



***PWYLLGOR CRAFFU GWASANAETHAU  
AMGYLCHEDD, ADFYWIO A CYMDOGAETH***

***10.00 AM DYDD GWENER, 2 MEHEFIN 2023***

***CYFARFOD AML-LEOLIAD - SIAMBR Y CYNGOR PORT, TALBOT A  
MICROSOFT TEAMS***

**Rhaid gosod pob ffôn symudol ar y modd distaw ar gyfer parhad y cyfarfod**

Gellir ffilmio'r cyfarfod hwn i'w ddarlledu'n fyw neu'n ddiweddarach drwy wefan y cyngor. Drwy gymryd rhan, rydych yn cytuno i gael eich ffilmio ac i'r delweddau a'r recordiadau sain hynny gael eu defnyddio at ddibenion gweddarlledu a/neu hyfforddiant o bosib.

1. Cyhoeddiadau'r Cadeirydd
2. Datganiadau o fuddiannau
3. Cofnodion y cyfarfod blaenorol (*Tudalennau 5 - 12*)  
I'r Pwyllgor gymeradwyo cywirdeb cofnodion y cyfarfod a gynhaliwyd ar 14 Ebrill 2023.
4. I ystyried argymhellion y grwp Tasg a Gorffen ar Adroddiad Adolygu Opsiynau Parcio 2023 (*Tudalennau 13 - 36*)
5. Adroddiad Diweddarau Iard Burrows (*Tudalennau 37 - 40*)
6. Craffu Cyn Penderfynu  
Dewis eitemau priodol o Agenda Bwrdd y Cabinet ar gyfer craffu cyn penderfynu (cynhwysir Adroddiadau Bwrdd y Cabinet ar gyfer yr Aelodau Craffu)
7. Eitemau brys  
Unrhyw eitemau brys yn ôl disgrisiwn y Cadeirydd yn unol ag

Adran 100B(6)(b) o Ddeddf Llywodraeth Leol 1972 (fel y'i diwygiwyd).

8. Blaenraglen Waith (*Tudalennau 41 - 46*)
9. Mynediad i gyfarfodydd  
Mynediad i gyfarfodydd i benderfynu a ddylid gwahardd y cyhoedd o'r eitemau canlynol yn unol ag Adran 100A (4) a (5) o Ddeddf Llywodraeth Leol 1972 a'r paragraffau eithriedig perthnasol o Ran 4 Atodlen 12A y Ddeddf uchod.

## **Rhan 2**

10. Craffu Eitem/Eitemau Preifat Cyn Penderfynu  
Dewis eitemau preifat priodol o Agenda Bwrdd y Cabinet ar gyfer craffu cyn penderfynu (amgaeir Adroddiadau Bwrdd y Cabinet ar gyfer yr Aelodau Craffu).

**K.Jones**  
**Prif Weithredwr**

**Canolfan Ddinesig**  
**Port Talbot**

**26 Mai 2023**

### **Aelodaeth y Pwyllgor:**

**Cadeirydd:**           **S.Purse**

**Is-gadeirydd:**       **Y Cynghorydd T.Bowen**

**Cynghorwyr:**       W.Carpenter, A.Dacey, R.Davies, N.Goldup-  
John, C.James, S.Grimshaw, K.Morris,  
S.M.Penry, L.Williams a/ac S.E.Freeguard

### **Nodiadau:**

- (1) *Os yw aelodau'r pwyllgor neu'r rhai nad ydynt yn aelodau'r pwyllgor am gynnig eitemau perthnasol i'w cynnwys ar yr agenda cyn*

*cyfarfodydd y dyfodol, rhaid iddynt roi gwybod i'r Prif Weithredwr/Cadeirydd 8 niwrnod cyn y cyfarfod.*

- (2) Os yw'r rhai nad ydynt yn aelodau'r pwyllgor am fod yn bresennol ar gyfer eitem o ddiddordeb, mae'n rhaid rhoi rhybudd ymlaen llaw (erbyn 12 hanner dydd ar y diwrnod cyn y cyfarfod). Gall y rhai nad ydynt yn aelodau'r pwyllgor siarad ond nid oes ganddynt hawl i bleidleisio, cynnig nac eilio unrhyw gynnig.*
- (3) Fel arfer, ar gyfer trefniadau cyn craffu, bydd y Cadeirydd yn argymhell eitemau gweithredol sydd ar ddod i'w trafod/herio. Mae hefyd yn agored i aelodau'r pwyllgor ofyn i eitemau gael eu trafod - er y gofynnir i'r aelodau ddewis a dethol yma o ran materion pwysig.*
- (4) Gwahoddir aelodau perthnasol Bwrdd y Cabinet hefyd i fod yn bresennol yn y cyfarfod at ddibenion Craffu/Ymgynghori.*
- (5) Gofynnir i aelodau'r Pwyllgor Craffu ddod â'u papurau ar gyfer Bwrdd y Cabinet i'r cyfarfod.*

Mae'r dudalen hon yn fwriadol wag

## PWYLLGOR CRAFFU GWASANAETHAU AMGYLCHEDD, ADFYWIO A CYMDOGAETH

(CYFARFOD AML-LEOLIAD - SIAMBR Y CYNGOR PORT, TALBOT A MICROSOFT TEAMS)

Aelodau sy'n Bresennol:

Dydd Gwener, 14 Ebrill 2023

**Cadeirydd:** Cynghorydd S.Pursey

**Is-gadeirydd:** Cynghorydd T.Bowen

**Cynghorwyr:** W.Carpenter, R.Davies, N.Goldup-John, C.James, S.Grimshaw, S.M.Penry, L.Williams, S.E.Freeguard, J.Henton, J.Jones, S.Renkes, S.H.Reynolds a/ac D.Thomas

**Swyddogion sy'n Bresennol:** D.Griffiths, C.John, C.Plowman, J.Stevens, S.Brennan, R.Crowhurst, G.Hughes, C.Roberts, Ms.J.Smith, R.Turner a/ac T.Rees

**Gwahoddedigion y Cabinet:** Cynghorwyr S.Jones, W.F.Griffiths, M.Peters

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### 1. CYHOEDDIAD Y CADEIRYDD

Croesawodd y Cadeirydd y Pwyllgor a gwahoddedigion y Pwyllgor Craffu Addysg.

### 2. DATGANIADAU O FUDDIANNAU

Y Cyng. Scott Jones - Eitem 18- Personol, heb fod yn rhagfarnol- Penodwyd y Cyng. S. Jones i fwrdd Wild Fox.

Y Cyng. Martyn Peters- Eitem 18- Personol, heb fod yn rhagfarnol- Penodwyd y Cyng. M. Peters fwrdd Wild Fox.

Y Cyng. Jeff Jones- Eitem 18 - personol, heb fod yn rhagfarnol - Penodwyd y Cyng. J. Jones i fwrdd Wild Fox.

3. **COFNODION Y CYFARFOD BLAENOROL**

Cymeradwywyd cofnodion y cyfarfod a gynhaliwyd ar 3 Mawrth 2023 fel cofnod cywir.

4. **YMATEB BWRDD Y CABINET AR Y GRŴP TASG A GORFFEN STRATEGAETH WASTRAFF**

Rhoddodd y Cadeirydd gefndir i Grŵp Tasg a Gorffen y Strategaeth Gwastraff a'i adroddiad dilynol. Eglurodd y Cadeirydd fod y llythyr yn cynnwys ymateb gan Fwrdd y Cabinet i argymhellion y Grŵp Tasg a Gorffen.

Cytunodd yr Aelodau i graffu ar yr eitem fel rhan o Adroddiad y Strategaeth Gwastraff gan fod y llythyr wedi'i gynnwys yn yr adroddiad hwnnw.

Nodwyd y llythyr.

5. **ADRODDIAD SIARTER TEITHIO IACH**

Derbyniodd yr aelodau wybodaeth am adroddiad y siarter teithio iach fel y'i cyflwynwyd yn yr adroddiad a ddosbarthwyd. Hysbysodd y swyddogion yr aelodau ynghylch camgymeriad ar dudalen 30 o'r adroddiad. Dywedodd swyddogion eu bod wedi symud i orsaf drosglwyddo yn hytrach na chyfleuster y Ganolfan Adfer Deunyddiau ac Ynni (MREC); nid yw hyn yn effeithio ar y sgôr gyffredinol a roddir i'r eitem a bydd yn cael ei newid.

Roedd yr aelodau am wybod am y cynnydd mewn diogelwch beicwyr sy'n teithio i'r ysgol ac i'r gwaith. Esboniodd swyddogion eu bod yn datblygu cynlluniau ac yn gwneud cais am grantiau mewn perthynas â'r Cynllun Teithio Llesol a'r gobraith yw y bydd penodi dau swyddog teithio llesol yn arwain at fwy o lwyddiant wrth sicrhau grantiau ar gyfer llwybrau teithio llesol.

Roedd swyddogion hefyd yn teimlo y bydd y terfyn cyflymder newydd o 20mya yn helpu i leihau difrifoldeb digwyddiadau oherwydd cyflymder arafach.

Darparodd swyddogion wybodaeth am yr agwedd addysg a hyfforddiant ar ddiogelwch teithio, megis Kerbcraft mewn ysgolion cynradd yn ogystal â rhaglen ysgolion gyfun sy'n cynnwys teithio'n annibynnol, gan gynnwys defnyddio bysiau. Mae blynyddoedd 5 a 6

hefyd yn derbyn hyfforddiant beicio ar y ffyrdd ac mae hyfforddiant lefel 3 yn cael ei ddatblygu mewn ysgolion cyfun. Eglurodd swyddogion hefyd y gall teuluoedd (gan gynnwys oedolion) hefyd gael hyfforddiant yn ystod diwrnodau hyfforddi teuluol sy'n helpu i gynllunio llwybrau a mynd ar feiciau trydan.

Mynegodd yr aelodau eu pryder ynghylch defnyddwyr eraill y ffyrdd mewn perthynas â diogelwch beicwyr a'r gobaith o gael llwybrau beicio mwy diogel. Dywedodd yr Aelodau fod y swyddogion newydd yn y tîm yn ychwanegiad braf i helpu i sicrhau arian grant, ond roedd aelodau'n teimlo bod angen iddynt barhau i feddwl am symud ymlaen o ddulliau sy'n canolbwyntio ar geir mewn perthynas â mathau cynaliadwy o drafnidiaeth mewn prosiectau er mwyn ystyried cerdded a beicio.

Esboniodd swyddogion fod mentrau gyrwyr ar gyfer gyrwyr sydd newydd gymhwyso a gyrwyr hŷn a hyfforddiant sy'n cynnwys beicwyr modur ac sy'n cynyddu ymwybyddiaeth o holl ddefnyddwyr y ffordd.

Holodd yr aelodau am gysylltu llwybrau beicio. Nododd yr aelodau fod y ffordd rhwng Pont-rhyd-y-fen a Chimla'n beryglus i feicwyr ac roeddent yn meddwl tybed a oedd cynlluniau i drwsio'r ffordd rhwng T-bones a Phont-rhyd-y-fen.

Eglurodd swyddogion fod cynllun ar gyfer llwybr teithio llesol o Gastell-nedd hyd at gae chwaraeon Cefn Saeson, sy'n ddarn mawr o waith, ac mae'n debyg y bydd yn cael ei gyflwyno'n raddol dros ychydig flynyddoedd. Dywedodd swyddogion y gallai mynd oddi ar y prif lwybr hwnnw fod yn anodd gan fod cyrraedd T-bones yn cael ei ystyried fel gweithgaredd hamdden ac nid yw'n unol â theithio llesol ac felly nid ydynt yn gymwys i gael grantiau teithio llesol.

Yn dilyn craffu, nodwyd cynnwys yr adroddiad.

## 6. **CRAFFU CYN PENDERFYNU**

Eitem 13 Cynllun gweithredu'r Strategaeth Gwastraff

Derbyniodd yr Aelodau wybodaeth am Gynllun Gweithredu'r Strategaeth Gwastraff fel y'i cyflwynwyd yn yr adroddiad a ddosbarthwyd.

Cododd yr aelodau eu pryderon ynghylch storio'r bagiau porffor yn ystod misoedd yr haf, yn enwedig os bydd casgliadau gwastraff yn

newid i gasgliadau bob 3 wythnos. Roedd yr aelodau'n poeni sut y byddai preswylwyr yn gallu storio'r bagiau hyn.

Dywedodd swyddogion y byddai'n rhyddhau rhywfaint o adnoddau pe byddai casgliadau'n digwydd bob 3 wythnos, a gellid dargyfeirio'r adnoddau hynny i gasgliadau ailgylchu a chewynnau, a fyddai'n golygu bod casgliadau cewynnau'n digwydd yn wythnosol, a fyddai'n datrys problemau. Ystyrir hyn fel rhan o'r broses ymgynghori.

Dywedodd swyddogion fod elfen storio argymhellion y pwyllgor craffu'n cael ei derbyn gan swyddogion. Fodd bynnag, byddai'r bagiau porffor yn cael eu cyflwyno i'w casglu a byddai'r blwch yn cael ei ddefnyddio ar gyfer storio'r bagiau hynny'n unig.

Amlygodd yr Aelodau fod y grŵp Tasg a Gorffen wedi cyflwyno'r syniad o fin cyflwyno ar ôl cael sicrwydd gan swyddogion ar ei ymarferoldeb.

Roedd yr aelodau'n teimlo ei fod yn fwy hylan ac osgoi dryswch o gael cynhwysydd na ellir ei gyflwyno i'w gasglu. Roedd yr aelodau am ddeall beth oedd wedi newid ers y drafodaeth honno.

Dywedodd swyddogion eu bod yn dal i fod yn y cyfnod treialu ond eglurodd fod y peilot yn cefnogi'r farn bod pobl eisiau biniau storio yn hytrach na biniau cyflwyno. Dywedodd swyddogion fod cyfle i'w adolygu o hyd, ond ni ellir ymestyn y gwasanaeth ar hyn o bryd oherwydd adnoddau a chyllid, ond gall pethau newid a gwella dros y ddwy flynedd nesaf. Yr argymhelliad gan swyddogion yw defnyddio blychau storio yn hytrach na'u defnyddio fel blychau cyflwyno.

Roedd yr Aelodau'n awyddus i fonitro'r sefyllfa yn ystod y cyfnod peilot a chael adborth gan swyddogion o ran sut mae'r biniau storio'n gweithio, ond hefyd i dreialu a phrofi effaith defnyddio'r cynhwysydd fel bin cyflwyno ar ôl diweddarau'r cynllun a glendid y strydoedd.

Dywedodd swyddogion fod y rhan fwyaf o'r adborth a roddwyd ynghylch yr ymgynghoriad a wnaethant yn ymwneud â storio, ond pe bai problemau gyda chyflwyno, byddai hynny'n dod yn amlwg i aelodau. Bydd biniau storio ar gael i'r rhai sy'n gofyn amdanynt.

Teimlai'r Aelodau y dylid gohirio'r ymgynghoriad â'r cyhoedd ar gasglu biniau bob 3 wythnos cyn belled ag y bo modd er mwyn gallu cyfleu'r neges yn gyntaf am yr angen am ailgylchu gwell ac ailgylchu bywd. Roedd yr aelodau am gael rhywfaint o fanylion ynghylch pam y



gwrthodwyd y cynnig hwnnw gan y Grŵp Tasg a Gorffen ac roeddent am gael syniad o ran amserlenni ar gyfer yr ymgynghoriad.

Dyweddodd swyddogion fod dyddiad terfyn statudol ar gyfer mynd y tu hwnt i'r targed o 70% ar wastraff bwyd ac mae hyn yn golygu y byddai angen iddynt wneud llawer o waith paratoi a chynllunio pe bai'r casgliadau bob 3 wythnos yn mynd yn eu blaen. O ran yr amserlenni, byddai angen iddynt wneud rhywfaint o ymgynghori mewnol yn gyntaf. Mae'n debygol y byddai ymgynghori â'r cyhoedd yn dechrau o fewn y 12 mis nesaf.

Ystyriodd swyddogion bwynt aelodau'r bwrdd eu bod yn gobeithio y gwnaed ymgynghoriad y preswylwyr ar ôl rhoi'r negeseuon ailgylchu a gwastraff bwyd.

Roedd yr aelodau am gael eglurder ynghylch beth fyddai'n cael ei wneud ar gyfer ardaloedd lle nad oes siopau nac adeiladau cyhoeddus lle gellir casglu bagiau baw cŵn. Dywedodd swyddogion eu bod yn gweld peiriannau dosbarthu fel dewis olaf oherwydd eu bod yn aml yn cael eu fandaleiddio neu eu cam-drin. Eglurodd eu bod am roi cynnig ar bopeth o fewn eu gallu i ddarparu ar gyfer yr ardaloedd hynny. Dywedodd swyddogion y dylent fod mewn lleoliadau sy'n ddiogel ac yn llai tebygol o gael eu fandaleiddio ond eu bod am edrych ar bob opsiwn arall. Bydd swyddogion yn siarad â'r holl aelodau ynghylch darpariaeth yn eu wardiau.

Roedd yr aelodau am edrych ar fannau cyffwrdd cwsmeriaid a chael adborth rheolaidd gan drigolion ar sut mae'r gwasanaeth wedi bod. Roeddent yn teimlo y byddai darn ehangach o waith yn ddefnyddiol ac yn ddyfnach na'r panel dinasyddion i helpu perfformiad a darparu gwasanaethau. Dywedodd swyddogion y byddant yn siarad â'r gwasanaethau digidol am ddefnyddio'r system i greu cwestiynau ynghylch y gwasanaeth.

Yn dilyn trafodaethau'r aelodau, cyflwynwyd y diwygiadau canlynol gan y Pwyllgor Craffu i Aelodau'r Cabinet ei ystyried wrth wneud eu penderfyniad:

- Cymeradwyo mesur 5 gan ystyried defnyddio'r biniau storio deunydd ar gyfer cyflwyno fel yr awgrymir gan y pwyllgor craffu.
- Cymeradwyo mesur 11 heb ohirio ymgynghoriadau ar newidiad posib i gasglu sbwriel bob 3 wythnos, er gwaethaf yr awgrym gan Graffu i'r gwrthwyneb, fodd bynnag, cynhelir yr ymgynghoriad fel ymagwedd fesul cam.

- Datblygu protocol Cyfathrebu i sicrhau ymgysylltu â'r cyhoedd yn gyffredinol mewn perthynas â chael adborth ar wasanaethau gwastraff drwy'r gwaith sy'n cael ei wneud drwy banel y dinasyddion sefydledig ac yn ystod cysylltiadau â chwsmeriaid gyda'r gwasanaeth.

Yn dilyn craffu, cefnogwyd y diwygiadau uchod gan Fwrdd y Cabinet.

7. **RHAGLEN GWAITH I'R DYFODOL A CHOFNOD GWEITHREDU'R PWYLLGOR**

Nododd aelodau'r pwyllgor y Blaenraglen Waith a'r cofnod gweithredu.

8. **EITEMAU BRYD**

Ni chafwyd unrhyw eitemau bryd.

9. **MYNEDIAD I GYFARFODYDD**

**PENDERFYNWYD:** Gwahardd y cyhoedd yn unol ag Adran 100A (4) a (5) o Ddeddf Llywodraeth Leol 1972 o'r eitemau busnes canlynol a oedd yn debygol o gynnwys datganiadau posib o wybodaeth eithriedig, fel a ddiffinnir ym Mharagraff 14 ac Adran 4 o Atodlen 12A y Ddeddf uchod.

10. **CLYMOG JAPAN**

10. Canclwm Japan

Derbyniodd yr Aelodau'r wybodaeth ddiweddaraf am bolisi a gweithdrefnau'r cyngor mewn perthynas â chanclwm Japan fel y manylir yn yr adroddiad preifat a ddosbarthwyd.

Yn dilyn craffu, nodwyd cynnwys yr adroddiad.

11. **CRAFFU EITEM/EITEMAU PREIFAT CYN PENDERFYNU**

**19. Ystafelloedd dosbarth modiwlaidd yn Ysgol Hendrefelin (safle Bryncoch) ac ysgolion cynradd Blaenhonddan a Chrymllyn**

Cafodd yr aelodau wybodaeth am yr ystafelloedd dosbarth modiwlaidd yn Ysgol Hendrefelin (safle Bryncoch) ac ysgolion cynradd Blaenhonddan a Chrymllyn fel y manylir yn yr adroddiad preifat a ddosbarthwyd.

Yn dilyn craffu, cefnogwyd yr argymhelliad gan Fwrdd y Cabinet.  
TRAILER\_SECTION>

## **CADEIRYDD**

Mae'r dudalen hon yn fwriadol wag

## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Environment, Regeneration and Street Scene Services Scrutiny Committee

2nd June 2023

### Report of the Chair of the Parking Options Review 2023 Task and Finish Group

#### **Matter for Decision**

#### **Wards Affected**

All Wards

**To consider the recommendations of the Task and Finish Group on the Parking Options review 2023.**

#### **Purpose of the Report**

To confirm the report of the task and finish group on Parking Options 2023 and to commend the report to the Environment, Regeneration and Street scene Cabinet Board.

#### **Executive Summary**

This report highlights the findings and recommendations of the Task and Finish Group carried out by the members of the Environment, Regeneration and Street Scene Services Scrutiny in respect of its review of Parking Options 2023.

The report includes the findings of the Task and Finish group inclusive of discussion points considered at the meeting of the group.

#### **Background**

The Environment, Regeneration and Street Scene Services Scrutiny Committee are the appropriate scrutiny committee for the consideration of the Council's Parking Options Strategy.

The Committee were keen to arrange a Task and Finish Group to consider Christmas parking options. Officers had completed the Parking Options Report that included Christmas parking arrangements and members felt it was a good idea to review the report in its entirety to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider. .

This would help them discharge their pre-scrutiny role and to enable constructive feedback to be provided to the Cabinet Board as they continue to determine matters under Parking Options.

The overarching purpose of the Task and Finish Group was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider. .

#### **Integrated Impact Assessment**

No specific integrated impact assessment is included for this task and finish report due to it being an internal scrutiny exercise. However, an impact assessment will be developed and will be reported along with the final Parking Options Review 2023 Report to Cabinet Board in due course.

### **Workforce Impacts**

There are no direct workforce impacts associated with this report however, if the recommendations are agreed and taken forward there potentially could be workforce impacts and the Cabinet Board are asked to note these.

### **Legal Impacts**

There are no legal impacts associated with this report however any legal elements will have to be considered by the Cabinet Board as part of its considerations of any programmes of work to be undertaken.

### **Risk Management**

There are no direct risk management impacts associated with the report.

### **Consultation**

There is no requirement under the Constitution for external consultation on this item.

### **Recommendations**

It is recommended

1. That members endorse the outcomes of the Task and Finish Group included at Appendix A and commend the same to the Environment, Regeneration and Street scene Cabinet Board.
2. That an invite be extended to the Cabinet Member for Strategic Planning, Transport and Connectivity to the next meeting of this committee to report back on their consideration of the matters that have been put forward.

### **Reasons for Proposed Decision**

The proposals suggested aim to aid service recovery, increase income generated and enhance Town Centre footfall, and support the council's commitment to sustainable transport.

Any increases in revenue should be used to offset the £100,000 deficit in income 2022/23 and to generate an additional £200K income target set by the Council for 2023/24.

### **Implementation of Decision**

Not applicable

### **Appendices**

Appendix A - Task and Finish Group Parking Review Options Report 2023

### **Officer Contact**

Tom Rees, Democratic Services Officer.

Email: [t.rees1@npt.gov.uk](mailto:t.rees1@npt.gov.uk) Tel: 01639 763922

**Report of the:**

**Environment, Regeneration and Street  
scene Services Scrutiny Committee**

**A Task and Finish Group to Review  
of the Parking Review Options  
Report 2023**

**May 2023**



**Neath Port Talbot County Borough Council**

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## **CHAIRS FORWARD**

The report below is the result of three ‘task and finish’ meetings of the scrutiny committee members and officers, as well as other discussions and member officer meetings. I would like to thank all members and officers for their time in looking at these proposals in detail.

By way of context, the need for this piece of work has arisen mainly due to two factors:

The first being that the parking service income has not recovered since the pandemic and has a £100,000 shortfall in its budget.

Secondly in the 2023/24 budget an additional £200,000 income target was placed upon the parking service by the administration.

A report with options was presented to scrutiny committee to make recommendations on - with the primary aim of raising additional income for the service in line with the budget. The scrutiny committee has no influence at this stage over the previously agreed budget position by the administration.

The scrutiny committee has also previously indicated it wished to explore options for some free bus services, in line with neighbouring councils.

In order to make the income target agreed in the budget many of the options presented to us for increased parking fees are now unavoidable at this stage. Therefore the committee has focussed on how to best mitigate the impact of these proposed increases on our residents and businesses.

We have not made recommendations on every option in the proposals, only those where we feel an amendment will both be beneficial and deliverable given the budget position.

The decision of the final charges and options will be taken by the cabinet board, who will take on board our recommendations contained within this report.

**Councillor Sean Pursey**

## EXECUTIVE SUMMARY

Members of the Environment, Regeneration and Streetscene Services Scrutiny Committee undertook a Task and Finish Group to consider and review the Neath Port Talbot County Borough Council's ("the Council") Parking Options 2023. The overall purpose of this was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider ..

The Task and Finish Group met for three workshop sessions to focus specifically within Parking Review Options Report 2023.

The Task and Finish Group held two workshop sessions with officers on the 28<sup>th</sup> of April and the 10<sup>th</sup> of May to gather all information required to develop recommendations. Members then had a summary workshop on the 18<sup>th</sup> of May to pull together their recommendations. A summary of the discussions is included within the report.

## PURPOSE AND BACKGROUND

The Environment, Regeneration and Street scene Services Scrutiny Committee are the appropriate scrutiny committee for the consideration of the Parking Review Options Report 2023.

The Committee were keen to arrange a Task and Finish Group to consider the Christmas Parking options for 2023. Officers had completed a report on Parking Options Review 2023 that included Christmas parking as part of it.

The overall purpose of this Task and Finish group was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider. .

## TERMS OF REFERENCE

|                                  |  |
|----------------------------------|--|
| <b>Task and Finish Objective</b> | To look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of proposals for Cabinet Board to decision.   |
| <b>Membership</b>                | <p><b><u>Elected Members</u></b></p> <p>Cllr. S. Pursey (Chair)<br/>Cllr. T. Bowen (Vice chair)</p> <p>Cllr. L. Williams<br/>Cllr. W. Carpenter<br/>Cllr. C. James<br/>Cllr. N. Goldup-John<br/>Cllr. S. Grimshaw</p> <p><b><u>Advisors/Support Officers</u></b></p> <p>Charlotte Davies<br/>Tom Rees<br/>Alison Thomas<br/>David W. Griffiths<br/>Steve Cook<br/>Ian Rees<br/>Brendan Griffiths</p> |

|  |   |
|--|---|
|  | <p>Andrew Collins<br/> Laura Webley<br/> Chris Saunders</p> <p>Dependent on discussion of the committee, further officers/ external providers be invited at the discretion of the Chair.</p>  |
| <b>The main aims of the Project</b>  | To enable the Task and Finish Group to explore and suggest recommendations to the Cabinet Members on the Parking Review Options Report 2023 including Christmas parking options, prior to decision by Cabinet Board.  |
| <b>Scope of the study</b>  | <ul style="list-style-type: none"> <li>• To enable the Task and Finish group to feed in to the suggested recommendations of the Parking Review Options report</li> <li>• To consider periodic free or subsidised sustainable transport schemes</li> <li>• To provide an effective service for all members of the public.</li> <li>• To ensure that there is an effective and efficient service for the public.</li> </ul> |
| <b>How it will contribute to achieving Corporate/Community Objectives / Priorities.</b>  | <p>The proposals suggested aim to aid service recovery, increase income generated and enhance Town Centre footfall, and support the council’s commitment to sustainable transport.</p> <p>Any increases in revenue should be used to offset the £100,000 deficit in income 2022/23 and to generate an additional £200K income target set by the Council for 2023/24.</p>  |
| <b>Initial list of key officers, stakeholders, partners or other agencies to involve</b> | Officers – as stated above  |

|  |  |
|--|--|
| <p><b>Key issues to be addressed</b></p>           | <p>That the Task and Finish group:</p> <ul style="list-style-type: none"> <li>• Check that the proposals suggested in the report will aid service recovery, increase income generated and enhance Town Centre footfall and comply with our commitments to promote sustainable transport.</li> <li>• Look at Christmas parking arrangements.</li> <li>• Look at measures that will help offset the combined £300,000 income deficit during 2023/2024 to be achieved by the Council.</li> <li>• Look at measures to introduce free or subsidised sustainable transport schemes.</li> <li>• Has undertaken it's pre-scrutiny duty in relation to Cabinet Board proposals</li> </ul> |
| <p><b>Timescale for completion of the task</b></p> | <p>Three day Task and finish group – Any findings to be taken to the Environment, Regeneration and Street Scene Services Scrutiny Committee due to be held on the 2<sup>nd</sup> June 2023 to commend the Task and Finish Groups views to the Cabinet Board prior to decision in June</p>  |
| <p><b>Meeting Dates</b></p>                        | <ul style="list-style-type: none"> <li>• 28<sup>th</sup> April 2023</li> <li>• 10<sup>th</sup> May 2023</li> <li>• 18<sup>th</sup> May 2023</li> </ul>   |

## RECOMMENDATIONS

**That the following recommendations be considered and agreed by Cabinet Board:**

|   |
|---|
| 1. Care worker on street parking permit cost to stay the same and not increase.   |
| 2. Resident Permits – It is proposed that permits are increased from £20.00 to £25.00 to stay at a cost neutral position and increase annually thereafter to cover costs. |
| 3. The middle (10%) option is chosen for Town Centre tariffs, the funding gap over the 15% option funded by Recommendation 4.   |
| 4. Remove free Christmas parking offer for town centres, budget used to fund lower increase on Recommendation 3.  |
| 5. Introduce free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas.                                    |
| 6. Promote the use of season permits for the regular users of the car parks for residents to access discounted parking.   |
| 7. Seafront - Change the seasonal charging start date to 1st of April to capture an extra months income, in line with Bridgend county.                                    |
| 8. Seafront - Change the hours of charging to fall between 9am - 6pm for off and on street car parking.   |
| 9. Seafront – Off-season free parking for 2 hours in lay-by/ on street parking to remain.   |
| 10. Seafront - Introduce charges to the lay-by/on street parking bays along the seafront (during peak season only)  |
| 11. Seafront - Officers should explore overnight campervan parking options.   |
| 12. Seafront - Undertake a review of mitigation measures and on street parking restrictions nearby, to mitigate the impacts of the charging increases.                    |

### **Additional Measures/Recommendations:**

The Task and Finish Group also propose the following additional recommendations :

|   |
|---|
| 1. Provide an extra hour free on top of current tariffs to blue badge holders.  |
| 2. Explore a Visitors Parking Permit that would cover all car parks / attractions in the county (to include country parks). |

3. Review all changes in a year, with an update report in six months time, to include – data on car park income and usage, town centre/seafront footfall and any other relevant feedback.

## SUMMARY OF DISCUSSION

The following Members of the Environment, regeneration and Street scene Services Scrutiny Committee took part in the Task and Finish Group:

Cllr. S. Pursey (Chair)  
Cllr. T. Bowen (Vice chair)  
Cllr. L. Williams  
Cllr. W. Carpenter  
Cllr. C. James  
Cllr. N. Goldup-John  
Cllr. S. Grimshaw

Members were provided with support from the following officers:

Tom Rees  
Alison Thomas  
David W. Griffiths  
Steve Cook  
Ian Rees  
Brendan Griffiths  
Andrew Collins  
Laura Webley  
Chris Saunders

Members were provided with the Parking Review Options Report 2023 to consider and to ensure that the Scrutiny Committee undertook and discharged their scrutiny role.

### On-street Parking Permits

- On-street Parking Permits – Members felt that Care worker permit costs should stay the same and does not increase.
- Resident Permits – Members proposed that as a minimum, permits are increased from £20.00 to £25.00 to stay at a cost neutral position and increase annually.

The Task and Finish Group felt that the Residents Permits Costs be reviewed in a year's time to ensure that the costs are correct and factor in current inflation and costs and to avoid sudden large cost increases.

### Off Street Parking

Members decided that there should be an Increase all parking charges due to budget pressure to one of the new 10% Tariff Town Centre Pay and Display Tariffs.

Members felt that there should be a removal of free Christmas parking and instead spread the free parking across the year to maintain the 10% increase.

Task and Finish group members wished to keep free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas. For Christmas 2023, those dates would be November 18th, 19th, 25th, 26th and December 02nd, 03rd, 09th, 10th, 16th, 17th, 24th and 25th.

The Task and Finish Group suggested a review of the free bus travel of Option 5 at a scrutiny meeting in six months time, once the bus service situation regarding routes and funding is settled with Welsh government and Transport for Wales.

### Season Permits

Members felt that the authority should promote the use of season permits for the regular users of the car parks.

The Task and Finish Group suggested that Parking should work with the Communications team to promote Season Permits.

### Seafront

Members recommended the following;

- Change the seasonal charging start date to 1st of April to capture an extra months income.
- Change the hours of charging to fall between 9am - 6pm.
- Offseason free parking for 2 hours.

The Task and finish group felt that the change from the current seasonal arrangements of May – September to start in April, would fall in line with



Bridgend and Porthcawl. The additional month would increase income for the authority.

It was felt that changing the hours to 9am -6pm would take pressure off residents and put emphasis on visitors paying as they are more likely to park during daytime hours.

Task and Finish Group members believe that having free parking for 2 hours in offseason would support businesses.

### Seafront

Members also wanted to put forward the following recommendations.

- Introduce charges to the free parking bays along the seafront (during peak season.)
- Officers should explore Campervan Parking options.
- Undertake a review of mitigation measures and on street parking restrictions nearby, to mitigate the impacts of the charging increases.

### Additional Measures/Recommendations:

The Task and Finish Group also wished to propose the following considerations:

- Blue badge concessions – provide an extra hour free on top of current tariffs to blue badge holders.
- Visitors Parking Permit that would cover all car parks / attractions in the county –to explore further (to include country parks).
- Review all changes in a year – data car park usage/income etc. and see if they have worked.

Members felt that providing the extra hour for Blue Badge holders would be in line with other neighbouring authorities. It was felt that a visitor parking permit could be lucrative for the authority and should be explored by officers.

Members also felt it was important to review all changes in a year to check if changes have had a positive impact.

Mae'r dudalen hon yn fwriadol wag

# **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

## **Parking and Transport Options Paper for the Environment Task and Finish Group**

**Head of Engineering & Transport – David W. Griffiths**

### **Purpose of Options Paper**

This paper tables options to facilitate discussion by the task and finish group for parking and transport solutions to support the vitality of town centres with a view to agreeing a set of proposals for consideration by a future Scrutiny and Cabinet Board for implementation next financial year 2023/24. It is suggested to members that any proposal considered for implementation, should, where possible take into account any associated financial risks within the existing parking budget and in the context of the Councils wider financial challenges. The proposals aim to aid service recovery, increase income generated and enhance Town Centre footfall.

Members will be aware that there is a significant amount of anecdotal evidence, opinion and speculation over the relationship between car parking provision and town centre prosperity. Somewhat paradoxically this ranges from arguments suggesting that 'greater accessibility for cars on the high street will increase the viability of town centres by improving trading for business' to 'restricting accessibility for cars will increase the viability of town centres by cutting congestion and pollution whilst making the high street more pedestrian friendly and increasing dwell time'.

The Council currently supports a number of parking initiatives which include first hour free and a reduced tariff structure in Pontardawe, and a reduced tariff at the seafront car parks over the winter and summer period.

It is well recognised that people are prepared to pay for good customer service and quality parking facilities. They do not like to pay for poor service and facilities and funds are needed to facilitate this. The British Parking Association of whom the Council are members believe that the people who use the facilities should pay to help to maintain the assets and increasing energy and maintenance costs.

### On-street Parking Permits

Permits currently cost £20.00 per annum, and have not been subject to a review since implementation. The current charge no longer covers the admin cost of producing and supplying a permit due to increased software, postage, materials and staff cost.

- It is proposed that as a minimum, permits are increased from £20.00 to £25.00 to stay at a cost neutral position.  
Or alternatively,
- That permits are increased from £20.00 to £30.00 to future proof admin costs and contribute to the council's budget pressures.

Permit costs across neighbouring authorities.

| Authority         | 12 Months | Replacement |
|-------------------|-----------|-------------|
| Neath Port Talbot | £20       | £5          |
| Swansea           | Free      | £25         |
| Bridgend          | Free      | Free        |

Shown below are all the current permits on issue together with the current income taken, plus the potential income if permits increase to £25.00 or £30.

| Permit Type                | Cost | Number      | Income         | Cost        | Income         | Cost        | Income         |
|----------------------------|------|-------------|----------------|-------------|----------------|-------------|----------------|
| Care Worker                | £20  | 39          | £780           | £25         | £975           | £30         | £1,170         |
| Dispensation               | £20  | 14          | £280           | £25         | £350           | £30         | £420           |
| Family Parking             | £20  | 95          | £1,900         | £25         | £2,375         | £30         | £2,850         |
| Health Board Carer         | £20  | 177         | £3,540         | £25         | £4,425         | £30         | £5,310         |
| Health Visitor             | £20  | 5           | £100           | £25         | £125           | £30         | £150           |
| Holiday Visitor            | £20  | 2           | £40            | £25         | £50            | £30         | £60            |
| Loading                    | £20  | 63          | £1,260         | £25         | £1,575         | £30         | £1,890         |
| Neath Traders Dispensation | £20  | 42          | £840           | £25         | £1,050         | £30         | £1,260         |
| Resident                   | £20  | 1865        | £37,300        | £25         | £46,625        | £30         | £55,950        |
| Temporary Resident         | £20  | 21          | £420           | £25         | £525           | £30         | £630           |
|                            |      | <b>2323</b> | <b>£46,460</b> | <b>+25%</b> | <b>£58,075</b> | <b>+50%</b> | <b>£69,060</b> |

After Vat the increases to income are £12,000 to £23,000

## Off-Street Parking

The Council car park income funds the maintenance upkeep of car parks to appropriate standards of safety, lighting and equality issues and security standards. The parking income account has spent £4 million over five years running and maintaining the council car parks and car parking machines. £201k of this cost was for the purchase and maintenance of pay and display machines.

In 2022/23, £127,400 has been spent so far on building maintenance in Port Talbot and Neath MSCP's alone, while the income from parking across both car parks is just under £227k.

There are outstanding maintenance issues that will require funding of circa £750k based on the last condition survey to carry out concrete repairs, electrics repair and painting in Port Talbot MSCP and a further £60k to resurface St. Mary's Car Park in Port Talbot.

The income received over the last five financial years is set out below, along with operational costs including utility bills, maintenance, staff costs, insurance, rates, rent and pay and display equipment. **This illustrates the income received before VAT.** Off-Street income from the Authority's pay and display car parks is subject to VAT @ 20% and the VAT is payable to HMRC.

Further to note, during the financial years 2020/21 and 2021/22 the council received monies from WG to offset losses from Covid 19, this ceased in April 2022, the amounts below include the monies received from Welsh Government.

| <u>Year</u> | <u>Income</u> | <u>Operational Costs</u> | <u>Balance</u> |
|-------------|---------------|--------------------------|----------------|
| 2021/22     | £1,135,242    | £892,191                 | £243,121       |
| 2020/21     | £1,038,995    | £769,990                 | £269,005       |
| 2019/20     | £1,169,619    | £1,002,107               | £167,482       |
| 2018/19     | £1,117,517    | £1,079,367               | £38,150        |
| 2017/18     | £874,650      | £720,730                 | £153,920       |

- **Option 1a: - Increase all parking charges due to budget pressure to one of the new tariffs set out below.**

Set out below is the current off-street tariff structure together with options for tariff increases. The potential increased revenue is based on the income from 2021/22.

| <b>Current Tariff Option</b> | <b>Current Tariff Price</b> | <b>5% Increase</b> | <b>10% Increase</b> | <b>15% Increase</b> |
|------------------------------|-----------------------------|--------------------|---------------------|---------------------|
| 1 Hour                       | £1.50                       | £1.55              | £1.65               | £1.75               |
| 2 Hours                      | £2.00                       | £2.10              | £2.20               | £2.30               |
| 3 Hours                      | £2.50                       | £2.65              | £2.75               | £2.85               |
| 4 Hours                      | £3.00                       | £3.15              | £3.30               | £3.45               |
| All Day                      | £3.80                       | £4.00              | £4.20               | £4.40               |
| Potential Increased Revenue  |                             | <b>£50,000</b>     | <b>£100,000</b>     | <b>£150,000</b>     |
| After VAT                    |                             | <b>£41,667</b>     | <b>£83,333</b>      | <b>£125,000</b>     |

- **Option 1b: - Increase some parking charges due to budget pressure to the new tariffs set out below.**

Any increase to all day parking charges will mostly affect people who work in town centres, a lot of whom will be on the minimum wage. The following option proposes tariff increases on shorter term parking only.

| <b>Current Tariff Option</b> | <b>Current Tariff Price</b> | <b>Proposed Tariff Price</b> |
|------------------------------|-----------------------------|------------------------------|
| 1 Hour                       | £1.50                       | £1.75                        |
| 2 Hours                      | £2.00                       | £2.30                        |
| 3 Hours                      | £2.50                       | £2.85                        |
| 4 Hours                      | £3.00                       | £3.30                        |
| All Day                      | £3.80                       | £3.80                        |
| Potential Increased Revenue  |                             | <b>£100,000</b>              |

There is a risk that an increase in tariffs will result in an income loss, if people choose not to use the car parks due to increased cost.

- **Option 2: - Reduce parking tariffs to align ourselves with neighbouring authorities and try to attract further footfall into town centres.**

Set out below are the comparable tariff structures for neighbouring authorities.

| <b>Authority</b>         | <b>1 hour</b> | <b>2 hours</b> | <b>3 hours</b> | <b>4 hours</b> | <b>4+ Hours</b> |
|--------------------------|---------------|----------------|----------------|----------------|-----------------|
| <b>Neath Port Talbot</b> | £1.50         | £2.00          | £2.50          | £3.30          | £3.80           |

|                 |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|
| <b>Swansea</b>  | £1.00 | £2.00 | N/A   | N/A   | £7.00 |
| <b>Bridgend</b> | 70p   | £1.50 | £2.50 | £4.00 | £6.00 |

It is noted that the current subsidies for car parking in Swansea will cease from April 2023 and Swansea have announced that they plan to raise an additional £700k per year from parking charges.

If the option to reduce parking charges to try to attract further footfall into town centres is progressed it is not possible to model the financial implications as we do not have any comparable data to base it on. However, to maintain current revenue we would need to attract 750,000 users into our car parks per year, which is not feasible in town centres of our size.

- **Option 3: - Pontardawe car parking charges be brought into alignment with Neath and Port Talbot town centres.**

Currently there is a different tariff structure in Pontardawe; the structure gives the first hour free and reduced charges after that, including free parking on a Sunday.

During 2021/22, 12,834 free tickets were issued in Pontardawe. We are aware that not all of these free tickets are associated with real parking events. Members of the public especially children have been witnessed generating tickets by typing in random registrations. However if 75% of the free tickets were genuine parking events charged at £1.50 the income generated would be £11,667 excluding VAT

- **Option 4a: Season permits increase from the current tariffs to the new tariff set out below.**

Currently the Authority operates a season permit system whereby the member of the public purchases a season permit and displays the permit in the front window of the vehicle.

Set out below are the season permit charges for neighbouring Authorities in their off-street car parks as well as this Authority's charge. Bridgend only offer a 3 months and above permit.

| <b>Authority</b>         | <b>1 Month</b> | <b>3 Months</b> | <b>6 Months</b> | <b>9 Months</b> | <b>12 Months</b> |
|--------------------------|----------------|-----------------|-----------------|-----------------|------------------|
| <b>Neath Port Talbot</b> | £50            | £130            | £235            | £325            | £410             |
| <b>Swansea</b>           | £75            | £220            | £440            | N/A             | £735             |

|                 |     |         |         |         |         |
|-----------------|-----|---------|---------|---------|---------|
| <b>Bridgend</b> | N/A | £151.20 | £302.40 | £453.60 | £604.80 |
|-----------------|-----|---------|---------|---------|---------|

It is clear from the above that the charges in NPT are significantly lower than in neighbouring authorities. Below are the current season permits offered to members of the public together with the income, proposed revised charges and projected income.

| Permit Duration                         | <u>Current Season Permits</u> |     | Income         | Daily Rate |
|---|-------------------------------|-----|----------------|------------|
|   | £                             |     |                |            |
| Season Permit 12 months                 | £410                          | 67  | £27,470        | £1.13      |
| Season Permit 9 months                  | £325                          | 1   | £325           | £1.20      |
| Season Permit 6 months                  | £235                          | 35  | £8,225         | £1.30      |
| Season Permit 3 months                  | £130                          | 46  | £5,980         | £1.44      |
| Season Permit 1 month                   | £50                           | 6   | £300           | £1.66      |
| <b>Total number of permits on issue</b> |                               | 155 | <b>£42,300</b> |            |

| Permit Duration                         | <u>Proposed Season Permits</u> |     | Income         | Daily Rate |
|---|--------------------------------|-----|----------------|------------|
|   | £                              |     |                |            |
| Season Permit 12 months                 | £500                           | 67  | £33,500        | £1.39      |
| Season Permit 9 months                  | £400                           | 1   | £400           | £1.48      |
| Season Permit 6 months                  | £300                           | 35  | £10,500        | £1.62      |
| Season Permit 3 months                  | £200                           | 46  | £9,200         | £2.22      |
| Season Permit 1 month                   | £70                            | 6   | £420           | £2.33      |
| <b>Total number of permits on issue</b> |                                | 155 | <b>£54,020</b> |            |

The potential increased revenue with this option is £11,720 and the charges would still be lower than those charged by neighbouring authorities. This increase is £10,000 after VAT

- **Option 4b - Season permits increase from the current tariffs to match the tariffs in Bridgend.**

| Permit Duration         | <u>Proposed Season Permits</u> |    | Income  | Daily Rate |
|-------------------------|--------------------------------|----|---------|------------|
|                         | £                              |    |         |            |
| Season Permit 12 months | £605                           | 67 | £40,535 | £1.65      |
| Season Permit 9 months  | £453                           | 1  | £453    | £1.65      |
| Season Permit 6 months  | £302                           | 35 | £10,570 | £1.65      |



|                                  |      |     |         |       |
|----------------------------------|------|-----|---------|-------|
| Season Permit 3 months           | £151 | 46  | £6,946  | £1.65 |
| Season Permit 1 month            | £70  | 6   | £420    | £2.33 |
| Total number of permits on issue |      | 155 | £58,924 |       |

The potential increased revenue associated with this option is £16,624 and match those in Bridgend which remain lower than those charged in Swansea. This increase is £13,853 after VAT.

- **Option 5: - To decide if the current practice of providing free parking should continue as is, (free parking in town centres for three weeks at a cost of £50,000 in lost revenue) or be amended following feedback and engagement with traders.**

For a number of years the council has provided free car parking in the run up to and over the Christmas period. When the press release was published advertising free car parking over Christmas 2022/23 approximately 54,000 social media accounts were reached, comments noted on social media were mainly supportive.

There were however, some comments from traders that they “*would prefer that the free car parking was over the first few weeks of January in Pontardawe to tempt members of the public to go shopping as the period after Christmas is very quiet.*”, and “*that a lot of people have done their Christmas shopping when the offer starts.*”

Neither Bridgend nor Swansea offer any free parking over the Christmas period. Carmarthen do not offer any free parking in Carmarthen town. They do however, offer free parking in Llanelli on the weekends from mid-November to Christmas to encourage people into the town. (Members will recall that this was mentioned at the Board meeting on the 2<sup>nd</sup> of December 2022).

The benefit of this is that the people receiving the free parking are shoppers rather than people who work in or close to the town centre between Mondays to Fridays.

Our current offer on free parking at Christmas offers 23 days free parking. If we replicated what happens in Llanelli which is more comparable to our towns than Swansea, we would be offering 15 days free parking for Christmas trade. Members if so minded, could offer a further 5 days free parking, the dates of which could be agreed following consultation with the traders.

In order to ensure that all residents of Neath Port Talbot benefit from this scheme. Passenger Transport Colleagues have investigated the cost of free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas. For Christmas 2023, those dates would be November 18<sup>th</sup>, 19<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup> and December 02<sup>nd</sup>, 03<sup>rd</sup>, 09<sup>th</sup>, 10<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 24<sup>th</sup> and 25<sup>th</sup>. The estimated cost of providing free travel on the local bus network for those days will be £80,000.

Utilising free travel on the Local Bus Network does offer the opportunity for residents to travel out of County. For example, passengers may wish to travel from Glynneath via Neath and onto Swansea, or Blaengwynfi, Glyncorwg and Cymer to Maesteg. These might not benefit the County Borough town centres but does offer a greater option to residents and promote local bus travel in general. It will be important therefore to advise passengers that completely free travel is available only within the County Borough. If residents choose to take advantage of bus services commencing within the County Borough and travelling further afield, for example Swansea or Maesteg then they may well have to pay for their return journey, unless of course the neighbouring local Authority is also operating a similar free travel scheme.

- **Option 6: - Increase the seafront car parking tariffs from the current rate of £2.00 from 1<sup>st</sup> May to 30<sup>th</sup> September to either £3.00 or £4.00 and increase the current rate of £1.00 from 1<sup>st</sup> October to 30<sup>th</sup> April to either £1.50 or £2.00.**

All day car parking at Porthcawl seafront car parks is either £3.00 or £4.00 depending on which car park you use. The increased tariffs could bring in between £47,917 to £95,833 in additional income per year depending on the chosen tariff.

- **Option 7: - Introduce charges to the free parking bays along the seafront**

Currently the on street car parking bays, despite being located closer to the facilities of the seafront offers free parking, while the car parks that are further away incur a cost for motorists. (It should be noted that there are also currently 2-hour limited waiting within the parking bays on Princess Margaret Way). Swansea council have introduced charges at all of their parking bays facing onto Swansea Bay seafront at a charge of £1.50 for 1 hour and £5.00 all day.

Charging could be introduced via Pay by Phone (cashless) parking within the 2-Hour Limited Waiting parking bays, at a tariff of £1 for the two hours. It is not possible to quantify the potential income this could generate, as we have no data to base calculations on.

The rationale for not having pay and display machines along the seafront to take cash is due to high levels of vandalism to machines along the seafront. There would also be a cost of £75,000 to purchase the required amount of machines plus the costs of civil works.

The downfall to this is that it would restrict access to parking to people who do not have smart phones, therefore possibly discriminating against older and poorer people. We will consult with the neighbouring authorities to establish how they have mitigated this risk.

Summary

The options above for on street and off-street parking have the potential to generate between £43k and £189k depending on which combination of options are chosen as illustrated in the table below (**these figures exclude VAT**). Car park income is currently under achieving its income target by £100k, any increases in revenue should be used to offset this deficit.

| Options                      | Lower Option | Higher Option |
|------------------------------|--------------|---------------|
| Increase Permit Costs        | £12,000      | £23,000       |
| Town Centre Car Park Tariffs | £41,667      | £125,000      |
| Pontardawe Car Park Tariffs  | £11,667      | £11,667       |
| Season Ticket Tariffs        | £10,000      | £13,853       |
| Seafront Car Park Tariffs    | £47,917      | £95,833       |
| Bus Subsidy                  | £-80,000     | £-80,000      |
| Totals                       | £43,250      | £189,353      |

**Officer Contact**

Ian Rees, Parking Services Team Leader  
 Tel. No: 01639 763970  
 Email: [i.rees@npt.gov.uk](mailto:i.rees@npt.gov.uk)



## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Environment, Regeneration and Streetscene Services Scrutiny Committee

2<sup>nd</sup> June 2023

#### Report of the Head of Property & Regeneration Simon Brennan

#### Matter for Information

#### Wards Affected: Aberavon

#### THE TRANSFER OF LAND AND CONSTRUCTION OF A COMMERCIAL UNIT AT BURROWS YARD - UPDATE

#### Purpose of the Report:

To update Members on the proposed commercial developments at the former Burrows Yard site.

#### Executive Summary:

To update Members on the proposed commercial developments on the former Burrows Yard site.

#### Background:

As Members will be aware, the Council exchanged contracts with Aldi and the Magic Bean Company on the 16<sup>th</sup> of December 2022.

The Head of Property & Regeneration can confirm that Aldi have now started pre-application discussions with the Local Planning Authority prior to submitting a full application for the site.

**Financial Impacts:**

This is a matter for information only.

**Integrated Impact Assessment:**

There is no requirement to undertake an Integrated Impact Assessment as this report is for information purposes.

**Valleys Communities Impacts:**

No implications.

**Workforce Impacts:**

No implications.

**Legal Impacts:**

No implications.

**Risk Management Impacts:**

No implications.

**Consultation:**

There is no requirement for external consultation on this item.

The Local Members of the Aberavon ward have been consulted.

**Recommendations:**

The report is to be noted.

**Reasons for Proposed Decision:**

This is a matter for information. Therefore, no decision is required.

**Implementation of Decision:**

This is a matter for information. Therefore, no decision is required

**Appendices:**

See attached plan – Appendix 1.

**List of Background Papers:**

None

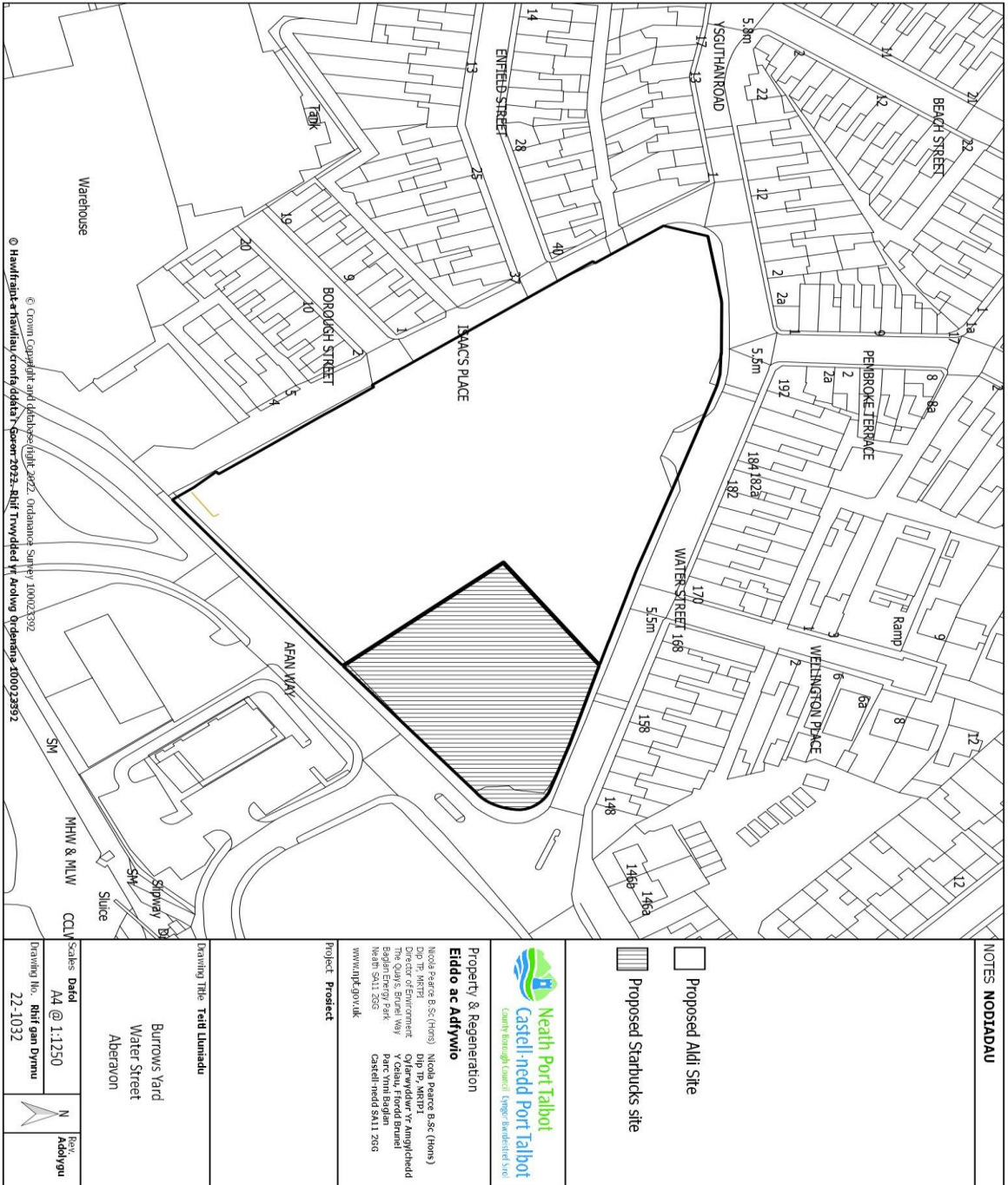
**Officer Contact:**

Mr Dean Nicholas, Property & Regeneration

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# Appendix 1





## Environment, Regeneration & Neighbourhood Services Scrutiny Committee

(All starting 10am unless otherwise stated)

| Meeting Date            | Agenda Item  | Contact Officer             |
|-------------------------|--|-----------------------------|
| <b>2023</b>             |  |                             |
| June 2 <sup>nd</sup>    | Burrows Yard – Update Report   | Steve Brennan               |
|                         |  |                             |
| July 14 <sup>th</sup>   | Active Travel -update.   | Dave Griffiths              |
|                         | Report detailing the criteria used to assess and prioritise the schemes in highways and engineering works programme. | Mike Roberts/Dave Griffiths |
| October 6 <sup>th</sup> |  |                             |
|                         |  |                             |
| Nov 17 <sup>th</sup>    |  |                             |
|                         |  |                             |
| <b>2024</b>             |  |                             |
| Jan 12 <sup>th</sup>    |  |                             |
|                         |  |                             |
| Feb 9 <sup>th</sup>     |  |                             |
| March 22 <sup>nd</sup>  |  |                             |
| May 3 <sup>rd</sup>     |  |                             |
|                         |  |                             |

Tudalen41

Eitem yr Agenda8

**Report to be included in future cycle:**

- Report detailing a review of the decision on the National Underground Assets Register – detailing further information around the costs and benefits of the project and how the Council wishes to continue with it.
- Burrows Yard to be reviewed quarterly.
- Report detailing figures associated with the Vehicle and Heavy Plant Fleet Procurement Programme 2023/24 And Progress report on Charging infrastructure. Report back in September/October

**Task and Finish groups**

- **Parking options/ Christmas parking – In progress**
- **Waste strategy – Completed**

**Environment, Regeneration & Streetscene Services Scrutiny Committee - Actions and Referrals Update – 2022-23**

| <u>Meeting Date</u>  | <u>Agenda Item</u> | <u>Minuted Action / Referral / Request</u>  | <u>Progress Update</u> | <u>Officer</u>    | <u>Target / Completion Date</u> | <u>Completed / On-going</u> |
|----------------------|--------------------|---|------------------------|-------------------|---------------------------------|-----------------------------|
| 6.10.22              | 8                  | For the officers to consult on the policy retrospectively, and to report this consultation back to Scrutiny Committee.  | Ongoing                | Joy Smith         | -                               | Ongoing                     |
| 6.10.22<br>Tudalen43 | 9                  | Officers to write to Welsh Government expressing the concerns of Neath Port Talbot, as there were a lot of unknowns with regards to the White Paper, and not having the outcomes of the consultation. It was requested that the letter included an explanation of the need to understand the indicative timescales of the implementations of the White Paper, as it was key for strategic decision making. Also, requesting further detail on the transition of interim funding arrangements; the report noted that the current Bus Service Support Grant (BSSG) was set to finish and currently there was not any information on what the next grant would be. | Ongoing                | Brendan Griffiths | -                               | Completed                   |

**Environment, Regeneration & Streetscene Services Scrutiny Committee - Actions and Referrals Update –**  
**2022-23**

|          |   |   |         |                       |                           |                                   |
|----------|---|---|---------|-----------------------|---------------------------|-----------------------------------|
|          |   |   |         |                       |                           |                                   |
| 28.10.22 | 4<br>National<br>Underground<br>Assets<br>Register  | A report be brought back in April 2024, detailing a Review of the decision inclusive of further information around the costs and benefits of the National Underground Assets Register scheme and how the Council wishes to continue with the project. | Ongoing | M.Roberts/D.Griffiths | April 2024                | Ongoing<br>(Been included on FWP) |
| 28.10.22 | 12<br>Key<br>Performance<br>Indicators<br>2022/2023 –<br>Quarter 1<br>(1st April<br>2022 – 30th<br>June 2022) | Officers consider the suggestions provided by the Scrutiny Committee in relation to a number of Performance Indicators as detailed within the minutes   | Ongoing | M.Roberts             | -                         | Ongoing                           |
| 03.03.23 | Report detailing the criteria used to assess and prioritise the schemes                                       | Officers to come back on the 26th of May meeting with a report detailing the criteria used to assess and prioritise the schemes in highways and   | Ongoing | D.Griffiths           | 26 <sup>th</sup> May 2023 | Ongoing                           |

**Environment, Regeneration & Streetscene Services Scrutiny Committee - Actions and Referrals Update –**  
**2022-23**

|          |   |   |         |              |                        |         |
|----------|---|---|---------|--------------|------------------------|---------|
|          | in highways and engineering works programme.  | engineering works programme.  |         |              |                        |         |
| 03.03.23 | Figures associated with the Vehicle and Heavy Plant Fleet Procurement Programme 2023/24<br>And Progress report on Charging infrastructure | Members requested from officers a report with figures to get an understanding on how much the costs would be when they become apparent. And a progress report on the Charging infrastructure. | ongoing | D. Griffiths | September/October 2023 | Ongoing |

Tudalen45

Mae'r dudalen hon yn fwiadol wag