

**Urgent by reason of the need for the Scrutiny Committee to consider the matter at the earliest opportunity and within the 20 day working deadline**

**Environment and Regeneration Scrutiny Committee - 20th October 2020**

**Call-In from Councillor V.P. Driscoll**

**Objection Report: Cosmeston Country Park Car Park, Porthkerry Country Park Car Park, Wyndham Street Car Park, Barry and Town Hall Car Park, Cowbridge - Proposed Introduction of Car Park Charging.**

**Attached:**

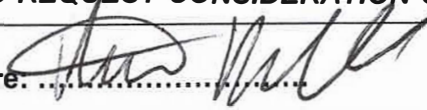
- **Call-in Form**
- **Extract of Cabinet Minutes of 5th October 2020**
- **Report to Cabinet and Appendices of 5th October 2020**

# VALE OF GLAMORGAN COUNCIL

## REQUEST FOR "CALL-IN"

**N.B. BEFORE COMPLETING THIS FORM, MEMBERS ARE REQUESTED TO GIVE CAREFUL CONSIDERATION AS TO WHETHER OR NOT THEY ACTUALLY WISH TO HOLD UP THE DECISION(S) OF CABINET. IF NOT, AND THE INTENTION IS TO SIMPLY SEEK FURTHER INFORMATION / CLARIFICATION, PLEASE USE THE ALTERNATIVE FORM TO REQUEST CONSIDERATION OF A MATTER BY A SCRUTINY COMMITTEE.**

Name: Cllr Vince Driscoll

Signature: 

I request the "calling-in" of the following matter:

**Subject: Objection Report: Cosmeston Country Park, Porthkerry Country Park Carpark, Wyndham Street Car Park, Barry and Town Hall Carpark Cowbridge – Proposed Introduction of Carpark Charging**

Date of Cabinet: 05.10.2020

Cabinet Minute No: C346

**Cabinet Resolution No.:** T H A T the objections be rejected for the reasons contained in the report and the car parking charges be implemented as follows: • Porthkerry Country Park – as soon as the ticket machines are available, unless the COVID-19 restrictions are still in place, in which case charges would not be implemented until the Local Restrictions had been lifted. • Cosmeston Country Park – in conjunction with the controls for displacement parking but would not be implemented unless the COVID-19 restrictions and the Local Restrictions had been lifted. • Wyndham Street Car Park, Barry and Cowbridge Town Hall Car Park on 1st April 2021 unless the COVID-19 restrictions were still in place, in which case charges would not be implemented until the Local Restrictions had been lifted.

T H AT the objectors be advised of this decision.

*(To be completed where the above Minute contains multiple recommendations)*

**Referral to which Scrutiny Committee(s): Environment & Regeneration**

**Reason(s) for request:**

**The consultation process was flawed for the following reasons:**

1. It was held during the height of the Covid19 Pandemic and at the time the Gem newspaper was not in circulation. This prevented inadequate communications of the consultation.
2. The report states that notices were put up at site locations. Again, this was at a time when residents were encouraged to stay at home and only go out for essential travel.
3. Further scrutiny is therefore required.

Date received: ..13.10.20

Managing Director's Signature: ..D.R.Thomas.....

Scrutiny Chairman authorisation: Approved

Refused:

**Reason(s) for refusal:**

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.....  
.....

**Scrutiny Chairman's signature:** ..... Councillor B.E. Brooks .....

**FORM TO BE RETURNED TO THE MANAGING DIRECTOR**  
**(e-mail: [DRThomas@valeofglamorgan.gov.uk](mailto:DRThomas@valeofglamorgan.gov.uk))**

## **Extract from Cabinet Minutes 5<sup>th</sup> October, 2020**

### **C346 OBJECTION REPORT: COSMESTON COUNTRY PARK CAR PARK, PORKKERRY COUNTRY PARK CAR PARK, WYNDHAM STREET CAR PARK, BARRY AND TOWN HALL CAR PARK, COWBRIDGE - PROPOSED INTRODUCTION OF CAR PARK CHARGING (NST) (SCRUTINY – ER) -**

The Cabinet Member for Neighbourhood Services and Transport presented the report, the purpose of which was to advise Cabinet of objections received and to propose an appropriate way forward.

A Report was presented to Cabinet on Monday 24<sup>th</sup> February 2020, to agree the guiding principles and charges at four car parks within the Vale of Glamorgan, namely Cosmeston and Porthkerry Country Parks, Wyndham Street, Barry and Town Hall, Cowbridge.

The Cabinet Report was subsequently considered by the Environment and Regeneration Scrutiny Committee on the 25<sup>th</sup> February 2020, followed by the Corporate Performance and Resources Scrutiny Committee on the 3<sup>rd</sup> March 2020. Cabinet endorsed the proposed Car Parking Principles and Charges report at its meeting on the 23<sup>rd</sup> March 2020 (Minute No. C275 refers).

There was a statutory process that must be followed to introduce charges for car parking and a public notice of the proposal to progress with a Traffic Regulation Order to implement charges at the aforementioned car parks was given on Thursday 28<sup>th</sup> May 2020. This process concluded on Friday 19<sup>th</sup> June 2020. During that period, 159 responses were received, of which 155 were formal objections to the proposal.

The report advised Cabinet of the details of the objections received to the Traffic Regulation Order and the technical officers' responses to those objections and sought approval to implement the proposed car parking charges on a phased basis.

The Cabinet Member for Neighbourhood Services and Transport noted the report formed part of the legal process towards the introduction of parking charges at several locations. It was important to note there was no intention of implementing such charges until local restrictions due to COVID-19 were lifted or work completed to mitigate possible displacement parking were in place.

The report detailed the respondents and the objections raised and provided responses to each. The Cabinet Member felt they were adequately addressed and asked Cabinet to reject those objections.

The Deputy Leader and Cabinet Member for Education and Regeneration added that the only people who should currently be using country parks were Vale residents, so it would not be appropriate to implement charges until local restrictions were no longer in place.

The Cabinet Member for Social Care and Health added that the issue as to whether or not to bring in parking charges was covered, scrutinised and debated within the Council and the report was part of the legal process to bring those charges forward. The matters that had been objected to had been mitigated by the use of proposed local parking restrictions with regards displacement parking at Cosmeston but also recognising that COVID-19 may have had effects on matters and therefore not bringing in such charges until the lifting of local restrictions was sensible.

The Leader and Cabinet Member for Performance and Resources noted a number of the objections were submitted prior to notification of the final proposals. The Charging policy had been debated fully by Scrutiny Committees and agreed by Cabinet. The report did not cover areas such as Barry Island as parking charges are already in place. The process was started prior to COVID-19 and the report formed part of the process to bring the matter forward, however no charges would be in place until local restrictions had been removed.

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

RESOLVED -

(1) T H A T the objections be rejected for the reasons contained in the report and the car parking charges be implemented as follows:

- Porthkerry Country Park – as soon as the ticket machines are available, unless the COVID-19 restrictions are still in place, in which case charges would not be implemented until the Local Restrictions had been lifted.
- Cosmeston Country Park – in conjunction with the controls for displacement parking but would not be implemented unless the COVID-19 restrictions and the Local Restrictions had been lifted.
- Wyndham Street Car Park, Barry and Cowbridge Town Hall Car Park on 1<sup>st</sup> April 2021 unless the COVID-19 restrictions were still in place, in which case charges would not be implemented until the Local Restrictions had been lifted.

(2) T H A T the objectors be advised of this decision.

#### Reasons for decisions

(1) To confirm the Council's position and to make clear when the new charges will apply.

(2) To enable the Order to be made.

Meeting of:	<b>Cabinet</b>
Date of Meeting:	<b>Monday, 05 October 2020</b>
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	<b>Objection Report: Cosmeston Country Park Car Park, Porthkerry Country Park Car Park, Wyndham Street Car Park, Barry and Town Hall Car Park, Cowbridge - Proposed Introduction of Car Park Charging</b>
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward.
Report Owner:	Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	<p>Accountant Environment and Housing Services  Legal Services (Committee Reports)  Head of Regeneration and Planning  Operational Manager Regeneration</p> <p>No ward members have been consulted on the 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.
<p>Executive Summary:</p> <ul style="list-style-type: none"> <li>• A Report was presented to Cabinet on Monday 24th February 2020, to agree the guiding principles and charges at four car parks within the Vale of Glamorgan, namely Cosmeston and Porthkerry Country Parks, Wyndham Street, Barry and Town Hall, Cowbridge.</li> <li>• The Cabinet Report was subsequently considered by the Environment and Regeneration Scrutiny Committee on the 25th February 2020, followed by the Corporate Performance and Resources Committee on the 3rd March 2020. Cabinet endorsed the proposed Car Parking Principles and Charges report at its meeting on the 23rd March 2020 (Minute No. C275 refers).</li> <li>• There is a statutory process that must be followed to introduce charges for car parking and public notice of the proposal to progress with a Traffic Regulation Order to implement charges at the aforementioned car parks was given on Thursday 28th May 2020. This process concluded on Friday 19th June 2020. During that period, 159 responses were received, of which 155 were formal objections to the proposal.</li> </ul>	

- This Report advises Cabinet of the details of the objections received to the Traffic Regulation Order and the technical officers' responses to these objections and seeks approval to implement the proposed car parking charges on a phased basis.

## **Recommendations**

1. That Cabinet reject the objections for the reasons contained in this report and the car parking charges be implemented as follows:

Porthkerry Country Park – as soon as the ticket machines are available, unless the covid-19 restrictions are still in place, in which case charges will not be implemented until the Local Restrictions have been lifted.

Cosmeston Country Park – in conjunction with the controls for displacement parking but will not be implemented until the Local Restrictions have been lifted.

Wyndham Street Car Park, Barry and Cowbridge Town Hall Car Park on 1st April 2021 unless the covid-19 restrictions are still in place, in which case charges will not be implemented until the Local Restrictions have been lifted.

2. That the objectors be advised of this decision.

## **Reasons for Recommendations**

- 1 To confirm the Council's position and to make clear when the new charges will apply.
- 2 To enable the Order to be made.

### **1. Background**

- 1.1 The Council has previously consulted the public on the principles of car park charging, detailing various options for managing car parking across the Vale of Glamorgan. The consultation exercise covered all car parks including those in town centres, resort car parks, coastal car parks, country park car parks and on street parking.
- 1.2 Cabinet will recall the report presented on the 18th March 2019 relating to these matters in respect of a Proposed Parking Management Policy. The link to this Report is shown below:  
  
<https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2019/19-03-18/Proposed-Parking-Management-Policy-2019-20.pdf>
- 1.3 The Cabinet Report of 18th March 2019 was also considered by the Environment and Regeneration Scrutiny Committee on 4th April 2019 and subsequently at the Corporate Performance and Resources Scrutiny Committee on 11th April 2019. The recommendation from both committees were reported back to Cabinet on 1st July 2019. The link to this report is shown below:



[https://www.valeofglamorgan.gov.uk/en/our\\_council/Council-Structure/minutes, agendas and reports/agendas/cabinet/2019/19-07-01.aspx](https://www.valeofglamorgan.gov.uk/en/our_council/Council-Structure/minutes,_agendas_and_reports/agendas/cabinet/2019/19-07-01.aspx)

- 1.4 Cabinet will recall the further report presented on 23rd March 2020, titled Car Parking – Guiding Principles and Charges (Minute C291 refers). Full details of the agreed recommendations can be found here:

[https://www.valeofglamorgan.gov.uk/Documents/\\_Committee%20Reports/Cabinet/2020/20-03-23/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/_Committee%20Reports/Cabinet/2020/20-03-23/Minutes.pdf)

- 1.5 In accordance with the statutory legal process to create a new Traffic Regulation Order public notice of the proposal was given on the 28th May 2020, inviting objections in writing, by 19th June 2020. The grounds upon which objections can be made were detailed in the proposal.

## 2. Key Issues for Consideration

- 2.1 During the Traffic Regulation consultation period, a total of 159 responses were received, of which, 155 were formal objections, each containing multiple issues of concern. Copies of the responses are attached in Appendix 'A'. An analysis of the objections has identified common "themes" with the concerns raised and these are summarised below, together with officer responses.

### **Theme 1 – "Effect on local economy".**

- 2.2 76 respondents (22%) raised concerns centred on the affects that parking charges will have on the local economy. Issues with shoppers being discouraged from the High Streets, deterring visitors from tourist areas and Covid-19 having a financial impact on the recovery of the economy and future sustainability and viability of local businesses.
- 2.3 Businesses are slowly opening with social distancing measures in place, or where unable to do so, suitable mitigation, following the imposition of national lockdown on the 23<sup>rd</sup> March 2020. These requirements potentially restrict the numbers of customers that could be catered for and ultimately, reduced income for those businesses.
- 2.4 Historic reductions in footfall, uncertainty of the economic future caused by the global pandemic with some reluctance by the public to frequent cafes, restaurants, shops etc. exacerbates the challenges faced by business owners.

### **Theme 1 – Officer response.**

- 2.5 The consultation process was always likely to identify a high number of objections to charging for car parking space, where no charges have previously applied. 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', 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.

- 2.6** The “free” car parks at Court Road, Kendrick Road and Thompson Street, Barry will provide approximately 257 free parking spaces. With the inclusion of the Civic Office car park at weekends, this would increase potential numbers to 397. The “shoppers” car park on Wyndham Street, Barry will provide 74 chargeable spaces, which is less than 20% of the available off-street parking availability within Barry town centre.
- 2.7** The “free” car parks at The Butts and Southgate, Cowbridge will provide approximately 44 free spaces. The “shoppers” car park at the rear of the Town Hall will provide 142 chargeable spaces, however, the implementation of charging within the Town Hall car park will encourage turnover of parking spaces and thereby increase car park capacity generally to the benefit of local town centre businesses.
- 2.8** The impact on the local economy is also reduced by providing the first 2-hour period in both town centre shoppers car parks as free of charge at the present time to encourage use by shoppers and visitors.
- 2.9** Due to the ongoing Covid-19 recovery, it is not intended to implement the proposed car park charging regime in town centres until 1<sup>st</sup> April 2021, subject to review at that time, so as not to detrimentally impact the recovery process and the sustainability of local businesses in Barry and Cowbridge.
- 2.10** The charging proposals for Town Centres provides for free parking for up to two hours. As many shopping trips can be completed within this time, charges will not apply to all town centre car park users. This free time period should encourage greater turn over of car park spaces in the Town Centres, thereby assisting shoppers wishing to park closer to the shops they wish to visit.

## **Theme 2 – “Displacement parking”.**

- 2.11** 75 respondents (22%) raised general concerns with drivers parking in residential streets in close proximity to car parks where charges are being proposed. It was felt that drivers will look for free and unrestricted parking locations to stop the need to pay for parking. It was suggested that town centre areas already have parking issues that will be made worse by the proposal and that this is not a solution to a problem, just moving the problem to other parts of the town.

- 2.12** However, there were two notable areas of concern, which was the road network near to Cosmeston and Porthkerry Country Parks. Residents voiced concerns where charges had been brought in historically, or more recently, where the carparks have been closed due to Covid-19, the displacement had caused localised parking issues.
- 2.13** Congestion on residential or arterial roads would become detrimental to road safety and may cause access issues for emergency services and/or refuse collection, especially on narrower roads. The additional visitor parking would make it unbearable for residents and even blight properties.

Comments were made by visitors who would be affected by parking charges, suggesting they would have no option but to park in nearby residential streets.

### **Theme 2 – Officer response.**

- 2.14** 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. However, Cabinet will be aware of the 27th July 2020 report “Car Parking Displacement – Coastal Areas and other Locations with High Visitor Numbers”, which proposed a new Resident Parking Controls Policy to deal with extraneous parking.
- 2.15** With the exception of Porthkerry Country Park, residents living immediately adjoining those areas where car park charging is proposed will be offered Resident Parking Controls in accordance with the recently agreed Resident Parking Policy, as a priority. It is anticipated that these Resident Parking Controls will provide effective mitigation to appropriately deal with and manage extraneous parking associated the implementation of car parking charges with no detriment in parking opportunities within those residential areas which residents currently enjoy.
- 2.16** The residential areas in the immediate vicinity of Porthkerry Country Park are located some distance from the main amenities and car park area within the Country Park. The walk is some 1.5km and would be quite challenging. However, the Council will monitor the position in this location and consider residential schemes, or other appropriate measures as necessary.
- 2.17** Residential parking controls are already in place in Wyndham Street Barry, though the car park at this location is currently closed in the evenings. When charges are introduced in the car park it will be able to be kept open all day and this could provide valuable additional overnight parking for residents living in the vicinity.
- 2.18** Until the resident parking displacement controls are in place, or discounted by residents in these areas, charging will not be introduced at either Cosmeston or the Town Hall car park, Cowbridge. The latter should not be affected by this as

the charges are not proposed to be introduced in town centres until 1<sup>st</sup> April 2021.

### **Theme 3 – “Specific queries”.**

**2.19** 67 respondents (19%) raised varying and wide-ranging concerns, for example:

- Sixth form attendees of Cowbridge Comprehensive will be unable to afford parking costs and will park in nearby streets;
- No commitment to introduce charges in Wyndham Street car park without agreement from Holton Road traders;
- General concerns with extraneous parking in Barry, Cowbridge and Penarth, with a request for resident only permits;
- Post COVID-19 advice is that open spaces are safer, resume a sense of normality and enjoy those open spaces;
- Not the right time due to COVID and uncertainty of the future;
- Not properly communicated to the public;
- Not been discussed with Cowbridge Town Council;
- Potential increase in pollution by people who “cruise” looking for free parking;
- Fails to address the true issue, which is spaces taken up by commuters and Cowbridge Comprehensive school pupils in the Town Hall car park;
- Timing of the proposal – GEM was not publishing and very few visitors to the Cowbridge car park. Timing of introducing the charges is bizarre. At a difficult time, is it right to introduce the charges now? With lockdown, three weeks consultation is not enough. Has the Council given adequate notice?
- Why is Llantwit Major being treated differently to Cowbridge? Cowbridge should have been given the same consideration as Llantwit Major;
- Limit Lavernock Park estate to residents only;
- What return are you expecting from charging for parking? I would like to see the financial calculations’
- Income generated won’t meet expectations, it never does;
- Facilities at Porthkerry Country Park falls short of adequate;
- Proposed charge is minimal and will likely cost more to administer;
- Cowbridge Town Hall car park should remain free for residents with permits;
- I work at Waitrose, will I be able to purchase a discounted permit?
- After 2 hours, the charges should be more significant with whole day cost for £10 to £20;
- Residents who pay Vale council tax should be given free permits

**2.20** Some of the “specific queries” could be categorised into the other “themes” but the general issues that stand out relate to communication, affordability and income generation. Legal opinion was sought prior to the consultation which was consequently undertaken in line with existing statutory requirements.

**2.21** 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.

**2.22** 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. Both Barry and Cowbridge have extensive free car parking available.

**2.23** Parking permits will be available for use at the following car parks:

Country Park Car Parks:

- Permits will be available for 6 months at £30 or £50 per annum which can be used at either Country Park. Disabled persons with blue badges would park for free.

Resort and Coastal Car Parks:

- Permits will be available for 6 months at £50 or £100 per annum. Disabled persons with blue badges would park for free

**2.24** The financial element of the car park charging is outlined in Item 4.1 of the Finances section overleaf.

#### **Theme 4 – “Effect on public health”.**

**2.25** 38 respondents (11%) raised concerns that the imposition of parking charges for those using the car parks, mainly the Country Parks, would penalise them taking daily exercise, improving their health & wellbeing, together with enjoying the space and freedoms the parks offer.

**2.26** It was suggested that due to poor public transport, many people regularly drive to the parks with families or their dogs to walk, cycle and enjoy the fresh air. The parks should be there to encourage healthier lifestyles, the proposed charges will discourage people from going altogether.

**2.27** At a time of increasing problems associated with inactivity, such as obesity and type 2 diabetes, the Council should be actively promoting the parks and as such should be free to park, without any financial barriers in place. The charges disproportionately impact low income families.

**2.28** The Council should be showing leadership by actively promoting the well-being of its residents, to keep active, stay healthy and well. The NHS is a priority and it

is known that access to green, open spaces benefits both physical and mental health.

**Theme 4 – Officer response.**

**2.29** Item 2.42 contained within the Cabinet report dated the 18th March 2019 refers (in part):

“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.”

**2.30** Item 2.18 of the Cabinet report dated the 24th February 2020 refers:

“That having further considered the issues and the feedback received as a result of engagement with users, businesses and visitors the following approach is proposed:

- Car parking charges will be introduced in Porthkerry and Cosmeston Country Parks, to assist in supporting the variety of educational and environmental services offered at these locations.
- There will be no charges in force before 10-00am each morning to allow residents to continue to access the facilities during the early morning at no charge. Also, charges will stop in the evenings a set times in the summer and winter, providing a further opportunity to visit the parks with no charge.
- A permit scheme will be introduced which will offer considerable value for money for regular users.
- The Council will regularly consider the need or otherwise for any residents parking in neighbouring residential areas considering the demand for car parking and impact on residents over time. In the interim, appropriate signage will be used to deter displacement car parking in residential areas in the vicinity of Cosmeston Country Park as is the case in Barry Island”.

**2.31** Whilst concerns have been raised with the proposal to introduce charges at the Country Parks, a small sample check of charges imposed at other Country Parks in the UK would appear that the proposals are similar and not excessive. The opportunities for “free” parking is available for all disabled badge owners and to all others visiting before 10am and after 8pm during the Spring/Summer season and before 10am and after 5pm during the Autumn/Winter season.

**2.32** It should also be noted that parking charges have been levied on Sundays and Bank Holidays over the years at Porthkerry Park, at the time helping to control extraneous parking and raising valuable income for the upkeep of the Park.

### **Theme 5 – “Effect on low wage workers”.**

- 2.33** 25 respondents (7%) raised concerns with the costs they would have to absorb with risks to unemployment, being low paid workers earning the minimum / living wage, compounded by inadequate public transport that necessitates the use of a car.
- 2.34** The parking charges would potentially result in a deduction of around £100 per month, or up to £1,500 per year from salaries. One respondent implied that this would equate to over 10% of their salary.
- 2.35** Many suggested that the charges would not be affordable and would either adversely impact their salaries, or would have to consider giving up work.

### **Theme 5 – Officer response.**

- 2.36** The consultation process undertaken in Summer 2018 demonstrated that there is public opposition 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. Also, it is often not easy for individual car park users to correlate the personal charge they will be levied with the outcomes that can be achieved from both the income received and the increase in available shoppers parking.
- 2.37** As a service to the customers who use town centres, the provision of accessible parking can assist its economy and could result therefore in increased employment opportunities. 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.
- 2.38** The ‘Public Opinion Survey 2018’, 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.
- 2.39** As previously stated the Council currently 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.
- 2.40** The Council’s town centre car parks are provided for the benefit and attraction of shoppers visiting the town centre to support local businesses and increase economic activity. The car parks are not intended for staff and employees of town centre businesses to park all day which inevitably restricts car parking

capacity and is counter-productive to the objectives of car park charging as well as detrimental to economic prosperity of business within each town centre.

- 2.41** It is also the case that the first 2-hour period in both town centre shoppers' car parks where charging is proposed will remain free of charge at the present time to encourage use by shoppers and visitors. There is also significant additional parking opportunity within Barry and Cowbridge town centres, both on-street and off-street, which currently remains free of charge and offers a suitable alternative option to parking with the Wyndham Street and Town Hall car parks respectively subject to availability.
- 2.42** An Equality Impact Assessment carried out in relation to charging at the town centre car parks has shown no detriment for car users that are blue badge holders, as blue badge holders will be able to continue to park free with no time restrictions.

#### **Theme 6 – “COVID”.**

- 2.43** 24 respondents (7%) raised concerns that with retail shops closed, the GEM was not in print and the notices were small. It was felt that there was inadequate opportunity for those affected by the proposed charges to make their comments known.
- 2.44** The transparency of the proposal was brought into question:
- “Is it a good time to hide bad news and push through the charges”
  - “At a time of the Covid-19 pandemic is very sneaky and underhanded”
  - “It is hard to understand why you would undertake this process in the middle of a public health crisis”
- 2.45** There were general concerns with the long-term viability of High Streets that are just easing out of lockdown, uncertainty of the local economy and a potential global recession.

#### **Theme 6 – Officer response.**

- 2.46** “The Local Authorities Traffic Orders (Procedure) (England and Wales) (Amendment) (Wales) Regulations 1996” is the procedural instrument used for introduction of the Traffic Regulation Order (TRO).
- 2.47** Paragraph 7(1)(a) of the 1996 Regulations states that an Order making Authority shall, before making an order “publish at least once a notice (in these Regulations called a “notice of proposals”) containing the particulars specified in Parts I and II of Schedule “in a newspaper circulating in the area in which any road or other place to which he order relates is situated”.



- 2.48** The consultation period for this proposal commenced on Thursday 28th May 2020, with objections invited in writing by Friday 19th June 2020. Notices were displayed on site at the respective locations and adverts were placed in the Penarth Times and the Barry & District newspapers. Therefore, the Regulations were met.

**Theme 7 – “Oppose charges (council tax / other taxes).**

- 2.49** 19 respondents (6%) raised concerns with paying increasing Council Taxes, having limited and/or reduced services and now having to pay for car park facilities, which they believe are paid from Council taxation and should remain free.
- 2.50** A specific comment was made in relation to Cosmeston Lakes Country Park “has been funded via Central Government Grant Aid and the Council Taxpayer, who are being asked to pay again and again to use this leisure amenity”.

**Theme 7 – Officer response.**

- 2.51** The Council Tax pays for Council services, which currently includes the provision of and maintenance of car parks. However, the provision of ‘off street’ car parking facilities is a non-statutory service which the Council has no legal duty to provide. The Council could sell these parcels of land, or outsource to private car park management companies, who could charge more.
- 2.52** There is a need to balance budgets within Neighbourhood Services & Transport and Planning & Regeneration, whilst ensuring 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.
- 2.53** Country parks do attract specific funding for projects but grant funding cannot be used for day-to-day operations or maintenance. All car parking revenue from the Country parks will be ring-fenced for use within the parks.

**Theme 8 – “Effect on poorer community”.**

- 2.54** 16 respondents (5%) raised concerns that access to public open spaces should be free to all and that charging for parking should not act as a barrier for their use.
- 2.55** The current financial climate and Covid 19, the use of food banks, those who have lost their jobs, elderly/pensioners and those who are disabled but do not have a blue badge will be adversely affected.
- 2.56** The charges will create an inequality barrier between those that can afford to pay the charges and those that cannot.

## **Theme 8 – Officer response.**

**2.57** These issues have been considered further and having considered the feedback received as a result of engagement with users, businesses, visitors and the Scrutiny Committees, the following approach is proposed:

### **Town Centre Car Parks**

- No charges will be applied to on-street car parking within any town centres in the Vale of Glamorgan.
- In relation to car parks, an element of free car parking will remain in car parks currently available in town centres.
- Charges will be introduced in two car parks in town centres, namely Wyndham Street in Barry and the Town Hall Car Park in Cowbridge. These car parks will be designated as ‘shoppers car parks’ and sign posted as such. There will be a free 2-hour period in both car parks. This should encourage turnover of car park spaces in town centres.
- The charging period for the Shoppers car parks is proposed as 08:00hrs to 18:00hrs 6 days per week (Monday to Saturday) with no charges on a Sunday. Up to 2 hours FREE, Up to 4 hours £2.00 and all day £6.00.
- Other Council car parks in Barry and Cowbridge town centres will remain free of charge, with no restrictions. These car parks in Barry are Court Road Multi-storey, Thompson Street, Kendrick Road, Civic Offices (weekends only) and in Cowbridge are The Butts and Southgate. This provides car parking space for businesses and school teachers as required.
- The Equality Impact Assessment for implementing charging at the town centre shopper 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.

### **Country Parks Car Parks**

- Car parking charges will be introduced in Porthkerry and Cosmeston Country Parks, to assist in supporting the variety of educational and environmental services offered at these locations.
- There will be no charges in force before 10-00am each morning to allow local residents to continue to access the facilities during the early morning at no charge.
- A permit scheme will be introduced which will offer considerable value for money for regular users.

- It is proposed to charge at both Cosmeston Lakes and Porthkerry Country Park all year round. After 10am up to 2 hours parking is proposed as £1.00, up to 4 hours £2.00 and all day £4.00 with bus/coach £30.00 all day.
- The Scrutiny Committee process illustrated significant objection to the previous hours suggested for charging. Therefore, to assist residents to continue to park for free and use the facilities at no cost during the early morning, it is proposed to only charge between the hours of 10am to 8pm from 1st March to 30th September and from 10am to 5pm from 1st October to the end of February, 7 days per week. This proposal should assist the many residents who use the country parks early in the morning. Further it is proposed to allow the purchase of a vehicle specific, non-transferable permit for use in both country parks for £50 for 12 months or 6 months for £30.
- Taking account of the Equality Impact Assessment undertaken on this proposal policy as well as consultation comments it is also proposed to allow free parking for people who are blue badge holders.

#### **Theme 9 – “Surplus revenue”.**

- 2.58** 1 respondent (<1%) raised a concern “Can you confirm that all surplus revenue will be ring fenced and used to improve and maintain the Country Park, and will future accounts be made available to confirm this, in fact the case”?

#### **Theme 9 – Officer response.**

- 2.59** The Traffic Management Act 2004 outlines the financial provision that must be made:
- 2.60** (88)(1) The appropriate national authority may make provision by regulations -
- (a) requiring the keeping of accounts, and the preparation and publication of statements of account, of the income and expenditure of enforcement authorities in connection with their functions under this Part, and
  - (b) as to the purposes for which any surpluses may be applied.
- 2.61** (88)(2) The regulations may provide -
- (a) for separate accounts to be kept in respect of an authority's functions in relation to different descriptions of contravention, and
  - (b) for accounts to be kept in respect of an authority's income and expenditure in respect of functions under this Part and such other functions as may be specified in the regulations

(88)(3) The regulations may provide that section 55 of the Road Traffic Regulation Act 1984 (financial provisions relating to income and expenditure from parking places) applies in relation to income and expenditure of enforcement authorities in connection with their functions under this Part of this Act in relation to parking contraventions, subject to such modifications as may be specified in the regulations.

The previous Report to Cabinet dated 23<sup>rd</sup> March 2020 outlined how any surplus expenditure would be spent.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-03-23/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-03-23/Minutes.pdf)

**2.62** (88)(4) The regulations may provide for carrying forward a surplus arising before the commencement of this Part on an account kept under—

(a) section 55 of the Road Traffic Regulation Act 1984 as modified by an order under Schedule 3 to the Road Traffic Act 1991 (c. 40) (parking contraventions),

(b) regulations under section 144 of the Transport Act 2000 (c. 38) (bus lane contraventions), or

(c) Schedule 2 to the London Local Authorities and Transport for London Act 2003 (c. iii) (London lorry ban contraventions or moving traffic contraventions).

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

**3.1** The current proposals better reflect the views of the public and Committees. They depart considerably from the initial car parking policy proposals put forward in March 2019 and demonstrate the importance of involving and listening to the views of local people.

**3.2** 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 in the longer term. The additional income obtained better secures the long-term sustainability of off street parking and also allows for increased investment in these facilities over time.

**3.3** 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. There is a shortage of short-term parking in Cowbridge in particular and the increased turn-over of parking spaces resulting

from parking charges will help to prevent the problem of this becoming worse over time as car ownership and parking demand increases.

- 3.4 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.
- 3.5 The proposed Car Parking- Guiding Principles and Charges (February 2020) aligns with the Well-Being Objectives of the Corporate Plan 2020/2025, the Medium - Term Financial Plan and the Council’s Commercial Opportunities and Income Generation Strategy.

## 4. Resources and Legal Considerations

### Financial

- 4.1 The tables below provide a summary of the estimated net income achievable if the Car Parking- Guiding Principles and Charges (February 2020) is fully implemented for the car parks highlighted in this report. Costs that are already being incurred within the car parks have not been taken into account in the table below as these will still be incurred if the proposals are not implemented. The year 1 additional net income figure if the proposals are implemented is estimated at £117k assuming the upfront costs of machine purchase and installation are funded via the capital programme and paid back over 7 years.
- 4.2 The figures below take account of the increased charges already agreed for Coastal Car Parks, where no Traffic Regulation Order process was required.

#### Car Park Charging - **Year 1** - Capital funded with payback over 7 years

	Town Centre	Coastal Car Parks (additional income by charging same tariff all year round)	Country Parks	Total
Additional Year 1 Costs	£18,555	£0	£22,266	£40,821
Additional Year 1 NNDR	£0	£0	£64,500	£64,500
Additional Year 1 Gross Income	-£63,093	-£27,476	-£131,453	-£222,022
Additional Year 1 Net Income	-£44,538	-£27,476	-£44,687	-£116,701

- 4.3** The Council's own administrative resources will be used to progress the legal Order, should approval be given to overrule the objections

### **Employment**

- 4.4** There are limited employment implications with regards to this report. Increased levels of enforcement will likely be required dependent on what is agreed. Therefore, the effects on the employment will only be positive, with additional enforcement staff being employed on a planned cost neutral basis.
- 4.5** Progression of the Traffic Regulation Order will be carried out by the Traffic Management team within Neighbourhood Services and Transport and the Legal department.
- 4.6** The installation of the parking signs and new car park ticket machines will be managed and undertaken by the Highway Design and Construction Team, within Neighbourhood Services and Transport.

### **Legal (Including Equalities)**

- 4.7** The consultation on the draft Capita Parking Strategy showed a possible impact on disabled persons, females and attendees to Churches. As a result of these issues being raised, the Parking Policy has been adjusted accordingly as referred to in the Cabinet Report of the 4th March 2019. The Policy has been positively adjusted in February 2020 allowing for some town centre car parks to be free.
- 4.8** There are no Human Rights implications with regard to this report.
- 4.9** The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 4.10** The Council is responsible for enforcing parking restrictions under the powers conferred by the Traffic Management Act 2004.
- 4.11** Any signage associated with the scheme will comply with the requirements contained within the Councils Welsh Language Scheme.

## **5. Background Papers**

Traffic Management Information File 902.

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.

Cabinet Report – 18th March 2019: Proposed Parking Management Policy.

Cabinet Report – 1st July 2019: Proposed Parking management Policy.

Cabinet Report – 23rd March 2020: Car parking – Guiding Principles and Charges.

Objection number / ref	Comment quote
1	<p>Given that the local roads, both the main Lavernock Road, Cosmeston Drive and other nearby estates, do not have parking restrictions, should the cost (and practicality) of regulating parking be taken into account? Recent weeks has seen that when no other parking is available, numbers of cars have been parked on Lavernock Road, which may make the road hazardous for other traffic.</p> <p>By introducing the car parking charges it introduces a perceived as well as an actual barrier to accessing green spaces that would have a positive impact on mental and physical well-being, particularly to those generally in the poorest communities, who are also generally those most in need.</p> <p>Can you confirm that all surplus revenue will be ring fenced and used to improve and maintain the Country Park, and will future accounts be made available to confirm this, in fact the case?</p>
2	<p>Parking charges in and around our High Streets and coastal areas would be deeply damaging to our local economy, driving people away from shops, to out of town centres.</p> <p>The impact on Barry Island Parkrun will be significant. Costs will be prohibitive for runners to become fully involved in the network – despite the Authority’s responsibilities to support health, fitness and wellbeing.</p>
3	<p>Some of these people work full time hours and could end up having to spend £6 a day 5-7 days of the week depending on their hours and whether they own the business. This could be costing around £1,500 a year, a ridiculous amount.</p> <p>Instead they may end up parking in near people’s houses as that could be too much to afford and this is going to cause lots of complaints and time spent dealing with unhappy residents.</p> <p>Another percentage of car parking spaces taken up during school time hours is by sixth form drivers at Cowbridge Comprehensive. Most of these students are unable to afford the parking costs and due to their closer to adulthood age may be unable to get to school otherwise as they can’t rely on transport from a parent.</p>
4	<p>Please consider how these charges might be viewed by visitors - - as a deterrent. This is precisely the wrong message we need to send out at this very difficult time where small businesses have been particularly hardest hit.</p> <p>Have you thought about where people will park if they can’t afford to pay for parking?</p> <p>I don’t think that two hours free parking is enough. 4 hours gives more flexibility to people - they can shop and have a meal in that time whereas two hours free parking allows them time to run some errands but not really enjoy being in Cowbridge.</p>
5	<p>I drive to Cosmeston to take my dog for a walk, and if I were to be charged £2 that would be £14 a week, outrageous.</p>
6	<p>Wrong time to start charging for car parks in the town centre as Covid-19 has changed everything and is a major threat to the town centre economy and charges should be shelved. His view is that we should be pumping money onto the town centre to improve its attraction for investment not punishing shoppers with added charges.</p>



7	<p>Being in contact with nature at the lakes and having vital sunlight exposure are a basic human right and should be encouraged by the authorities, not discouraged like it's happening.</p>
8	<p>Already the Vale is split into two distinct areas as in the privileged West End and the poorer, forgotten East of Barry.</p> <p>The solution would not be to encourage those from the 'wrong' side of Barry to drive to a street where there is free parking thereby potentially inconveniencing whoever happens to reside there by taking up their parking slot. Shouldn't open spaces be accessible to all. Some people have Memorial benches in place at some of these destinations and if visiting daily would pay on average £5.00 a week or more just to feel close to their lost loved ones.</p> <p>Not everyone has a driveway so you risk the streets becoming more dangerous with people looking for parking spaces further and further from where they live. This could potentially put families, elderly at risk as they would have to walk further just to get home to their place of residence.</p> <p>We should be encouraging people to go outside to help with their mental health whilst maintaining social distancing.</p>
9	<p>The charges will mean that people will choose to park on our road instead of paying to park in the car park. The road cannot accommodate additional vehicles.</p>
10	<p>The fragile economic viability of Holton Road shopping area and argued against the introduction of car parking charges in the area as I believe they would not assist Holton Road's viability as a retail street. The protection and support of our main shopping area should be paramount.</p> <p>I would feel more re-assured if the Vale Council were to give a commitment that the proposed charges in Wyndham Street car park not be introduced without agreement with the Holton Road Traders Association, as representatives of businesses in central Barry, to ensure that the proposal has the support of those who would be most impacted.</p>
11	<p>Residents in the vale, year on year, face increases in our council taxes in exchange for reduced services. Will you then reduce the council taxes accordingly?</p>
12	<p>Whilst the high street of cowbridge is struggling and threatened at this time, having been shut for almost 3 months, I believe it would be a grave error to introduce parking charges. It disuades people from visiting our lovely area, makes people think twice about going out to restaurants, as well as disadvantaging those who work and live here.</p> <p>I envision many more visitors and workers in the area will try and park in residents areas to avoid the town hall charge, which will then introduce issues for residents. I don't believe introducing residents parking would be a good compromise either.</p>
	<p>More people need to be encouraged to use the Park for exercise and this action could result in the converse.</p> <p>It could also mean more people seeking to park on the nearby streets and increasing the traffic safety risk</p>

13	Many people are at risk of unemployment, or are already unemployed as the result of the current pandemic, or on reduced income.
14	To introduce charges to High Street shopping area will have a devastating effect on the traders in this area.
	Consideration should be given to issuing 'Resident cards' or 'Resident permits' to allow local Penarth and Barry residents to enjoy the area in which they live without daily additional outlay of fees.
	. For local residents with such demands on their health, it is a reasonable expectation that they may exercise in the pleasant locations near their homes, without incurring parking charges on each daily outing.
15	As a tutor with 2 hour lessons it will incur increased costs on myself and my learners and could cause classes to be closed which could adversely affect my livelihood.
16	Given the current situation of nearly all businesses and the uncertain situation we all find ourselves in, instating parking charges on Wyndham Street car park would now be a hugely negative approach.
	We would like to be involved in this process and to find other ways – rather than move forward with the parking charges proposed. Can you help us appeal this decision or assist us in any way?
17	The council should be encouraging residents to get out and about and engage in activities which will help their fitness, health and emotional well-being. These proposals would make it more difficult and discourage people from taking up these activities which we know are beneficial.
18	Has no one noticed that when the car park was closed due to Coronavirus, it just pushed people to park on the main road or in the Cosmeston estate? We even had signs at the bottom of the estate suggesting the road was for access only. Surely this is what will happen when parking charges are introduced. Why pay when you can park for free over the road.
19	Coronavirus has changed our world as we know it. Local Traders have had to shut down and when they are allowed to reopen they will face difficulties that could continue for some time. At this present time our High Street in Barry is struggling and is in serious danger of not surviving. Parking charges would be the final nail for all traders.
20	We are on minimum pay, in many of the shops in which we work, and as a result if the charges are introduced we will be unable to continue with our employment there and will look to other areas for employment.
	As a result of Covid 19 many shops and restaurants will be unable to trade successfully and car park charges will be the final nail in the coffin.
21	We are encouraged to exercise and look after our health, these measures totally contradict that message.
	As Council Tax payers we already pay for the upkeep of these parks, parking charges would mean we have to pay a second time.
	The charges would also impact the small businesses currently located there.
22	As a resident of Middlegate Court I have experienced the road to be extremely congested which causes difficulty when driving in and out of the road. I would very much like for residents permit parking to be considered for nearby roads.
23	There is already an issue for local residents on the High Street who are fined if they park outside their own homes. They therefore HAVE to use the townhall carpark. My uncle and his wife work from home and this charge would cost them £84 PER WEEK for 2 cars!! The carpark should remain free of charge and RESIDENT PERMITS MUST BE INTRODUCED IN COWBRIDGE.
	Also areas in the vicinity of the town centre will become clogged with cars looking for free parking places outside residents homes as a way to avoid the car park charges. This will affect me personally as I live in Druids Green and already have experience of people filling the street to shop and work in Cowbridge.
	Add to this, people will not buy/rent property in Cowbridge when they have no parking, or at best, one at an extortionate cost! This WILL affect the property market. Secondly, the introduction of car park charges will put visitors off visiting and spending money in the local shops, pubs, restaurants etc. This will affect businesses and jobs. Overall the town will suffer from the changes you are proposing.
24	The Council is concerned by the current timing of its implementation. Currently most of the shops and other commercial premises such as cafes and restaurants in Cowbridge have been closed since at least 23rd March 2020 The damage to the local economy is already significant and when local businesses reopen they will need all the support they can get. In the Community Council's opinion it is not, and believes the introduction should be deferred to allow all the local business to get back on their feet.

25	<p>High street and tourist economies are shattered so with impeccable timing the local authority decides to impose parking charges to deter people from visiting and trying to regenerate both sectors!</p> <p>It is undoubtedly true that some high street businesses will struggle to survive this current crisis. I would have thought that the total sum of business rates paid - which could be a make or break factor for some - will more than outweigh the net profit of collecting car parking charges. If businesses are to survive as going concerns, the last thing they need is a deterrent to footfall.</p>
26	<p>1. I doubt you'll read this.</p> <p>2. Highly sceptical you'll listen - government trust is shot</p> <p>3. I know the council must be desperate for money but this unfairly affects some more than others</p> <p>4. Have a good day</p>
27	<p>Safety has to be paramount - parking will be on unsafe roads or too many cars in residential streets .</p> <p>This Covid time is definitely not the right time .</p> <p>People need to be able to visit ,for shopping or recreation .</p>
28	<p>Please be so kind as to reconsider imposing the proposed charges on parking at our local Country Park not just because of its wonderful social and health benefits for the whole family free to all whatever one's income but also because of the lack of acknowledgement of the dire consequences that it will without doubt inflict upon our estate.</p> <p>Please be so kind as to reconsider imposing the proposed charges on parking at our local Country Park not just because of its wonderful social and health benefits for the whole family free to all whatever one's income but also because of the lack of acknowledgement of the dire consequences that it will without doubt inflict upon our estate.</p> <p>The estate cannot afford extra roadside parking which is full to capacity at weekends already, children having to cross between badly parked cars. Double parking on the Drive has occurred in the past when the Parks have hosted a particular function or fine weather has prevailed at weekends, this will no doubt become the new 'normal' in an attempt to avoid payment throughout the week if your proposal is passed. A child's life is precious, what value does your council reckon it? Have a heart and put safety and well-being before extra cash for the coffers</p>
29	<p>The parks are areas encouraging families and all ages to enjoy space and freedom I believe the VoG should be encouraging healthy lifestyles for all ages and not discouraging this.</p> <p>Post Covid, advice is that open areas are safer and VoG should again be providing use of open spaces for larger gatherings. It is particularly vital that people can resume a sense of normality post Covid and enjoy open spaces.</p> <p>Given the financial climate following Covid, I don't believe that significant changes should be applied across the Vale. Many families are struggling financially and I don't believe that more pressure should be put on families to pay out at this time.</p> <p>Many businesses are also struggling financially and if people are having to pay to come to the park, they will not be buying at the cafes</p>
30	<p>Have you even heard how many people are having to use food banks in the Cardiff and Vale! People can't efforts to eat! What's happen to this councils!</p> <p>We cannot believe this is being proposed especially in the uncertain times!</p> <p>When people are struggling with their mental health and the detestation of our elderly people's wellbeing</p>
31	<p>We fully support the car parking charges at cosmeston country park. Local authorities have been starved by central government cuts and have to find alternative sources of funding.</p> <p>You need to guard against parking in the road outside the park as this could be a hazard on such a busy road.</p>
32	<p>This will make our streets an overflow car park. We are already experiencing this due to the closure regarding the coronavirus. People will always avoid paying a parking charge. Lavernock Road and the grass verges will be used as well as Cosmeston Drive and Upper Cosmeston Farm Close causing major congestion and certainly road accidents.</p>
33	<p>We write to OBJECT to car parking charges being brought in ,within THE VALE OF GLAMORGAN area and specifically Cowbridge, designated and Future car parking areas.</p>

34	<p>We live directly opposite to the park, and since lockdown have experienced a great many people trying to park in our road, causing obstructions and trouble. Charging will only exacerbate the situation and the public will rather than pay, will look for alternative places to park, i.e. our road!</p>
35	<p>The proposal has not been discussed with the Town Council</p> <p>It has not been properly communicated to the public</p> <p>It fails to address the true issue which is spaces being taken up by commuters who continue their journeys by bus and Comprehensive School pupils who are not allowed to use the ample parking at the school</p> <p>Makes no proposal to protect the residents of adjacent streets who already suffer from inconsiderate parking</p> <p>comes at a time when businesses will be struggling to recover from the impact of Covid-19 and need all the customers they can get</p>
36	<p>Local businesses in Cowbridge are already having a tough enough time in trying to survive. The last thing they need is the added risk of losing further customers due to any future change in the current FREE car parking. Before the introduction of any future charges, detailed monitoring of the number of cars visiting/parking in Cowbridge before and after COVID-19 should be carried out.</p> <p>Also, a lot of the workforce in these local businesses are low paid minimum wage workers. Current times have highlighted that most of these food shop workers are these days considered 'Key Workers'. They cannot afford to pay a £6/day, or potential £30/week car parking charge.</p> <p>If there is absolutely no stopping the introduction of parking charges, then at the very least a much lower cost Cowbridge Key Worker season ticket option should be made available as an option to staff of local businesses.</p>
37	<p>We already pay for these facilities through our Council Tax</p> <p>Parking charges will create problems in all the residential areas adjacent to the parks as people seek to avoid parking charges. Obstructions on adjacent highways</p> <p>Increased pollution in areas adjacent to parks as people "cruise" looking for free parking</p> <p>Charges will impact those least likely to be able to afford them, those who cannot walk to the parks. i.e. families with small children, elderly and disabled who do not hold blue badges.</p> <p>At a time of increasing problems of inactivity such as obesity and diabetes(Type 2) this will further discourage people from taking adequate exercise.</p>
38	<p>If charges come in effect then the people parking long term in this car park will the seek parking elsewhere in the town and be push more into residential areas, which can cause problems in these narrow lanes and side streets. As a resident this would be unacceptable and make the town a more hazardous place due to more people parking in side streets and lanes.</p> <p>All the charges will do is create little to no revenue (even though the councils expensive parking survey, will say it is profitable). I foresee that the car park will not be fully utilized as it is now and the costs of infrastructure and maintaining the charges will make the break even point in about 10 -15 years. So all this proposal will do will create an expenditure for the council and will create an under utilized amenity in the centre of Cowbridge</p> <p>As a lifelong resident of Cowbridge please do not pursue this proposal as the High Street struggles enough with foot fall as it is, all you will do is turn the centre of town into dire town centre as Bridgend became, with empty rundown shops and no shoppers.</p>
39	<p>I suggest that parking charges in Cowbridge be introduced in a way that would</p> <ul style="list-style-type: none"> <li>•Support local businesses</li> <li>•Mitigate any detrimental effect from the charges themselves</li> </ul>
40	<p>It is entirely inappropriate to increase charges on people accessing basic amenities in the present economic and social climate brought about by Covid 19 pandemic. Shops and businesses have already taken a massive hit to their revenues and introducing charges as proposed is only likely to make the situation worse. Recovery is predicted to be a long term issue and is only going to be hindered by the proposals.</p> <p>Charges in Cowbridge would severely impact the high street businesses and their staff in an already extremely difficult time.</p> <p>In addition, staff of shops and businesses in the high street and town centre, who use the car park would effectively be charged £6 a day for coming to work.</p> <p>There would also potentially be a spread of parking into residential areas around the town with a knock on effect on residents.</p> <p>Regarding the Country Parks, these sites offer valuable places for people to go for fresh air and exercise, with all the benefits for physical and mental health. Charging for parking at these remote sites is only going to discourage people from going altogether.</p>

41	<p>I work in Cowbridge and need to drive to work as there is no usable bus service for me. Introducing this charge will cost me over £100 a month.</p> <p>I also believe this will have a detrimental effect on the businesses in the town, look at what has happened in Bridgend since parking charges were introduced there. I work in one of the supermarkets in Cowbridge, and many of our customers say they come to the town to shop and have lunch etc, I am sure having to pay will put some of them off.</p> <p>I am also not very happy with the timing of this proposal, I feel it has been deliberately done now when there are very few visitors to the car park to see the planning proposal notices, and the Gem paper is not publishing at the moment to make it more widely known. This is a sneaky attempt to slide this in while no-one is looking. I would query if it is a legal requirement for proposals of this type to be published in local newspapers for people to object to, if this were in the Gem I am sure you would have a lot more objections.</p>
42	<p>It is in my belief that the proposed charges are a mistake as it will have the effect of cars being parked along Lavernock Road, Upper Cosmeston Farm, Cosmeston Drive plus roads that lead from it and Brockhill Rise.</p> <p>People drive to the park on a daily basis to walk dogs, ride bicycles and walk its paths for exercise, all of these activities are good for the health of the individuals involved but I believe they would not be willing to pay for parking on a daily basis or buy a season ticket.</p> <p>In addition drivers are ignoring the 'Access Only' signs on Upper Cosmeston Farm and Cosmeston Drive and parking in these fairly narrow roads, blocking residents driveways. Residents are suffering abuse from drivers when they try to point out access to their driveways are being obstructed and that they shouldn't be parking there in the first place.</p>
43	<p>First the timing for the introduction of these charges is completely bizarre given the current Covid 19 situation, especially with regard to the two Country Parks.</p> <p>Given that the parks are currently closed to suddenly impose charges for the two Country Parks in a period when the strong likelihood of severe financial impact make this decision to charge for parking even more nonsensical.</p> <p>The impact of these charges particularly to the residents of Cosmeston and indeed the surrounding area will almost certainly be to encourage people to park their cars outside the park and walk into the park. This will have a severe impact on travel along Lavernock Road and the surrounding streets I can easily for see cars parked at the side of all these roads creating local traffic chaos.</p>
44	<p>I find it reprehensible that at a time when many people will lose their livelihoods, when queues at food banks are growing, when people are desperate to get out into the open air, amid nature, you the council decide to implement charging.</p> <p>Again it will not be the well off who suffer, it won't make any difference to them... it's the less well off who will be deterred from the sites. How can a Labour council even consider this?</p>
45	<p>Motorists have resorted to parking as close as possible at other locations mainly on the pavement/cycle route along Lavernock Road, Lavernock Park and Cosmeston Farm, many of which are wholly on the pavement preventing access to pedestrians and cyclists alike. There is a serious potential to danger and injury to residents having to step out onto the road to pass offending vehicles.</p> <p>Given an emergency situation requiring a fire appliance it would find it most difficult to gain access when cars are selfishly parked directly opposite each other.</p>
46	<p>I feel most strongly that we pay enough in our community charges without the added cost of parking at Cosmeston, when many residents use the facilities daily. We are faced with increasing costs and decreasing services.</p> <p>This Park is essential for the health and well being of all who use it properly and any proposal of charges should be dismissed.</p> <p>It flies in the face of the website statement as rather than protecting and supporting by introducing charges extra financial pressure will be exerted at a time when many are out of work or furloughed and previously public space will become an income generator.</p>
47	<p>The fees proposed are perfectly reasonable - in fact so small one wonders whether they 'profit' element will exceed the cost of collection.</p> <p>My concern is that park users will simply park in the nearby residential area for free.</p> <p>My objection is that the use of the Park will remain high, at the expense of local residents whose streets will be used as a free car park. This already happens around the Co-op funeral parlour by the Golf Club, and at times both the Club and the Spar opposite. Each can claim to offer a valuable community service, but now only thr Park proposes to charge.</p>

48	<p>Won't it cause chaos for the Residents of Cosmeston? Will all the Cosmeston Estates have yellow lines? Will I be able to visit friends living in Cosmeston? Will it cause chaos for the new owners of The Schooner?</p> <p>Is it right to be charging Residents to use our Parks? Is it right or even legal to charge to go into what is effectively a Welsh Museum?</p> <p>Our Town Centres have been struggling over recent years and if they are to be kept going, more people must be attracted to them not discouraged from using them.</p> <p>At this very difficult time, is it really sensible to introduce these charges now?</p>
49	<p>While I don't object to the charges in principle (the Council needs the money)</p> <p>In practice I object on the basis that as a consequence, rather than pay the charges, many people will park in the streets at the entrance to the Park (Park Road and Coed-Yr-Odin especially, also Westward Rise). This will be a serious inconvenience to the residents of these streets.</p> <p>However, may I suggest a possible resolution: that if the charges are applied in the Park, the adjoining streets are made 'residents only' parking between the hours of say 08:00 and 20:00, with sanctions and enforcement?</p>
50	<p>We live in Redlands Road and we often have no choice but to drive to Cosmeston because there is no pedestrian access along a portion of Sully Road to the back of the park. Sully Road can often be very busy.</p>
51	<p>My business is a limited company, registered in my name. If we go down, I go down. My family, my livelihood. There is more than just 'shops' invested in Holton road. This will give you an idea of most Holton road businesses situation. To add parking charges to the mix now would be the nail in the coffin for a lot of businesses.</p>
52	<p>My objection is that charging drivers to park at Cosmeston Country Park will lead to a significant number of drivers parking on the nearby Lavernock Park housing estate.</p> <p>The answer would be to limit access to Lavernock Park estate to Residents only (and their visitors) before the charges are introduced.</p>
53	<p>Charging fees would create severe parking issues for residents local to the park entrance ie Coed -Yr-Odyn, Park Road, Oxford Street, Westward Rise and Victoria/Cambridge Street. If this is unfortunately to go ahead then residents should be provided with free "Residents Only" permits and signage stating this with appropriate roadside markings put in place.</p>
54	<p>Under the present economic crisis it is idiotic to effect businesses in our Town with the proposed imposition causing trade to slump further, and making Barry an economic Ghost Town.</p> <p>My wife is a Blue Badge holder, due to mobility problems, and when visiting the Town (Barry Dock) where possible we use this car park. If all Disable Parking is full we are forced to on Street Parking, which at present is adequately policed with restriction notices.</p>
55	<p>Historically when car park charges were introduced several years ago, at the country park, many visitors refused to pay the car park charges and parked their vehicles on the roads of Lavernock Park Estate and Lavernock Road causing mayhem, the same will happen again if the Vale Council decide to go ahead with these car park charges. An accident waiting to happen given the excessive speed of vehicles and motorcycles along this road. I have no doubt that our emergency services vehicles will be obstructed and slowed down whilst responding the emergency location due to inconsiderate parking especially on Lavernock Park Estate where the roads are quite narrow. Again, historically this has happened when car park charges were introduced. Lives could be put at risk by delay as every minute counts between life and death.</p>
56	<p>In light of Covid 19 together with widespread opposition made in the consultation period ,any suggestion charges should be made are totally ridiculous .</p> <p>Any person with common sense ,would realise the end result would be to destroy local businesses particularly in retail notwithstanding in empty shops . It is obvious local business need as much support as possible and certainly those proposals would hinder both their recovery and survival following covid 19.</p>
57	<p>Another tax on top of council tax for local residents</p> <p>If parking charges are introduced at Cosmeston, it will then become necessary to go to the expense of painting ugly double yellow lines along the length of Lavernock Road and ?Residents Only? signs in the housing estate opposite.</p>
	<p>I object entirely to charging for short-term parking, as people will simply abandon their vehicles in adjacent roads such as Cosmeston Drive and Upper Cosmeston Farm, causing a dangerous obstruction to access for emergency vehicles.</p>

	I believe that offering the first 2 hours free would enable those using the park for exercise and dog-walking to do so without extra cost or inconvenience.
58	Modern number-plate recognition systems provide any easy way to monitor the parking.
	<p>I must state quite clearly how appalled I am at the consultation period being only three weeks during the coronavirus lock down with the car park closed and the notice on the entrance where motorists cannot be able to see it.</p> <p>As a country park it is not in the urban area and many users must travel to it, mainly by car. The planned parking charges will put enjoyment of the facility beyond the financial reach of some users, especially daily elderly dog walkers from Sully and Penarth, many of whom are council tax payers.</p> <p>Thirdly, have you really done your sums on the return you can expect from charging for parking? Any chance I can see your financial calculations?</p> <p>Motorists will park on Cosmeston Drive, Althorp Drive and Upper Cosmeston Farm, They currently do so despite the signs that the roads are closed.</p>
59	
	<p>Outdoor exercise and recreational activities are hugely important.</p> <p>Town centres have been struggling for a long time as out of town and on-line shopping increases in popularity, and charging to park in town centres would only make this worse.</p> <p>Can I remind the Council of the huge income soon of Council Tax from all the new properties in Dinas Powys and Sully areas?</p>
60	
	To represent these charges again during this unprecedented times and with the majority of retail workers who are not actually working at this moment is absolutely disgusting. Surely local shops and businesses will need all the help, support and customers after lockdown is relaxed.
61	
	<p>I want to contact the Director of Environment regarding proposed parking charges at Cosmeston Lakes and its impact on residents immediately opposite.</p> <p>I understand there is a window of time for objections?</p>
62	
	I am objecting to the proposal on the basis of the implications that the parking charges will have directly in our development and at the site of my house. I recognize that the verge parking is a different issue to parking in our close but it is an example of what happens when car drivers want to access the lakes but cannot or in future want to avoid paying parking charges.
63	
	<p>At this time, with the Coronavirus Pandemic still ongoing, is totally inappropriate, as many residents have more important things and life changing matters to deal with at present. Over the past eight/nine weeks (Coronavirus) that the Car Park has been closed there have been vehicles parking along Cosmeston Drive and Falcon Grove by visitors to the Cosmeston Park, contrary to Traffic Orders placed</p> <p>The Vale of Glamorgan Council has also not given appropriate notice or publicity of this 'Consultation' to local residents, who have only come to hear of this from other sources by way of local social media sites.</p> <p>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.</p> <p>Cosmeston Lakes Country Park has been funded via Central Government Grant Aid and the Council Taxpayer, who are being asked to pay again and again to use this leisure amenity.</p> <p>'Displacement parking' will occur for those Park visitors wanting to avoid paying the proposed car parking charges and therefore not parking in the car park at Cosmeston.</p>
64	
	<p>During lock down while Cosmeston's car park has been closed many people that regularly use the park have been parking on the small lane to the side of our house, this has greatly increased traffic and noise levels plus the amount of rubbish outside our property. If there was ever an emergency at the farm or one of the residents houses, it would be impossible for an Ambulance or Fire engine to pass by.</p> <p>We desperately need resident only parking and double yellow lines, to control the traffic levels in this small area, which is becoming increasingly over used because of over development in Penarth, Dinas and Sully.</p>
65	
	Cosmeston is a great facility for families to visit and get some fresh air and exercise. Levying a car parking charge would put off many people who would otherwise visit.
66	
	To do so would discourage visitors to the village during the day many of whom visit for lunches and shopping. Cowbridge desperately needs everything possible to make it attractive for shoppers to visit easily.
67	

68	<p>As few visitors stay at either park for more than 2 hours the charge per vehicle is disproportionate to the actual net revenue generated. It would also seem likely that most of the charge would actually be used to pay wages for enforcement staff with no NETT yield to the Council revenue fund.</p> <p>Any charge for Minibuses would be unreasonable as most users of such vehicles are Youth Service or elderly persons charity run vehicles operating to provide access to public amenities,</p> <p>Town Car Park charges</p> <p>AS most users of both car parks will be customers of the already hard pressed traders nearby any charge for less than 2 hours would in effect be a further Tax on the Traders,</p>
69	<p>Firstly it will have an adverse effect on the local area due to displacement parking by people unwilling to pay the parking fees. We have had perfect illustration of this during the time that the car park has been closed during lockdown.</p> <p>In respect of the income generated I doubt whether this will meets expectations. It never does. I would also like to know how much income is generated by the numerous film and tv crews that use the lakes for filming or as a base as this happens on a regular basis.</p> <p>Perhaps a fairer system would be to charge individuals for entering the lakes, after a certain time in the morning and before a certain time in the evening.</p>
70	<p>The introduction of parking charges for the use of public open space is unethical and will likely promote less use of the park when the council should be promoting and financially encouraging people to spend more time in the outside environment for better well being.</p> <p>The charges will also promote greater parking away from the park in The cosmeston residential area which is already heavily congested, further parking on the road in this area will increase the danger to children living and playing in the area.</p>
71	<p>By introducing parking charges you will kill the Town and then noone will visit</p> <p>Lots will lose jobs and then be unable to pay Council Tax of which you charge enough for now</p>
72	<p>May I respectfully point out that to erect a notice such as this in Cowbridge, during a national COVID19 lockdown, is denying a large proportion of the people most affected an opportunity to object; talk about burying bad news is the least it is.</p> <p>There ae 17 empty shops on the main shopping roads of Cowbridge and post COVID19 there are likely to be more. The introduction of charges, accompanied by Civil Enforcement Officers, will do nothing for the town other than make it even less pleasant than it already is to shop here.</p> <p>There is already a great deal of unthinking displacement parking on and off the pavements, which the PCSO seems powerless to deal with, and that can only get worse.</p>
73	<p>Usually if i finish work early or later than usual i have very little chance of parking anywhere near my home sometimes not even in the same street because of people parking in the residential parking bays illegally. Or using the 2hr bays instead of the car park. This will only get worse once a charge is levied to use the car park opposite my home.</p> <p>If the council are prepared to make the whole street residents permit holders only and enforce this with traffic wardens then i have no objection.</p>
74	<p>One of the main reasons for the decline of the High Streets is not the internet or local councils allowing out of town super store developments it is making the outlets in towns such as Cowbridge and Barry uncompetitive and inconvenient through progressively increasing Business and Domestic Rates well above the CPI and introducing Car Parking Charges.</p>
75	<p>I am concerned that the scheme will not be effective as with the cost of a warden checking that users have paid the correct amount, and the processing costs of any fines issued will become a drain on ratepayers.</p> <p>There is further argument that any over aggressive handing out of fines will deter shoppers from coming to Cowbridge which will be to the detriment of businesses already struggling to stay open after lockdown ends.</p> <p>My wife and I have been residents in the adjoining Middlegate Court for many years and we have regularly seen non-residents parking on our narrow entrance roads which were never designed to take the congestion that these cars, vans or even lorries cause. Clearly, people who meet in Cowbridge and Car Share into Cardiff will not want to pay the £6 all day fee so will be parking on the streets of Cowbridge, first call Middlegate Court, then Millfield Drive/Druids Green etc.</p>



76	<p>At the start of lockdown your Authority wisely provided signage restricting access to the Lavernock Park estate Such offences have included:-</p> <ul style="list-style-type: none"> <li>• Parking on the pavement and grass verges</li> <li>• Parking opposite double white lines on an approach to a junction and pedestrian crossing.</li> <li>• Parking in the Cosmeston bus lay thereby forcing buses to leave the tail of their vehicles to protrude into the main carriageway of Lavernock Road opposite double white lines on an approach to a pedestrian crossing.</li> <li>• Parking on a shared cycle way/footway.</li> </ul> <p>Your Authority's proposals to introduce parking charges do not take account of these wider implications, such as the potential inconvenience to local residents or the degradation of safety for pedestrians and road users at a busy and complex junction.</p>
77	<p>Why pay when users can simply park on street in nearby residential areas.</p> <p>It will also create an unnecessary burden on those who are only using the facilities for a short period of time, such as dog walkers.</p> <p>It seems that anywhere there is a service that might bring some tourism or trade the resultant answer is to charge or tax it.</p>
78	<p>It will discourage people from taking exercise and helping them to stay healthy and well</p> <p>It will create an equity barrier, with a bigger impact on people on lower incomes who would then be less likely to use the park</p>
79	<p>The plans to bring in charges will destroy tourism and will have detrimental effect on the local economy.</p>
80	<p>The purpose of Cosmeston is to enable people, particularly families, to enjoy themselves together in the fresh air and to promote appreciation of nature. Parking charges will restrict this.</p>
81	<p>Most of the town is currently closed and will be for the foreseeable future and when it does open it will take years to get back to normal if ever.</p> <p>I know a lot of people who work in the hospitality in Cowbridge all of which are on low pay and/or on zero hours these poor people are worried enough about having a job to go back to without having parking to pay for which they won't be able to pay because they struggle to keep their head above water as it is.</p> <p>Why try to do this when were having an epidemic when bussiness are nearly all closed there is no GEM in print to report this so if people don't see your small notice they will be unaware</p>
82	<p>I feel anything that could impact negatively on either the retail sector or businesses that occupy office space in Cowbridge at this current time should be avoided at all cost.</p> <p>Do you not understand due to Covid-19 many Retail Shops have seen their income slashed and and will struggle to make ends meet for the foreseeable future, the implementation of car parking charges in my opinion will only make their situation worse.</p> <p>Have you consider how many people are employed though Cowbridge businesses and how this will effect them financially?</p> <p>The introduction of car parking charges and the subsequent additional cost to them on a daily / monthly bases will lead to them seeking employment out of town or for businesses to consider move their location out of town because they are unable to recruit new workers.</p>
83	<p>This will have a consequence of pushing vehicles from off road parking in Cosmeston Country Park to an on-street parking situation which is against the National Policy of the Traffic Management Act 2004 to "manage their network so as to reduce congestion and disruption"</p> <p>This will have a safety consequence of overcrowding the Caversham Park area with an increase in parked vehicles that are now parking on dropped kerbs, parking on kerbs, parking on roundabouts and blocking driveways and would become a general inconvenience to the residents.</p> <p>No Free Parking would discourage usage of the park.</p>
84	<p>Firstly local resident areas in the vicinity of the town centre will become clogged with cars looking for free parking places outside residents homes as a way to avoid the car park charges</p> <p>Secondly the introduction of car park charges will put visitors off visiting and spending money in the local shops, pubs, restaurants etc. It will also penalise the owners of these premises and their employees. Overall the town will suffer from the changes you are proposing.</p> <p>In terms of Porthkerry Country Park and Cosmeston Country Park, I believe the introduction of parking charges will penalise the local community and other visitors, including dog walkers who uses these parks on a daily basis.</p>

	The proposed car parking fees ( new and increased ) will seriously affect many traders , and their associated customers.
	Many of these traders were really struggling financially prior to the current pandemic - and now face additional financial problems due to "lockdown"
85	At present the existing facilities at Porthkerry Country Park fall far short of adequate ( all access roads , highway drainage and control , toilets , children's play area and overflow car park )
86	What shops, businesses are they going to use when they have gone out of business through lack of customers.
	A few years ago there was an event at Cosmeston. So where did the excess vehicles park – yes you've guessed it along the roads in the Cosmeston estates.
87	The council can't be short of money considering the exorbitant council tax imposed on your residents.
88	The shops in Holton road area are hanging on by a thread and the introduction of car parking charges will be the final nail in the coffin for them.
	To propose this while we have a pandemic forcing our traders to close down is crazy. The people of Cowbridge have had no means of knowing about these proposals as there is no Gem newspaper or other means for the general public to know about them
	The problems caused by parking will make life in the houses near town center unbearable.
89	Why is Llantwit Major being treated differently from Cowbridge when they have extra travelling facilities eg train whilst Llanblethian which is my Village does not even have a bus so using a car is essential for people who cannot walk some distance.
	As it will simply encourage people to use alternative free parking spaces such as the health centre car park.
90	In the meantime, people like myself will go to Bridgend for our shopping, causing financial losses to local businesses at the very time when they most need support.
	Places such as Porthkerry and Cosmeston are mainly used by local people as part of their exercise regime.
	Holton Road is having a terrible time at the moment. Are you trying to kill it off completely with thee charges?
91	Is it a good time to hide bad news and push through these charges?
	At a time of the Covid Pandemic is very sneaky and underhand the local paper Gem is closed and most of the shops restaurants and public houses are closed and you will not get a true result with how business and residents feel.
	I feel very strongly that this will change if you bring in these charges they will just shop in Waitrose which is free and then leave and then small businesses will close and we will end up like Bridgend with every other unit closed
92	I pay a substantial amount in Council Tax and get my bins emptied once a week that's all I have done by the Council in my eyes the village is surrounded by potholes on the St Athan road and now you want to charge me £6 a day to go to work
	The High Streets are already struggling and after Covid and the recession which will follow, it is more important than ever to support independent businesses.
93	Parking charges will deter customers from using Cowbridge shops.
	If the charges come in it will frighten off visitors who come to Barry island just for a walk on the beach and a coffee and also shoppers
94	We pay enough in council tax without another expense to think about.
	If they choose to act in the same way when you start charging for parking there will be an increase in traffic congestion and people parking outside our houses making it impossible for the emergency services to access our homes.
95	
	Why do local councils have to be SO GREEDY and penalise those of us who enjoy walking around the lake for our mental health and physical health
96	I also note that you are introducing charges at Wyndham Street car park in Barry, but at least you have the good sense of offering 2 hours free, with charges thereafter
	In the current situation where money is very tight for a lot of families and exercise is so good for mental health it seems a crazy time to start charging us to visit the park. The council should be encouraging exercise and healthy lifestyles, especially with the current obesity figures in this country.
	People will try to get around the charges by parking dangerously on roads close to the park. I was shocked how many cars were parked on the narrow St Marys Well Bay Road and other local roads at the weekend when I cycled down to the beach

97	I don't disagree with charges for long stay visitors and buses, but feel there should be a free period throughout the day of at least an hour to encourage exercise.
98	Cars are regularly ignoring the road closure signs and parking dangerously on the Cosmeston estate blocking driveways and parking on grass verges
99	It is likely that they will occupy available spaces at Southgate and the Butts from 8am to 6pm, leaving shoppers and visitors who plan to use the services on offer for longer than two hours (eg cafe/restaurant bookings, appointments at hair and beauty salons) to seek out free spaces on residential streets.
	Moreover, to impose charges at the same time that retailers are experiencing the ongoing and subsequent effects of the Covid-19 restrictions would appear to be insensitive.
100	The proposed charge is minimal and will likely cost more to administer than is raised
	It will result in cars being parked in Cosmeston Drive, which is a relatively narrow residential road, Upper Cosmeston Farm, where there is minimal parking, and Brockhill Rise
101	Cosmeston Park - I feel that you should open the car park at above site to stop random parking on the side roads
102	Whilst the proposed charges seem reasonable many visitors will be reluctant to pay and alternatively use the residential roads in the vicinity. This has happened during the current car park closure and is proving to be extremely dangerous.
103	It's hard to understand why you would undertake this process in the middle of a public health crisis.
	Cosmeston Drive was already dangerous, at times, but now it will be inevitable that an accident/ injury or God forbid, fatality occurs. That will be squarely on your conscience. It will be a direct consequence of your policy.
104	Businesses will be struggling to get back on their feet and will need all the public support they can get
105	I work in Waitrose if these charges are imposed they will not be affordable on my pay
	I will have no option than to find a parking space in a residential area
106	Barry Town centre is now almost completely destroyed with very few shops remaining that aren't charity or pawn shops. To suggest charges to what was once a thriving shipping centre is despicable and will kill of the remaining shops such as Peacocks , Iceland etc .
	I also strongly object to parking charges at Barry Island and the Knap. All this will achieve is greater problems for residents as people will park at the next available place and walk which will make the residents lives more difficult .
	Based on the very high council tax we pay in the Vale and the frankly quite limited services local people should not be charged to visit local beauty spots.
107	I do fear that the implementation of charges will be yet another nail in the coffin for this once delightful little town.
	I know of a great many friends who use the car park on a daily basis as they come to work in Cowbridge. Any charging is going to put a huge burden on these people at a time when finances for everyone are going to be even more stretched than before.
108	I use the Town Hall car park every day I am in work as it is difficult to find a space elsewhere in the town. Now I have to consider and try to budget for parking at £6 per day !! If this proposal is to go ahead can you tell me how are you able to support employees of local businesses who have to use the car park ?
	I am employed at Waitrose and Partners. Are we able to purchase permits at a discounted rate ?
109	I already pay for the use and upkeep of our parks via the annual Council Tax I pay and I believe our residents should not be charged twice for the use of their parks by the imposition of car parking charges.
	Parking charges will disproportionately impact low-income families for whom the parks are possibly the only free leisure activities they have access to
	The council should be showing leadership in encouraging local people to take plenty of exercise - not putting financial barriers in place.
	Local residents will be affected by park users seeking to park for free in residential areas.
	There is already an issue for local residents on the High Street who are fined if they park outside their own homes (atrocious penalisation!) They therefore HAVE to use the townhall carpark.
	Also areas in the vicinity of the town centre will become clogged with cars looking for free parking places outside residents homes as a way to avoid the car park charges.

	<p>People will not buy/rent property in Cowbridge when they have no parking, or at best, one at an extortionate cost! This WILL affect the property market. The introduction of car park charges will put visitors off visiting and spending money in the local shops, pubs, restaurants etc.</p> <p>The carpark should remain free of charge and RESIDENT PERMITS MUST BE INTRODUCED IN COWBRIDGE.</p>
110	<p>I believe the introduction of parking charges will penalise the local community and other visitors, including dog walkers who uses these parks on a daily basis.</p>
111	<p>The high street is on its knees already, please have a heart.</p>
	<p>We already pay for these facilities through our Council Tax 2</p> <p>Parking charges will create problems in all the residential areas adjacent to the parks as people seek to avoid parking charges.</p> <p>Increased pollution in areas adjacent to parks as people "cruise" looking for free parking. At a time of increasing problems of inactivity such as obesity and diabetes(Type 2) this will further discourage people from taking adequate exercise.</p>
112	<p>Charges will impact those least likely to be able to afford them</p>
	<p>I for one, work 5 days a week in a location on the High Street in Cowbridge. My shifts are on average 7.5 hours, so at £6 a day paying for parking is out of the question!</p> <p>Over 4 weeks that is £120 a month, and annually that is approx £1400 (excluding 5 weeks annual leave).</p> <p>I commute to work from a near town, Barry. 12 miles and down the busy A48. I would not feel comfortable riding a bike to work due to the national speed limit being applied to the A48. And as for a bus this option is laughable.</p> <p>This will leave me no option but to park outside people's property leaving my vehicle vulnerable and locals rightly outraged.</p>
113	<p>as shops will inevitably close due to the falling in footfall</p>
114	<p>I think it was terrible of you to try and sneak this through during a pandemic when everyone is struggling with finances.</p>
115	<p>I believe the town us struggling to cling on to life already and car parking charges would be a death Nell for businesses and our community.</p>
	<p>There is an elderly population who can't walk into town so choose to park and shop.</p> <p>This would cause a huge detriment to all small businesses in the town.</p> <p>We are only just coming out of 12 weeks lockdown where nonessential shops have been closed and we are on the verge of a recession. Ridiculous!</p>
116	
	<p>As one of the leaders who set up a local social running group Seriously Mad runners and also help to set up Barry Island parkrun .</p> <p>&gt; As you will be aware both groups work closely with the VOG to help</p> <p>&gt; encourage activities in the Vale , linking with mental health . The</p> <p>&gt; implementation of parking charges will have a direct negative impact</p> <p>&gt; on both these groups as both Barry island and the Knap are regular</p> <p>&gt; meeting point for our groups</p>
117	
	<p>Businesses on our single shopping street (High Street) have suffered enough over the years and many have sadly closed because of extortionate rates.</p>
118	
	<p>I work in the Town I earn minimum wage and will not be able to afford to pay for parking and pay my council tax. I will propably end up on the streets</p>
119	
	<p>I believe that this is particularly unfair at the moment as this is being pushed through at a time</p> <p>Cowbridge is a small, unique town where many businesses struggle to survive under normal conditions and I believe this proposal will only add to their struggles</p>
120	
	<p>As usual the charges will punish the poorer members of our society. The middle classes, who make up the council, have no concept of how this will effect poorer people.</p> <p>I am also disappointed, but not surprised, that this is being sneaked out at a time when people are distracted by coronavirus.</p>
121	
	<p>The majority of users in Wyndham Street are locals who already pay a high rate of council tax</p> <p>this would be an additional cost and is likely to deter individuals from shopping in Holton Road.</p>
122	
	<p>Don't you think the businesses in the VOG have suffered enough.</p> <p>Do you want Cowbridge to become the Ghost shopping centre that Barry has.</p>
123	
	<p>We consider that we already pay sufficient Council Tax to more than cover the services we receive</p> <p>These charges will add to the continuing decline of the town centre and adversely affect resources for "healthy living".</p>

124	These charges will add to the continuing decline of the town centre and adversely affect resources for "healthy living".
125	As the resident and council tax payer of the Vale of Glamorgan I feel that a proportion of my council tax supports the upkeep of the country parks and I resent having to pay again to visit these areas.
	To charge to park in the grounds of the country parks would encourage visitors to park elsewhere ie neighbouring street and on main roads nearby
	Also the small period of free parking suggested before 10am will cause extra traffic during peak morning rush hour
126	To charge shoppers to park while visiting this declining area would add further to the decline of the shops and encourage shoppers to use out of town retail parks instead.
	I believe that introducing these charges again during the lockdown is absolutely unacceptable and extremely cunning.
	With Cowbridge retailers being hit hard the last thing you want to do is scare customers away with parking charges. We need to attract customers not push them away.
127	The cost of car parking for me a month would be over 10% of my monthly salary and would become unaffordable for me.
127	Cowbridge it is a lovely town with a busy high street and some lovely independent shops. This would have a massive impact on Cowbridge
128	Without this free car park I think Cowbridge high street would become very busy and dangerous. I do believe it would get worse without free parking in the town hall.
129	as proved by the closure of the said car park and in anticipation of people trying to avoid paying the proposed fee for parking there I urge you to make the following provisions in order to protect the well- being of local residents and avoidance of traffic problems/accidents.
130	I think it is vry underhand that all the Covid 19 going on and people not in work to see your notice and no GEM in print
	How can a market town be a market town with no cattle market?
	If you introduce these charges, myself and my many friends will no longer be meeting for lunch and to visit the shops.
131	We are pensioners and do not have the extra money to do this
131	As a council tax payer, I object to these charges on the grounds that access to the park.by car shuld be free to local householders.
132	The current closure of the car park at Cosmeston Lakes due to the Covid outbreak has resulted in numerous vehicles parking either in my estate or on the main road opposite the Lakes.
133	I work in Cowbridge, Five/ Six days a week and cannot afford to pay £6 per day
	I also believe, it would be a very sad end, to a beautiful and busy market town
	Also I cannot think of a worse time for you to be considering brinning these charges.
134	The Council claims to want to encourage exercise and fresh air to promote physical and mental health
135	NHS is currently a national priority and it is known that access to green open spaces benefits both physical and mental health. Therefore encouraging greater use of country parks would seem highly desirable.
	Introducing charges for access to a public asset particularly disadvantages those with lower incomes.
136	If there were parking charges I would probably not use the town in this way use a shopping outlet such as Bridgend.
	Cowbridge seems to be suffering with the Covid 19
137	Introducing parking charges would discourage visitors from browsing the many shops and cafes leading businesses to suffer.
138	It is vital to the future of FFT Education Ltd that the Cowbridge Town Hall car park remains free for our staff.
	It would be remis of me to not highlight the impact that COVID-19 has had on our business.
	I would urge the Authority to have regard to the potential risk to jobs, the risk to the ongoing viability and vitality of the town centre.
	With the new proposed charges, I would then have to add another £120 a month to my travel expenses, a total of £470 of my monthly wage.
	These aren't good enough when the first one going to Cardiff leaves the town hall at 6:30. This is forcing people to have to drive to Cowbridge because the public transport doesn't arrive early enough.

	I am aware residents are already unhappy with people parking in side streets for periods of time, and I can guarantee this will increase if the charges are brought in.
	I feel that by bringing in these charges, you will harm the high street. You are expecting independent shops to pay high business rates and then have to pay to park to open their own store.
139	With this pandemic causing uncertainty to the economy, I feel this charge may push some of the independent shops out of business sooner
140	I already pay £200 per month council tax, I should be able to park my car free to use local parks and beaches
	you should give locals who pay vale council tax free permits
141	the Vale Council should be looking at ways to encourage shoppers NOT discourage them
	To introduce a charge of £5 per day would mean a £100 monthly deduction from their wage.
	Another obvious concern would be congestion on residential roads in the area as people seek to avoid parking charges
142	The park offers a perfect short walk for elderly people or young families at present and many visitors just pop in for a pleasant half hour or so without having to incur any expense.
	Those struggling financially wouldn't even have the luxury of choice.
143	I have become aware of the number of cars parked along Lavernock Road and also outside the houses on our estate
	In the current climate this would be the nail in the coffin of the economy of this small market town completely.
144	Surely you must be aware of the current economic impact that Covid19 is having on all aspects of the economy but particularly on retail and hospitality
	This will have a negative impact on the success of local business in the area as people will rush to complete errands and are less likely to make use of coffee shops and cafes etc.
145	This will have a negative effect on the success of the new park run event
	It is likely to lead to people parking in nearby residential areas.
146	I think free parking should continue, to allow residents to park and shop locally.
	At a time when everyone else in Britain is concerned with the lack of tourism revenue this Council chooses to add to the death knell of the town of Barry and all the Vale of Glamorgan visitor attractions.
	It is also punishing the local population who use these green spaces for valuable exercise
147	Also local people living in the surrounding areas will have their properties blighted by the increased on street parking
	I get paid minimum wage herefore I cannot and do not wish to pay or afford the large amount for the parking charges.
148	My mental health is positively affect by me getting out of the house and being in meaningful employment
	I feel the proposed charges will destroy the many livelihoods of the small business owners.
149	People will park at nearby streets and at the Schooner rather than pay. It is a terrible idea.
	After the 2 hours the charges need to rise more significantly so that a whole day costs around £10-20
150	We already have a huge problem with parking in the residential streets around the town.
	This could be alleviated by introducing residential parking permits with strict restriction
	I am a pensioner working in Waitrose. The decision to start charging to park in Cowbridge will be an enourmous impact on my income
151	We will not be shopping in Cowbridge any more.
	This will make access difficult for many financially especially those who may have lost jobs or had circumstances change without warning.
152	WHY when cosmeston is open you can see the evidence of visitors parking all along the main road making use of the wide pavement for parking.
153	My concern is that it will push people into parking on main Lavernock road , causing safety issues and potential accidents , as well as obstructing access to nearby roads.
	Llantwit Major car parks are subject to separate considerations and discussions with Llantwit Major Council. Cowbridge (Ancient Borough) with Llanblethian Town Council should have been offered the same courtesy.
154	Now is not the time to introduce car parking charges with the devastation Corona Virus has caused to the economy and the High St needs time to recover. There are few newspapers being published that cover Cowbridge at the moment so any public notices could have easily been missed by the public.

155	Parking charges will result in the displacement of parking onto the surrounding residential roads
	In the past, when parking charges were implemented at weekends the police had to intervene to control traffic at the entrance to Cosmeston Drive
156	The Council is concerned that, with the current coronavirus epidemic and the effect of 'lockdown' on businesses in the town, such businesses will be even more greatly affected by the introduction of parking fees
	Such fees will only deter shoppers from visiting the town at a time when businesses will be struggling to get 'back on their feet' after the negative impact of the lockdown.
157	A number of those workers have expressed their concern at the effect the parking fees will have on their wages, i.e. £6 to park all day
	My view is that I'd rather all paid to park than they whack a bigger increase on the council tax to raise revenue!
157	They park in the estates and outside of people's houses. It would be better if they asked people to voluntarily give a donation that went straight towards the conservation of cosmeston, people would probably give more than the £2 for four hours.
	Reasonable charges if they remain the same but local people should be given a discount
	The charges will disproportionately impact low income families who already have scant options for free, healthy activities. It's shameful they are even considering it. We should be encouraging people to take exercise, not putting barriers in place.
158	The charges will disproportionately impact low income families who already have scant options for free, healthy activities. It's shameful they are even considering it. We should be encouraging people to take exercise, not putting barriers in place.
	The timing of this proposal is disastrous for the town of Cowbridge given the devastating effects of the Coronavirus pandemic on local businesses
159	Not a solution to a problem just moving the problem to other parts of the Town. Already congestion on surrounding streets.
	As a tax payer, council tax payer, I feel I am already being charged heavily enough to live and work around this area.
159	The charges would mean I would have to think about giving up working as it would mean I could not afford to come in to Cowbridge 5 to 6 days a week only to loss up to £30. a week.
	Cowbridge is struggling anyway, what support has been given to business that have been unable to open, compared to the support an English government has provided.