drive business out of Cowbridge. A reason i took the job in the first place is honestly the free parking. Why would anyone in my situation drive 30 mins from Cardiff everyday to pay £6. Which would roughly be £120 a month which as a low earner would not be possible.
6481.	This is terrible idea. Businesses are stugslling already. I wonder if thid idea was the nail in the coffin for the people who are losing their jobs in New Look and Dorothy Perkins!!
6482.	This is getting a bit extreme now. You can't penalise people who come to our town centres to work. But as I said before.. put the public transport in place and it won't be a problem. Half hour bus 24/7
6483.	not to sure people who are parking for work.
6484.	Charging for car parking will damage local businesses as people will be pushed to out of town stores even more so than they already are.
6485.	Small towns that have introduced street car parking charges have in the past seen a detrimental effect on local businesses. As high streets across the country are already struggling, surely we should be encouraging visitors in any way we can.
6486.	High streets across the country are already struggling. It has been shown many times that when on-street parking is introduced to small towns, shopper vote with their feet which has an impact on local businesses. Surely we should be doing all we can to encourage visitors to Cowbridge.
6487.	There is no need to charge for street parking. If it is private land fair enough, but just on streets cars should be able to park there with no fee, or there would be no need for road tax.
6488.	Coastal street parking should be the same as the car parks. These prices are way too high.
6489.	Parking meters on the High Street in COWBRIDGE will detract from the visual attraction of this historic High Street
6490.	Parking restrictions should be enforced. Parking charges tends to push the problem elsewhere.
6491.	Next you will wondering why shops are closing and paying a Consultant a huge



	amount of our money to 'solve' the problem. People won't shop if you keep charging to park. Wake up. Simples.
6492.	Coastal parks should be charged at free for the first hour, 50p for the second hour, and £1.50 for the entire day/length of stay.
6493.	Parking for Vale residents should be free
6494.	Why should people be charged to park outside their own home?
6495.	I agree to parking charges in some areas where residents are taken into consideration when faced with the extra cars parked in front of their homes by cars who don't want to pay. And resident parking signs are shown.
6496.	First hour should be free
6497.	Cowbridge Darren park will resort in more car parking needs, The council is well aware of the council tax, revenue to be gathered. The council should be planning ahead now and building and additional car park for ' day parking' under the viaduct and offering the school car parking for sat/sun use and for special events.
6498.	winter parking free for first 2 hours , no charging on sundays and bank holidays
6499.	Do not charge in winter /autum
6500.	Again will destroy retail in all areas
6501.	No
6502.	Dont charge
6503.	Local business owners now needing to pay to attend their premises £6 per day(£1500) extra a year impact on low paid staff etc shampooing person in hairdressers of these extra costs
6504.	No Charges and No 20MPH limits anywhere
6505.	Not the way to improve Council income.
6506.	I work in Barry town center, you would add £8 x 5 x 52 = £2080 to my outgoing expenses, staff at Civic offices have free car parking, i work for the council but not at the civic, this would have a massive effect on my household.
6507.	Street parking should be free in the winter season when there are fewer visitors and mostly locals would use them
6508.	The first couple of hours should be free. Start charging after say 3 hours. If someone is going to park all day then they should pay fully.
6509.	On street parking should be free to encourage visitors / shoppers.
6510.	No charges - deterring people from enjoying working and living in these communities is unfair and will have a negative impact on local residents and



	visitors as well as the local small businesses. most town centre businesses are . staffed by people earning just over the minimum wage - £8 a day parking is totally unaffordable for most.
6511.	Towns are dying. Paying for street parking will drive further closure and decay.
6512.	People will just park further out and walk in affecting local residents
6513.	Stallcourt Avenue in Llantwit Major is already over populated with parked cars. Should this proposal be introduced, it would encourage more people to park in resident areas. It's unfair and unnecessary
6514.	You do not have anywhere near enough space on here for me to even begin to comment on this question!!!!!!!!!!!!!!!!!!!!!!
6515.	Town shopping has seen a number of shops disappear. Adding charges to shoppers is highly dangerous to the survival of our town centres. Some charges should apply to long stay ie more than 3 hours but nothing for less time.
6516.	A suggestion for alternative charges £0!
6517.	No charges should apply
6518.	Parking charges will force people to use facilities away from the local town centres and encourage people to park away from the attraction causing parking problems elsewhere.
6519.	Why should residents have to pay to park outside there own homes
6520.	Please see previous comments in relation to the proposals of town centre and coastal car parking. The same apply to on-street parking in both areas. You will kill off tourism and thriving businesses leaving g all areas to become run down as people choose to go out of the vale of Glamorgan.
6521.	I have lived in a terraced house in Barry for the past 39 years and I refuse to have to buy a permit to park!!! Also have three cars in the house the sooner I can leave Barry the better!
6522.	NO CHARGES. Payment meters - as far as I know meters print the time of purchase of any tickets and start your duration of visit from that.....so where will our "free" time be displayed? Also, you propose 1 free hour, you'll just force people to move to a 2 hour free zone, taking up the space there.
6523.	There needs to be proper parking if charging is even considered, especially to areas such as High Street/ Broad Street. If a car park was provided charging would be acceptable.
6524.	Boverton Road only in Llantwit Major, however as there is already yellow line parking restrictions this should be sufficient if it was policed correctly.
6525.	There should be no parking charges on the streets at Barry Island or Penarth. The current 2 hour free spaces work well. I would cite Barry Island Park run on a Saturday morning which is beneficial to the health and fitness of residents. Parking Charges will kill it off. Also lots of people like to park for up to 2 hours to



	walk, with or without a dog. To charge them to do this could have an adverse effect on the health and wellbeing of residents. The idiots that made these proposals, will be held to account at the ballot box. If they think that people will have forgotten by the next election they are mistaken.
6526.	Llantwit Major is too small for on street parking, and also complicated by the free parking available at the rear of the shops If you want to help parking in the main street just limit the time people can park. i.e. do not allow people to use a on street parking space all day i.e. have limited times of say 1 Hr or 30 mins for drivers who just wish to visit one or two shops. But fuller surveys are required, and therefore you can base any outcome on real information, and not just base the charges on generic surveys carried out some years previously.
6527.	Street Parking is already appalling and lack of parking wardens doesnt relieve this. You only see the parking wardens on market day which isnt effective enforcement
6528.	If you levy your proposed parking strategy then these areas will be the most affected and are also being charged at the highest levels - these charges will have the greatest affect on the wellbeing of each of our town centres. Reduced visitor numbers, reduced visitor spend per head and the increased risk of parking in additional locations - with the only upside being an increase in revenue to the council coffers - however, it will not be a net gain, as reduced visitor numbers and the risk of small businesses closing will out weigh any perceived gains.
6529.	Notwithstanding the objection to charges - the proposed approach to allow full range of parking seems absurd. the on-street should be to encourage short convenient stays. Even though you propose 1 hour free presumably we will still have to get a ticket etc for the hour parking - hence running the charges from 8am - 8pm is ridiculous - Boverton road is an important frequent convenience shopping and should encourage more flexibility for parking with at charges if they must be introduced only needing to kick in between 10 and 4pm
6530.	Council will lose money, no one will bother to go to these places.
6531.	We keep hearing of Town Centres dying. If parking charges are introduced they will contibute to their death. How much will it cost to Police? Will salary of Wardens cancel out any income? If the income will not improve the Town, why would anyone support the fees???
6532.	Coastal on street parking should also be free for first hour. You are going to drive away people who just pop down to have a coffee or walk
6533.	Free parking we pay enough tax U will kill all local businesses they will go to out of town supermarkets
6534.	No
6535.	No charges for on street parking, but an overall limit of 2 hours
6536.	No, if you need to raise funds stop wasting funds on bi-lingual schools when Welsh speaking is limited in the Vale. Charging for parking will be disastrous and force people to shop, trade, visit other places



6537.	These are ill considered proposals which will impact negatively. The Council will need to employ staff to empty meters ,businesses will close reducing income for the Council and tourism will be reduced to the area. THINK AGAIN
6538.	Again this survey is over simplifying difficult issues. Cowbridge town centre has totally different demands and traffic concerns to a large, Cardiff focussed settlement such as Penarth. Barry is entirely different to Llantwit Major. You cannot adopt one rule across the county-you wouldn't approach planning or social housing provision in the same way, such matters are considered on a ward by ward basis, based on demand.
6539.	Include a free parking allocation. Again the actions may be Bourne out in the affects to the high streets in the vale.
6540.	You fees are too high the free parking should be two hours free at least
6541.	I think the charges should be higher.
6542.	No parking charges or unpopular 20MPH speed limits anywhere in the vale of Glamorgan
6543.	Charging for parking on street's may affect homeowners in the location who do not have drives. This feels like a money grab by the council.
6544.	Can we not have consistency in the charges. Why not have 2 hours free everywhere before charging. Then charge £3 from the third hour, rising by £1 for every additional hour.
6545.	What about charging councillors for parking in their reserved car parking spaces at the civic offices
6546.	Disagree with any proposed charges. Far too expensive. I could i not afford to work the area as would many of my colleagues and friends. Expect people to stay away. This will be suicide for the area.
6547.	Charges at shopping locations discourages visitors. 3 hour free minimum to make visit worthwhile
6548.	No parking charges or unpopular 20MPH speed limits anywhere
6549.	Yes - free parking. There's nothing wrong with the current system. Stop trying to introduce expensive and unnecessary projects with little justification, other than the need for the council to fleece visitors.
6550.	Again, charges are extortionate and excessive. High street businesses will suffer. A charge of 20p/50p would have the effect of controlling parking without stopping people from visiting the high street. There are already coastal car parks. You don't need to charge for on street parking too. I can see an argument for introducing on street parking charges on Penarth sea front but again this should be a nominal charge perhaps along with the cliff tops of no more than £1. In Barry Island, consider making the on street parking mostly disabled or loading bays to focus cars in to car parks.
6551.	Yes - it should be free!



6552.	These all seem sensible.
6553.	I suspect that some of the locations in Llantwit Major are not within the gift of the Vale of Glamorgan to actually charge for parking anyway. Thus the consultation is flawed as it relies at least in part on revenue which it cannot collect in order to make its case.
6554.	In winter I'm not sure people would visit with charges for parking and it's already quiet at those times. Short summer visits could be free to encourage visitors but charge after an hour.
6555.	Local residents / staff of business in these towns are being penalised. What is to be gained by imposing these charges. They are never ploughed back into the communities who have to pay them.
6556.	There are very few users of this facility that are not local residents, so this is just a stealth council tax rise.
6557.	I think the first hour should be chargeable to free up the main roads from congestion. Summer is not from March to October so please be consistent all year or have summer season that is summer only!
6558.	I agree with all proposals, subject to one big, big caveat: all domestic addresses should have a free annual permit to park one non-commercial vehicle in their street and have access to a limited number of free visitor 24 - hour permits say 60 per year. This would preserve the rights of locals while keeping them on board and giving them leeway to accept visits from family and friends.
6559.	No parking charges and definitely no 20 MPH speed limits anywhere
6560.	On street parking 2 hours free All day £6 Don't charge winter months for coastal on street parking - you'll stop people visiting out of season when they are maybe more important contributing to local economy
6561.	Unwaith eto, bydde'n hynod o fuddiol i'r cyngor ystyried ffioedd parcio amrywiol. Mae'r rheiny yn fwy 'teg' oherwydd eu bod yn codi pris uwch am y lleoliadau mwyaf prin, gan leihau'r arfer o bobl yn gyrru o gwmpas yn chwilio am fan barcio rhydd. Yn sicr baswn yn ychwanegu ardaloedd at y rhai sy'n cael eu clustnodi i fod yn ardaloedd talu-ar-y-stryd ym Mhenarth. Mae ardaloedd megis Glebe Stryd yng nghanol y dref yr un mor lawn a phrysur ag ydy Heol Windsor, er enghraifft. Mae'r un peth yn wir am waelod Heol Albert.
6562.	People will just shop in the supermarkets instead and the town centres will fail
6563.	No parking charges! Doesn't matter trying to make it cheaper in winter, no one will go anytime!
6564.	Street parking - £8 to park on a street which any other passing car can damage your car? are you going to putting cctc into place to help with this?
6565.	Charges in the winter should be free - this happens in many sea side locations
6566.	Too many people in Llantwit Major do not have anywhere to park other than the car parks so charging them would be wrong as they pay enough in council tax



6567.	I don't think you should charge people to park on the street. It will mean that people will be less inclined to visit these places. I certainly won't be paying to park on the street.
6568.	On street parking should be short term quick pop in and out. Free limited time then no return for a fixed time, but it has to be enforced. This would help business with passing trade, and move longer term parking to the car parks.
6569.	I am not in a position to comment on these specific areas as I do not know enough about them
6570.	Cost of enforcement not worth fuss of recruitment of staff and provision of signs and machines- often out of order elsewhere
6571.	You must sort out resident first
6572.	All should remain free
6573.	As all other responses
6574.	No charges should be made it will have an adverse effect on all the businesses in the area and promote out of town shopping
6575.	Arrangements need to be introduced to prevent charge avoiding motorists obstructing streets just outside the car parks, the road on middle gate court being a 'prime example'
6576.	No parking meters in cowbridge high street Parking should be limited to encourage short stay. Restrict goods deliveries times
6577.	On street parking in Llantwit Major would cause fewer people shopping in town, more cars would hover on the double yellow lines outside the shops
6578.	Not practical think of the value of visitors and how local people are going to be seriously affected on a daily problem
6579.	They will help to destroy and weaken the shopping experience in the whole of the Vale of Glamorgan
6580.	Plassey street penarth- Have diagonal parking both sides - more spaces a reduced traffic speed
6581.	Parking permits for Gladstone Road to stop school staff and parents and also council office staff blocking parking for residents.
6582.	No parking charges or any unpopular 20 MPH limits, otherwise there will be no shops , they will all be forced to close.
6583.	I just feel that the charges are too high - make it reasonable or you will lose visitors
6584.	Visitors would attempt to park in residential areas causing problems for local residents. Businesses would suffer through loss of income as visitors would be more inclined to shop out of town where there are no charges.



6585.	I agree for on street parking charges for Cowbridge at the rates indicated to free up the High Street but totally disagree for charges to the Main Car Parks for reasons previously stated
6586.	There are several spaces in Penarth Town centre that have lain empty at least since I moved back to the County in 2014 that could be used for multistorey car parks such as that in Court Road Barry.
6587.	Will stop visitors and shoppers
6588.	Do not make charges we pay enough in council tax and business rates which will be destroyed like Bridgend Town centre, when business leaves it will not come back.
6589.	Introducing parking charges in town centres will just increase parking problems in surrounding residential areas
6590.	Charges and 20MPH limits will put off visitors and kill trade, goodbye shops and jobs !
6591.	Disgusting charges. Absolutely no beneficial to the vale or residents, as the money will not go towards car parking maintenance only improved car parking charging capabilities (ie more traffic wardens) - car parks will go into disrepair anyway as no one will use them. THE FIGURES ARE NOT CORRECT IN THE REPORTS PROVIDED, THESE WERE CARRIED OUT BY AN EXTERNAL COMPANY WITH THE FIGURES INCORRECT TO THE PROPOSED CHARGES. THE REAL FIGURES SHOULD BE PROVIDED TO THE RESIDENTS
6592.	The less street parking, the better.
6593.	The shopping centres in Barry are already declining in business, to start a parking charge would see a further decline as the public will not pay these charges for such poor shopping facilities
6594.	Tariff is too expensive
6595.	People will just park where it is free which will move the parked cars to other areas. I work locally and all of these plans would mean having to pay for parking all day which has serious financial implications.
6596.	Total madness
6597.	One of the positive things about living in the Vale is that we have full and free access to our lovely country and coastal areas
6598.	this is just a money grabbing exercise and small businesses struggle already to survive the winter months especially on the coast, and the workers are not exactly on the pay scale of councillors so they cannot afford to work the winter months if charged to go to work, see my comment about the council workers being charged to park in the vale office car park. what is sauce for the goose is sauce for the gander.
6599.	There is insufficient parking available in all these areas. In most cases it would be



	local residents who would be charged. The Vale of Glamorgan is trying to promote tourism, charging for parking will go against this.
6600.	I only agree with parking charges if residents like myself, close to the shops but probably not where the charges or changes would be, can have resident parking permits
6601.	Street parking in Cowbridge should remain as now with maximum 2 hours if charges are introduced owners will think it in order to park for longer than they do now (possibly even all day) which will reduce availability for shoppers and reduction in trade. If a charge is to be made it should be for 2 hours only at say 50p.
6602.	Street parking should not be chargeable
6603.	parking should be free for at least 4 hours Barry town centre is almost dead but for the charity shops and takeaways if charges are introduced it will become a ghost town
6604.	If you want to kill local businesses, do carry on. Otherwise, don't change a thing.
6605.	On street parking charges should be scrapped. The council claims to need money to pay for parking. On street is a public highway not a parking space. Therefore it is a tax on road users.
6606.	Enforce the current rules on street parking in Penarth. You would make lots of money from the fines much more than charging by the hour.
6607.	As I say all parking must remain free otherwise it will be a disaster for the the whole area as will any 20MPH limits in Penarth and the vale
6608.	Business would be affected. Parking on nearby streets would be affected
6609.	COMPLETLEY DISAGREE WITH THIS PARKING STRATAGY OF ON STREET CAR PARK CHARGING!
6610.	Winter season should be free. Apply proposed winter charges to summer season or risk losing visitors
6611.	My business may fold if this goes ahead
6612.	Should be up to an hour free. This will still encourage walkers (public health objective) and local businesses to reap benefits.
6613.	The people and business do not want these parking charges.
6614.	No Charges No 20MPH limits otherwise no shoppers
6615.	If our local shops are to remain open there must be no parking charges or unpopular 20MPH speed. Town centres will die as a result of any charges or unpopular 20MPH speed limits.
6616.	Don't do it



6617.	Barry town centre and High Street should be free for up to 2 hours, £1 for up to 3 hours, £2 up to 4 hours, £5 all day. The suggested charges will deter people from shopping there and the local business' would lose money as a result
6618.	I use a parking permit when I visit my daughter in Cardiff. - that fine. Apart from when the students take over-soon.
6619.	Visitors to towns are already dropping are you trying to close all businesses in towns??
6620.	Any parking charges or any 20 MPH speed limits anywhere in the Vale will kill off trade,we will have ghost towns of empty shops
6621.	INSTEAD UP TO 1 HOUR FREE (£0) SUMMER UP TO 2 HOURS FREE (£0) WINTER ON STREET COASTAL PENARTH
6622.	You should not charge for parking in any coastal area
6623.	No 20MPH limits in Penarth and the vale and no parking charges.
6624.	Drop the plans!!
6625.	Price should be per hour and off peak - 50% of the charges.
6626.	No Charges and No 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular
6627.	Any parking charges or any unpopular 20 mph speed limits will damage trade so don't even think about imposing any on us, we will remember at the next local elections !
6628.	I feel that all day parking in the town centre on the streets would not be popular with residents
6629.	Totally unacceptable, as are 20 MPH speed limits
6630.	I think on street parking in Cowbridge and Llantwit Major should not be introduced. These areas should be restricted to between 1-2 hours of free parking and if over this time should be subject to ticketing. I do not think introducing charges would be a good idea.
6631.	No Charges and No 20MPH limits anywhere. 20MPH limits are very unpopular and serve no purpose apart from causing congestion and pollution.
6632.	Why are you trying to kill off High Street? A street with small independent shops and services should be encouraged. Up to 2 hours free seems to work, why change it? The coastal charges are too high particularly winter months.
6633.	first hour for free
6634.	It's going to kill off all trade, don't even think about imposing any 20 MPH speed limits or parking charges.
6635.	You'll destroy our town,make businesses fail and take income from the council via



	rents etc in the long run. Think ahead !
6636.	Regarding Cowbridge: the vast majority of on-street parking in the town centre is for very brief periods - under an hour. The income generated is therefore likely to be very low, especially considering the cost of installing and maintaining the proposed 14 pay & display machines. Furthermore, the machines will be an eyesore and have a very detrimental effect on the appearance of the high street / Eastgate / Westgate.
6637.	Only to say don't do it.
6638.	I can only speak for Penarth but the introduction of parking charges will have 2 effects. Firstly it will disrupt residents in streets near the town centre as people will not pay to park and secondly it will deter people from shopping in the town.
6639.	High streets should be charged as they cause congestion town par parks should be free.
6640.	On street parking should be free for two hours in some parts of Penarth. As in Canton, Cardiff where it works well
6641.	Provide park and ride if there is overflow.
6642.	Resident parking already limits the space for visitors to the area. Introducing charges will deter people from visiting (and spending in local businesses) and place pressure on Vale residents who might wish to visit relatives e.g. where will I park when looking after my grandchildren so their parents can go to work??
6643.	Council should implement proposal for designated car park charges as this will concur with aim to improve visitor experience. The option to levy street parking will not improve visitor experience but will cause needless hardship and inconvenience to residents. it will also see the decline of our shops such as High Street; an area known for its success in withstanding large supermarkets because of quality produce and local residents supporting them. Very disappointed that Council does not recognise this is a gem of an area that attracts many residents and visitors. The introduction of resident parking is much needed (and has been refused by Council over a number of years). This is particularly needed in streets off the Parade. Most Parade houses are now multi occupancy and a number have at least 4 cars per house. They invariably use the side streets to park. As a senior citizen resident sometimes having to walk from 4 streets away is not easy when carrying shopping and is not safe at night. The Council needs to consider its residents more than its visitors - after all we are the ones that vote councillors into office.
6644.	Any parking charges or unpopular 20MPH speed limits =No shoppers = No shops = No jobs = dead town centres! You have been warned please scrap is misconceived plan before it's too late ! Other wise we will never vote for you again.
6645.	Same again with Barry high street - a deprived area and yet another way to hit the poor.
6646.	No Charges and No 20MPH limits anywhere



6647.	No parking charges and no 20MPH limits otherwise town centres will die as a result!!
6648.	You
6649.	This proposal must not happen !
6650.	Do we have to go round weighed down with pound coins to feed meeters? Charges not liklely to remain at price you suggest - once introduced they can easily be increased
6651.	No charges should be made
6652.	if you charge people will park on side streets
6653.	Do we not have a town planning department ?? what have they "planned" over the last 30 years?
6654.	Bring these proposals forward at local elections and get the voters decide who represents their vote
6655.	It will cost a fortune to install meters
6656.	Everything should be free
6657.	In reloation to Llantwit Major it is not necessary, shops (there are not many) will loose business
6658.	Should be free- this is what we pay council tax for .No tourists will come and no dog walkers- vale of glamorgan will be 'no go " for all
6659.	Let people park outside their homes for free
6660.	up to 1 hour free parking in town centres will probably not be long enough for most elderly residents to complete their shopping in/ visit Library/doctors/dentists/optician etc. The 1st 2 or 3 hours should be free and then charge for longer stays
6661.	No small town or village charges - end of
6662.	I cannot see how you can justify the cost of employing another traffic warden against the money you will get with the parking charges
6663.	Build a car park then charge for that There have been plenty of opportunities missed
6664.	Provide designated off street parking and charge for that. There isn't enough parking but charges to street parking is not the solution.
6665.	The tariffs shown above rely on an adequate number of available parking spaces throughout the day in the venues shown. This is not the case in Cowbridge and Penarth town centres where demand outstrips supply on most days during business hours (Mon to Sat 09:00-17:00). Free parking for the first two hours and lower charges than those indicated are less likely to deter those wishing to use



	the local services on offer.
6666.	Damage local businesses due to less people visiting town centres
6667.	No parking charges or unpopular 20MPH speed limits anywhere, thanks
6668.	NIL CHARGES
6669.	Remove all 20MPH limits,
6670.	Leave street parking as it is. Some local business need to park near to their 'office' as they have to go out on visits throughout the day. It is doubtful if employers would pay this additional charge, so it becomes a burden on people's salaries and in effect a reduction in income. One hour is not enough to shop and meet socially, so shoppers would be driven 'out of town', which could entail local business suffering loss of trade. In High Street the only place to park is in the street as there is no 'local' car park.
6671.	With no FREE time, this is going to hit the shops within the town centre, forcing the public to go to the out-of-town shops.
6672.	Up to one hour should be free.
6673.	No Charges No 20MPH limits otherwise no shoppers.
6674.	It's (as usual), a poorly conceived plan that will be abysmally executed.
6675.	Street car parking charges will mean residential permits and loss of free parking for staff so I am totally opposed
6676.	Strongly feel that if charges are introduced - tourism , local businesses will be severely affected - causing a downward spiral . The investment , consultation , implementation, maintenance, policing of the proposed parking charges - the cost would be far greater than the revenue generated
6677.	Free for 2 hours in town. We don't need to discourage town centre parking.
6678.	We can't have any parking charges or 20 MPH limits, the shops will close and the town centres will become deserts.
6679.	There should be no charges
6680.	In Cowbridge, on street parking is already restricted to one hour. After that traffic wardens issue tickets. Therefore the council already generates revenue from on street parking of more than an hour. Residents can only park outside their homes after 6pm and until 8am. They bought or rented these homes with this in mind. Now you are seeking to create an additional charge for parking outside their home.
6681.	The strategy does not address the needs of residents who live on streets which border those with residents' parking. We already cope with commuter parking using Dingle Road station and people who work in local businesses parking on our street so if I move my car during the working day I can never park it within 3 streets when I return. The other half of my street is residents parking. The Council



	should try to identify a location in Penarth that could be a proper car park as it is no wonder that people working in local businesses park on residential streets.
6682.	Charging is not an essential way of raising money for the Council. The tax payers and other community members deserve a service from their Council which meets their need for access to town centres and outdoor recreational facilities. Barry as a tourist centre needs to be even more attractive to visitors economically this should be important to the Council.
6683.	I think that it would be better to allow people to park free for two hours in certain designated parking bays, while those who wish to stay longer might park in designated parking bays for 2 hours plus. Traffic wardens could police these bays in ways similar to present. The Council might consider an electronic clocking in and clocking out system for the two hour bays which could be checked electronically by traffic wardens on site or elsewhere to stop abuse of the system. Currently, I quite often drive down to Penarth Esplanade to escape/rewind/have a cup of coffee. However, I think it unlikely I will be doing that so often once parking charges come in as the parking charges will take the pleasure of going there away.
6684.	Are we all expected to live with ugly signs in front of our houses?
6685.	We definitely shouldn't be charging to park in the winter season on coastal streets it's killing the local businesses which struggle that time of year anyway
6686.	As a local residents we can never park in ou allocations parking permit holders location because other non residents park there all day and rarely get a ticket. We park elsewhere and over 10 years got x6 parking tickets because I can't park where I'm supposed to. So more traffic wardens that cover the whole of Penarth not just certain locations. Windsor Rd in particular.
6687.	This is making me quite cross now - are we trying to put people off visiting the town centre? Let it be FREE ! I live on Windsor Rd - I will never be able to park near my house and carry work stuff, shopping, kids in etc. As it is people park there all day and we have difficult finding a space. The restrictions are ignored and not managed! Maybe give people who live locally in the town centre a residents permit so they can park not just in their street but any near by street as well! The number of times I drive in circles and add to pollution is astonishing! Think of residents PLEASE
6688.	Keep it free
6689.	Never heard of something so ridiculous
6690.	Llantwit Major doesn't have a parking problem at the moment. It is usually possible to find a space. If I have to fiddle about with change to park or, even worse, try to pay by phone which is always a pain, then I would be more likely to drive to a big out of town supermarket or do more shopping on-line which then creates more traffic with delivery drivers. Others may be likely to park in side roads and residential areas, thus creating more problems.
6691.	Do not implement at all



6692.	First hour should be free in summer so that new visitors can stop and look around before deciding to stay. Charging could be detrimental to businesses. There is a safety issue for staff working along the seafront in Penarth. Most businesses work late into night so staff will need to walk alone in the dark possibly through parks to get to their cars parked in free areas. Public transport is not available after approx 11pm, so there are no other transport options for staff. Evening shift workers should be able to park closer to work for their own safety. I suggest that paid-for parking should cease at 6pm. Winter is difficult for seafront businesses and a lot of visitors are older. They are less likely to stay if there are parking charges. First 2 hours should be free with £1 increments thereafter.
6693.	No
6694.	Parking should be free in the shopping streets as it encourages both locals and visitors to use the shops which are currently struggling to survive. The existing commercial centres in Barry are falling into decay as retail changes and charging to park there and use the shops will finish them off.
6695.	FREE
6696.	No parking charges or any 20 MPH speed limits thanks
6697.	I do not believe that 1 hour of free parking in Penarth town centre is enough. Many people come to shop and have lunch and 1 hour isn't long enough to do that. A 2 hour slot would seem more reasonable. Also, parking should be better enforced - it is a known fact that many business owners park outside their own shops/offices for the entire day and only move if they know the traffic warden is coming or I've heard seem to be given preferential treatment by wardens which doesn't seem right.
6698.	Any parking charges or unpopular 20MPH speed limits will put off visitors and kill trade, forcing shops to close, we will be left with ghost towns !
6699.	I think the Summer time parking charges a just a £1 to much for each of the times
6700.	If people are limited to the amount of time they can spend for free, they will spend less time here, the longer they stay the more they will spend in local businesses, the better businesses do, it will attract new businesses and grow, which will bring more people in.
6701.	How will charging help the local traders? Everyone will go to the large retail parks - we need to support our local shops and this won't help them!
6702.	Charges for street parking in town centres will have a big impact on the shops as people will stop shopping in the towns and start going to retail outlets where its free to park. Local shops and town centres are already struggling badly. Your season periods are decidedly dodgy, since when does summer last 9 months!!!!
6703.	The introduction of street parking charges in Penarth without making all surrounding areas resident payment only would increase the risk of residents who pay council tax at a higher rate than other areas not being able to park outside their own houses



6704.	The only time I agree for charging would be summer months but think the tariffs proposed are too high. Being a resident in the vale I feel we should not have to pay these high tariffs to use our local beauty spots, we already contribute with council tax
6705.	On street parking is vital for the local economy, any parking charges or any 20 MPH speed limits will destroy trade and hence local businesses. This must NOT happen !
6706.	If you introduce car parking charges into our town centre you will kill our trade. It is difficult enough running a retail shop without this in the mix. This is just a revenue generating scheme with no thought to the impact on the local business owners.
6707.	Effective access for many is by car. Don't deter them.
6708.	If car park charges are introduced in town centres then is it not easier to restrict parking in residential areas affected to have timing restrictions so that people who need cars to get to work and need to park are prevented from parking before 10 am
6709.	No parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters and achieve very little apart from keeping the greens happy nothing to do with road safety just political do not be conned by the green lobby group like slaughter and rod king they have no road safety qualifications just their own agenda !!
6710.	Paget Terrace in Penarth should require a resident's permit to park.
6711.	Any parking charges or unpopular 20MPH speed limits will drive away visitors and all the shops will close and the town centres will die as a result and you will pay the price at the next election .
6712.	This will just encourage people to park in streets where there are no charges which will be a nightmare for the people living there.
6713.	If it is to be brought in then Hickman road, arcot st and glebe st should also be charged
6714.	This needs a re think before it's too late ,please listen we don't need or want any 20MPH limits in Penarth or any parking charges!
6715.	No parking charges and no 20MPH limits thanks
6716.	Businesses will be affected through loss of trade.
6717.	Why are we charging the council is run by money hungry fools who spend money on worthless things , our towns are in serious trouble and this is just making it harder
6718.	Do not do it, you will drive away business from the towns
6719.	Make contactless payments available and low costs and no one will have an



	issue
6720.	IT WILL RESULT IN LESS FOOTFALL WHICH WILL THEN LEAD TO CLOSURES OF MORE SHOPS
6721.	You should be encouraging parents to take their kids to the beach
6722.	It is cheaper in Cardiff. This is a ridiculous scheme.
6723.	More people will shop online or at out of town shopping centres where parking is free. The town centres will die even faster reducing council returns, congestion & pollution will increase.
6724.	That they make all the streets near the high street, like Tynewydd road, residents only parking. We can't park Sas it is!
6725.	No parking charges
6726.	What about locals who stop to purchase a paper, or sandwich for their lunch.
6727.	Quite simply we will take our business elsewhere to retail parks such as culver or leckwith where we can access similar shops and park without charges. As for access to coastal areaa we will not access theae areas as often of charges are introduced. This means we won't be spending our money in local cafes and businesses in these areas.
6728.	No parking charges or any unpopular 20 MPH speed limits anywhere in the Vale of Glamorgan including Llandough and Sully. You are going to force all the shops to close !!!!!
6729.	Why should people who work in these places have to pay to park to go to work for 7/8 hours
6730.	Up to 2 hours free at anytime, else this will impact small business and traders
6731.	What will happen when I visit my relatives who live on Barry Island? Why should I pay to park in a residential area.
6732.	I want charges on princes street or pass for resident so my wife doesn't have to walk a mile up a steep hill because some ■■■ doing there shop has filled the road out with extremely ■■■ parking!! Trust me I will take marshal law in this!!!
6733.	Some people would not visit due to charges as not enough to entertain people.
6734.	Don't charge people to use basic amenities
6735.	Residents parking only
6736.	I do not agree that we should pay to park in Barry town centre or high street. It will put people off visiting. There are plenty of out of town shopping areas with free parking and a better choice of shops
6737.	Parking charge scales added excessive



6738.	This is absurd, I work in Cowbridge and how can I or anyone else afford to pay £8.00 a day parking fees, that's £160.00 a month, how on earth does the Vale council expect this from ordinary working class people.
6739.	The tariffs are not logical. In small towns Llantwit and Cowbridge, there should be not charges but restrictions only. ie max 1hr stay. This would ensure cars are not parked all day at the front of shops etc, and would allow for quick visits to shops etc.
6740.	No charges
6741.	Those prices are ridiculous. We live in the vale not Cardiff. You may aswell do your shopping in the city at those prices and say goodbye to the small town high streets. So many staff for the shops park in town as well - it's just a joke.
6742.	This will cause Less visitors and Barry Island has been ruined compared to the turnout many years ago, the knap, butlind and fairground have gone this will just turn visitors from visiting
6743.	Parking charges will dissuade people from using our town centres and coastal resorts. The cost of long term parking will be simply unaffordable to many workers who are in low paid employment. How are they meant to get to work?
6744.	I think these charges should be the same as the proposed coastal car parking charges, as otherwise there's two different tariffs for parking in the same area. That's not fair on people who couldn't find a space in the car parking areas and had to park on the road.
6745.	I feel charging for street parking will cause loss of revenue as outside visitors will be discouraged from visiting our local towns. I think it will also encourage out of town shopping where parking is free by locals, more revenue lost.
6746.	What about people who actually live on the high streets? They pay enough in council tax, this needs to be taken into consideration
6747.	Just limit the time like exciting so people don't abuse it
6748.	NO TO PARKING CHARGES IN ALL AREAS
6749.	This needs to be thought through more carefully. The issue with town centres is that local residents drive to work in the town or catch the bus/train and park all day. Most others users of the centre just pop in and out. We need to encourage the latter and discourage the former.
6750.	Street parking should be free as we have purchased vehicle taxes
6751.	these charges will have impact on local business and whilst town seems to be in decline and feelings low in town centre . think councils way of raising revenue seems crazy when less business will be here resulting
6752.	i think street parking needs to be scrapped as it effects the residents to the areas, it makes it a less desirable place to live and will decrease the value and desirability of the properties



6753.	Do residents get free permits Resident only spaces for these permitd?
6754.	Any increases in parking costs will result in more parking along nearby residential roads. Reduce the length of restrictions - maybe ending at 6.00pm.
6755.	What about no charges. It works now, why change it?
6756.	Build more car parking spaces in support of local economy to sustain the Town Centres.
6757.	ill conceived, not thought out - a joke !!!! Are you trying to kill these areas off !!!!!
6758.	No parking charges and definitely no more 20MPH limits in Penarth and the vale including Sully they cause congestion and are VERY unpopular with the voters and achieve very little apart from keeping the greens happy nothing to do with road safety!!!
6759.	At least 2 hours should be free for ALL on street coastal & town centre parking. Charging for longer times or in actual car parks is fair, but to park on the street should remain free of charge for at least 2 hours. Anything else will kill our towns & coatal businesses. I will NOT PAY to walk my dog. When I walk my dog I will often buy a drink or snack whilst I'm there. The Barry Island businesses will really feel the squeeze as I'm sure I'm not the only dog walker who feels this way!
6760.	you will kill Penarth town centre and seafront if 1. you charge for 1st 2 hours 2. have a complicated parking system
6761.	Charges will have an adverse effect on visitors.
6762.	In my opinion the local businesses will suffer even more as sometimes you only need to pop to the bank to get money or buy something quick from eg. a card shop. People wont bother coming to town & will choose to do these things at a supermarket instead which will not promote the town centre for shopping. Barry has already seen a rapid decline the past year & will deteriorate further. Shop workers/volunteers who cannot park in allocated car parks as they may be unable to walk from them will be penalised to work. There doesn't appear to be any reference in this survey for those with disabilities which is a disgrace considering they have different needs to those more able.
6763.	it will lead to a huge amount of displaced car parking on residential streets that will lead to displacement and accidents and pollution
6764.	Why? If this is just a revenue income scheme, surely that's what our taxes are for? I would also say that the cost of employing wardens and parking metres and changing the metres regularly when charges go up, or the coins change, take a large portion of supposed income.
6765.	needs 2/3 hours free to encourage people to use shops and cafes. after that, by all means charge - particularly traders and suppliers. need to police people parking badly all over Penarth.
6766.	I disagree with the idea that charges should be introduced in each town the same. Barry is large and urban, but Cowbridge and Llantwit small and rural, which is



	their appeal for visitor experience. Urbanising them with more road markings, street furniture and pay machines would ruin the visitor experience.
6767.	I am opposed to any charges.
6768.	There can not be any parking charges or unpopular 20MPH speed limits anywhere in Penarth and the vale including Sully .
6769.	NO CHARGES IT WILL DESTROY OUR TOWNS, CAST AND COUNTRY PARKS
6770.	proposed charges are too high. an affordable permit for residence covering all areas
6771.	no charges
6772.	Parking should be free
6773.	no charges
6774.	At least 3 hours parking should be free, otherwise the trade of local cafes and restaurants would be badly hit.
6775.	charge more in tourist areas, so that can offset the need for charges/revenue in day to day high street areas in decline (High st/Broad st/holton road)
6776.	Free up to 2 hours.
6777.	free parking up to 2 hours? sufficient parking facility/bays for both traders/resident,customers
6778.	Shouldn't be charged. Has always worked fine to date, cars have been around a fair while now, people shouldn't have to now pay because the council want to make a few extra quid
6779.	Do not charge for parking on streets in coastal areas
6780.	Far too expensive! And not in line with parking charges elsewhere in Barry. Will just push people to park in nearby residential streets
6781.	More disabled spaces, with lowered kerbs, are needed, especially at Penarth Esplanade wher it is rarely possible to find such. Again, if adequate provision is made, then charges are OK, but on street should always be much less than carparks.
6782.	I can't see how it will possibly encourage people to spend time and therefore money in Penarth
6783.	No charges.
6784.	An expensive option Needs equipment and staffing And again driving away visitors
6785.	I feel that £8 all day is quite expensive for people who work in Penarth for



example and currently park for free. I think £5-6 all day would be fairer but still a big hit. If you don't currently pay for parking 5 x £8 = £40/week x 45 average working weeks a year per employee = £1800/year!

6786.	Free parking
6787.	This will kill high street barry bed enough there is nothing left in Holton road guess you just want charity shops
6788.	Free winter parking for 2hours else local people won't bother visiting- look at data and case studies in Cornwall, it will kill off the areas economy in the winter if short time spans are charged.
6789.	No charges should be implemented as this will have an impact on local businesses
6790.	If you are guaranteeing a parking space everyone without fail I would happily pay the £10 What are you providing me with for that money? Is there some kind of service you do? Charging me to live at home and go to work! Shame on you!
6791.	Must be up to 3 hours free, with higher charges and no return afterwards else space hogging will continue
6792.	I think it's pointless disagreeing because even if everyone disagrees you will still impliment the charges. It won't bring people it will deter people from coming to penarth. Parking is limited as it is and this will make it worse. I also don't believe money from parking would be used efficiently such as sorting out the state of the roads. So no I do not believe we should be charged for parking.
6793.	One fee for one visit. Make it very simple, make it inexpensive. those summer charges are excessive in the extreme. They will deter people from returning. Or seeking free parking in ASDA etc.
6794.	You will not have sufficient staff to police it.
6795.	charging would discourage use of local shops and businesses.
6796.	It works as it is - Leave it alone in Llantwit Major
6797.	Kill off high streets and enhance supermarkets ??? is this the vale we want to live in ???
6798.	The charges should start after 2 free hours, One hour limit will detrimentally impact town Centre business, Resident parking needs to be addressed
6799.	More car parks in town such as cowbridge need to be build by the council otherwise people will no longer visit them. Charges should be minimal. All day parking should be built outside the town.
6800.	Residents - Bays should always permit up to (two) max hours paid parking, as they often lie empty in shopping hours, Double time for blue badge holders in all areas
6801.	Free parking



6802.	No charges at all Has been one of the joys of living here , People will only seek out other areas
6803.	Yes i live on middlegate court cowbridge -It's a very bad situation as the enterance to the site of circa 35 homes becaome a single track enterance for 200yards as double yellow lines that were once on the left side - removed (approx 10 years) traffic meters in the middle which emans one car would have to reverse back 100 yards- There are constantly arguements where both drivers refuse to reverse , it needs double yellow lines- re invest both sides of the enterance and especially with town hall charging is implemented making it a lot worse- however this needs assessing right now !!
6804.	Out of season the first two hours of parking should be free
6805.	These charges are too high - no relation to all day car parki charges £3.00 car park !! A car park on the site of a building opposite weatherspoons
6806.	What is the problem at the moment? theres none, so why create one???
6807.	Meter will destroy the market town apperance of cowbridge
6808.	This wil hit low paid shop workers who will struggle to pay £5/ day for parking
6809.	No charging
6810.	No charges
6811.	The 'well off' will hog on street parking spaces - leaving pensioners nd those less affluent to carry purchases distance. Will lead to death of local independant shopping centres
6812.	No
6813.	no charging
6814.	If you are going to visit a relative and they live on this street , you will then be charged?
6815.	Charging to park In Penarth and Barry will kill local trade and send shoppers and others to go out of town locations and to buy from the internet make parking restrictions threee hours as that would allow for the minority to use local business and services, using traffic wardens as the council feel fate
6816.	Likely to cause displacemtn of parking to residential areas
6817.	Winter should be free
6818.	I own a garrage and already have difficulty in entering and exiting it in my car due to people parking opposite it, if you are fair to charge then this will become an impossible task for me as more people feel to park their cars ' for a minuite" not to incur charges
6819.	Disagree to parking charges



6820.	street parking should be free
6821.	Street parking should be left as it is 2 hours free parking then moving on especially as the public transport is so unreliable in LM , this is a tax on people having a day out why change something that works well
6822.	Book please for parking on yellow lines - what a joke!! it does not happen
6823.	No charges
6824.	No charges for on street parking
6825.	on street parking charges will kill our town centres at a time when businesses have been closing down since rent rises for premsies came into effect
6826.	it will damage businesses
6827.	traffic wardenrs would have to be employed - and paid
6828.	no. see Q11. however, if you impose parking charges, people will look for anywhwere else including my lane which I own and is private for the six residents. as it is, we have difficulty getting our own cars parked in the lane.
6829.	same as stated before. you will kill our town centres. online shopping will thrive
6830.	supervising restrictions such as these will cost moneyto employ staff
6831.	charges for street parking will damage local businesses
6832.	terrible idea. any revenue generated will be claimed back by central govt. surely we can think of better ways.
6833.	no charges
6834.	will close shops as put off customers
6835.	see earlier comments on detrimental impact on traders and small businesses as well as private dental etc practices
6836.	Keep free for at least 2 hours. You cannot do a lot in 1 hour with a family or the elderly.
6837.	Leave well alone. In the old town of Llantwit, many residents do not have driveways or garages - and depend on street parking, which is as it is now, and should be left like that.
6838.	It's just purely profiteering. Many people in cottages do not have anywhere else to park - so have no option. Not very democratic.
6839.	On street parking will be a nightmare if car park charges are brought in. Brecon town centre became a nightmare for local residents who live around the town centre. Roads are now very congested, road rage is prevalent and residents get abuse hurled at them from anyone trying to park in residential streets to avoid parking charges.



6840.	Llantwit Major is fine as it is. In summer we manage and parking is fine. What we need are more parking spaces.
6841.	No charges levied!
6842.	I'd like to see the summer and winter charges the same.
6843.	Out of town parking.
6844.	Should stay free.
6845.	No charges! Don't kill our areas based on your budgeting needs.

Comments received by email regarding on street parking

6846. I write regarding the draft parking survey and it's impact upon my family as resident homeowner and parent living on Windsor Road, Barry. Specifically with regards to appendix C7 of the report. The report does not provide any breakdown of available spaces and taken spaces in the surrounding streets of the areas where the proposed charges are to be applied in the times it applied review of the areas under review of these proposed charges.

Windsor Road is a very busy road in and out of the west end of Barry, an area already suffering with long standing parking issues of which the council are well aware of. The council states on it's website that there are no plans to increase residents parking bays:

<http://www.valeofglamorgan.gov.uk/en/living/Parking/Resident-Parking-Schemes.aspx>

"..there may be opportunity to introduce new schemes in future but this is not possible at the moment.."

Windsor Road current has two limited spaces that are stated to take up to a maximum of 8 cars, yet often can only allow 6 regular size cars as understandably drivers park their vehicles so they are not damaged. This discounts any irregular size vehicles such as transit vans or motor homes which are often seen parked on Windsor Road. This year 2018, the parking restrictions upon adjoining York Place were changed to resident only or 2 hours along the whole street, not just part as previously. This is now the same as Queen Street which runs alongside High Street and protects the residents there. This has seen the workers merely use Windsor Road as the place to park their vehicles all day.

2018 also saw the Vale council spend a significant amount to reconfigure Broad Street to allow additional parking. Despite this investment at present there is a very long yellow line running from the old ROAB club up until Barry Train station which does not appear to serve any road safety purpose other than the entrance to Gary Watson Motors. This line is approx 100m / 320 foot. Removal of all or part of this yellow line would allow a greater number of vehicles to use Broad Street as additional parking for the train station and/or the shops on High Street and Broad Street.



Windsor Road and Porthkerry Road are also an overflow for visitors and guests who visit or stay at the Mount Rooms hotel, as this has 40+ rooms and difficult access or exit parking provision for just 12 vehicles. Additionally, the Masonic Hall and The Samuel Romilly public house on Broad Street bring visitors to the area which themselves have zero parking provision. In addition to these, the council has approved the conversion of the United Reformed Church to 22 residential dwellings of and commercial offices capable to taking up to 120 workers without a single parking space for the residents, workers, deliveries or visitors. It is difficult to believe that this development will bring no additional vehicles to the area permanently.

If the parking proposal is to be approved I believe Windsor Road's resident parking bays should be increased along the whole Road. As mentioned earlier in the change upon York Place, Windsor Road will be greatly affected by the displacement of vehicles due to the implementation of the parking charges. Restrictions exist upon York Place and Queen Street making Windsor Road the most likely destination of the displacement as I doubt the elderly or those with children are likely to park on Trinity Street hill or at the top of Wenvoe Terrace and attempt to walk down and up the steep hill of Trinity Street or that from the top of Island Road onto High Street.

Also, if parking charges are introduced by the Vale council, this will set a precedent which will see the Train companies to start charging for their parking, citing the council's decision as an example, which will lead to greater pressure on the residents of the surrounding areas of the Vale's many train stations which have parking facilities. Will the Vale's parking charges be fixed for a period or are they likely to increase each year like our current council taxes which increase year-on-year?

What will happen should the proposed income from the exercise not materialise? Will this see even further charges to cover the expenditure charges of implementing, administrating and enforcing the parking charges?

I'm also aware that the argument often cited it that if it is too expensive to park that people will forgo their cars. Yet for a family of 4, two adults and two children a return trip to Cardiff centre from Barry train station costs £15.90. Even a short return trip from Barry station to Barry Island for two adults and two children costs £8.10. There is no direct route to the Heath Hospital via train, and the last bus on this route (leaving from the old Barry Hotel on Broad Street at the bottom of Windsor Road), which by bus takes in excess of an hour and twenty minutes is around 18.10 PM with no option to return until the following day or find other travel arrangements. Therefore due to public transport cost, convenience of travel and time by private car that individuals or families often own at least one car, often more.

I welcome any correspondence with council officers involved in the proposal should additional correspondence or clarifications be required.

6847.

This email is to express my views on the proposed car parking strategy as it affects Cowbridge.



I am opposed to the proposed strategy for the following reasons:

1. It will penalise the many people who work there and travel by car from outside the town and currently park there free.

2. It will cause displacement of parking from current car parks onto residential streets.

The proposed parking permit scheme for residents incurs new costs for them and will be difficult and expensive for the Council to monitor and enforce over such a wide area of streets.

3. The proposed scheme will be extremely expensive to implement and enforce and will largely or completely absorb the income generated by the scheme which is its main purpose.

4 The net effect of the scheme will be to deter people from outside the town to come to shop and do business in Cowbridge which is the reverse of what is needed to increase visitors to come and shop here in the face of increasing competition from on line and out of town shopping centres.

5 The proposal does not take account of the residents' proposals for new and renovated parking areas around the town wall and on the sheep market area. In one residents' scheme the sheep market area would be the long stay car park and the town hall car park would be for shorter stay visitors.

6. The large amount of street furniture from parking meters, barriers, notices and signage would significantly detract from the appearance of the Conservation Area in this ancient borough which Vale Council Conservation Area surveys and reports have said is already too much.

7 Park and Ride schemes with car parks east and west of the fringes of town would be a much better solution, reduce the already large traffic congestion in the centre of town and could pay for themselves.

6848.

We have been living in Bradford Place for 5 years and have seen parking become more difficult over the years. I understand that we do not own the parking spaces outside our property and do not have any legal right to park outside our home and we have no issues with visitors parking outside our property or in our street. However, it is inconvenient when visitors working in the town, park in our street all day from the hours of 8 am to 6 pm making it very difficult for residents to park outside or near their home and often residents will have to park in the next street.

As mentioned we have no problem with visitors parking for a few hours as we see it important for visitors to have access to the town but there is a current problem with parking in Bradford Place.

This has been an issue for some time and now with the council's new parking strategy plan, there appears to be no plan to create residents parking in the nearby streets on this side of the town which would exacerbate the current parking problem on Bradford Place. Particularly with workers that would now have to pay for all-day parking making the surrounding residential areas parking



becoming more of a problem. We are also in walking distance to the Kymin and seafront which would also pose a problem for more visitors needing to park in our street rather than the paid option along the seafront.

The parking strategy hasn't fully considered how this would affect residents living near the town and the need to implement more residents parking.

I would be grateful if you could look into with the possibility of a section of the street to be considered for residents parking and if one of your representatives could come out to meet me and discuss the issue. I look forward to your response.

6849.

While I accept that no one has the automatic right to park outside their house I have been amazed at the number of cars that use Paget Terrace as an "all day" car park. There seems to be a constant stream of people parking in Paget Terrace and walking down towards the barrage and, presumably, over to Cardiff Bay. We assume that this is principally due to the fact that the Barrage Car Park (which is not even mentioned in your report) is full or that they do not wish to pay the charges. On more than one occasion I have had to park over 100 yards away from our house!

I note that your draft report recognises that "...the implementation of parking charges can result in displacement parking to surrounding residential streets where there are currently no Traffic Regulation Orders active" and it recommends that "that further controlled parking zones are considered to control and manage the impact of car park charging where such displacement is likely to occur." However, there is no mention of including Paget Terrace in any controlled parking zone.

Paget Terrace will inevitably be squeezed by displacement caused by any new charges/control in Penarth Town and the Marine Llwyn Passat Car Park/Marina streets. I would like to respectfully request that you consider the housing side of Paget Terrace be included in plans for controlled parking by way of Permits and/or limited time parking as already exists in some parts of Penarth Town.

Many thanks for your kind consideration of this request.

6850.

Parking enforcement officers require close vetting and effective training (recently I observed an enforcement officer being unnecessarily aggressive in carrying out his duties) - a smile and the need to listen should be essential
any machines that are used to collect the fee must give change - in Cardiff the other day the fee was £2.10 - I had no change so ended up paying £3.00 - I felt cheated and abused.

6851.

We write in order to object to the implementation of the draft parking strategy as presented to us in September 2018.

We are residents of [REDACTED] in Prospect House, Church Street, Llantwit Major. We have no on street parking in front of our residence, as the streets in this area are very narrow and there is a double yellow line. We do not have where to park other than the Town Hall car park (Burial Lane).



If the parking controls proposed are implemented we would have to either pay £6.00 per day, per household car (£4,380 per annum for our household) or find alternative parking in the surrounding streets. This is likely to cause disputes and congestion in other narrow streets of the older part of Llantwit Major which was designed in the 16th Century.

We understand that the double yellow lines in our area are to be extended to other streets thus affecting other residents of the area. We estimate that there are at least 40 households in our area, for which there would be no available parking solution.

By implementing this strategy you are declaring us 2nd class residents of the Vale of Glamorgan, in which most residents can park their cars in the vicinity of the homes free of charge, but we cannot. This policy discriminates against us.

We have attended the consultation in Llanthonyan Hall on Wednesday 5th September 2018 where none of our concerns were written down and the only answer was to fill in the survey online. The survey does give us an option to address our concerns. We were also very disappointed to learn that the Council representatives had no idea where the yellow lines are and would be implemented. They did not know the specific area of Llantwit Major we are talking about.

This is not a democratic process. We fear that the consultation will have no bearing on the decision already taken.

We would appreciate to receive a reply, addressing our issues.

6852.

I have a major objection to the Vale planning strategy and that is in relation to Wine Street in Llantwit Major.

The strategy completely overlooks the fact that Wine Street is a residential area. There are currently 14 households in Wine street along the section marked on the strategy as no waiting at any time, 6 of these households have some form of off-street parking but 8 do not. Even those who do have off-street parking frequently park on the road as the narrow road and awkward accesses make getting off-road tricky.

This leaves the residents of Wine street taking up the 9 or 10 spaces on the road with those unable to find a space using the Old School car park.

If the parking strategy is implemented as the current proposal this will leave the resident of Wine street nowhere to park. I believe this is totally unacceptable.

There is a related Health and Safety issue in that cars often drive too fast along Wine Street and if the road is effectively widened by having no parking, I believe this speeding issue will get significantly worse.

The solution to the problem is to have a residents parking scheme along Wine street with residents cars also being entitled to park in the Old School car park.

518



I think there are other problems with the strategy and I do not believe it will generate the forecast income - but if the issue of Wine Street residents parking is satisfactorily addressed I would not object to the scheme.

As an aside I believe most residents would be happy if Wine street was blocked off somewhere just North of the war memorial. This would mean most residents would only have vehicular access from the North but it would solve the speeding issue, enhance the town square and potentially create one or two more on road parking spaces

6853.

We would like to express our objection to the implementation of the Vale of Glamorgan Draft Parking Strategy as presented to us in September 2018 on the grounds of flawed financial projections.

The council commissioned Capita Plc to conduct a survey and prepare financial projections for the implementation of the draft parking strategy. The findings were presented in the cabinet meeting which took place on 2nd July 2018.

We think that the financial projections presented at the meeting are flawed because:

a) The annual costs of running the parking scheme include only the running cost of the Pay and Display machines such as ticketing paper and electricity. The projections do not include any charges which will be invoiced to the Council by the company running the scheme and they do not include the cost of employing additional enforcement and administration personnel required to run the scheme.

b) The projections are based on a maximum capacity of 100% occupancy (£1.6m per year), whereby it is unlikely that this will be achieved. The level of public objection to the strategy means that residents and visitors will probably avoid paying for parking. They would rather drive to the out of town shopping centres in the area where parking is free of charge. It would reduce the footfall into the small towns of the Vale of Glamorgan, thus causing an unpreventable cycle of loss of trade, employment and parking revenues.

c) By the time we know for sure whether the implementation of the strategy was successful or not, it will be too late to undo the damage.

d) It would be necessary to borrow the funds for the initial investment of £1.9 million. The interest charge is estimated at £400k but it is not factored into the projection.

e) The cost of undertaking 3 surveys since 2013 as well as the cost of the current public consultation are not factored into the projection either.

f) We are told that the running of the scheme is going to be outsourced to Capita Plc. If this is true, there seems to be a stark conflict of interest, thus producing a very biased financial projection.

6854.

There is no mention of existing displacement parking from the Barrage Car Park,



run by Cardiff Council, which significantly impacts our street. We want to highlight this and request residents parking for the housing side of Paget Terrace & Paget Road for this existing displacement.

Paget Terrace and Road have effectively become a free car park for those travelling to access Cardiff, with no benefit directly for Penarth or the Vale and at a significant inconvenience to residents. Those who park here tend to be the ones that are going off 'for the day' to avoid any parking expense. This year it has been worse than ever with major events happening on the barrage at times has seemed like an invasion. Weekends are the worst

We have an hybrid electric vehicle which at weekends we would like to be able to charge. We can only do so if parked directly outside our house. As neighbours we know each others cars and can rearrange parking between us if we need to for all sorts of reasons and lately almost impossible with the number of non residents parking for long periods.

Restricting parking on the Marina, as proposed in the consultation, will only increase the pressure for parking on our street, adding to those arriving to use the newly opened Paget Park facilities.

6855. Having ploughed through the parking consultation for the vale of Glamorgan, I have the following comments (re Penarth)

1. I agree in principle for charging on- street parking where appropriate. ie turnover space in town for shoppers
2. Cliff Parade car park is not overused now so no point in levying charges, cars will still use adjoining roads
3. Charges for all day parking around Penarth railway station would be appropriate.
4. NO OVERNIGHT PARKING. signs are needed all over the town to prevent what is becoming a haven for motor homes . This has become a BIG problem and should be addressed as soon as possible.

6856. 1) The residents of the Vale of Glamorgan already pay through their council tax for the upkeep of this country facility why should they have to pay extra to access it by vehicle?

2) The imposition of car parking charges would in essence mean a fine/charge of possibly between £300 and £1,000 pa for regular users of this park, a park which as previously mentioned they already pay for.

3) Given ever increasing concerns in regards to public health the thought of adding substantial charges to Vale residents for using their own county park for walks and exercise promoting good health is sheer lunacy.

4) The reports own appendix maps clearly show that even the council and it's contracted report authors identify Lavernock Rd and Lavernock Rd as



'displacement parking zones for those wishing to avoid parking charges at Cosmeston Park. The whole Lavernock Park estate is shaded to indicate already known and acknowledged future parking displacement.

It would take less than 5 cars parked near along Cosmeston Drive which is the only exit and entrance to the whole estate to block access to the entire estate. A previous abandoned attempt to impose parking charges at Cosmest some years ago demonstrated exactly that.

The estate roads are too narrow to propose and implement residents parking zones which along with any other parking restrictions would anyway cause problems for occasional parking by tradesmen / women and the odd visitor to residents houses. so is not a feasible option.

5) Why have not plans to charge Council employees and VOG councillors to park in council owned car parks at County Hall the Docks office and the Alps not been included in the proposals? Why should those making such proposals be exempt from their own senior officers and councillors attempts to raise money from parking charges. Start charging council staff and councillors immediately which of course would encourage the oft repeated by council officers mantra of sustainability and use of alternative transport to work.

6857.

1. On-street parking charges in Penarth. Penarth does not have a car park, therefore it will cost more to park here than other Vale towns (since the proposed car park charges are lower than the on-street parking). This is unfair on local businesses who may lose trade, and on local residents who will have to pay more, and does not provide consistent parking charges which the strategy states as an aim. The charges should be set no higher than the car park charges and should allow for people to pay short visits to town free of charge. Up to 1 hour free is not enough for instance to get a haircut, or visit a couple of shops, or go to a cafe, 2 hours free parking is needed.

2. Car parking charges at Cosmeston. Access to green space is good for physical and mental wellbeing, and in line with the Well-being of Future Generations (Wales) Act we should be encouraging this, not putting barriers in place. In addition, it's likely people will park in the Lavernock Park estate instead, making life difficult for local residents and causing congestion trying to leave the estate. It is not true to say, as the report does, that limited on-street parking takes place and that there is spare capacity on the streets, cars are already parking all along the roads and close to junctions as most houses have more than 1 car, but driveway space for no more than 1. Despite the report's assertion, the impact on this area is not likely to be minimal.

6858.

I am writing to confirm that I wholly object to the proposal to start charging for parking on my street (Castleland Street) and the others in the Castleland Ward, and the issuing of parking permits!!

How is this going to help - I'm sure that you would argue that it will raise money - it's always about more money - but why penalise the few that live in that area - when I am sure that there are other ways to raise funds - not least by checking on how much is being wasted on resources etc. on a daily basis.



If more funds are needed - it should be fair to all - and not penalise the few. The streets are not in good condition anyway - do you also intend to charge us for that too! - depending on whether your street needs resurfacing or not depends on how much you pay!?!

Why should my visitors have to pay to come to my house for a few hours?

Why should I have a permit that may or may not allow me to park in my street - by my house - depending on how many others are parking there who have paid by the hour. I can imagine that there is going to be a continuous game of "musical chairs" but with cars!! just to get a space in the street!!!!

What happens is you have three vehicles - my husband has a car as does my 37 year old son who also lives with us - which is not uncommon in this day and age - I can't imagine that you would expect the third person to roam the streets for a space - all that will happen is "musical chairs" again parking in the nearest free space - so this is going to create a major problem for the residents - just so you can raise some funds created by the inadequacies of the finance department of the Council.

I think if this comes in it is going to create a problem in other "free" streets. People will park in the first "free" space they come across and cause problems for those residents and so the "musical chairs" will go on.!!

Holton Road is so run down anyway - who is going to pay to park - people are just going to go further afield and spend their money there instead.

I totally object to this proposal and will not welcome either parking charges or parking permits - we have not needed them up to now and I think this is just a money making exercise. I eagerly await the outcome of the consultation.

6859. This strategy will have a knock on effect on the parking in my street which has a 2 hr limit for non residents. There is not enough policing going on as non residents are parking their cars and then going to work leaving their cars there all day. We haven't seen parking wardens in months. With the new system in place more people will use the side streets and cause more problems to residents . Will there be proper policing when the new system comes into being?

6860. strongly opposed to on-street parking as they will have serious negative impacts



Appendix J - Displacement parking - Comments

Comments

Q24 Do you have any comments on the displacement maps, that show the proposals and the potential effects on the areas surrounding the chargeable locations?	
6861.	As mentioned in previous comments the displacement map for Llantwit is laughable. The wine street car park and town hall car park are residents car parks and displacement will be all over the west end of town right up into the hotel car park. Cowbridge displacement is also very narrow. Employees earning minimum wage (which many do in Llantwit, Barry, Penarth and Cowbridge) will be forced to park some distance from their workplace as they simply cannot afford £6 a day to come to work and park. The proposed parking charges across the board are some of the highest I have seen outside London and other major cities
6862.	Displacement maps don't have an areas around the Pier, which is worrying as it suggests that there has been no consideration of displacement here.
6863.	There is already considerable displacement parking with shop owners/workers parking in residential streets. This is made worse in some areas by commuters driving to near train stations then parking all day.
6864.	Permits? Paying to park outside your own house? Would householders have to have a permit to park on their drive?
6865.	I do NOT agree with the proposals its absolutely horrific to ask people to pay when you can't offer decent transport facilities in and around the vale any more! You can't police double yellow lines as it is in the Vale
6866.	This whole mad charging idea, I am guessing has been put forward by Capita with the aim of them taking a big consultancy fee for the 'work' and then administering it through their one of their parking enforcement subsidiaries e.g. Parking Eye. As a Council you should be embarrassed to be taken in by such blatant income generation proposals from businesses with vested interests in having parking enforcement. You are elected to represent your constituents not private companies. Presumably Capita will delate this para from the results!!!
6867.	Again, make very very certain that people do not park in residential streets instead, Make parking in such streets only allowed for people who live on that street, and make those display a permit for that area when parked. People should also be able to get a few free extra permits to give to guests, and if they need more they should be able to buy them up to a limit.
6868.	Residents will be unable to park near their homes as those not wanting to pay will park all-day! More homes are being built and the town has insufficient parking facilities. Stop building flats on every piece of land and use as parking. Acquire derelict buildings eg Broad St RAOB club land big enough for 2/3 floors if parking
6869.	Couldnt view the maps unfortunately



6870.	It's awful and should never be allowed to happen the Council would charge us to park on our private drives if they could parking now in all streets will be chargeable soon. Anything to make money. The parking charges proposed for Barry are more expensive than Cardiff for all day parking !
6871.	If these charges go ahead then it will only succeed in driving people away from the Vale and towards the out of town shopping areas. Small businesses are struggling enough without this.
6872.	Only the locals truly know the effect on local trade and local people — LISTEN to them these charges will be the final nail in the coffin for these town centres which are already struggling with high rent and rates. Anything which discourages visitors is very wrong. If anything we need more free parking not less
6873.	Rubbish
6874.	You will stop people visiting the Vale
6875.	If you start charging for parking towns will lose visitors and shops will close people will lose jobs = less council tax and more on benefits.
6876.	Free areas next to chargeable areas will become chaos.
6877.	Living in Kingsland Crescent, i cannot find a parking space in the street after approximately 7pm at night, and sometimes earlier. I often have to park 3 roads away. Perhaps the council could arrange for residents to have permits for this street, so that those using Barry Docks station or Holton Road will have to park elsewhere. I think the problem will get worse if parking charges are brought in.
6878.	This will cause problems for residents in many town centre areas. Towns such as Barry and Penarth were built in Victorian and Edwardian eras and were not designed with cars in mind, therefore it is unfair to shift the problem of parking on to residents that have relied on there being available spaces on the surrounding roads for decades.
6879.	no
6880.	These proposals are bad for business and do not work for residents. Implementing charges in car parks would put people off using local businesses, and those that do still come would park on the roads, displacing and inconveniencing local residents, as would the implementation of the proposed "No Waiting" areas.
6881.	the side streets of Cowbridge will be practically impassable if you introduce parking charges in the town- you will need additional police/parking attendants to make sure the town can flow
6882.	Major impact on surrounding residential areas with 'free' parking. Just moving the problem out from the town centre.
6883.	The impact will be huge and continue to get worse
6884.	I am worried about parking in the street where I live. It is close to the town centre and already face issues with parking due to a school nearby. Adding in the parking



	charges will only make that worse.
6885.	I do not agree with them in any way
6886.	purely speculative
6887.	???
6888.	The vale council will be responsible for the end of people visiting. I know many will just go out of town
6889.	I will be forced to pay to park near my own home, two car allowance is more than some streets can accommodate, will this include work vehicles?
6890.	Yes, Llantwit will be gridlocked as people try to park anywhere to avoid paying.
6891.	Haven't seen any maps, no link in survey to check maps. Well done
6892.	This will exasperate the already overcrowded parking in side streets and cause even more people to park dangerously on bends and double yellow lines.
6893.	Local residents will be negatively affected by the displacement of cars parking.
6894.	Again local businesses will close and Barry will become a bit of a ghost town! Council get enough money from council tax.
6895.	Residents should never have to pay for a permit to park in their own road
6896.	Do the people who have come up with these ridiculous suggestions actual use the area they are talking about? Are Capita the same company that has reported four pprofits warnings but can see things getting better soon? How much are the council paying for their "expert" advice? When this was looked at recently the idea was quite rightly rejected. Who thought that this was the wrong answer and the exercise should be repeated again and again until people agree? Are any of the council connected to Capita?
6897.	Rural vale has a poor public transport service and so people have no choice but to drive. Improve public transport, open 'halt' railway stops in all villages that are nwar a track. More frequent busses.
6898.	Introducing charges is bound to increase parking outside those zones. Extending the charging areas might help to limit parking close to town and coastal areas and creating double yellow lines close to charging areas would help.
6899.	Shameful
6900.	Haven't seen any maps.
6901.	Surrounding areas will be massively affected particularly by people who work in the areas and will not want to pay regular charges they'll, therefore, be parking for longer periods of time.
6902.	If the areas are all free, there won't be displacement parking!



6903.	DO NOT CHARGE.
6904.	Extra traffic people parking. Residents who live in streets off town not being able to park their cars
6905.	Yes, people will park out of the charge zones and in the residential areas.
6906.	What will happen to apartments with private car parks such as those built at Barry waterfront within walking distance of Barry Island. Assuming these cannot be enforced by the council as it's private land so this will cause a problem for their residents
6907.	I had a quick look on the VoGC website but couldn't see them
6908.	I have only seen a billboard outside Asda
6909.	Having put up with shoppers and shop workers parking in Newlands Street for decades, if I were to be petty I could say it would be fair for other streets to have to put up with the noise, pollution and inconvenience of it all. My view is give residents a dedicated space outside their houses and build car parks for non residents. Reasonable charges need to be applied or you will drive people away from the towns. Cardiff can get away with higher prices but the likes of Barry can't with its pound shop, charity shop, betting shop and takeaway biased properties - there is nothing worth paying to park for in the town. Now you have sold off all the land in Barry for building, surely your council tax revenues can cover the costs of car parks.
6910.	I can't get the maps to load
6911.	The motivation of the council seems to be simply to make money and does not take into account the wider effects that will be far more detrimental to the economy and happiness of towns. I left London to avoid this kind of thinking, surely there are other ways to raise the cash - maybe we can come up with some creative solutions that we can be proud of?
6912.	You are clearly attempting to reduce business profitability in Penarth, as well as destroying the vibrancy of the town. You will alter the visitor experience to a reduced form that meets a poor quality. This will reduce active travel just as your current efforts have had no significant effect. The South Yorkshire experience shows that cheap public coordinated transport reduces traffic. Improves transit times, reduces costs overall of road maintenance (though currently none seems to be done despite the expenditure)
6913.	You. Will kill off the high street with parking charges
6914.	See all previous comments. It is a short term solution and not that cost effective, after you have paid people to monitor the charges etc. Towns like Cowbridge will die, people will avoid them. Businesses will suffer and the town then becomes dead, like Bridgend!
6915.	Only that this will happen and make parking even worse for local residents. Residents that already face high council tax bills when compared to much of the UK.



6916.	Map?
6917.	no, i haven't seen these maps
6918.	There isn't that much parking available on broad street as it is so displacement won't be bad enough to warrant permit parking on all the roads currently under the potential displacement shading on the map in the appendix. That just smacks of money making.
6919.	If you don't want a voter backlash at the next election - listen to the public and discard these plans...
6920.	The streets will be packed
6921.	Extra residents bays directly outside some properties possibly ? Extra double yellow lines?
6922.	How many permits will be issued compared to places available? Will cause chaos in areas just outside permit areas
6923.	It means that residents further out of the centre of the towns will have cars parked outside their homes all day to avoid paying charges.
6924.	Where are these maps?
6925.	it would be unfair to residents if charges came into effect because they would struggle to park anywhere near their house and their friends and family would also be unable to visit
6926.	It is human nature to avoid being charged. Motorists are overcharged as it is. You will push the traffic problems elsewhere. Take 10 percent off the salary of the big staff of the county council to fund road improvements - to propose a charge to park in your own town is ridiculous, when traveling to such areas is strewn with pot holes, badly maintained footpaths and signage and the areas themselves need improvements
6927.	This will be another nail in Barry's coffin.
6928.	All Car and bike parking must be free, no cars, no shoppers, no shops is that simple
6929.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
6930.	The impact on the narrow streets of old Llantwit Major will be significant and horrendous. Local residents may not be able to park in front of their homes (yes it is a privilege not a right, but where then will they Park?). Many people will park in surrounding streets throughout Llantwit to avoid paying or will not come to a town which desperately needs more trade not less to support local businesses.
6931.	Maps too limited in displacement.
6932.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !



6933.	Nothing should be done - it's an absolute disgrace.
6934.	If the object is to make all Vale towns car free, this will work as no one will venture into these no go areas.
6935.	My concerns is that we will have more people parking in our streets, not in these new chargeable areas, and we struggle to park near our house as it is. Especially with a small child!
6936.	This policy does not work in the long term
6937.	Leave parking free
6938.	LLANTWIT MAJOR AND COWBRIDGE WILL END UP JUST WITH CHARITY SHOPS. IT IS NOT GOOD PROPOSAL. CRICKHOWELL IS SUFFERING BECAUSE OF CAR PARKING CHARGES.
6939.	NO
6940.	SHOPPING PRECINCTS ARE STRUGGLING TO ATTRACT SHOPPERS AS IT IS (ASK HOUSE OF FRASER). THIS WILL GREATLY DETER MORE PEOPLE, THEY WILL SHOP AT THE OTU OF TOWN MEGA STORES. IF PARKING FEES COME IN, PEOPLE WILL USE SPACES OUTSIDE PEOPLE'S HOMES.
6941.	Where are the maps
6942.	why inflict problems on Town Residents
6943.	Waste of time and money
6944.	We pay council Tax - Very High!! This should cover all this - No changes!"
6945.	In cowbridge side streets are already congested. A permanent warden will be required to conroll parking not only the paid areas, but also on the side roads.
6946.	I'd be pretty annoyed if I was a resident that now needed to pay to park outside my own house, or a resident that now needed to compete with customers to park outside my own house!
6947.	You only have to look at small towns and how they are affected with visitors. Shops closing rates going up people shopping elsewhere such as Llantrissant and other out of town shopping centres. Even larger towns such as Newport are feeling the pinch and lack of shoppers because of car parking charges. They are now having second thoughts. But most of all think of the people who work in the towns. Very disappointed this matter is being raised again.
6948.	Impossible to find - haven't seen
6949.	None
6950.	No
6951.	do not believe the analysis is complete or considers wider implications for safety and considers broad enough impact. There is already displaced parking in a wider



range of streets than covered in the report and these proposals will just worsen this. The report also takes no account of the parking required for events at the rugby club, the proposed new development of that site etc. It also makes no reference to visitors to matches etc having to pay parking to watch a rugby match or attend an event . Would make hiring of llantonian hall, town hall, old school etc expensive for childrens parties, bridge club etc as users would also need to pay parking, DO not believe this has been adequately considered in the report which is not thorough enough

- 6952. Ridiculous.
- 6953. Permit parking for on street parking for local residents - dock view road and roads off it would be a prime example
- 6954. Yes - you will be pushing all that traffic out to use Rhoose Point beaches - there is no car park here at all - other than the station car park - but then again despite the Bye laws at Rhoose Point - nothing is done to prosecute those who breach the bye laws - there are still people who fish - there are still youngsters who dive and swim in the lagoon and more importantly leave their rubbish and dog faeces; and use the public open spaces as public toilets !!
- 6955. Woodlands Road is in the area of potential displacement. - Really? Just to let you know we already have disruption and that is before you try to bring in charges. Clearly you are ignoring the existing parking problems in the area. What are you going to do to help the residents in these displacement areas? Are we going to get reduced Council Tax because of the disruption?
- 6956. Why should residents living in the Displacement areas have to be inconvenienced by increased street parking and pay an indirect tax on where they live because the Council wants to increase its revenues. The council should use some of the increased revenues from the additional housing springing up all over the Vale to make the town centres more attractive to residents and visitors not penalise residents by these proposals
- 6957. Its not needed at all. This proposal, certainly for Cowbridge, seems to be trying to address a problem that does not exist!
- 6958. parking must be free to keep the shops open
- 6959. No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
- 6960. Waste of time and money that could be used on other ventures to entice visitors to the area.
- 6961. Severe potential impact on the areas surrounding chargeable locations with people parking anywhere to avoid the charges.
- 6962. As above. Chaos in nearby streets and roads. Please do not introduce this. It's not going to work or help improve the Vale and how we as residents and our visitors enjoy the space.
- 6963. are you lowering council tax to reflect loss of facilities to local residence . what



right do you have to sell our streets to a profit making company . you did the same to the leisure center are they better NO. do things smarter not sell of our assets .you are only thinking of yourselves not the future of barry . TAX tax tax not doing things smarter

6964.	WE KNOW IT WILL ONLY AFFECT THE AREAS NEGATIVELY. DO NOT DO THIS PLEASE
6965.	You haven't shown or linked to the maps in this survey.
6966.	all about revenue generation again. stop trying to squeeze motorists for more and more money when there are limited/no bus services or alternative options.
6967.	Concerned about impact on residents, will they all get free permits? Will neighbouring areas get overcrowded?
6968.	Please consider visitors attend certain locations for certain reasons. IE barry island - traffics/parking controls need to be considered in tighter forms (maned during events) and warden controls for street parking.
6969.	No parking fees
6970.	I think it won't dispace people it will push them away. It shows it will have a negative effect on the local area
6971.	Where will I as an employee park if you are charging £8 for the day and then making where I usually park as residential parking area. I cannot use public transport due to a anxiety disorder it's impossible, consequently this proposal is going to seriously affect me. I have worked on the esplanade since I was 17 and it's the only place where I feel comfortable enough that my anxiety doesn't affect me. I can't get enough job or go for interviews because my mental health so please don't introduce a proposal that will affect the local businesses in this way. Many of my customer are disabled and penarth pier is the one flat place they can go. These charges will mean people who have being going to the esplanade for years will no longer come.
6972.	No information. ?? where are these maps.
6973.	Where are the displacement maps?
6974.	Don't displace anything by simply dropping this anti retail policy.
6975.	can't see the maps, looked hard on the webs site, didn't see them.
6976.	I have not see any maps. So far I have not see any suggestion to the problems faced by the Island residents both Summer and Winter.
6977.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
6978.	I hope that all parking area's will be more rigorously patrolled by MORE enforcement officers. On street parking of MOTORHOMES have been a problem this year on Barry Island with the resultant disgusting emptying of toilets in non designated area's, can the island be made a no overnight sleeping area?



	Redbrink Crescent have suffered a high accident rate this year due to parking both sides of the road causing people to do a 3 point turn to avoid the road blocks, they therefore knock other cars. Redbrink Crescent should be made a seasonal or permanent one way system.
6979.	I believe many residents will park in areas not covered by the proposal to avoid these charges or avoid them completely by simply stopping visiting them .
6980.	No
6981.	well yes it may just move parking but interms of shoping and tourist they will just go somewhere else
6982.	Unforeseen on all residents and potentially will cause many angry issues as it has done in Swansea where this has been implemented
6983.	This will reduce house prices further damaging the local economy. Our towns will be empty of shops and empty of community.
6984.	we already have issues with parking in the area that I leave which the Council have not supported resident only parking until now when it suits thaem. no charges anywhere this only a money making exercise
6985.	I can't find this anywhere but I expect it will affect where I live
6986.	No charging
6987.	All on street parking charges will do is force vehicles to use nearby streets in which car parking is not charged, this will lead to conjection and upset to residents of those streets
6988.	This is a TAX on individuals visiting the coast and country parks - soon they will be desintations based on affordability - the knock on effect of this is social isolation and a decline in wellbeing
6989.	There will be people parking in residential areas instead and less people visiting the towns!
6990.	If charges are introduced people just simply won't visit these areas. Having an impact on the local businesses. Improvements to transport are needed as an alternative to a more reliable 7 day week service.
6991.	I believe a PARKING TAX on residents is wrong - how does this impact on house prices in these areas! I bet very few people pushing this idea through will be impacted by these additional TAXES being force on Vale residents, businesses and visitors.
6992.	Car parking charges will discourage residents shopping locally, including myself. Charges will not make the town centre accessible for families struggling to make ends meet. Charging for coastal car parks will make theses venues inaccessible for families stuggling to make ends meet. It will discourage people from visiting the Vale and in turn bring less revenue to the Vale.
6993.	No



6994.	Not really I'm not sure I know what you mean
6995.	Too much time and money has been spent on looking at this option, and that time would be better spent looking at different ways of saving money.
6996.	Don't charge!
6997.	Most of these proposals will lead to an additional tax on the Vale residents. We currently pay higher Concil Tax than most.
6998.	You need to be smarter and create more free parking in towns not charging for the limited already available. One way streets so parking can be increased. This will only move cars to other nearest free parking zones impacting them. Also why should residents suddenly have to pay for permits and be restricted to just 2? Not heard of families with you adults who drive as well?
6999.	I have not yet seen these maps.
7000.	LEAVE BARRY ISLAND ALONE.
7001.	Why does on street parking extend into residential areas on Westgate this area should be in a displacement area
7002.	It is hard to find parking for visitors as well as people who work in these areas already. Making you pay for parking as well will deter people from going there.
7003.	I live in one of the areas which is considered to be a displacement area and I am dismayed that we now have to look at paying for resident permits. We pay enough in council tax and have to put up with enough disruption to our parking with the new developments and the train station and high street being near without having to pay to park! We have one car in our household and it is unfair to charge for a permit!
7004.	It will damage business around those areas
7005.	Shame in you Vale of Glamorgan council. Awful proposal. It will be like a ghost town. Absolutely shocking and disgusting
7006.	Keep parking as it is and actually consider other people for once
7007.	No idea what this is
7008.	I live at the top end of Holton Road just past Everard Street and just outside of the displacement map. Past the Bassett Park/Robert Street, the rest of the road is residential and people WILL park outside our houses if the road slightly further up has charges!! Will our end of Holton Road get 'residents only' bays to stop this happening??? I will happily pay £10 for a permit if it means I can continue to park outside my house. Living on a main road is bad enough at the best of times with visitors to the scout hall and other neighbours taking up the spaces. Any event at the scout hall has a particularly bad effect on the amount of parking available. My husband coming home from working a 12 hour shift and not being able to park outside our house is so annoying!!! If the displacement of cars parking where I live becomes an issue, the council should consider the residential end of Holton Road/Weston Hill area should have some kind of restrictions or residents only



	bays. I mean from Robert St to Wilfred St on the side of the bungalows and then from Wilfred St to Hill Street. Also the other side of the road from the flats next to the scout hall to maybe Milward Road
7009.	Haven't see any
7010.	No - except I can see why small businesses are so upset at this proposal
7011.	Broad street and High Street Barry need the free parking. They are doing so well as a community that introducing parking charges may be a nail in the coffin
7012.	Severely detrimental to local residents eg families with more than 2 vehicles
7013.	No charge
7014.	You will drive visitors away
7015.	I have a shop on high street, Barry. I feel very strongly that pur businesses will suffer imensly if we introduce a parking fee of upto £8... that is a lot of money!! I have one child that is 2 years old so is with a child minder and one of school age, I have to take my car to work to beable to drop them off and pick them up on time. I already have to leave work to do this, so lose out on money there also. So by having to pay £8 a day to park near to my place of work that is making it very difficult for me to work. I have child care costs then on top of my other bills, £8 a day to go to work.... what's the point in working? It's so difficult being a working parent with young children as it ls, without adding to the costs... that would be £192 a month extra I have to find.... NOT ACCEPTABLE in my opinion. Not only that but all small businesses are going to suffer not only from the parking charges for themselves but for potential customers. I understand the 1st hour free but the rate is so high for anything over an hour. Hair dresser appointments for example take over an hour especially if the stylist is running over, people are going to take their business elsewhere. My business happens to be a dog groomers, we on average take 1.5/2 hours per dog. 90% of our customers go and have a coffee etc along High Street while we groom their dog... so not only will it put our clients off, its also taking business away from others on the street. Barry is suffering, we are becoming a ghost town. We want people to come to Barry and enjoy it... Holton road is becoming a disaster, and other areas will soon follow. High Street is made up of small family businesses...we all work so hard not only for ourselves but to make Barry a place that attracts people and feel that there are constantly hurdles being put in our way.
7016.	Shocking. Llantwit major is a small town just about keeping its little high street businesses going. Each town requires different solutions. Penarth and Llantwit are incomparable and shoul not be treated the same
7017.	We already pay enough council tax why do you then have to pay for permit, selling houses will become more difficult to sell or rent because parking permits put off new buyers
7018.	It's rediculous you ask people to visit the area and get active and want the vale to thrive yet your pushing people away!!
7019.	Just don't introduce charges!



7020.	Will just push more people away from town.
7021.	NO
7022.	Cannot believe how many cars are parked out on the road out on Dock view road the back of the council offices it absolutely disgusting charge those cars for parking should bring in enough revenue for what this council is looking for!
7023.	I am disappointed that you are even considering this. You are aware that high streets across the country are in trouble?
7024.	I haven't had the opportunity to see maps prior to completing this survey
7025.	If you charge it will drive business away. Visitors already park in residential areas to avoid paying for parking
7026.	A hidden method of expanding parking restrictions and to generate money.
7027.	I feel it will have a negative impact on businesses trading in these areas, who are already struggling to attract footfall to town centres that are being neglected.
7028.	The charges will create havoc, friction and upset all around the centre of Llantwit Major
7029.	No consideration for businesses.
7030.	It will impact trade just leave it as it is
7031.	There will be tremendous pressure on the areas surrounding chargeable locations in Llantwit Major, as those who come into Llantwit Major to work all day will park in those streets rather than in the carparks.
7032.	dog walkers being trade to many areas in the winter months. if charges are introduced, I for one will look elsewhere.
7033.	none
7034.	The barry island displacement map is joke, has used an old map without the new dock development and shows the total lack of research into the effects of these proposals
7035.	This is a serious consideration, but I do not have enough knowledge to comment on specific locations. There will have to be a significant amount of road lining added in some locations to prevent excessive/unsafe parking in adjacent neighbour hoods. In some cases residential parking permits will have to be instituted where they do not exist. Presumably a charged parking zone surrounded by a 'parking desert' will be problematic unless suitable alternative transportation options exist.
7036.	The area will suffer greatly if you charge for town center /highstreet/ coastal areas (out of summer season) as people will not go there . I only use the local shopping centres to boost spending in the area and if charged to park would not go there as work with Cardiff city , many others I know would do the same . Also business at coastal /area would also suffer during winter as many people who go there are



	dog walkers and spend money within cafes etc as no limit on time .
7037.	It is all unnecessary and quite confusing to understand.
7038.	Again bin these proposals!
7039.	None
7040.	Please don't do it
7041.	Town center shops are closing along with banks do you really think this will keep what is left open or do you want Barry and other towns to be dead with no shops banks or businesses. They will all close
7042.	There will be a reduction in trade and businesses will close.
7043.	This is just a money making exercise by the VOG. Try reducing people in office.
7044.	Why should people be expected to pay for permits if imposed by introducing parking charges.
7045.	If you introduce these proposals, stress and frustration will abound. Leave well alone.
7046.	I don't understand how this is going to be enforced, unless they are going to be traffic wardens patrolling the streets all day, every day. I live in an area on the displacement maps and every day there are cars parked in our streets who don't have permits, cars parked on double yellows, cars blocking the lanes/garage access, and I never see tickets on their cars.
7047.	See previous.
7048.	Where will residents park? How will this effect property values?
7049.	You are missing some key problem areas. Charging doesn't solve everything. Have you spoken to residents and businesses in these arease to get their views on the impact on their lives and businesses ?
7050.	Signs and road matkknks need to be clear.
7051.	No
7052.	Again, all the towns are different and to try to adhere to similar parking permits is impractical. Penarth is a Victorian town with Victorian terraces close to the town centre. These terraces do not have driveways so according to the maps will be entitled to 2 parking permits for outside their house. The width of the terrace is smaller than the length of 2 cars. This would mean that the displacement maps would be incorrect and more of the road would be taken up by parked cars. Plymouth Road, again built in Victorian times, is already not wide enough for cars to pass when cars are parked on each side of the road. Plymouth Road leads from the town centre and is one of the main roads through Penarth.
7053.	None



7054.	The displacement maps indicate that the proposed parking policy will have a negative impact on local residents and potentially unintended consequences. Residents and their visitors will not be allowed unrestricted parking outside their homes. Visitors will be forced to park on narrow residential streets outside the restricted area leading to congestion and potential conflict between local residents and visitors. As anti-social parking is a police matter this may incur unnecessary costs on the public purse. The increased risk to small children from more parking in narrow residential streets cannot be ignored.
7055.	Not seen the displacement maps
7056.	The town centre of Barry is struggling to survive and now residents are going to have to pay to live in the areas near to the town centre. By all means introduce Residents parking areas but make them free of charge.
7057.	It was not easy to see from the displacement maps what the proposals were.
7058.	Your Cowbridge map underestimates how far out people will park and walk in from -- your consultants seem to have failed to understand how Cowbridge is the major centre for a large rural area -- your scheme would cause considerable nuisance to the whole town, including Llanblethian. Your Barry one looks like an argument for widespread residents' parking schemes, as you can encourage modal shift in a town with so many cheap, frequent buses. In any event, you need to treat an urban place like Barry differently from rural places like Cowbridge and Llantwit Major.
7059.	What Maps??
7060.	We live on Wine Street and so I use this as a good example where I know and understand the parking arrangements of residents, visitors and businesses alike. Most of the houses and flats on Wine Street and around The Square, have no off street parking. The introduction of no waiting at any time along the entirety of this area would be a significant detriment to residents. If this was to be coupled with the introduction of car parking charges it would be wholly unacceptable.
7061.	There is a lack of understanding of where people park in Penarth or what visitors/residents will do to avoid the charges. It will just push out the parking. It would be a sad place to introduce permit only since the town has a significant number of older residents who have visitors. In my family walking has been an issue and not all have a blue badge. E.g. dad through diabetic kidney failure.
7062.	If town centre parking was restricted to 2 hours and if charges were not introduced it shouldn't cause displacement parking.
7063.	Yes rip them up and put them in the recycle bin
7064.	have not seen these
7065.	Some people will park and walk. Lots will just go to out of town shops. This will kill off what's left of Barry Town!!
7066.	Cowbridge will suffer. There are no alternatives in terms of free parking, meaning you are forcing people to either pay the bill or stop coming here. For workers, this



	is a terrible situation. I believe workers contribute a lot to local business, and to force them out of the town will cause the local businesses to suffer. Charging for parking in Cowbridge will lead to businesses moving as workers will not be able to afford to come here every day.
7067.	I've not seen it You are happy to build houses everywhere. You don't seem worried about the effect of that.
7068.	It is unreasonable to suggest parking charges which will then divert the cars to other areas (such as residential and on public highways). By charging such ridiculous fees then you are promoting this.
7069.	the overall strategy of parking charges, on street parking charges and introduction of residents permits seems to totally ignore the fact that all the businesses in these towns need workers to run them. In Cowbridge where I work the percentage of people who live and work in Cowbridge is pretty small. Most people travel into Cowbridge for work and it appears that if the strategy is implemented in full, there will be no parking options other than to pay £6 per day which is over £1000 a year. That's a lot for most people and may force some to reconsider their job and place of employment. Thus leading to disruption to services in the town - and potentially a poorer service to the visitors who are being encouraged in.
7070.	My concern is that if people are charged too much they will be put off paying, visiting or shopping in these areas. Which will mean a loss of jobs.
7071.	Broadly yes, however in cowbridge we are also affected by on road parking by 6th form students in Millfield drive area. There is a council (Tax Payer) funded car park locked empty during day time at instructions of head who thinks it is her property that would take pressure of surrounding areas including town hall car park.
7072.	I live in millfield drive cowbridge ie the extra car park for the comprehensive school. If you change in the hall car park we will have even more
7073.	No
7074.	Cowbridge will ebcome even more gridllocked due to the displacement parking which when indiscriminate can block small side streets for bin lorries, emergency vehicals etc
7075.	No Charges and No 20MPH limits in Penarth
7076.	Any charging of these car parks will push parking into adjacent residential streets making a further problem. Charging for parking is not the way to help the town centres thrive and the financial benefit will be lost as Vale residents travel more to Cardiff ultimately reducing income from business rates.
7077.	I LIVE IN MIDDLEGATE COURT, WHICH IS SITUATED DIRECTLY BEHIND THE COWBRIDGE TOWN HALL CAR PARK. ALREADY WE RESIDENTS HAVE ISSUES WITH PEOPLE WHO ARE UNABLE TO PARK IN THE CAR PARK, PARKING IN OUR PRIVATE DRIVEWAYS - I LIVE IN A TERRACE, AND THREE HOUSES SHARE A PRIVATE PARKING AREA, AS SHOWN ON OUR HOUSE OWNERSHIP DEEDS. ON MORE THAN 4 OCCASIONS I HAVE ARRIVED



HOME TO FIND A COWBRIDGE SHOPPERS CAR PARKED IN MY SPACE, THE SPACE THAT I BOUGHT WHEN I BOUGHT MY HOUSE. ON THE LAST OCCASION, THE MAN WHO HAD PARKED THERE, PARKED FOR 6 HOURS, SO I WAS FORCED TO BLOCK HIM IN AS THERE WAS NOWHERE FOR ME TO PARK DUE TO THE NUMBER OF CARS THAT ARE OWNED BY THE RESIDENTS IN THE STREET, AND I WAS UNABLE TO PARK FURTHER OUT IN THE ESTATE AS IT WAS FULL WITH CARS OWNED BY VISITORS TO COWBRIDGE WHO HAD BEEN UNABLE TO PARK IN THE CAR PARK. HE BECAME AGRESSIVE AND VERY RUDE, TO BOTH MYSELF AND MY ELDERLY (AGED 83) NEIGHBOUR, AND I ACTUALLY HAD TO SHOW HIM MY HOUSE DEEDS BEFORE HE WOULD LEAVE. ALL IN ALL IT WAS A VERY FRIGHTENING EXPERIENCE. FURTHER TO THIS, WE ALSO HAVE AN ONGOING PROBLEM WITH THE ACCESS TO MIDDLEGATE COURT, WHEREBY LOCAL WORKERS, AND VISITORS TO COWBRIDGE, PARK ALONG THE ALREADY VERY NARROW ROAD. MOST DAYS I WOULD SUGGEST THAT YOU WOULD STRUGGLE TO GET AN AMBULANCE AND VERY DEFINITELY A FIRE ENGINE IN TO THE STREET IN THE EVENT OF AN EMERGENCY. WOULD IT BE POSSIBLE DURING THIS CONSULTATION, TO RECONSIDER PLACING DOUBLE YELLOW LINES ON THIS ROAD?

7078. The displacement map for Cowbridge indicates areas where there are already problems with parking. The roads behind the town Hall due to the cul de sac nature of the estate have many corners and dropped kerbs, which means that cars are parked without any consideration for access for emergency vehicles of large deliveries.
7079. There will clearly be a negative impact on the displacement residential areas, impacting negatively on the lives of residents in those areas. It will also cause potential difficulty for emergency services accessing those residential areas and increased traffic and parking in these areas will increase safety risks for residents - in particular children.
7080. displacement is already happening in most town centres and will only be made worse by the plans to charge. The cost to manage and maintain a residents parking permit system would outweigh the benefits and the suggested charges are extortionate. What about the town centre residential areas with double yellow lines outside all the houses - where are those residents going to be allowed to park, what about streets which only have 1 side that can be parked on? More parking areas need to be found for visitors and residents.
7081. Not sure how displacement area in Llantwit Major was identified but it is wrong. There will be displacement in the area drawn but it would extend to many areas not identified on maps.
7082. People will just park further out and walk in affecting local residents
7083. You do not have anywhere near enough space on here for me to even begin to comment on this question either!!!!!!!!!!!!!! This is not a draft parking strategy it is a DAFT parking strategy. Please think again.
7084. Charges will have a negative impact on small local businesses, negative impact on locals, negative impact on personal finances and potentially discriminating against the poor who cannot afford charges to go to the beach/parks for the day if



	charges are introduced. Which in turn could encourage obesity if poorer families who cannot afford to take their children out for a run in the park or swim in the sea, which long term costs our government and councils more money.
7085.	You should not be charging people as you are driving visitors away
7086.	What displacement maps?
7087.	NO CHARGES
7088.	It can make visiting people impossible. The houses in Barry do not have driveways on only residents can park on streets then you would be charged too high rates for any on street parking. Every hour should be a maximum of £1
7089.	Residential permit parking is unnecessary and a burden to local tax payers. The Car park at Pouligen Way in Llantwit Major is made up of a shoppers carpark and a Park and Ride, however there is nothing to show this and therefore would be impossible to enforce parking charges.
7090.	No
7091.	I think you need to look at the Llantwit Major area again by somebody who understands the area.
7092.	Parking in surrounding streets at present is also an issue, this will only make these streets worse.
7093.	Only that I believe this entire strategy is flawed and the risks far outweigh any potential rewards.
7094.	Not on the specific maps but I suspect the impact of displacement is seriously under-estimated.
7095.	Can't find them
7096.	Free parking we pay enough tax
7097.	Yes. I live just outside the proposed areas for resident parking zones. I fear that people who work in Llantwit Major will come and park outside my house leaving their car there all day long. It is already bad when rugby matches / training takes place on the playing fields. I think that the resident parking system should be extended to a much wider area than it already is. I would welcome it outside my house and think the £10 a year charge is a low amount to pay.
7098.	No
7099.	None
7100.	No I haven't seen the maps and it will have limited impact on my position. Don't charge for car parking, find another way.
7101.	Where can these be accessed.
7102.	Leave Llantwit alone



7103.	***THE MAP RELATING TO COWBRIDGE AREA WAS APPALLING - EXCEPTIONALLY POOR GRAPHICS, INFORMATION AND LAYOUT***
7104.	I have not seen these.
7105.	Not seen maps.
7106.	The maps are not particularly explanatory , or clear.
7107.	Barry has already been spoilt. No decent shops left in Holton road why not use all the empty shop spaces as flats so you can get more council tax.
7108.	You clearly have no idea where people come from, or what they're doing when they get to one of the locations in question. As a regular visitor to Penarth seafront, I have never once been asked, surveyed or even seen a council officer trying to understand why people are making a trip. Without such information, any 'displacement maps' or similar studies are utterly worthless. You can't just make up a map without gathering evidence first.
7109.	In Penarth no account for displacement has been taken for the introduction of charges in the Cornerswell Road Area. We have already seen an increase in the number of cars being parked during the day following the introduction of parking restrictions on Dingle Road.
7110.	The council will do a great job of killing off what's left of the high street.
7111.	None
7112.	May need to consider widening map for permit parking
7113.	Once you discourage "long term" parking on Boverton Road and the car parks is it not likely that those vehicle will move to other areas. This may well release on street parking for short term parking which is free for 2 hours and in one fell swoop you remove your revenue stream. Well done Gentlemen. Correct me if I am wrong but the business model of Capita is to manage these things for the council. Capita will take their fee regardless of whether there is any revenue earning taking place. This would quite probably result in a net loss to the council.
7114.	Haven't seen them
7115.	This will just move the parking to other areas and cause problems for local residents, etc.
7116.	What maps?
7117.	All parking limitations will have the 'push' effect. Just look at Leckwith Road and routes to Dinas Powys on 'match' days at the footie stadium. Cars jammed for 3km. You need to take a holistic approach to what to do with stationary cars ... even think about paying people NOT to own one ... how about another Council Tax concession ... 10% of for not owning/using a car and contributing to our appalling potholes and NOX2 pollution?
7118.	Not seen as yet but will look



7119.	What about employees who park in the car park in the town hall car park? Are you going to give them discount for annually parking there? What about the customers for the small business in Cowbridge? The workers are the people encouraging more customers. What about the shops? Our business visits these shops for lunch keeping them in business, what happens when these charges come in to force. Our staff members wont be able to afford to visit these shops. So the end results will be, no one parking in your over charged car park because there will be no shops and no customers.
7120.	No
7121.	I would feel for the local residents
7122.	The whole thing should be scrapped
7123.	People will be forced to look for places that they can park for free, especially those people who work in town centre and coastal areas and need to park their car all day.
7124.	The displacement map for Llantwit is wholly inaccurate. All residential roads with in a five minute walk will be affected by short term parking, whilst a ten minute walk would still be acceptable to all day parkers. The current proposed zone misses all roads north of the station and the estate to the south and southeast of the Rugby pitch.
7125.	People will park on residential streets and roads so they dont have to pay
7126.	If the charges arwe levied on car parks and street parking in Llantwit Major, A consequence will be , cars getting parked in other residential areas which will disrupt residents
7127.	For people who work in the town centres affected they will have to try and park in the displacement areas - these are often in front of other people's houses which will only cause issues with local residents. Some of the areas mean that this will have an impact on the traffic flow if people are parking on the roads and accessibility may become an issue to some roads. It will have a knock on effect with congestion and road issues - fire engines/ambulances being able to pass through roads affected.
7128.	I already live in a area where people park vehicles whilst working in Town or nearby Schools and this problem would increase if parking charges introduced for car parks
7129.	The areas will lose customers, and employees, I will be one of them. I really enjoy working in Cowbridge currently and as I drive from Bridgend it costs me £20 in fuel a week if I add parking charges of £30 onto that I will be losing £2600 of my pay. Me and many others will not be able to survive on that and we will need to look elsewhere for work. Cowbridge is a thriving business area and many vistors come here but this will stop instantly when these charges are brought in to force. You are punishing the tax payers who are trying to work in order to progress and you are making it virtually impossible. You should make exceptions for people who actually work here and they should not be forced to pay ridiculous amounts in order to do so. Cowbridge will turn into Bridgend Town Centre and will cause



	businesses to close, house prices to drop and cause a massive impact on everyone here.
7130.	It will stop people visiting
7131.	yes I have a comment. It is this , it would be the death nell for barry tourism and Barry Businesses, and this council will be responsible for wrecking what little commerce is left in Barry and handing it over to the retail parks.
7132.	If charges are made for car parks, it is impossible to quantify the displacement. For instance, the local churches will suffer from parking around their already overcrowded parking areas. Are people to be charged for attending Church Services? Will people be charged car parking for attending Doctors' surgeries?
7133.	I've looked at the Penarth map. I can't see any chargeable areas marked or perhaps I'm not reading it properly
7134.	The introduction of resident only areas is not a welcome one. I imagine those living just outside the boundary out these will wish to be included until the bulk of the town is incorporated into the area making parking for visitors which is skready difficult impossible. If such a scheme is introduced ample place should be made available for non resident parking
7135.	Not well thought out
7136.	I have not been able to download the strategy but I do not understand why residents of Penarth should pay to park their cars outside their houses
7137.	Cowbridge streets are already affected by displacement parking (I live in one of them). Cowbridge desperately needs more car parks (not just 'displacement parking') for current visitors. Residents' permits are the only way to control on-street parking but I would strongly resent having to pay for our two plus a visitor's permit for family.
7138.	The people and business do not want these parking charges.
7139.	Don't do it
7140.	I think it is disgusting
7141.	All seems so unnecessary, and will add layers of complication to people's already busy lives.
7142.	I agree with the displacement map
7143.	Parking is already hard enough in these areas, paying on top is a further deterrent to visit these locations. Barry town has suffered major store losses very recently, no one will want to pay to visit the remaining stores. Independent stores struggle enough on high street, let parking stay free and visitors money go to the stores they visit instead. It would be interesting to see the internal measures the council has taken to reduce costs prior to this parking proposal. Not just in terms of cutting jobs but smaller changes that could add up such as ensuring the best deals on contracts for services, cutting Unnecessary spending on 'nice to haves' etc.



7144.	No.
7145.	Those locations will suffer !
7146.	Regarding Cowbridge: the displacement maps seriously underestimate the scale of current displacement parking; we live at the Llanblethian end of Town Mill Road, and on-street parking is already routinely much closer to us than your maps suggest; you also seem to have ignored the likely effect of the Darren Farm development. Also, shoppers at Filco & Waitrose already have immense difficulty finding spaces in their respective car parks; this will inevitably become much more difficult if you start charging for on-street parking.
7147.	The displacement map for Cowbridge shows surrounding streets which, in the council's view, would become parked up if charges were to be introduced. Let me make this clear, as a resident who sees the situation on the ground everyday, the on street parking ALREADY exceeds these marked areas, WITHOUT parking charges on the high street. Very often I have severe difficulty getting my car off the drive at all. Overspill parking NOW extends well beyond Southways on Town Mill RD, it continues down River Walk, it goes up The Verlands, and very often people dump their cars on the blind bend at the base of Constitution Hill. I think I know the ongoing situation on this side of town better than the planners, so I hope notice is taken of what I have described.
7148.	As previously said your displacements maps are inaccurate as they ignore for example the road I live in and I suspect my road is not the only admission in your document thus it is probably legally flawed. I doubt if anyone making these proposals lives in any area affected by them.
7149.	You are killing our Towns if you go ahead with charges
7150.	I do not want to have to get permits to park in the residential displacements areas, so no to parking charges.
7151.	A work of fantasy
7152.	Chargable locations will just die off
7153.	No
7154.	Tiotally against introduction the strategy which will create problems where they done exist
7155.	The potential displacement areas shown on the map are not a true representation displacemtn area will extend in all directions not just to the south of Boverton Rood
7156.	People will not abide by residents parking particularly by the shops, stopping locals parking near their houses
7157.	Maps not Available, I attended the "consultation" - You are just trying to make people to pay for mismanagement
7158.	Totally outrageous - you will become the most unfriendly county anywhere - no to tourists and no to dog walkers - well done vale of glamorgan council - Councillors



	shopuld remeber who vites for them- This is disgraceful
7159.	You dont enforce any current parking restrictions in Llantwit major- I never see a traffic warden. Are you proposing to outsource all these nww restrictions ?? I cant see houw these proposals meet your stated aim of im-proving visitors experiences they are just a money making scheme where the local tax payers pay twice for services
7160.	No charge - No need for a map
7161.	No
7162.	if you start charging then people will find parking in "free" areas
7163.	Wait till more establishments close through lack of footfall.
7164.	Have not seen the displacement maps.
7165.	Residents parking areas should be extended to deter people parking freely there and walking into town. If Parking permits are to cost £10 there should be more areas for residents only parking. All parking areas should be one hour free NOT two hours as it is now.
7166.	I'm sure the local residents will be delighted at having cars dumped randomly in front of their houses and/or having to pay extra for a permit for two cars only (how does that work for a 4/5/6 bedroom property please where all residents commute to different places of work?).
7167.	Charges will mean residential permits and loss of free parking for staff so I am totally opposed
7168.	This just a further measure to make money from residents for parking outside there properties
7169.	Shambolic and not very well researched - ill thought through .
7170.	Resident permits should be free for 2. Reprints or changes, then fine charge. Why should I pay to park outside my house!
7171.	This will negatively impact businesses and trade as well as tourism. At a time where the town centre is closing down one store at a time we should be doing everything we can to encourage visitors, not push them away
7172.	In Cowbridge we have the challenge of the town's workforce parking within the main car park on a daily basis, thus restricting car park opportunities for visitors.Waitrose staff (possibly 15-20 a day) park there because they are not allowed to use their own car park which is limited to two hours before fines are imposed. Charging a daily rate on the main carpark will not solve the issue, just move the challenge to other parts of town. As an employed of 15 in the town centre, I know that at least eight of my staff use the main car park between 7.30am and 6pm on a seven day shift pattern. Many of these are on the living wage. They will look for free car parking elsewhere in town. I am all for minimal charging in the main car park after a two-hour free window but we must allocate space elsewhere for the town's workforce. A sensible solution would be to invest



some money in the Cattle Market which could then be set up as a barrier-driven car park based on quarterly/annual passes. If these passes were realistically costed, say at 20 pounds a month, then many businesses would possibly subsidise their staff parking. As many as 120 places could be allocated at the Cattle Market. This would release the main car park as a pay and display car park for visitors, solve the issue of staff parking and solve the issue of off street parking on the displacement maps, which in my view do not extend far enough. My staff cannot afford to pay a daily parking rate of five pounds plus. This will potentially limit recruitment (finding staff living in Cowbridge is almost impossible) and therefore jeopardise my businesses. Every closed High Street shop costs the council more than one thousand pounds a month in rates. Chasing 'easy' carparking revenue is not just short term, it is foolhardy and once again damaging to the High Streets that this and every council purports to support.

7173. Yes as above. All local residents whether their street is resident's parking or not should be allowed to buy a residents' parking permit. This whole idea will have a detrimental effect on local businesses. The hours of charging are also ridiculous. Also there are no car club cars in Penarth.

7174. I live next to Llwyn Passat. My experience is that once the car park fills up, visitors park on both sides of the road on a sunny weekend. This proves dangerous to those driving and walking, particularly where the road narrows. In the past, inconsiderate parking has meant that the lack of yellow lines on the roadway has meant that the roadway has been reduced to one lane, hindering residents access to their property in the marina and, perhaps more importantly, blocking access to emergency services. Parking fees in Llwyn Passat are likely to discourage people from parking in the car park and transferring to the roadway. Therefore suitable attention needs to be paid to this if parking charges are introduced. Apart from bank holiday and sunny weekends, the car park is not usually full. However, an additional problem is that many residents have more than one car and they are using the visitor spaces in the residential closes to park the 'other' car. This being so quite often my visitors have to park in the car park. This means that with the introduction of car parking charges, I or they will be paying for the pleasure of them coming to stay with me which impacts on my finance and wellbeing.

7175. Paget terrace and adjacent streets are already significantly affected by displacement parking from the Cardiff Bay barrage car park ie those visitors and commuters that park to access cardiff. Residents parking should be considered here in addition the roads on Penarth Marina

7176. As a resident of Barry island I feel we will suffer as people will park for free around our houses instead of paying for the car park it's hard enough to park on the streets without extra cars

7177. Your maps show the parking charge able area to include much of Windsor Rd. I live in that area and there are no shops or cafes in my part no 52. So it should be for residents only and the vale so be encouraging Park and ride systems as it would ultimately be a safer and environmentally better area with out cars at all in the town centre every where.

7178. I have not been able to view the maps. However, I would imagine that streets near to the town centre and other car parks would suffer as people would just try



	to park in free places instead.
7179.	Free parking permits for residents that live on the displacement areas. It is difficult if people park in their street and will inconvenience them enough.
7180.	It would appear that Barry is disproportionately disadvantaged compared to other areas in the Vale of Glamorgan.
7181.	No
7182.	I have not seen them
7183.	FREE
7184.	As a resident in Grove Place, I am concerned about what the knock on effect of paid parking in Penarth town centre would be for my street. It is one of the closest to the town centre that doesn't have parking restrictions in place and is already incredible busy, especially at school drop off and pick up times due to the location of Bute Cottage nursery.
7185.	To charge locals to park their own car as a result of your proposals and subsequent displacement is just another tax for locals. If this is necessary the first pass should be free and a nominal £10 charge for any second vehicle. It also should be policed properly with parking officers to ensure times are stuck too
7186.	I live on the lower section of Ludlow Street and would happily accept residents permits and i would happily pay for 2. I also think that you should consider making the proposed parking spaces next to the wall of the police station parking in to diagonal spacing with lines. This would increase the amount of cars able to park by 1 or 2. Not a big increase but any extra spaces is a benefit. I also think Ludlow street needs to be re-surfaced before the lines are drawn out as the road is falling to bit. Every year i have to call the council to unblock the drains as they quickly fill with silt which is caused by run-off from the un-maintained road surface.
7187.	Far to large an area, just another way to make money from residence. will only be a small problem during trading hours and a few weekend in tourist areas, which we already have. The idea of allowing 2 permits per house hold will not work most of the affected areas are terraced street with room for parking of 1 car per household out side. Giving 1 permit per household would encourage car sharing and active travel, or is income more important
7188.	Llantwit burial town hall car park... does not show Colhugh street as area of displacement
7189.	Have not seen any maps regarding thos issue nut have seen them relating to other matters. They are generally very poor quality and designed to make it unclear for the general public to read to them.
7190.	The maps for my local area are factually correct, however the displacement envisaged does not occur evenly over the shaded areas. Particular streets suffer far more than others. The councils decision to build 200 houses at the highest point of the village has encouraged people to drive down to roads bordering the common to walk their dogs rather than walk down and then climb the hill back



	home.
7191.	My comments are it will be terrible!
7192.	Street parking in penarth is already a problem because so many have been allowed to redevelop garages into living space. This will just make it worse.
7193.	I think that the displacement map in Llantwit Major is far too small an area. If indeed you do introduce these resident charges then a far wider area needs to be included. This is most unfair to some people.
7194.	The only maps on display t the recent Llantwit Major event were of the current parking. There was no plan of what the proposals would look like. Furthermore, there was evidence of little knowledge held of the town and of the proposals for that town by the council employees in attendance
7195.	The displacement map doesn't consider Dingle road even though it already suffers from being close to the town and Dingle station. Though There are roads that are over 50m further away that have been considered in the displacement map
7196.	Residents in the Knap will be affected as visitors will clog up the area to avoid the charges. Visitors will park on the pavements causing danger to pedestrians. There are a number of disabled people in the Knap who will be forced onto the road due to dangerous parking.
7197.	Most residential parking already has issues this will just compound them the current restrictions are not policed correctly or frequently now what hope is there if the areas are increased.
7198.	We should be encouraging businesses to return to our towns, but make it impossible
7199.	Displacement is a REAL issue. Many of these locations residents pay some of the highest council tax rates. WILL WE GET A REDUCTION FOR THE IMPACT ON PARKING OUR CARS or our visitors.
7200.	No
7201.	No parking charges
7202.	I haven't been able to access the map
7203.	You want people to take more exercise to stop obesity then you want to charge people to go out people will just not exercise in these places, will stop taking their kids out & again traders will suffer
7204.	The plans and this consultation do not address the specific circumstances of parking in L/Major. The Rigby club car park is partly owned by the club and the council. Charges would be confusing. It also serves the local doctors surgery. A large proportion of parking in the town is privately owned for which there are currently no charges. If charges were imposed by the council will drive people to these car parks. The station car park is currently free and used by commuters. If charges were introduced here the train travellers would park in residential streets Llanmaes Road and adjoining roads. The town hall car park and old school car parks are



	used for overnight parking by local residents who have no off street parking adjacent to their houses. Each of the car parks in L/major are small. What will the income net of costs actually be? As regards Cowbridge what proposals are there to introduce parking charges in the leisure centre car park and how is it proposed to ensure that parking by the doctors surgery will not be blocked by all day parking by commuters who currently use the town hall car park to leave their cars when taking the bus to Cardiff
7205.	Local side streets would definitely feel the pressure, if charges were enforced.
7206.	I I haven't been able view these maps yet
7207.	No charges
7208.	If only you'd spent all the money you've spent on these proposals on something genuinely useful
7209.	I'm going to be moving quite soon very in near the shopping area of Llantwit.. if this goes ahead people will park on the streets in the surrounding areas causing congestion.. then your solution will be residents parking only bays and charge for the privilege of parking in your own street. This has happened in Cardiff ...
7210.	As I've already mentioned, if your proposal if allowed to go ahead, I won't be the only one who will no longer be able to take my hold to any of the beaches and county parks on our doorstep, I won't be able to afford to go into any of the town's to visit shops, I'll have to do everything online and my poor child will never have the benefit of trips to the beach or park- he's really going to miss feeding the ducks at cosmeston, but I will explain to him it is you that has enforced this. All our shops will go out of business, but you know this and have for some reason decided you don't care!
7211.	R
7212.	The displacement maps show too large an area - I do not think that a negative effect will be felt on that large an area (it will be restricted closer to the shopping / work areas). A cynical ploy to increase the area for resident parking permits and therefore revenue for the council?
7213.	Local street will become clogged, peoe will avoid charging areas forcing businesses to close. That's less NNDR, think about it.
7214.	Quite the wrong approach.
7215.	doesn't list all the affected areas, fot example Upper Cosmeston Farm - 2 minutes walk from Cosmeston Lakes is not mentioned - how many other roads have you left out. As I said - lack of proper planning
7216.	yes! displacement is already a problem and i do not want resident parking on Salop st
7217.	I cannot find a link to view the displacement maps online. There should be a link here with this question to enable us to answer it. However I did have a quick look when I attended the consultation in the Civic Offices recently. The map was very



confusing & not easy to understand at all. It is only going to encourage some to find 'free parking' at all costs and they will just park further afield outside residents houses. Who is going to enforce parking tickets all over Barry? It is bad enough for residents trying to park outside their houses by the town centre. Bring back more traffic wardens-surely they are cheaper to employ than a Private company? Are you sure that the financial advisor of this has qualifications? This whole survey is ludicrous! How much did it cost & who did you pay to write it?? You will end up losing more revenue, not making a profit.

7218.	No
7219.	they are poorly produces so difficult to read.
7220.	there is no detailed discussion of the surrounding streets which already suffer from shoppers/commuters taking all the spaces particularly around the stations. we live in Grove place and suffer from shoppers and commuters at Dingle road station.
7221.	Displacement and the measures to attempt to control it would be very burdensome for Llantwit as a community. Such controls in the small dense centre of town would greatly inconvenience local residents.
7222.	need to be broader, needs to cover around Belle Vue park up to St Augustine Church, and town centre areas up to King St.
7223.	NO
7224.	This survey is awful. Does not clearly indicate what is meant by the question.
7225.	Displaced commuters will inevitably park in the residential areas. Many of these areas within say 20 minute's walk of town needs more protection - either double yellows or residential parking. eg St Euentins close is 7 minutes for Waitrose, The Verlands, River Walk are less.
7226.	where are the traders supposed to park? charging visitors will put people off attending the high st, making times harder. loading/deliveries is an issue already!
7227.	Yes. I would expect that llantwit major town centre will suffer a loss of trade. The beach also, people will not pay to park there and it is not enough of an attraction so they will go elsewhere rather than pay.
7228.	Do not allow parking around Bron y Mor in the Knapp there are already problems with parking for residents
7229.	If you're going to charge to park then you need to make residential parking only available with permits. No 2 hour stays without a permit as people will park there
7230.	Any parking charges in car parks and town centres will push drivers and passangers away from car parks and out of town centres to free parking Culverhouse Cross, Asdas, Tescos, Lidl. Destroying local smaller ,community-based shops and businesses (Abandoning small shops and offices and reducing capacity to recover rates on empty properties leading to dereliction and disrepair and say boarded shop fronts)
7231.	Again this will impact on residents quality of life in the Vale. Proposed charges are



	just money grabbing.
7232.	Improved public transport so people are less reliant on cars
7233.	This will have a large impact on the local businesses as well as customers
7234.	Like much of the Vale of Glamorgan, you will create chaos and significant traffic will no doubt be displaced to free of charge residential street parking in order to avoid parking charges and limited stay car parks.
7235.	There will be real issues with displacement which you will have to resolve.
7236.	badly drawn and unclear
7237.	Displacement will be over a greater area. There are ongoing house/flat building.
7238.	Charging at Llantwit Major street or beach will leave a detrimental effect on the economy of the town
7239.	Llantwit Major displacement map is in council / ex council properties - The very residents who can least afford to pay , how fair is that ?
7240.	Arcot street will be regatively impacted , we need resident parking bays
7241.	Some people live in ex council properties with no real drives or garages, Why should they have to pay to park their cars outside thier own house?
7242.	The local shops will loose trade
7243.	The displacement map is flawed as there is no evidence of the underpinning analysis in the report. In cowbridge there is already evidence of displacement parking. Parking by school staff on the street is a constant nunsance
7244.	You are moving the problem of not enough parking spaces around the high street and not solving it or raising enough revenue to justify any of your proposals
7245.	On permit for visitors to my house? what if i want to hold a birthday party and have numerous visitors?
7246.	I do not believe in chqarges and all areas would fare better if all charges were stoped
7247.	Will make life a misery for householders affected
7248.	These maps and detailed scheme are only available in libraries and are tooo long to read there and no copies are available
7249.	cannot understand maps but pressure on surrounding streets will be massive ,no charging
7250.	It will end up alot of people shopping at larger supermarkets out of town and people parking down any side street close to the location they are going
7251.	I feel that there should be 3 hrs free parking as Tesco - asda and ms. After that it



	should be more reasonable parking charges some of the car parks are in such bad repairs it is a check to charge
7252.	No charges
7253.	Everywhere will suffer from cars avoiding charged parking - making residents pay to park in their own street is unacceptable
7254.	they show that the council already know that areas surrounding chargeable locations, many of which are 100% residential, will see severe problems with people parking in their streets in order to avoid paying for parking. - where does the local authority suggest that residents park their own vehicles which are currently parked on those very same streets.
7255.	I live in the area and people already park antisocially and or illegally - in front of the garage. if charges are increased, more people will park in front of other garages, which will restrict people from leaving or returning to their homes.
7256.	i have not seen any maps
7257.	how about free parking areas?
7258.	have not seen displacement maps. will look in town hall and library, Llantwit Major.
7259.	council employees should all be treated the same and all have free parking. why should some be discriminated?
7260.	unrealistic
7261.	Ruin local shops.
7262.	It will cause absolute chaos around the town centre - creating a problem that didn't even exist.
7263.	It took over 3 1/2 hours for the removal van to manoeuvre and park outside our house when we moved from Brecon - because people had parked so tightly along both sides of the road. We have spent the past year telling everyone we meet how wonderful Brecon is for parking compared to living in Brecon. Only idiots would choose to ruin such facilities - and I for one do not vote for idiots!
7264.	Having not had visibility of the maps referred to above, cannot comment. Has any consideration been given to work of e.g district nurses, physiotherapists, carers and how such proposals will impact them?
7265.	No one will shop in these areas. I will be going to Bridgend out of town shops instead.
7266.	Why does west Street show blue blocks of colour?
7267.	Businesses will (as have been documented nationally) lose trade. People will become more cut off, insular, sad, depressed, causing an unhappy society and greater strain on our already struggling NHS.



7268.	Concerns that displacement parking hadn't been fully assessed within report
7269.	States that potential displacement maps are showing areas which it is already occurring

Appendix K - Resident Parking Permit – Comments and Emails

Comments

Q26 Do you have any comments on the proposals for resident permit car parking? Such as, any additional locations or alternative charges

7270.	Residents Car parking will have to be rolled out across all 4 towns and in rural areas. I have disabled and elderly neighbours who dont qualify for a blue badge but have moved to the centre of a town to access services and shops more easily. They will be forced to walk excessive distances to get to their house because of this displacement. Again this goes against the future generations act. Their health and wellbeing will suffer as a result of some of the proposals. They will be forced to park in dark streets and wont feel safe in some areas. is the aim of the car parking strategy to reduce the quality of life of residents, their ability to work, and damage the local economy and jobs? A balanced approach could have actually benefited the economy and quality of life for residents but these proposals are clearly driven by profit which is a real shame given how vibrant some of our towns are.
7271.	I disagree with the restriction on permits - it will only anger those with more than one car, and their only option if they do have 3+ cars is to get a rolling visitor permit, which I'm sure wouldn't be allowed and would also be very expensive. I'm not sure why the second permit would costs £30 when the first is only £10? It could possibly deter people from buying a second car if they don't have one already, but if they do, they would need the permit, and I don't think it would be twice the work administratively to issue another. This feels like a move where the Council would be slated, and where resentment would build up.
7272.	This is unfair when other people in the town will not have to pay to park outside their own homes. We already pay car tax to use the roads. I'm a full time single working mum and all I have is my income to live off. £10 here and there does make a difference. What about the visitor parking does this mean if I have someone visiting and only coming for one day on the limited two weeks and it is not needed for the rest of the time I would have to pay £20? No thank you and what if this is an unexpected visitor how are we supposed to get a permit in time? I AM COMPLETELY AGAINST THIS. I ALREADY PAY MY WAY AND I'M NOT PAYING ANYMORE
7273.	Visitors should not take up residents parking
7274.	There will be a need for more residents only parking to cope with displacement parking



7275.	Permits to park outside your own house?? or park on your drive? What if you are a large family? Paying to have visitors? Would blue badge holders pay?
7276.	Do not agree that I should have to pay to park outside my house!! My street is always filled with cars without permits, sometimes for days at a time, and they never get tickets. I dont remember actually seeing a parking enforcement officer in my street the whole time i have lived there...its an absolute joke!
7277.	This whole mad charging idea, I am guessing has been put forward by Capita with the aim of them taking a big consultancy fee for the 'work' and then administering it through their one of their parking enforcement subsidiaries e.g. Parking Eye. As a Council you should be embarrassed to be taken in by such blatant income generation proposals from businesses with vested interests in having parking enforcement. You are elected to represent your constituents not private companies. Presumably capita will delate this para from the results!!!
7278.	Why should residents have to pay more on top of their council tax to help the council save money!
7279.	I think permits could cost a little more, especially for people who have their own driveway and thus have no reason to park on the street.
7280.	It's almost impossible to park in most streets around town. We cannot park in 'our street' quite often and have to park in other side streets. We'll end up being booked for coming home from work late (not all of us have 9-5 jobs). We also have 2 blocks of flats and have to put up with extra cars from flats. Also the council keep giving planning permission for old buildings to be turned into flats with no parking provision!
7281.	As previously mentioned Marquis Close, Earls Crescent and certain parts of Redbrink Cresnet desperately need resident permits introduced. These are very small streets (Marquis Close and Earls Crescent) and the residents face a gruelling nightmare every weekend especially on Sunday's and desperately need these permits in place to deter the hundreds of cars that cause chaos in both streets and Redbrink Cresnet. Vistors constantly block access points park on grass verges and block junctions.
7282.	Why should residents who pay a high council tax bill pay to park outside their homes , it's unethical , so very wrong
7283.	Many areas of Barry where resident permits apply are occupied by low income households or tenanted. You will be penalising the county's most vunerable residents. Keep permits free.
7284.	Do not make people pay for a problem that the council has created.
7285.	Why should a vale resident have to pay for their visiting family to park outside their home when visiting.
7286.	Again penalising local residents living in the town area and trying to make money out of people parking in they own street where they live. It's awful.
7287.	Each location should be judged on its merits and the potential local knock on



	effect of introducing these schemes.
7288.	It's not the residents fault the roads are not fit for purpose. Caters and medical staff require access to residents and should not be charged.
7289.	why should people have to pay to park outside their own house,if permits are to be issued then they should be free.
7290.	Llandough should be resident parking
7291.	Absolutely no justification for second permit to be £30
7292.	It should be more than two permits as there's more than two people per home when you factor in children who drive or house share properties this needs to be thought about better
7293.	Permits should be free
7294.	Why should we pay to park in and visit our towns
7295.	No charges
7296.	The displacement of cars parking for shops etc in the report for Penarth will be further than they have allowed in the report. I live st the bottom of Grove Place and people already park here and walk up to town so the problem is only going to get worse. They should consider bringing Grove Place in as a permitted road.
7297.	Should not have to need these what about people who work in town
7298.	Words fail me.
7299.	Why should you have to pay for parking outside your own house not everyone has a driveway/ parking space.
7300.	What happens to families with more than two cars which is very common these days....
7301.	3 adults in my house all visit beach regularly as surfers and dog walkers!
7302.	why should residents be paying?
7303.	Again - this is shifting the cost on to residents that have no alternative, all the while failing to address the problem of too many cars. If it were primarily residents parking on the streets, residents permits would not be necessary.
7304.	Residents should not have to pay to park outside their own house which they already many other taxes for!
7305.	The policing on residential parking is so lax at present. We pay council tax and are now being asked to pay for permits- £40 per year, and as most of my family & friends live away I now have to pay £20 per visit for them to stay for a few days? This is really unfair. Really unfair. Also, what's going to stop people parking in the residents bays - it's not policed after 4pm most days- and yet when I return from work it's often impossible to find a place to park- so now I'll be charged to not park



	too? I think you'll find many residents have the same views. Totally unfair Vale.
7306.	I'm not a blue badge holder as yet but I am on crutches and will be for a couple of years. I can only get out if I park near the beach or the shops and I can't afford to pay!
7307.	Residents should not be limited - we all pay council tax and why should we pay on top of that to be able to park in our own street? Permits should be free as most spaces are taken up by people visiting / working in local businesses
7308.	no
7309.	Surely at least 1 permit should be free then charge after that, visitor should also be free
7310.	I don't think you should have to pay to park out side your own home and I think visitor permits should be a month
7311.	Parking should be free In town centres and costal areas for holders of a Barry residents permit.
7312.	It's appalling that you are expecting people to pay to park outside their own house
7313.	We pay council tax, if permits are introduced why should we have to pay to park on our roads?
7314.	Appendix C4 does not even show any residents' parking for Llantwit Major. No consideration seems to have been shown for residents whatsoever.
7315.	We can't park as it is on our street and have to have a permit anyway. Wardens don't check the 2 hour parking at all but if a resident has missed that a permit has expired by just a couple of days they book them. Easy target
7316.	Ridiculous amount of money for a visitor who might only be there an hour or two. You should be able to have an annual visitor permit to give to anyone who visits you at your home
7317.	Why should you have to pay to park your car outside your own house, you pay road tax and council tax 😊
7318.	Visitor permits could be day permits at 20p each, which household could buy max of 40 during the year
7319.	Many households have more that 2 cars so there should be an opportunity to purchase more passes at the higher rate. Visitor permits are fine in theory, but what about for unexpected guests, and how long will they take to be issued?
7320.	No comment
7321.	Why should residents have to pay for parking?
7322.	Why should residents have to pay for permits. They should be issued to Residents along with their council tax invoices, free Visiotrs spend their money in our area. They should be welcomed with open arms, not taxed away



7323.	Ridiculous!! The council are so short staffed constiit willbe poorly manned like everything else!
7324.	I think this is preposterous! What happens about visitors to these locations that come for just an afternoon/evening, and not an overnight stay, and for households with more than 2 vehicles?
7325.	Not clear which areas are proposed to be resident areas, nor is it clear what the intention of the council would be to extend the proposals in the future
7326.	You can see me locked up before I pay a fee to park outside of my own house, even as little as £10 per year and I am a Vale Council staff member. I think it is a ridiculous idea and although I understand the £10 will just be for the admin and setting up costs of the permit, on principle I will not be paying it if it is passed through Cabinet
7327.	I do not think we should charge residents to park in their own street.
7328.	I realise that the implementation of resident permits will be necessary if the previous proposed charges are introduced, but to limit to 2 per household is wrong, there are some households with more than 2 cars, and people in the Vale are reliant on their cars to commute, because of the abysmal public transport links. Also what happens when someone is visiting the household for perhaps a few hours, there is no mention of a permit that would cover this sort of activity.
7329.	1 or 2 permits should be the same price
7330.	I am raising my concerns based on detrimental impact as previously stated.
7331.	people should not be charged in addition to already high council tax rates. i do not live in a permit area but strongly disagree. often households have more than 2 cars as children stay at home longer.
7332.	We already pay our council tax, and now we are being expected to pay more just because we also have a car.
7333.	No restriction for parking
7334.	This is a joke right? People have children who (You hope) will own a car 1 day
7335.	Two cars are more than some streets can handle, where are we supposed to park if no space?
7336.	I think it is disgusting that residents may be asked to pay for a permit. We have no driveway where we live so have no choice but to use a public car park.
7337.	Absolutely disgraceful! You suggest visitors limited to 2 weeks..and to charge! What about people travelling down to care long term for relatives? Caring for them at home is saving money for the authorities, Now you suggest paying for the 'pleasure' of parking while caring! Oh, and also, "sorry, you want to come and stay a week for a holiday? Yea, sure, that@ll be £20 !
7338.	Residents should not have to pay. Most families need car as public transport is practically non existent.. Cost would be huge for a family, youngsters Tec who are



	starting out. Everything is too expensive
7339.	It is disgusting and should not go ahead. We pay enough council tax and should not have to pay extra for a permit to park outside your own house. Particularly as it is not our fault that over 100 years ago the houses were built without driveways.
7340.	I agree with the permit parking as it will stop people who work in holton road stop parking in our streets near town. Dont agree with visitors to yr house having to pay to psrk.
7341.	It is not unusual for children in their early twenties to still be living at home due to house prices but still own their own car why limit to 2 permits per household, limit to the amount of cars registered at the address
7342.	Should not be implemented
7343.	It will be chaos.
7344.	Permits should be £20 each for all
7345.	Residents should not have to pay to park a car outside their own home
7346.	Visitor permits should be available for extra time if they are caring for the occupants of the house and the occupants cannot use their own car or own one
7347.	Are you as a council seriously considering this? Together with the new bin collections and restrictions with using the waste management, you are making daily life for Vale residents more difficult.
7348.	It comes to something when you have to pay to park outside your own house!!!
7349.	Visitor permits should be free.
7350.	We already pay our taxes
7351.	We already pay council taxes why should we pay again for parking. Who will patrol to manage any of these proposals? Will they work shifts around 8am-8pm to ensure being done correctly? What would the extra revenue be used for?? Who's pockets would be lined with the monie
7352.	People should be able to park outside their house or in their street for free.
7353.	Completely wrong to charge residents to park in the street they live in. It's a public road that should be free for anyone to park in.
7354.	Both permits should be the same - many households need 2 cars because they need 2 nome earners and our public transport infrastructure is not good enough.
7355.	Completely disagree with parking charges and resident permits. Surely more funds will be raised by council tax from all the new houses being built in the vale of glamorgan !!!
7356.	Permits should all be at the same charge.



7357.	Personally I think it's disgraceful that people should have to pay to park outside their own home especially in the light of continued rises in council tax this is just another cost. Definitely they should have permits if these charges to park are brought in but they shouldn't have to pay.
7358.	Disgraceful to have to pay to park in your own road because charges are being introduced elsewhere to prevent visitor parking! Absurd!!!
7359.	Residents should be able to park near their homes. A nominal charge is all that is required. There should be no attempt to make a profit out of this proposal.
7360.	Parking should be free outside your home for 1 vehicle, additional vehicles charged.
7361.	Stop messing with systems that already work just trying to make a few extra quid. All you will do is put people off using the town centres and shops will go out of business.
7362.	very impractical for families of 4+ where the household has more than 2 cars
7363.	Think 2 permits should be same price for residents and additional more expensive
7364.	If this is the cost for residents of the town centre surely it should be the same for the people who work in the town centre. I see the same people every morning when I park my car and surely they have as much right to park in the area where the residents might not be there for the whole day as they work in Cardiff or Bridgend. My boss has recently opened an office in Cowbridge (the other is in Ilkeston) and one of the reasons was because of the accessible car parking for him, myself and his visitors. He will seriously think about relocating if the charges are introduced and I could lose my job.
7365.	All permits £10
7366.	Will there be residential parking in Llantwit town centre?
7367.	Resident permits should be free
7368.	Council greed
7369.	Permit only parking is a very unfair way of scamming money out of residents just to park outside their own homes, everyone I have spoken to resent the council for imposing such a violation of human rights
7370.	We don't want permit parking
7371.	There would not be enough space on our street (Wine Street, Llantwit Major) for all residents to have permits.
7372.	I don't see why people have to pay to live in their own streets they pay enough taxes as it is
7373.	No charges therefore no permits
7374.	its their street!!! This is terrible. What if there is a big family with a few cars.



7375.	People SHOULD not be charged to park outside their own homes. This will affect the house prices and rental income for owners in these areas because of your ridiculous decision.
7376.	I think permits are needed, I don't think people should have to pay to park outside their houses - this wouldn't effect us as we have a driveway for 2 cars. We do get annoyed when the opposite does have up to 4 cars and 1 transit which makes it very hard for us to get out of our drive.
7377.	If you have more than 1 car you should pay for permit. Permanent residents only parking around residential streets off town
7378.	Resident paying for a permit, you must be joking, next you will want us to pay your wages.....oh wait..
7379.	Why on earth would I want to pay to park in my own area?
7380.	Residents should not have to pay anything to park near their own home!
7381.	I don't live in any of the affected areas, but believe that each residence should have 2 free per year plus £10 for each additional one. 2 week visitors permit for £10
7382.	Are you seriously expecting people to pay to park in their own street or outside their own houses? What if they have children who live at home but also drive?
7383.	I agree with limiting the number of permits per household to the amount of vehicles you can get outside each house - ONE, but this should not be charged for as I believe it is victimising those unfortunate to live in the catchment area. I think the second permit should be far more expensive than £30 as it is an opportunity lost for making revenue if you go down this route. I don't believe the on street parking charges will make you the revenue you expect for reasons explained in earlier pages, so this may be the best way for you to increase revenue. Most households with 1 car suffer in silence the selfishness of multi vehicle households, and if they had to pay for the privelege they would think twice about these additional vehicles.
7384.	Again Llantwit will be changed beyond recognition we don't want visitors friends and relatives paying this much to visit family it is an absolute disgrace, we have family in Llantwit and visit by car sometimes will we have to pay ??? It's absolutely a hideous idea.
7385.	Residents should be able to park for free
7386.	Not agree with having to pay for parking in front of my residence in a public road. This strategy for parking is beneficial for providing money to the Council but not to the local community. Visitors are offer family and friend. There is no need to ask the members of the community to pay for social activities. That should be provided for free by the Council as a matter of priority for the community.
7387.	I don't believe these should be charged for. Most residents will have moved in prior to permits being introduced and this is an unfair penalty All community nurses, physios, midwives etc should get an exemption permit to allow them to go



	about their work without fear of being fined or being late to their patients due to lack of accessible parking.
7388.	Why should we have to pay to park outside our own home? Or pay for visitors. You're creating a broken society.... you're creating future issues that should never exist.
7389.	Ideally Permits should be free for all residents who need one. One per person I suppose or else you are restricting people who live in shared accommodation?
7390.	Experience shows that these schemes cost the Council more than they recover and always harm residents except in city centres.
7391.	We already pay enough council tax to cover permits.
7392.	Why should you have to pay to park outside your own house???
7393.	To charge people parking permits by where they live is ridiculous. Council tax is enough as it is.
7394.	You should not have to park to park outside a house you own
7395.	We pay our council tax that increases each year. Why should we pay to park outside our own home. Also I have a garage in the lane behind my house but can't use it as the lane is full of pot holes, glass , fly tipping that my car will get damaged driving up the lane . Please can you sort this out? Needs resurfacing (newland street , Barry) I have reported it to council but nothing has been done
7396.	All too expensive. Resident fees should be nominal for up to 2 cars and only higher for a visitor one (which should last all year)
7397.	This whole proposal is diabolical!
7398.	These towns are not cities.
7399.	I agree there should be charges for resident permits as there must be a certain amount of admin involved to process the application and produce the permit however charging double the yearly amount for permit 1 for a visitor permit is disproportionate.
7400.	i don't know where resident permit parking is proposed
7401.	Why should we pay 20 every 2 weeks for visitors. As it is you restrict family and friends from coming over to us as they are dictated to by a 2 hours parking, you are cutting of personal relationships as no1 is wanting to pay when they are visiting friends and family, if a house only has 1 car they should be able to get a yearly visitor pass. At certain times such as Christmas and birthdays I'd love to have my parents or in laws to stay over night but as it is they can't and I'm not paying £20 for the odd night. You will be making a fortune if you introduce all of this, and no doubt you will increase it very quickly. Starting thinking of the damage you could cause to people's business and relationships by making people pay too much.
7402.	People should be able to park for free outside there property.



7403.	It is outrageous to suggest that residents must pay to park outside their own residences.
7404.	They already pay a premium for living there, don't charge them even more!
7405.	Residents should have free permits regardless! They didn't choose for these charges to come in!
7406.	Looking at the maps, the areas marked for potential displacement are disproportionate to the amount of spaces to be hit by parking charges.
7407.	Residents shouldn't have to pay to park outside their house. Some houses have only adults in and have more than 2 cars. The residents of this town pay council tax, and so definitely should not have to pay additionally to park outside their houses because parking charges have elsewhere been initiated.
7408.	£30 for second permit seems high - £20 more affordable.
7409.	Residents who live in areas that require parking permits are generally worse off financially than people who live in areas that don't require them. A lot of the properties in the areas that require permits are considered cheap housing. People buy these houses because they cannot afford to buy elsewhere, not because they're highly desirable. Introducing a further charge on top of their current council tax and road tax charges to allow people to park their cars outside their homes is criminal. Residents in these areas are not being treated fairly and I urge the council to rethink these plans. There is no justifiable excuse for charging couples £50 to be able to park outside their home other than the council knowing that residents have no choice but to pay the fees. Residents in these areas should not be exploited in such a manner. There are already enough plans being proposed to charge visitors to coastal and country areas as well as shoppers and this includes local residents who pay their council tax charges and now have to pay to use their local amenities and I'm sure that the council will make a lot of money from this. I think a line should be drawn here and the council should not look to charge residents to park outside their home.
7410.	People should be allowed to park for free 1 car outside their own home
7411.	You should not have to pay to park outside your own house.
7412.	Permit parking not needed in any Vale towns so why bring it in. Serve you public don't ████ them...
7413.	Second car should be more expensive than £30
7414.	Shouldn't be limited number and visitor parking permits shouldn't be limited. The times for visitors good to be limited but not the number.
7415.	No charges for residents anywhere
7416.	These should be free, with the limit per household controlling the number of vehicles. Why charge someone to park outside their own home?? What alternative is there for families who need their cars to travel to work and take their children to activities. We would love a private drive way at our house but the



	house prices in Penarth are very high for such properties. Don't punish us with permit charges.
7417.	Consider homes that have more than 2 vehicles e.g work vehicles
7418.	If you didn't charge on road parking you wouldn't need resident permits! Save money and do nothing!
7419.	I don't believe it is fair to start charging for residential parking permits. I live close to Barry Town Centre so have parking restrictions of 'permits or 2 hours no return' and shoppers come and go and it's hard to find a space when returning home as it is. So, I don't see why we should pay to park in our own street when visitors/shoppers can park for free. Where residents don't live close to a busy town road I believe there are no resident permits/time restrictions, so it doesn't seem fair to impose charges on some and not others. I think £20 is a bit expensive for a visitor permit.
7420.	So residents will be charged for parking near their homes? If you are to charge residents for permits then you will need to ensure sufficient parking is available - methyr street is a nightmare to park in at the best of times, so if I have to park in a nearby street I will now be penalised.
7421.	Some households have 3 cars or more, depending on how many live at the address. Charging £30 for a second permit is ridiculous. Visitors should be allowed to have a monthly permit, especially if they visit often.
7422.	Look at using these bays for short stay day time parking. There are more locations where resident bays should be put in place
7423.	The number of permits issued will outstrip the places available. Will permit holders be able to park in areas of on street parking zones for free?
7424.	Not anywhere near enough parking places if residents given two per dwelling. Will permit cover street outside house where we can park now (if that becomes a paying area?)
7425.	What about families with grown children, where there may be 3+ cars in a household? Surely with housing becoming less affordable this is a common issue.
7426.	No charges means no need for permits.
7427.	Why should residents have to pay for car parking?! We pay enough council tax as it is surely!!
7428.	A lot of households have 4 cars
7429.	If parking charges are being introduced in Cowbridge then myself and other central residents should have the right to have residents parking as I believe more People will try to park outside my property to avoid charges and random people parking their cars is already be an issue! Please can someone call me on [REDACTED] to discuss
7430.	I think parking permits should be substantially more for example £50 a year for 1 and an additional £20 for the second. I strongly disagree with the whole concept



	visitor permits.
7431.	most people have 2 or 3 cars and for some this could be an expense they cannot afford.
7432.	There should not be any charges for resident parking. This is not London!
7433.	Another tax for residents? A tax for visiting the vale? This would give the vale a wrong impression - we have a very wide selection of areas to visit and live in. Coastal areas, tiwms and villages. A very fragile economy here, which does rely to a certain extent on tourism. Any charge to park yoy vehicle will turn people away and or cause traffic problems.
7434.	They pay council tax and road tax, you seriously want to charge people to live at their homes and date own a car?! Discrimination to lower income families! Further measures that lead to social isolation!! What about carers to the elderly?! Honestly this is such [REDACTED]
7435.	How can you charge someone to park outside ther it house. I think the Vale should give grants or big discounts for people who want to drop the kerb to build off street parking.
7436.	You should not have to pay for where you live
7437.	A permit should be free for residents. They are still paying?
7438.	All Car and bike parking must be free, no cars, no shoppers, no shops is that simple , and NO 20 MPH limits
7439.	Access for all and it should be free
7440.	keep car parking free and don't even think about any 20 MPH speed limits, they are very unpopular
7441.	All permits be the same price regardless of one or two car households.
7442.	Do not agree with parking charges so do not agree with resident permit car parking which will again penalise those on lower incomes however low the fee. If there ends up being parking charges, resident permit parking should be free. Visitor permits - crazy idea. Will deter visitors and how will they know? How will this be policed? If a visitor is fined for not having a permit, will they ever come back?
7443.	Residents shouldn't have to be burdened with permits, it's their town, not yours!!! The cost of setting up this whole scheme, including whatever you paid for the consultation and the ongoing maintenance, and running a residents permit scheme!!! Really!!! Is it really worth alienating a public who are already feeling at best apathetic, and at worst despising towards it's Local Authority, who previous arrogance through ignorance of local views have made residents restless to say the least.
7444.	All parking must be free, and no 20 MPH speed limits otherwise small shops like mine will close !



7445.	I would be furious if this were to come in!
7446.	Most house holds these days have two cars, it is fair that there is a limit of 2 permits per house hold. How ever I think they should both cost the same amount of £10. Visitors passes, there should be two options here, by a temporary 2 week pass at £10 or buy a year long visitor pass for £30. When buying a year long pass there should be a restriction of two passes. This will also allow for the fact that a household may have more than two cars (children's cars etc)
7447.	Second permit should be the same as the first. Most unfair for two car families (as most families are these days). Visitor permits are confusing, is this just per visit or for a full year?
7448.	Are you actually serious. Don't hammer people because you can't handle the finances correctly.
7449.	Why should I had to pay to park outside my house just because you want to make money on parking fees? I pay enough for council tax and other services to you without having to pay to park on my street.
7450.	should not have pay to park outside your home. road tax is enough. not fair for people, knock on effect to surrounding streets. but also, people need to use there drive way much more....
7451.	1st permit should be free. Second permit 10 per year.
7452.	Why should you have to pay to park outside or near your home??
7453.	Again, one size does not fit all, you can't compare eg Barry with Llantwit, demographics and needs are totally different.
7454.	One permit could be free. Permits should be charged on the size of cars. In our street each house has a van, which take up a lot of space- maybe they could be charged more for taking up 1 1/2 spaces?
7455.	This policy does not work in the long term
7456.	is this for cars ? or works van if you have a van and a car you need more room so for van (transit) pay £10.00 per the cop pays
7457.	IT WILL CREATE MORE PROBLEMS
7458.	WHY DO THEY HAVE TO PAY TO PARK OUTSIDE THEIR HOUSE
7459.	IF A PERMIT IS FREE, THAT IS ACCEPTABLE, BUT PEOPLE SHOULD NOT HAVE TO PAY TO SECURE A PLACE OUTSIDE THEIR OWN HOUSE. THEY ARE BEING PENALISED UNFAIRLY. HOUSES WITHOUT DRIVEWAYS IN BARRY AFRE OFTEN OWNED BY PEOPLE ON LOWER INCOMES.
7460.	A LOT OF HOUSEHOLDS HAVE STUDENTS LIVING AT HOME DUE TO HOUSING COSTS AND THEREFORE THEY HAVE MORE THAN ONE CARE!
7461.	PEOPLE RENTING OR PAYING A MORTGAGE ON A HOME WITH NO GARAGE SHOULDN'T PAY EXTRA JUST BECAUSE THEY OWN A CARE OR



TWO. A MAJORITY OF CARS ARE USED TO GET TO AND FROM WORK AND SHOULDN'T BE TREATED AS A LUXURY ITEM TO PAY MORE FOR (CARS COST ENOUGH JUST TO RUN).

7462.	Awkward for carers and care agencies visiting people , will you have special arrangements for special visits
7463.	yes , would not be able to go out without my car
7464.	If residents have to pay for parking permits . will they be guaranteed a parking place.
7465.	N/A
7466.	Most cars have more than two cars these days, does this mean poll tax will be reduced???
7467.	Leave current car parking arrangements as it is then no need for residents permits car parking
7468.	Again why just improve car parks so that people can park efficiently
7469.	if street parking is to happen, then i support residents permits. The visitor permits seems expensive and difficult to cope with in the event of a family emergency for example
7470.	Regarding the visitors parking permits - what if someone only stays an hour. Its too much
7471.	Residents permits should be FREE! Residents should be able to request one (or two) visitors permits to be used by the visitors with no restrictions on time. should be a normal charge (say £10 each)
7472.	Why should people have to pay for the pleasure of parking outside their homes. Bet the people proposing this have huge drives to park in.
7473.	Yes I can't park because of people using the shop near me
7474.	Absolutely unworkable and will result in drop in householders resale of house.
7475.	We pay enough council tax as it is. I have lived in my house 7 years and have never seen any maintenance of parking spaces or signs
7476.	Why should people who live off the High Street and are paying council tax have to pay to park outside their own homes. Ridiculous .
7477.	Residents should not have to be penalised for parking in their own Streets - Permits YES, but no charge!!
7478.	Why should residents have to pay to park in their own street when we pay a vehicle excise license every year? You shouldn't then be penalised for living in an area where you are thinking about introducing separate parking charges such as the Kanp. A complete joke and disappointing to see the Vale going down this route.



7479.	Why are you making it hard for people to park outside their own houses. People have bought the houses under pretences that parking is free.
7480.	No
7481.	All parking must remain free, and no unpopular 20 MPH limits or we will vote you all out, you have been warned !
7482.	Residents should not have to pay to park in front of their houses. These are not city centre areas where parking needs to be considered carefully. I live on a quiet road on Barry Island. These restrictions are unnecessary in this area. This seems like a money-making exercise from the Vale of Glamorgan which will only adversely affect residents and businesses. It seems short-sighted.
7483.	If permits are introduced should be free for blue badge holders. It is not clear from the report how this would work for example taking any of the side streets eg Stallcourt, Seaview Place, Illtyd Ave - if all residents could apply for residents parking there would not be enough space unless parking was on both sides of road then blocking the roads
7484.	Residents should be given a large sticker/sheet, numbered.
7485.	Permit 2 should be £20 visitor parking should be limited to 1 week at a cost of £10 per week
7486.	No I do not have a blue badge but have difficulty in walking!!
7487.	I disagree that there should be 2 permits per household and that the second permit should be just £30. There should be 1 permit per property. Too many properties have 2 or 3 vehicles, plus works vans - how do they get all the permits when it is supposed to be per person? If one permit is £10-00, additional permits should be charged at a minimum of £100 each. FEDEX vans should be charged double
7488.	For those residents affected by this dash for cash by the council this proposal means an increase in the cost of living at that location it is an indirect increase in council tax. The council should be looking at ways to add additional parking for residents of the Vale in general and visitors to our town centres to increase trade for town centre businesses to counter the impacts of the out of town shopping centres. In Cowbridge an additional car park should be developed under the viaduct and the use of school car parks in the school holidays should be examined. The council has increased the number of houses in the Vale regardless of the impact on residents now the council should use some of the additional revenues from council tax by striving to improve facilities of its residents not make them worse by increasing parking on the streets surrounding our town centres
7489.	The only need for permits is if you begin charging for town centre parking you will then force people to park out of town removing our ability to park near our homes. This then becomes another income generation for you. We now need to pay you to park at home. Please if this is a fund raising exercise due to funding shortfalls then please just say so. Don't have the cheek to tell us its for our own benefit. Your proposing a fix for a problem that does not exist in Cowbridge!



7490.	parking must be free to keep the shops open
7491.	No parking charges and No 20 MPH speed limits both not needed and very unpopular with the local voters .
7492.	Why should people pay to park their car outside their own house? They pay car tax!
7493.	Visitors permit seems too expensive
7494.	I would be deeply disappointed if resident permits are introduced .. Another tax to pay on car ownership !
7495.	Visitors Permit £20-00, what a joke, visit for one day, here you are, give me £20-00 for coming to visit you.
7496.	Why restrict to 2 per household? Maybe use electoral register as a restriction.
7497.	Open to fraud. Restriction of two per household ludicrous.
7498.	you are driving people out of own . to drive to further areas to not support local transport so you can cut that cost . you do not care that we have very limited access to community services you just see us as a way of increasing funding we do not have any more money the cost structure of just living is already too much . i wish i was dead . there is nothing you can do any more lift has no meaning as soon as my kids have left home i am gone ,there is ■■■■■ point in living anymore just feeding myself is too much life is too much now i cant even breath the sea air . what is the point
7499.	Resident permits should be FREE
7500.	I would object strongly to having to pay to park outside my own front door due to the ■■■■■ mindedness of this ridiculous council refusing to listen to common sense and going agreed with charges following a flawed report.
7501.	WHY? GIVE US A GOOD REASON WHY WE SHOULD HAVE TO PAY TO PARK OUTSIDE OUR HOUSES WHEN WE HAVE NO PROVISION TO PARK ON OUR PROPERTY AND IT DOES NOT COST YOU TO PROVIDE THIS PROVISION ANYWAY!
7502.	No charge for light electric vehicles like emopedes.
7503.	i think these charges are far too low for free parking for residents. we have one in Penarth in Hickman Road which is paid for by a business which in my opinion should not be allowed.
7504.	charges too high for second car and visitors
7505.	£10 for visitor permits
7506.	This is a tax on the poor. Well off households will have a driveway to park on. This will affect those who can least afford it. With council tax already going up each year this seems extremely unreasonable.



7507.	Residents should not be charged. If they are then the rateable values should be reduced to reflect this
7508.	Some family's have grown up children with cars so need more permits per household
7509.	I strongly agree with the introduction of permit parking on residential streets. I think that the costs are reasonable, and would be happy to pay it, or even pay more. I think that the cost of a visitors permit could be more and unsure on how the two week limit can be enforced. I think there is potential for this to be abused by people who have work vans and with a total of 3 vehicles in their house hold, and that they would use the visitors pass for these vehicles instead of genuine 'visitors' I'd permit parking bays are going to be introduced (white lines painted) that the council needs to enforce and write Keep Clear, on all those with garages or driveways on the street. As cars continue to block driveways and access to garages, perhaps a fine could be enforced? As with abuse of visitors parking permits
7510.	There should be no costs as this is where people live!
7511.	Is there anything else the council want to charge us extra for? It's getting absolutely ridiculous. Soon people who aren't on benefits and have worked hard to contribute to the economy, won't even be able to afford to park near their own house (which they already pay rates, Council Tax and a mortgage for the privilege of living in!) Let's give some thought to middle income families for once!
7512.	I think it is wrong to charge for residents permits. We are being inconvenienced already and now asked to pay for the privilege. Two permits per household limit is low, many houses will have more cars and houses in Barry often do not have off street parking. I don't mind paying for a visitor pass but I would want it to be a permanent pass.
7513.	They do this in other places such as Brighton and it works fine.
7514.	Have permits, please do not charge - council tax is already very high for a service that isn't being met. The parking strategy will be put in place making revenue.
7515.	No permits
7516.	Why would we pay to park in front of our house? Its ridiculous. The strategy shows how much money you will be earning from making us park. Residential bays should be much more common in busy areas. But please like i said in my previous comment we need residential parking spaces on friars road in front of the esplanade building.
7517.	Residents shouldn't have to pay for a permit to park outside their house. They pay council tax
7518.	We don't want these charges!
7519.	We are six person household. 3 of us require a vehicle to work. The second place should not be more expensive. There needs to be a 3rd car option too. Visitors permit at same cost please. What would be the hours for resident parking? 8-8?



7520.	This suggestion is an absolute disgrace how dare you charge people for parking outside there own house
7521.	Not qualified to comment on residents permits.
7522.	Why are those of us who work being penalised. I understand it's hard for those who live near the town centres but why is the council not trying to create more parking. You took away the car park down penarth seafront and now your going to take away all surrounding parking as well. Shouldn't it only be on streets where there is no driveways. Therefore not the streets near the esplanade where the residents have massive driveways to park in .
7523.	People should not be charged to park outside of their own home.
7524.	why should residents have to pay for permits when they have been able to park outside their own homes for free for many years, this just seems like a money grabbing scheme by the council
7525.	N/A to me
7526.	Why should residents who are already inconvenienced by on street parking have to pay more for a second residents permit?
7527.	Gladstone Road permit parking
7528.	I completely object to paying for a permit and the imposition of an artificial limit of two permits. You have neither the systems or the staff to administer this proposed system. In other places that Capita have seen there system implemented, getting permits is a nightmare and getting visitor permits is an even bigger nightmare. Its an awful system and you will raise these charges annually and they will become a regular form of indirect taxation and new revenue raising opportunities for the Council. You do not now operate a system of free parking permits that is easy to access and obtain. This suggestion is an awful suggestion and I object to it totally. Will you even listen to us I wonder or are you set in your ways.
7529.	Is the 2 weeks per visitor per annum or can you get 2 weeks then buy another then buy another. As in, that would mean I can park on street in a resident space for just £2 per day. Which is a very good deal compared to on-street parking charges proposed
7530.	Why do you have to pay if you are a resident? Visitor permits yes, but reside to should get one free and be able to purchase additional ones if necessary
7531.	The purpose of the residential permit is to prevent the displacement you anticipate creating by introducing charges. On that basis it does not seem to me to be reasonable that you charge at all. In additional have you considered the sense of entitlement you are creating by permitting? There won't be enough space for everyone's car(s) especially if there are visitors but now people will be taking the view that they have paid for the right to park.
7532.	Why should we have to pay to park outside our own houses. Permits should be free to Barry residents after all we have to put up with the congestion daily



7533.	Why should people pay to park outside their own house?
7534.	Proposals are shameful. Real aim seems to be to increase council taxes/ revenue. We already pay enough in council tax.
7535.	I support this. People should pay for the privilege of parking outside their homes.
7536.	It is grossly unfair to charge the residents to park outside their own home when you have made their street a parking zone. That means they have to put up with people parking all year round and have to pay to park outside their own home for the privilege of you making their street a public car park and you are making a lot of money out of it also. No no no!
7537.	Why should I be expected to pay £40 a year to park our cars at home and more for visitors? These proposals have even made me consider relocating to outside the Vale. Ill thought out proposal to the detriment of the entire Vale.
7538.	I don't think residents should pay for permit. They have always been able to park for free outside their house. Many of the properties don't have drives and this could have financial implications.
7539.	many households in the rural vale have more than one car and no driveway - it will directly affect air bnb business.
7540.	Most homes have more than 2 cars. Why does it cost £10 per year for 1 car and £30 a year for 2 cars. Should the cost not be the same for each car in the household. This looks like another attempt to grab money and tax householders.
7541.	My brother visits. He cannot walk far due to a heart condition. He's not registered as disabled. He has no one but me. He lives 100 miles away. He is not wealthy. He may visit for the day and stay over. £20 is outrageous regardless of the stay. He once even had a parking ticket when the visitors permit was on his car !
7542.	These proposed charges are far too low. Should be £100 per year.
7543.	Wrong to charge to park in the street where you live bad enough not being able to park because of shoppers and workers
7544.	We pay taxes so why should we have to pay to park outside our homes?
7545.	There should be no charge to park outside your own house. This discriminates against people without off street parking. Equality Impact Assessment is needed
7546.	I would not make the two car charges so great a discrepancy. I'd suggest £15 for the first and £25-£30 for the second. I would waivew all charges in all three types of parking area for disabled drivers.
7547.	You have not supported resident parking in my area previously when requested now you want to introduce it as money making idea not to prevent issues for local residents that already have parking probolems.
7548.	I cannot see where is proposed but currently we have free resident permits as the parking situation in Windsor road and side street around us has got much worse in the last couple of years. Why charge residents when you are generating more



	money from the parking charges which will be imposed of both residents and visitors in the new scheme. 1 free visitor pass should be allowed per household . I'm concerned our visitors will no longer be able to park when the visit us.
7549.	Parking for residents in their own street should be free. I agree that 2 permits per household should be free and additional permits should carry an affordable annual fee.
7550.	Why should we pay to be able to park our cars outside our own house? We pay enough to have a car let alone any extra costs. In my household there are 3 cars, both of my parents and myself have a car. We all need the cars the same due to work hours. Where do you expect us to keep our other car?
7551.	No charging therefore no permits required
7552.	It is very rare when I can park near my house and now you want us to pay for the privilege of no parking assured? Nice one!
7553.	Visitor charges are too high for too short a time. Cost for 2nd permit too high
7554.	To impose charges for resident permits is penalising residents based on where they live. If charges are imposed then will residents be gauranteed as parking space. What if no spaces are available in their street for which they have bought a permit and they are forced to park in another street - will they be penalised again for doing so? Or should they just keep driving round emitting vehicle fumes until a space becomes available. Where will any parking meters be located - residents will not want these outside their homes
7555.	I note therefore that I will only be able to visit my friend during two weeks in the year - at which time I will be charged to park outside their house bearing in mind that this is the public highway and we already pay car tax for its maintenance
7556.	Lived somewhere where permits were issued don't work as permits DO NOT guarantee a parking space.
7557.	I think permits could be used in very busy streets near to shopping areas and the coast - but they are not needed anywhere else.
7558.	Why should residents need a pass to park at their own property and pay for it.
7559.	Your crazy charging people to park outside their own homes , many home owners these days have 3 cars .
7560.	Visitor permits should have easier limits What about households with more than 2 cars?
7561.	not a bad idea as most households have more than 2 cars and its unfair if you cant park near your house because of neighbours having 3 or 4 cars parked in the street, it makes is fair
7562.	Should be free
7563.	I do not live in a street impacted by these charges - but sympathise greatly - extra CAR TAX to be able to drive to work.



7564.	Charging residents to park outside their own home is absurd. Local families are struggling to make ends meet without charging them to park outside their own home, these families are clearly not in a position to purchase a house with a drive way/garage and adding parking charges to their monthly outgoings would be grossly unfair.
7565.	Far too complicated. If we pay council tax why do we have to pay for permits?
7566.	This needs further detail to be able to comment on effectively. If the parking permit allows unrestricted car parking accross the Vale for a set fee, this would be welcomed, but I'm not sure that this is what's being proposed. I would pay a fee (circa £150) to allow unrestricted parking in petmit holder bays, but the option proposed doesn't go far enough I feel.
7567.	I'd say £10 is reasonable for a visitor permit
7568.	Visitor should have no limit on it if you are going to charge, Cardiff do a visitor one for £5 a year. If I am going to pay for one for say my dad who lives in Pembrokeshire then I want him to have the freedom to come and for as he pleases
7569.	Parking permits don't guarantee parking outside your own home, there fore it could cost you £30 a year to park two streets away. Also visitor permits don't work.
7570.	We are already taxed - why should residents be taxed again for car parking?
7571.	Why should I pay for a permit to be able to park outside/on the same street as where I live?! I pay council tax and road tax and everything else for my car in not paying to park my own car outside my own house!!!
7572.	If residents of High Street all had permits there wouldn't be room for customers.
7573.	An additional "cash cow" for the Council. These propsed charges will, if introduced, be increases year by year!
7574.	This residents should not have any additional fees to pay for where they live and often have to park on a public road. Road tax covers the maintenance. Also a Limit of 2 is unfair on families and why should a proposed 2nd permit cost that much more? It can't be justified as there is no extra admin work.
7575.	I don't think residents should be charged for permits to park by their house and I absolutely disagree with a limit of 2 per household as many households own more than 2 cars these days with children staying home longer.
7576.	I agree to paying for an additional permit but not for the first or only car per household, how will this be policed? The current situation in my own street sees neighbours with no permit badge on any car in their household parking anywhere they please with no regard for anyone else. It would be acceptable to pay only if I could expect to park outside my home.
7577.	Stop hammering local residents and businesses who are already struggling!
7578.	Visitors could pay but seriously charging us again after our rates and TWO per



	household! Ridiculous and un workable. Some of us have young adults who also have cars but cant afford to leave home!!!!
7579.	Going to charge people to park out side there own houses??? It's ludicrous.
7580.	These local residents have lived in these areas all of their lives. Living Costs are increasing, and now VOG Council are adding more charges to house owners in some relatively deprived areas.
7581.	Why does on street parking extend into residential areas on Westgate this area should be in a displacement area
7582.	Why do people pay council tax? You should be able to park outside your house for nothing!
7583.	If you can work out a way to guarantee a space in my street for each of my permits,I would pay but as my street is overflowing with cars and you issue permits to vehicles that are too large cos your staff don't check,there is no point and I don't see why I should pay! I cannot gets space with a free permit so do t think it's fair to charge !
7584.	What about house holds that have more than 2 veichles? Where will the other vehicles have to be parked if they can not park on there own street! And why should you have to pay to park on your own street, and if you have to pay to have a visitor come over and park on your street it will put you off inviting people over to stay.
7585.	I dont think you should have to pay to park your car outside your own house. Once again for families who are struggling this is just another cost that make things even more difficult. The council have already limited the amount of bin bags families are allowed, maintenance on the roads and pavements this year has been abysmal and now you are looking to charge residents to park outside their houses. I think this is a disgrace.
7586.	Residents shouldn't be charged for parking access
7587.	Should be free
7588.	Resident permits should be free - if only for the first one per household, then charging for the second one if needed. Why should we be charged for living in a specific location when the council will be charging for parking in areas leading to the displacement in the first place!
7589.	Why charge people to park outside there own house that's what we pay tax for isn't it
7590.	We pay enough [REDACTED] council tax. Absolute joke.
7591.	£20 too expensive for visitor permits for 2 weeks only.
7592.	yes residents need support but stop being greedy and charging them for it, they pay enough council tax
7593.	Sometimes I am unable to actually park in my street and my resident pass is only



	for my designated street so the system is already unfair and is rarely enforced via the 2 hours only. If the council were to charge me for my permit surely there would need to be a guarantee that I could park in my street or the council would be selling me a product unfit for purpose.
7594.	Visitor permits???? That is a joke just encouraging people to leave Barry
7595.	I have to park my car on the road outside my house, I sometimes struggle to find a space. Having to pay for a permit would be unfair. I don't have a designated space and paying won't make that happen. We already pay road tax. My budget is already at max
7596.	If you live there and the car is registered to the property, I think first permit should be free as it is now, and then you should pay for any additional permits. 2 per household is great as some people have 3/4 vehicles for private and work use and it's so unfair to others who cannot park due to this.
7597.	No one should have to pay anything to park outside their own home.
7598.	We have 3 cars in our household, one for my partner who starts work at 5 myself for my childminding business and my daughter who attends college in tree forest, this is not on to limit a household, especially as some of us have older children living with us as they can't afford to move out
7599.	Can you really start charging people to park outside homes they bought or rented before charging was introduced? This is unfair.
7600.	"sorry mum, I can't visit you this year as I can't afford a temporary permit". Are you kidding me with this ██████ Boils my ██████ And waste time and petrol going to the offices to get a permit every 2 weeks. How do you propose to help those that need it?! Parking charges will help no one. This council is a shambles.
7601.	I don't hold a blue badge, but my father in law does and we haven't had problems finding him spaces.
7602.	No
7603.	If charging residents to park outside their own homes this should apply to every household in the value of Glamorgan not just the residents only able to afford to live in these areas. What happens if you hold a permit but are unable to park in your street, will you be penalised
7604.	My parents have 3 kids, from time to time we visit and sometimes stay with them for a few weeks, the proposed parking restrictions would be a nightmare. We'd have to buy visitor permits, or pay per day, it'd cost a fortune. Don't do it!
7605.	Oh my actual ██████ people who live in a street now have to pay to park there its Barry not London give me a break
7606.	Many, many households have more than 2 cars. Why should residents, who already pay car tax and council tax, have to pay to park near their property.
7607.	Why should people have to pay to park outside their own property



7608.	Why should residents be penalised to park outside their homed
7609.	What about business owners ?excessive charges will drive small businesses away . Why should residence be charged twice for parking outside their house we pay already for highways through council tax .
7610.	I pay road tax and council tax, why should I pay again for what I already pay for
7611.	Absolutely disgusting to be charged for parking outside your own home - what is going on with the council??? I think you should do a survey on what we think of the council at the moment - now that would be interesting!!!
7612.	Add lower Romilly Road. Please. You've agreed a large development on our street without adequate parking. We already have a problem with people parking on our street daily and then heading to work via the train station. I have a toddler and am regularly unable to find a spae on my street because of this. The residents of the street are keen for speed bumps (to curb the terrible speeding problem we have here), make the street one-way and introduce permits for spaces that are made on a diagonal. You'd get more people in and it'd feel safer for parents. There will be a death on this road soon - the speed people go up and down this street is terrifying, especially at night and on weekends.
7613.	Residents should not have to pay to park outside their houses!!
7614.	I think all terraced streets should have parking permit systems such as Hannah Street, Court Road Etc... as parking is always a highly contentious issue!
7615.	Shocking. Llantwit major is a small town just about keeping its little high street businesses going. Each town requires different solutions. Penarth and llantwit are incomparable and shoul not be treated the same
7616.	Why should people and residenets have to pay for the previlage of a permit to park outside there own home, all you are going to do is going to cause further problems for the streets just outside the proposed areas, people will just walk further so you are only moving the problem to a different area
7617.	Some times we have vistors for longer than 2 weeks so limiting this means limiting family interactions and holidays
7618.	Can we not park outside our own homes now? Your chasing people away from living in VOG. You are also penalising people who haven't a drive or garage. If a resident has additional needs/elderly etc it will be hard for their visitors to help when needed.
7619.	Council tax should cover all expenditure, stop wasting it.
7620.	Blue badge parking allowed any where in parking in Cardiff can the same be possible in Vale?
7621.	We already pay Council Tax at quite a high rate.
7622.	we pay taxes
7623.	Charging to park outside your own house is disgusting!!! And I was also told there



	is no visitor parking. You are making properties in residential parking areas less sellable and more expensive for people. I am a single mother working full time with not enough money as it is but to charge me to live outside my own house is terrible!!
7624.	A sure vote loser
7625.	Need more than 2 permits per house with adult children who can't afford to leave home and need to park, option to buy additional essential
7626.	Resident permits should be free. Why should anyone have to pay to park near their own house just because they live near a shopping centre. We pay more than enough council and road tax to get basics like this for free.
7627.	What are visitors to do who come every so often I have a friend who visits once a week and she's expected to pay £20 a fortnight to visit twice your mad
7628.	Isn't it unfair to make a resident pay for their parking permit - surely it should be free? I don't pay to park on my driveway why should local residents who live in the town centre be made to do so?
7629.	Residents who live in the area should be given free permit to the house owner/s and then offered extra at a cost.
7630.	Household typically have more than 2 cars if they have parents with older children. We had 4 but 2 of these were owned by our children who were students.
7631.	There are a few schools in this area . What would happen to parents, visitors and staff?
7632.	For my mums house they would be paying for 3 cars plus a visitors as I visit near enough daily and it would be restricting me from visiting my own family it's disgusting
7633.	People should not have to pay anything to park outside their property. On street parking charges are not appropriate in Barry. We are not a large city like Cardiff or London.
7634.	Most houses have 2 or more cars and the roads list can't handle it. Most days I drive around finding somewhere to park outside my own house which isn't good for the environment, or my budget as it's wasting petrol. You are asking households to stretch their budgets even more by paying for the privilege of struggling to park close to their house. We don't have allocated parking and the spaces are taken up by residents anyway. Asking us to pay to park at home, when we shop, when we walk the dog, when we go to the beach is an absolute joke, especially when the Vale hike the council tax prices up year after year and we see less and less return.
7635.	Why should there be a charge for parking outside your own house? Visitors to the residents should be exempt . Friends visiting me should be able to stay as long as they like without charge. Visitors to Jackson's Bay should pay.
7636.	Limit I agree with but first should be free with the additional ones being charged.



7637.	Absolutely disgusting, again will those proposing these changes be affected?
7638.	Charge for more than 2 permits is acceptable.
7639.	Don't do it, have to pay to park outside my house???
7640.	People should not be charged to park outside their own house.
7641.	There should be no charges
7642.	Should not happen unless residents unable to park near their house owing to non locals parking there
7643.	Why a cost for permits - surely this can be done online and printed if required
7644.	All parking must remain free and absolutely no 20 MPH speed limits in the Vale.
7645.	What about households with car owning adult children still living at home?
7646.	If i am to be penalized for living in a street off Holton Road by having to buy a permit to park, will the parking restrictions be widened to cover the whole road rather than partial as it is now and be residents only, after all you are asking us to pay for the privilege to park near our homes, what about your staff paying to park at civic offices and on Dock View Road.
7647.	No further charges when council tax is already so high
7648.	Scandalous, cannot believe this will happen.
7649.	Outrageous. Residents pay council tax.
7650.	Council tax !!!
7651.	It is good to have resident permits however they should not be so costly for residents unless Council Tax is reduced to compensate.
7652.	It is ridiculous to have to pay for parking for visitors to your home. Also, two cars can be unrealistic when you have teenagers/young adults in a household as they should not have to compromise on learning to drive and buying a car because of where they live and parking.
7653.	Total madness!
7654.	Should not charge for on road parking. Households should be given resident permits free of charge. Charges should only apply for more than 2 permanent and 1 visitor pass.
7655.	People shouldn't have to pay to park in their own street
7656.	Family members visiting the elderly should not be forced to buy visitor permits.
7657.	This idea is appalling. The residents chose to purchase property here for a reason and by introducing permits you will be negatively effecting people's enjoyment of their own homes. Many family have more than two cars and have



	visitors. This will severely effect the desirability of the area
7658.	I live in Dinas Powys but how am I supposed to visit friends in a resident permit area if they only have two permits as most households have two cars.
7659.	2nd permit is too high a charge
7660.	Limited to 2 No cars plus visitor pass but at a standard rate.
7661.	I don't believe there should be a charge for individuals who bought their properties prior to these proposals. In fact totally against them
7662.	What about large families with teenage drivers !!
7663.	The slippery slope to annual increases.
7664.	£10 per car per year per household is more than beneficial for the council! Visitor parking should not be charged! You don't charge someone to visit your property so it's unfair they should have to pay for parking outside your property pretty disgusting!! As for the permit charge if you've bought or rented your property before this FEE has come into place you shouldn't really have to pay a fee for a permit as you the council have decided to put this in place!! As we all know all the road tax, council tax...tax regardless never goes back into where you say it should be invested...hence the terrible quality of roads maybe sort that out first before starting a new project.
7665.	Cost of visitor permits seems excessive
7666.	Stop penalising residents for your lack of facilities
7667.	My office is in a restricted parking zone, which makes it difficult to park. I wouldn't want to see charges there, and would like to see provision of parking for workers in residents zones
7668.	I am already paying tax and insurance as a road user, why on earth do you think it would be acceptable to introduce another tax to road users.
7669.	It's another tax by the conservatives that are meant to be the party of least tax. It appears what they mean is they don't mind taxing ordinary people but reduce the taxes on the richest
7670.	Too high, does not allow for dropping off residents with children. I understand that if you change your vehicle you have to pay full fee again. Lease vehicles and loan cars will hit many. If companies did not expect workers to take their vans and lorries home the streets would be a little clearer.
7671.	Charging to park outside their own houses..... Why not charge pedestrians for walking on the pavements too
7672.	Why should local residents pay to park their cars when they already pay council tax
7673.	I pay my council rates the same as everyone else so why should I be penalized and have to pay to park on the road in my street when a lot of the time there is no



	room anywhere near my house . I don't understand why my street is a permit holder street anyway
7674.	Hard to comment if not living in those areas but don't think I would be happy to have to pay to park in my own street!
7675.	WE HAVE 3 CARS IN OUR HOUSEHOLD SO WHO DOESN'T GET ONE. AND WHY SHOULD I HAVE TO PAY TO PARK IN THE STREET WHERE I LIVE JUST BECAUSE I DO NOT HAVE A DRIVE. ARE ALL VALE RESIDENTS REGARDLESS OF WHERE THEY LIVE GOING TO HAVE TO PAY TO BE ABLE TO PARK OUTSIDE THEIR HOUSE. SHOULD I JUST KICK ONE OF MY CHILDREN OUT AS THEY CAN'T BOTH HAVE A PERMIT. OBVIOUSLY SOMEONE WHO HAS A DRIVE ON THEIR HOUSE HAS COME UP WITH THIS PREPOSTEROUS AND OUTRAGEOUS PROPOSAL
7676.	I think its very unfair for you to charge a resident for a permit, full stop. We already pay enough in Council tax, and if you are going to charge residents for parking outside their own homes, then you should charge every household in the Vale, and not discriminate those who live near the shopping centres. There was no parking restrictions in my street when I bought my house, so why should you charge me now? And why would you not propose to provide the first permit free anyway, and then maybe £10.00 for the second etc. and £10.00 for a visitor permit?
7677.	This is a stealth tax on residents in high traffic areas. Why should I have to pay more than somebody in a side street. This is unfairly taxing residents of these areas.
7678.	Why should we pay for permit when we don't have off street parking . We pay our roadtax its seems to us that people on low income are penalised living in terraced houses with no off street parking.
7679.	Do not penalise those households with more than 2 cars. Many houses are multiple occupancy due to the excessive housing costs in the area
7680.	I do not feel that I should have to pay to park my car outside my house. I already pay council tax this is robbery
7681.	no
7682.	Restriction 'punishes' households with adult dependants - for example an adult child living with parents may also need to drive to work. Cost of additional permits should rise in low increments so a second cost more that the first, etc... But encouraging sustainable travel should not become a burdend to auto dependant households.
7683.	We pay enough already, why make the area resident only, this will not help the residents, customers or business owners and will only push traffic and congestion to other areas.
7684.	The Coastguard station is located on Redbrink Crescent in Barry Island which volunteer coastguards have to attend to pick up the coastguard vehicle to respond to emergency incidents. Travel to the station will be by car as time is of the



	essence in responding to an emergency call. The volunteers are not residents so where are they to park their cars?
7685.	At the moment it would be a job to find anywhere else for residents to park. I obviously wrongly assumed that our Council tax was responsible for this
7686.	We should not need a permit to park outside our homes! Bin these rediculas proposals!
7687.	There isn't enough parking for residents, many of the streets are jam packed as households have upwards of 2 cars excluding work vehicles. Permits seem like a good idea but who will enforce them?
7688.	if a househikd has more than two cars where arw they exoected to park. as alot of familys now have two working parents with a car each. also older kids who also have a car. with the cost of living being so high kids are having to stay in the family hime as can not afford to move out. i myself have family who come to stay with me for longer than two weeks as they live so far away. also how would the visitor passes work when someone for example have the whole family around for a celebration where would everyine park.
7689.	I would like resident parking in my street,Gaen Street during school terms it's dreadful an d the street must be on sat nav as it is constantly used as a through road by every type of vehicle from delivery lorries to undertakers...only using the road as a way through... Why!!!!
7690.	Why penalise me for not having off street parking just because I live in the town centre in London residents are given a allowance not charged
7691.	We pay enough council tax road tax, petrol tax to park out side or own homes as it is
7692.	Why should anyone pay for parking when they already pay a large amount of council tax and visitor parking really so you will not be able to have visitors really!!!!!!
7693.	no charge
7694.	I'd like to know what qualifies residents to have the option of a permit? I'm sure everyone would love to be able to park outside their own homes but unless you buy a home with parking facilities I don't actually agree they should have this privilege. Buying a home with parking facilities costs a lot more therefore the permits should be more expensive.
7695.	people should not be penilised for parking outside of their own home.
7696.	These are not serious real world and practical suggestions. They are simply short sighted thinking, punitive actions and damaging proposals. All hopeless.
7697.	This will move residential parking to other non regulated streets causing issues between residents
7698.	Residents permits will only force people to park in other surrounding streets thereby compounding the problems.



7699.	Money money money. I pay enough in council tax, income tax, car tax, now you want people to pay to park where they live. No, it won't wash.
7700.	Why should people have to pay for the privilege when imposed on them and probably still not be able to park near there home.
7701.	Many families have more than two cars. To be charged to park outside your own home is outrageous
7702.	Restricting the number of permits per household is a nonsense. Where are family members supposed to park if there are more than 2 cars in a family. That situation will often be balanced out by the households who only have one or no cars. To be charged to park near your own home is a gross injustice to hard working people who pay their council tax, car tax, other taxes etc. And lets face it, it's the poorer people who would be effected because wealthier people usually have driveways to park their cars on. Once again, the poorer person is punished.
7703.	parking permits do not make it any easier to park in your own street. I would only agree to paying a parking permit if the whole of the vale of glamorgan had to have permits, and not just the few, are you going to reduce our rates. I dont think so.
7704.	Restrictions of 2 permits per household is going to create even more displaced parking.
7705.	I feel its fair to reduce the number of permits per household but I feel it is unfair to charge people to park outside their own homes. £30 is a lot of money to some people. I live in an area on the displacement maps and every day there are cars parked in our streets who don't have permits, cars parked on double yellows, cars blocking the lanes/garage access, and I never see tickets on their cars. We can't use our garages because they are blocked every day, and its time consuming to unlock/lock the gates to the lanes. The gates have not stopped fly tipping and access to garages is almost impossible due to this.
7706.	No form of charges. One temporary one year blue badge is held , but this will end in nine months' time.
7707.	Permit numbers should be based on numbers resident/number of bedrooms occupied. No charge - why should we pay because we live in a place in demand ? We already suffer from lack of spaces and litter.
7708.	These area's must be patrolled regular! Enforcement very poor and has been for years. Also patrolled in afternoons/ evening. Wont pay for something as useless as current permit holders have now.
7709.	Again the towns in the Vale of Glamorgan are very different and cannot be tarred with one brush. Penarth is a Victorian town with Victorian width roads and Victorian terraces with no driveways. The width of the Victorian house is smaller than the length of 2 cars (2 available permits). As such, cars with or without permits would park on available spaces on the road displacing many residents. Car parking on Plymouth Road, a Victorian width road, is already very busy towards the town end and if displacement occurs then the congestion will spread further down. It is impossible for 2 cars to pass each other whilst cars are parked on either side of the road. Plymouth Road is one of the main roads through



	Penarth.
7710.	Resident permits should be free for residents they pay council tax. Visitors are visiting local tax payers
7711.	No cost to residents Visitor permit £10 for the year
7712.	residents should not be penalised for where they live. If permits are to be allocated at a charge then each resident should be granted a designated parking space for their household.
7713.	If you are going to introduce resident permits the first one should be free as there is no guarantee that you get a parking space; you should also be given a certain number of visitor permits for free per year
7714.	You should extend residents' parking to cover the whole of Barry community, with each ward being a zone. Your prices are too low to generate any meaningful revenue. The first permit should be £30, the second and any visitor permits £50.
7715.	Charges are too high.If charge is made it should relate to Premises address and NOT a specific vehicle registration number
7716.	The draft strategy is very light on residential parking issues which is a very real omission for Llantwit Major, and the resident only parking is lacking in substance. I do not think that the strategy should be considered further and should definitely not be approved, until these matters have been more satisfactorily addressed. The draft strategy makes a number of comparisons of charges both for parking and also for resident parking permits. On the latter, it notes that the charge should cover administration, but fails to explain how administering the first permit for £10 and a second for 3 times that cost, is justified to "cover administration". Most of the houses and flats on Wine Street and around The Square, have no off street parking. The introduction of no waiting at any time along the entirety of this area would be a significant detriment to residents. If this was to be coupled with the introduction of car parking charges it would be wholly unacceptable.
7717.	Some households have more than two cars It's difficult enough for families to keep in contact without additional costs
7718.	This does not affect me in the slightest but I would be very cross at paying Council Tax and Road Tax and then being told I now have to pay additional money to park on the road outside my home. Also many homes have children who drive at home who will need an extra permit - why restrict at 2?
7719.	This would mean having to pay to visit a sick family member. Emergency phone calls do not have me considering the 'parking costs' at his home. This would alienate visitors to elderly residents who 'pop in'. Highly frustrating at the mere thought of this proposal. This is Penarth, a small town, not London. In Camberley, where I work, I often see resident parking fully empty in the day time when it is needed for the shops. I have nearly always been able to park in Penarth and it has always been such a relief to be able to nip uptown to do banking and visit the shops. This would put me off charity shop random visits to buy books for my class.



7720.	Astounded that the local council want to charge people to park near their home - perhaps new developments could be considered at application stage for these charges given that there are parking requirements for new developments with a 3 bed house requireing 3 parking spaces how can the council then decide that those dwellings already in existence now have to pay for a permit with restrictions on the number of permits allowed per household. I think this would be a contradiction on the planning requirements for parking.
7721.	Resident permit parking cause more problems than they solve and will have unfair impacts on care staff attending the elderly and vulnerable and also increase their cost of living if they have to buy permits just to enable people to visit them.
7722.	As I have said before. Residents with cars have already paid road tax so why should they have to pay yet again to park their vehicle in front of their own home.
7723.	If charges are brought in then a reasonable fee is an absolute must. There is such limited parking in Llantwit Major that to penalise residents is unfair.
7724.	Charging for visitors is hardly a way to encourage people to come and visit the area . Completely stupid idea
7725.	People should not have to pay to park outside their homes!! Again this will make Barry Town into a ghost town!! As if living that close to an incinerator isn't reason enough to move, this will be!!!
7726.	I thought it was a bit extreme on the previous pages.. but now you want to charge me for parking my car at my own house? Really? Doesn't my £100 a year council tax cover this?
7727.	Again, the knock-on effect of introducing resident permits to stop non-residents from parking in residential streets, means that local business employees will end up disproportionately having to foot the bill for the town hall car park, as they will have no alternate place to park.
7728.	Again, introducing resident permits will have the knock-on effect of local employees taking the full hit of the town hall car park charges, as they will have no alternate places to park.
7729.	If people are paying to live in these areas, why should they then have to pay to park in their own street? Just because people visit these locations doesn't make it fair for them to pay to park in their street; other areas don't have to do this. I also think the prices of permit costs should be reduced if these are going to be introduced as it is unfair to charge so much.
7730.	You only have to think about resident permits because of car parking charges. In a small town like Cowbridge, residents should not have to pay to park outside their house.
7731.	Residents without off road parking facilities should not be financially worse off than those who have.
7732.	Overall I would like to see an impact assessment on the small local businesses in Holton Road, Barry High St and Cowbridge



7733.	People must park outside their own homes for free!!!!
7734.	People should not have to pay to park outside their own homes - if you must charge them, any more than £10 a year is unreasonable and unfair.
7735.	We pay our road tax and therefore should be free to park
7736.	Yet another tax on residents. Why should people have to pay to park outside their own homes?
7737.	Should be one permit per household
7738.	Why should local residents have to pay to visit their local town
7739.	Resident parking permits are needed in the near future if The Vale Council want to make money. It is the way that most cities and towns in Britain have had to go. It's not going to work if less people use the car parks and block the streets around the car parks to park free.
7740.	Bring it on especially millfield drive cowbridge
7741.	Most households now have 3 cars, so the 3rd car that cannot get a permit will now be displaced and cause problems in other areas. Carers should not have to pay to visit clients , nor should disabled people.
7742.	I dont see why i shoupld have to pay to go to parking outside my own house
7743.	what arrangements will be made for ambulances , carers, social services visitors , who need access to residents for short periods of time
7744.	Residents should not be charged they already pay their rates , what about disabled residents
7745.	Dont bring in charges then permits not required
7746.	Thats all proposed areas begin the scheme at the same time, That all parking areas are regularly inspected
7747.	No need for them currently -Dont introduce
7748.	Where are the permits to be used?
7749.	Get rid of them entirely, except for person with disabilities.
7750.	Total madness!
7751.	This only deemed to be necessary following introduction of car park charging.
7752.	people are entitled to park outside their houses without paying to park outside their houses
7753.	If one lives in the street it is not correct to try and charge that household who already pay council tax



7754.	Are the permits for the car or for the householder? Would they be issued with a car registration number or name? I would suggest that a resident permit would allow you to park for free on residential roads anywhere in the Vale, except where the new parking charges would apply ie by shops etc. It should be a Vale wide permit and not restricted to use at a single address.
7755.	It is just a tax on residents. It is not equal to all residents. Proposed visitor permits limited for two weeks would be impractical with family and friends calling 'on speck'.
7756.	Why do it? Things are fine now.
7757.	The cost to run and police a permit system would outweigh any benefits for residents. Limiting visitor parking to 2 weeks is ridiculous and unfair.
7758.	Permits is an acceptance that motorists will not pay for parking and the charges suggested. They will try and park around Llantwit in on street parking and the councils response is introduce permits. This has to be lined, signed and policed etc how much will this cost for the interruption to the local community? Allow people to park for free and you would not need to spend money on permit enforcing,
7759.	Why should locals have to pay to park their cars? People will just park further out affecting other residents
7760.	Why should people have to pay to park out side there houses
7761.	Permits should be free.
7762.	I have five vehicles in my household and have an adult with disabilities, I struggle to park my cars close to my property now, usually resulting in 3 of them being parked in the train station carpark till the shops close and people go home. Where do you propose I park the other 3 if I can only have 2 permits and will have to pay to park at train station? Families are living together longer because the children can't aford to move out. How are we in LLantwit or any of the other areas supposed to contribute to our communities if we can't have cars to get us to work. Trains are only every hour to Bridgend, every 1/2 hour to Cardiff and buses huh! what buses? Bridgend every 2 hours! if your lucky. You need to let LLantwit and the other areas breath and prospier not strangle them and destroy what our communities have succesfully achieved over the decades.
7763.	Allow one permit free per house hold and only charge for any additional permits is reasonable. Visitor permit charges are too high.
7764.	Permits are not wanted by anyone! This disgusts me that the council would consider permit charges for small coastal towns like Llantwit Major, causing locals and businesses issues when there is no need!
7765.	No charges should apply
7766.	Residents permits should be extended to all of the towns not just the residents around the shopping centres or coastal attractions.



7767.	Why should residents pay to go and see family and friends
7768.	Why are local residents who live in the conservation area of Llantwit Major being penalised? The introduction of resident permits will reduce house prices in the area. Due to the area being a conservation area residents do not have any other alternative but to utilise the town hall car park.
7769.	As previously said lived in a terraced house for 39 years why should I suddenly have to pay for parking!!! Extra work of getting visitor permits I have three cars in the house - perhaps someone could tell me what I am actually paying Council Tax for, can't even put more than 2 black bags outside my house anymore or apparently I'll be fined, more ways to line the Council's pockets. The Council is an absolute joke.
7770.	Road tax & council tax is ALREADY being paid....WHY should residents have to pay for a permit. WHY should we pay for people to visit us, what if the visit is only for a few hours or a few days. What about visitors that live in the same locality but need a car to come & visit? The price you are proposing is outrageous. THIS PROPOSAL HAS NOT BEEN THOUGHT THROUGH!
7771.	If one permit is £10 so should any additional permits. Limiting to only 2 passes would not be possible for all households. If houses and streets are no longer fit for modern life they should be redeveloped.
7772.	Why should residents pay for a permit that will not be enforced? Does the Council propose to have roving enforcement officers 24/7 to police this, I think not as the costs would be prohibitive even taking into account the revenue collected from parking permits. No doubt the Council will out source this to the lowest bidder who would provide a poor service in the eyes of the residents.
7773.	I don't think this is a good idea, why not just raise the council tax by £10.00 for each household to cover car parking problems if you find that the money is required for maintenance. where is the money for car parks normally obtained from? out of general funds or business rates.
7774.	Charging residents for parking is discriminating against people because of where they live. Given that people who live out of town probably have bigger houses/ driveways etc why should residents in these zones be forced to fork out for a privilege of parking near (not in front of) their homes. Also If I do have to pay for a permit then what happens if I cannot park in my street and need to park in another street? Would I be risking a fine or would I be expected to just keep driving around wasting petrol until a space hopefully became available. Alternately I could just park in the road and hold up all traffic.
7775.	There is not sufficient parking for a number of residents due to the nature of some of the old parts of Llantwit Major town, I fail to see how paying for the privilege of a residents car or visitors permit helps in anyway.
7776.	Introducing charges will lead to a decrease in visitors so the areas, which will ultimately lead to a decline in profits for local businesses. Furthermore, coastal areas should be free to all - low income families should not be penalised!
7777.	Why penalise people for where they live.



7778.	What would they gain? They presumably park free at the moment!
7779.	Free parking we pay enough tax
7780.	Please see my earlier comments in another section. Basically I would like the resident parking permits extended to where I live. At present our house is just outside the proposed zone and fear that people will now park outside my house and go to do their business / errands in town. It is already a very busy area for parking. I think the permits could be higher. I think that there should be much higher prices to pay for people who have three, four, five, or even more cars in a house.
7781.	Assuming this is for parking outside or near car owner's property.
7782.	The Visitor Permits should last for at least one month. Is that accumulative or just one calendar month??
7783.	No, don't charge for Car Parking, find another way
7784.	Disgusting
7785.	I don't want to engage with this option. It is preposterous
7786.	One permit £10 two permits £20 etc visitors for two weeks should not pay to visit relatives etc
7787.	Each permit should cost £10 Visitor permit should be extendable/flexible
7788.	Residents already pay tax, they should not have to pay to park near their property.
7789.	Why should residents pay to park in their own street.
7790.	Introducing parking permits will cause utter carnage . How ridiculous.
7791.	Don't
7792.	Visitor permit should have some variable that allows visits to be spread over longer period to allow for family or care needs.
7793.	Most of the Penarth area is made up of Victorian terraces. The width of a terrace is enough room for one car. There should only be one permit per household. If you are going to allow a second permit it should be considerably more expensive say £200.
7794.	Local residents are being penalised for living in small towns. What is to be gained for this, apart from additional venue for the council which will not be put back into the commuities it is penalising.
7795.	Don't understand question
7796.	All perfectly acceptable. If you can run/tax a car you can afford this.
7797.	Children live at home until their 30s now - they can't get on the housing ladder - stop penalising families.



7798.	Often there are more than 2 cars in a household given that housing is so expensive
7799.	So with two permits in one household and a visitor as well means that one property could occupy three spaces! Where's everyone else to park?
7800.	Why does a homeowner need to pay the council to park outside their own home? Why should people be restricted to how many cars they can have? It should be given free
7801.	Your going to charge a resident to park outside their own house?
7802.	Does 'residents' include employees I would consider a monthly DD of £10 £20 for employees About 10 years ago the traders in High St had a campaign to get business owners and their employees to park away from the street as it was clogged up with cars that didn't move all day. Charging would help free up space and encourage trade. As a regular customers we never spent more than an hour in High Street
7803.	This should definitely be implemented EVERYWHERE on ALL residential streets as parking has become a nightmare everywhere & should have a ban on commercial vehicles parking in residential areas. I live in Highfield Close in Dinas
7804.	Same comments as before
7805.	Why should people pay to park outside their own homes? People pay enough already in car tax, car insurance and Council Tax.
7806.	Resident parking permits will be a contentious issue. Two permits may not be enough for some households.
7807.	I have no doubt that the exercise in public consultation will have a limited effect if the Council have made up their mind. If this is the case then clearly residents parking has to be a priority. Under these circumstances I very much object to having to pay for a permit.
7808.	This will make public parking more difficult. However, Maybe worth considering where currently double yellow lines ,outside house without parking on driveways
7809.	who will check on them ? Appropriate signage
7810.	Council taxes are already expensive why should we pay more.. Charges will kill all local business and harm local residents
7811.	We pay enough council tax without paying to park outside our own houses
7812.	Residents already pay community charge, why should they be penalised because they have no drive way or garage. My comment - Very bad proposal
7813.	Why should we have to pay for a permit - we pay enough council tax
7814.	Residents will move! Those that don't will make life awkward for those who park in their streets



7815.	Strongly disagree I pay council tax for my home in penarth and also business rates in penarth. The roads and pavements are disgusting and dangerous, why should we pay even more money.
7816.	Not practical - would lead to chaos and ill will- not needed
7817.	Residents restrictions are not required
7818.	Visitor permit should be £10 for 2 weeks
7819.	Gladstone Road from the school to the police station needs permit only parking.
7820.	The permit charges have no correlation with the actual parking charges? I cannot see how you can be chargin such fees for daily parking when a year permit is £4 more?
7821.	If street parking is introduced in my area I do not see why I should be charged to park outside my property and permits should be free
7822.	Where I am I have a driveway that I keep my car on.
7823.	I think this is disgusting as they pay enough to live in their homes with Council tax, mortgage etc I think it feels like penny pinching and at the worst time when wages are not rising and you are penalizing regular people.
7824.	I don't believe that parking permits will completely resolve issues with residents parking, most of the time residents have 2 cars and for the most part it is residents parking in the areas, the problem is that there is not adequate space for everyone to park and people with multiple cars take up all the spaces, in the evening residents are frankly "housebound" through fear of losing their space and having to park really far away or park illegally My proposal would be to introduce "allocated parking spaces" in the streets drawn out with road markings and numbers at kerbside Each house is allocated one space outside their home, this ensures every resident can park one car right outside there home and creates fairness for everyone, E.g a permit would allow someone living at the bottom of a street to park at the top of the street outside someone else's home just to get a space, allocated parking allows everyone a fair and equal chance to park outside there home, anyone who is privileged (like myself may I add) to have more than one vehicle will simply have to find somewhere nearby not in allocated parking space to park there additional vehicle
7825.	It must not happen
7826.	By doing this anyone with a permit requirement can not have guests pop in, or they will have to pay. What happens to the elderly members of the Vale who require family support / someone popping in for a cup of tea without the rigmarole of getting permits at cost. Nice way to get rid of elderly residents. Again, another punish the residents of the Vale. THE FIGURES ARE NOT CORRECT IN THE REPORTS PROVIDED, THESE WERE CARRIED OUT BY AN EXTERNAL COMPANY WITH THE FIGURES INCORRECT TO THE PROPOSED CHARGES. THE REAL FIGURES SHOULD BE PROVIDED TO THE RESIDENTS



7827.	Council tax Road tax and now paying to park outside your own house tax. Ridiculous!!
7828.	If people have to pay to work then others should have to pay to have there cars there
7829.	Resident only parking areas will have to be provided for residents surrounding the proposed charged parking areas as people will park in alternative streets to avoid paying. The 1 hour free period is more than adequate to enable people to use local facilities.
7830.	If there are charges for residents parking are you going to guarantee a parking space near to the residents property?
7831.	You should not have to pay to park outside your house
7832.	Sorry, just thinking of my difficulties in parking, I feel very strongly that Grove Place needs resident permits.
7833.	I do not think that there should be resident only areas. If they are introduced I do not think tha people living in house with no off street parking places should be charged for a permit.
7834.	I don't think you should have to pay to park outside your own home especially as some houses in Cowbridge do not even have a driveway.
7835.	People have the right to park outside there own homes and should never be charged we pay enough to keep them on the road legally and this system would not work for me as i have too many vehicles.
7836.	you shouldn't charge for resident permits as i think that I pay enough in council tax almost a£1000 per year as a single resident i have a friend who calls on me for a coffee and sometimes a meal i dont think that its right to pay £20 per two weeks as a visitor so that could be just over £500 per year
7837.	Permit should only be to cover admin cost of issuing. £10 should cover the house hold. However many permits.
7838.	If we need resident permits they should be given to us free of charge, maybe a small charge for an extra permit for visitors?
7839.	See above. Resident permits (2 per household max?) should be provided free. Additional permit cost of £10 to cover a third car in a house hold may be acceptable. Some households may have more.
7840.	Residents parking will just cause migratio of parking to other areas nearby
7841.	THE PEOPLE DO NOT WANT THESE PARKING CHARGES !
7842.	Don't do it
7843.	One permit per house should be issued free and the second permit charged at £10. Further permits such as visitor could be charged at higher rate but for a longer period of time, e.g 1 month



7844.	To park outside your home as well as council tax? What's next?!
7845.	Pay our rates pay our road tax and park outside our own home ???
7846.	There is a huge need for residents permit parking along Paget Terrace (just 1 side would be fine (housing side). Trying to park anywhere near the house with a young baby is nigh on impossible during 9-6pm especially on weekends and during school holidays due to people parking up top and walking down to the marina and barrage. On a number of occasions I have had to park further up the road past Northcliffe flats and try to carry a young baby & shopping to my house. With the recent Paget Park reopened, it has made the parking worse in the area especially during the hours of 12-6pm every day of the week. We are a 2 car family and park 1 vehicle on the opposite side of the road to give other neighbours a chance of parking, as there are a numbe of us with young children who need "reasonable close" parking to our homes - not a 5-8minute struggle with little ones. We are more than happy to pay for parking permits. Please consider this along our road.
7847.	A vote looser for the council out of office you go!
7848.	Logistics of most people's lives complicated enough without making permit anxiety part of the picture. Will also drive irrational behaviour such as paving over yet more garden space to evade the need for permits. It's never as simple as just making permits mandatory.
7849.	I work in the motor trade so use different vehicles on different days so having to change perimts would cost me a fortune, my daughters and wife also drive so they woulnt be able to all park at home...
7850.	I feel that the permit price should be around the £40 mark. As people will feel that it is a tax on where they live I think they should have the bonus of being able to park in residential bays throughout their town. I do not think a limit of two permits per household is right as some households are now house to several adults due to younger people not being able to afford to buy their own homes and living at home with parents. (this is not the case with myself) I think a visitor permit should be max £10 for two weeks
7851.	Please give us free resident parking outside our own homes on Paget Terrace
7852.	have a single £10 standard cost for all permits. some families will have more than two cars, why charge £30?
7853.	There is insufficient information on your form for me to make an informed decision as to the pros and cons of permit parking. What does it mean, exactly?
7854.	Everyone today owns cars you cannot penalise residents for parking where they live its ridiculous we pay enough Council Tax and new buyers will think twice about moving to these areas.
7855.	There are computerised systems available for visitors cars. See Cirencester.
7856.	I am totally against permits and charging



7857.	Permits should be as cheap as possible- at cost only. If a person is registered at an address (and presumably paying rates) that should trigger a permit. Charging a penny more than it actually costs is a stealth tax and since the council is supposed to be working for and not against the interests of the ratepayers it should not seek to profit from them..
7858.	Please refer to previous comment re: resident parking
7859.	How can family and friends visit on a regular basis with restrictions within the displacement zones? Our children regularly visit us (at least twice a week) and the proposal to introduce displacement areas is unworkable. Where will casual visitors park? Children need to visit their parents and grand parents (many elderly persons in Cowbridge Town central area).
7860.	Resident permits limited to 4 people per household. £10 each per year
7861.	Please have a rethink
7862.	Cost too high
7863.	keep all permits at £10 per year
7864.	This is not London, How do you visit friends at home? How do work men park?
7865.	No one should haave to pay for where they live
7866.	We have a business and live on High street, The permit is no good to us it just stops a customer parking in that space- you should also be issuing 1 permit per household only if you really want to pursew a more green agenda - If these no parking spaces. In these areas now what makes you think there will be if you impliment these changes
7867.	Havent had to have permits in the past and now you want to charge to outside your own home ridiculous
7868.	No
7869.	Why should i pay a charge for something the council is deliberately creating a problem which doesnt exist
7870.	Why should any resident pay to park in their home town, as for visitors permits- 2 weeks!! what if a family member is called up on to assit after operations/ pregnancies/ terminal illnesses etc
7871.	No residents should have to pay to park in streets where there is no other option to park.If some streets are paying to park and others not , some residents will park in no pay streets making it difficult for these residents that live there to park.If street pay parking come in it should be for all residents anywhere in the town that park on the street.
7872.	As a widow i resent having to have a permit for my family to check on me
7873.	Disgusting



7874.	Buying and renting in these areas is expensive enough without bringing in permit changes to park outside your home
7875.	No need for them if no parking charges are introduced
7876.	All the suggestions you are putting forward will Kill llantwit it is not bug enough to warrent such overkill. This is a money making exersize for all the council - Not the people
7877.	H is for horrendous that people will have to pay to park outside their own house !
7878.	Let people park outside their homes for free
7879.	The cost of the resident permits are reasonable but then i am not directly affected
7880.	Disgraceful
7881.	None of the questions are relevant to parking charges - Totally personal
7882.	This is not an issue that affects me but I think it is wrong to charge residents for parking outside their property if they do not have a drive
7883.	How can it work when most houses have more than 1 car these days
7884.	Would only agree to a paying permit if it was enforceable that it would ensure a parking place for the resident.
7885.	It would be helpful to residents in these areas if all future development included a facility for off-street parking.
7886.	These people are already paying council tax why do they need to pay again!
7887.	Strongly disagree with charging residents to park outside their homes.
7888.	there is already excessive abuse of blue badges - this will be another way people get round higher charges. If you are to introduce these then you will have to effectively police them. The track record for dong this is very poor
7889.	We pay huge council tax bills , so why should we as residents pay to park in our own streets ??
7890.	Not a resident of Barry so no comment
7891.	Residential parking charges, where did you suddenly spring that into the equation?..... If you live somewhere NO-ONE SHOULD have to pay to park their transport relatively close to their homes.
7892.	When I visit my elderly relative in the town area under this proposal I will have to pay to visit them.
7893.	Paget Terrace, Penarth see previous comments
7894.	As stated earlier all restricted parking except for residents only should be one hour, then charges after an hour. with the introduction of permit fees, resident only



	parking areas should be extended. Areas further out should become part of scheme to deter people "parking and walking"
7895.	This has to be a joke right? I've never, in 40 years, seen a traffic warden or any kind of traffic / parking enforcement in the VoG and yet now you want to introduce a punitive tax?
7896.	I am totally opposed to residential permits
7897.	If you are going to insist on implementing charges which will naturally make people park in residential areas then you shouldn't charge residents for permits
7898.	£10 is too cheap. It should be much more.
7899.	Check the legality of charging a house-owner to park outside their own house - VOG on a very sticky wicket .
7900.	Why should I have to pay to park outside my house on roads and pavements that are poorly maintained.
7901.	I believe the first permit to your address should be free. An additional should have a small fee. No other permits should be allowed
7902.	Once you have established residents permits, there will be no restriction on how much the council increases this fee each year. Will it be index linked to inflation or will it be a greedy council with a shortfall to find just pushing up the costs. On Cowbridge High Street traders recently had a 20%-50% increase in rates with no consultation and no relevant appeal process. Who can trust any council not to impose rocketing increases on permits once the practice is established?
7903.	Yes, everyone who lives within 1/2 mile of an area with residents parking should be allowed to buy residents parking permits if these parking charges are introduced as the people living on the nearby streets such as mine will really suffer.
7904.	I fail to understand the need for residential parking permits. What is the rationale?
7905.	I am not too clear from the documentation how this applies. Presumably if people park on their own property, they should not need a permit. However, to be required to park outside one's own house, seems a step too far! If residents do not have a private driveway to park on, they should be allowed to apply to the Council for an annual free permit as this should be covered by paying Council Tax. Residents in such circumstances should be able to have visitors' permits to allow friends to park if the road has meters, but at a lower price.
7906.	Admin nightmare and will cause bad feelings in neighbourhoods
7907.	Paget Terrace & Paget Road
7908.	I pay a fee for my residents permit but as long as the traffic wardens enforce they role and give tickets to ALL that park illegally. Otherwise why pay at all ?
7909.	I don't mind paying 10.00 but as I can hardly park anyway I do object. If it was residents only then I would happily pay. If visitors had to apt to park on windsor



	road yes maybe I would get a space then. Please prioritise residents in this - we do not have affair deal!
7910.	Not sure it is fair to charge people to park outside their own home or to make any visitors they have to pay
7911.	I live in Llantwit Major and support the local businesses where possible. I strongly object to paying parking in order to do so. Parking charges will create more problems than it will solve and I am sure will cost quite a lot to implement. The money wasted on this strategy and implementing it if it goes ahead would be better spent on maintaining the car park. Any maintenance of car parks should come from council tax for which we pay dearly. A restriction of two permits would be ridiculous as some families have more than two cars, eg those households with teenagers/young adults living at home. Many do so because they can't afford to rent or buy a home so this would hit them hard.
7912.	You cannot charge residents for parking in their own street - shocking tactic
7913.	Residents should not be penalised for living in the area they live in.
7914.	Staff at local schools should be offered a permit scheme with a discount for parking where there is no provision for parking for that school. Other schools in the Vale of Glamorgan provide free car parking on site.
7915.	No
7916.	Given the frontage of most Victorian houses any more than 2 is impinging on your neighbour's house. the charges will be acceptable if they are used to fund enforcement.
7917.	FREE PARKING. We play more than enough council tax for a [REDACTED] service
7918.	Residents car parking should be a right and non chargeable
7919.	Again, I would be concerned about parking in relation to Bute Cottage nursery. It is already extremely busy at school drop off and pick up times and if there are few spaces available for non-residents, I assume it would become even more congested at those times.
7920.	This is another tax for locals. Needs to be Properly policed and enforced.
7921.	I think the visitor permit charge should be a maximum of £10. I also think you should only be able to use it for 2 weeks as suggested but a maximum of one per month. I live on the lower half of Ludlow Street and we've been calling out for this for years. All the residents i have spoken to about this approve. The cost of the permits would easily pay for the lines to be drawn over a few years.
7922.	Residents shouldn't have to pay to park outside of their properties
7923.	I live in Church Road, Penarth. I am frequently unable to park outside my own house during the day as workers in the area choose this residential road for free parking. They add little to the community and are not supporting the local shops. I would dearly like to see restricted parking introduced, up to 2-3 hours free parking. There is a frequent train service to Penarth and excellent buses on offer



	for those who work in the area. If I have heavy items to carry, I have to wait until the evening before I can unload these from my car. I do 90% of my food shopping locally but for heavier items, I use the car. My council tax is exhorbitant so even more frustrating not to have access to my own home during the day. I do not have a driveway to use.
7924.	People should not have to pay to park outside their homes
7925.	The idea of allowing 2 permits per house hold will not work most of the affected areas are terraced street with room for parking of 1 car per household out side. Giving 1 permit per household would encourage car sharing and active travel, or is income more important
7926.	Impossible to plan ahead when people can to stay. These charges will significant reduce my house value
7927.	Council tax increases and I have to pay more to park outside my own house!!!
7928.	Why should someone have to pay to park outside their own home. They are already paying road tax, council tax and charging for residents parking is an appalling charge
7929.	If Street charges are to be implemented in Penarth then I think resident parking permit's area should be extended to the streets around the town centre
7930.	Permit parking in central areas is an ineffective way of securing a residential space as there will not be enough spaces for all residents.
7931.	The charges for permits should reflect the costs of producing and issuing the permit hence the cost of a permit should be the same whoever it is for. Households frequently have more than two cars and where would they park? Visitor permits can be for people sharing time with lonely and vulnerable people, children returning from universities or from working away, all of whom need to park close to home.
7932.	I don't understand where residents permits will be implemented
7933.	see previous comments.Residents should not be required to need or pay for parking permits, especially where grass verges are maintained (at a cost to the council) when these could be utilised to provide resident parking facilities, as has recently been done in Dewi Sant in Wick. PLEASE NOTE Having now proceeded to the end of the questionnaire, I am disappointed to find there is no opportunity of for additional comments. I sought further information from a council member of staff at the recent Llantwit Major event and was promised a response from the relevant person/department. No response so far.
7934.	Paget Terrace in Penarth is in dire need of being a residents Parking area. At present, visitors to the barrage park on Paget Terrace rather than use the Car park by the barrage , where they would have to pay. This will be exacerbated by the introduction of the new residents only Parking area on the marina.
7935.	Dingle road needs residents parking as it already suffers from its location



7936.	Permits should be free and issued to the address and not car registration.
7937.	If there is to be a charging in the Knap there must be resident permits. Visitor permits should be free.
7938.	I am happy to pay a minimal cost for two permits, and I think up to £30 for both is fair, but in my street the houses are very big and we pay a lot of council tax, so therefore there should be 3 permits allowed but no visitor permits as there is easily accessible parking in other streets. I am also happy to pay for my permit as long as there are wardens preventing people from parking in my street all day for free whilst they are working in the town centre. If paying for a permit can facilitate a proper regular systems of warden patrols then I have no problem with paying for a permit, but I do think that due to the number of large families that live in these houses, 2 permits is not enough.
7939.	no charge for residents that in in that street for upto 2 cars.
7940.	Parking permits for local residential properties should be available for free up to 2 per household. Fees for extra permits, i.e. more than 2, to accommodate guests should be available at a low rate, e.g. £30 per annum.
7941.	Why should people have to pay to park by there own home , yet another disgrace vale council !!!
7942.	I get nothing extra for my money just paying for the privilege of parking on a road that I already pay tax to maintain
7943.	People should never have to pay to park outside their own houses
7944.	I have lived in Cardiff with residents parking and despite having permits I regularly was issued parking tickets that I had to appeal. I had one with ended up in court that I had to contest (and win) with a loss of ratings for me and a substantial cost for the council.
7945.	Permit 2 & visitor permit too high! The Permits should NOT have car reg numbers on them so that we can actually have froends & family visit.
7946.	Do not allow shoppers and vans to use all the residents parking
7947.	Pay enough in council tax to cover cost of parking permits. Disgraceful.
7948.	No parking charges
7949.	Households should be allowed three permits if they can evidence a need eg/2 family cars and regular visitors. My family visit regularly from the Staffordshire and have mobility issues. I would not be happy having to pay for a permit for each and every visit. Friends in Cardiff who have annual permits are allowed to purchase multiple annual passes.
7950.	As a resident do they not already pay for a permit in their council tax? Why charge people again? Your ruining this town
7951.	would this be needed if you were not chifting people into residential areas



7952.	As before what happens when I want to visit relatives?
7953.	I think they should be cheaper for visitors but I can't have everything
7954.	There are actual areas that could be restricted, e.g kingsland crescent, station street, st Mary's avenue but instead you're doing city centre
7955.	Paying rent/mortgage should mean free parking at your own address.
7956.	It should be extended to Croft Street, Cowbridge and surrounding roads.
7957.	There should be no charge at all for residents.
7958.	I dont see why residents should have to pay to park outside their own house. Visitor permits should also be more easily available.
7959.	unreasonable to limit cars to two. Family houses are likely to run to more than two (mother, father and at least one child of working and driving age.
7960.	Ridiculous!!!!
7961.	Resident permits should be free of charge. And should never be subject to receive etc. Limit per household should be 4 but request prof that car is registered to said address to avoid some people taking advantage. Visitors permits should also be free and for 4 weeks per application, with unlimited re-applications so that carer's etc can visit patients without charge.
7962.	No charges
7963.	Lets charge people to park outside their own homes - another great plan to infuriate residents as well as all the disruption that we've had to put up with with the ridiculous amount of road works and new buildings
7964.	Why should residents who are unfortunate enough to live in a resident only parking area have to pay for parking whist those who live outside such areas can park for free? Resident parking areas are typically in less affluent areas and the charges will be imposed on those least able to pay.
7965.	Residents shouldn't have to pay to park outside their own home. At least one permit should be non chargeable.
7966.	Charging/restricing residents for parking where They live is not fair.
7967.	I wholeheartedly disagree with having to pay to park outside your own home. The cost of living is high enough as it is. Get a grip Vale council. Can you honestly look inside your organisation and say that there is no money being wasted. I feel you should plug the gaps internally first before I out go asking the general public for more money
7968.	Holton Road and its side streets is a highly residential area. This needs serious consideration that it doesn't impact the people living there, the pay enough in council tax as it is, so make the vale towns a nice place to live, and not make the same mistakes as Bridgend, whereby it's a sad, sad ghost town. Generate your income though from charging people to stay at car parks, but not on street



	parking, this will seriously impact the businesses in each of the towns and impact the local residents.
7969.	Unfair for me to comment on this as do not know enough about it .
7970.	Don't do it. I'm just moving from Cardiff which is suffercating with residents parking bays.. Just leave things be please. Council tax is high enough then you want to charge fir parking on your own street!
7971.	Disgusting proposal. Do you have any idea how much it costs us to live already? People are struggling, we can't afford this. People won't be able to afford to park, if they have to get rid of their cars they will loose jobs, and it will be your fault. You haven't asked because you don't care, but I work as a cleaner at different houses, people already have to ask me to sometimes take a week off as they can't afford it- tough luck for me I just don't earn those weeks, but if they have to supply a parking permit, or if i have to pay to park at a customers house, my business will no longer be viable and instead of looking at taking on staff this year, I'll have to stop trading and sign on to benefits instead
7972.	If residents are paying how will the Council 'police' the residents bays to ensure that non-payers do not use them? At present the bays are used for all day parking by vehicles without permits. Wardens do not carry out any enforcement so what is the point of paying?
7973.	pay for the privilege to park outside your home I feel under is unfair
7974.	I do not think residents realise how much this policy will impact on them, articles regarding paid parking in town centres have been in the local press, much less regarding the costs and restrictions on resident parking! What will happen to residents of (upper) Holton Road? I was told that I would not be able to park on Holton Road itself due to the new on road parking charges (no exemptions for permit holders / residents) and yet I would also not be entitled to a permit on a nearby side road as these are restricted to the road that you live on - has this issue and others not been thought through? Put residents first and revenue for the Council second!
7975.	Why am I paying to park outside my own house? Scandalous!
7976.	No necessary if car parking charges not introduced
7977.	so any money raised from this will cover policing it - jobs for the boys anyone !!! Or are you just going to hope people follow the rules !
7978.	Is it going to apply to the whole of Barry or just to people that live in the deprived areas near the town centre? I cannot afford to move as I had to give up work to look after my disabled partner & daughter. Residents should not have to pay just because they cant afford a house with a private driveway to park on. Even in Cardiff permits are cheaper at £7.50!! I need a car to take my partner to frequent hospital appointments as he is too poorly to drive or use public transport. My son needs a car as he has a job in Cardiff but works unsocial hours until 4am and there is no public transport at that time to get home. I was hoping to encourage my disabled daughter to learn to drive & maybe this would enable her to get a part-time job or volunteer but then we would need 3 permits which I could not



afford to pay more. Yet again this survey penalises the disabled. My elderly parents who I also care for sometimes come to visit me. My mum who suffers from falls & dementia needs to park outside my house which is in a residents permit area. I usually put a note on the car when they are at my house. Although they have a blue badge a 2 week permit is no good as they visit all year round. How would you suggest I get around this problem? Traffic wardens enforcing 2hour parking limits & residents parking only in residential streets around town is far better than charging residents an extra 'Tax to park'. Barry is not a City. It is not Cardiff. It is a town where we should be encouraging businesses to set up & not leave. There is nothing in town anymore to encourage people to shop, making it into even more of a ghost town than what it is now. All Barry has regenerated is more & more housing but nothing to encourage these hundreds of new residents to 'stay local' so now they choose to go elsewhere to spend their money. After living here for 28 years I sadly despair of the place it has become.

7979.	I am against the principal.
7980.	should be for more areas in the town centre.
7981.	I think it is ridiculous to expect people to pay to park outside their own homes. Presumably any such charge will be taken off their Council tax
7982.	charges could be higher, most residents of the displacement areas would be happy to pay this to ensure a space somewhere near their homes.
7983.	I strongly disagree with any such proposals for Llantwit Major. The town parking arrangements work very well, please leave alone.
7984.	I would prefer to see no such charges, Furthermore, some houses have no drive but nevertheless have double yellow lines outside. Some specific provision needs to be made for these, preferably with no charge.
7985.	Unnecessary if proposals aren't implemented.
7986.	residents should not have to pay to park outside their houses
7987.	DEFINITELY NOT
7988.	more permits per household - lower cost on permits
7989.	Appalling that any resident should have to pay to oark near their home!
7990.	no 'resident permits only' parking in shopping areas
7991.	Visitor permits - limited to four weeks at a cost of £20.
7992.	Two permits per people - 3 or 4 people.
7993.	People have parked their own car outside their property for many many years without issue, they should not now have to pay to carry out the same action, ridiculous.
7994.	Do not charge for resident permits in the Knapp there are already parking problems due to customers of the cafes in the road



7995.	i notice from the map in the draft proposal there is no resident provision on Holton road between Pyke street and Court road. As i live in the school, where would i be able to park or will i just have to pay to park outside my own house. my wife and son are also disabled ,my wife holds a blue badge for her car
7996.	Residents should not have to pay for permits. Permits if necessary? should be given to each resident who pays council tax and who requires one.
7997.	How much of a problem is this ? May be an issue in Penarth possibly Barry would want to see how much of a problem before could support
7998.	I think first parking permit should be free and second should only be £20/year.
7999.	Should not be necessary- no paid parking.
8000.	Charged should be more to fully cover admin fee.
8001.	I am a long standing resident of Victoria Road - directly opposite All Saints Church, in Penarth and following the introduction of time limited parking at the train station and the bottle necks on the only 2 roads out of the town into Cardiff every morning I have noticed an enormous increase in commuters parking all along my road and the surrounding ones at 8/9am and leaving them until 5/6pm as they catch the train to work. This is resulting in home owners frequently being unable to park outside our own properties and if there is a church service / funeral the parishioners (most of whom are elderly) not getting anywhere close to the church to park. Something has to be done to protect residents right to park outside their properties without the risk as I have experienced this past week when a van parked right outside my gate on Monday and didn't move until Sunday afternoon only after I had put a call into 101 to see whether it had been abandoned and they tracked the owner down. I would massively welcome the introduction of residents parking outside my property, like they have on Station Road, and then possibly limited time parking on the opposite side of the road where there are no houses but which would allow for parishioners and shoppers to park easily rather than the entire stretch being like a free carpark for 8-9 hours a day. I am a mum with 4 children so run a busy household - not knowing whether I can get a space outside my house to unload shopping, children etc whenever I return home is incredibly frustrating and to my mind not fair when my only crime is to live within walking distance of the train station. Also why may I ask was the station carpark limited to just 1 hour parking? Surely that would be a better carpark for commuters? From my observations the majority of these commuters come from the Caversham/Regents Gate area - possibly a shuttle bus could run from the roundabout on Dinas Road to the station each morning and evening could reduce the traffic slightly.
8002.	This entirely depends on the location in question and you cannot possibly expect blanket reponse to this question. If there is a genuine lack of parking for residents then perhaps this will help, but it is not possible to answer this reliably as a "whole of VoG" response. It required a considered response given to each area in question.
8003.	Put my name in a parking space in front of my house so I can park there every time and I'll pay it!



8004.	Just because I choose to live near town I should not be penalised because of this. I pay my council tax and road tax the same as everyone else.
8005.	First permit should be free
8006.	Resident Permits should be free. The term RESIDENT states that the person has ALREADY PAID for parking in their council tax.
8007.	I have seen what a misery my nans life has been made when it has come to parking permits. No longer can she have her friends round visiting or family. There are times when 2 grandchildren have visited separately and then her children have wanted to come too but they can't because of the permit situation and when they have come they have been ticketed!!!! Why should we as residents have to pay to park outside our house?? It should be free to us!
8008.	Questions are leading and based on assumptions.
8009.	nobody would want to visit, if they couldn't park
8010.	I disagree with the proposal it would not apply to the Llantwit Major , how come the council compare this toqn with larger towns? There is no problem here
8011.	Scarp this nonsense £40,000 wasted on this survey and you have the nerve to say you are short of money
8012.	Arcot Street
8013.	Residents permits belong to cities and large towns where there is no possibility of providing car parking without knocking down housing
8014.	Visitors permit to allow so many visitors (20 or so a year) small book of permit which are only valid if dated by visitors/residents
8015.	Not viable
8016.	Disagree with any permits- Motorists are being treated like a cach cow! 2/3 rds of fuel is tax. We pay vehical tax and have to have car insurance
8017.	There should be no need for charges for resident car parking permits
8018.	Why should residents have to pay ?
8019.	Look at the whoke of middlegate court for resident only parking - come any friday or sat and see the chaos cause by the town(causing elderly residents with wheelchairs or walkers not being able to pass- parking blocking drivers , parking opposite drives so you cannot reverse out, its a nightmare.
8020.	Residents permit parking is completely meaningless unless it is enforced , based on current evidence of parking enforcement there is nothing whatsoever to suggest that it will be enforced
8021.	All irrelevant - shoppers will use these spaces where applicable and resident who have paid for a permit will not get there space



8022.	No problem at present , why create one???
8023.	Completely unacceptable to charge residents for parking
8024.	I cannot believe this is being considered
8025.	I believe charges are counter productive and do not encourage people to the area
8026.	Residents should not be charged for parking outside their own homes as council tax levied on the property already
8027.	No charges for residents
8028.	I dont remember anything in the scheme details (see q24)
8029.	yes do not charge for parking
8030.	Why should poeple have to pay to park outside their own homes ?
8031.	Not correct to penalise house owners or renters to park outside their own homes
8032.	Residents permits should be free to residents - small charge fee visitors only
8033.	I disagreee with residents parking permits
8034.	I am opposed to residents permit parking the system works well as it is
8035.	Put yellow lines where safety is an issue ie bends etc, otherwise normal highway practice for parking cars
8036.	This is a diabolical- think of a person having a career or district nurse to call and they have to pay to see to these people , Family coming to stay costing £20 really this is a stupid idea, charging for car parking is one thing but paying to park outside your house or have family absolutely ridiculous
8037.	No comments
8038.	Where i understand resident parking , i as a carer find in some places i cannot park beacuse of not having a permit . I work in the whole of south wales maybe carers ,health workers, doctors ,nurses could have permits us to park in permit holding areas?
8039.	see response to Q24 same answer
8040.	I fundamentally disagree with car parking charges. residents pay council tax and should not be expected to pay additional charges. visitors will be discouraged from visitng town centres, coastal areas and country parks. the one suggestion I would consider supporting is the introduction of residents' permits. (one permit per vehicle). this 'strategy' is just a means of generating additional income, and disregards the interests of residents and visitors.
8041.	residents already pay council tax which includes payments towards the upkeep of lcoal roads and pavements so this would be yet another double tax! alternative



charges - zero. all responses are representative of the community as they are made by the residents of the area in question and therefore should all be treated equally - anything else is discrimination and a gross invasion of privacy. q1 tells you all you need to know

8042. if you have a garage with your house, why is there a need for a permit? a permit helps residents to leave and return to their homes. It would be better to oversee bad/illegal parking and to have less permits.
8043. surfers are not stoner beach bums. that is an out of date stereotype. we are environmentalist and athletes who use and care for the beach all year round. we have saved the lives of swimmers and other water users we have called in the coastguard for standard walkers and given first aid to people hurt by cliff falls. do not force us to go elsewhere. please do not rain on community and beach. put people over profit.
8044. i think it is disgraceful to expect people to pay to park outside their own properties, particularly for those who are disabled the cost of this survey is outrageous.
8045. residents already pay for all your aims in their respective areas. permits should be free if this strategy is put into force.
8046. when drives are available, cars should be put on their drives. not holding up traffic eg buses, double parking should be banned.
8047. west end, Llantwit - current regulations are not policed/enforced. removal of large commercial vehicle parking would be a start.
8048. no permit charge
8049. don't change it.
8050. lots of families have more than 2 cars as no public bus to where they work
8051. many household with adult children using cars to work locations so often, 3 or 4 cars. these affording larger properties with ample 'garden' parking unaffected so unfair tax, charging everyone is yet another stealth tax
8052. should be all free, we pay rates for own homes
8053. Keep free.
8054. People already pay enough Council tax - why fleece people even more? The cost of running these schemes is probably greater than any revenue generated.
8055. The area around the Heath Hospital in Cardiff has resident permit parking - with very few other spaces available. Non resident spaces are immediately in constant use by staff from hospital who refuse to pay parking charges at work. Road traffic there is a nightmare and will only get worse. Perhaps Councillors should stop using public funds for refreshments etc and start using the money for amenities for those who pay council tax?
8056. We do not get many visitors in Llantwit. Why persecute the others who come?



8057.	At the risk of repeating myself - no charges levied!
8058.	Suggest a permit is issued for the life of a car - charge based on admin costs. eg. £20.
8059.	Bad idea - paying to park outside your house?
8060.	Resident permit would effect access to St Illtyds Church? Where would visitors and church-goers park?
8061.	Visitor permit should cost £10. People already pay their Council tax to live in their chosen location. Should not be charged twice!

Comments received from emails relating to parking permits

8062.	<p>I am currently a resident in Cambrian Park. Please see my response below:</p> <ul style="list-style-type: none"> - the imposition of restrictions on Brooklands Terrace would be welcomed, but only if our frontage to Brooklands Terrace is included and residents of the park are able to apply for permits to park on Brooklands Terrace. -There is currently no room for parking commercial vehicles on the park, when purchasing our home this was something that was an important requirement for me to continue with my employment. Not being able to park safely overnight could cause detrimental effects to my working ability. - We have a big family and family are often needed to park outside the park to allow them to visit. It was important to us to be able to facilitate when we were considering relocating to Cambrian park. - it is becoming more of a struggle each day to park on Brooklands Terrace and we would welcome a change if the recommendation of Cambrian Park being included in the park is considered. -As a council tax payer I feel we feel little value from our contributions as the land is privately owned and maintained. I would like think that now we need a contribution for the council, the council tax we contribute should be considered
8063.	<p>I have completed the online questionnaire in respect of the above consultation and as a resident of Cowbridge I would like to add the following comments:</p> <ul style="list-style-type: none"> > The Vale is made up of many small rural villages, the residents of which have to commute to the larger towns for work. Public transport services between these villages and the major towns is virtually non existent. > No thought appears to have been given to workers in Cowbridge, Llantwit Major or Barry who will have to pay circa £1,500pa to park and attend their place of work. For someone on a minimum wage this is a huge cost burden. > The cost of residential parking permits will only affect some households and not others - again an unfair tax on some. > What will the impact be on privately owned (non council controlled) car parks in these towns, of which there are several in Cowbridge and Llantwit. There may



well be additional cost and administrative implications for the owners of these car parks.

> With larger out of town shops not charging for parking there is a good chance that shoppers will start to boycott the town centres all together.

> The council is granting planning permission to house builders all over the Vale, increasing traffic and pressure on town centres. You suggest that there is already limited parking available so why not just create additional car parking spaces to accommodate increased commuters and visitors which you presumably wish to utilise local businesses to increase local employment and secure additional business rates.

Overall I think the plan is flawed and unfair with additional costs, restrictions and burdens placed on some Vale residents and workers and not others.

There is a real risk of this parking policy actually having a detrimental effect on the businesses in these town centres which will hit employment levels and business rate income for the Council.

The answer is to create more car parking spaces and the cost of these, and their maintenance, should come out of the current Council Tax and if an increase is needed to cover the costs of this, then so be it.

8064. As residents will be paying for vehicle permits will the council be painting the slots outside the houses with numbers so that only the allocated permit holder can park there ? In the public car parks you will be paying for the slot you use so it should not be any different with residents

This definitely needs addressing because if something is not done then it will be classed as discrimination against residents .

8065. I am disgusted at the proposal of being charged to park outside my own house because it is in a permit holder area. This is a further increase on council tax to those that are least able to afford it. People need to live near the town. How can this be fair to all? I hope that the council staff will also be charged to park in the work car park as this council want to charge everyone who works in the town centre.

The town centre is already dying due to loss of shops, how can charging those who are supporting the town centre when they shop there, help the struggling traders?

Porthkerry and Cosmeston park are already paid for by the Vale of Glamorgan residents through council tax, it is unfair to charge us twice, through tax and parking charges. The amount seems excessive especially £75 for the year pass, this would make it unaffordable for many even though they are already paying for it through the council tax. For example Saint Fagans parking permit is £25 a year. This still brings in an income without excluding families and residents from enjoying the areas.



I am extremely unhappy about these proposed changes as a low income working family from the Vale of Glamorgan we are being punished for no reason and our children will not be able to enjoy the local green spaces.

8066. This strategy will have a knock on effect on the parking in my street which has a 2 hr limit for non residents. There is not enough policing going on as non residents are parking their cars and then going to work leaving their cars there all day. We haven't seen parking wardens in months. With the new system in place more people will use the side streets and cause more problems to residents . Will there be proper policing when the new system comes into being ?

8067. We have been living in Bradford Place for 5 years and have seen parking become more difficult over the years. I understand that we do not own the parking spaces outside our property and do not have any legal right to park outside our home and we have no issues with visitors parking outside our property or in our street. However, it is inconvenient when visitors working in the town, park in our street all day form the hours of 8 am to 6 pm making it very difficult for residents to park outside or near their home and often residents will have to park in the next street.

As mentioned we have no problem with visitors parking for a few hours as we see it important for visitors to have access to the town but there is a current problem with parking in Bradford Place.

This has been an issue for some time and now with the councils new parking strategy plan, there appears to be no plan to create residents parking in the nearby streets on this side of the town which would exacerbate the current parking problem on Bradford Place. Particularly with workers that would now have to pay for all-day parking making the surrounding residential arrears parking becoming more of a problem. We are also in walking distance to the Kymin and seafront which would also pose a problem for more visitors needing to park in our street rather than the paid option along the seafront.

The parking strategy hasn't fully considered how this would affect residents living near the town and the need to implement more residents parking.

I would be grateful if you could look into with the possibility of a section of the street to be considered for residents parking and if one of your representatives could come out to meet me and discuss the issue. I look forward to your response.

8068. I have been given this email address by a number of other residents of Paget Terrace, Penarth to highlight our current parking issues and to request some residents parking on the houses side of the street.

The situation over the summer has become acute with rarely any spaces to park



when returning home due to the large number of vehicles parking to avoid paying at the barrage car park.

More generally the road is also more and more seen as an option for people commuting during the week whereby they leave their car and walk down the hill with some also bringing their bikes!

The issue has recently been further exacerbated by the splendid improvement to dock park wherein many individuals and families are now parking to use the improved facilities, this goes on right throughout the day until gone 9pm when the floodlights go off.

If each household were allowed say, 2x permits on just the house side of the road I suspect that the issue would be solved for all.

Please can you take this matter under serious consideration as it is causing lots of issues and there is a regular weekly stand-off with the parking officer that patrols the area. He understands our plight but also has a job to do to move residents parked on yellow lines but with no alternative of where to go - there are regularly 3-5 households called out on a Saturday morning!

Please can you look at applying a simple, sensible solution?

8069. When determining your parking strategy for Penarth, I should be grateful if you would consider the parking available to residents of Paget Terrace. There is currently a significant element of displacement Parking from the barrage car park, with many drivers opting not to pay the parking fee and instead leaving their cars at Paget Terrace. This is likely to be exacerbated by the proposed charge for Llwyn Passat, resulting in even more difficulties for residents (many of whom are elderly or have young children) attempting to park near their homes . Introduction of a Resident's Only Parking restriction would go a long way towards alleviating that position .

8070. In regards to the Parking consultation in Penarth, I have completed your online survey, however please consider resident permit parking along Paget Terrace (house side). It is getting ridiculous that on a weekend or late afternoon/early evening you cannot park anywhere near your home. I'm not adverse to walking and understand it's not a right to park outside your home, but with a young baby it's really frustrating and a struggle parking a street or more away. We would be happy to pay for a permit.

8071. I notice that there no resident parking provision on Holton Road from Pyke Street to Court Road, it just shows a redline saying controlled parking zone or onstreet parking charges. As I am the caretaker of Holton Primary School and I live on site and have no parking provision on the school property .



I am therefore concerned that I will be left having to pay into a parking meter to park outside my home. Surely unless I reading the map wrong , some provision has to be made for residents who live in this section . Parking here has always been an absolute nightmare being so close to town .

I would appreciate some advice on this .

Also My wife and son are both registered disabled and my wife is a blue badge holder with her own car on Motability and I'm wondering about the possibility of applying for a disabled spot by our home ?

8072. It would appear that Capita are having problems managing their own affairs. Are they are in a position to advise others?

With articles such as this in existence is it therefore a good idea to employ Capita to advise on the implementation of a new parking strategy for the Vale of Glamorgan? It would appear that the consequences of introducing the proposed parking restrictions have not been fully thought out and addressed by Capita as there is no clear explanation of how residents close to the town centre of Cowbridge will be affected.

Residents of the streets close to the town centre will, according to the plans set out, have to purchase residents' parking permits. It is not clear however what plans have been made to allow for visitors who come to stay for perhaps a week or longer and for family members who visit at any time. Will residents of these areas be restricted as to when they received visitors and to how many visitors they are able to have?

My wife and I live in The Broad Shoard, and have done so for the last 45 years and each have a car. Our adult daughters, who do not live with us but each have a car also, visit us regularly and often. Can you please explain how we are expected to accommodate their visits? Surely we are not going to be restricted in receiving visitors. Some residents of the Broad Shoard have long drives that can accommodate 2 or in some cases more vehicles. Others have much shorter drives that can accommodate only 1 car. Will this be taken in to account when issuing parking permits?

Surely the cost of this exercise will have been extremely costly, a cost that could be put to better use.

I would appreciate a reply to this letter explaining how I and other residents in similar situation can expect to be treated.

8073. We would like to express our objection to the implementation of the Vale of Glamorgan Draft Parking Strategy as presented to us in September 2018 on the grounds of flawed financial projections.

The council commissioned Capita Plc to conduct a survey and prepare financial projections for the implementation of the draft parking strategy. The findings were presented in the cabinet meeting which took place on 2nd July 2018.

We think that the financial projections presented at the meeting are flawed because:

a) The annual costs of running the parking scheme include only the running cost of the Pay and Display machines such as ticketing paper and electricity. The



projections do not include any charges which will be invoiced to the Council by the company running the scheme and they do not include the cost of employing additional enforcement and administration personnel required to run the scheme.

b) The projections are based on a maximum capacity of 100% occupancy (£1.6m per year), whereby it is unlikely that this will be achieved. The level of public objection to the strategy means that residents and visitors will probably avoid paying for parking. It would reduce the footfall into the small towns of the Vale of Glamorgan, thus causing an unpreventable cycle of loss of trade, employment and parking revenues. People will be more likely to drive to out of town shopping centres where parking is free of charge.

c) We believe it would be necessary to borrow the funds for the initial investment of £1.9 million. The interest charge is estimated at £400k but it is not factored into the projection.

d) The cost of undertaking 3 surveys since 2013 as well as the cost of the current public consultation are not factored into the projection either.

e) We are told that the running of the scheme is going to be outsourced to Capita Plc. If this is true, there seems to be a stark conflict of interest, thus producing a very biased financial projection.

As well as the above, we also believe that the cost of the proposed resident parking permits are preposterous, there is no provision for 'ad hoc' visitors of a few hours duration. Also the limitation of 2 cars per household is very blinkered, as people living in Llantwit often have to drive to their place of employment, and due to the cost of housing many young people still live at home with their parents, thus resulting in multi car households. Public transport is very limited in the Rural Vale.

There also seems to be no provision for those who have their homes in the old part of Llantwit where there is no on road parking. These people have to park in the car parks and will therefore have to pay £6 a day for the privilege of parking their vehicles.

We would also like to ask the question as to whether there is any time limits imposed on Capita as to when they will be able to increase the proposed charges, will it be a case of 12 months down the line there will be across the board increases to all parking charges in the Vale?

8074.

We have been living in Bradford Place for 5 years and have seen parking become more difficult over the years. I understand that we do not own the parking spaces outside our property and do not have any legal right to park outside our home and we have no issues with visitors parking outside our property or in our street. However, it is inconvenient when visitors working in the town, park in our street all day from the hours of 8 am to 6 pm making it very difficult for residents to park outside or near their home and often residents will have to park in the next street.

As mentioned we have no problem with visitors parking for a few hours as we see it important for visitors to have access to the town but there is a current problem



with parking in Bradford Place.

This has been an issue for some time and now with the councils new parking strategy plan, there appears to be no plan to create residents parking in the nearby streets on this side of the town which would exacerbate the current parking problem on Bradford Place. Particularly with workers that would now have to pay for all-day parking making the surrounding residential arrears parking becoming more of a problem. We are also in walking distance to the Kymin and seafront which would also pose a problem for more visitors needing to park in our street rather than the paid option along the seafront.

The parking strategy hasn't fully considered how this would affect residents living near the town and the need to implement more residents parking.

I would be grateful if you could look into with the possibility of a section of the street to be considered for residents parking and if one of your representatives could come out to meet me and discuss the issue. I look forward to your response.

8075.

I refer to my recent letter of 30th August about this matter. I am writing again following the consultation event in Llantwit Major, which confirmed my previous concerns and made it very clear that the Council has done insufficient analysis of the existing car parking situation on the town, and has not considered the impact of the proposed strategy. On this basis the Council must not adopt this ill-conceived strategy.

The following bullet points summarise the main flaws in the strategy as it applies to Llantwit Major:-

General

- A blanket short stay parking regime is proposed for the whole town – no long stay or residents parking areas are identified. Without a hierarchy of parking availability, the town will not function for residents, visitors or traders.
- Llantwit is a very small town for which the principles of a hierarchy of car parking will not work due to size, distance, available parking and range of users, including residents. The parking principles proposed are appropriate for larger towns with a range of parking provision centrally, on the periphery and in residential areas.
- The largest and main car park at the centre of the town is neither mentioned in the proposals, nor is within the control of the Council. This, despite signage, is currently uncontrolled, but works for the town.
- The strategy proposals cannot work without the largest and most central car park being included.
- The public transport services in the town are insufficient to achieve any modal shift through the imposition of parking charges.
- The station car park would be short stay and would actually reduce the likelihood of commuters etc choosing public transport due to high parking charges.
- Caerphilly, Aberystwyth etc used to compare charges are wholly incomparable



with Llantwit Major.

- 2013 and 2015 Town Centre Car Park Study was of Cowbridge and Barry. The only assessment of Llantwit Major was 2 snapshot surveys of the car parks (excluding parking duration). The proposals for Llantwit Major are therefore not justified by evidence.
- In Llantwit Major ALL the car parks are proposed to be short stay! Residents parking is barely mentioned, so consideration has not been given to all the user groups. Has there been an Equality Impact Assessment?
- Where are the employees, traders, commuters and residents supposed to park? There will be nowhere other than short stay at £6 per day, which is £1,830 per year excl Sundays and bank holidays!
- Car Parking within the town broadly works at the moment, there is no need to control it through charges for operational reasons. There is no queuing or poor safety record.
- The expected revenue income calculations are based on insufficient and flawed data.
- The need for the Council to generate revenue is appreciated but not through parking charges within Llantwit where the strategy is based on a flawed and insufficient evidence base.
- Whilst Llantwit Major has no long stay car parks proposed, which as noted makes a nonsense of the strategy, it is worth noting that the proposed all day long stay charge is £5 but only £6 for all day short stay. That is insufficient differential to provide any meaningful incentive to use the long stay, and again suggests that the proposed strategy is less than robust.
- The table at appendix B1 is titled Comparison of Tariffs across Wales. It is however selective, with no justification of this. The 2 adjoining Council areas of RCT and Bridgend are not included and both have lower cost parking charges eg £2 and £3 respectively for long stay all day. RCT has lower cost resident parking permits and Bridgend's charge is not published on their website.
- Llantwit Major has seen a rejuvenation in the past couple of years with new business, investment in existing businesses, residential property improvements etc. The introduction of an unworkable and flawed strategy would undermine this trend to the detriment of the whole community.

Issues in West End

- Residents have not been fully considered and there are significant numbers in flats and houses throughout the West End. Council Tax records would be a simple source for residential numbers, but the strategy includes nothing about resident numbers.
- The Conservation area, particularly the West End, has a mixture of flats, houses and commercial properties, most of which do not have off street parking.
- In High St, Commercial St, Wine St, Church St there is very limited available parking at present, but absolutely none for residents in the proposals.
- Wine Street would be "No Waiting at Any Time" for its entire length, where some on street parking is currently possible – see extract below.
- Many residents currently use the Wine Street and Town Hall car parks day and



night, in addition to the limited on street parking.

- Many traders and customers also use these car parks and streets.
- There is no alternative to the current arrangement, as there is no long stay parking available in the proposed strategy.
- Areas of the West End such as River Walk have no restrictions currently but are not included in the areas identified as displacement parking areas, and would experience parking pressure if the strategy is adopted, to the detriment of residents.
- The regeneration of the West End recently, with new shops and coffee shops and the investment and improvement to the pubs, is great for Llantwit and the Vale, but the imposition of a flawed and wholly inappropriate car parking strategy with prohibitive charging will reverse this activity and lead to residents seeking to move away.

In conclusion, the proposed car parking strategy should not be implemented in Llantwit Major and it is flawed and based on insufficient analysis or knowledge of the parking need and dynamics of the town.

8076.

I welcome the parking strategy review as a much needed measure however I would like to take issue with more recent measures that has seen an encroachment of vehicles from Queen Street (and others) to Trinity Street more importantly the lower part of Trinity Street immediately around the corner from Queen Street.

The lower end of Trinity Street is always an area of congestion as residents we have to endure the congestion created by the following :-

- 1) Teachers from the two schools parking (haphazardly with no thought of resident inconvenience) for their total working day during term time.
- 2) School run times both drop off and collection by parents
- 3) Evening events held at the local church ie Barry Male Voice choir / Slimmer's World as two examples sees residents unable to park their vehicle in the evenings. Alternative parking i.e. taking up other residents parking space on nearby streets away from home is not an option as Barry Council has introduced resident parking only for all these streets!
- 4) Since the introduction of resident only parking on all streets except lower Trinity Street the encroachment is often by large commercial vehicles that can take the space of up to two standard automobiles.

• I note on the proposals of the Draft Parking Strategy

- "Displacement of Vehicles as a result of Charging

The draft strategy recognises that the implementation of parking charges can result in displacement parking to surrounding residential streets where there are currently no Traffic Regulation Orders active. The draft strategy recommends that further controlled parking zones are considered to control and manage the impact of car park charging where such displacement is likely to occur. Appendix C of



the Draft Consultants Report shows the areas likely to be under displacement parking pressure.”

Trinity Street is already suffering from already implemented actions and is ignored yet again within the draft strategy.

Also noted

Households would be limited to a maximum of two permits per property. Prior to the introduction of any permit charges further work would need to be undertaken by the Council to update the Council's current Resident Parking

The flaw with this proposal is some property owners being inconsiderate and parking large commercial vehicles that take up to 2 standard parking spaces as one of their vehicles this in turn puts pressure on other residents. No doubt this affect isn't just in this area. If residential parking is going to be taken up by commercial vehicles may I suggest that Barry Council introduce a second tier parking charge of a £1000 plus per annum for the whole of the Vale district.

8077. I am writing as a resident of Paget Terrace Penarth to petition for resident parking on our side of the street.

I appreciate the opportunity to comment and feel that with so many people parking on our street to access the marina and the barrage it would hugely benefit the residents.

I have 2 small children and am often forced to park away from our home due to the congested parking issue.



8078.	<p>My concerns and that of my neighbours are specifically to the Barrage, Marina and environs and relate to the existing displacement parking and the general pressure on parking here from people who are visiting or commuting into Cardiff</p> <p>Yes we are aware of which car park the charges refer to and knew the the Plymouth car Park is owned by Welsh Government. Its the existing displacement that is the factor. The marina residents like us are already affected significantly by this and we would support the introduction of residents parking for them but it needs to include to the roads immediately above the Barrage otherwise it will make it even worse for us.</p> <p>Residents Parking could be introduced on the side of the road adjacent to the houses on Paget Terrace, the opposite side could be left free. We believe this to be entirely reasonable irrespective of whether car parking charges are introduced. We would of course be quite willing to pay for residents permits</p> <p>If it were so that the hill was major deterrent. Yesterday early pm for example, the barrage car park was half full but nowhere to park on Paget Terrace or Paget Road. The Barrage car park is expensive and those going off for the day don't mind the hill. There are plenty of regulars.</p>
8079.	<p>Action must be taken to ensure residents are not affect by plans i.e. charged to park outside their house</p>

Appendix L - Other email comments received

8080.	<p>Concerns over the content of the report provided by CAPITA, as members are of the opinion that it "doesn't take into consideration a full feasibility study of the proposals and as a result the costings/income suggested are not a true reflection</p>
8081.	<p>Members state that report had not been adequately costed for policing and enforcement and further cost implication were needed to make an informed response.</p>
8082.	<p>Agrees with that car park management plays a big role in fortunes of Town Centres and Visitor Attractions and that it should not reduce visitor or detrimentally affect local economy Recognises a serious parking problem in Cowbridge</p>
8083.	<p>Agrees with that car park management plays a big role in fortunes of Town Centres and Visitor Attractions and that it should not reduce visitor or detrimentally affect local economy</p>
8084.	<p>Recognises a serious parking problem in Cowbridge</p>
8085.	<p>If charges are introduced, CTC requests confirmation on how additional income is reinvested and how Cowbridge would benefit</p>
8086.	<p>The Community Council is unanimous in its decision to formally OBJECT to ALL PROPOSALS contained in the Draft Parking Strategy</p>



8087.	It was resolved that the Town Council strongly object and do not support the proposals. It was felt that due to the amount of inaccuracies, relating to ownership of parking areas within Llantwit Major, the whole document was unworkable. Also, how additional on street parking restrictions will be enforced when current parking enforcement within the town is insufficient, is questionable
8088.	Information on potential revenue yields derived from a small number of snapshot surveys which is too small to project revenue assessments.
8089.	The decision on what machines to use needs careful consideration looking at future technology advances
8090.	Scheme must generate income and if this is not a case then proposals should not go ahead
8091.	Proposes that a new study is undertaken specifically for Cowbridge as strongly disagrees that there should be consistent charges within the Vale of Glamorgan
8092.	Not enough data to support proposed charges
8093.	Main objective should be to improve parking infrastructure in Cowbridge, not to raise revenue
8094.	Strategy fails to recognise the individual challenges faced by each town Aims outlined in strategy couple be achieved with minimum possible financial impact on local residents without excessive charges Local residents being targeted who already support facilities through Council Tax Strategy doesn't address existing parking problems such as Penarth Marina which are regularly gridlocked
8095.	Penarth Town Council collated responses from their own independent public consultation "Your Future Your Say". <ul style="list-style-type: none"> • 60.5% respondents indicated need for increased parking • 40.0% indicated need for introduction of traffic calming measures/ pedestrianised areas • 36.1% stated concerns that charges would have a detrimental impact on local economy
8096.	Holton Primary School , only school in the Vale of Glamorgan which doesn't have dedicated car park and have no alternatives than park in the proposed chargeable locations
8097.	Teachers , who work long hours, state that they "will be penalised £975 a year to go to work"
8098.	Public transport not an option for those who commute from rural Vale and have to carry books etc.
8099.	Holton Primary propose an exemption for staff by introducing free parking permits



Appendix M - Draft Car Parking Strategy Workshop Minutes

Draft Car Parking Strategy Workshop held on 18th October 2018

The Workshop commenced by officers advising of the £6m shortfall in the budget for the Council. The purpose of the Workshop was to update Members following the consultation with the public and stakeholders that had been undertaken over recent months and to seek views from Members of both Committees on the draft Strategy with the aim of presenting a report to Cabinet for consideration.

The proposed timetable following the Workshop, was for a report to be presented to Cabinet and both Scrutiny Committees for further consultation before a final report was presented to Cabinet for determination.

Members were informed of the initial consultation results that had been undertaken. The Head of Neighbourhood Services and Transport, stated that she had a very good understanding of the feeling in communities and that there had been an excellent response rate. The numbers of attendance at the Barry area drop in venues had been disappointing but overall she was pleased with the attendance. 7% of responses had been received from local businesses and 3% from visitors to country parks. The majority of those people who advised of their age were in the bracket of 35-75 years of age, 7% of respondents were Blue Badge holders.

The Director of Environment and Housing advised that initial results had concluded that most people did not want charges anywhere, some had even stated that they didn't even want the free period opportunity, with one Member advising that it would be better to improve transport links than charge for car parking. The Director further stated that doing nothing was not an option, it was costing the Authority £360k to run the car parks.

During the Workshop discussions, the following comments were made.

- A number of Members had received comments from Barry and Penarth residents advising that in their view, the suggested costs of permits were too expensive.
- Should charging be introduced the overall perspective of Members was that the first two hours should be free in car parks. Members considered that without the first two hours being free this could seriously damage the local economy.
- A number of Members commented on the Island and resort car parks, but were informed that these had not been part of the Strategy considerations.
- Aware that the intention of the Strategy was to also generate income, a number of Members considered that the Strategy was really about saving



money and raising income and in their view the consultation had been disingenuous.

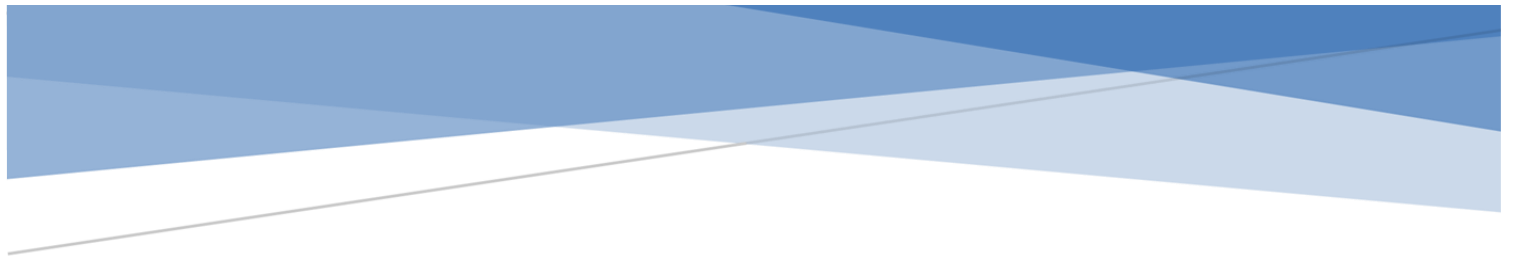
- Questions from Members included “What exactly will you use the surplus money for” and “Are you able to use the funds for the development of transport to support sustainable transport”. A lot of comments made included the consultation should have included not just do agree or disagree with the aims of the Strategy but the public should have been informed of the real reason for the consultation, which was to make savings by increasing income. Officers however disputed this by saying that it was also about regeneration. Members felt that the response rate would have been better if the Strategy consultation had been clearer and the rationale clearly defined. All Members agreed that it was important that if the Strategy was agreed that the income received should be ploughed back into improvements and that these should be visible as soon as possible.
- On street town centre car parking was an issue for Members. Very few towns charged on street town parking. Members agreed that the early morning shift was workers leaving cars in various town centres to commute was an issue because this also had an effect, particularly in Cowbridge, for traders and it was also noted that enforcement was key. Did Capita visit all the car parks and what problems was the Council actually trying to solve?
- Moving people on in various areas was important for the town centres. The impact of the Strategy on low paid workers who would have to pay car parking charges to get to work was a great concern. Enforcement in areas such as Penarth would solve a number of issues and would need to be addressed.
- Having been asked to consider ways of generating income, suggestions given were to charge for green waste bags; to pay town centre car parks on street and off street car parking. If charging was agreed this should also include charging at the Civic Offices’ car park, the general principle was if we were asking everyone else to pay then Civic Centres should also be considered. In response, officers advised that for the Civic Offices and the Dock Offices it would be in such areas because the Dock Offices lent itself to the train station, the Alps Depot also had no other facilities other than office based staff. Members felt it was widely accepted that the general principle of car parking in town centres was having a detrimental effect on the towns themselves, although it was accepted that in most Authorities charging had been introduced but there could be opportunities, for example like no charges on weekends and no charges during the Christmas period. Members were reminded it was important to note that the provision of car parks was a non-statutory function. In considering the individual towns in the Vale, Members were fully aware of the issues at Cowbridge and considered that it was essential that something was done in that situation. The difficulty for Llantwit Major was the small spaces that were available and that the viability at Llantwit Major was questionable. It was suggested that for areas such as Llantwit, the capital cost could exceed the viability. Some Members considered that it would be better asking the Town and Community Councils to take over the car parks. Members were informed that this had been suggested by the Town and Community Councils Project Working Group but some Towns did not take on this responsibility, enforcement was key.



- More consistent enforcement on the street was essential. In the main, Members considered two hours on street parking free would be a compromise.
- A pilot scheme for Cowbridge was suggested to see how it would work.
- In a number of Members' views, Holton Road retailing was dead.
- Lobby bus owners. Hold discussions with bus companies and railway companies to try to assist. Bus shelters needed cleaning. Further information was required regarding how many people actually used their cars to catch the train.
- To consider other income generation schemes, for example charge for green bags or even do not provide that provision, encourage composting.
- Consider individual areas on a case by case basis e.g. the only possible viable car park in Llantwit was Cross Common Way and Cowbridge generally needed to assist their traders. Holton Road Members had serious concerns about the ability, some Members considered that a lot more economic data was needed before assessing the impact. Again, all Members stated that two hours free car parking was more acceptable and serious enforcement would be required to be introduced. Do not charge for on street car parking. Wyndham Street multi storey car park charges could be made. Another suggestion was first hour free for on street car parking and two hours in all other car parks. Consider free permit holders for low income staff. It was recognised that in Penarth the turnover would be better if there were charges but again enforcement was key. The perception in Penarth was that there was no enforcement.
- A question was raised if charges were introduced, should you charge all the time, with it being suggested to charge between 10:00 hours and 18:00 hours.
- Charging Blue Badge holders was also an issue for Members.
- The Strategy did not consider residents and this was something that needed to be addressed. Consider introducing parking zones.

In conclusion, Members considered that there should have been more open conversations with Town and Community Councils and that in their view, the report should have been more honest about the purpose of the Draft Car Parking Strategy, which in their view was to raise income.





Appendix 2

Dec 2018 & Jan 2019 Vale of Glamorgan Surveys

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December 2018 Survey Introduction & Main Points

Important points regarding survey:

- Cars parked overnight were identified in the Cowbridge survey by frost on cars. This was not possible for the Barry and Llantwit Major surveys.
- Figures for car park capacity is taken from Capita report. Occupancy (%) is therefore affected.
- Some cars parked multiple times in car parks. These were identified as separate cars therefore counted for as separate visits and separate stays.
- Cowbridge Survey: cold, frosty and cloudy day. Tuesday 04/12/2018.
- Barry Survey: mild and rainy day. Thursday 06/12/2018.
- Llantwit Major Survey: cold, windy and cloudy day. 13/12/2018.

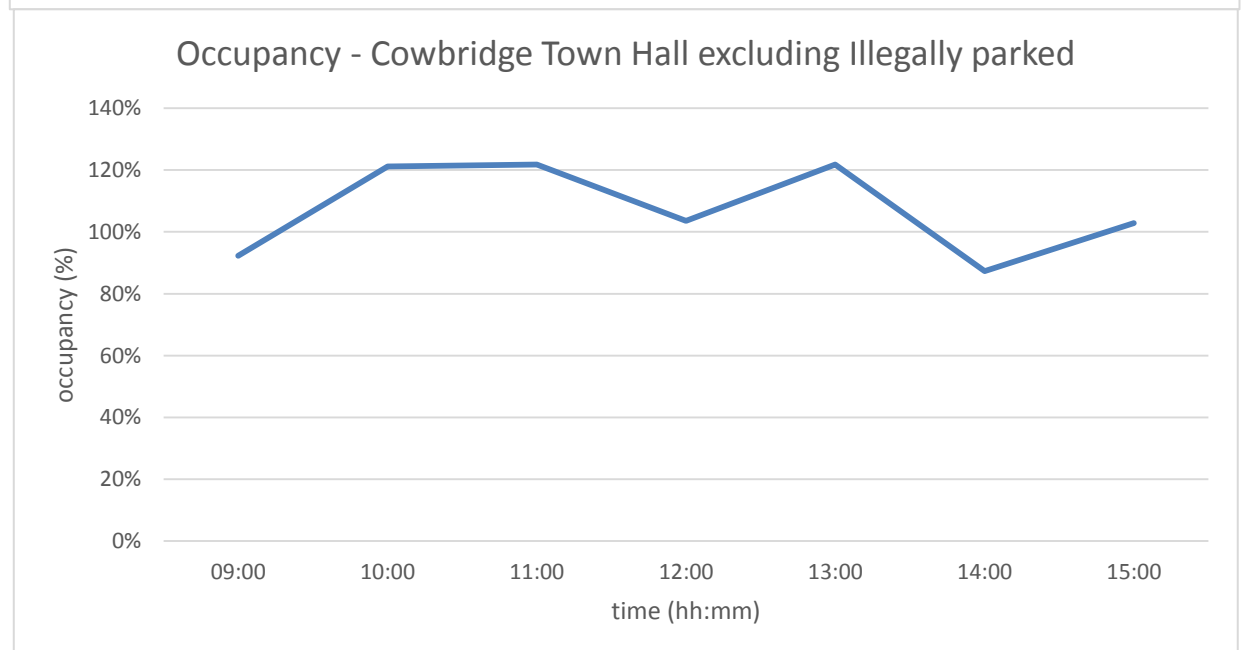
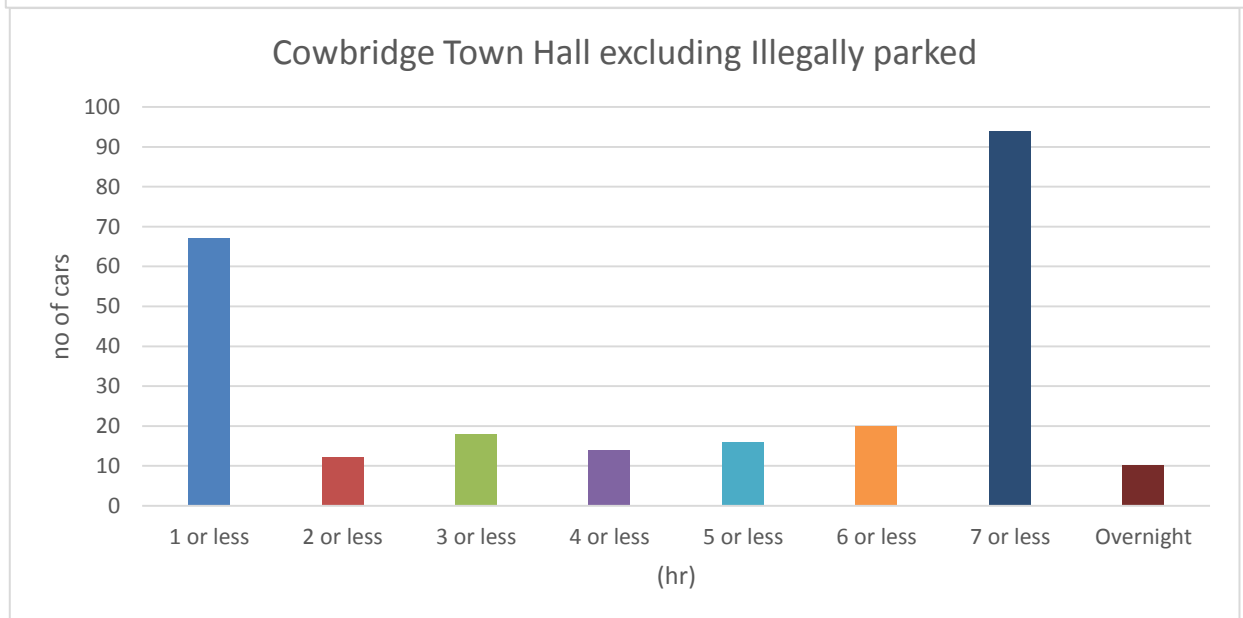
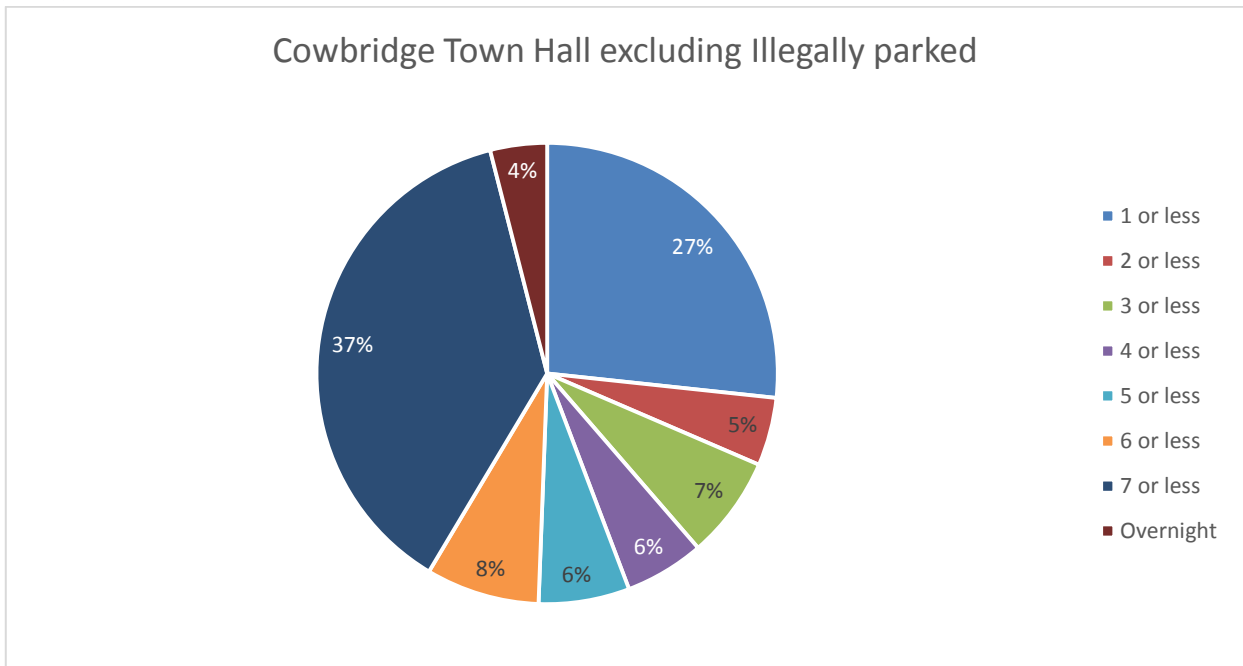
Town Centre	Car Park Name	CAPITA Est no of spaces	VALE Est no of spaces (exc disabled)	VALE Est no of disabled spaces
Cowbridge	Town Hall Square	142	160	7
	Southgate	17	17	1
	The Butts	27	27	0
Barry	Court Rd Multi Storey	224	214	14
	Wyndham St	74	71	5
	Thompson St	19	17	2
	Kendrick Road	14	14	1
Llantwit Major	Le Pouliguen Way (Rail Station)	69	70	9
	Boverton Rd	26	44	3
	Town Hall – Burial Lane	37	42	4
	Wine Street	16	16	2

Table (1) Estimated car park spaces (CAPITA report and VALE Est no of spaces).

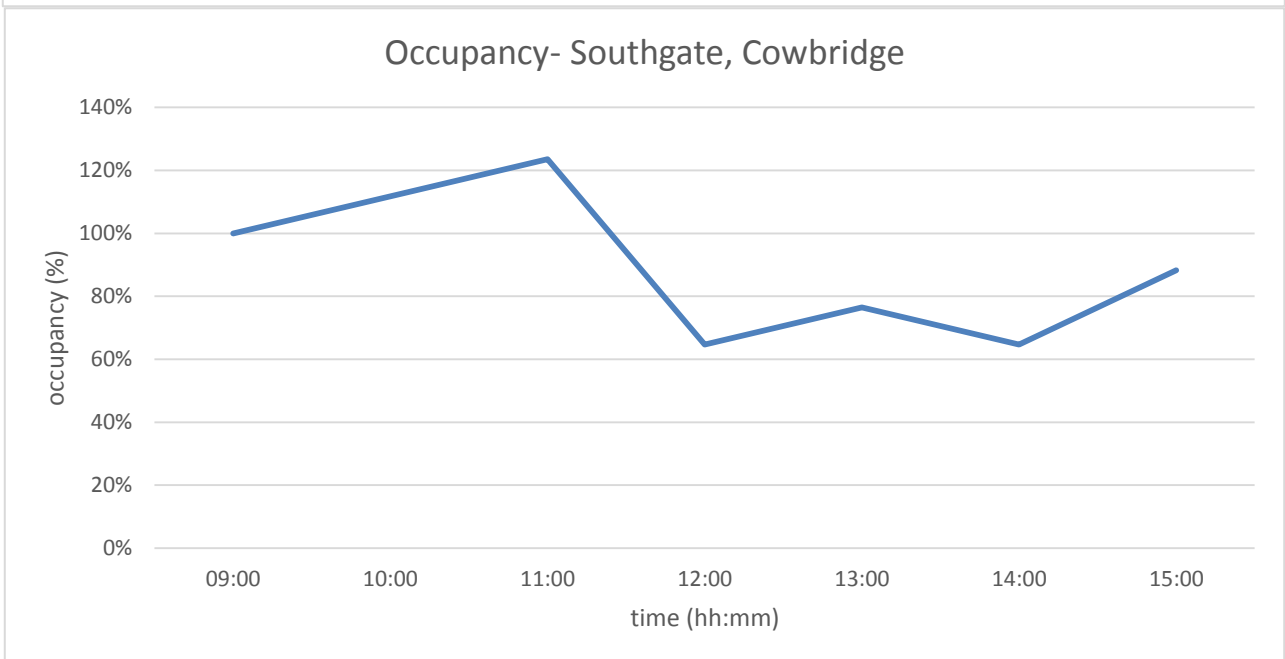
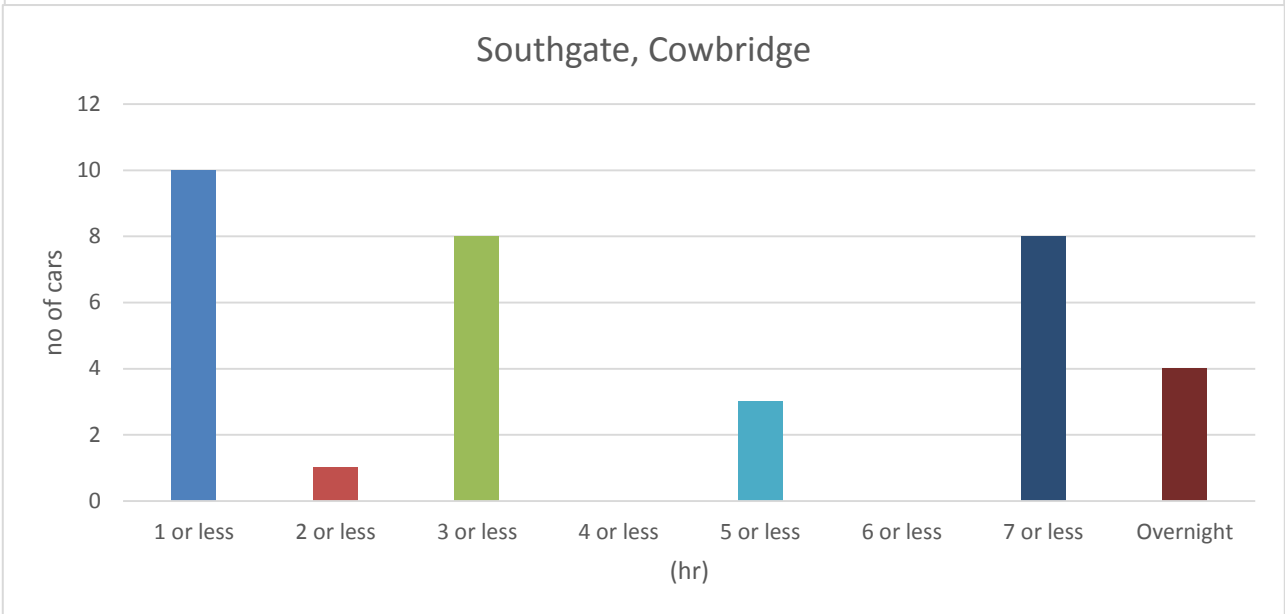
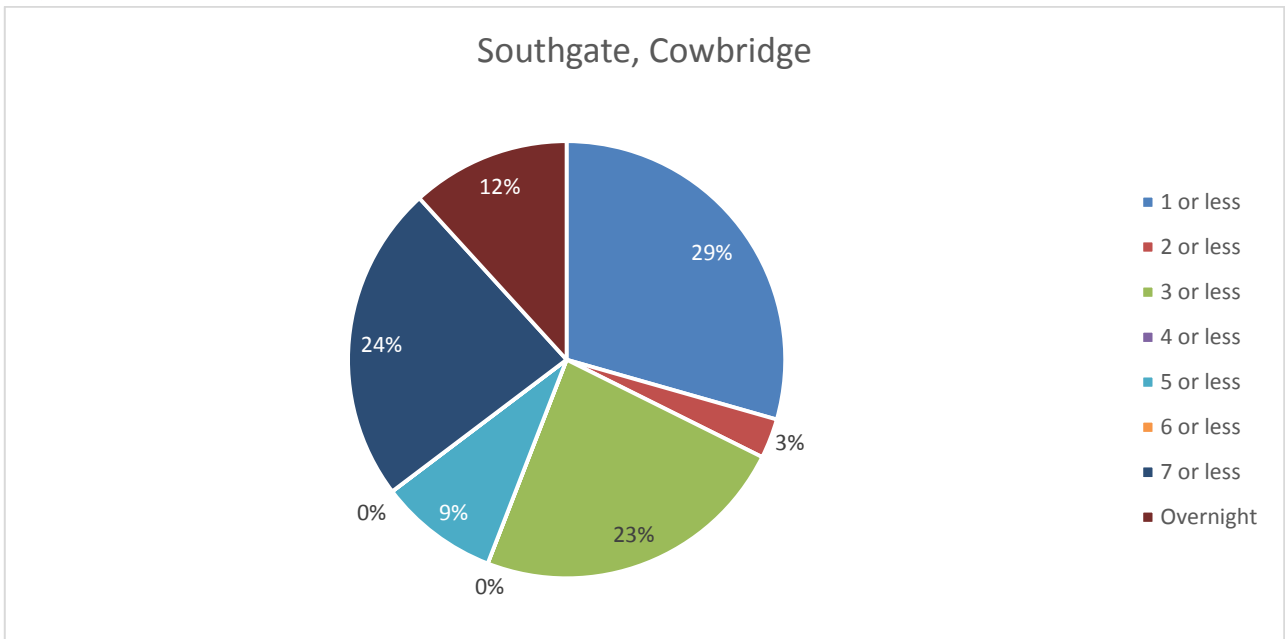
Main points

- High percentage of long stay (>5 hrs) users in the Cowbridge and Court Road Multi-Storey car parks.
- High percentage of short stay (<2 hrs) users in the Llantwit Major, Wyndham Street and Thompson Street car parks.
- Highest percent (57%) of medium stay users (2-5 hrs) were in Kendrick Road.
- Highest percent of illegal parking (outside of bays) was at Cowbridge Town Hall Square Car Park. 13.64% of all cars parked in Town Hall Square were parked illegally. Cars parked illegally in this car park have been removed from calculations. No other car park in survey experienced a comparable level of illegal parking therefore no adjustments made to those calculations.

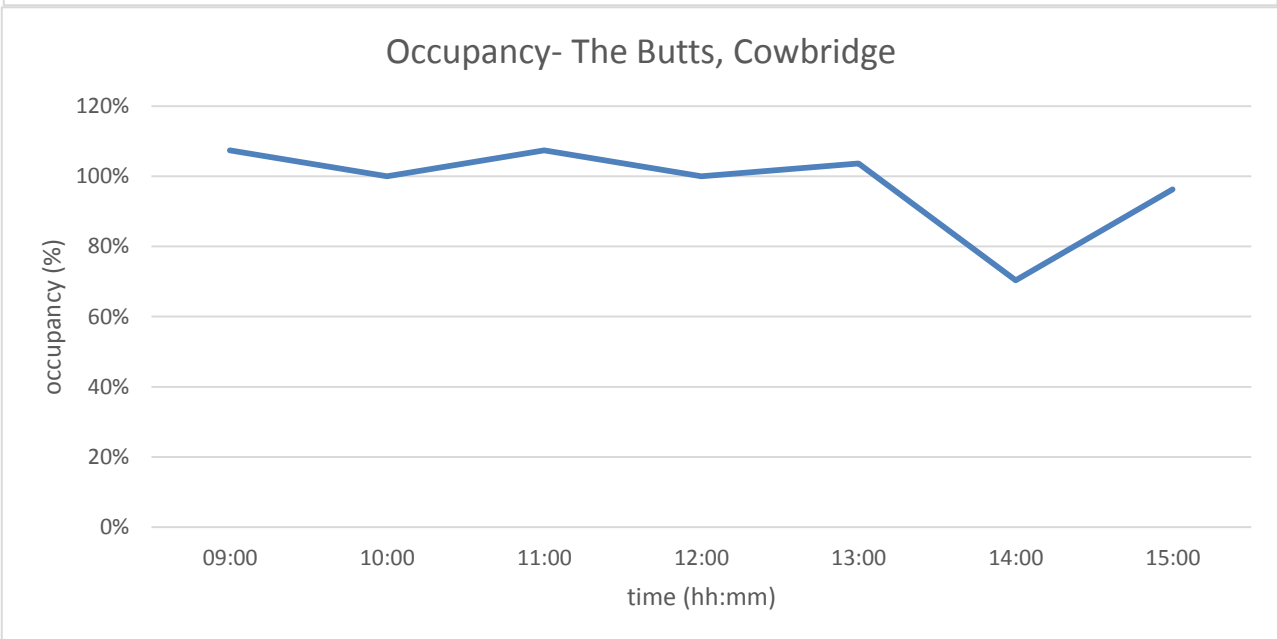
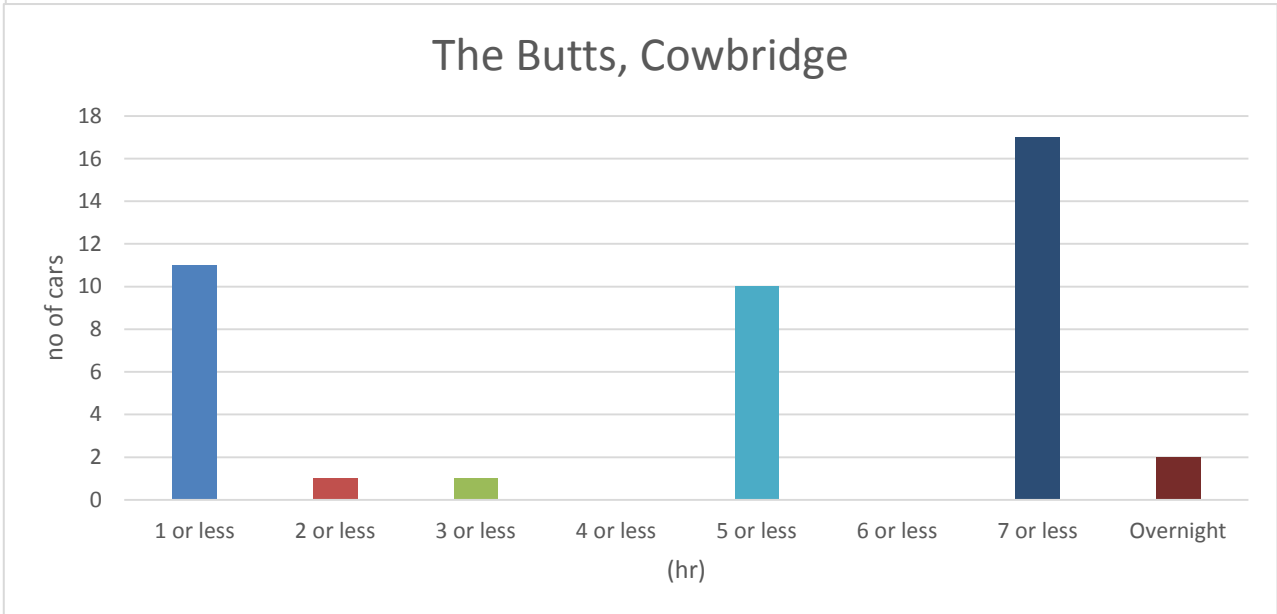
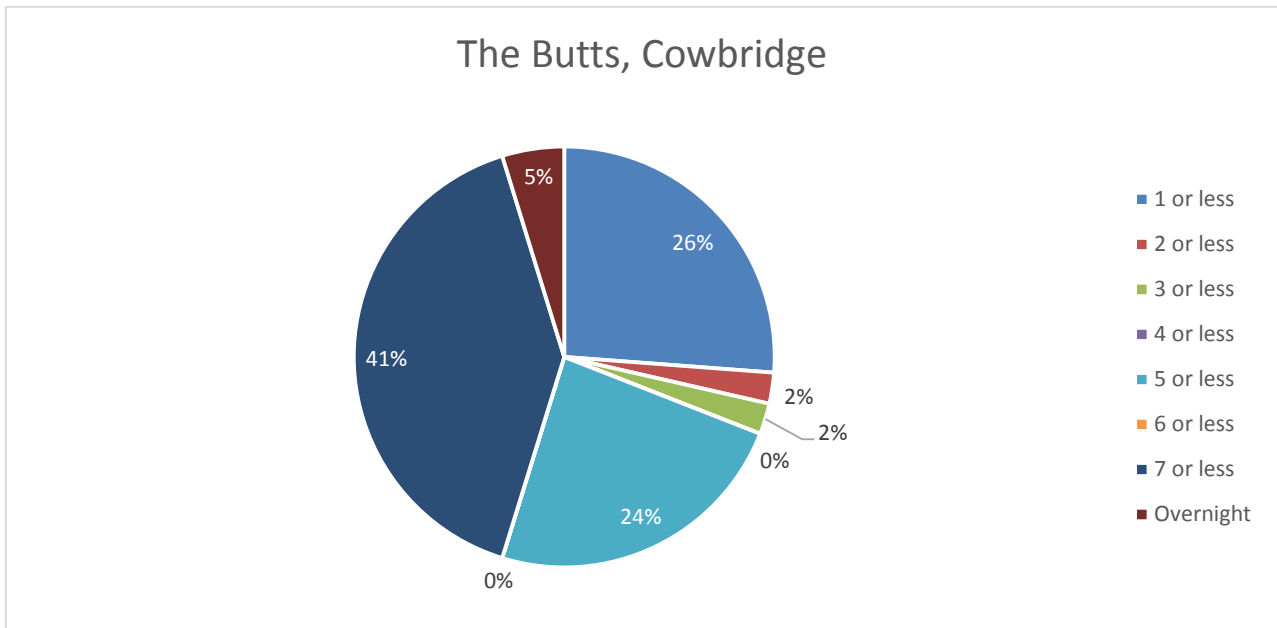
Cowbridge Town Hall Dec 18 survey data



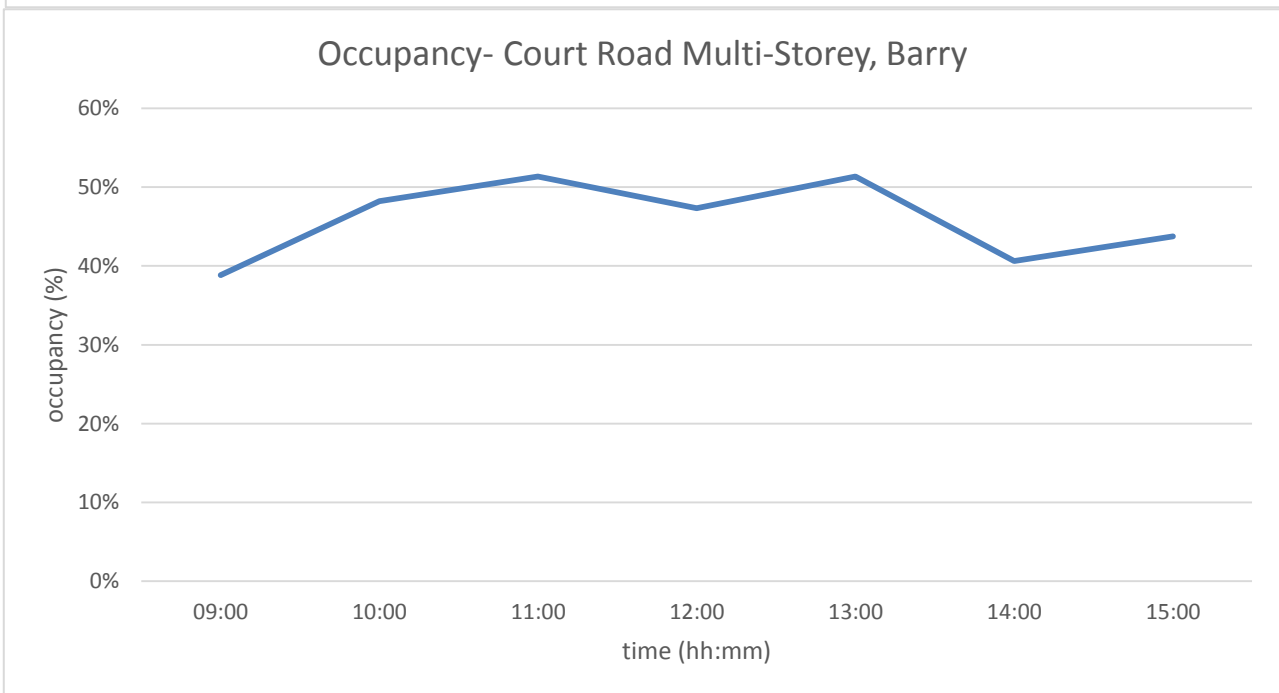
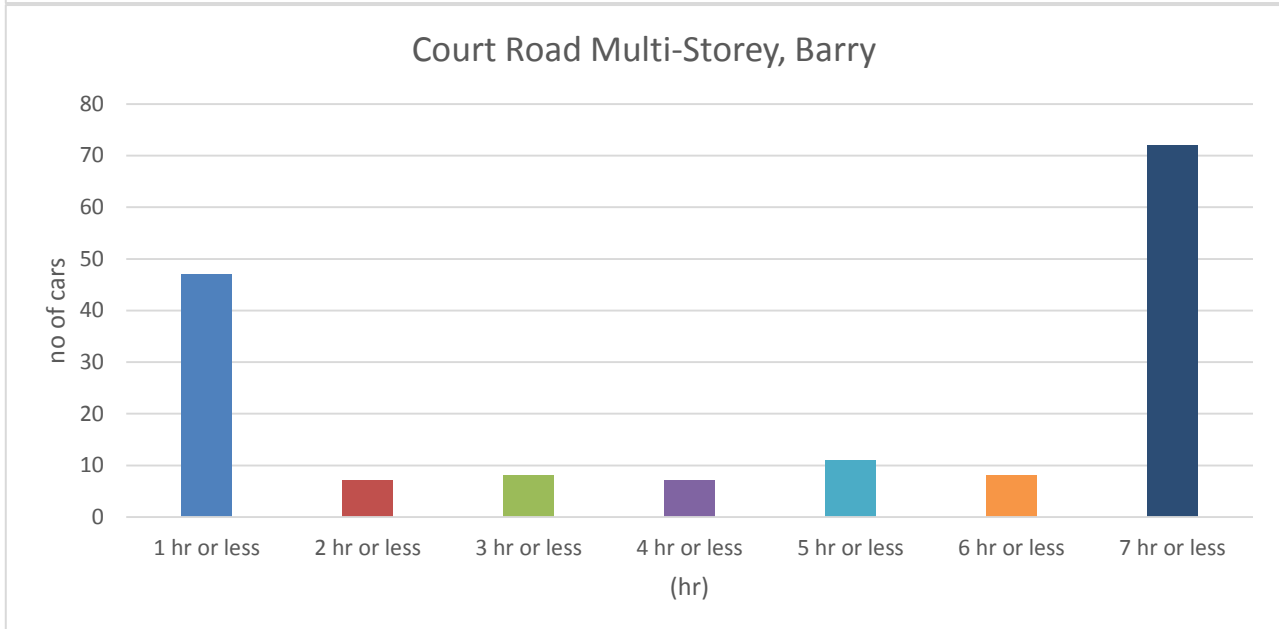
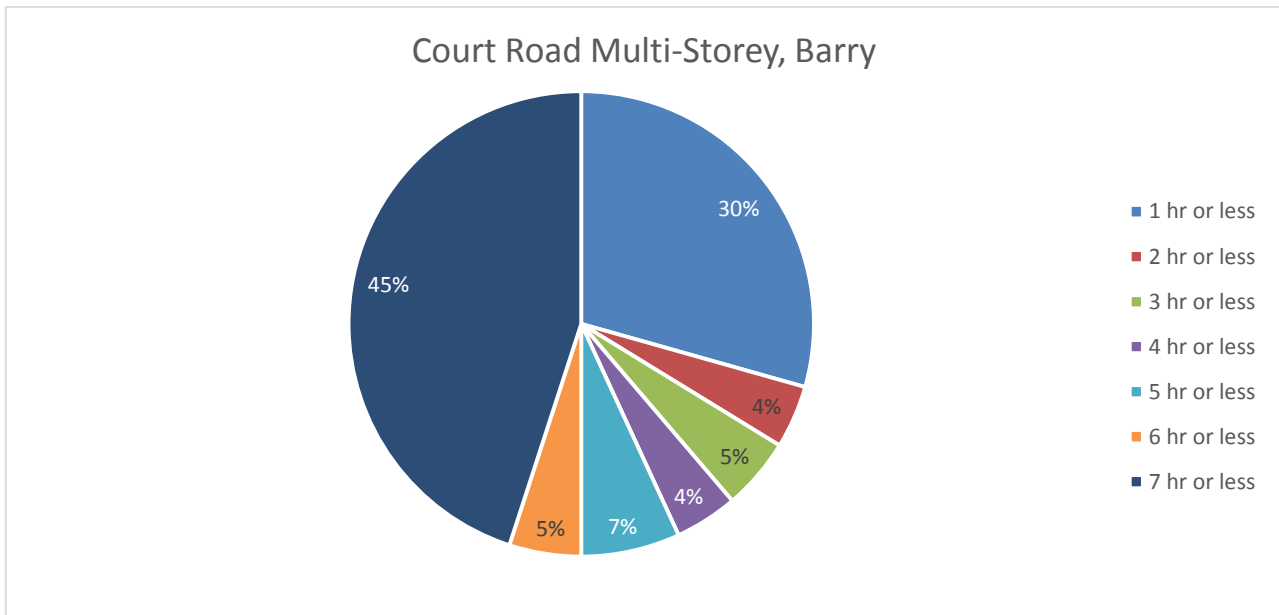
Southgate, Cowbridge Dec 18 survey data



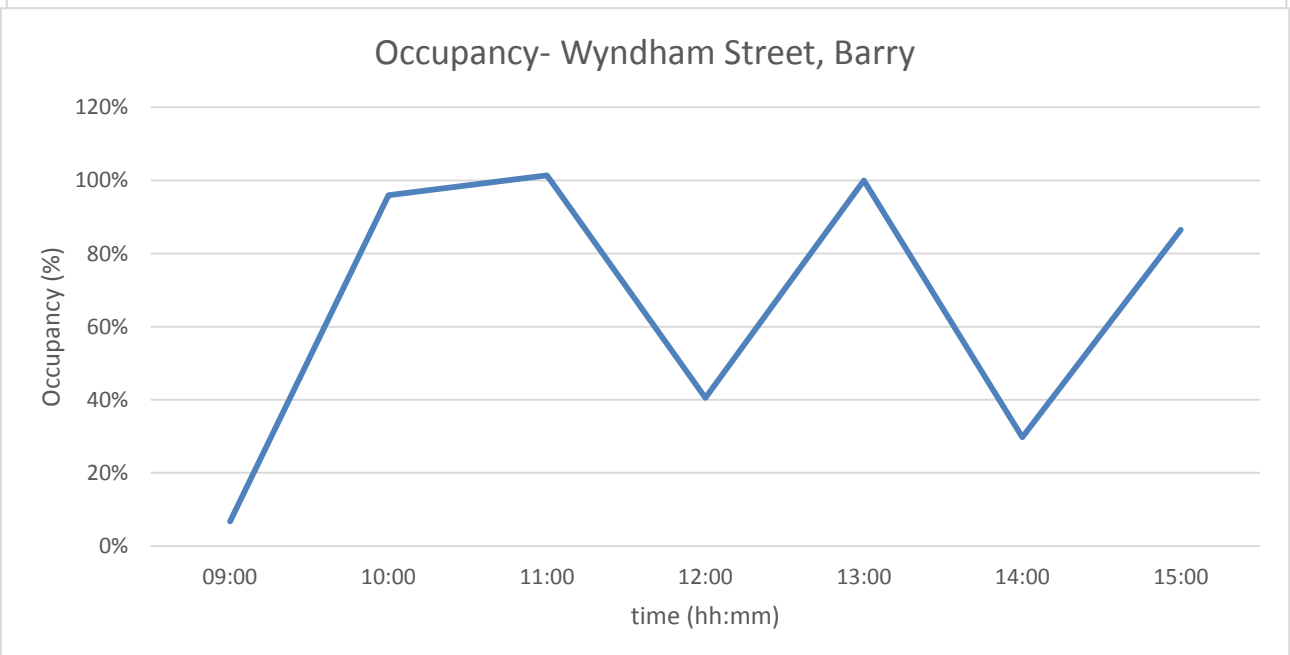
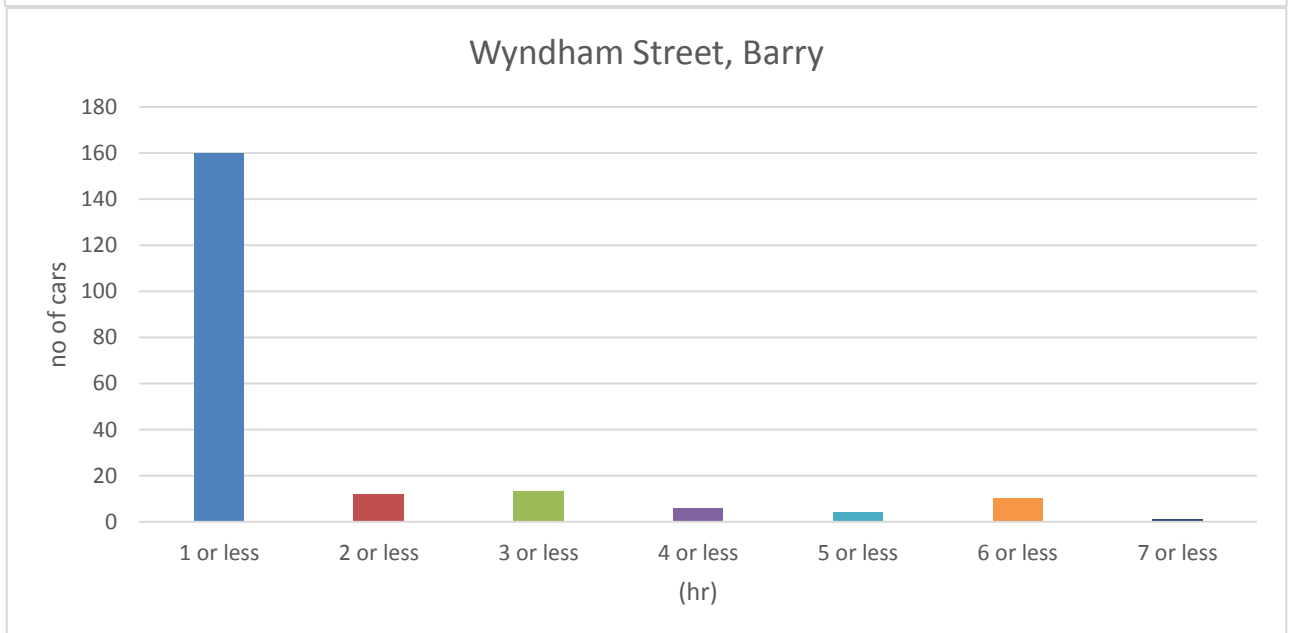
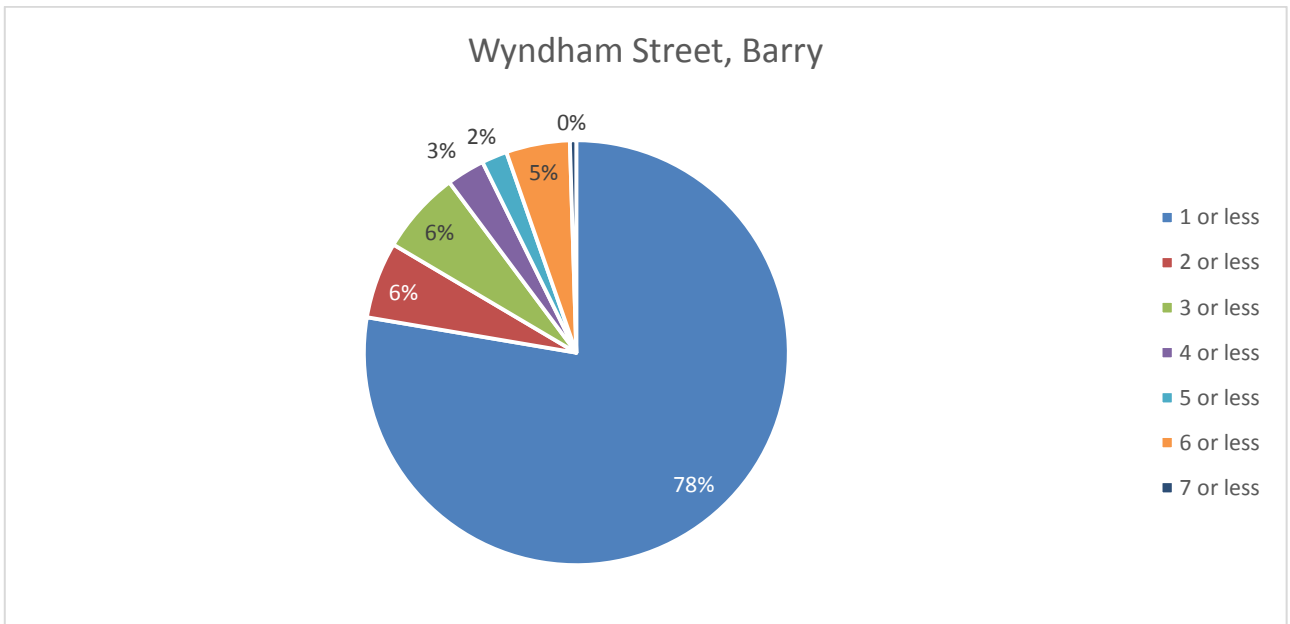
The Butts, Cowbridge Dec 18 survey data



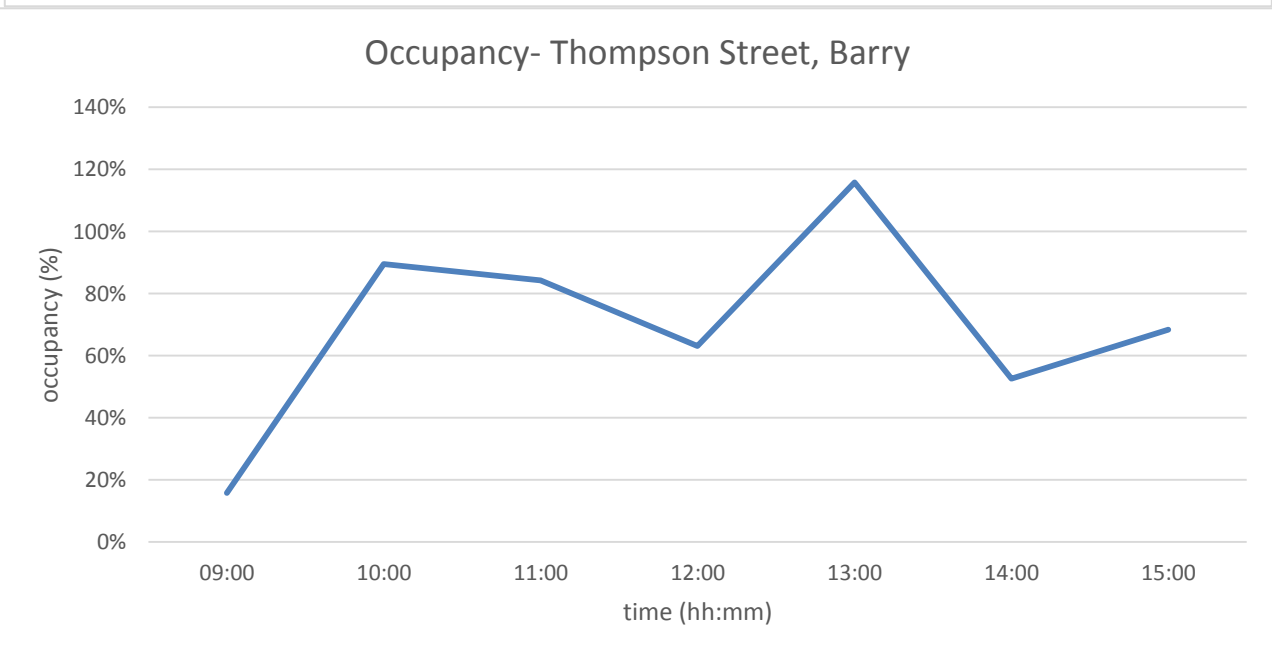
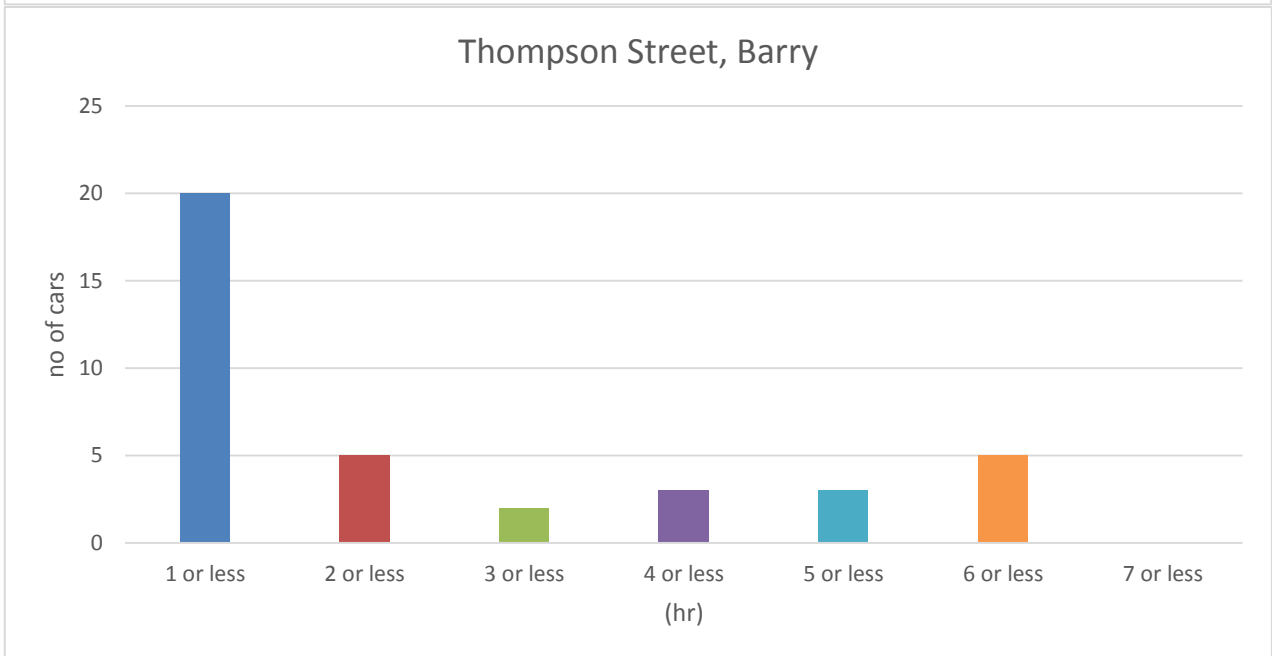
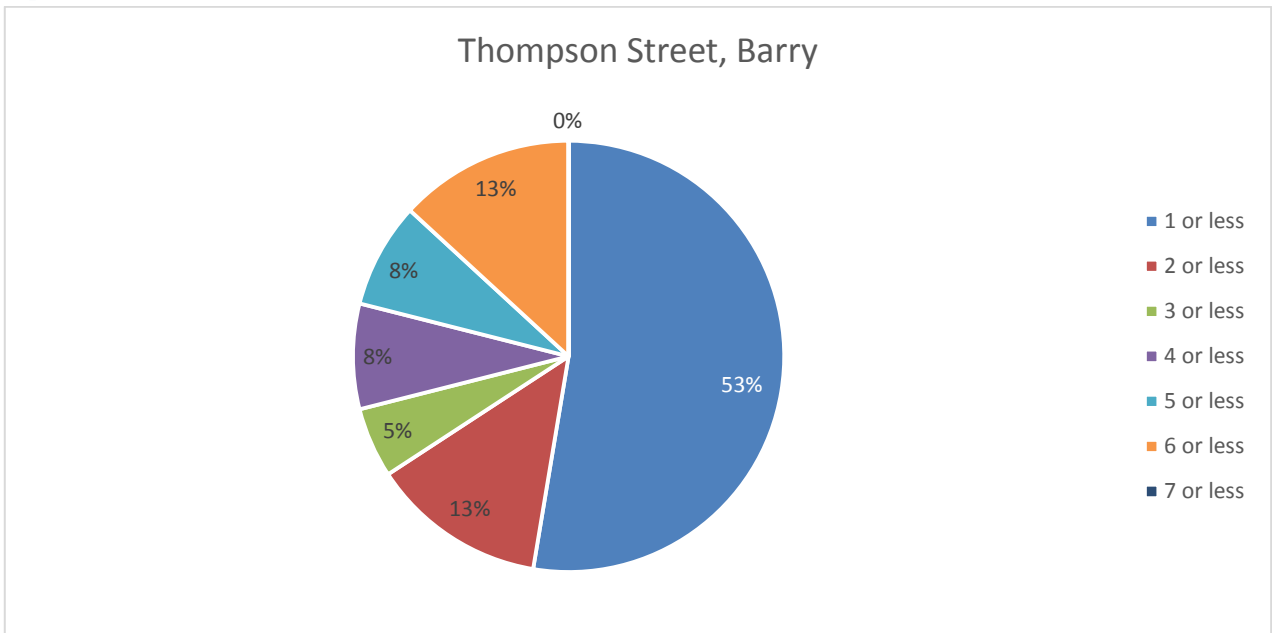
Court Road Multi-Storey, Barry Dec 18 survey data



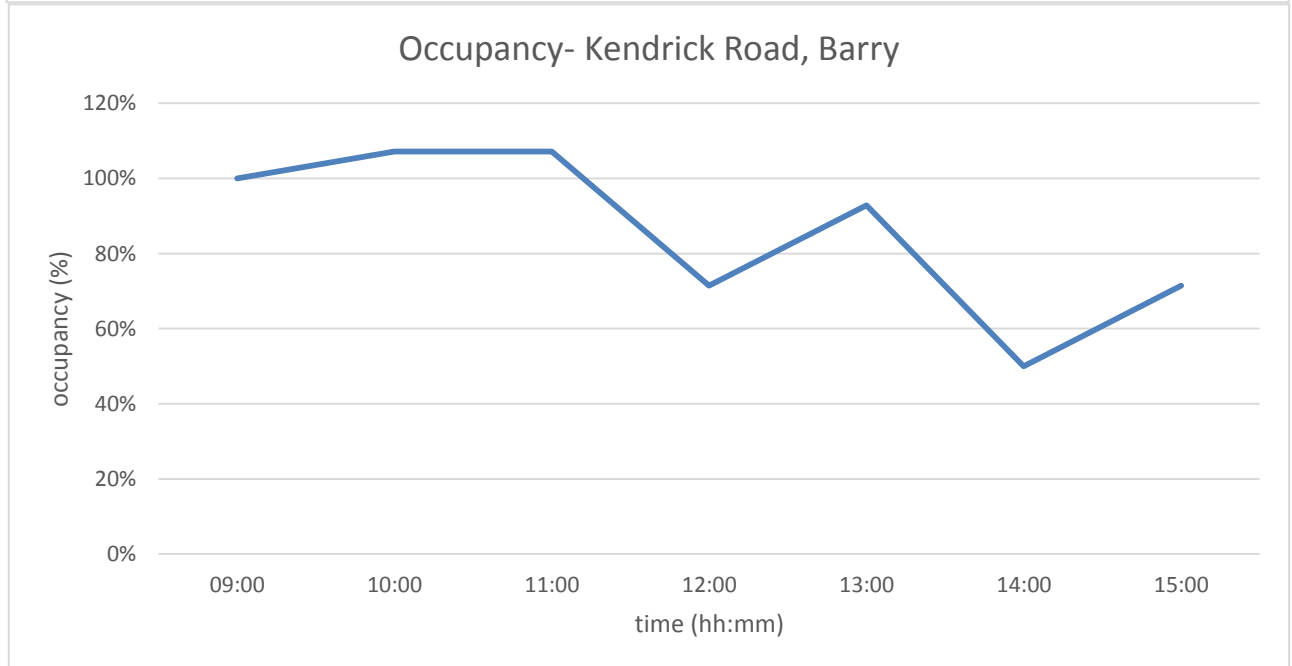
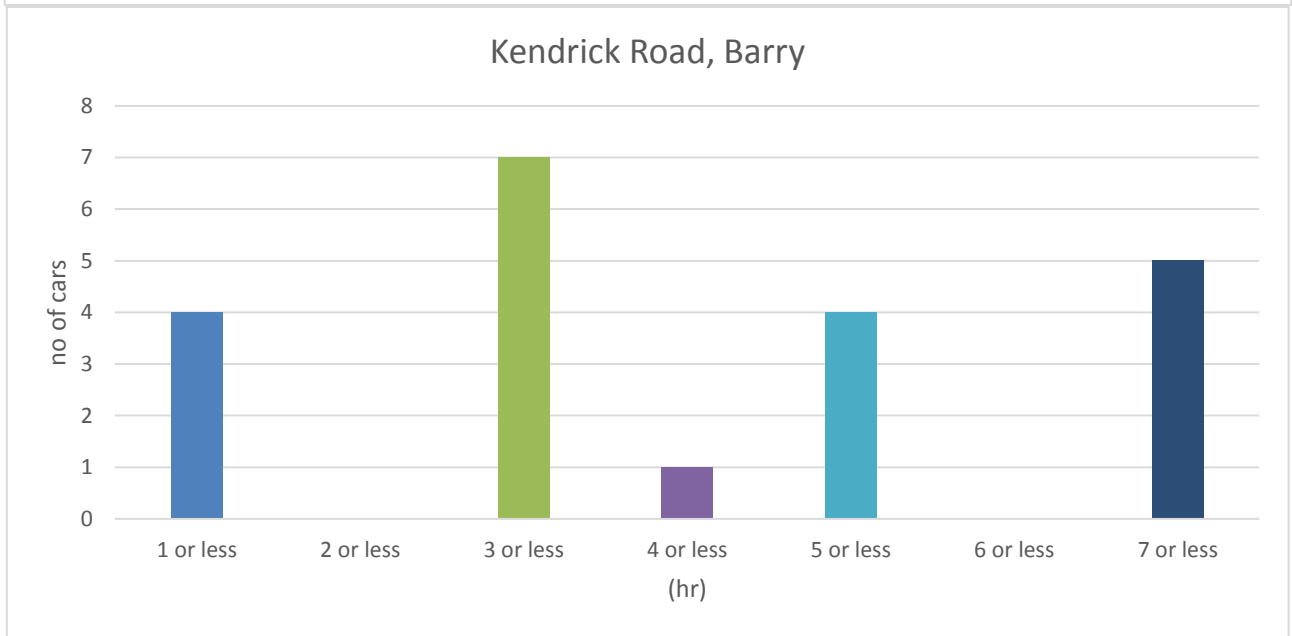
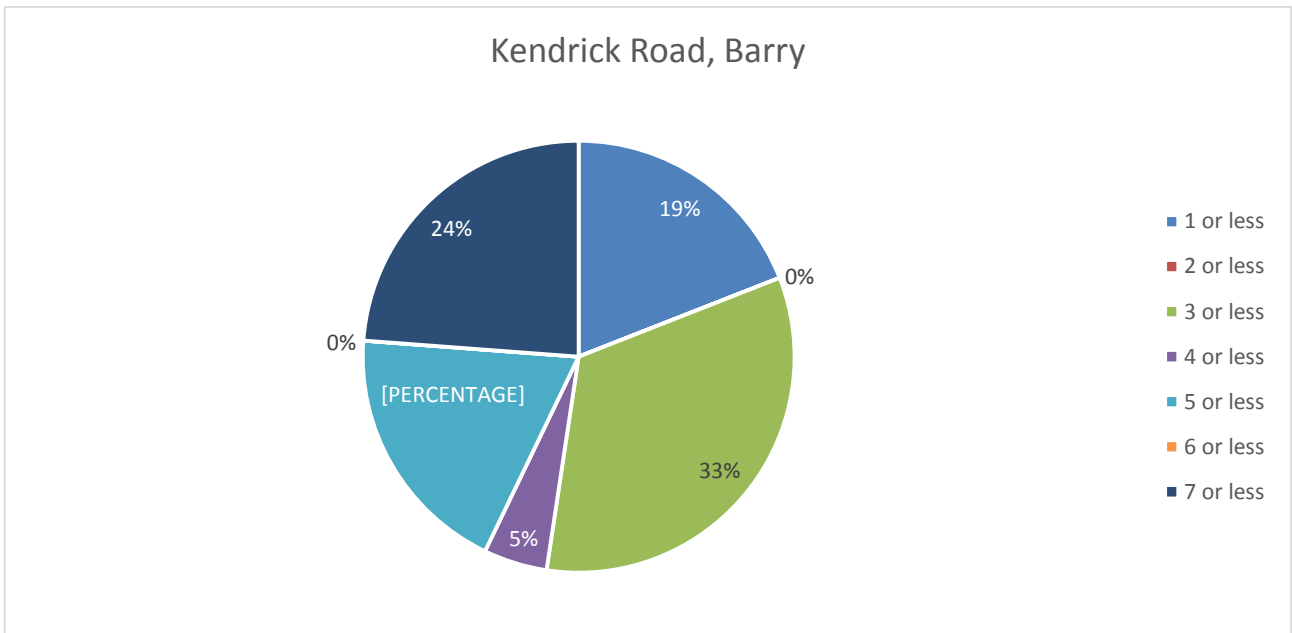
Wyndham Street, Barry Dec 18 survey data



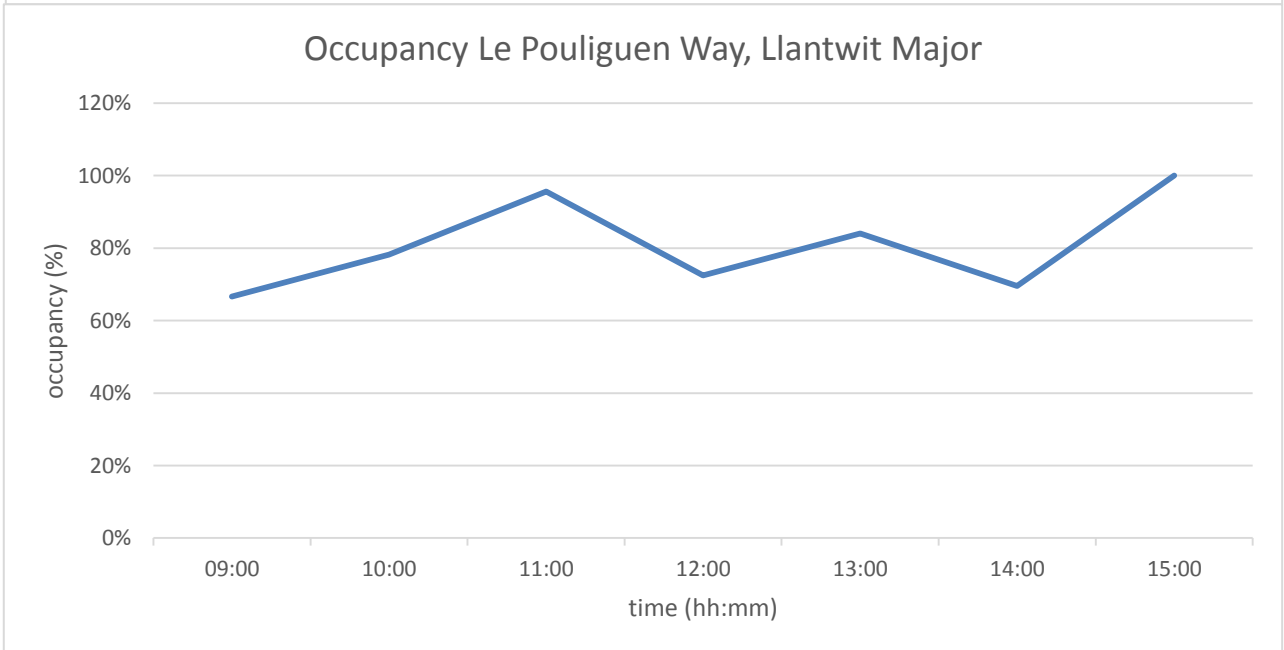
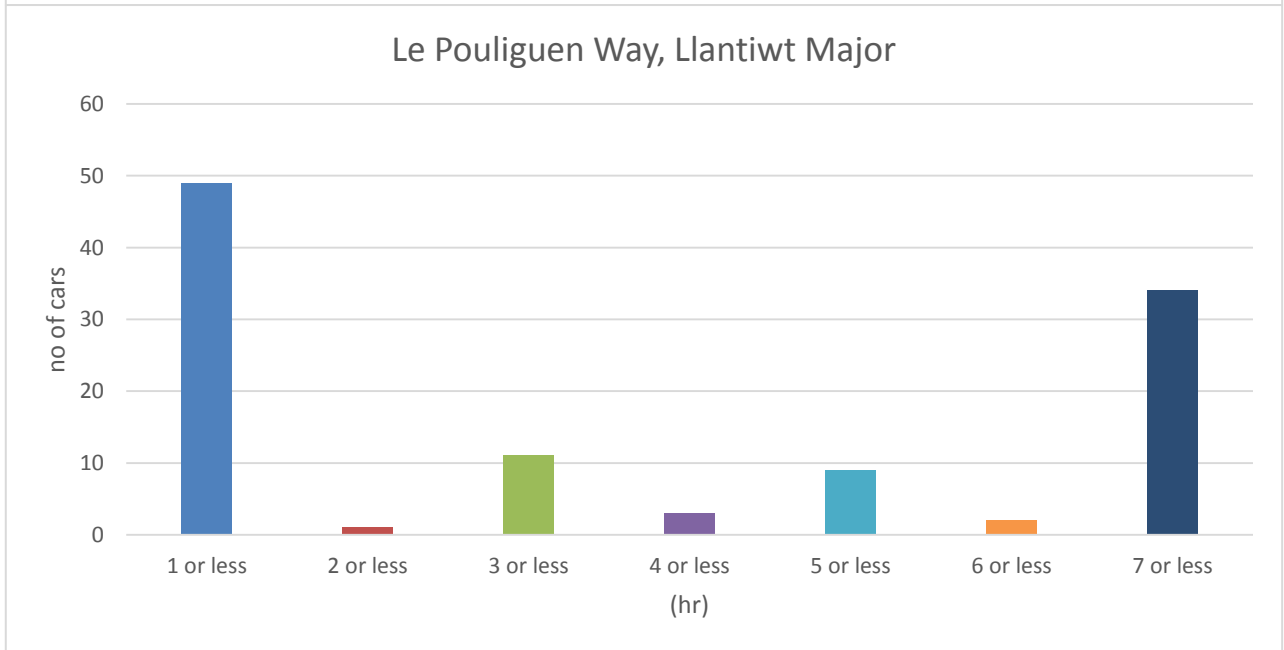
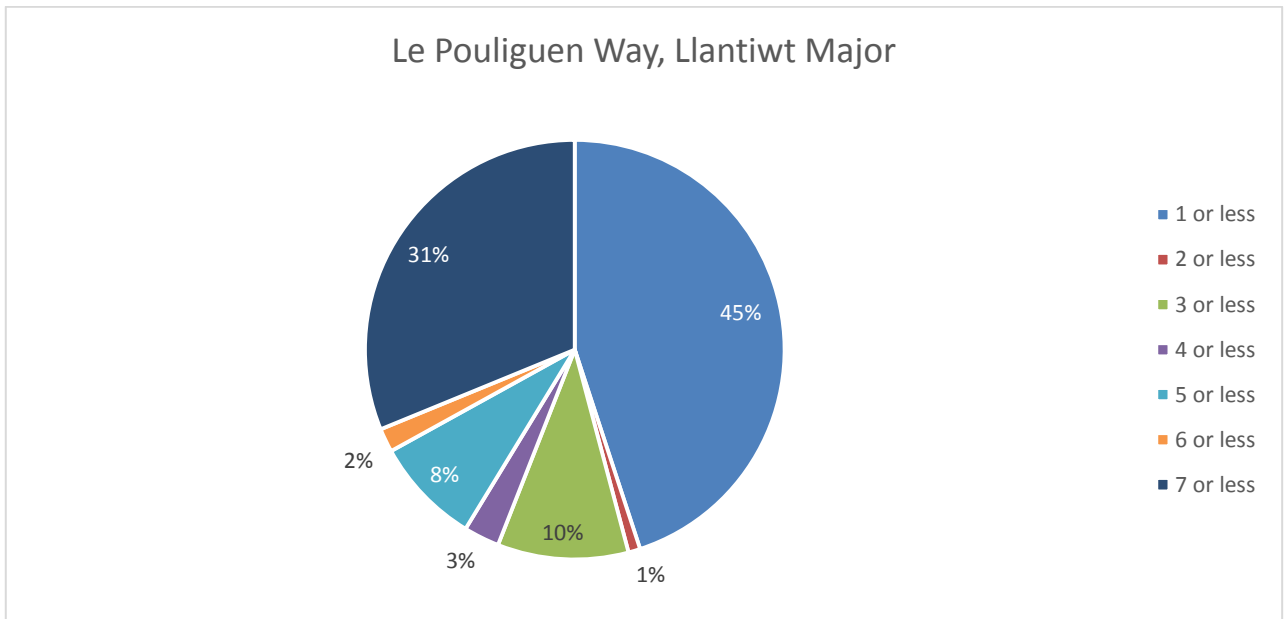
Thompson Street, Barry Dec 18 survey data



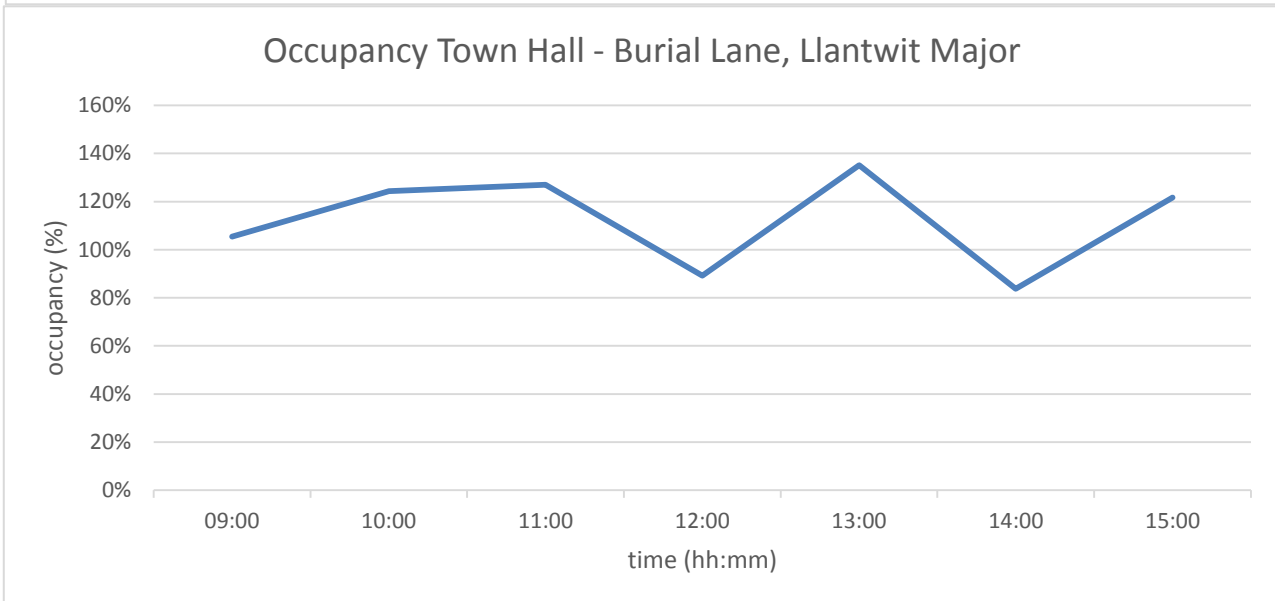
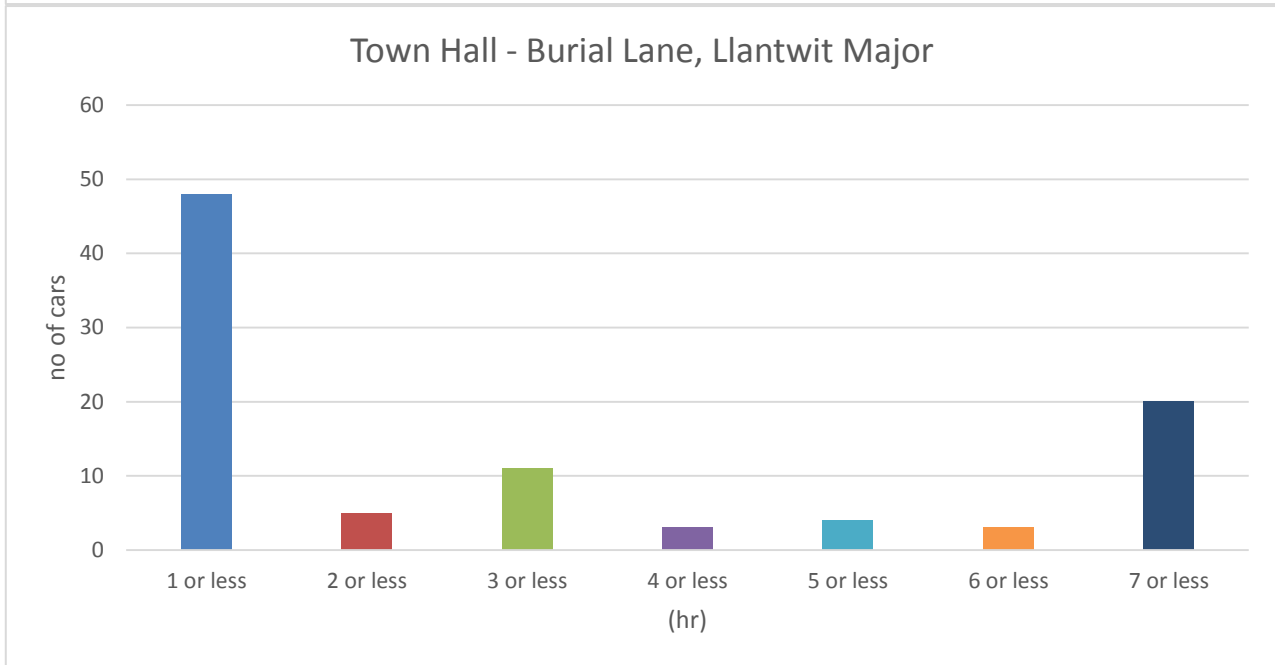
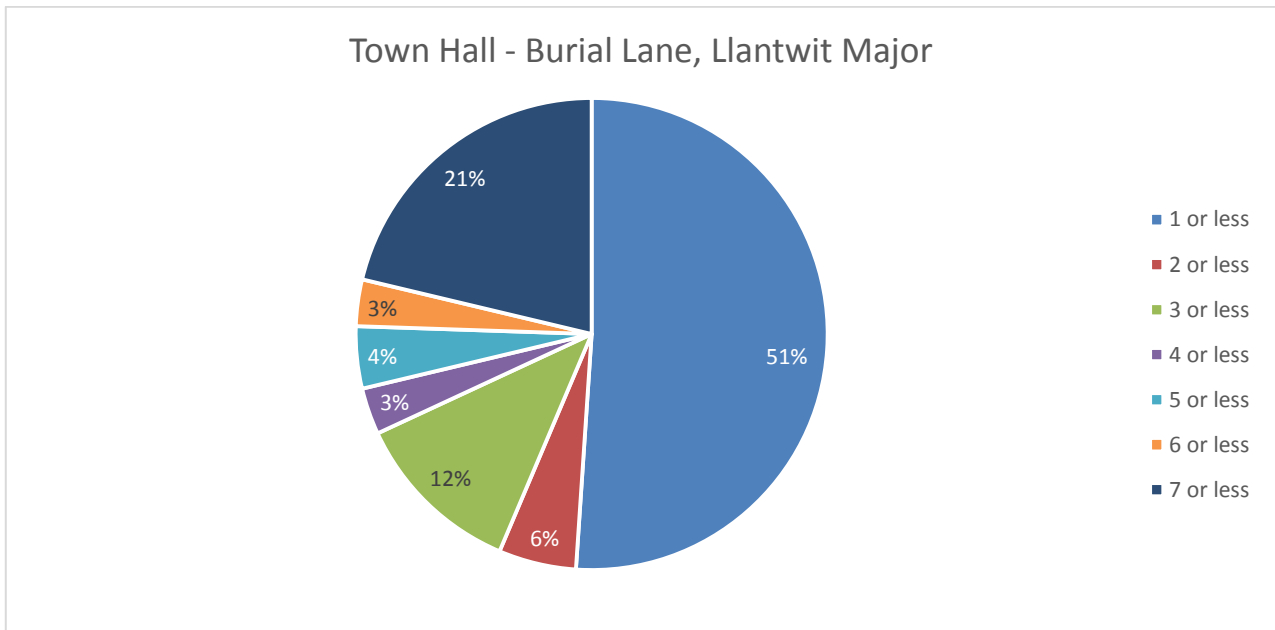
Kendrick Road, Barry Dec 18 survey data



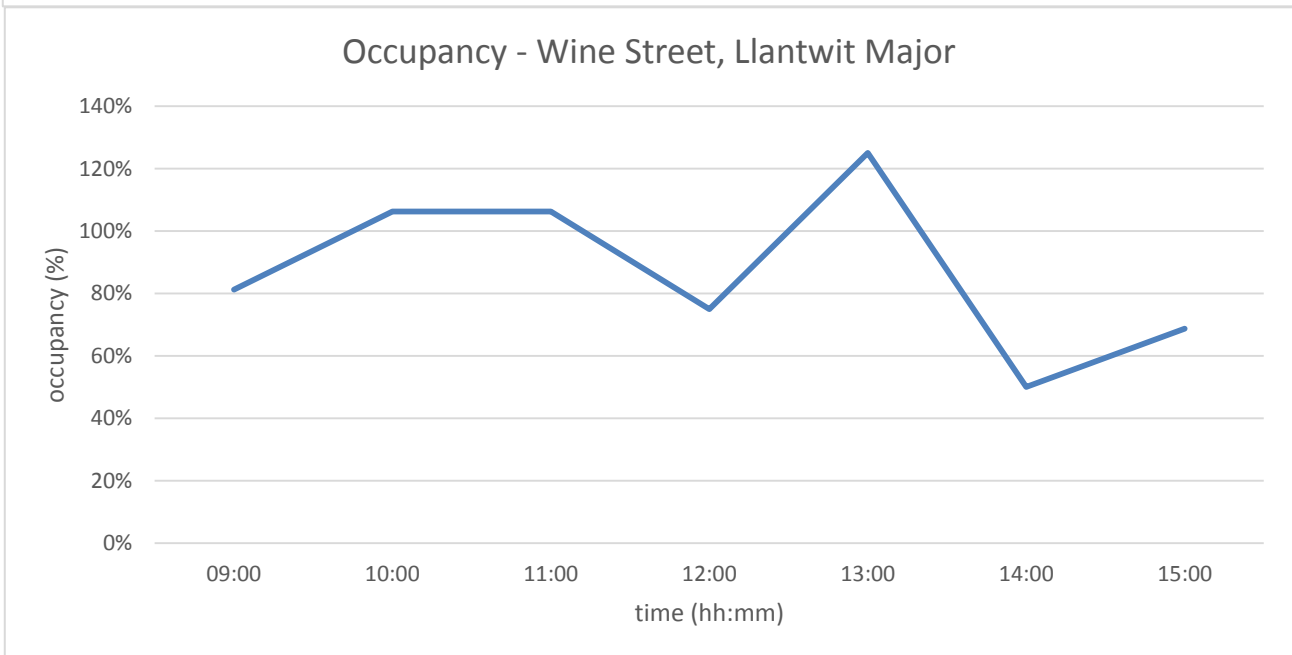
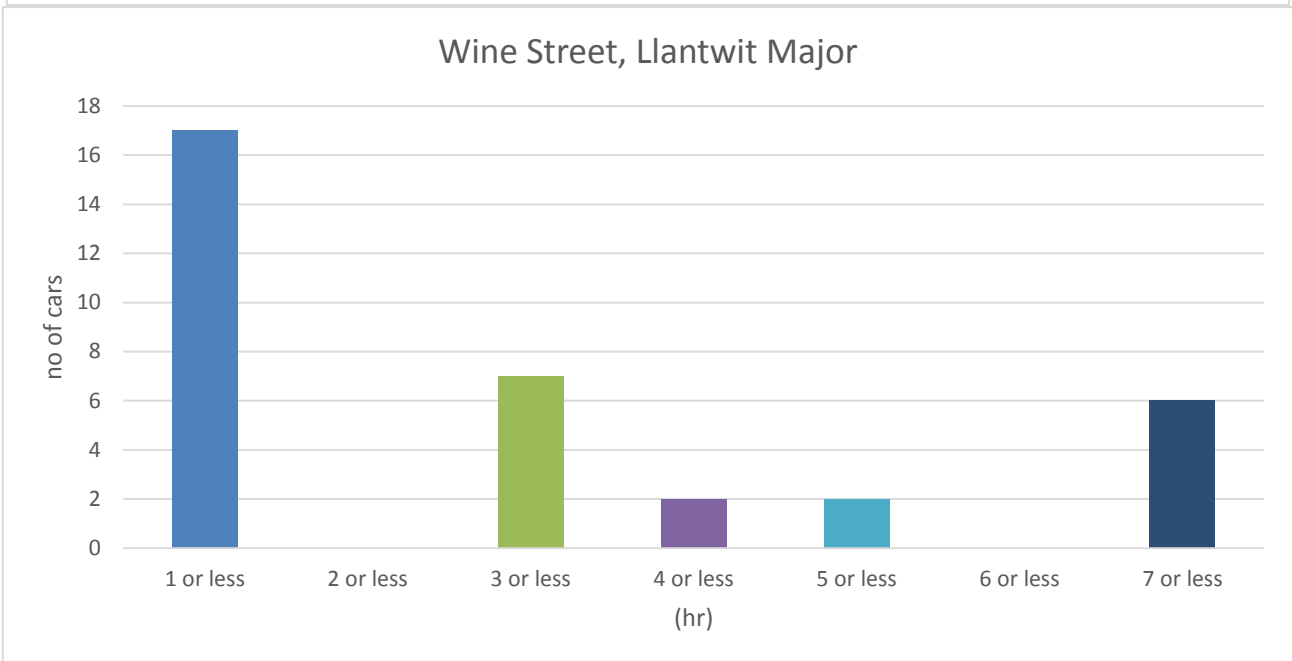
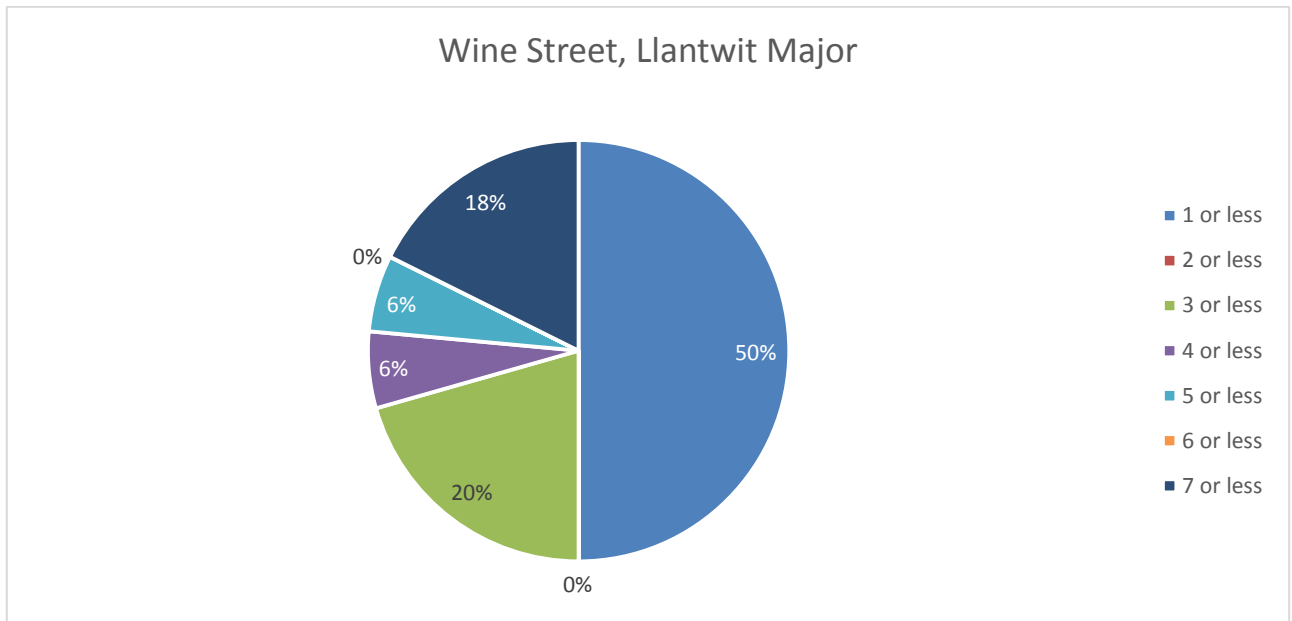
Le Pouliguen Way, Llantiwt Major Dec 18 survey data



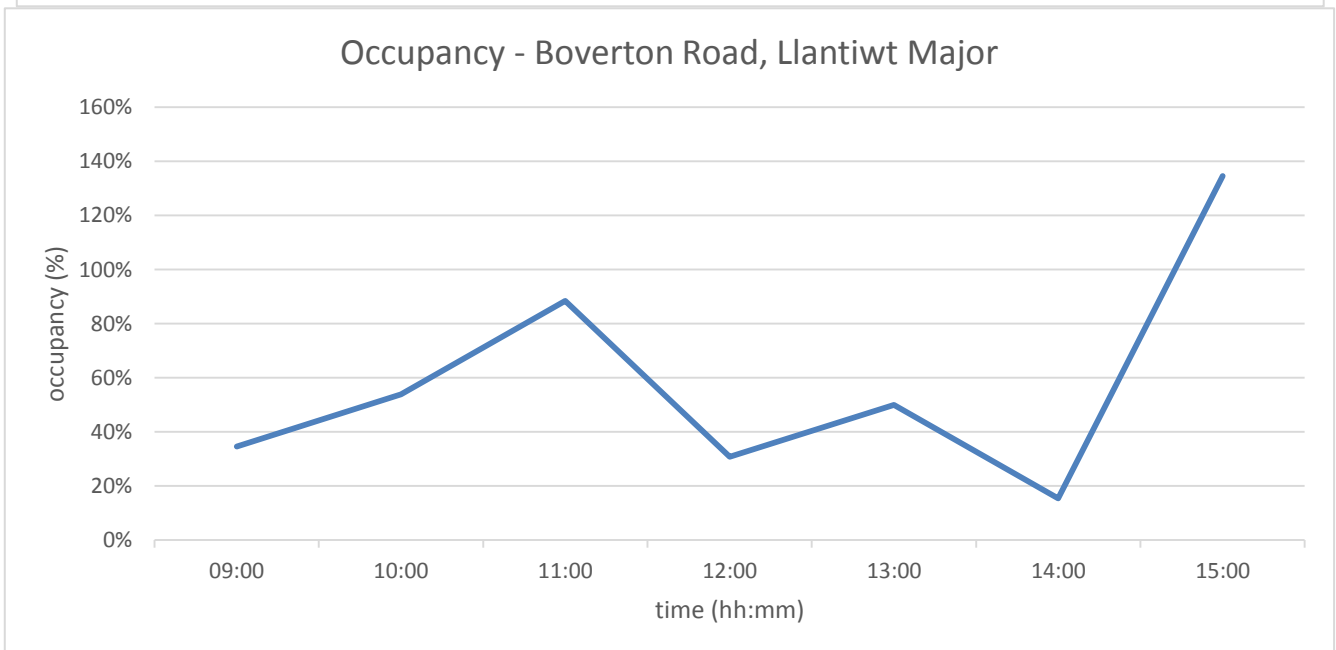
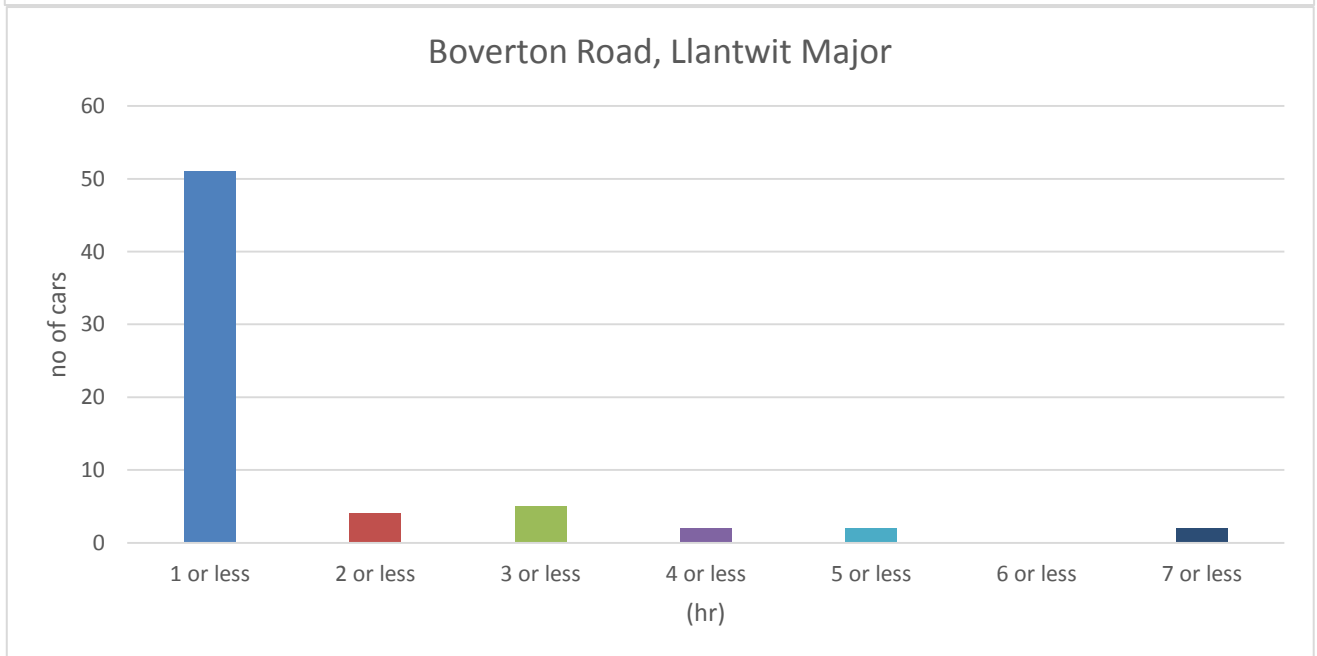
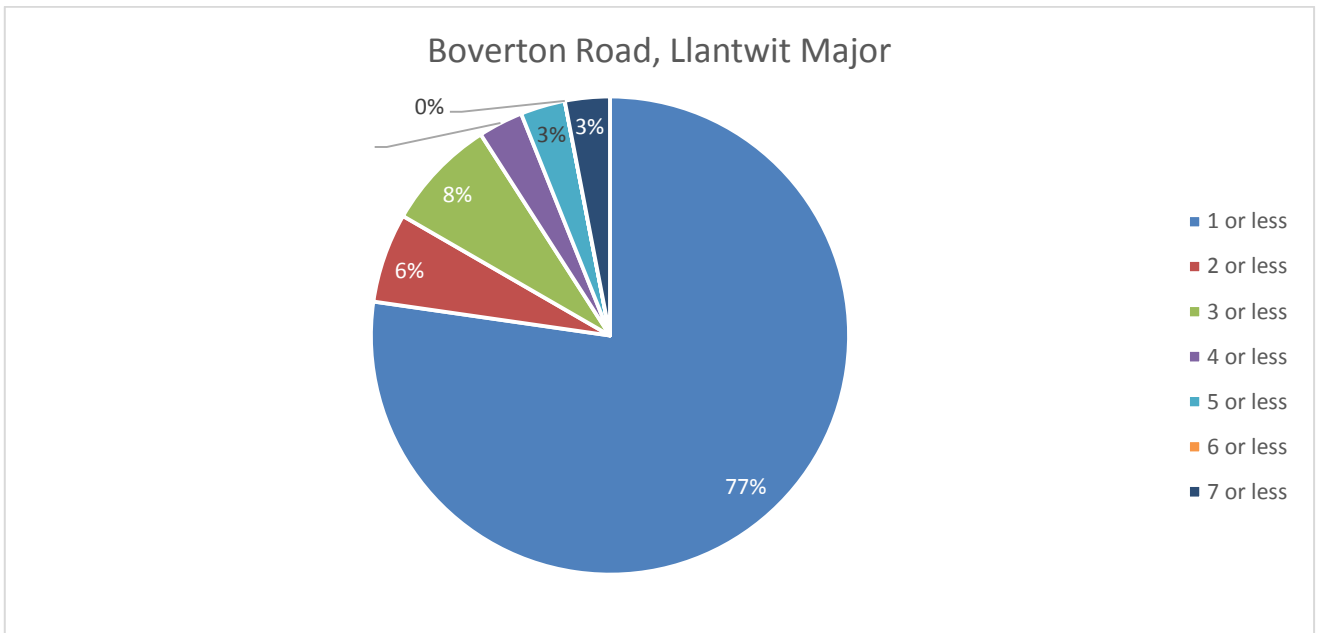
Town Hall - Burial Lane, Llantwit Major Dec 18 car survey



Wine Street, Llantwit Major Dec 18 survey data



Boverton Road, Llantwit Major Dec 18 survey data



Dec 18 survey Parked cars by proposed tariff- Short and Long stay locations

Short stay locations usage (survey)										
	Cowbridge			Barry			Llantwit Major			
	Town Hall	Southgate	The Butts	Wyndham Street	Thompson Street	Kendrick Road	Le Pouliguen Way	Town Hall - Burial Lane	Wine Street	Boverton Road
up to 2 hr (free)	79	11	12	172	25	4	50	53	17	55
up to 3 hr (£1)	18	8	1	13	2	7	11	11	7	5
up to 4 hr (£2)	14	0	0	6	3	1	3	3	2	2
up to 5 hr (£5)	16	3	10	4	3	4	9	4	2	2
all day (£6)	124	8	17	11	5	5	36	23	6	2

Long stay locations usage (survey)	
	Court Road Multi-Storey
up to 2 hr (free)	54
up to 3 hr (£1)	8
up to 4 hr (£2)	7
up to 5 hr (£4)	11
all day (£5)	80

Table (2) Number of cars parked per stay period at each site at both Short and Long stay locations by proposed tariff. Dec 18 Survey

Dec 18 survey Occupancy Data- All sites

Occupancy All sites											
	Cowbridge			Barry				Llantwit Major			
	Town Hall	Southgate	The Butts	Court Road Multi-Storey	Wyndham Street	Thompson Street	Kendrick Road	Le Pouliguen Way	Town Hall - Burial Lane	Wine Street	Boverton Road
09:00	92.25%	100.00%	107.41%	38.84%	6.76%	15.79%	100.00%	66.67%	105.41%	81.25%	34.62%
10:00	121.13%	111.76%	100.00%	48.21%	95.95%	89.47%	107.14%	78.26%	124.32%	106.25%	53.85%
11:00	121.83%	123.53%	107.41%	51.34%	101.35%	84.21%	107.14%	95.65%	127.03%	106.25%	88.46%
12:00	103.52%	64.71%	100.00%	47.32%	40.54%	63.16%	71.43%	72.46%	89.19%	75.00%	30.77%
13:00	121.83%	76.47%	103.70%	51.34%	100.00%	115.79%	92.86%	84.06%	135.14%	125.00%	50.00%
14:00	87.32%	64.71%	70.37%	40.63%	29.73%	52.63%	50.00%	69.57%	83.78%	50.00%	15.38%
15:00	102.82%	88.24%	96.30%	43.75%	86.49%	68.42%	71.43%	100.00%	121.62%	68.75%	134.62%

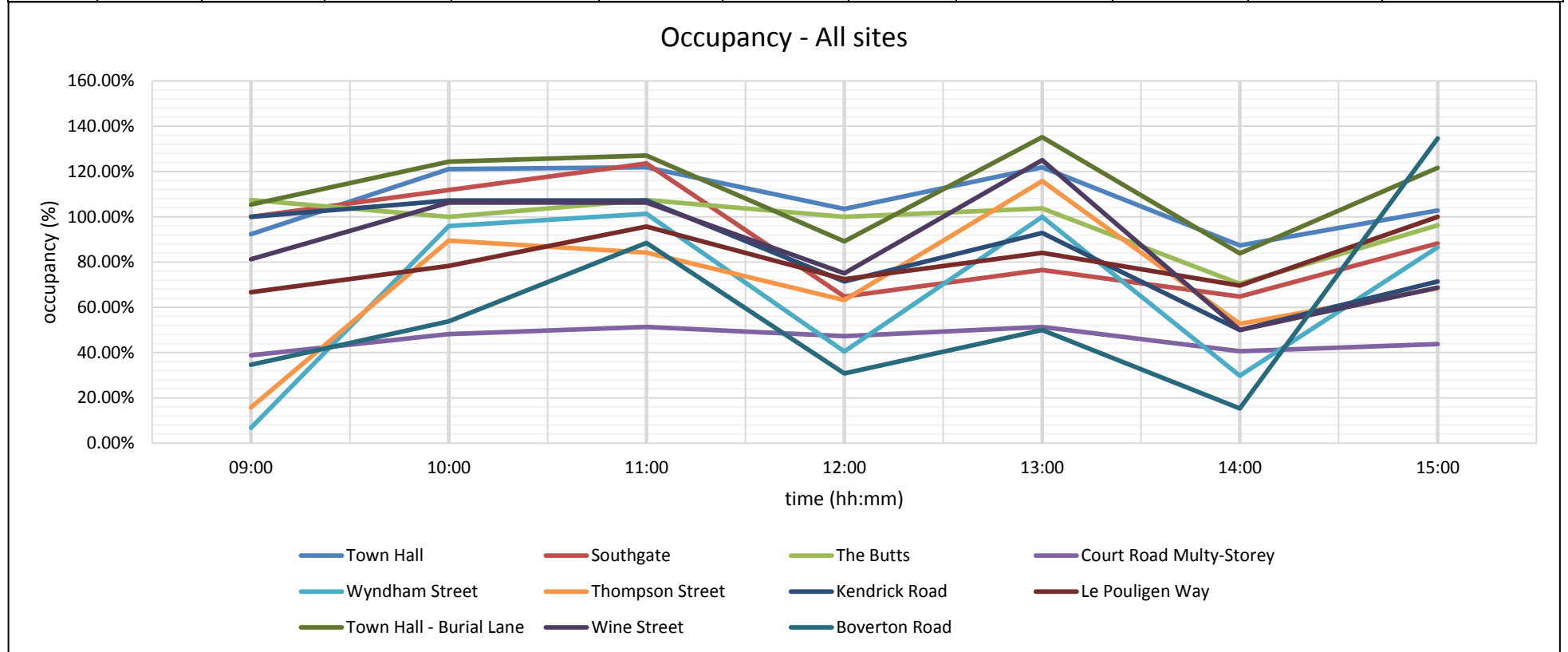


Table and Graph (3) Occupancy at each sites at each time period. Dec 18 Survey

Dec 18 Average stay time and total cars parked

		Average stay time (hrs)	Total cars parked
Cowbridge	Town Hall Square	4.39	241
	Southgate	3.57	30
	The Butts	4.63	40
Barry	Court Rd Multi Storey	4.50	160
	Wyndham St	1.62	206
	Thompson St	2.45	38
	Kendrick Road	4.00	21
Llantwit Major	Le Pouliguen Way (Rail Station)	3.59	109
	Boverton Rd	1.61	66
	Town Hall – Burial Lane	2.96	95
	Wine Street	2.88	34
	Average	3.29	94.55

Table (4) Average stay time and Total cars parked per car park. Dec 18 Survey

Le Pouliguen Way Car Park Survey 9 & 10/01/2019

Cars entered car park	90
Car users using train station	32
percent of car users using train station	35.56%

*** note that 13 cars already in car park before 7am (2 frosted)**
Presuming all 13 cars already in car park before 7am were train users
percent: 43.69%

A survey of the usage of Le Pouliguen Way Car Park was carried out on the afternoon on 9th January and morning of 10th January 2019. The purpose of the survey was to collect information on the number and car park users who entered Llantwit Major Train station to catch or use the station.

During the survey period 90 cars entered to park in the car park. 32 of the 90 cars included passengers who entered the train station. Therefore 35.56% of car park users entered the train station. Prior to the survey beginning at 7am on the morning on 10th January 2019, 13 cars were already parked in the car park. Presuming that those cars parked were train users as most business in the town are closed at that time of day, 43.69% of car park users entered the train station.

On 9th & 10th January 2019, first and last trains from Llantwit Major were at 05:56 & 23:23.

2 of the cars parked before 7am were frozen which might suggest that they were parked overnight. Despite this, the temperatures were very low and car windows could easily freeze over and therefore one can presume that the car users could have parked to catch an early train.

Source data (sorted by time of day)

Table (6)

Date	Time	Counter Value	Increment
2019-01-10	07:44:10	1	1
2019-01-10	07:46:02	2	1
2019-01-10	07:47:15	3	1
2019-01-10	07:49:55	4	1
2019-01-10	07:49:55	5	1
2019-01-10	07:51:35	6	1
2019-01-10	07:51:36	7	1
2019-01-10	07:52:05	8	1
2019-01-10	07:52:50	9	1
2019-01-10	07:54:28	10	1
2019-01-10	08:10:15	11	1
2019-01-10	08:13:51	12	1
2019-01-10	08:13:59	13	1
2019-01-10	08:15:35	14	1

2019-01-10	08:45:39	15	1
2019-01-10	08:53:23	16	1
2019-01-10	09:33:22	17	1
2019-01-10	09:33:27	18	1
2019-01-10	09:47:59	19	1
2019-01-10	09:48:15	20	1
2019-01-10	09:51:05	21	1
2019-01-10	10:38:56	22	1
2019-01-10	10:47:15	23	1
2019-01-10	10:47:18	24	1
2019-01-10	11:14:06	25	1
2019-01-10	11:36:56	26	1
2019-01-09	12:42:14	1	1
2019-01-09	13:50:07	2	1
2019-01-09	14:51:04	3	1
2019-01-09	15:10:02	4	1
2019-01-09	15:33:32	5	1
2019-01-09	17:21:46	6	1
			32



Appendix 3

The Vale of Glamorgan Council

Parking Policy

2019 – 2020

You can ask for this document in other formats such as large print, or on different colour paper.

You can ask for this document in Welsh. You will find a Welsh version on our web site

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6. On-Street Car Parking
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8. Parking Management
9. Publicity and Communication

List of Appendices

- a. Location of Off-Street Car Parks
- b. Location of Resort and Coastal Car Parks
- c. Location of Country Park Car Parks
- d. On-Street Charging Locations – Barry
- e. On-Street Charging Locations – Penarth

1.0 Introduction

The Vale of Glamorgan Council serves one of Wales' most diverse local authority areas. The area is characterised by rolling countryside, coastal communities, seaside resorts, busy market towns and rural villages. The area boasts one of the largest towns in Wales, Barry, and one of the most iconic seaside locations, Barry Island.

The Council's vision is to build 'strong communities with a bright' and to assist in doing this it must ensure maximum value is obtained from its assets and this is both in terms of amenity and monetary value. Ensuring the best access to the Vale's many attractive commercial and tourist areas is key and one of the ways this can be assisted is by having appropriate public transport networks in place and ensuring that parking spaces are available for those who need them most.

Parking is a valuable asset and when managed properly can benefit the economic activity of areas that it serves. Parking is also a customer service, the aim of which is to provide good access to towns and amenities for residents, workers, shoppers and visitors. For those who drive, the act of parking is normally their first impression of the area and it is therefore vital that this impression is positive.

The provision of sufficient and appropriately located parking enables better, more reliable access to towns and amenities and, if parking control arrangements are necessary to help manage demand, these should be designed to meet the needs of the area and those wishing to park in it.

Studies have shown that providing the maximum number of parking spaces is not the best way of managing parking so as to maximise access. It is more important to ensure that the parking available is appropriate for those who wish to use it. Uncontrolled parking in areas of high demand represents poor management of the parking asset and consequently a failure to provide a suitable standard of customer service. This can also detrimentally affect economic performance, particularly when shoppers are denied access to suitable parking provision by spaces being taken up by those who are not spending their money in the town or nearby amenity.

Effectively managing parking supply and behaviour has been shown to be a very powerful tool that Councils can use to achieve their broader service objectives. In transport terms Councils have much more control over parking than many other highway and transport assets at their disposal.

Currently the Vale of Glamorgan Council has few methods in place to manage parking demand at many of its locations; or to ensure, at a time when financial resources are scarce, that the costs of operating car parking assets are properly recovered from those who benefit from them. Coherent and sustainable arrangements for parking management

throughout the entire Vale are long overdue and with ever increasing levels of car ownership, escalating operating costs, poor turnover of parking spaces in central town centre areas and continuing austerity of public services finances a parking management policy is required.

This policy is derived from a number of Parking Studies undertaken by external Consultants in 2013, 2015 and 2018. It is also informed by a comprehensive public consultation undertaken during 2018 and the experience and knowledge of technical staff and elected members.

The policy has a timeframe of 12 months during which time it will be subject to review based on the data received.

DRAFT

2.0 Principles and Objectives of the Policy

The principles and objectives of the Policy align with the Well-Being Outcomes of the Corporate Plan 2016/2020, The Medium Term Financial Plan 2017/18 – 2020/21 and the Council's Commercial Opportunities and Income Generation Policy and are commensurate with the current evidence on car parking in the Vale of Glamorgan and the principles of effective asset management.

The principles and objectives are as follows:

- To ensure full cost recovery of all off street and on street parking facilities (subject to the relevant legislative controls) without reducing visitor or user numbers or detrimentally affecting the local economy.
- Arrangements should be sustainable and able to be changed quickly should this be necessary.
- Car parks should be designed / adapted so as to provide the maximum number of spaces over any given area.
- Consideration should be given to free periods of parking of no more than 2 hours.
- The standard of appropriate car parks are to be improved if necessary utilising a proportion of the income received.
- Cashless systems (voucher) should be considered for 'on-street' parking in certain areas (Barry Island and Penarth), with rates consistent with off-street parking options nearby.
- There should be consideration given to the introduction of an annual season ticket which could give access to certain Vale chargeable car parks.
- A review should be undertaken of civil parking enforcement and cash handling arrangements as part of this project, to establish safe and secure methods of cash collection and to maximise the effectiveness of any enforcement activities.
- Technology that shows the amount of parking spaces available should be considered and whether such technology could be linked to apps, social media or variable message signs so that drivers could be made aware of available spaces remote to the parking location in real time.

These principles and objectives and others were tested by consultants Capita in their report 'Vale of Glamorgan Parking Strategy – June 2018'.

[http://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2018/18-07-02/Draft-Parking-Strategy-Appendix-A.pdf](http://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2018/18-07-02/Draft-Parking-Strategy-Appendix-A.pdf)

This policy reflects the outcomes of the Capita report, public consultation on that report and the views of technical officers and elected members.

3.0 Town Centre Car Parks

Car parks are defined as either long stay or short stay and pay and display charging controls will apply at these car parks. There are a small number of other car parks close to town centres where it is believed that charging would not be viable at this time and these are not listed. The list of car parks where parking charges apply is as follows:

Table 1 – Short Stay Car Parks

Barry	Cowbridge
Kendrick Road	The Butts
Thompson Street	Town Hall Square
Wyndham Street	Southgate

The car parks in Llantwit Major are subject to separate consideration and will form a supplement to this policy.

Table 2 – Long Stay Car Parks

Barry	Cowbridge
Court Road Multi-Storey	

The tariffs for these car parks are as follows:

Table 3

Duration	Up to 2 Hours	Up to 3 Hours	Up to 4 Hours	Up to 5 Hours	All Day
Short Stay	No Charge	£1.00	£2.00	£5.00	£6.00
Long Stay	No Charge	£1.00	£2.00	£4.00	£5.00

Parking permits are available for both short stay and long stay car parks. Permits are car park and vehicle specific, are non-transferable and have no monetary return value. They can be purchased outright or via direct debit

arrangements for durations of either 6 or 12 months. The permits are priced as follows:

Table 4

	6 Month Permit	12 Month Permit
*Long Stay Car Park	£80	£150
*Short Stay Car Parks	£160	£300

*Additional terms and conditions and an administrative fee will apply for direct debit payments.

There will be no fees or time restrictions for disabled persons, provided a current blue badge is appropriately displayed.

Payments for parking can be made via coins, pay by phone, via text, via smartphone (details available at each car park and on the Council's website www.valeofglamorgan.gov.uk) or contact less (where available). Payments for permits should be made via C1V on 01446 700111 or C1V@valeofglamorgan.gov.uk

The charging period for all chargeable Town Centre car parks is 08:00hrs to 18:00hrs 6 days per week (Monday to Saturday).

Owners of vehicles found to be parked without the requisite fee having been paid in advance will be subject to a fixed penalty notice. Details of the schedule of fines can be found at each car park and on the Council's web site.

Maps showing the location of Town Centre off-street car parks where charges apply are shown at **Appendix a**.

4.0 Coastal Car Parks

There are two classifications of Coastal Car Parks; these are termed Resort Car Parks and Coastal Car Parks. The tariffs at the Resort Car Parks are higher as they reflect the fact that these car parks are largely used by visitors to the Vale area, they are the closest car parks to our major seaside resorts and these charges have been long established over time. The charges in these car parks are not subject to seasonal variation.

The Coastal Car parks are car parks in other coastal areas where charges have not recently been levied. Whilst these may well be used by visitors to the area; at a number of locations, they also accommodate large numbers of Vale residents local to that particular area. The charges in these car parks will be subject to seasonal variations.

Resort Car Parks

Table 5 - Resort Car Parks - Barry All Year Day Time Charges (08:00hr to 16:00hr)

Location	Charge 1	Charge 2	Charge 3	Charge 4
Harbour Road (Main), Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day):£12.00	Disabled/Solo Motorcycles: Free
Harbour Road (Overflow), Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day):£12.00	Disabled/Solo Motorcycles: Free
Nell's Point, Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day):£12.00	Disabled/Solo Motorcycles: Free

Table 6 - Resort Car Parks Barry All Year Evening Charges (16:01hr to 23:00hr)

Location	Charge 1	Charge 2	Charge 3	Charge 4
Harbour Road (Main), Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free
Harbour Road (Overflow), Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free
Nell's Point, Barry Island	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free

Table 7 - Southerndown and Ogmores Resort Car parks - All Year Day Time Charges (8:00hr to 16:00hr)

Location	Charge 1	Charge 2	Charge 3	Charge 4
Cymlau, Southerndown	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day: £12.00)	Disabled/Solo Motorcycles: Free
Brig-Y-Don, Southerndown	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day: £12.00)	Disabled/Solo Motorcycles: Free
Rivermouth, Ogmores-by-Sea	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £6.00	Buses/Coaches (all day: £12.00)	Disabled/Solo Motorcycles: Free

Table 8 - Southerndown and Ogmores Resort Car parks - All Year Evening Charges (16:01hr to 23:00hr)

Location	Charge 1	Charge 2	Charge 3	Charge 4
Cymlau, Southerndown	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free
Brig-Y-Don, Southerndown	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free
Rivermouth, Ogmores-by-Sea	Cars 0 - 1 hour: £1.00	Cars 1+ hours: £3.00	Buses/Coaches (all evening: £6.00)	Disabled/Solo Motorcycles: Free

Charging for resort Car Parks is based on their attraction as 'all year round' facilities. Visitors to these car parks not wishing to stay all day but for multiple hours will be able to access pay by phone, text or app arrangements to purchase time by the hour whilst away from the car parks.

Parking permits are available and are car park and vehicle specific, are non-transferable and have no monetary return value. They can be purchased for durations of 12 months only.

Table 9 - Permit Charge Resort Car Parks

	12 Month Permit
*Resort Car Parks	£300

*Additional terms and condition and an administrative fee will apply for direct debit payments.

Coastal Car Parks

The following car parks are identified as Coastal Car Parks:

- **Barry** – Cold Knap, Bron-y-Môr
- **Llantwit Major** – Cwm Col Huw
- **Penarth** – Cliff Walk

Llwyn Passat, Penarth, West Farm, Southerndown and Portabello, Ogmores-by-Sea will be the subject of further surveys and studies.

These car parks are used by a mix of local residents and visitors to the area and are largely seasonal in demand. Charging tariffs reflect this and are as follows:

Table 10 – Coastal Car Park Tariffs

Duration	Summer (1st March to 31st October)	Winter (1st November to 28th February)
Up to 1 hour	£1.00	No Charge
All Day	£3.00	No Charge
Buses / Coaches	£12.00	No Charge

Parking permits are available and are car park and vehicle specific, are non-transferable and have no monetary return value. They can be purchased for durations of 12 months. The permits are priced as follows:

Table 11 – Permit Charge Coastal Car Parks

	12 Month Permit
*Coastal Car Parks	£75

*Additional terms and condition and an administrative fee will apply for direct debit payments.

There will be no fees or time restrictions for disabled persons correctly displaying blue badges at either Coastal or Resort Parking areas.

The charging period for Coastal Car Parks is 08:00hrs to 20:00hrs 7 days per week, during the summer season only.

Owners of vehicles found to be parked without the requisite fee having been paid in advance will be subject to a fixed penalty notice. Details of the schedule of fines can be found at each car park and on the Council’s web site.

Maps showing the location of Resort and Coastal Car Parks where charges apply are shown at **Appendix b**.

5.0 Country Parks Car Parks

There are two Country Parks; Cosmeston Lakes and Porthkerry Country Park. The charging regime for the car parks at these locations is as follows:

Table 12 – Country Parks Car Park Tariffs

Vehicle Type	Duration	Tariff
Cars	Up to 2 hours	£1.00
	All Day	£3.00
Bus / Coach	All Day	£10.00

The charging period for Country Park Car Parks is 08:00hrs to 18:00hrs 7 days per week, all year round.

Parking permits are available and are car park and vehicle specific, are non-transferable and have no monetary return value. They can be purchased for durations of 12 months. The permits are priced as follows:

Table 13 – Permit Charge Coastal Car Parks

	12 Month Permit
*Cosmeston Lakes	£75
*Porthkerry	£75

*Additional terms and condition and an administrative fee will apply for direct debit payments.

Owners of vehicles found to be parked without the requisite fee having been paid in advance will be subject to a fixed penalty notice. Details of the schedule of fines can be found at each car park and on the Council's web site.

There will be no fees or time restrictions for disabled persons correctly displaying blue badges.

Maps showing the location of Country Park Car Parks are shown at **Appendix c**.

6.0 On Street Car Parking

On street parking charges will apply in two resort / coastal areas; Barry Island and Penarth Esplanade. A map indicating the streets where these charges will apply is attached at **Appendices D and E**. The scale of tariffs is as follows:

Table 14 – On Street Parking Charges – Barry Island, All Year Round – 08:00hrs / 23:00hrs

Location	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 5hrs	All Day
Barry Island*	£2.00	£4.00	£6.00	£8.00	£10.00

*Streets as per map attached at Appendix D

Table 15 – On Street Parking Charges – Penarth Esplanade, Seasonal – 08:00hrs / 20:00hrs

Location	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 5hrs	All Day
Penarth Esplanade-Summer**	£2.00	£4.00	£6.00	£8.00	£10.00
Penarth Esplanade-Winter**	£1.00	£2.00	£3.00	£4.00	£5.00

**Streets as per map attached at Appendix E. Summer period - 1st March to 31st October, winter period, 1st November to 28th February.

Permits are not available for on street parking where hourly tariffs apply.

Owners of vehicles found to be parked without the requisite fee having been paid in advance will be subject to a fixed penalty notice. Details of the schedule of fines can be found at each car park and on the Council's web site.

On street parking in town centre will continue to be managed by Traffic Regulation Orders providing various controls such as parking prohibitions, loading bays limited waiting arrangements and resident parking arrangements.

There will be no fees or time restrictions for disabled persons correctly displaying blue badges.

Maps showing the location of on-street car parking are shown at **Appendix d & e**.

Resident Parking Permits

Charges will apply for resident parking permits for all existing and new resident parking schemes.

Resident parking schemes are provided in streets where the majority of residents have no alternative but to park their vehicles on-street and where the typical parking conditions throughout the week justify a level of assistance.

Standard resident parking schemes are intended to reserve a portion of the parking space exclusively for residents and their visitors where a street is subject to heavy parking by non-residents such as shoppers, commuters or visitors to public facilities.

The council provides resident parking schemes to assist residents and their visitors in being able to park reasonably close to their homes. Resident schemes do not guarantee space outside a residence and bays are usually spread as evenly as possible throughout a street.

The Council will normally install standard resident parking schemes according to the operational criteria below but will consider consulting on other options for protecting local parking availability to enhance schemes where local circumstances indicate that this is necessary.

Details of the criteria for the introduction of a 'resident parking area' and the requirements for applicants can be found in the document 'Resident Parking Policy', available on the Council's website and via the following link ([electronic link when policy agreed](#)).

Where an area is designated as a 'resident parking area' any persons residing at an address within the area will be eligible to apply for a resident permit for vehicles assigned to them at that address so long as the address is their primary residence. Resident permits must only be used in the vehicles that they were issued for.

One Visitor permit may also be issued to that residence per year. Visitor's Permits can only be used in the vehicles of bona fide visitor's to a property for short term parking. The visitors' permit may not be displayed on a vehicle used by the residents of the property and it may not be used when the driver/visitor has gone elsewhere.

The scale of fees for permits is as follows:

Table 16

Number of permits / cars /type	Fee per Annum
1	£10
2	An additional £20
3	An additional £30
4	An additional £40
5 etc.	Fees increase proportionately with permit/car numbers
Visitor Permit*	£20

*1 Visitor permit per dwelling per year is available.

Example

A family with 3 cars/permits would pay £10+£20+£30 = £60 per annum

7.0 Disabled Parking

The Council ensures that disabled bays are provided at suitable locations for the convenience of disabled persons and to comply with legislative standards. Local conditions and demand are considered in determining the number, quality and location of spaces. Disabled persons can also park in 'off street' car parks without limit of time and for no fee, or on-street within limited waiting areas without limit of time or on single or double yellow lines provided the parking does not cause an obstruction, endanger or cause inconvenience to other road users, including pedestrians. In all such cases a valid blue badge must be appropriately displayed.

Disabled bay parking will be suitably enforced along with all other parking controls and this will include checking the validity of any blue badges displayed.

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8.0 Parking Management

Illegal and inconsiderate parking affects everyone who uses the roads within the Vale of Glamorgan, it can cause a number of problems ranging from congestion to compromised pedestrian and traffic safety, therefore enforcement is important to persuade motorists to comply with the regulations in force and achieve the following benefits for all:

- Better turnover of on-street spaces arises from better enforcement, as drivers are less willing to overstay, to ensure that parking bays are available for their intended use. The increase in availability of parking spaces benefits residents, local businesses, shoppers and visitors
- Improved traffic flow, as drivers spend less time looking for a parking space. This leads to reduced delays and an improved local environment
- Improved road safety through better enforcement of illegal parking, making it safer for drivers and pedestrians leading to clearer roads and footways
- Improvement of accessibility for emergency services, public transport and utilities vehicles
- Improved accessibility for people with disabilities, as enforcement of disabled parking spaces means more spaces available
- Encouraging the use of other modes of transport such as walking and cycling where possible

It is recognised that parking enforcement is often emotive and controversial. There is a high level of public and media interest around parking issues. However it is also recognised that without the enforcement of restrictions, parking restriction abuse will result. Consequences of abuse can create congestion, danger to road users and pedestrians and there is also the potential for increased environmental damage.

Under decriminalised parking enforcement, the Council has direct responsibility for parking enforcement in the Vale of Glamorgan.

9.0 Publicity and Communication

The Vale of Glamorgan Council will ensure that details of the location of all public parking facilities and any use restrictions that may apply are made available to the public via its website. This information will be reviewed on a regular basis and updated as necessary.

In addition information signage will be provided at all locations where charges or other parking restrictions apply. Such signage will be bilingual, clear and unambiguous, with the following information provided:

- Who operates the parking place (name of the Council)
- The controlled hours
- Exemptions (blue badge holders etc.)
- Any maximum stay / non-return periods
- What type of vehicles may or may not use the parking spaces
- The relevant penalty charges that apply for parking condition breaches
- Contact information, where additional information about the Parking Places Order / Traffic Regulation Order can be obtained.

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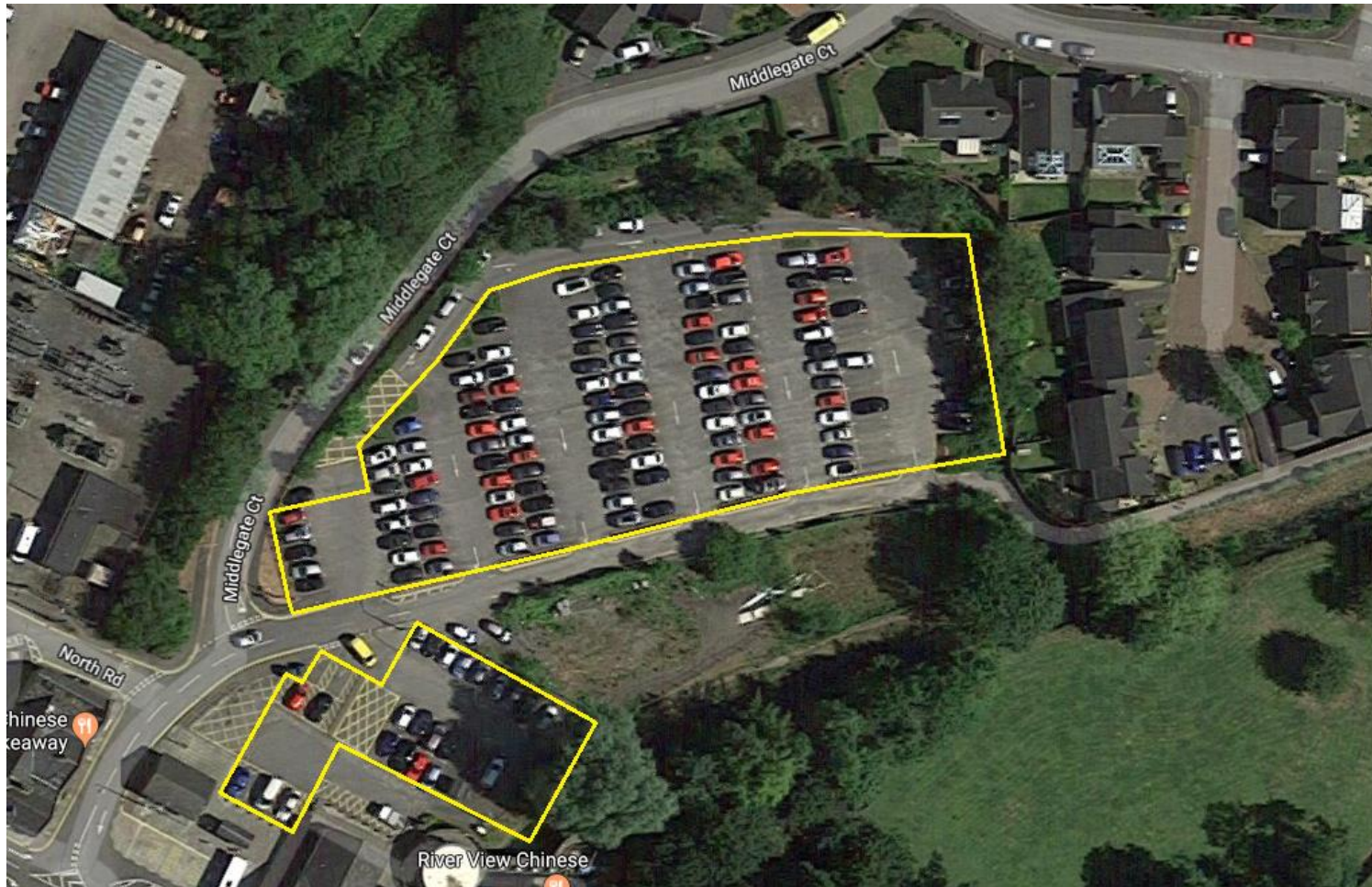
APPENDICES a - e

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a. Location of Off-Street Car Parks

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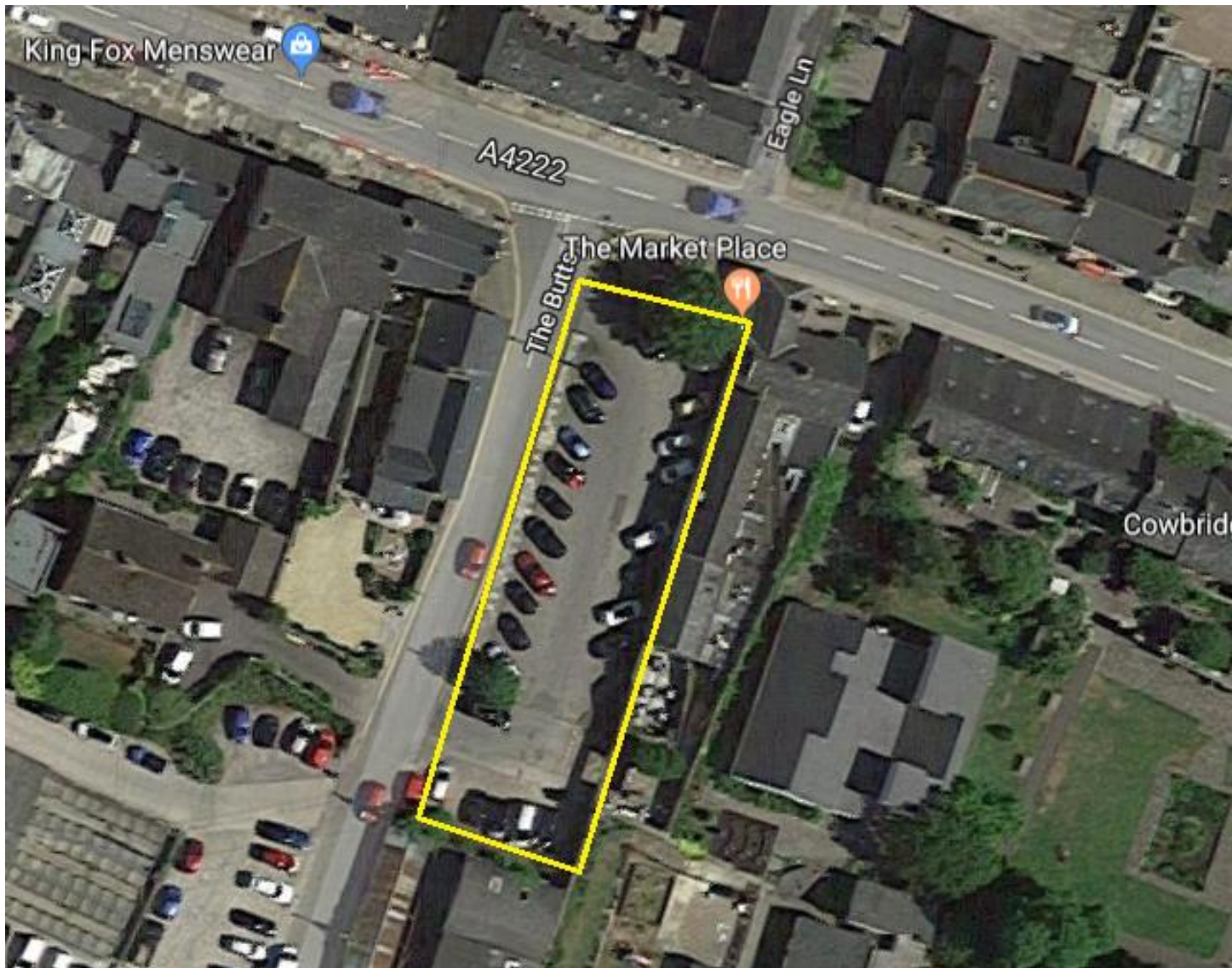
Town Hall Square, Cowbridge



Southgate, Cowbridge



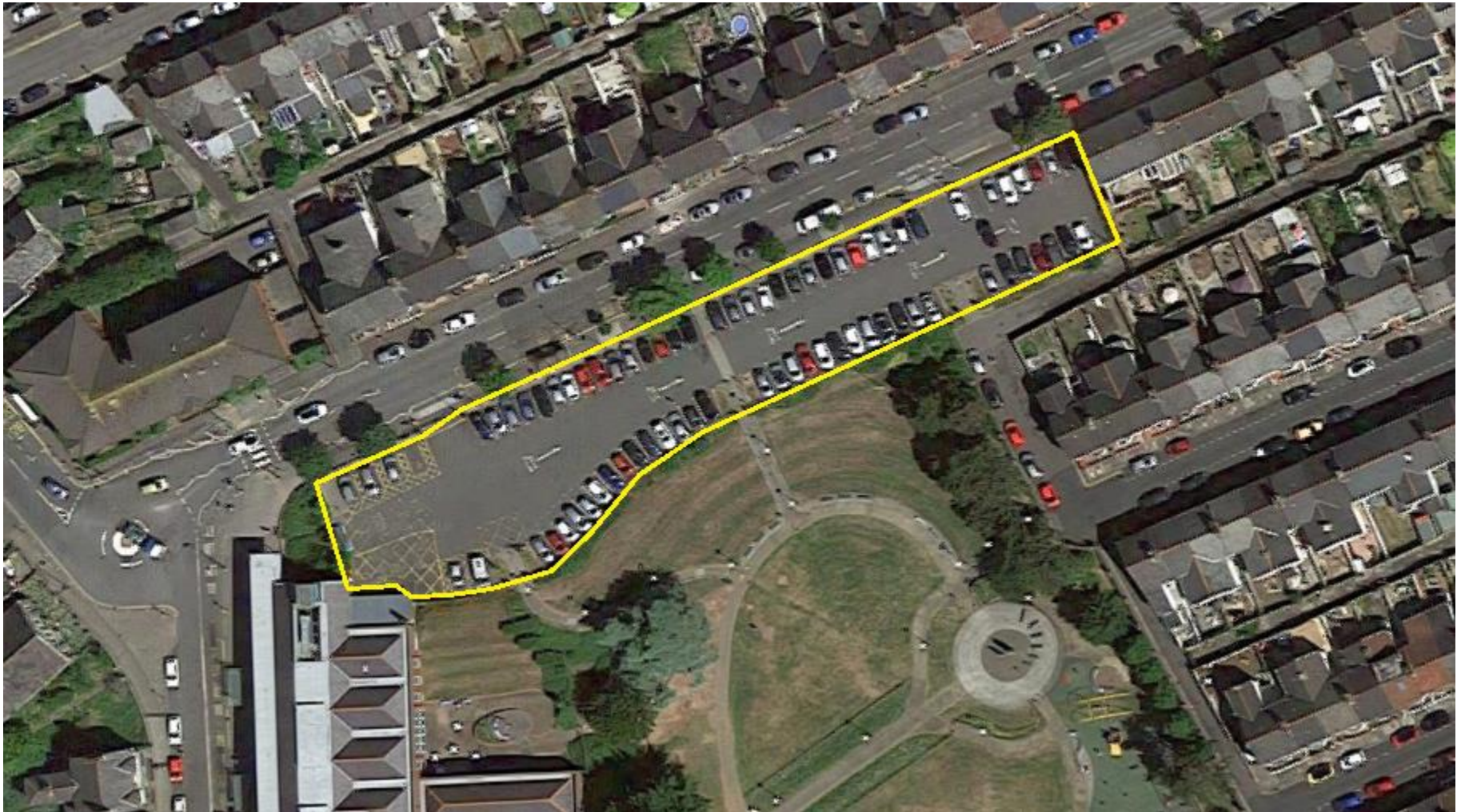
The Butts, Cowbridge



Court Road Multi-Storey, Barry



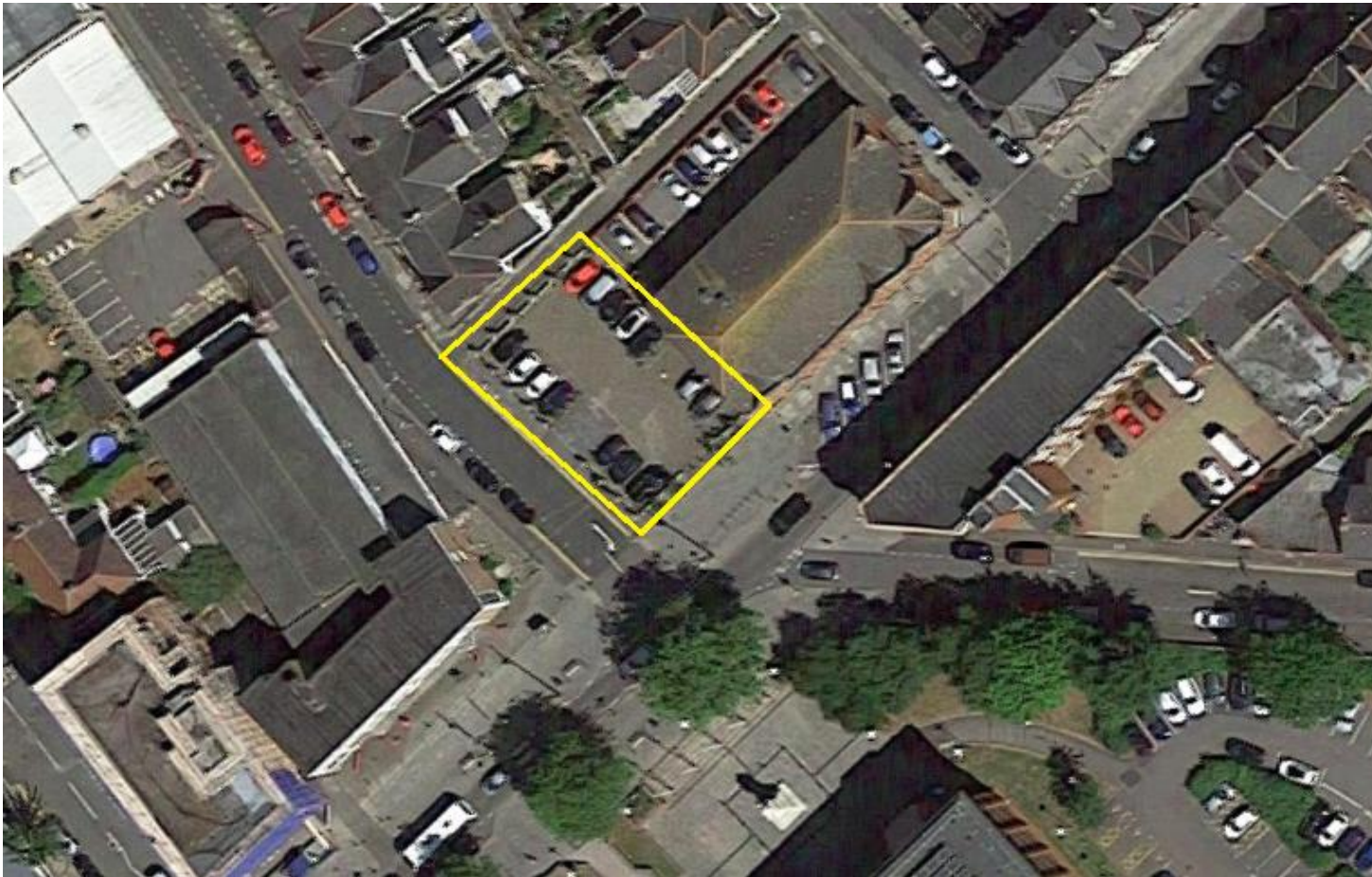
Wyndham Street, Barry



Thompson Street, Barry



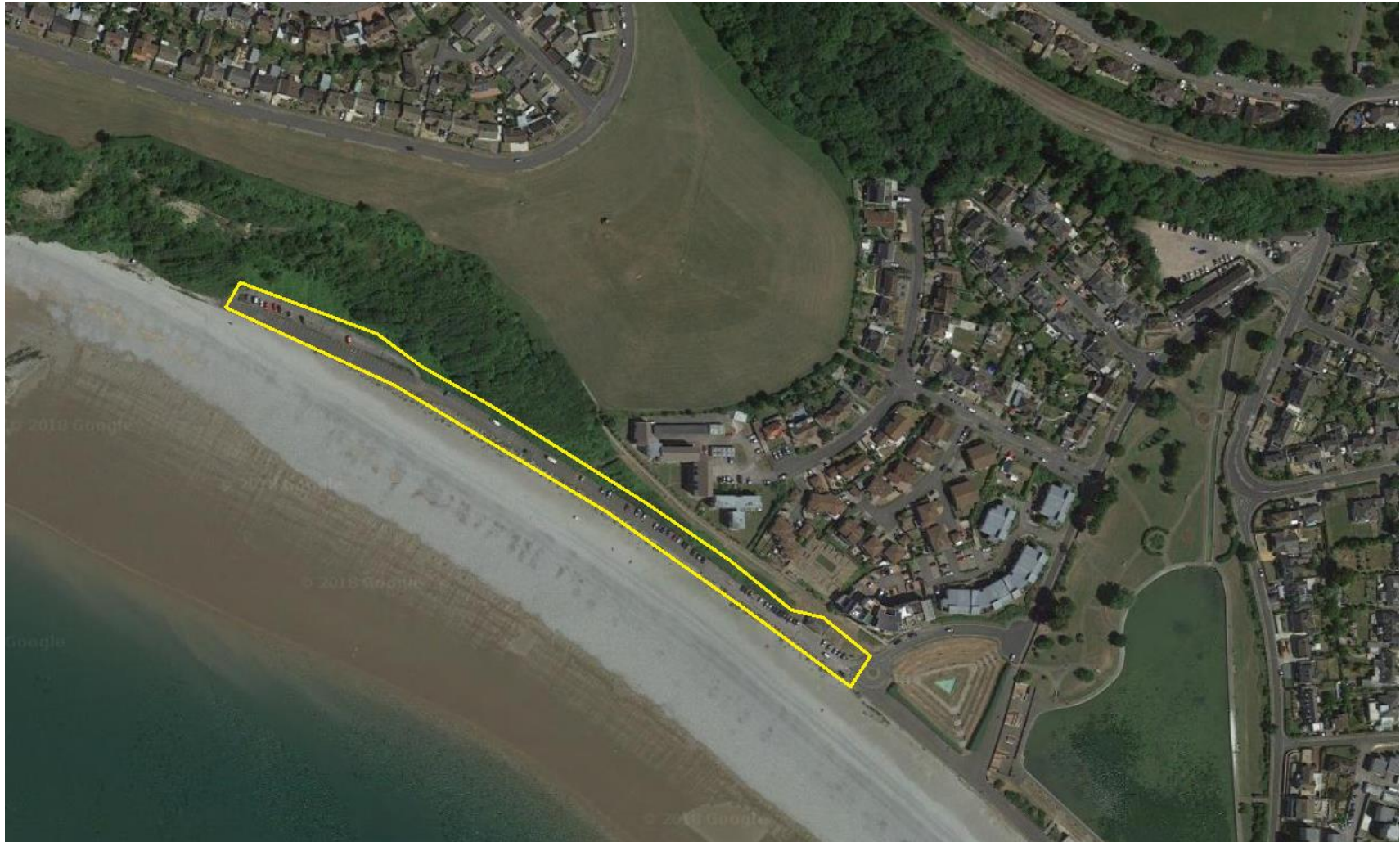
Kendrick Road, Barry



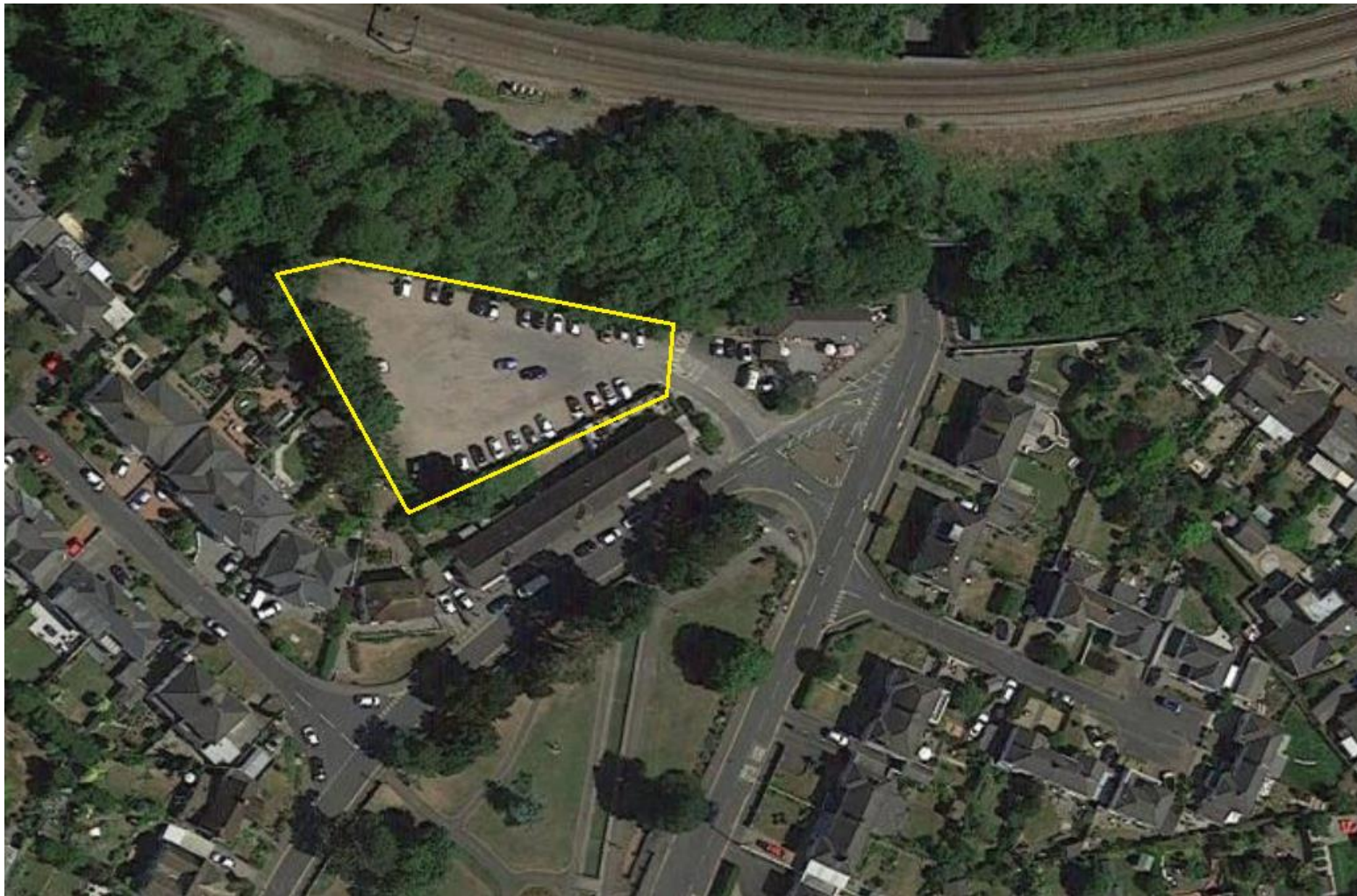
b. Location of Resort and Coastal Car Parks

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Cold Knap, Barry



Bron-y-Môr, Barry



Cwm Col-Huw, Llantwit Major



Portabello, Ogmores-by-Sea



Llwyn Passat, Penarth



Cliff Top Car Park - Penarth



West Farm, Southerndown



Harbour Road Car Park



Overflow Car Park – Harbour Road



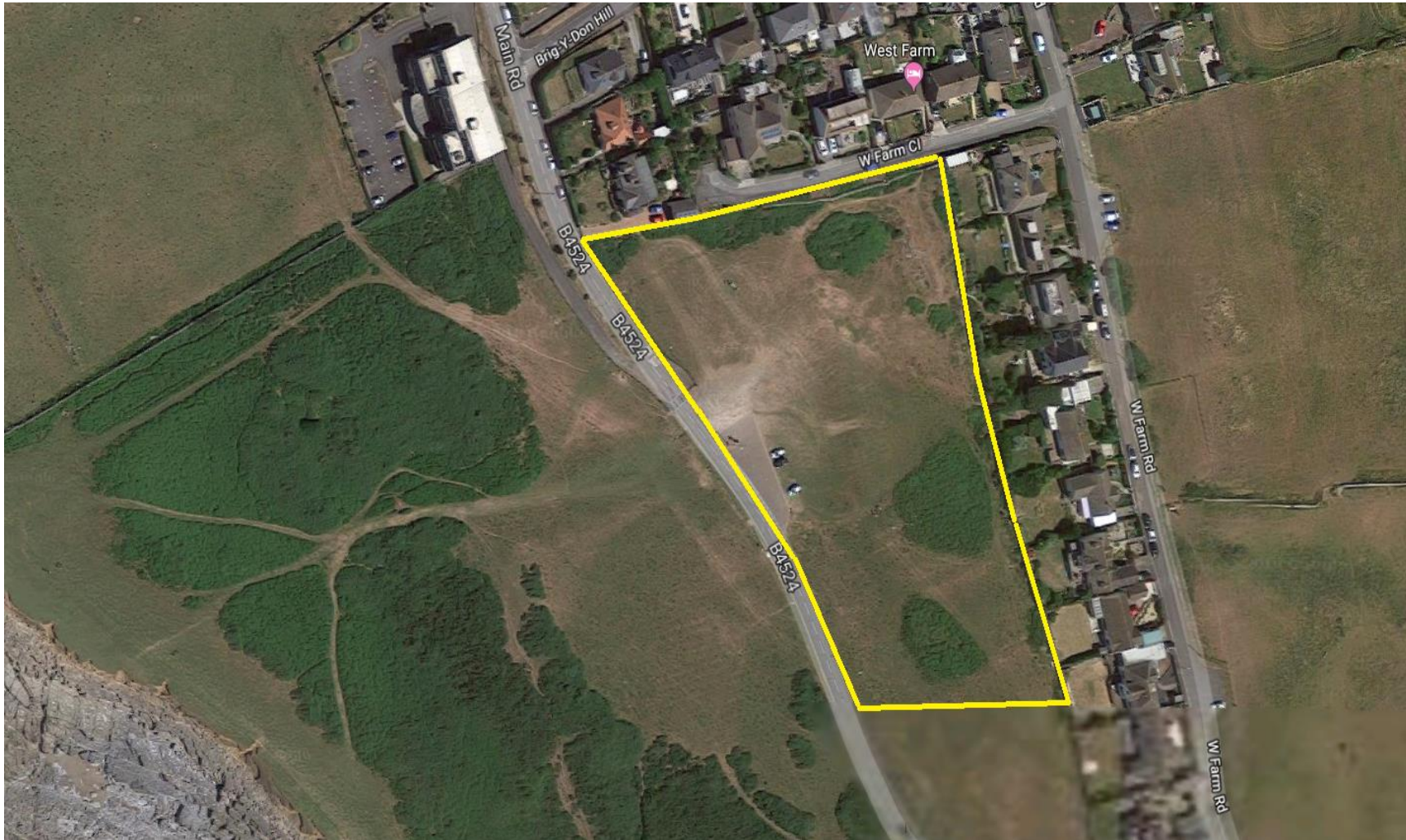
Nell's Point Car Park – Barry Island



Cymlau – Southerdown Car Park



Brig y Don Car Park – Ogmore-by-Sea



Rivermouth – Ogmores-by-Sea



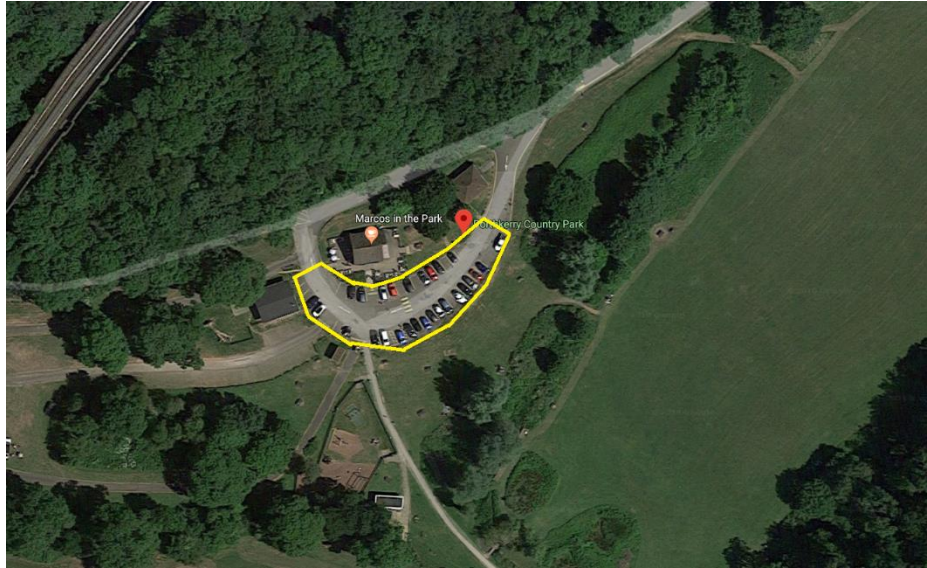
c. Location of Country Park Car Parks

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Cosmeston Lakes Car Park



Porthkerry Country Park Car Park



d. On-Street Charging Locations – Barry

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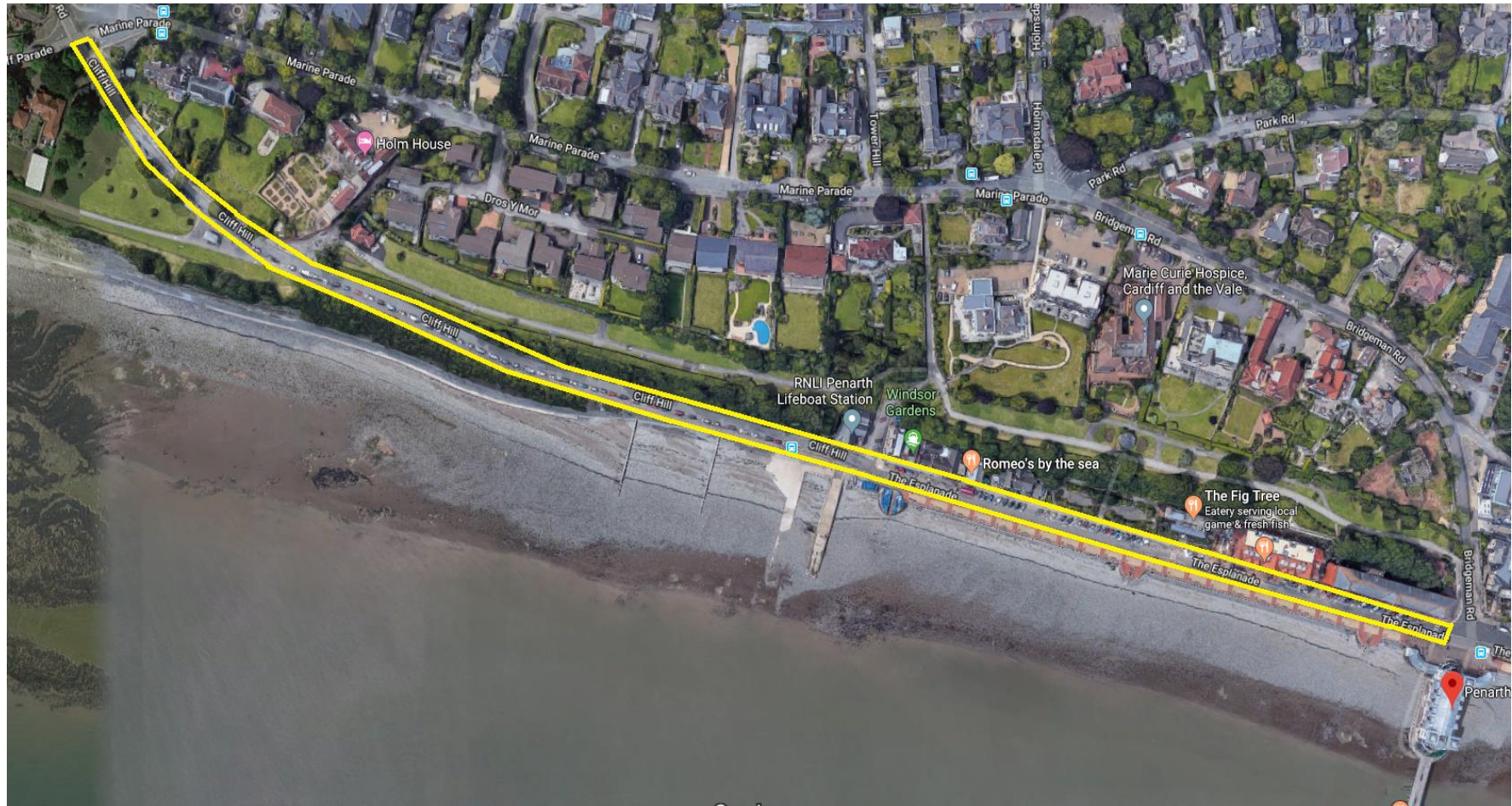
Barry Island – Barry – On Street Parking



e. On-Street Charging Locations – Penarth

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Penarth Esplanade – On Street Parking



Assumptions

- i) Machines & Installation funded via the capital programme - no payback assumed
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
- iv) External cabinets for the P&D machines are not fitted in on street areas
- v) Software upgrades (£261 per machine) and signage costs (£515.28 per machine) are annual due to price increases
- vi) £375 maintenance fee per year per machine plus 2 x callouts at £110 per callout
- vii) Replacement tickets assumed 3 rolls (4000 per roll) per machine per annum @ £27 per roll
- viii) Cash collection assumed @ £20 per machine per collection. Assumed 1 collection per machine per week.
- ix) All machines assumed to be solar powered except Court Road Multistorey which will have a back up power supply
- x) Additional Back office assumed £30,000 per annum split over each car park based on level of income.
- xi) Costs for maintenance of machines, signage, back office and software uplifted by 3% per annum
- xii) Costs of cash collection reduced by 5% per annum to account for increased use of contactless/electronic payments
- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

Town Centre - Car Parks												
	Barry	Barry	Barry	Barry	Cowbridge	Cowbridge	Cowbridge	Llantwit Major	Llantwit Major	Llantwit Major	Llantwit Major	
	Kendrick Road	Thompson Street	Wyndham Street	Court Road Multi Storey	Southgate	The Butts	Town Hall Square	Boverton Road	Le Pouliguen Way	Town Hall Burial Lane	Wine Street	Sub Total
No of machines	1	1	2	4	1	1	3	1	3	2	1	20
Estimated chargeable Parking Spaces	14	17	70	212	17	27	160	23	70	33	16	
Capital Cost												
Machines - Cost (ii)	£4,500	£4,500	£9,000	£18,000	£4,500	£4,500	£13,500	£4,500	£13,500	£9,000	£4,500	£90,000
Installation Cost (iii)	£4,031	£4,031	£8,063	£16,126	£4,031	£4,031	£12,094	£4,031	£12,094	£8,063	£4,031	£80,630
Cost breakdown per annum - assuming payback of capital cost												
Machines payback per annum (i)	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Installation Payback per annum	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Software Upgrades (v)	£261	£261	£522	£1,044	£261	£261	£783	£261	£783	£522	£261	£5,220
Associated signage (v)	£515	£515	£1,031	£2,061	£515	£515	£1,546	£515	£1,546	£1,031	£515	£10,306
Machine Maintenance (vi)	£595	£595	£1,190	£2,380	£595	£595	£1,785	£595	£1,785	£1,190	£595	£11,900
Energy Costs (ix)	£0			£240								£240
Replacement Tickets (vii)	£81	£81	£162	£324	£81	£81	£243	£81	£243	£162	£81	£1,620
Cash Collection (viii)	£1,040	£1,040	£2,080	£4,160	£1,040	£1,040	£3,120	£1,040	£3,120	£2,080	£1,040	£20,800
Back Office (x)	£198	£198	£732	£1,049	£451	£505	£2,657	£226	£708	£505	£253	£7,481
Civil Parking Enforcement	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	£0
Costs - 7 years												
Total Costs (Year 1)	£2,690	£2,690	£5,716	£11,258	£2,943	£2,997	£10,134	£2,718	£8,185	£5,490	£2,745	£57,566
Total Costs (Year 2) 3% inflation (xi)	£2,717	£2,717	£5,781	£11,382	£2,978	£3,034	£10,277	£2,746	£8,270	£5,547	£2,774	£58,222
Total Costs (Year 3) 3% inflation	£2,746	£2,746	£5,849	£11,514	£3,015	£3,072	£10,428	£2,776	£8,360	£5,609	£2,805	£58,920
Total Costs (Year 4) 3% inflation	£2,777	£2,777	£5,922	£11,654	£3,054	£3,113	£10,588	£2,808	£8,457	£5,674	£2,837	£59,662
Total Costs (Year 5) 3% inflation	£2,810	£2,810	£6,000	£11,803	£3,095	£3,156	£10,755	£2,842	£8,561	£5,744	£2,872	£60,449
Total Costs (Year 6) 3% inflation	£2,845	£2,845	£6,081	£11,961	£3,139	£3,202	£10,930	£2,878	£8,670	£5,818	£2,910	£61,280
Total Costs (Year 7) 3% inflation	£2,883	£2,883	£6,168	£12,127	£3,185	£3,250	£11,114	£2,916	£8,786	£5,897	£2,949	£62,158
Income 7 Years												
Income Year 1 (Excl VAT)	£-3,650	£-3,650	£-13,525	£-19,393	£-8,332	£-9,332	£-49,107	£-4,171	£-13,082	£-9,332	£-4,671	£-138,245
Income Year 2 (Excl VAT)	£-3,760	£-3,760	£-13,931	£-19,975	£-8,582	£-9,612	£-50,580	£-4,296	£-13,474	£-9,612	£-4,811	£-142,392
Income Year 3 (Excl VAT)	£-3,872	£-3,872	£-14,349	£-20,574	£-8,839	£-9,900	£-52,098	£-4,425	£-13,879	£-9,900	£-4,955	£-146,664
Income Year 4 (Excl VAT)	£-3,988	£-3,988	£-14,779	£-21,191	£-9,105	£-10,197	£-53,661	£-4,558	£-14,295	£-10,197	£-5,104	£-151,064
Income Year 5 (Excl VAT)	£-4,108	£-4,108	£-15,223	£-21,827	£-9,378	£-10,503	£-55,270	£-4,694	£-14,724	£-10,503	£-5,257	£-155,596
Income Year 6 (Excl VAT)	£-4,231	£-4,231	£-15,679	£-22,482	£-9,659	£-10,818	£-56,928	£-4,835	£-15,166	£-10,818	£-5,415	£-160,264
Income Year 7 (Excl VAT)	£-4,358	£-4,358	£-16,150	£-23,156	£-9,949	£-11,143	£-58,636	£-4,980	£-15,621	£-11,143	£-5,577	£-165,072
Net Income - 7 Years												
Net Income (Year 1) (xiii)	£-960	£-960	£-7,809	£-8,135	£-5,389	£-6,335	£-38,973	£-1,453	£-4,897	£-3,842	£-1,926	£-80,679
Net Income (Year 2)	£-1,043	£-1,043	£-8,150	£-8,593	£-5,604	£-6,578	£-40,303	£-1,550	£-5,205	£-4,065	£-2,037	£-84,170
Net Income (Year 3)	£-1,126	£-1,126	£-8,499	£-9,060	£-5,825	£-6,828	£-41,669	£-1,649	£-5,518	£-4,292	£-2,151	£-87,744
Net Income (Year 4)	£-1,211	£-1,211	£-8,857	£-9,537	£-6,051	£-7,084	£-43,073	£-1,750	£-5,838	£-4,523	£-2,267	£-91,402
Net Income (Year 5)	£-1,298	£-1,298	£-9,223	£-10,024	£-6,282	£-7,347	£-44,516	£-1,853	£-6,163	£-4,759	£-2,385	£-95,147
Net Income (Year 6)	£-1,386	£-1,386	£-9,598	£-10,521	£-6,520	£-7,616	£-45,999	£-1,957	£-6,496	£-5,000	£-2,505	£-98,984
Net Income (Year 7)	£-1,476	£-1,476	£-9,982	£-11,029	£-6,764	£-7,893	£-47,523	£-2,064	£-6,835	£-5,246	£-2,629	£-102,914
TOTAL												
Total Net Income Years 1-7	£-8,500	£-8,500	£-62,117	£-66,899	£-42,434	£-49,682	£-302,055	£-12,276	£-40,951	£-31,727	£-15,900	£-641,040

NATIONAL NON DOMESTIC RATES (xiv)

Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
 Estimated additional National Non Domestic Rates Payable (only if charging introduced)
 Assumption that NNDR is not payable for on street parking

National Non Domestic Rates Budget		£2,236	£11,231	£35,723	£1,619	£1,002	£16,320		£2,339	£2,030		£72,500
Estimated National Non Domestic Rates (NNDR) Payable	£1,125	£2,236	£11,231	£35,723	£1,619	£1,002	£16,320	£1,950	£2,339	£2,030	£1,350	£76,925

Assumptions

- i) Machines & Installation funded via the capital programme - no payback assumed
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
- iv) External cabinets for the P&D machines are not fitted in on street areas
- v) Software upgrades (£261 per machine) and signage costs (£515.28 per machine) are annual due to price increases
- vi) £375 maintenance fee per year per machine plus 2 x callouts at £110 per callout
- vii) Replacement tickets assumed 3 rolls (4000 per roll) per machine per annum @ £27 per roll
- viii) Cash collection assumed @ £20 per machine per collection. Assumed 1 collection per machine per week.
- ix) All machines assumed to be solar powered except Court Road Multistorey which will have a back up power supply
- x) Additional Back office assumed £30,000 per annum split over each car park based on level of income.
- xi) Costs for maintenance of machines, signage, back office and software uplifted by 3% per annum
- xii) Costs of cash collection reduced by 5% per annum to account for increased use of contactless/electronic payments
- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

		Coastal - Car Parks							Country Parks Car Parks			
		Barry	Barry	Llantwit Major	Ogmre By-Sea / Southerndown	Ogmre By-Sea / Southerndown	Penarth	Penarth	Penarth	Barry		
		Bron Y Mor	Cold Knap	Cwm Col Huw	Portabello	West Farm	Cliff Walk	Llwyn Passat	Sub Total	Cosmeston	Porthkerry	Sub Total
		1	3	1	1	1	2	1	10	4	4	8
		67	154	48	30	22	150	18		500	360	
									£45,000			
									£40,315			
									£0			
									£0			
									£2,610			
									£5,153			
									£5,950			
									£0			
									£810			
									£10,400			
									£2,701			
									£0			
									£27,623			
									£27,917			
									£28,230			
									£28,564			
									£28,919			
									£29,296			
									£29,694			
									£49,909			
									£51,406			
									£52,948			
									£54,537			
									£56,173			
									£57,858			
									£59,594			
									£22,286			
									£23,490			
									£24,719			
									£25,973			
									£27,254			
									£28,563			
									£29,900			
									£182,183			
									£145,741			
									£150,542			
									£155,477			
									£160,552			
									£165,770			
									£171,136			
									£176,654			
									£125,870			
									£33,145			
									£64,500			

NATIONAL NON DOMESTIC RATES (xiv)
 Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
 Estimated additional National Non Domestic Rates Payable (only if charging introduced)
 Assumption that NNDR is not payable for on street parking

National Non Domestic Rates Budget	£745							£745			£0
Estimated National Non Domestic Rates (NNDR) Payable	£745	£12,300	£3,600	£2,250	£1,650	£11,250	£1,350	£33,145	£37,500	£27,000	£64,500

Assumptions

- i) Machines & Installation funded via the capital programme - no payback assumed
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
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- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

		On Street Parking			TOTAL
		Penarth	Barry		
		Penarth Esplanade	Barry Island	Sub Total	Grand Total
	No of machines	13	15	28	66
	Estimated chargeable Parking Spaces	120	215		
Capital Cost	Machines - Cost (ii)	£58,500	£67,500	£126,000	£297,000
	Installation Cost (iii)	£33,559	£38,722	£72,281	£225,478
Cost breakdown per annum - assuming payback of capital cost	Machines payback per annum (i)	£0	£0	£0	£0
	Installation Payback per annum	£0	£0	£0	£0
	Software Upgrades (v)	£3,393	£3,915	£7,308	£17,226
	Associated signage (v)	£6,699	£7,729	£14,428	£34,008
	Machine Maintenance (vi)	£7,735	£8,925	£16,660	£39,270
	Energy Costs (ix)			£0	£240
	Replacement Tickets (vii)	£1,053	£1,215	£2,268	£5,346
	Cash Collection (viii)	£13,520	£15,600	£29,120	£68,640
	Back Office (x)	£3,842	£6,499	£10,341	£30,000
	Civil Parking Enforcement	Cost Neutral	Cost Neutral	£0	£0
Costs - 7 years	Total Costs (Year 1)	£36,241	£43,883	£80,125	£194,730
	Total Costs (Year 2) 3% inflation (xi)	£36,632	£44,396	£81,029	£197,037
	Total Costs (Year 3) 3% inflation	£37,050	£44,942	£81,992	£199,490
	Total Costs (Year 4) 3% inflation	£37,495	£45,521	£83,016	£202,090
	Total Costs (Year 5) 3% inflation	£37,967	£46,134	£84,102	£204,841
	Total Costs (Year 6) 3% inflation	£38,468	£46,782	£85,250	£207,745
	Total Costs (Year 7) 3% inflation	£38,998	£47,464	£86,462	£210,807
Income 7 Years	Income Year 1 (Excl VAT)	£-71,000	£-120,108	£-191,108	£-554,419
	Income Year 2 (Excl VAT)	£-73,130	£-123,711	£-196,841	£-571,052
	Income Year 3 (Excl VAT)	£-75,324	£-127,423	£-202,746	£-588,183
	Income Year 4 (Excl VAT)	£-77,584	£-131,245	£-208,829	£-605,829
	Income Year 5 (Excl VAT)	£-79,911	£-135,183	£-215,094	£-624,003
	Income Year 6 (Excl VAT)	£-82,308	£-139,238	£-221,547	£-642,724
	Income Year 7 (Excl VAT)	£-84,778	£-143,415	£-228,193	£-662,005
Net Income - 7 Years	Net Income (Year 1) (xiii)	£-34,759	£-76,225	£-110,983	£-359,689
	Net Income (Year 2)	£-36,498	£-79,315	£-115,812	£-374,014
	Net Income (Year 3)	£-38,274	£-82,480	£-120,754	£-388,694
	Net Income (Year 4)	£-40,089	£-85,724	£-125,813	£-403,739
	Net Income (Year 5)	£-41,944	£-89,048	£-130,992	£-419,163
	Net Income (Year 6)	£-43,840	£-92,456	£-136,297	£-434,978
	Net Income (Year 7)	£-45,780	£-95,951	£-141,731	£-451,199
TOTAL	Total Net Income Years 1-7	£-281,182	£-601,199	£-882,382	£-2,831,475

NATIONAL NON DOMESTIC RATES (xiv)
 Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
 Estimated additional National Non Domestic Rates Payable (only if charging introduced)
 Assumption that NDR is not payable for on street parking

National Non Domestic Rates Budget		£0	£73,245
Estimated National Non Domestic Rates (NDR) Payable		£0	£174,570

Option 2 - Car Parking Viability - Up front costs paid back over 7 years

Assumptions

- i) Machines & Installation costs paid back over 7 years
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
- iv) External cabinets for the P&D machines are not fitted in on street areas
- v) Software upgrades (£261 per machine) and signage costs (£515.28 per machine) are annual due to price increases
- vi) £375 maintenance fee per year per machine plus 2 x callouts at £110 per callout
- vii) Replacement tickets assumed 3 rolls (4000 per roll) per machine per annum @ £27 per roll
- viii) Cash collection assumed @ £20 per machine per collection. Assumed 1 collection per machine per week.
- ix) All machines assumed to be solar powered except Court Road Multistorey which will have a back up power supply
- x) Additional Back office assumed £30,000 per annum split over each car park based on level of income.
- xi) Costs for maintenance of machines, signage, back office and software uplifted by 3% per annum
- xii) Costs of cash collection reduced by 5% per annum to account for increased use of contactless/electronic payments
- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

		Town Centre - Car Parks												
		Barry	Barry	Barry	Barry	Cowbridge	Cowbridge	Cowbridge	Llantwit Major	Llantwit Major	Llantwit Major	Llantwit Major		
		Kendrick Road	Thompson Street	Wyndham Street	Court Road Multi Storey	Southgate	The Butts	Town Hall Square	Boverton Road	Le Pouliguen Way	Town Hall Burial Lane	Wine Street	Sub Total	
No of machines		1	1	2	4	1	1	3	1	3	2	1	20	
Estimated chargeable Parking Spaces		14	17	70	212	17	27	160	23	70	33	16		
Capital Cost	Machines - Cost (ii)	£ 4,500.00	£ 4,500.00	£ 9,000.00	£ 18,000.00	£ 4,500.00	£ 4,500.00	£ 13,500.00	£ 4,500.00	£ 13,500.00	£ 9,000.00	£ 4,500.00	£ 90,000.00	
	Installation Cost (iii)	£ 4,031.48	£ 4,031.48	£ 8,062.96	£ 16,125.92	£ 4,031.48	£ 4,031.48	£ 12,094.44	£ 4,031.48	£ 12,094.44	£ 8,062.96	£ 4,031.48	£ 80,629.60	
Cost breakdown per annum - assuming payback of capital cost	Machines payback per annum (i)	£ 642.86	£ 642.86	£ 1,285.71	£ 2,571.43	£ 642.86	£ 642.86	£ 1,928.57	£ 642.86	£ 1,928.57	£ 1,285.71	£ 642.86	£ 12,857.14	
	Installation Payback per annum	£ 575.93	£ 575.93	£ 1,151.85	£ 2,303.70	£ 575.93	£ 575.93	£ 1,727.78	£ 575.93	£ 1,727.78	£ 1,151.85	£ 575.93	£ 11,518.51	
	Software Upgrades (v)	£ 261.00	£ 261.00	£ 522.00	£ 1,044.00	£ 261.00	£ 261.00	£ 783.00	£ 261.00	£ 783.00	£ 522.00	£ 261.00	£ 5,220.00	
	Associated signage (v)	£ 515.28	£ 515.28	£ 1,030.56	£ 2,061.12	£ 515.28	£ 515.28	£ 1,545.84	£ 515.28	£ 1,545.84	£ 1,030.56	£ 515.28	£ 10,305.60	
	Machine Maintenance (vi)	£ 595.00	£ 595.00	£ 1,190.00	£ 2,380.00	£ 595.00	£ 595.00	£ 1,785.00	£ 595.00	£ 1,785.00	£ 1,190.00	£ 595.00	£ 11,900.00	
	Energy Costs (ix)	£ -	£ -	£ -	£ 240.00	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ 240.00
	Replacement Tickets (vii)	£ 81.00	£ 81.00	£ 162.00	£ 324.00	£ 81.00	£ 81.00	£ 243.00	£ 81.00	£ 243.00	£ 162.00	£ 81.00	£ 1,620.00	
	Cash Collection (viii)	£ 1,040.00	£ 1,040.00	£ 2,080.00	£ 4,160.00	£ 1,040.00	£ 1,040.00	£ 3,120.00	£ 1,040.00	£ 3,120.00	£ 2,080.00	£ 1,040.00	£ 20,800.00	
	Back Office (x)	£ 197.50	£ 197.50	£ 731.85	£ 1,049.37	£ 450.85	£ 504.96	£ 2,657.21	£ 225.70	£ 707.88	£ 504.96	£ 252.75	£ 7,480.53	
Civil Parking Enforcement	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	£ -	
Costs - 7 years	Total Costs (Year 1)	£ 3,908.57	£ 3,908.57	£ 8,153.97	£ 16,133.62	£ 4,161.91	£ 4,216.02	£ 13,790.40	£ 3,936.76	£ 11,841.06	£ 7,927.09	£ 3,963.81	£ 81,941.79	
	Total Costs (Year 2) 3% inflation (xi)	£ 3,935.70	£ 3,935.70	£ 8,218.35	£ 16,257.13	£ 4,196.65	£ 4,252.38	£ 13,933.74	£ 3,964.74	£ 11,925.93	£ 7,984.65	£ 3,992.60	£ 82,597.57	
	Total Costs (Year 3) 3% inflation	£ 3,964.80	£ 3,964.80	£ 8,286.95	£ 16,388.96	£ 4,233.57	£ 4,290.98	£ 14,084.84	£ 3,994.71	£ 12,016.79	£ 8,046.25	£ 4,023.41	£ 83,296.06	
	Total Costs (Year 4) 3% inflation	£ 3,995.90	£ 3,995.90	£ 8,359.87	£ 16,529.25	£ 4,272.74	£ 4,331.86	£ 14,243.85	£ 4,026.70	£ 12,113.76	£ 8,111.95	£ 4,056.27	£ 84,038.04	
	Total Costs (Year 5) 3% inflation	£ 4,029.03	£ 4,029.03	£ 8,437.18	£ 16,678.16	£ 4,314.18	£ 4,375.08	£ 14,410.94	£ 4,060.76	£ 12,216.94	£ 8,181.82	£ 4,091.21	£ 84,824.33	
	Total Costs (Year 6) 3% inflation	£ 4,064.24	£ 4,064.24	£ 8,518.97	£ 16,835.85	£ 4,357.94	£ 4,420.67	£ 14,586.28	£ 4,096.92	£ 12,326.46	£ 8,255.95	£ 4,128.29	£ 85,655.79	
	Total Costs (Year 7) 3% inflation	£ 4,101.56	£ 4,101.56	£ 8,605.32	£ 17,002.49	£ 4,404.07	£ 4,468.68	£ 14,770.04	£ 4,135.22	£ 12,442.43	£ 8,334.41	£ 4,167.53	£ 86,533.30	
Income 7 Years	Income Year 1 (Excl VAT)	-£ 3,650.00	-£ 3,650.00	-£ 13,525.00	-£ 19,393.00	-£ 8,332.00	-£ 9,332.00	-£ 49,107.00	-£ 4,171.00	-£ 13,082.00	-£ 9,332.00	-£ 4,671.00	-£ 138,245.00	
	Income Year 2 (Excl VAT)	-£ 3,759.50	-£ 3,759.50	-£ 13,930.75	-£ 19,974.79	-£ 8,581.96	-£ 9,611.96	-£ 50,580.21	-£ 4,296.13	-£ 13,474.46	-£ 9,611.96	-£ 4,811.13	-£ 142,392.35	
	Income Year 3 (Excl VAT)	-£ 3,872.29	-£ 3,872.29	-£ 14,348.67	-£ 20,574.03	-£ 8,839.42	-£ 9,900.32	-£ 52,097.62	-£ 4,425.01	-£ 13,878.69	-£ 9,900.32	-£ 4,955.46	-£ 146,664.12	
	Income Year 4 (Excl VAT)	-£ 3,988.45	-£ 3,988.45	-£ 14,779.13	-£ 21,191.25	-£ 9,104.60	-£ 10,197.33	-£ 53,660.54	-£ 4,557.76	-£ 14,295.05	-£ 10,197.33	-£ 5,104.13	-£ 151,064.04	
	Income Year 5 (Excl VAT)	-£ 4,108.11	-£ 4,108.11	-£ 15,222.51	-£ 21,826.99	-£ 9,377.74	-£ 10,503.25	-£ 55,270.36	-£ 4,694.50	-£ 14,723.91	-£ 10,503.25	-£ 5,257.25	-£ 155,595.97	
	Income Year 6 (Excl VAT)	-£ 4,231.35	-£ 4,231.35	-£ 15,679.18	-£ 22,481.80	-£ 9,659.07	-£ 10,818.35	-£ 56,928.47	-£ 4,835.33	-£ 15,165.62	-£ 10,818.35	-£ 5,414.97	-£ 160,263.84	
	Income Year 7 (Excl VAT)	-£ 4,358.29	-£ 4,358.29	-£ 16,149.56	-£ 23,156.26	-£ 9,948.84	-£ 11,142.90	-£ 58,636.33	-£ 4,980.39	-£ 15,620.59	-£ 11,142.90	-£ 5,577.42	-£ 165,071.76	
Net Income - 7 Years	Net Income (Year 1) (xiii)	£ 258.57	£ 258.57	£ 5,371.03	£ 3,259.38	£ 4,170.09	£ 5,115.98	£ 35,316.60	£ 234.24	£ 1,240.94	£ 1,404.91	£ 707.19	£ 56,303.21	
	Net Income (Year 2)	£ 176.20	£ 176.20	£ 5,712.40	£ 3,717.66	£ 4,385.31	£ 5,359.58	£ 36,646.47	£ 331.39	£ 1,548.53	£ 1,627.31	£ 818.53	£ 59,794.78	
	Net Income (Year 3)	£ 92.51	£ 92.51	£ 6,061.72	£ 4,185.07	£ 4,605.84	£ 5,609.34	£ 38,012.78	£ 430.31	£ 1,861.91	£ 1,854.07	£ 932.05	£ 63,368.06	
	Net Income (Year 4)	£ 7.44	£ 7.44	£ 6,419.26	£ 4,662.01	£ 4,831.86	£ 5,865.46	£ 39,416.69	£ 531.06	£ 2,181.30	£ 2,085.38	£ 1,047.86	£ 67,026.00	
	Net Income (Year 5)	£ 79.07	£ 79.07	£ 6,785.33	£ 5,148.84	£ 5,063.56	£ 6,128.17	£ 40,859.42	£ 633.73	£ 2,506.97	£ 2,321.43	£ 1,166.04	£ 70,771.63	
	Net Income (Year 6)	£ 167.11	£ 167.11	£ 7,160.21	£ 5,645.96	£ 5,301.13	£ 6,397.68	£ 42,342.20	£ 738.41	£ 2,839.17	£ 2,562.40	£ 1,286.68	£ 74,608.06	
	Net Income (Year 7)	£ 256.73	£ 256.73	£ 7,544.24	£ 6,153.77	£ 5,544.78	£ 6,674.22	£ 43,866.29	£ 845.17	£ 3,178.16	£ 2,808.49	£ 1,409.89	£ 78,538.46	
TOTAL	Total Net Income Years 1-7	£ 31.81	£ 31.81	£ 45,054.19	£ 32,772.67	£ 33,902.58	£ 41,150.42	£ 276,460.44	£ 3,744.32	£ 15,356.97	£ 14,663.99	£ 7,368.24	£ 470,410.20	

NATIONAL NON DOMESTIC RATES (xiv)

Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
 Estimated additional National Non Domestic Rates Payable (only if charging introduced)
 Assumption that NNDR is not payable for on street parking

National Non Domestic Rates Budget		£2,236	£11,231	£35,723	£1,619	£1,002	£16,320		£2,339	£2,030		£72,500
Estimated National Non Domestic Rates (NNDR) Payable	£1,125	£2,236	£11,231	£35,723	£1,619	£1,002	£16,320	£1,950	£2,339	£2,030	£1,350	£76,925

Option 2 - Car Parking Viability - Up front costs paid back over 7 years

Assumptions

- i) Machines & Installation costs paid back over 7 years
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
- iv) External cabinets for the P&D machines are not fitted in on street areas
- v) Software upgrades (£261 per machine) and signage costs (£515.28 per machine) are annual due to price increases
- vi) £375 maintenance fee per year per machine plus 2 x callouts at £110 per callout
- vii) Replacement tickets assumed 3 rolls (4000 per roll) per machine per annum @ £27 per roll
- viii) Cash collection assumed @ £20 per machine per collection. Assumed 1 collection per machine per week.
- ix) All machines assumed to be solar powered except Court Road Multistorey which will have a back up power supply
- x) Additional Back office assumed £30,000 per annum split over each car park based on level of income.
- xi) Costs for maintenance of machines, signage, back office and software uplifted by 3% per annum
- xii) Costs of cash collection reduced by 5% per annum to account for increased use of contactless/electronic payments
- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

		Coastal - Car Parks							
		Barry	Barry	Llantwit Major	Ogmre By-Sea / Southerndown	Ogmre By-Sea / Southerndown	Penarth	Penarth	
		Bron Y Mor	Cold Knap	Cwm Col Huw	Portabello	West Farm	Cliff Walk	Llwyn Passat	Sub Total
No of machines		1	3	1	1	1	2	1	10
Estimated chargeable Parking Spaces		67	154	48	30	22	150	18	
Capital Cost	Machines - Cost (ii)	£ 4,500.00	£ 13,500.00	£ 4,500.00	£ 4,500.00	£ 4,500.00	£ 9,000.00	£ 4,500.00	£ 45,000.00
	Installation Cost (iii)	£ 4,031.48	£ 12,094.44	£ 4,031.48	£ 4,031.48	£ 4,031.48	£ 8,062.96	£ 4,031.48	£ 40,314.80
Cost breakdown per annum - assuming payback of capital cost	Machines payback per annum (i)	£ 642.86	£ 1,928.57	£ 642.86	£ 642.86	£ 642.86	£ 1,285.71	£ 642.86	£ 6,428.57
	Installation Payback per annum	£ 575.93	£ 1,727.78	£ 575.93	£ 575.93	£ 575.93	£ 1,151.85	£ 575.93	£ 5,759.26
	Software Upgrades (v)	£ 261.00	£ 783.00	£ 261.00	£ 261.00	£ 261.00	£ 522.00	£ 261.00	£ 2,610.00
	Associated signage (v)	£ 515.28	£ 1,545.84	£ 515.28	£ 515.28	£ 515.28	£ 1,030.56	£ 515.28	£ 5,152.80
	Machine Maintenance (vi)	£ 595.00	£ 1,785.00	£ 595.00	£ 595.00	£ 595.00	£ 1,190.00	£ 595.00	£ 5,950.00
	Energy Costs (ix)	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	Replacement Tickets (vii)	£ 81.00	£ 243.00	£ 81.00	£ 81.00	£ 81.00	£ 162.00	£ 81.00	£ 810.00
	Cash Collection (viii)	£ 1,040.00	£ 3,120.00	£ 1,040.00	£ 1,040.00	£ 1,040.00	£ 2,080.00	£ 1,040.00	£ 10,400.00
	Back Office (x)	£ 356.81	£ 815.07	£ 378.77	£ 152.21	£ 111.63	£ 794.78	£ 91.34	£ 2,700.61
	Civil Parking Enforcement	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	Cost Neutral	£ -
Costs - 7 years	Total Costs (Year 1)	£ 4,067.87	£ 11,948.26	£ 4,089.84	£ 3,863.28	£ 3,822.69	£ 8,216.90	£ 3,802.40	£ 39,811.24
	Total Costs (Year 2) 3% inflation (xi)	£ 4,099.78	£ 12,036.34	£ 4,122.41	£ 3,889.05	£ 3,847.25	£ 8,283.16	£ 3,826.35	£ 40,104.34
	Total Costs (Year 3) 3% inflation	£ 4,133.80	£ 12,130.51	£ 4,157.11	£ 3,916.75	£ 3,873.70	£ 8,353.71	£ 3,852.17	£ 40,417.75
	Total Costs (Year 4) 3% inflation	£ 4,169.97	£ 12,230.89	£ 4,193.98	£ 3,946.41	£ 3,902.06	£ 8,428.64	£ 3,879.89	£ 40,751.83
	Total Costs (Year 5) 3% inflation	£ 4,208.33	£ 12,337.59	£ 4,233.05	£ 3,978.06	£ 3,932.38	£ 8,508.01	£ 3,909.54	£ 41,106.96
	Total Costs (Year 6) 3% inflation	£ 4,248.91	£ 12,450.72	£ 4,274.38	£ 4,011.74	£ 3,964.69	£ 8,591.92	£ 3,941.17	£ 41,483.53
	Total Costs (Year 7) 3% inflation	£ 4,291.77	£ 12,570.42	£ 4,318.01	£ 4,047.48	£ 3,999.02	£ 8,680.46	£ 3,974.79	£ 41,881.96
Income 7 Years	Income Year 1 (Excl VAT)	-£ 6,594.00	-£ 15,063.00	-£ 7,000.00	-£ 2,813.00	-£ 2,063.00	-£ 14,688.00	-£ 1,688.00	-£ 49,909.00
	Income Year 2 (Excl VAT)	-£ 6,791.82	-£ 15,514.89	-£ 7,210.00	-£ 2,897.39	-£ 2,124.89	-£ 15,128.64	-£ 1,738.64	-£ 51,406.27
	Income Year 3 (Excl VAT)	-£ 6,995.57	-£ 15,980.34	-£ 7,426.30	-£ 2,984.31	-£ 2,188.64	-£ 15,582.50	-£ 1,790.80	-£ 52,948.46
	Income Year 4 (Excl VAT)	-£ 7,205.44	-£ 16,459.75	-£ 7,649.09	-£ 3,073.84	-£ 2,254.30	-£ 16,049.97	-£ 1,844.52	-£ 54,536.91
	Income Year 5 (Excl VAT)	-£ 7,421.61	-£ 16,953.54	-£ 7,878.56	-£ 3,166.06	-£ 2,321.92	-£ 16,531.47	-£ 1,899.86	-£ 56,173.02
	Income Year 6 (Excl VAT)	-£ 7,644.25	-£ 17,462.15	-£ 8,114.92	-£ 3,261.04	-£ 2,391.58	-£ 17,027.42	-£ 1,956.85	-£ 57,858.21
	Income Year 7 (Excl VAT)	-£ 7,873.58	-£ 17,986.01	-£ 8,358.37	-£ 3,358.87	-£ 2,463.33	-£ 17,538.24	-£ 2,015.56	-£ 59,593.96
Net Income - 7 Years	Net Income (Year 1) (xiii)	-£ 2,526.13	-£ 3,114.74	-£ 2,910.16	£ 1,050.28	£ 1,759.69	-£ 6,471.10	£ 2,114.40	-£ 10,097.76
	Net Income (Year 2)	-£ 2,692.04	-£ 3,478.55	-£ 3,087.59	£ 991.66	£ 1,722.36	-£ 6,845.48	£ 2,087.71	-£ 11,301.93
	Net Income (Year 3)	-£ 2,861.77	-£ 3,849.83	-£ 3,269.19	£ 932.44	£ 1,685.06	-£ 7,228.78	£ 2,061.37	-£ 12,530.71
	Net Income (Year 4)	-£ 3,035.47	-£ 4,228.86	-£ 3,455.11	£ 872.57	£ 1,647.77	-£ 7,621.34	£ 2,035.37	-£ 13,785.08
	Net Income (Year 5)	-£ 3,213.28	-£ 4,615.95	-£ 3,645.51	£ 812.00	£ 1,610.46	-£ 8,023.46	£ 2,009.68	-£ 15,066.06
	Net Income (Year 6)	-£ 3,395.34	-£ 5,011.42	-£ 3,840.54	£ 750.70	£ 1,573.11	-£ 8,435.50	£ 1,984.31	-£ 16,374.68
	Net Income (Year 7)	-£ 3,581.81	-£ 5,415.59	-£ 4,040.36	£ 688.61	£ 1,535.69	-£ 8,857.78	£ 1,959.23	-£ 17,712.00
TOTAL	Total Net Income Years 1-7	-£ 21,305.83	-£ 29,714.94	-£ 24,248.46	£ 6,098.25	£ 11,534.13	-£ 53,483.43	£ 14,252.07	-£ 96,868.20

Country Parks Car Parks		
Penarth	Barry	
Cosmeston	Porthkerry	Sub Total
4	4	8
500	360	
£ 18,000.00	£ 18,000.00	£ 36,000.00
£ 16,125.92	£ 16,125.92	£ 32,251.84
£ 2,571.43	£ 2,571.43	£ 5,142.86
£ 2,303.70	£ 2,303.70	£ 4,607.41
£ 1,044.00	£ 1,044.00	£ 2,088.00
£ 2,061.12	£ 2,061.12	£ 4,122.24
£ 2,380.00	£ 2,380.00	£ 4,760.00
		£ -
£ 324.00	£ 324.00	£ 648.00
£ 4,160.00	£ 4,160.00	£ 8,320.00
£ 6,382.84	£ 3,095.02	£ 9,477.87
Cost Neutral	Cost Neutral	£ -
£ 21,227.10	£ 17,939.28	£ 39,166.37
£ 21,503.41	£ 18,116.96	£ 39,620.37
£ 21,792.63	£ 18,304.58	£ 40,097.21
£ 22,095.03	£ 18,502.34	£ 40,597.36
£ 22,410.91	£ 18,710.44	£ 41,121.34
£ 22,740.58	£ 18,929.10	£ 41,669.67
£ 23,084.36	£ 19,158.54	£ 42,242.90
-£ 117,959.00	-£ 57,198.00	-£ 175,157.00
-£ 121,497.77	-£ 58,913.94	-£ 180,411.71
-£ 125,142.70	-£ 60,681.36	-£ 185,824.06
-£ 128,896.98	-£ 62,501.80	-£ 191,398.78
-£ 132,763.89	-£ 64,376.85	-£ 197,140.75
-£ 136,746.81	-£ 66,308.16	-£ 203,054.97
-£ 140,849.21	-£ 68,297.40	-£ 209,146.62
-£ 96,731.90	-£ 39,258.72	-£ 135,990.63
-£ 99,994.36	-£ 40,796.98	-£ 140,791.34
-£ 103,350.07	-£ 42,376.78	-£ 145,726.85
-£ 106,801.96	-£ 43,999.46	-£ 150,801.42
-£ 110,352.99	-£ 45,666.42	-£ 156,019.40
-£ 114,006.23	-£ 47,379.06	-£ 161,385.29
-£ 117,764.85	-£ 49,138.87	-£ 166,903.72
-£ 749,002.36	-£ 308,616.29	-£ 1,057,618.65

NATIONAL NON DOMESTIC RATES (xiv)

- Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
- Estimated additional National Non Domestic Rates Payable (only if charging introduced)
- Assumption that NNDR is not payable for on street parking

National Non Domestic Rates Budget	£745							£745
Estimated National Non Domestic Rates (NNDR) Payable	£745	£12,300	£3,600	£2,250	£1,650	£11,250	£1,350	£33,145

		£0
£37,500	£27,000	£64,500

Option 2 - Car Parking Viability - Up front costs paid back over 7 years

Assumptions

- i) Machines & Installation costs paid back over 7 years
- ii) Cost of new Pay & Display machines £4500. Coins & Card Only machines - no change given.
- iii) Cost of installation with external cabinet £4031.48. Cost without Cabinet £2581.48
- iv) External cabinets for the P&D machines are not fitted in on street areas
- v) Software upgrades (£261 per machine) and signage costs (£515.28 per machine) are annual due to price increases
- vi) £375 maintenance fee per year per machine plus 2 x callouts at £110 per callout
- vii) Replacement tickets assumed 3 rolls (4000 per roll) per machine per annum @ £27 per roll
- viii) Cash collection assumed @ £20 per machine per collection. Assumed 1 collection per machine per week.
- ix) All machines assumed to be solar powered except Court Road Multistorey which will have a back up power supply
- x) Additional Back office assumed £30,000 per annum split over each car park based on level of income.
- xi) Costs for maintenance of machines, signage, back office and software uplifted by 3% per annum
- xii) Costs of cash collection reduced by 5% per annum to account for increased use of contactless/electronic payments
- xiii) Income projections as per 'Estimated Income sheet' increased by 3% per annum.
- xiv) National Non Domestic Rates have been shown separately as they will be payable on Town Centre and Coastal car parks whether or not the decision is made to introduce charging

		On Street Parking			TOTAL
		Penarth	Barry		
		Penarth Esplanade	Barry Island	Sub Total	Grand Total
	No of machines	13	15	28	66
	Estimated chargeable Parking Spaces	120	215		
Capital Cost	Machines - Cost (ii)	£ 58,500.00	£ 67,500.00	£ 126,000.00	£ 297,000.00
	Installation Cost (iii)	£ 33,559.24	£ 38,722.20	£ 72,281.44	£ 225,477.68
Cost breakdown per annum - assuming payback of capital cost	Machines payback per annum (i)	£ 8,357.14	£ 9,642.86	£ 18,000.00	£ 42,428.57
	Installation Payback per annum	£ 4,794.18	£ 5,531.74	£ 10,325.92	£ 32,211.10
	Software Upgrades (v)	£ 3,393.00	£ 3,915.00	£ 7,308.00	£ 17,226.00
	Associated signage (v)	£ 6,698.64	£ 7,729.20	£ 14,427.84	£ 34,008.48
	Machine Maintenance (vi)	£ 7,735.00	£ 8,925.00	£ 16,660.00	£ 39,270.00
	Energy Costs (ix)			£ -	£ 240.00
	Replacement Tickets (vii)	£ 1,053.00	£ 1,215.00	£ 2,268.00	£ 5,346.00
	Cash Collection (viii)	£ 13,520.00	£ 15,600.00	£ 29,120.00	£ 68,640.00
	Back Office (x)	£ 3,841.86	£ 6,499.13	£ 10,340.99	£ 30,000.00
	Civil Parking Enforcement	Cost Neutral	Cost Neutral	£ -	£ -
Costs - 7 years	Total Costs (Year 1)	£ 49,392.82	£ 59,057.93	£ 108,450.75	£ 269,370.15
	Total Costs (Year 2) 3% inflation (xi)	£ 49,783.78	£ 59,571.03	£ 109,354.81	£ 271,677.10
	Total Costs (Year 3) 3% inflation	£ 50,201.45	£ 60,116.79	£ 110,318.24	£ 274,129.27
	Total Costs (Year 4) 3% inflation	£ 50,646.29	£ 60,695.83	£ 111,342.12	£ 276,729.36
	Total Costs (Year 5) 3% inflation	£ 51,118.81	£ 61,308.78	£ 112,427.60	£ 279,480.23
	Total Costs (Year 6) 3% inflation	£ 51,619.53	£ 61,956.31	£ 113,575.84	£ 282,384.83
	Total Costs (Year 7) 3% inflation	£ 52,149.00	£ 62,639.09	£ 114,788.09	£ 285,446.24
Income 7 Years	Income Year 1 (Excl VAT)	-£ 71,000.00	-£ 120,108.00	-£ 191,108.00	-£ 554,419.00
	Income Year 2 (Excl VAT)	-£ 73,130.00	-£ 123,711.24	-£ 196,841.24	-£ 571,051.57
	Income Year 3 (Excl VAT)	-£ 75,323.90	-£ 127,422.58	-£ 202,746.48	-£ 588,183.12
	Income Year 4 (Excl VAT)	-£ 77,583.62	-£ 131,245.25	-£ 208,828.87	-£ 605,828.61
	Income Year 5 (Excl VAT)	-£ 79,911.13	-£ 135,182.61	-£ 215,093.74	-£ 624,003.47
	Income Year 6 (Excl VAT)	-£ 82,308.46	-£ 139,238.09	-£ 221,546.55	-£ 642,723.57
	Income Year 7 (Excl VAT)	-£ 84,777.71	-£ 143,415.23	-£ 228,192.95	-£ 662,005.28
Net Income - 7 Years	Net Income (Year 1) (xiii)	-£ 21,607.18	-£ 61,050.07	-£ 82,657.25	-£ 285,048.85
	Net Income (Year 2)	-£ 23,346.22	-£ 64,140.21	-£ 87,486.43	-£ 299,374.47
	Net Income (Year 3)	-£ 25,122.45	-£ 67,305.78	-£ 92,428.23	-£ 314,053.85
	Net Income (Year 4)	-£ 26,937.33	-£ 70,549.42	-£ 97,486.75	-£ 329,099.25
	Net Income (Year 5)	-£ 28,792.31	-£ 73,873.83	-£ 102,666.14	-£ 344,523.24
	Net Income (Year 6)	-£ 30,688.93	-£ 77,281.78	-£ 107,970.71	-£ 360,338.74
	Net Income (Year 7)	-£ 32,628.71	-£ 80,776.15	-£ 113,404.86	-£ 376,559.04
TOTAL	Total Net Income Years 1-7	-£ 189,123.13	-£ 494,977.25	-£ 684,100.37	-£ 2,308,997.43

NATIONAL NON DOMESTIC RATES (xiv)

Estimated additional National Non Domestic Rates Payable (not dependant on introduction of charging)
 Estimated additional National Non Domestic Rates Payable (only if charging introduced)
 Assumption that NNDR is not payable for on street parking

National Non Domestic Rates Budget			£0	£73,245
Estimated National Non Domestic Rates (NNDR) Payable			£0	£174,570

Car Park Charging - Estimated Income

APPENDIX 4A

Assumptions:

- i) Town Centre Car Parks estimated income is based on surveys undertaken by Council Officers in Dec 2018. Assumed charges as per parking policy for 6 days per week (Monday - Saturday)
- ii) Coastal Car Parks estimated income is calculated at £112.50 per annum per chargeable space. Based on Barry Island which currently achieves around £300 per space per annum. This was halved as proposed charges are lower in the new coastal car parks. This was then multiplied by 75% as it is assumed that the new coastal car parks are less popular than Barry Island. Additional £3k added in for Cwm Col Huw as overflow car park is opened on busy days through the summer.
- iii) Country Parks - Estimated income as per mid range estimate in Capita report.
- iv) Coastal on street estimated income - Assumes around £710 per annum per chargeable space. These are high demand spaces charged at a premium rate therefore a higher income per space has been assumed. Estimate assumes higher level of income per space in the summer period compared to the winter period

Town Centre Car Parks (i)

Town Centre	Car Park Name	Est no of spaces	Disabled Spaces	Chargeable Spaces	Estimated Users (per day) <2hrs	Estimated Users (per day) <3hrs	Estimated Users (per day) <4hrs	Estimated Users (per day) <5hrs	Estimated Users (per day) All day	Estimated No of Annual Permits	Estimated Income per annum	Estimated Income per annum (Excl VAT)	Comments
Barry	Kendrick Road	15	1	14	10	1	1	1	1		#REF!	#REF!	
	Thompson St	19	2	17	25	1	1	1	1		#REF!	#REF!	
	Wyndham St	76	6	70	180	10	3	3	3	3	#REF!	#REF!	
	Court Rd Multi Storey	226	14	212	60	5	5	5	5	30	#REF!	#REF!	
Cowbridge	Southgate	18	1	17	15	5	2	2	2	1	#REF!	#REF!	
	The Butts	27	0	27	15	5	2	2	2	5	#REF!	#REF!	
	Town Hall Square	167	7	160	90	20	10	10	10	40	#REF!	#REF!	
Llantwit Major	Boverton Rd	26	3	23	25	2	2	2	0		#REF!	#REF!	
	Le Pouligen Way (Rail Station)	79	9	70	50	5	2	2	2	20	#REF!	#REF!	
	Town Hall – Burial Lane	37	4	33	30	5	2	2	2	5	#REF!	#REF!	
	Wine Street	18	2	16	15	2	2	2	0	2	#REF!	#REF!	
											#REF!	#REF!	

Coastal Car Parks (ii)

Town Centre	Car Park Name	Est no of spaces	Disabled Spaces	Chargeable Spaces	Income per annum per space	Estimated Annual Permits	Charge per permit	Estimated Income per annum	Estimated Income per annum (Excl VAT)	Comments
Barry	Bron Y Mor	67	0	67	£112.50		75	£7,913	£6,594	
	Cold Knap	164	10	154	£112.50		75	£18,075	£15,063	Assumed £112.50 income per chargeable space
Llantwit Major	Cwm Col Huw	48		48	£112.50		75	£8,400	£7,000	Added in £3000 to estimated income to allow for use of overflow car park which is used on busy days. Assumed 20 days per annum for 50 cars per day x £3 per space
Ogmore by Sea	Portabello	30		30	£112.50		75	£3,375	£2,813	
Southerndown	West Farm	22		22	£112.50		75	£2,475	£2,063	
Penarth	Cliff Walk	150		150	£112.50		75	£17,625	£14,688	
	Llywn Passat	18	0	18	£112.50		75	£2,025	£1,688	
								£59,888	£49,906	

Country Parks (iii)

Area	Car Park Name	Charge per permit	Estimated Income per annum	Estimated Income per annum (Excl VAT)	Comments
Country Parks	Cosmeston	75	£141,551	£117,959	Mid Range estimate as per Capita Report
	Porthkerry	75	£68,637	£57,198	
			£210,188	£175,157	

Coastal On Street (iv)

Town Centre	Car Park Name	Est no of spaces	Disabled Spaces	Chargeable Spaces	Estimated Income Winter	Estimated Income Summer	Estimated Income School Holidays	Estimated Income Bank Holidays	Estimated Income per annum	Estimated Income per annum (Excl VAT)	Comments
On Street Coastal	Penarth Esplanade	120		120	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	Assumes approx £710 per space per annum
	Barry Island	215	12	203	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	Assumes approx £710 per space per annum
									#REF!	#REF!	

TOTAL	ALL CAR PARKS								TOTAL	#REF!	#REF!
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RESIDENT PARKING POLICY

1.0 INTRODUCTION

- 1.1 Resident parking schemes are provided in streets where the majority of residents have no alternative but to park their vehicles on-street and where the typical parking conditions throughout the week justify a level of assistance.
- 1.2 Standard resident parking schemes are intended to reserve a portion of the parking space exclusively for residents and their visitors where a street is subject to heavy parking by non-residents such as shoppers, commuters or visitors to public facilities.
- 1.3 The council will provide resident parking schemes to assist residents and their visitors in being able to park reasonably close to their homes. Resident schemes do not guarantee a space outside a residence and bays are usually spread as evenly as possible throughout a street.
- 1.4 The Council will normally install standard resident parking schemes according to the operational criteria below but will consider consulting on other options for protecting local parking availability to enhance schemes where local circumstances indicate that this is necessary.

2.0 CRITERIA FOR INTRODUCING RESIDENT PARKING SCHEMES

- 2.1 Requests for resident parking schemes will be assessed on the basis of parking conditions throughout a typical week. For a scheme to proceed, the average parking level observed must reach or exceed 75% of the available parking space.
- 2.2 After receipt of an application for a resident parking scheme, an initial evaluation will be carried out by Officers to establish if 75% of parking saturation is likely to be reached.
- 2.3 If the initial evaluation suggests that the 75% criteria is likely to be reached, at least 2 further detailed surveys will be carried out Monday to Saturday up to 6.00pm. Depending on specific circumstances and locations additional surveys may be undertaken as considered necessary to evaluate the parking availability.
- 2.4 If the 75% saturation has been reached, there will be a need to establish whether there is general support among residents to introduce a resident

parking scheme. This will take the form of a consultation with residents and ward members. A consultation document will be provided to residents and ward members with information on the pros-and-cons of any scheme.

- 2.5 For any resident parking scheme to proceed, then consultation letters will be delivered to all residences with a requirement for responses from 60% of residents, or 50% of residents plus the majority of the Ward Councillors to be in favour of a resident parking scheme to proceed.
- 2.6 When new resident parking bays are created it will also often be necessary to introduce parking restrictions at the same time in order to define lengths of road where parking is not safe or appropriate (for example within 10 metres of a junction or to enable vehicles to pass safely). These additional restrictions will often reduce the amount of on-street parking opportunity which residents previously enjoyed and is an unavoidable disbenefit of introducing resident parking schemes.
- 2.7 In most cases, the operational times for the resident parking permit scheme will generally be 8am to 6pm each day unless local characteristics dictate otherwise and are substantiated by significant evidence from additional surveys.
- 2.8 New resident parking schemes will normally reserve a minimum 50% of the available parking space in any street (up to 75% in justifiable circumstances subject to local circumstances and survey results) for residents and their visitors, with the remaining percentage of spaces allocated to limited waiting, shared use or uncontrolled parking, as appropriate.
- 2.9 If there is sufficient support of the residencies in the street for a resident parking scheme then a detailed scheme will be designed for discussion with the ward members.
- 2.10 New schemes will be introduced on a street-by street basis and only residents from the newly restricted streets will be eligible to apply for resident parking permits.
- 2.11 If the above criteria is met formal consultation will then be undertaken in accordance with the appropriate legislation including the 'Road Traffic Regulation Act 1984' and 'The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996' and, if appropriate, the scheme introduced.

3.0 RESIDENT PARKING PERMIT TYPES AND CRITERIA FOR USE

- 3.1 Anyone living at the residence may apply for a resident parking permit for vehicles assigned to them at that address so long as the address is their primary residence. Resident parking permits must only be used in the vehicles and in the streets that they were issued for.
- 3.2 Residents may apply for one Visitor permit, regardless of whether or not there is a vehicle registered to that address. Visitor's Permits can only be used in the

vehicles of bona fide visitor's to a property for short term parking. The visitors' permit may not be displayed on a vehicle used by the residents of the property and it may not be used when the driver/visitor has gone elsewhere.

- 3.3 Permits are valid for up to one year.
- 3.4 Proof of residence will be required to ensure that only bona fide-residents are able to obtain all types of permits. In addition, for resident permits, the vehicle registration number will also be required.
- 3.5 For online applications, the Council Tax Account Number will serve as proof of residence. For postal or applications in person, either the Council Tax Account Number or two of the following forms of identification will be required as proof of residence, together with proof of vehicle ownership or lease hire (copy of V5C registration certificate or letter from lease company).
- Official Rent Book / Tenancy Agreement (this must signed and dated by the landlord or agency and tenants. It must also include the name of the applicant and cover the period for which the permit is required).
 - Bank or Building Society statement (dated within 3 months of application).
 - Current Council Tax or Utility Bill which covers the 3 month period prior to application - Gas, Electric, Water or mobile/landline telephone.
 - Solicitor's letter confirming completion of purchase of property (dated within 3 months of application).

Please note: Deposit Protection Scheme Deposit Agreements, driving licenses or vehicle documents are not accepted as proof of address. You may be asked at any time to provide additional documents or evidence in support of an application. The Council reserves the right to deny any application when it is not satisfied that the conditions to which an application must be made have been fulfilled.

- 3.6 Resident parking permit holders may apply annually to renew a permit at any time during the month in which the permit is due to expire. It is the permit holder's responsibility to renew their permits before expiry, allowing sufficient time for a new permit to be issued before the expiry date. If the permit has already expired it cannot be renewed and a new permit must be applied for. Failure to display a valid permit could result in a penalty charge notice being issued for a parking contravention, which will not be rescinded.
- 3.7 The cost of resident parking permits will be as prescribed by the Council at the time of adoption of this policy and thereafter as varied in its annual Fees and Charges report.
- 3.8 Any claim of resident parking permit misuse will be investigated and, if appropriate, permits may be cancelled or withdrawn from the offending resident or residence.

- 3.9 Lost permits will not be replaced in normal circumstances. In exceptional circumstances such as theft, and provided that proof is provided in the form of a Police incident report, a permit may be replaced free of charge. If no proof is provided then the permit will not be renewed until its expiry date.
- 3.10 The resident permit holder will advise the Council of any change of vehicle and a new permit must be applied for. In order to recoup the administration costs involved the replacement cost will be levied at the same charge for the first permit issued to a residence. No refund for the unexpired portion of the original permit will be given. Your old permit should be returned to the Council to be cancelled. However, if the old permit cannot be returned for exchange then it will be considered as a lost permit.
- 3.11 If for any reason a permit is no longer required, for example, moving to a new property, then the permit must be surrendered to the Council. There will be no refund for early surrender of any permit and permits are non-transferable.
- 3.12 Residents of corner properties will be allowed to choose whether their permits are assigned to the road of their postal address or to the adjacent road if a property's main access is located there, provided that the scheme is in place in that street.
- 3.13 All resident parking permits are non-refundable.
- 3.14 Landlords and owners of the property are not permitted to apply for a permit unless they reside at the property for which the application is made.
- 3.15 Resident parking permits remain the property of the Council and may be cancelled or revoked at any time. If a Civil Enforcement Officer requests to view your parking permit you must show it to them. If the Council suspect that it is being fraudulently used then the Council has the power to seize the permit.
- 3.16 Vehicles which exceed 2.44 metres in height and 5.49 metres in length or have more than eight seats, in addition to the driver's seat, or exceed a maximum mass of 3.5 tonnes will not be eligible for a resident parking permit and must not display a visitor permit.
- 3.17 All permits must be clearly displayed and attached to the windscreen or placed on the dashboard of the vehicle, ensuring that all the relevant particulars will be visible to an inspecting Officer at all times.
- 3.18 Any vehicle parking within a resident parking bay must ensure that every part of the vehicle stands within the limits of the bay.
- 3.19 Owners of a Blue Badge may park in resident bays for a maximum of 3 hours during controlled hours. The blue badge and time clock must be displayed and all other conditions of blue badge use must be adhered to.

Declaration:

The information provided will be processed in line with the Data Protection Act 2018 for the purpose of fulfilling our legal obligation. All information will be treated as confidential; however it will be shared with the Wales Audit Office for the prevention and detection of fraud and other organisations when required to by law.

Appendix 6

Equality Impact Assessment

Please click on headings to find [general guidance](#) or section guidance with an example.

You will find supporting information in appendices at the end of the guidance.

When you start to assess your proposal, arrange to meet Tim Greaves, Equality Co-ordinator, for specific guidance. Send the completed form to him for a final check and so that he can publish it on our Vale of Glamorgan equality web pages.

Please also contact Tim Greaves if you need this equality impact assessment form in a different format.

1. [What are you assessing?](#)

The Vale of Glamorgan Parking Policy

2. [Who is responsible?](#)

Name	Emma Reed	Job Title	Head of Service
Team	Neighbourhood Services and Transport	Directorate	Environment and Housing Services

3. [When is the assessment being carried out?](#)

Date of start of assessment	5 th June 2018 and updated following consultation in February 2019
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4. [Describe the proposal?](#)

What is the purpose of the proposal?

To provide a Parking Policy for the Vale of Glamorgan

Appendix 6

Equality Impact Assessment

Why do you need to put it in place?

To have an overview for parking arrangements for the Vale of Glamorgan and charges therein.

Do we need to commit significant resources to it (such as money or staff time)?

Consultants Capita originally prepared the Draft Strategy (Cost approximately £48k). The consultation was managed in house by staff and a revised Parking Policy prepared. Staff time within existing resources.

What are the intended outcomes of the proposal?

To provide a Parking Policy for the Vale of Glamorgan.

Who does the proposal affect?

The Policy has the capacity to impact on all residents, businesses and visitors in the Vale of Glamorgan.

Note: If the proposal affects lesbian, gay, homosexual, or transgender people, ensure you explicitly include same-sex couples and use gender neutral language.

Will the proposal affect how other organisations work?

Parking availability, quality and cost affects all those who use it including residents, businesses and visitors to the Vale of Glamorgan.

Will the proposal affect how you deliver services?

The Policy if approved will assist the Council to continue to provide accessible and well maintained parking facilities.

Will the proposal impact on other policies or practices?

There should be minimum impact on other policies and practices.

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Equality Impact Assessment

Can you change the proposal so that it further promotes equality of opportunity and fosters good relations?

No additional opportunities.

How will you achieve the proposed changes?

Cabinet are due to consider the Parking Policy for 2019/20 at their meeting in March 2019.

Who will deliver the proposal?

The proposals will be delivered by officers of the Council.

How will you know whether you have achieved the proposal's purpose?

The Parking Policy 2019/20 will be subject to annual review in terms of how the car spaces are used, maintained and the income received.

5. What evidence are you using?

Engagement (with internal and external stakeholders)

Yes via a series of drop in sessions over July to September 2018

Consultation (with internal and external stakeholders)

Yes via responses to the consultation. A consultation report has been prepared and is available as part of the report to be presented on 4th March 2019.

At the consultation stage the Consultant's reported the charges will apply to all persons who use the spaces regardless of the protected characteristics.

Respondents to the consultation suggested that there is a shortfall of designated disabled parking bays. A fund of £10k is available for 2019/20 for the implementation of designated

Appendix 6

Equality Impact Assessment

disabled bays.

Respondents to the consultation raised concern regarding the enforcement of disabled spaces and parking on pavements. As a consequence a proposed new regime for parking enforcement is now proposed which will be the subject of a further report.

Concern was raised via the consultation at potential charges for disabled drivers and topography of Barry town centre making it less accessible for non-driving disabled users. The Parking Policy for 2019/20 makes it clear that there are no parking charges for disabled persons who have a blue badge.

Some women raised as part of the consultation that they feel unsafe using public transport, especially after dark. The Parking Policy now limits the charging regime from 8am to 6pm in town centres car parks with on street town centre parking remaining free. In town centres therefore you can effectively park for free all year after 4pm. No changes are proposed to public transport by this report.

Concerns were also made via the consultation regarding the effect on retail, public sector and service workers in the town centre and consideration of the gender breakdown thereof, as well as accumulative effect on protected groups of public spending changes. The Parking Policy Charges for 2019/20 offers a car and car park specific parking permit for individual car parks which in the long term car park at Barry works out at less than 50p per day or less than £1-00 a day in the chargeable town centre short term car parks.

Concerns were raised about the impact of parking costs on church workers, parishioners and volunteers. Requests made for free provision on Sundays. The Proposed Parking Policy for 2019/20 does not propose a charge on Sundays in town centre car parks.

A respondent raised a concern at non-availability of parking spaces near his dwelling and potential impact on heavily pregnant wife. The Parking Policy 2019/20 provides for the purchase of unlimited residential parking permits at a cost as identified in this Report.

No issues were specifically raised identifying any impact within the consultation with regard to sexual orientation, gender reassignment, marriage and civil partnership, or Welsh language.

Any signs, pay and display machines, parking tickets and associated documentation relating to parking charging and Civil Parking Enforcement will adhere to the requirements of the Council's Welsh Language Scheme

National data and research

Yes other Councils Parking documents have been considered as necessary.

Appendix 6

Equality Impact Assessment

Local data and research

Yes surveys have been undertaken as detailed in the 4th March report.

6. How robust is the evidence?

Does it show what the impact will be (positive and negative)?

Yes

What are the gaps?

No gaps at this stage as far as can be ascertained but once the Policy is implemented checking mechanisms will need to be in place to ensure that it is working correctly and also keep a check on any emerging equality issues.

What will you do about this?

Annual reviews of the Policy

What monitoring data will you collect?

To include car park usage, length of stay type of user (ie how many blue badge holders).

How often will you analyse and report on this?

Annually as part of the review of the Parking Policy

Where will you publish monitoring data and reports?

On the Council's website.

7. Impact

Is there an impact?

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Equality Impact Assessment

The consultation on the Draft Capita Parking Strategy showed a possibly impact on disabled persons, females, church goers. As a result of these issues being raised the Parking Policy has been adjusted accordingly as referred to in the Cabinet Report of 4th March 2019.

If there is no impact, what is the justification for thinking this? Provide evidence.

N/a

If there is likely to be an impact, what is it?

See above under pages 2 and 3 above and also detail as contained in the Cabinet report of 4/3/19. As a result of the consultation and changes therein it is now considered that there will not be an adverse impact on the protected characteristics as outlined below.

Age

Disability

Gender reassignment, including gender identity (ensure policies explicitly include same-sex couples and use gender neutral language)

Marriage and civil partnership (discrimination only)

Pregnancy and Maternity

Race

Religion and belief

Sex

Sexual orientation (ensure policies explicitly include same-sex couples and use gender neutral language)

Welsh language

Human rights

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Equality Impact Assessment

How do you know?

Explain this for each of the relevant protected characteristics as identified above.

See above and the results of the consultation report presented to Cabinet on 4/3/19.

What can be done to promote a positive impact?

Explain this for each of the relevant protected characteristics as identified above.

See above

What can be done to lessen the risk of a negative impact?

Explain this for each of the relevant protected characteristics as identified above.

See above Policy adjusted based on the consultation to minimise impacts.

Is there a need for more favourable treatment to achieve equal outcomes? (Disability only)

See above Policy adjusted based on the consultation to minimise impacts. Disabled persons have following consultation been allowed free parking if they are in receipt of a blue badge.

Will the impact be positive, negative or neutral?

Explain this for each of the relevant protected characteristics as identified above.

Age - neutral

Disability - neutral

Gender reassignment, including gender identity (ensure policies explicitly include same-sex couples and use gender neutral language) - neutral

Marriage and civil partnership (discrimination only) - neutral

Pregnancy and Maternity - neutral

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Equality Impact Assessment

Race - neutral

Religion and belief – positive (free parking on Sundays)

Sex - neutral

Sexual orientation (ensure policies explicitly include same-sex couples and use gender neutral language) - neutral

Welsh language - neutral

Human rights - neutral

8. Monitoring ongoing impact

Date you will monitor progress

Following implementation of the Policy annually.

Measures that you will monitor

To include car park usage, length of stay type of user (ie how many blue badge holders).

Date you will review implemented proposal and its impact

Annually so March 2020 if implemented in March 2019.

Appendix 6 Equality Impact Assessment

9. Further action as a result of this equality impact assessment

Possible Outcomes	Say which applies
No major change	
Adjust the policy	Policy has been adjusted from the original consultation draft based on the consultation impacts identified.
Continue the policy	
Stop and remove the policy	

10. Outcomes and Actions

<p>Recommend actions to senior management team</p> <p>N/A</p>
<p>Outcome following formal consideration of proposal by senior management team</p> <p>N/A</p>

11. Important Note

Where you have identified impacts, you must detail this in your Cabinet report when seeking approval for your proposal.

12. Publication

Where will you publish your approved proposal and equality impact assessment?
On the Council's website and with the Cabinet report due for 4th March 2019

In addition to anywhere you intend to publish your approved proposal and equality

Appendix 6

Equality Impact Assessment

impact assessment, you must send a copy to Tim Greaves, Equality Co-ordinator, to publish on the equality pages of the Vale of Glamorgan website.

13. [Authorisation](#)

Approved by (name)	Emma Reed
Job Title (senior manager)	Head of Service
Date of approval	17 th February 2019
Date of review	February 2020