

# **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

## **Streetscene & Engineering Scrutiny & Cabinet Board (Special)**

13 February 2018

### **Report of the Head of Engineering & Transport**

D. W. Griffiths

#### **Matters for Decision**

**Wards Affected:** All Wards

#### **Parking Review**

#### **Purpose of Report**

To seek Members' approval to amend a number of initiatives to underpin the continued improvement of the Authority's parking services in 2018/19.

#### **Executive Summary**

Members were advised at the Streetscene & Engineering Scrutiny Committee on 11<sup>th</sup> December 2017 that the Environment Directorate has faced extensive savings over previous financial budget rounds. The options that were put out for consultation are an alternative to reducing services further.

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 British Parking Association in response to the Portas review has stated that "Free parking, where demand exceeds supply will make town centres less attractive, not more". To date, we have been unable to obtain any substantive evidence to suggest that reduced tariffs have increased footfall nor improved prosperity in our town centres.

The Council currently supports a number of parking initiatives which include first hour free and a reduced tariff structure in Pontardawe and as part of the Business Improvement district (BID) free parking after 3pm on the top floor of the Neath multi-storey car park (free after three on three). Members are also advised that parking charges were reduced in 2016 by 30p per tariff band.

The consultation focused on income generation and the continued development of the parking service through digital transformation and mobile CCTV camera van enforcement.

The proposals are projected to generate in the region of up to circa £275K, net £175K to allow for unfunded NNDR increases and one-off set up costs for changes to enforcement.

Members will note, this is a reduction of £25K from the draft savings proposed in order to retain the festive parking initiative.

As part of the councils wider budget consultation the following proposals were tabled.

### Off-Street Car Parking

- To increase charges by 50p per tariff band implemented from 1<sup>st</sup> April 2018.
- That the Pontardawe off-street car parking charges be brought into alignment with Neath and Port Talbot town centres, and the revised charges be implemented from 1<sup>st</sup> April 2018 as set out in the tariff schedule.
- Currently season permits cost; 3 months £100.00, 6 months £180.00 and 12 months £315. To increase charges for season parking permits; 3 months £130, 6 months £225.00, 9 months £325 and 12 months £410.00, be implemented.

### Virtual Permits

Virtual Permits will allow drivers to apply for a Permit online via our website. These permits will be processed in real time and the hand held computers of Enforcements Officers will update instantaneously.

Permits can be purchased 24-hours a day seven days a week. This will eliminate the need for paper permits that are currently required to be displayed in vehicles.

Permits currently cost £20.00 per annum.

- The virtual permit system is introduced on 1<sup>st</sup> April 2018 subject to the software testing.
- All permits are increased from £20.00 to £22.50 per annum.

### Mobile CCTV Enforcement

- Officers investigate the set up costs to purchase the hardware and software for mobile CCTV enforcement. To process the digital mapping necessary for the implementation of Traffic Regulations Orders and submit a proposal to the Welsh Government for approval. Once approved by Welsh Government to purchase a new enforcement vehicle.

### Aberavon Seafront Strategy

The current charge is £1.00 all day from 1<sup>st</sup> May to 30<sup>th</sup> September.

- The tariff structure for the Aberavon seafront be introduced at a charge of £2.00 for 1<sup>st</sup> May to 30<sup>th</sup> September and £1.00 for 1<sup>st</sup> October to 30<sup>th</sup> April.
- Victoria Road car park be incorporated into the Authority's off-street parking order at a charge of £2.00 for 1<sup>st</sup> May to 30<sup>th</sup> September and £1.00 for 1<sup>st</sup> October to 30<sup>th</sup> April.
- A No Waiting No Loading Traffic Regulation Order for The Princess Margaret Way and that the Order be advertised.
- A 2-Hour Limited Waiting, No Return within 4 Hours, 7 Days a Week, be implemented to the existing parking bays to The Princess Margaret Way and that the Order be advertised.

The WAO report on income generation highlighted a potential £42M across Wales. NPT's proposals will be in line with car park income against population average revenue.

The Council car park income also funds the maintenance upkeep of car parks to maintain appropriate standards of safety, lighting and equality issues. The parking income account has spent £500K over five years maintaining the assets.

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

believe that the people that use the facilities should pay for them to help to maintain the assets and increasing energy and maintenance costs.

## **Background**

### Off-Street Tariff Structure

Members are advised that the Authority last changed the off-street parking tariffs in 2016. Members are reminded that off street income from the Authority's pay and display car parks is subject to VAT @ 20% and that the VAT is payable to HMRC.

Currently there is a different tariff structure in Pontardawe; the structure states up to 1 hour free and 2-3 hours 50 pence. There is no tariff structure between 1 & 2 hours; this will need to be addressed.

During 2016/17 12,834 free 1 hour tickets were issued in Pontardawe.

Set out below is the current off-street tariff structure together with the previous off-street tariff structure.

	<u>Pre January 2016</u>	<u>Current</u>
Up to 1 hour	£1.30	£1.00
1-2 hours	£1.80	£1.50
2-3 hours	£2.30	£2.00
3-4 hours	£2.80	£2.50
Over 4 hours	£3.30	£3.00

It was proposed to trial the change in tariff structure for a 12 month period. Should the Authority see no rise in public participation then it was intended to return to the previous tariff structure.

This was due to end in January 2017 and changes made to be implemented in April 2017. This decision was held in abeyance until after the local elections in May 2017 in order that the new council members would be able to participate in any review.

Set out below is the income received over the last five financial years. This illustrates the income received and will allow members to consider any changes made in an informed manner.

<u>Year</u>	<u>Income</u>
2016/17	£901,163
2015/16	£973,784
2014/15	£1,038,694

2013/14	£1,027,779
2012/13	£1,066,465

Shown below is the additional income that may be generated together with a risk matrix. Members will need to be aware that the risk matrix is based on the 2016/17 income figures.

The tariff options show the working figures for the projected increase.

2016/17 Income £901,163						
Tariff Increase	Projected Income	Projected Increase		Risk Factor on 2016/17 Income	Potential Decrease	Projected Income with Risk
10p	£977,463	£76,300		5%	£45,058	£856,105
20p	£1,025,000	£123,837		10%	£90,116	£811,047
30p	£1,043,774	£142,611		15%	£135,174	£765,989
40p	£1,091,311	£190,148		20%	£180,233	£720,930
50p	£1,138,849	£237,686		30%	£270,349	£630,814

Attached is a comparable tariff structures for the neighbouring authorities

### Pay and Display Tariffs

Authority	1 hour	2 hours	3 hours	4 hours	4+ Hours
Neath Port Talbot	£1.00	£1.50	£2.00	£2.50	£3.00
Swansea					
Multi-storey	£1.40/£1.20	£2.80/£2.40	£4.00/£3.50	£5.50/£4.50	£2.20 per hour
Surface	£1.20	£2.40	£3.50		£7.00
Bridgend	70p	£1.50	£2.50	£4.00	£6.00
Carmarthen	50p	£1.60	£2.20	£3.40	£2.30 (long stay)
Llanelli	£1.20	£1.60	£1.80	£2.00	£2.20
Pembrokeshire					
Haverfordwest					
Multi-storey	40p	50p		80p	£1.40
Surface	40p	50p		£1.00	

<b>Tenby</b>				
<b>Multi-storey</b>	40p	50p		£1.50
<b>Surface</b>		£1.00		£3.00

NB: Charges apply in the Neath, Port Talbot and Pontardawe town centre car parks from 8am to 6pm Monday to Saturday and Neath and Port Talbot 9am to 5pm on Sundays. Pontardawe currently has free car parking on Sundays.

Set out in Appendix A are the various tariff options.

Members are also advised that the season permits for the Authority's pay and display car parks have not been reviewed for several years.

Set out below are the neighbouring Authorities charges for season permits in their off-street car parks as well as this Authority's charge for season permits.

### Off –Street Season Parking Permits

<b>Authority</b>	<b>3 Months</b>	<b>6 Months</b>	<b>9 Months</b>	<b>12 Months</b>
<b>Neath Port Talbot</b>	£100	£180	£250	£315
<b>Swansea</b>				
<b>City Centre</b>	£220	£440		£735
<b>Outside City</b>	£167	£334		£550
<b>Bridgend</b>	£151.20	£302.40	£453.60	£604.80
<b>Carmarthen</b>	£142.50	£285		£570
<b>Llanelli</b>	£137.50	£275		£550
<b>Pembrokeshire</b>				
<b>Haverfordwest</b>				
<b>Multi-storey</b>				£262/£328
<b>Surface</b>				£280/£351
<b>Tenby</b>				
<b>Multi-storey</b>				£430/£540
<b>Surface</b>				£367/£459

Bridgend season permits are for a quarter pro-rated for the year.

Pembrokeshire operate a flexi season permit and a reserved season permit.

Below are the current season permits offered to members of the public together with the proposed revised structure and charges.

Permit Duration	<u>Current Season Permits</u>		Income	Daily Rate
	£	Number		
Season Permit 12 months	<b>£315</b>	67	£21,105.00	£0.86
Season Permit 9 months	<b>£250</b>	1	£250.00	£0.92
Season Permit 6 months	<b>£180</b>	35	£6,300.00	£0.99
Season Permit 3 months	<b>£100</b>	46	£4,600.00	£1.11
<b>Total number of permits on issue</b>		149	<b>£32,255.00</b>	

Permit Duration	<u>Proposed Season Permits</u>		Income	Daily Rate	% Rise
	£	Number			
Season Permit 12 months	<b>£410</b>	67	£27,470.00	£1.12	30
Season Permit 9 months	<b>£325</b>	1	£325.00	£1.19	30
Season Permit 6 months	<b>£235</b>	35	£8,225.00	£1.29	30
Season Permit 3 months	<b>£130</b>	46	£5,980.00	£1.43	29
<b>Total number of permits on issue</b>		149	<b>£42,000.00</b>		

There has been a request for the authority to introduce a monthly season permit for the off-street car parks. This report subsequently includes a proposal to introduce a monthly permit at £50 per month.

### Virtual Permit Scheme

Currently physical permits are displayed in the Authority's pay and display car parks and for on-street in the resident's bays and all other locations where a parking permit needs to be observed by the Authority's Civil Enforcement Officers.

Should the Authority introduce a virtual permit scheme then this will remove the need to display a physical permit.

### Off-street Car Parks

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.

## On-street Parking

The Authority operate numerous permit schemes within the borough, where again a display of a physical permit is required.

Parking services send out reminder letters to the residents one month in advance informing them that their residents permit is about to expire and that they need to renew their permit.

In 2016/17 the authority issued 10,352 penalty charge notices, of those 2,817 or 28% were issued in residents bays to vehicles not displaying permits. This year the authority have issued 7,354 penalty charge notices, of which 1,705 or 24% have been issued in residents only bays. As can be seen by the figures rigorous enforcement is being carried out in resident's bays.

The table below shows the current cost of a residents permit in Neath Port Talbot as well as the neighbouring authorities.

### Residents Parking Permits Costs

<b>Authority</b>	<b>12 Months</b>	<b>Replacement</b>
<b>Neath Port Talbot</b>	£20	£5
<b>Swansea</b>	Free	£25
<b>Bridgend</b>	Free	Free
<b>Carmarthenshire</b>	£30	£30
<b>Pembrokeshire</b>	£40	£12.50

Members will be aware that a report was taken to Environment & Highways Cabinet Board on the 16<sup>th</sup> February 2016 informing members that the current parking enforcement and notice processing system was last upgraded in 2007. The Authority had been notified by Imperial Civil Enforcement Solutions that our current notice processing system will in the future be only supported and not developed, to include any new functionality. They will be concentrating their development on Compex 3sixty which is the system that could handle the virtual permit software applications.

It is proposed that Imperial Civil Enforcement Solutions would host and run all the permit schemes for the nominal cost of £2.50 per permit. Hosting with Imperial Civil Enforcement Solutions removes the need for

capital investment for hardware as well as the costs and procedural requirements for maintenance and system upgrades.

At the present moment the £20.00 paid covers the administration and production of the permits. In order to stay at a cost neutral position it is intended to increase the cost for each permit by £2.50.

The income from the permit scheme could then be invested in paying off the initial expenditure for the introduction of a mobile CCTV enforcement vehicle, once this has been covered then the income can be invested in new civil enforcement officers to increase our enforcement capabilities within the borough.

Shown below are all the current permits on issue together with the income attached to each permit and the cost of Imperial issuing each permit.

<u>Permit Type</u>	<u>Cost</u>	<u>Number</u>	<u>Income</u>	<u>Imperial</u>
<b>Care Worker Permits</b>	<b>£20</b>	39	£780.00	<b>£97.50</b>
<b>Dispensation Permits</b>	<b>£20</b>	14	£280.00	<b>£35.00</b>
<b>Family parking permit</b>	<b>£20</b>	95	£1,900.00	<b>£237.50</b>
<b>Health board care workers permit</b>	<b>£20</b>	177	£3,540.00	<b>£442.50</b>
<b>Health Visitor Permits</b>	<b>£20</b>	5	£100.00	<b>£12.50</b>
<b>Holiday Visitor Permit</b>	<b>£20</b>	2	£40.00	<b>£5.00</b>
<b>Loading permit</b>	<b>£20</b>	63	£1,260.00	<b>£157.50</b>
<b>Neath traders dispensation permit</b>	<b>£20</b>	42	£840.00	<b>£105.00</b>
<b>Residents permits</b>	<b>£20</b>	1865	£37,300.00	<b>£4,662.50</b>
<b>Temporary permits</b>	<b>£20</b>	21	£420.00	<b>£52.50</b>
		<b>2323</b>	<b>£46,460.00</b>	<b>£5807.50</b>

Attached in Appendix B are the Virtual Permit security questions posed by parking services and the Authority's IT services with regard to any risks to data being held by the software company and their response to the questions for Members' information.

### Mobile CCTV Enforcement

Certain areas of the county borough are particularly difficult to enforce by officers on foot. Their physical presence deters motorists contravening

the traffic regulation orders when they are in the area but not when they leave. The unpredictability of when camera enforcement takes place provides a greater deterrent, particularly in areas surrounding schools, bus stops and other areas where road safety is of paramount importance.

The Council has an obligation to those members of the public who are also affected and discriminated against by such illegal parking, for example people with disabilities wishing to board buses at bus stops.

Whilst it is apparent that great strides have been made in addressing the above aims, it is clear that motorists are consistently ignoring the restrictions which apply to bus stops, areas surrounding the entrances to schools and on areas subject to no waiting at any time, no loading at any time restrictions. Whilst we endeavour to regularly deploy officers at these restrictions their physical presence prevents parking only while they are there. Once officers leave the area, inappropriate parking recurs.

Enforcement as a deterrent is reliant on the potential for the contravention being detected. Officers attending locations on foot are required to deal with each vehicle in turn, allowing the drivers of other vehicles contravening the restrictions to drive away without fear of receiving a penalty charge notice.

Inconsiderate drivers who park their vehicles in 'problem areas' such as on no stopping on school orders, at bus stops and where a loading ban is in place are a danger to road users and pedestrians as well as causing traffic congestion.

Local Authorities have a duty to tackle dangerous parking and the Traffic Management Act 2004 (TMA) allows Councils to enforce parking at problem areas, where motorists are putting the safety of others at risk and causing unnecessary congestion. The Traffic Management Act recommends that approved devices (such as mobile CCTV vehicles) are used only in problem areas where enforcement is difficult or sensitive and enforcement by Civil Parking Enforcement Officers (CEO's) is not practical.

At present the Council does not have the equipment to allow these problem areas to be addressed. Whilst visits are made to schools and bus stops, this is having little or no effect on reducing the number of contraventions. Mobile CCTV would capture images of those vehicles in

contravention of the traffic orders, allowing penalty charge notices to be sent in the post. This method of enforcement ensures that the motorists who contravene the parking restrictions understand that there is likelihood of them receiving a penalty charge notice, even if there is no civil parking enforcement officer patrolling on foot in the area.

The procurement of mobile CCTV camera enforcement equipment would ensure that officers can enforce a greater geographical area. As the equipment captures every vehicle contravention, it is more effective than foot patrols.

The table below shows the anticipated outlay in bringing the CCTV project to fruition:

<b>Product</b>	<b>Cost</b>
<b>CCTV Hardware</b>	£20,000
<b>CCTV Software</b>	£6,000
<b>Imperial Software</b>	£15,000
<b>Staff Costs/Digitising</b>	£40,000
<b>Communications</b>	£600
<b>Total</b>	<b>£81,600</b>
<b>New Enforcement Vehicle</b>	£15,000
<b>Year 2 onwards</b>	
<b>CCTV Maintenance Hardware/Software</b>	£4,500
<b>Imperial Maintenance</b>	£2,000
<b>Communications</b>	£600
<b>Total</b>	<b>£7,100</b>

The introduction of mobile enforcement would not remove the need to have traditional on-foot enforcement. The legislation allows Councils to use this equipment in problem areas, where enforcement is difficult or sensitive and CEO enforcement is not practical. The vehicles will be able to detect if a vehicle is in a permit bay however, the enforcement officer would need to stop the vehicle and physically attach the penalty charge notice to the vehicle contravening the order.

The procurement of a mobile traffic enforcement system is proposed.

Such equipment is currently in use in a number of English authorities and manufacturers have received certification of their equipment by the

Department of Transport. The Welsh Government has, until recently, required manufacturers to have their equipment type-approved by the Welsh Government. However they have recently revised this and equipment approved by DfT will be certified by Welsh Ministers.

### Aberavon Seafront Strategy

The Authority has received complaints from the members of public regarding the current on and off-street parking provision and enforcement at Aberavon Seafront. There is a need to rationalise the parking operation in this area.

The following proposals are set out for Members consideration:

The current charging regime is operational from May to September in the car parks on the seafront. However, there is unrestricted parking all day in the bays between the car parks and beach front these spaces are being utilised by members of the public before taking the option of using the Authority's car parks.

The current charges are £1.00 all day from 1<sup>st</sup> May to 30<sup>th</sup> September.

Members are requested to increase the tariff charge in the seafront car parks to £2.00 per day from 1<sup>st</sup> May to 30<sup>th</sup> September and introduce a charge of £1.00 per day from 1<sup>st</sup> October to 30<sup>th</sup> April.

Members have also indicated that as there is no off-street car park provision in Sandfields East and request that the area currently being utilised as a car park on the slip down on to the beach be incorporated in to the off street car parking order with the same proposed tariff as above and be known as Victoria Road car park.

As part of the ongoing seafront strategy it is proposed to introduce new Traffic Orders along The Princess Margaret Way to prevent indiscriminate parking. These include; a No Waiting, No Loading Traffic Regulation Order for The Princess Margaret Way (Appendices C & D) and a 2-Hour Limited Waiting, No Return within 4 Hours, 7 Days a Week, to the existing parking bays (Appendices C & D).

### **Financial Impact**

The total cost for the introduction of mobile camera enforcement is in the region of £80K. The one off costs be funded from any surplus income

generated or underwritten by the Capital Vehicle Replacement Programme.

The cost of the mobile camera hardware is approximately £20K with a further £6K for the software required to view the contraventions. In addition there would be approximately £5K of revenue expenditure for incidentals (postage, DVLA enquiries etc.). There will be a need to purchase an additional van.

There will be staffing costs with regards to digitising the orders, however at this present moment we are unable to quantify but maybe in the region of £40K this figure also includes any additional signage that might be required for enforcement.

In order to send out the relevant notices, the Authority will need to purchase additional software from Imperial Civil Enforcement Solutions this will be in the region of £15K plus annual maintenance fees.

Currently the Authority charges £20.00 for the administration and production of a permit. Recently the Authority introduced the virtual parking permit system that is hosted by Imperial Civil Enforcement solutions (ICES) for the sum of £2.50 per permit.

It is intended that the pay back for the purchase of the hardware and software be recouped out of the surplus from the permit system until the costs are covered. Once the initial costs are covered the surplus is intended to cover any increase in the costs of hosting the system as well as contributing to employing additional civil enforcement officers.

Any surplus additional income is intended to offset the increase in NNDR £47K which has been unfunded in 2018/19.

The proposals could generate in the region of up to circa £275K, net £175K.

## **Integrated Impact Assessment**

In order to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010, an Integrated Impact Assessment has been undertaken, which is shown in Appendix E.

## **Workforce Impacts**

Training of back office and enforcement teams for digital permits and CCTV mobile enforcement will be required.

## **Legal Impacts**

Any changes to the off-street Parking charges require a Legal Order to be advertised and any objections and observations will be reported back to Streetscene and Engineering Scrutiny Committee and Streetscene and Engineering Cabinet Board before a final decision is taken.

The Aberavon Seafront Traffic Orders will need to formally be advertised for a period of 21 days. If any objections are received, these would need to be considered by a future Streetscene and Engineering Cabinet Board.

The Welsh Government legislates for the enforcement of parking contraventions by approved devices under Statutory Instrument 2008 No. 620 entitled 'The Civil Enforcement of Parking Contraventions (Approved Devices) (Wales) Order 2008'.

Approved devices are defined in this order as a camera and recording equipment which have been certified by the Welsh Ministers as meeting the specified requirements,

## **Risk Management**

Members need to be aware that there is a risk element to the change in tariff structures should members of the public choose not to use the car parks, this would result in a pressure on the parking budget.

Members need to be aware that there is a risk element to the virtual permit proposal, although GPRS coverage is available, any loss of signal may affect the operations on-street.

## **Consultation**

These items have been included in the Forward Work Programme and were part of the external budget consultation held from the 8<sup>th</sup> November 2017 to 15<sup>th</sup> January 2018, including from 11<sup>th</sup> December 2017 the specific details of the parking initiatives proposed.

Specific requests were also sent to the recipients listed below asking for their comments:

- Neath Town Council
- Neath Chamber of Trade
- Neath Inspired (BID)
- Pontardawe Town Council
- Pontardawe Chamber of Trade
- Aberafan Shopping Centre

## **Consultation Feedback**

All comments received relating to the external budget consultation held from 11<sup>th</sup> November 2017 to 15<sup>th</sup> January 2018 are set out in Appendix F. Members are advised that consultation feedback relating to parking proposals for the Gnoll Country Park and Afan Forest Park will be considered by the Education, Skills and Culture Scrutiny and Cabinet Board and need not be considered.

Set out below are a summation of the comments relating to parking charges and parking in Pontardawe and virtual permits.

### Response Pontardawe Town Council

*Although the Town Council was not against an increase in car parking charges, they would like the increases to be 'phased in' given the substantial rise in the tariffs and were adamant that the one-hour free parking should remain in Pontardawe.*

### Response Cyngor Cymuned Cilybebyll Community Council

*The Council is also concerned at the impact of increasing car parking charges on local shoppers at a time when local businesses need all the support that they can get.*

### Response from Pontardawe Chamber of Trade

*There would not be huge opposition to an increase in charges. They are set quite reasonably and haven't changed, as far as I know, since their introduction. As the Chamber of Trade pointed out at the time, restrictions of use could actually benefit trade, as the car parks were very much abused by car sharers and local traders/residents.*

*However, the FREE first hour is a lifeline to the businesses in Pontardawe. The Chamber of Trade would strongly oppose any notion of abolishing this.*

*The FREE first hour should be protected at all costs.*

*The charges over that hour have been accepted by the community and an increase in those charges would not (in our opinion, the Committee) be overly opposed or overly affect trade.*

It is noted that there is extensive feedback on retaining the one hour free parking charge and it is noted that there is an acceptance of aligning the remaining tariff structures with the other town centres of Neath and Port Talbot.

#### Response from Members of Public – Digital Permits

*I am a resident's permit holder for Neath; sometimes a non-permit holder will park outside my house for a couple of hours. At the moment if the vehicle is not displaying a permit, I can phone the Parking Office and they can take enforcement action. However, under the virtual permit system, there will be no indication on a vehicle as to whether or not it has a permit.*

The comments above are noted and members of the public will not be able to identify if a vehicle is contravening the Traffic Order; however, although a permit might not be displayed under the proposed scheme, enforcement of residents' bays will continue by Civil Enforcement Officers.

#### Response from Members of Public – Parking Charges

*Subject to increase in parking charges for Pontardawe and Neath.*

*Car parking within the centre of Pontardawe.*

*As regards to charging for parking in Aberavon during the winter months, you should be encouraging NPTCBC residents to make use of this area for walking and exercising during winter months.*

*There is a disconnect between the price of parking at the Gnoll and Aberavon seafront. I would increase Aberavon by a larger amount and not increase the Gnoll amount. When it costs more to park in a Country*

*Park than it does in a town centre, then something is seriously wrong with the planning.*

NPT's proposed parking tariffs will be in line with car park income against population average revenue as highlighted in the WAO report 2015/16.

## **Recommendations**

It is recommended that:-

### Off-Street Car Parking

- The proposed 50p increase across all tariff structures be advertised and subject to no objections be implemented from April 2018 as set out below:

Up to 1 hour	£1.50
1-2 hours	£2.00
2-3 hours	£2.50
3-4 hours	£3.00
All Day	£3.50

- That the first hour free in Pontardawe be retained.
- That the off-street car parking charges in Pontardawe advertised and subject to no objections be implemented from April 2018 as set out below:

1 hour	Free
1-2 hours	£2.00
2-3 hours	£2.50
3-4 hours	£3.00
All Day	£3.50

- The revised charge for season parking permits be advertised and subject to no objections, be implemented from April 2018 as set out below:

3 months - £130.00

6 months - £235.00

9 months - £325.00

12 months - £410.00

- That a monthly season permit be introduced at £50 per month.

Appendix G shows the schedule that has to be legally advertised.

### Virtual Permits

- The virtual permit system is introduced as set out in the circulated report.

### Mobile CCTV Enforcement

- Officers be authorised to procure the hardware and software for mobile CCTV enforcement.
- To progress the digital mapping necessary for the enforcement of Traffic Regulations Orders.
- To submit a proposal to the Welsh Government for approval.
- To purchase a new enforcement vehicle.

### Aberavon Seafront Strategy

- The tariff structure for the Aberavon seafront be introduced at a charge of £2.00; 1<sup>st</sup> May to 30<sup>th</sup> September and £1.00; 1<sup>st</sup> October to 30<sup>th</sup> April be implemented, subject to there being no objections when the Order is legally advertised.
- Victoria Road car park be incorporated into the authority's off-street parking order at a charge of £2.00; 1<sup>st</sup> May to 30<sup>th</sup> September and £1.00; 1<sup>st</sup> October to 30<sup>th</sup> April, be implemented subject to there being no objections when the Order is legally advertised.
- A No Waiting No Loading Traffic Regulation Order is advertised for The Princess Margaret Way, as illustrated on the plan at Appendices C & D, and that the Order be implemented, subject to there being no objections.
- That the 2-Hour Limited Waiting, No Return within 4 Hours, 7 Days a Week, to the existing parking bays as illustrated on the plan at Appendices C & D be advertised and that the Order be implemented, subject to there being no objections.

### **Reasons for proposed Decision**

The new tariff structure will support sustainable travel/parking for users. The mobile CCTV camera van enforcement will improve road safety around the county borough Council's Schools and deter indiscriminate parking in bus bays and other traffic regulation orders. The virtual permit scheme will enhance the customer renewal process and meets the Council's Digital Transformation programme.

## **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

## **Appendices**

Appendix A - Tariff Options

Appendix B - Virtual Permits Security Questions

Appendix C - Plan – The Princess Margaret Way – Traffic Orders

Appendix D - Plan – The Princess Margaret Way – Traffic Orders

Appendix E – Integrated Impact Assessment

Appendix F - Consultation

Appendix G – Car Parking Tariff Schedule

## **List of Background Papers**

None.

## **Officer Contact**

Steve Cook, Parking Manager

Tel. No: 01639 763968

email: [s.cook@npt.gov.uk](mailto:s.cook@npt.gov.uk)

## **Appendix A**

### **Income 2016/17**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.00 for 1 hour	166322		£166,322
£1.50 for 2 hours	105436		£158,154
£2.00 for 3 hours	89501		£179,002
£2.50 for 4 hours	42204		£105,510
£3.00 over 4 hours	71908		£215,724
		Sub	£824,712
Credit Card			£38,345
Seafront Parking	38106		£38,106
			£901,163

### **Band Increase 10p**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.10 for 1 hour	166322		£182,954
£1.60 for 2 hours	105436		£168,698
£2.10 for 3 hours	89501		£187,952
£2.60 for 4 hours	42204		£109,730
£3.10 over 4 hours	71908		£251,678

			£901,012
Credit Card			£38,345
Seafront Parking	38106		£38,106
	<b>Projected Income</b>		£977,463
			£76,300

### **Band Increase 20p**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.20 for 1 hour	166322		£199,586
£1.70 for 2 hours	105436		£179,241
£2.20 for 3 hours	89501		£196,902
£2.70 for 4 hours	42204		£113,951
£3.20 over 4 hours	71908		£258,869
			£948,549
Credit Card			£38,345
Seafront Parking	38106		£38,106
	<b>Projected Income</b>		£1,025,000
			£123,837

### **Band Increase 30p**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.30 for 1 hour	166322		£216,219
£1.80 for 2 hours	105436		£189,785
£2.30 for 3 hours	89501		£205,852
£2.80 for 4 hours	42204		£118,171
£3.30 over 4 hours	71908		£237,296

			£967,323
Credit Card			£38,345
Seafront Parking	38106		£38,106
	<b>Projected Income</b>		£1,043,774
			£142,611

### **Band Increase 40p**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.40 for 1 hour	166322		£232,851
£1.90 for 2 hours	105436		£200,328
£2.40 for 3 hours	89501		£214,802
£2.90 for 4 hours	42204		£122,392
£3.40 over 4 hours	71908		£244,487
			£1,014,860
Credit Card			£38,345
Seafront Parking	38106		£38,106
	<b>Projected Income</b>		£1,091,311
			£190,148

### **Band Increase 50p**

<b><u>Duration</u></b>	<b><u>Ticket Issued</u></b>		<b><u>Income</u></b>
£1.50 for 1 hour	166322		£249,483
£2.00 for 2 hours	105436		£210,872
£2.50 for 3 hours	89501		£223,753
£3.00 for 4 hours	42204		£126,612
£3.50 over 4 hours	71908		£251,678
			£1,062,398

Credit Card			£38,345
Seafront Parking	38106		£38,106
	<b>Projected Income</b>		£1,138,849
			<b>£237,686</b>

## **Appendix B**

### **Virtual Permits Security Questions**

**Copy of the latest penetration test report on the system (we would expect this to be carried out by a qualified third party). If the whole report can't be given to us could we have the executive summary? Can we have confirmation that the penetration test is an annual event?**

*Our permit solution has been tested by Pen Test Partners commissioned by ICES. All weaknesses discovered have been instantly remedied. We are planning on commissioning periodical penetration tests twice a year. We are reserved on releasing penetration test results however in case we are awarded the contract, we are happy to explore possibilities of a mutually acceptable solution.*

**Data Storage and Backup policies – Where will the data (and backup data) be stored? What physical security (to combat unauthorised access, tampering, etc) does your data centre have?**

*Please find the policy attached. Data will be stored in our Bristol data centre on ICES premises. Part of our solution though resides on Amazon Web Services located in the EU.*

*In terms of physical security:*

- ❖ *Visitor access is controlled;*
- ❖ *All external doors require passcodes or security tokens for access;*
- ❖ *Extensive physical security measures (heavy duty bars, metal doors);*
- ❖ *Building is alarmed with third-party patrol response;*

- ❖ *Server and comms rooms require numeric key code to gain access. Only appropriate staff have this access.*

### **Is the data encrypted at rest and in transit?**

*Data is stored in flat files. As the permit system is hosted by us, in its current form no transit of data takes place. All data recorded into the permit system takes place using an https encrypted website.*

### **Will the data be shared with anyone else?**

*We will not share data with anyone without informing the Council and gaining its approval.*

### **We will need a Data Processing Agreement – do you have one that you use or should we use ours?**

*Please find our standard DPA attached.*

### **Details of how data migration is to be carried out**

#### **Concept:**

*Every new system inevitably attracts changes in processes. With PermitSmarti our aim is to provide the Council with a quick go-live. The transition of permits will take place gradually. The course of action outlined below will require participation from both the Council and the Permit holders. At the end of the process the Council's new PermitSmarti system will be set-up to accommodate all requirements and will operate with minimal legacy transactional data.*

#### **Strategy:**

*As part of implementation of the new system ICES will configure it so that we are able to migrate a subset of the old system data in such a way that it can be closed down and the new system used to hold basic data about the old permits. The data will sit in the system alongside the new configuration, but not interfering with it. The information taken on will not take advantage of the capabilities of PermitSmarti but will allow key business processes to continue, in particular having a repository for the*

*old permit system data after it has been decommissioned, and a feed to the handhelds.*

*From previous migrations we know the common key processes around permits that are necessary to keep the business running. Based on this experience our recommended course of action will minimise the costs but still deliver the process requirements. This pragmatic approach avoids the absurdity of high migration costs for data which will be run down and carries no additional value to the customer.*

**Methodology:**

*We will follow the process of taking on permits by categorising to migrate the Council`s data into PermitSmarti:*

- We provide the Council a template to be filled with the data of permits valid on the date (the data we need are the name, the address and the permit type). This needs to be provided in two CSV files, in a format we supply.*
- We load the template into PermitSmarti with a permit end date. As a consequence the permit system will go live very quickly and permits will be instantly enforceable using Samsung handhelds.*
- The legacy permit system can now be turned-off. There is no need to use the old system anymore.*

*The Council`s permit data is migrated into the new system. As this data is legacy data, the new permit system will provide limited functionality on processing. The permits will not be renewable and will not be linked to a citizen account however correspondence in relation to legacy permits can be generated. The Council will be able to automatically generate e-mails to permit owners in which they are informed on the expiry of their permit or the introduction of the new permit system and are asked to go on-line and create a user account. When the old permit expires, the motorist will use his PermitSmarti account to create a new permit application.*

**Details of the Authentication used to access the application and details of any app based security.**

*Access to PermitSmarti occurs via https connection. In order to log-in a password is required. For office users PermitSmarti allows the setting very specific rules in terms of how an acceptable password is formed. The parameters for this are:*

*The current rules are at least one each of upper case, lower case and numeric. Account holders can request a password reset through their e-mail account.*

*In addition, the system is configured to automatically lock users out after too many failed log-in attempts. In such case or if the back-office user forgets his or her credentials, our Support Team will be happy to help. Access rights to the application are managed through user roles.*

*In the case of PermitSmarti, the system is configured to automatically lock users out after too many failed log-in attempts. In such case or if the back-office user forgets his or her credentials, our Support Team will be happy to help. Members of the public are able to request password resets using the citizen portal.*

**Do you hold Cyber Essentials certification?**

No.

**Data sanitisation – how will council data be erased when storage media is decommissioned or when erasure is requested e.g. end of contract?**

*At the end of the contract a copy of the tables containing council data are returned to the Council. All data in our possession is securely deleted and a certificate of destruction is issued. In case hardware is decommissioned, it is securely disposed of and a certificate of destruction is issued.*

**What is the data availability commitment of the cloud service?**

*The solution is designed to be available 24/7. Consequently it resides on high availability equipment. Application updates and patches to the underlying systems take place during out of office hours, most often early morning, and do not take more than 15 minutes. In case our work affects availability, the client will be notified in advance.*

**Is there separation between Neath Port Talbot data and other client data?**

*Client data is logically separated in the database. This makes it impossible for clients to see each other's data.*

If incident management is in place will we get notified of any incidents?

*Clients are notified in case the incident threatens the availability of the application.*

**Are your staff subject to any personnel security screening?**

*No. All ICES staff have appropriate data protection and confidentiality clauses in their contracts. All new members of staff are provided with data protection training as part of their induction. Members of staff whose role necessitates a more thorough level of training are provided with this at the start of their employment and then refreshed at regular intervals (usually annually unless changes in legislation require additional training). Clauses on confidentiality and data protection are included in the contracts of employment and the breach of data protection policy of the company results in disciplinary procedure.*

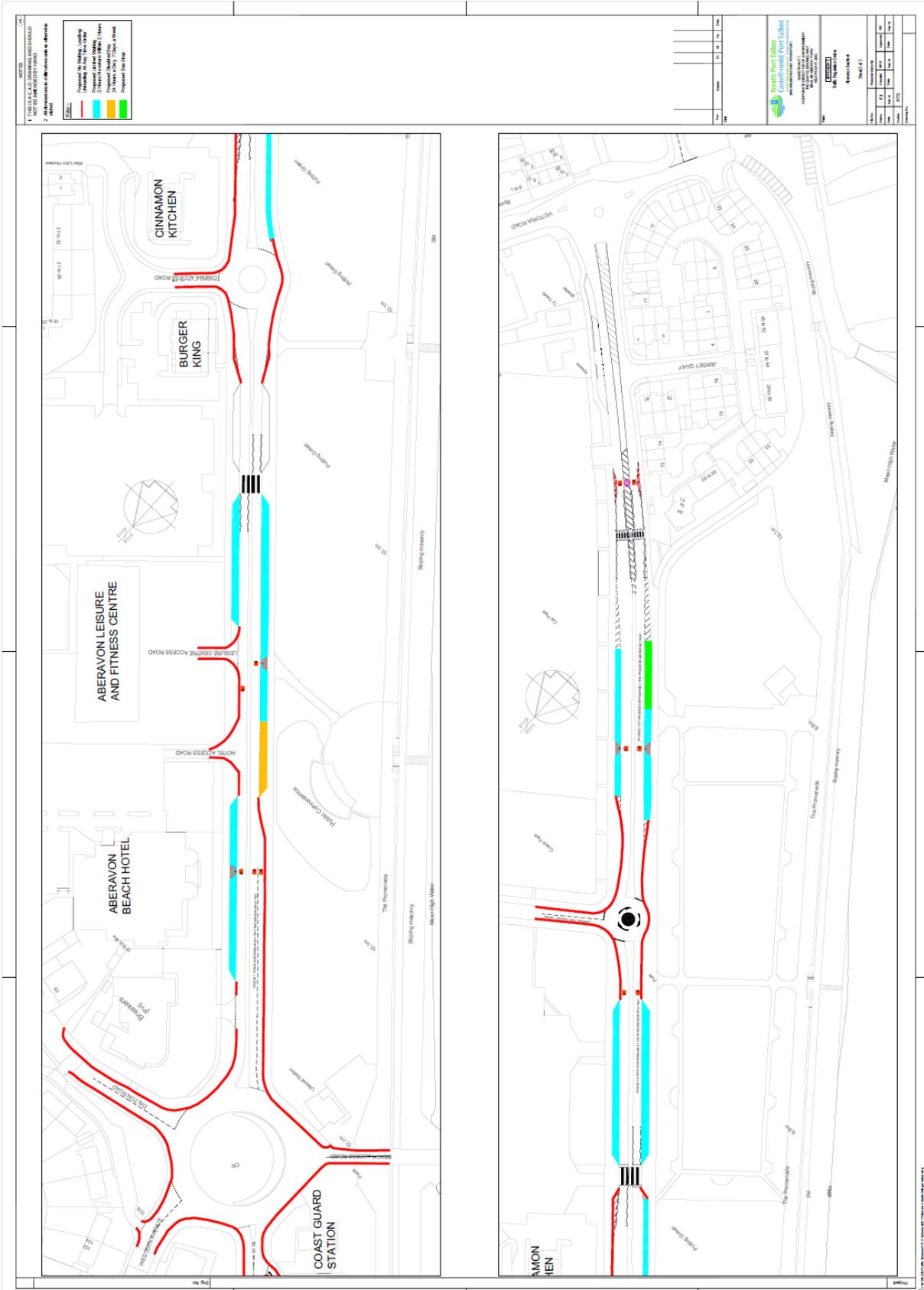
**What security is in place when transmitting data from your servers to the handhelds and from the handhelds back to your server?**

*Data from the system onto the handheld is transferred using ttps connection.*

# Appendix C



# Appendix D



## Appendix E

### Integrated Impact Assessment

This Integrated Impact Assessment considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance:

- Equality Act 2010
- Welsh Language Standards (No.1) Regulations 2015
- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016

#### Version Control

Version	Author	Job title	Date
1	Steve Cook/Ian Rees	Parking Services	29 <sup>th</sup> January 2018

#### 1. Details of the initiative

<b>Title of the Initiative:</b>	<b>Parking Review 2018</b>
<b>Service Area:</b>	Parking Services
<b>Directorate:</b>	Environment
<b>Summary of the initiative:</b>	<p>The report focuses on income generation and the continued development of the parking service through digital transformation and mobile CCTV camera van enforcement.</p>
<b>Who will be directly affected by this initiative?</b>	<ul style="list-style-type: none"><li>• Members of the public who utilise the authority's off-street car parks and Aberavon seafront car parks.</li></ul>

- Residents/Businesses/Staff/ Holiday Visitors and Healthcare Workers who require the use of a permit.
- Visitors to Aberavon Seafront.

### **When and how were people consulted?**

- Public consultation from mid-December to 2017 to mid-January 2018.
- Consultation links were provided from the authority's car parking internet pages.
- The consultation links were e-mailed to:
  - Neath Town Council
  - Neath Chamber of Trade
  - Neath Inspired (BID)
  - Pontardawe Town Council
  - Pontardawe Chamber of Trade
  - Aberafan Shopping Centre

### **What were the outcomes of the consultation?**

#### **Of the 303 online responses:**

9 (3%) Agree with all of them, 36 (12%) Agree with some of them, 36 (12%) Disagree with all of them, 48 (16%) Neither Agree nor Disagree with them, 186 (63%) Disagree with some of them.

186 (63%) respondents took the opportunity to disagree with the suggestions with the main themes outlined below:

- There were **84 (36%)** responses against the Parking proposals across the Authority with Pontardawe, Gnoll Park and Afan Forest featuring mainly.

There were various suggestions made in the public consultation it was noted that a majority of the suggestions were to keep the first 1 hour parking free in Pontardawe off-street car parks. This suggestion has been taken on board and has been presented to board for consideration.

## 2. Evidence

### What evidence was used in the development of the initiative assessment?

- Research from the British Parking Association.
- E-mails, letters of complaint regarding lack enforcement outside schools.
- Requests from local schools/head teachers/ MP's/Police/Bus companies and the authority's Road Safety Unit for enforcement outside local schools.

## 3. Equalities

How does the initiative impact on people who share a **protected characteristic**?

Protected Characteristic	+	-	+/-	Why will it have this impact?	What action can be taken to improve positive or mitigate negative impacts?
Age			<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> <li>✓</li> </ul>	<p><b>Tariff Increase/Season Permit Increase –</b> Will only have a financial impact on service users.</p> <p><b>CCTV Enforcement –</b> Will only effect motorists contravening regardless of any protective characteristics.</p> <p><b>Seafront Strategy–</b> Will only have a financial impact on service users.</p> <p><b>Virtual Permits –</b> Some members of the public may not have access to a computer and would not be able to complete the application forms.</p>	<p><b>Parking services will still be able to issue a permit on behalf of the members of the public who are unable to use a computer.</b></p>

Disability		✓	<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase –</b> Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement–</b> Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy–</b> Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits -</b> Some members of the public may not be able to use a computer and would not be able to complete the application forms.</li> </ul>	<p><b>Parking services will still be able to issue a permit on behalf of the members of the public who are unable to use a computer.</b></p>
Gender reassignment		✓	<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase –</b> Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement–</b> Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy–</b> Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits –</b> Will only have a financial impact on service users.</li> </ul>	
Marriage & civil partnership		✓	<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase–</b> Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement–</b> Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy–</b> Will only have a</li> </ul>	

			<ul style="list-style-type: none"> <li>✓ financial impact on service users.</li> <li>✓ <b>Virtual Permits</b> – Will only have a financial impact on service users.</li> </ul>	
Pregnancy and maternity			<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase</b>– Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement</b>– Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy</b>– Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits</b> – Will only have a financial impact on service users.</li> </ul>	
Race			<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase</b>– Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement</b>– Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy</b>– Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits</b> – Will only have a financial impact on service users.</li> </ul>	
Religion or belief			<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase</b>– Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement</b>– Will only effect motorists contravening regardless of any</li> </ul>	

			<ul style="list-style-type: none"> <li>✓ protective characteristics.</li> <li>✓ <b>Seafront Strategy</b>– Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits</b> – Will only have a financial impact on service users.</li> <li>✓</li> </ul>	
Sex			<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase</b> – Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement</b> – Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy</b> – Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits</b>– Will only have a financial impact on service users.</li> </ul>	
Sexual orientation			<ul style="list-style-type: none"> <li>✓ <b>Tariff Increase/Season Permit Increase</b> – Will only have a financial impact on service users.</li> <li>✓ <b>CCTV Enforcement</b>– Will only effect motorists contravening regardless of any protective characteristics.</li> <li>✓ <b>Seafront Strategy</b>– Will only have a financial impact on service users.</li> <li>✓ <b>Virtual Permits</b> – Will only have a financial impact on service users.</li> </ul>	

How will the initiative assist or inhibit the ability to meet the **Public Sector Equality Duty**?

<b>Public Sector Equality Duty (PSED)</b>	<b>+</b>	<b>-</b>	<b>+/-</b>	<b>Why will it have this impact?</b>	<b>What action can be taken to improve positive or mitigate negative impacts?</b>
To eliminate discrimination, harassment and victimisation			✓		
To advance equality of opportunity between different groups			✓		
To foster good relations between different groups			✓		

#### **4. Community Cohesion/Social Exclusion/Poverty**

	<b>+</b>	<b>-</b>	<b>+/-</b>	<b>Why will it have this impact?</b>	<b>What action can be taken to improve positive or mitigate negative impacts?</b>
Community Cohesion			✓		
Social Exclusion			✓		
Poverty		✓		<b>Any increase in charges to tariffs/permits will have a detrimental effect on the lower paid and any person receiving benefits.</b>	<b>The only action that could be undertaken to prevent any negative impact would be to not increase any charges.</b>

## 5. Welsh

	+	-	+/-	Why will it have this impact?	What action can be taken to improve positive or mitigate negative impacts?
Will the initiative be delivered bilingually?		✓		The software for virtual permits and CCTV enforcement is provided by a third party company who have not developed the software bilingually.	One option available would be fund the development of the software in to Welsh. Informal discussions with the third party provider indicate that the cost will be prohibitive.  The second option would not implement the virtual permit and CCTV enforcement schemes.
Will the initiative have an effect on opportunities for people to use Welsh?				The software for virtual permits and CCTV enforcement is provided by a third party company who have not developed the software bilingually.	One option available would be fund the development of the software in to Welsh. Informal discussions with the third party provider indicate that the cost will be prohibitive.  The second option would not implement the virtual permit and CCTV enforcement schemes.
Will the initiative increase or reduce the opportunity to access services through the medium of Welsh?			✓		
How will the initiative treat Welsh no		✓		The software for virtual permits and CCTV enforcement is	One option available would be fund the development of the

less favourably than English?				provided by a third party company who have not developed the software bilingually.	software in to Welsh. Informal discussions with the third party provider indicate that the cost will be prohibitive.  The second option would not implement the virtual permit and CCTV enforcement schemes.
Will it preserve promote and enhance local culture and heritage?			✓		

## 6. Sustainable Development Principle

	How does the initiative impact on this principle?	What action can be taken to improve positive or mitigate negative impacts?
<b>Long term</b> – balancing short term needs with the need to safeguard the ability to meet long term (10 years in the future) needs	<p>It is not possible to determine the long term impact of an increase in tariff structure/season permits as these are reviewed annually.</p> <p>Whereas the increase in residents permits will protect the viability of the council providing on-street enforcement long term.</p> <p>CCTV enforcement should create a safer environment outside schools at drop off and pick up times in both the short and long term.</p>	

<p><b>Prevention</b> - acting to prevent problems occurring or getting worse</p>	<p><b>The increase in tariff prices will in the long term benefit the council as more money will be available for equipment maintenance hopefully negating the need to purchase new equipment on a regular basis.</b></p>	
<p><b>Integration</b> - considering how the initiative impacts on:</p>		
<ul style="list-style-type: none"> <li>• <b>The Council's Wellbeing Objectives:</b> <ul style="list-style-type: none"> <li>- To improve the wellbeing of children and young people</li> </ul> </li> </ul>	<p><b>The introduction of CCTV enforcement should improve the wellbeing of children during their drop off and pick up times.</b></p> <p><b>That any increase in costs for parking or permits could result in parents having less disposable income to put towards the wellbeing of their children.</b></p>	<p><b>The only action that could be undertaken to prevent any negative impact would be to not increase any charges.</b></p>
<ul style="list-style-type: none"> <li>- To improve the well-being of all adults who live in the county borough</li> </ul>	<p><b>That any increase in costs for parking or permits could result in adults having less disposable income to spend on their wellbeing.</b></p>	<p><b>The only action that could be undertaken to prevent any negative impact would be to not increase any charges.</b></p>
<ul style="list-style-type: none"> <li>- To develop the local economy and environment so that the well-being of people can be improved</li> </ul>	<p><b>Any increase in costs could result in people have less disposable income to spend within the local economy.</b></p>	<p><b>The only action that could be undertaken to prevent any negative impact would be to not increase any charges.</b></p>
<ul style="list-style-type: none"> <li>• <b>Other public bodies' Wellbeing Objectives</b></li> </ul>		

<p><b>Collaboration</b> - acting in collaboration with others</p>	<p><b>No collaboration required.</b></p>	
<p><b>Involvement</b> - the importance of involving people</p>	<ul style="list-style-type: none"> <li>• Public consultation from mid-December to 2017 to mid-January 2018.</li> <li>• Consultation links were provided from the authority's car parking internet pages.</li> <li>• The consultation links were e-mailed to: <ul style="list-style-type: none"> <li>○ Neath Town Council</li> <li>○ Neath Chamber of Trade</li> <li>○ Neath Inspired (BID)</li> <li>○ Pontardawe Town Council</li> <li>○ Pontardawe Chamber of Trade</li> <li>○ Aberafan Shopping Centre</li> </ul> </li> <li>• Discussions have been undertaken with: <ul style="list-style-type: none"> <li>○ Streetscene &amp; Engineering Scrutiny Committee</li> <li>○ Cabinet Member</li> <li>○ Local elected Members</li> </ul> </li> </ul>	

## 7. Biodiversity

How will the initiative assist or inhibit the ability to meet the **Biodiversity Duty**?

Biodiversity Duty	+	-	+/-	Why will it have this impact?	What action can be taken to improve positive or mitigate negative impacts?
To maintain and enhance biodiversity			✓		
Promoting the resilience of ecosystems			✓		

## 8. Monitoring Arrangements

Provide information on the monitoring arrangements to:

Monitor the impact of the initiative on the Wellbeing Objectives, Equalities, Community Cohesion and Welsh Measure achievements and outcomes of the initiative

**Parking services are required to produce an annual report for submission to PATROL (Parking and Traffic Regulations Outside London). All initiatives and their impact will form part of the report. This report will be presented to the Streetscene & Engineering Scrutiny Committee for consideration.**

## 9. Assessment Conclusions

Which of the following applies to the initiative: **Introduction of Increased Tariff Charges**

<b>Conclusion 1</b>	There are no potential problems and all opportunities to meet the wellbeing goals and promote equality have been taken.	<b>Continue</b> as planned with the initiative	<input type="checkbox"/>
<b>Conclusion 2</b>	There are potential problems and/or missed opportunities to meet the wellbeing goals and promote equality	<b>Make adjustments</b> to remove barriers or better promote equality and continue with the initiative	<input type="checkbox"/>
<b>Conclusion 3</b>	There is potential for negative impacts or missed opportunities to meet the wellbeing goals and promote equality with regard to some groups.	<b>Justification</b> for continuing with the initiative.	✓
<b>Conclusion 4</b>	There is actual or potential unlawful discrimination. It must be stopped and removed or changed.	<b>STOP</b> and redraft the initiative	<input type="checkbox"/>

**Justification**  
Financial objectives need to be met and the only option available is the introduction of the new tariff structure for the off-street car parks.

Any additional income could be put towards equipment maintenance costs.

Which of the following applies to the initiative: **Introduction of CCTV Enforcement.**

<b>Conclusion 1</b>	There are no potential problems and all opportunities to meet the wellbeing goals and promote equality have been taken.	<b>Continue</b> as planned with the initiative	✓
<b>Conclusion 2</b>	There are potential problems and/or missed opportunities to meet the wellbeing goals and promote equality	<b>Make adjustments</b> to remove barriers or better promote equality and continue with the initiative	<input type="checkbox"/>

<b>Conclusion 3</b>	There is potential for negative impacts or missed opportunities to meet the wellbeing goals and promote equality with regard to some groups.	<b>Justification</b> for continuing with the initiative.	<input type="checkbox"/>
<b>Conclusion 4</b>	There is actual or potential unlawful discrimination. It must be stopped and removed or changed.	<b>STOP</b> and redraft the initiative	<input type="checkbox"/>

**Justification**

Which of the following applies to the initiative: **New Seafront Strategy**

<b>Conclusion 1</b>	There are no potential problems and all opportunities to meet the wellbeing goals and promote equality have been taken.	<b>Continue</b> as planned with the initiative	<input type="checkbox"/>
<b>Conclusion 2</b>	There are potential problems and/or missed opportunities to meet the wellbeing goals and promote equality	<b>Make adjustments</b> to remove barriers or better promote equality and continue with the initiative	<input type="checkbox"/>
<b>Conclusion 3</b>	There is potential for negative impacts or missed opportunities to meet the wellbeing goals and promote equality with regard to some groups.	<b>Justification</b> for continuing with the initiative.	<input checked="" type="checkbox"/>
<b>Conclusion 4</b>	There is actual or potential unlawful discrimination. It must be stopped and removed or changed.	<b>STOP</b> and redraft the initiative	<input type="checkbox"/>

**Justification**

Financial objectives need to be met and the only option available is the introduction of the new car park and new tariff structure for the seafront car parks.

The introduction of limited waiting orders could help increase the amount of visitors to the seafront as there will more opportunity to access a parking space nearer the amenities.

Which of the following applies to the initiative: **Introduction of Virtual Permits**

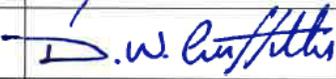
<b>Conclusion 1</b>	There are no potential problems and all opportunities to meet the wellbeing goals and promote equality have been taken.	<b>Continue</b> as planned with the initiative	<input checked="" type="checkbox"/>
<b>Conclusion 2</b>	There are potential problems and/or missed opportunities to meet the wellbeing goals and promote equality	<b>Make adjustments</b> to remove barriers or better promote equality and continue with the initiative	<input type="checkbox"/>
<b>Conclusion 3</b>	There is potential for negative impacts or missed opportunities to meet the wellbeing goals and promote equality with regard to some groups.	<b>Justification</b> for continuing with the initiative.	<input type="checkbox"/>
<b>Conclusion 4</b>	There is actual or potential unlawful discrimination. It must be stopped and removed or changed.	<b>STOP</b> and redraft the initiative	<input type="checkbox"/>

**Justification****10. Actions**

What actions are required in relation to obtaining further data/information, to reduce or remove negative impacts or improve positive impacts?

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
Board report	Head of Engineering & Transport	31 <sup>st</sup> March 2019	Review after 12 months operation.

**11. Sign off**

	Name	Position	Signature	Date
Completed by	Steve Cook	Parking Manager		29 <sup>th</sup> January 2018
Signed off by	David Wyn Griffiths	Head of Service		29 <sup>th</sup> January 2018

## Appendix F

### Responses relating to Car Parking Consultation

#### Email Responses and Formal Responses

1. Further to our telephone conversation yesterday, please could you put this letter before the board. I would like to express my worries in writing. The Gnoll Fun Days are kept to a minimum charge, with a lot of free activities to encourage a large footfall, this has led to very successful days, and the events are growing year on year. We do have concerns to the increase in car parking charges and believe it may have detrimental effects to the attendance in future. We think the council are far better off with a high car attendance at £2 rather than a low attendance at £4.50. We hope that you will take this on board and make the correct decision as we think it would be advantageous to all concerned. If you do go ahead with the increased charges and we find it has detrimental effect to our business, with great regret we would have to move the Gnoll Park Fun Days to an alternative venue. I hope that it does not come to this because the package of all the factors are why we believe these Fun Days are so successful.
2. I have read these proposals and I have to say if these are implemented this will kill off our little village independent shops. For Neath Port Talbot Council compare Pontardawe with the likes of Neath & Port Talbot is incredible have the cabinet actually visited our village. We do not have large multinationals shops in our like Neath has i.e Boots, Next, Marks & Spencer's, Wilco, Specsavers etc and all the various banks & building societies. Presently we have 2 banks Lloyd's & Barclays, 2 chemists, 2 bakery shops, card shop and takeaways. Presently people use the free hour to park their cars as they are only getting their medication, using banking facilities and purchasing bare necessities, if we lose this free hour these small independent business & banks I fear will close and will never re-open. These businesses are struggling now with the business rates that they are charged. I urge you to reconsider your proposals.
3. Further to my previous email, I should like to draw your attention to the fact that so many people are outraged at the proposed increase in car parking charges at the Gnoll.  
The Gnoll is our park, already paid for and with provision within our council tax for its development and maintenance. This is a service for all to enjoy, whatever their means of access. Whereas paying a nominal sum seemed reasonable, to charge a huge increase in car parking fees is effectively surcharging people who need to visit by car.
4. Whilst charging for staff parking at existing schools has already been investigated, and found not possible, has consideration be given to charging staff to park at the new schools currently being built (and paid for by NPTCBC and WG)? . All staff should be treated equally.
5. Proposed increased car parking fee at the Gnoll, I see no justification for this extortionate car parking fee.
  1. The Gnoll Estate is already paid for and a portion of our council tax provides for its further development and maintenance.
  2. This is a facility that should not necessarily have to be cost effective.
  3. The Gnoll is a country park provided for all to enjoy, the town's people and visitors, regardless of whether they access it by foot or by car.
  4. The proposed car parking fee is not feasible because one hour does not allow sufficient time to either enjoy a short walk, time in the children's play area and/or a visit to the cafe and visitor centre. Certainly, it does not allow time to walk further into the estate.

5. The proposed charge of £2.50 or even £4.00 is a massive unjustifiable increase and should not be implemented.

As part of the consultation process for the budget proposals, please see that these points will be considered.

The Gnoll is our park, already paid for and with provision within our council tax for its development and maintenance. This is a service for all to enjoy, whatever their means of access.

Whereas paying a nominal sum seemed reasonable, to charge a huge increase in car parking fees is effectively surcharging people who need to visit by car.

6. Response Pontardawe Town Council

The Town Council has submitted its views to the consultation which is as follows: Council had three major causes for concern over the proposed budget from Neath Port Talbot Council:

The Art Centre: The Town Council was very concerned about proposed cuts to the Art Centre given the cultural value of the facility together with its support of education and special needs in the Community. There are also currently restrictions placed on the Art Centre due to its funding from the Welsh Arts Council. A way forward would be for additional funding to be sourced from the Arts Council or for a more commercial approach to be taken at the venue. Both approaches would need time to organise and to show results. Council wants the County Borough to provide flexibility on the timing of any cuts to allow alternative funding sources to be trailed.

Council has concerns over the effects of cuts on the leisure provision in the area (Leisure Centre and Swimming pool) Car Parking charges in Pontardawe: Although the Town Council was not against an increase in car parking charges they would like the increases to be 'phased in' given the substantial rise in the tariffs and were adamant that the one-hour free parking should remain in Pontardawe.

Unlike Neath and Port Talbot, the Town Centre in Pontardawe has very poor public transport links (busses and trains) and comprises of predominantly small independent retailers and therefore to remove the one-hour free parking would discourage people from entering the Town as they would be more likely to bypass Pontardawe to shop at the large retailers where the parking was free. This would be catastrophic for small retailers and could lead to the closure of many of the retailers permanently.

Without the Art Centre and Town Centre independent retailers there would be no revenue for Neath Port Talbot Council from off-site car parking in Pontardawe Town as there would no longer be a Town Centre.

7. Response Cyngor Cymuned CILYBEBYLL Community Council

Following a discussion at my Council's meeting on Tuesday evening, I have been instructed to respond by e-mail as opposed to the questionnaire, and as you circulated the consultation, I assume that you will pass this response on.

The Council is opposed to the reduction in the budget of the Pontardawe Arts Centre and will support any efforts that it can to ensure that this vital facility is retained in the Swansea Valley. Its contribution to the vitality of this valley community is immense, and you are urged to retain the budget as it stands so that the facility can contribute to your key well-being goals. Council is also concerned at the impact of increasing car park charges on local shoppers at a time when local businesses need all the support that they can get.

Council is clearly not privy to the difficult decisions that you have to make with regard to other budgets, but the above are considered vital to the valley communities my Council represent, and we would ask that you reconsider and find a way of reversing these draft recommendations.

8. Response from Pontardawe Chamber of Trade and Commerce

One is the arts centre. It is a very important amenity for the area, and we would hope they can continue to provide a service into the future.

The second significant proposal, is the mention of 'car park charges.'

There would not be huge opposition to an increase in charges. They are set quite reasonably and haven't changed, as far as I know, since their introduction.

As the Chamber of Trade pointed out at the time, restrictions of use could actually benefit trade, as the car parks were very much abused by car sharers, and local traders/residents.

However, the FREE first hour is a lifeline to the businesses in Pontardawe.

The Chamber of Trade would strongly oppose any notion of abolishing this. It was a hard fought compromise, and attracted wide support, much media attention, and a 5000+ petition. As pointed out at the time, Pontardawe is a community a fraction of the size of Neath and Port Talbot. It is more in line with Glyneath, and even smaller than those of Briton Ferry or Skewen, (amongst others), all of which enjoy free parking, maintained and provided by the Council. To surmise:

The FREE first hour should be protected at all costs.

The charges over that hour, have been accepted by the community, and an increase in those charges would not (in our opinion, the committee) be overly opposed, or overly affect trade.

#### 9. Response from Walkthrough Neath Port Talbot: Car Parking Charges

Debates on parking charges are often contentious and emotionally charged, with business owners, workers, and customers united in displeasure. Nobody likes paying more for something, and the fears for shop owners that this could translate to a more challenging trading environment are understandable.

However, the issue is highly complex and this is reflected in the wide variety of research undertaken on the subject and the myriad of conclusions. Parking charges are not the sole determinant of town centre viability, and the need to provide parking for the ever-increasing volume of cars on our roads comes at a cost that must be met by someone. The Council is in a difficult position of having to try to raise enough revenue to cover operating costs of maintaining parking provision and safety enforcement, whilst being sympathetic to the pressures that town centres are facing amidst growing competition from out of town or online shopping outlets that carry no parking charges.

The same is true of attractions like Gnoll Country Park, Afan Forest Park, and Aberavon Beach, where increased charges can run the risk of deterring people from visiting them or using the appropriate car parks. With regards to Gnoll Country Park, there are frequent complaints that arise from residents in Fairyland who are concerned with indiscriminate parking by people seeking to avoid parking charges. Action to mitigate this costs money, and if increased charges push more cars into streets in adjoining neighbourhoods then the likelihood grows that further costly mitigating action will be required.

At the moment we feel that the Council has adopted an approach of maximising revenue through increased charges, an approach that we feel is ultimately unsustainable. Instead, we believe that it is more practical and sustainable for the Council to shift to maximising revenue through increased sales instead.

Therefore, we suggest that the Council should not increase parking charges at the proposed locations, and would recommend the following as alternative means of raising the additional revenue.

- Using Council data on the use of its car parks, identify times of the year when revenue at each car park is below average and work with partners and stakeholders to increase usage and revenue.
- Achieving this increase could involve the careful planning of special promotions, events, or additional marketing as a means of attracting people to these locations at times when they are under-utilised.
- Make more use of national marketing campaigns (such as Love Your Local Market fortnight, Love Parks Week, or Small Business Saturday etc.) as well as improved promotion of existing events like the Aberavon Beach Festival, Heart of the Valley

Show, or Neath Food and Drink Festival to get more people into these locations and increase parking revenue.

- Explore the possibility of weekly or monthly parking permits available online via the Council website.
- Improve online promotion of Afan Forest Park and Gnoll Country Park as both these parks currently have no official social media presence (unlike Margam Country Park)
- Allow for the purchase of season tickets for Afan and Gnoll Parks online via the Council website, as is currently done for Margam Park.
- Consider offering those who purchase parking tickets at Afan or Gnoll Parks £1 off any purchase at the cafes within the visitor centres at certain times of the year, as this may encourage increased sales of refreshments.

We believe the majority of the above suggestions will not require any additional spend, as the multitude of partners (such as Chambers of Trade, volunteer groups at attractions, Neath Inspired etc.) already exists and the data is already collected by the Council. Given the need for an expensive exercise in changing signs at each car park and the potential impact this may have on footfall, an almost zero-cost alternative that should result in additional revenue raised is worth a go

10. UNISON are of the opinion that the authority should have one fixed charge for parking and that this should be consistent throughout all council car parks. We are also of the opinion that a permit should be available that covers all council owned car parks and country parks.

### **Overarching Public Consultation – Response**

305 responses were received. An analysis of this response shows 252 (82%) Online returns, 51 (16%) Paper versions, 2 (0.6%) welsh responses received. Of the 305 Online survey and paper questionnaires – 248 (83%) were from residents, 128 (43%) were from people who use services provided Neath Port Talbot Council, 76 (25%) were from people who work in Neath Port Talbot, 33 (11%) were from people who work for Neath Port Talbot Council, 26 (9%) were from people who volunteer in Neath Port Talbot, 25 (9%) were from people who volunteer in Neath Port Talbot, 25 (8%) were from people who run a business in Neath Port Talbot, 15 (5%) were from Carers in Neath Port Talbot, 13 (4%) were from others, 12 (4%) were from Third sector or voluntary organisations,

### **3 (1%) Of the 305 people: Agreed with the Parking proposal**

3 individuals supported the Parking proposal

- a. WHY YOU AGREE The requirement for a balanced budget. The proposals about car parking. The move to online services to reduce cost

### **84 (27%) Of the 305 people: Disagreed with the Parking proposal**

1. Proposal to increase the parking at the Gnoll Park
2. Increase in parking charges at the gnoll
3. Parking at the gnoll park
4. Gnoll increased parking charges
5. Increase of car parking in Gnoll Country Park
6. Increased parking charges at Knoll Park
7. Increase in car parking costs
8. Car parking charges for the gnoll country park
9. Parking Charges at the Gnoll estate should be stopped
10. Gnoll park parking
11. Car parking increases particularly at the Gnoll will frighten people away from Neath, thus having a negative effect

12. Increasing parking charges at gnoll park
13. Increasing the parking charges at Gnoll Country Park
14. I am a Residents permit holder for Neath, sometimes a non-permit holder will park outside my house for a couple of hours, at the moment if the vehicle is not displaying a permit I can phone the parking office and they can take enforcement action, however under the virtual permit system there will be no indication on a vehicle as to whether or not it has a permit.
15. Parking charges
16. The Gnoll car park increase, this is shocking on one hand you are employing people to generate healthy living in the area then you put a price increase on the car park at the local park. We have a park run up there that people could be encouraged to use for free to get healthy and lose weight, we are the only local authority in Wales who charge people to use this car park while park runs are on.
17. Shame on you nptcbc you are ruining the town! How about turning the heating off in the council
18. parking charges at the Gnoll Country Park
19. Increasing parking charges at the Gnoll
20. Parking charge increases at the Gnoll park
21. Increase in parking charges in Gnoll Country Park - £1 was bad enough but fairly reasonable. To increase the fees by 400% is scandalous. Hitting families, dog walkers and older people who go there to walk and keep fit - as per government advice for cutting obesity. People who go there regularly will just park outside on roads in Fairyland and Cimla Crescent., thus causing traffic congestion for residents.
22. How can the council justify these increases yet only propose £2 for parking all day at Aberafan Beach.? Surely there must be other ways of raising money within the authority.
23. Car parking in gnoll country park. Increase to car parking in Neath town centre car park. Council tax increase. Changes to Gwyn Hall and Celtic Leisure.
24. Parking price increase in gnoll
25. Increased parking charge at Gnoll Country park
26. Gnoll Park parking increase.
27. Afan Park parking charges
28. Afan Argoed Parking charges
29. Car parking charges at again visitors centre
30. Increasing parking charges in Afan Forest park
31. Pontardawe Parking Charges
32. Increase in parking charges for Pontardawe and Neath
33. Car parking within the centre of Pontardawe
34. Parking charges in Pontardawe and scrapping of the free 1 hour parking
35. I disagree with increasing the parking charges in Pontardawe. The area is not a town like others in the unitary authorities area and has to support small local businesses and not chains like in the other centres
36. I disagree with the increase in prices suggested for the Afan Country Park car parking facilities.
37. Increase in parking charges as a resident & user of services including shops in Pontardawe an increase in charges will deter me and instead will result in me using services nearby at both Morfa & McArthur Glen. With a young child accessibility is important & if the costs are high I am more likely to go out of town.
38. Raising the cost of parking in Pontardawe. has free parking.
39. all increases in charges to the general public
40. The changes to Pontardawe town centre parking charges
41. Car Parking Pontardawe
42. Parking changes in Pontardawe being aligned with those in Neath town centre
43. Abolishing the free hour of parking in Pontardawe. Increasing the parking charges in Pontardawe.

44. Pontardawe parking charges
45. Car park charges for Afan Park
46. Cuts to the Pontardawe Arts Centre and car parking charges in Pontardawe
47. Increase to the parking charges in Pontardawe
48. Removing the hour free parking at car parks in Pontardawe town centre.
49. parking charges in pontardawe
50. The removal of the 1 hour free parking in Pontardawe.
51. The proposal to standardise the car parking fees across the NPT area
52. Parking charges pontardawe, afan forests, gnoll park
53. parking charge changes in Pontardawe
54. Standardised parking charges in pontardawe and removal of 1 hour free parking .
55. charging for parking in Pontardawe
56. Standardising car park charges
57. Increasing parking charges in town & at the Gnoll
58. The loss of the hour free parking in Pontardawe.
59. The proposal to increase parking charges in Pontardawe specifically
60. ENV801: Income Generation and Digital Improvements to the Authority's Parking Service 2018/19
61. Parking pay increase at Pontardawe car park
62. Standardizing parking fees
63. ELLL707 Pontardawe Art Centre - Reduce Subsidy, ELLL802 Celtic Leisure & ENV 801 Car Parking
64. increased charges
65. Parking charges for pontardawe
66. Parking charges in pontardawe
67. Removing 1 hour free parking in Pontardawe
68. Parking charges in pontardawe
69. I disagree strongly about the proposed changes to car parking fees in Pontardawe
70. Pontardawe parking charges
71. Pontardawe free parking taken away
72. Increasing the parking charges in Pontardawe
73. Car parking charges for Pontardawe.
74. Increase in car park charges and introduction of charges in currently free places such as pontardawe.
75. ENV 801 Increases in Parking Charges
76. Disallowing the first hour's free parking in Pontardawe
77. Arts Centre budget cut and Parking charge proposals
78. Car park charging proposals for Pontardawe
79. Parking Charges
80. I do not feel it is appropriate to tax maney from people visiting ordinary high streets like Pontardawe,who are parking to pick up prescriptions and buy bread and milk. Car parking charges will hit small high street business, driving people to large retail stores. The result is more money going out of the area to large corporations nationally.
81. Parking
82. Increase in parking fees at Gnoll park
83. Increase of parking charges in Pontardawe
84. The proposal to scrap 1 hour free parking.

**For each proposal you have listed above, please indicate why you disagree**

1. The council should be encouraging people to use the park not deter them with high charges. There are few enough facilities for the public in Neath as it is. Parents with young children should be encouraged to use the park for the children to excercise, see wildlife, somewhere safe to play. The extra charges will make them think twice

about visiting, especially in school holidays where a daily visit could become prohibitive.

2. Season prices far higher than Margam Park and not justified
3. In comparison with larger parks in the county (proposals are double that of Margam Park), I feel it will drive people away from using the area. It's a massive increase all at once and disproportionate to other facilities. Neath is already dying and this will be another nail in the coffin hammered in by the people who should be reviving it.
4. Gnoll car park charge is prohibitive to many families. Also as a keen park runner, the additional charge will put me off attending the gnoll. NPTCBC should be encouraging more of its constituents to attend park run and promote a healthy and active lifestyle. These car park charges will discourage many from attending. Many runners currently spend a lot of money in the gnoll cafe after park run, but again may be discouraged from doing so if they have to pay these exorbitant car park fee increase.
5. As regards to charging for parking in Aberavon during the winter months, you should be encouraging NPTCBC residents to make use of this area for walking and exercising during the winter months.
6. Again, these charges are discouraging and will make me reconsider coming to the area when I can park in Swansea for free in the winter and spend my money in Swansea cafes and businesses instead
7. Too high an amount
8. It is a ridiculous step to double car parking costs at the Gnoll and unbelievable to quadruple those at Afan. The whole idea of Afan is to have a long stay to enjoy the huge area available. Why push away the visitors that this has attracted through its mountain bike trails and great walking countryside. Due to the nature of that park almost all visitors are going to end up having to pay £4 versus the £1 they would have previously.
9. The Gnoll is generally a small park, I can't see the justification of the new charges. Think it will lead to a massive decline in visitors. Such a shame to prevent everyone from being able to enjoy one of the nicest places in Neath.
10. The charge is already more than it should be, there has been no evidence to show it has benefited the park directly and the charge affects the amount of people who access the park and this will impact further if increased
11. Because I run a business from the Visitors Centre it's putting people off parking there already, this will stop people visiting or clogging up Fairyland
12. This is a green space that the people of Neath need and enjoy. Increasing charges will discourage people to exercise and their children too. Park Run (senior and junior) will be affected, this is really important for the health of Neath residents. Park run will get lower numbers and street parking in Fairyland will increase significantly. If the charges are going to be made higher then charge per hour rather than proposing £2.50 for 4 hours. Rarely will a family spend 4 hours at the park.
13. There is a disconnect between the price of parking at the Gnoll and Aberavon seafront. I would increase Aberavon by a larger amount and not increase the Gnoll amount. When it costs more to park in a Country Park than it does in a town centre then something is seriously wrong with the planning.
14. Charging more will turn people away from the venue, when it has taken a number of years to build up the events program
15. The charges in my opinion are far too high at present given the amenities at the Gnoll too expensive
16. I think the increase is too much - it's expensive enough to have a day at Gnoll park during the school holidays. There are now rides every day, and stalls, and with more than one child it gets expensive. If these charges go ahead we will no longer be able to afford to visit and health and well-being are important
17. It will discourage participation in outdoor activities, reducing the number of people using the cafe, and impact adversely on the locals as many more will park on the neighbouring roads rather than pay.

18. It's counterintuitive to encourage activities such as parkrun on Sat and Sun then charge so much to park especially for the hour or less for parkrun.
19. Virtual resident permits
20. Because it doesn't increase revenue it actually stops it. When Gnoll was free I visited most days, purchased tea and swan food. £1 charged reduced my visits to 3/4 a week and only one visit to coffee shop. £2 charge means I visit once a week and buy tea once a month. £2.50 charge will mean I no longer visit. This applies to all venues and places. I visit Neath shopping once a week and only after 3..really not prepared to pay when shop choices are poor, and facilities lacking. You are driving people out not encouraging them in. How about £1 off tea or coffee with each ticket purchase might then feel like we are getting something back.
21. the Gnoll car park increase - I think you are trying to ruin our town. Let's encourage people in Neath to get healthy and use parks etc when ever I walk around Neath that's all people say is the council is ruining the town with charging for parking etc cut the staff when ever I go in the council building in Neath they are all on their mobiles on the front desks - this is disgusting if they have time to be on their mobile then they are not needed! You need to have a social media policy like most other businesses and if they are posting on Fb during the day then they should be sacked!
22. In terms of the Gnoll again I don't understand why the cafe is not better run, on a park run you have at least 100 runners there for one hour if you put on nice cakes etc they would be more inclined to stay, and who doesn't take cards these days? In Victoria gardens when the prom is on you could be having non alcoholic pims tents or ice cream carts from the Gwyn Hall etc I just question who is running the council as there seems to be no business acumen there.
23. No one should be on a salary of more than 90k there and if they are that needs to be axed teachers are earning a lot but moan all the time! Why are people going in to pay their council tax they should be encouraged to set up a direct debit etc councillors need to be axed no one likes them and they think they are celebrities it's quite funny oh and on that note why are we paying for lights on the top of Harle Street every Christmas ? When we can't afford them in the town!! It's properly because half of the councillors or wanna be councillors live there. The rubbish men down the tip just stand there and watch my 75 year old aunty carry things from the car if they can't lift the proposed increase in parking charges is not acceptable. Families take their young children to the Gnoll to play in open spaces ., There is very little to do in the grounds as playground equipment is poor., therefore it is just purely for walking and enjoying the countryside that families go there. The parking charge should go back to a £1 a day. Far more people would go there. I used to play in the Gnoll when I was young when there were never any charges to park cars!
24. My partner has suffered a stroke and can only manage short walks. We are also pensioners, living on state pension. The new charges are absolutely disgraceful. It is too far for us to walk and now you are going to deprive us of driving there. Will become another dead place just like Neath town.
25. Many of the people who use the Gnoll do so by car, a fixed fee of a £1 is acceptable and what the everyday user can stretch to. However with increasing charges proposed I feel the council is hitting the constituents directly in the pocket again. with the extras put on through the year Rhodes added fees should be used to help with the upkeep. I have been a regular visitor for nearly 50 years. wouldn't
26. it be a disgrace if this had to stop due to not being able to afford to park there! Stop crippling people financially by squeezing over inflated and ridiculous increases in charges.
27. Increasing car parking in the Gnoll will discourage people from using facilities of Neath. Investment is consistently ploughed into Org Talbot but Neath sees very little investment and whatever is promised either doesn't happen or is put on the back burner whilst Port Talbot investment takes place.
28. Will put me off going. Too expensive

29. the Gnoll estate was gifted to the people of Neath, so there should be no charge at all. This charge is higher than any one in the Borough. Neath multi storey is cheaper and it is undercover, well lit with decent flooring. The Gnoll has gravel. When I was a child my friends and I spent our Summer holidays playing up the Gnoll. These days we are worried about our children spending too much time
30. take their children to the Gnoll, not putting them off by charging them £4 before they even park up.
31. Also, this will cause problems in Ivy Avenue as people will be parking there and walking the rest of the way. There is a short cut from Ivy Avenue. Other than the visitor centre and cafe, nothing has really changed so I don't see what they need all that extra revenue for. Please reconsider charging the people of Neath to visit THEIR park.
32. This will work against the idea of getting people more active and healthy, as facilities are restricted to those who can afford a massive increase. It is making parking unaffordable for visiting families and will eventually cause the park to close.
33. 400%! A vital tourism driver at Afan Forest park will be made too expensive
34. I park there every Sunday as do a group I go riding with, so that's £208 year parking charges, simply
35. too much, you need to have a yearly permit for locals similar to the Gnoll car park charges...
36. Otherwise you will drive locals away from Afan Argoed...
37. This is a 400% increase which is far too much of an increase and will discourage visitors like mountain bikers, particularly those who travel over the board who can stop earlier at Cwm Farm for less.
38. Increasing parking charges by 400% will force trade to locations where parking is cheaper and facilities are better. In the current climate driving people away from outdoors activities is ridiculous.
39. People will find other places to park, maybe dangerous. You'd be making the Adam Forest car park more expensive than Glyncoed. If you are looking for the quickest way to kill off the location, facilities and businesses on site your naive increase is the way to achieve this.
40. Pontardawe is a small town which relies on small local traders to thrive and create social cohesion.
41. The development of large retail stores adjacent to the town centre creates additional challenges to the high street. When parking charges were introduced a policy was put in place to protect this. The proposal to turn off this policy will decimate the high street, encouraging more use of the retail park and Tesco store where parking is free. It is disgusting that the LA intend to disregard previous assurances and the comments from the BPA are a biased representation from an organization that has a financial interest in raising parking revenue for its members and thus should be removed from the report.
42. I feel that the increase in charges for Pontardawe and Neath will have a detrimental effect on trade & residents for both centres. I live in Pontardawe and work in Neath
43. Withdrawing free parking within the village will greatly affect local traders in the village when customers will go elsewhere to free parking. Traders in Pontardawe have worked hard to promote a community feel to the village which can only help with reducing anti social behaviour, bring more shoppers into the village, more jobs and more revenue. Withdrawing the free parking - and increasing parking charges - will only have a negative effect.
44. This is disgraceful and affects the small businesses in the centre of Pontardawe. The parking is free in the retail park but the money spent here does not go back into the Community, unlike money spent at the local businesses in Pontardawe. This is a poor decision and could have a detrimental effect on our small businesses and in turn, our community.

45. I feel that if a price increase is deemed necessary, there should be an option for people to purchase a season ticket. The price increase would disproportionately affect regular users and visitors of the facilities. The car park is a vital resource for local people (those resident in NPT and surrounding authorities) and is regularly used for leisure and fitness activity, which has positive affects on health in the reigon. Regular use should not be discouraged or limited by disposable income as the Council has a duty to consider the long term health needs of the population. The option for local residents and residents of surrounding authorities to purchase season tickets for parking would offset this problem and maintain adequate income for the authority, whilst continuing to enable and encourage health and leisure tourism locally.
46. Pontardawe is a village, not a town, the small independent shops rely on people being able to park close by. If prices go up, people may not use the shops, they may go to the retail,park, which has free parking. The village cannot lose our independent shops. essentially, you are providing less services to us, therefore you should reduce the number of your staff. You seem to be cutting services in every possible way, so you should also cut staff who are no longer providing these services.
47. By scrapping the first hour free parking in Pontardawe centre you will destroy the town. The independent shops will lose business and close. The retail park and Tesco parking is free, shoppers will go there instead. Absolutely ridiculous, greedy idea which will do more harm than good.
48. This will do little other than damage the viability of Pontardawe Town Centre as a shopping destination - particularly when it is free to park in the nearby supermarkets
49. The small town of Pontardawe is considered by most of its residents to be a village. The parking charges proposed will have a significant detrimental effect on small businesses, retailers and facilities such as the Cross Community Centre, Arts Cente and Library. Although the machines have been in place for a period of time, many have not worked in recent months. The additional expense in setting up such a system, including software, enforcement, additional vehicles, etc,. will be offset by the loss of trade and visitors to the area.
50. By abolishing the free hour of parking it will make using the shops even more expensive for the smaller everyday purchases, for example : A birthday card, a pint of milk or even a loaf of milk will become uneconomical to purchase in Pontardawe for some individuals. This I believe will have a knock on effect to the businesses. Also, I can imagine more cars actually parked on either side of Herbert St for individuals who are popping in to the shop for small items, thus making it even more difficult for pedestrians, especially the elderly or disabled.
51. Will have a devastating effect on local business, you should be encouraging support for shopping local
52. If you are going to bring hourly charges in line with similar facilities there should be similar options to purchase a season ticket for parking.
53. Reduction in PAC services is directly contrary to your well being objectives. Car parking charges will damage small local businesses, as was shown before the income provided was mainly from parking fines, not from parking charges.
54. Comparisons between Pontardawe and Neath or Port Talbot are fundamentally
55. Pontardawe has a thriving town centre with businesses opening and remaining open. The car parking charges for Pontardawe cannot be compared to larger car parks and larger town centre shopping areas. Simple charges like this will be a major factor in shutting down the local economy and closing the town centre.
56. this is such a small community that to implement these charges will discourage visitors to the area and decimate the businesses in the area which rely on the passing trade!
57. Pontardawe can in no way be compared you the larger towns of Neath and Port Talbot. The removal of the parking concessions is a threat to the survival of the small town centre which has struggled to survive along with other valley towns and villages.

There is only about an hours earth of stuff you don't there at most on any given visit and the implementation of a parking charge for such a small amount of time will discourage people from coming into the town for basic things like collecting medicines from the pharmacy, visiting the bank etc.....they will simply go elsewhere.

Pontardawe traders have worked hard to breath fresh air into the local economy.

Please don't snuff out the life of the town centre by introducing parking charges!

58. I feel the the parking charges should apply differently between Port Talbot, Neath and.Pontardawe
59. the encourage better access for shopping.
60. "The proposal is to "standardise" parking charges across the County. It is ludicrous to compare
61. Pontardawe, are easily accessible by bus and have much greater number of shops.
62. It's a small town that would suffer commercially. It's ludicrous to treat parking charges the SAME AS NEATH OR PORT TALBOT .The 1 hour free parking is needed to bring shoppers and business into town.removing that and charging full rates would kill the commercial local businesses as people would rather shop in free parking shopping estates.
63. Pushing business and customers out of the town centre to the big free parking facilities with supermarkets
64. Reducing the budget so drastically will certainly see the end of this as it will be concerntrating purely on income generation in the short term. Short sighted as it could potentially become very profitable
65. Pontardawe is very small in comparison to both Neath and Port Talbot, so it is inappropriate to charge the same for car parking in Pontardawe as is charged in Neath and Port Talbot.
66. The one-hour free car parking in Pontardawe works well; I see no reason to change this.
67. We need to encourage people to shop & eat/drink in Neath. The town is under enough pressure from out of town developments as it is so must stay competitive.
68. As a new resident to the town from Neath, I was pleasantly surprised at the hour free for parking.
69. Parking in Neath is a nightmare. I believe it encourages visitors and shoppers to the centre, rather than the out-of-town shopping areas. It is an altogether more pleasant experience in Pontardawe.
70. Pontardawe is on the cusp of recreating a vibrant high street, packed with thriving independent shops. These fragile green shoots could easily be cut off if prospective customers have to choose between paying a charge, however small, in Pontardawe centre and parking for free in the car parks of the national chains in the retail park and Gwynn's Drift. This could easily be the straw that breaks the camel's back and lures business away from our lovely small business owners. It also has little merit to hold up equivalence of charges with Neath and Port Talbot. These are much bigger shopping areas, well able to attract customers to their mix of shops. Pontardawe needs the boost to attract more customers to Herbert Street and keep up business growth. Otherwise NPT Council runs the risk of killing off the heart of Pontardawe.
71. The 400% increase in parking charges for Afan Argoed is a step too far, it will further deter visitors tom the park (which is already suffering due to competition from other MTB trail hubs). MTB is an import source of income in the Afan Valley and whilst a modest increase in the parking fees wouldn't have a damaging impact to increase it to £4 (de facto charge as you have to be prepared to be there for at least 4 hours) At a time when we should be encouraging the use of the park for the health and wellbeing of people, increasing the charges by so much will have a impact on the health and wellness of the area. As both a user of the Forest park and a volunteer who helps maintain the facilities by giving my time for free, to have to pay £4 to park would deter my from giving my time for free. In addition to this, if (and lets face it, when it will happen as consultations are just a tick box exercise) I would expect that the terrible

car park surface would be repaired. Also, why is there no mention of a season pass for parking at Afan Argoed?

72. The retail park at Pontardawe has free parking and there are big businesses there. The small businesses in Pontardawe village will suffer if parking for the first hour is no longer free
73. Pontardawe Arts Centre is an excellent centre and asset to NPT. Please do not jeopardise the excellent work it does. I know of many people whose lives would be poorer without the arts centre and the organisations that work from there. I cant understand the talk of reducing opening hours - if it is busy place keep it busy all week . Closings some days sounds like a risky strategy that may lead to some organisations not having a home and a downward spiral to poorer lives and a poorer community. Gwyn Hall and Neath are different to PAC and Ponty you need to seek expert advise about how to improve all your assets not reduce them. □□The importance of Arts and Culture is recognised in your recently published Corporate Strategy and needs continued investment for the long-term well-being of our community. A reduction in the services provided by the Arts Centre –which needs a mind change from “subsidy” to “investment”- is directly counter to each of the three
74. The proposed charging for parking in Pontardawe is unnecessary and will have a detrimental effect on the town. The one hour free parking works well. Council had three major causes for concern over the proposed budget from Neath Port Talbot Council:
  - The Art Centre: The Town Council was very concerned about proposed cuts to the Art Centre given the cultural value of the facility together with its support of education and special needs in the Community. There are also currently restrictions placed on the Art Centre due to its funding from the Welsh Arts Council. A way forward would be for additional funding to be sourced from the Arts Council or for a more commercial approach to be taken at the venue. Both approaches would need time to organise and to show results. Council wants the County Borough to provide flexibility on the timing of any cuts to allow alternative funding sources to be trailed.
  - Council has concerns over the effects of cuts on the leisure provision in the area (Leisure Centre and Swimming pool)
  - Car Parking charges in Pontardawe: Although the Town Council was not against an increase in car parking charges they would like the increases to be ‘phased in’ give the substantial rise in the tariffs and were adamant that the one-hour free parking should remain in Pontardawe. Unlike Neath and Port Talbot, the Town Centre in Pontardawe has very poor public transport links (busses and trains) and comprises of predominantly small independent retailers and therefore to remove the one-hour free parking would discourage people from entering the Town as they would be more likely to bypass Pontardawe to shop at the large retailers where the parking was free. This would be catastrophic for small retailers and could lead to the closure of many of the retailers permanently. Without the Art Centre and Town Centre independent retailers there would be no revenue for Neath Port Talbot Council from off-site car parking in Pontardawe Town as there would no longer be a Town Centre.

**For each proposal you have listed above, please indicate why you disagree**

1. The museum is part of our rich heritage and an important part of our cultural identity, yet again the Council appears to have little care for tourism, culture, heritage, social education. It seems unfair that the museum may be hit with a massive 18% cut when it has already lost so much. It seems like it is being targeted as an easy option. However, it is highly regarded both within the local community and further afield and the feedback from visitors is very positive as is its reviews on Trip Advisor – we should be promoting this wonderful landmark not slowly killing it off.
2. Pontardawe Arts Centre is the cultural hub of the community of Pontardawe. Any cuts to its budget will have a big negative impact on the community. Local business suffer from high-street closures.

3. The arts centre hosts many diverse groups for different members of the community, from exercise for the elderly and those with health issues, to children's health and creative classes, to classes and activities for adults with learning difficulties. There is nowhere else in the community that serves the community as well in terms of health, creativity and well-being; vital to a healthy and happy community. The proposed cuts seem unfairly and disproportionately high compared to other cuts in the proposals. Pontardawe Arts Centre offers affordable leisure activities for all members of the community and must remain a valued and supported community asset. If the council invests carefully in the arts centre and funds improvements and advances, as opposed to more cuts, the centre can create more revenue in turn and the council will see financial benefits as well as the harder-to-see-on-paper benefits of improved health and well being for its residents.
4. because i think these are important to the community, reduce arts, sport and music is going to have an impact on the community and I feel there is not enough promotion, availablilty as it is.
5. It will kill off the village, traders are struggling already.
6. It is going to destroy the small shops in pontardawe
7. I own a shop in Pontardawe. Most of my customers visit my shop because they can utilise the current 1 hour free parking. Taking this away will have a knock on effect. I have to provide for my family.
8. Discouraging customers to visit my shop damages this not only for myself, but all of the other surrounding businesses. Please support the small independents, trying to make a difference and not force people into retail parks as you run the risk of having a ghost town on your hands! Furthermore, you cannot compare Pontardawe to the likes of Neath or Port Talbot town. Each town needs to be considered in its own right.
9. The council fails to see that pontardawe should not be treated the same as neath or port Talbot centres! Pontardawe is a village not a town. These new charges will kill off the village and the small businesses. The current charges work and the council would be better off ensuring the machines to pay work consistently to have a true representation of the income! 9 times out of 10 unable to pay as all machines out of order! Stop killing our village and cutt8ng our services.
10. Removing an hours free parking will kill off the village. Most people only pop in and out of the shops in pontardawe but will no longer do that if parking fees are introduced
11. Pontardawe is I thriving town due to the independent traders. If parking charges were to increase I foresee a decrease footfall and a risk in trade to the independent shops which would result in shop closure's and therefore a decrease in shop rent. It seems logical to fix the parking meter machines and keep the charges fixed. This way the council will have an income without putting people off visiting Pontardawe.
12. The small shops of Pontardawe will suffer if you do away with the free hour parking. If I have to pay to park for 10 minutes while I nip to the butchers and bakery, I may as well pop to Tesco or Lidl for their free parking instead. Whoever came up with this "money making" plan obviously either has no foresight or doesn't care about the small businesses of Pontardawe. Business will be lost, jobs will be lost and premises will be closed down leaving empty shop windows open to vandalism and graffiti. I feel like this suggestion has been put forward because it's easy, what a very lazy way to conduct council business, zero out of ten for creativity, must try harder.

**For each proposal you have listed above, please indicate why you disagree**

1. This will discourage people from utilising town centres. For example I will only pay for 1 hour at p/t multi storey to run a few errands. If charges increase I will opt to go to out of town retail parks such as that by Morrison's where parking is free. By increasing car park charges you run the risk of pushing business out of town.
2. Car Parking The health prosperity and vitality of a town centre depends upon a complicated mix of variables where accessibility and offer are key. Within these two

aspects of town centres, parking, shopping and business offer are paramount. Significant misinterpretation of data, evidence and opinion both scientific and anecdotal, confuse issues. Parking is so often quoted as the main reason for not using a town centre, this is unhelpful and simplistic. It is not the only factor that has a bearing on visiting or not visiting or shopping in a town centre. The reality is more complex. The shopping and services offer, parking availability, location and price, cleanliness and maintenance of the street scene, feeling of safety, things to do and see, all come together in the perceived attractiveness of a town centre. However, when discussing the perception of a town centre the availability and location of parking priced at acceptable levels is always in the top 3 key ingredients and getting it right should be a priority for Local Authorities. Car Parking Charges In Neath the parking data provided in Appendix 2, "last five years" shows a decrease of £165,302 suggesting a fall in the number of vehicles parking. It is not possible to pinpoint the reasons for this, however, the long awaited new development on the ex-Tesco/Wilko site has had a negative effect on business confidence in the town. Now, with recent announcements that the New Development is progressing the Board of Neath Inspired Limited propose that Neath Port Talbot Council do not increase Town Centre parking charges until the New Development is open.

3. I feel it would be detrimental to the small shops who are already struggling to survive. We've had some lovely new shops open recently and getting rid of the one hour free parking will put off a lot of people from coming into the village. It's not easy setting up a new business and NPT council should be looking at ways to help them, not putting obstacles in their way.
4. Arts Centre - as a hub in our community any reduction in budget that reduces open hours, staffing and the general availability of the centre is detrimental to the community. There are many groups and facilities that use this centre and there should be SUPPORT for facilities that enrich community lives.
5. It is used by many small children and young adults gaining confidence and social skills through the groups that they attend. The Arts groups using the facilities provide a huge outlet for the creativity within our communities and therefore a healthy and positive environment for the promotion of the arts.
6. The Arts Centre pulls visitors from far and wide and I know many visitors are impressed by what we have. To put this venue at risk is potentially pulling a beating heart out of a small town. 2) Parking has previously been an issue in our town, the 1 hour free parking certainly helps for those who have a small window of time to pop in for a look at what is going on in town. As a business owner I want to work as the potential expenditure for parking daily is not within my small business budget. Being asked for nearly £400 for an annual pass is ludicrous and makes me wonder what turnover you think we obtain from our local population of 6000 souls! If increasing the charges are to bring "equity" to the towns that you are responsible for how can Pontardawe be seen to be the same as Port Talbot with 35,000 population and Neath with 46,000? Both towns have train stations and bus stations too! It is not feasible to put Pontardawe in the same league as these major shopping centres with multiple
7. National traders and the opportunity to park for FREE in a huge TESCO car park (as in Port Talbot). Disappointed that the growth of Pontardawe is being put at risk and that NPTCBC budget proposals will indeed become a factor in both my business budget choices AND my personal choice of where I visit on days off.
8. The suggestion seems to be to bring charging into line with Neath & Port Talbot town centres. In my opinion treating Pontardawe in the same way as other 2 towns is not logical. Neath & Port Talbot are towns with major shops whereas Pontardawe is more of a large village shopping area. Charging £1.50 for a short visit, perhaps just to pick up a prescription, is likely to have a detrimental effect on a business area already struggling to compete. The free hour that we have enjoyed means that people have time to carry out their essential errands but then perhaps to fit in a cup of coffee or a

visit to one of our lovely local independent business. Such a big change would in my opinion, kill Pontardawe as a place to shop.

**For each proposal you have listed above, please indicate why you disagree**

1. As secretary of the Chamber of Trade I feel that the proposed increase to parking charges which are already high compared to similar towns would greatly affect all of the chamber's members. Footfall in Neath is down already without the added cost of parking the car. Several of my customers already complain about the current price.
2. Parking is already expensive in town. If parking goes up I like any other people will be forced to shop and work elsewhere
3. I particularly disagree with any cuts in education music things that effect the future generation
4. I am concerned to see the proposals to increase the cost of parking at Gnoll country park, once again. Gnoll park is one of few places in the county where residents can participate in physical activity in a safe, open-space away from traffic while having access to facilities such as toilets, cafe, shelter and car parking. Any charge is a significant barrier to participation in outdoor activity. Gnoll parkrun, a huge asset to Neath, allows people to run, jog or walk a 5km route at 9am every Saturday. Over the last 2 years, almost 2,000 people (the majority of which have NPT postcodes) have registered with parkrun for the first time ([http://wiki.parkrun.info/index.php/Gnoll\\_parkrun](http://wiki.parkrun.info/index.php/Gnoll_parkrun)). Many of these people are entirely new to routine physical activity. It's the inclusive, friendly nature of parkrun that has encouraged them to take those first steps into getting fit. On a cold Saturday morning, what would have usually been an empty park is now bustling with runners, volunteers & spectators. The course has been run 10,183 times with an average turnout (not inc. volunteers and spectators) of 92. Around 50 additional cars on average every week, exclusively because of Gnoll parkrun, each paying £2 raises around £3,500 a year. The run needs volunteers to setup, marshal, and perform other tasks at the and from the statistics available on the above link, we estimate around 4,600 hours of volunteer time has gone into parkrun at Gnoll. Based on government's own estimates of the value of volunteering (Annual survey of hours and earnings 2011 - part-time volunteer £8/hour) - that's  $4,600 \times 8 = £28,000$  of free volunteering time that the people of NPT have benefitted from, from the Saturday Gnoll parkrun over the last 2 years. With all of this good will and communitiy spirit being generated, along with the obvious benefits of a more healthy (in body and mind) community, it seems unreasonable that those using the parking facilities will be charged for an hour or so of running!
5. Pontardawe is totally different to the other town centres of Neath and Port Talbot. An increase will help kill the town businesses off.
6. My daughter attends drama classes at the arts centre and I would have to stop her from going if I had to factor in the extra costs for parking. Also, Pontardawe can not and should not be compared to the bigger town centres of NPT.

**Please indicate the main reasons why you disagree**

1. Because it's a great school.
2. We have had enough cuts within this borough, how about looking at how things are run and make savings there
3. We have the highest council tax in Wales yet services are constantly cut, before our services suffer more maybe a start would be reducing higher tier staff pay
4. Fedup with cuts we should be building our way forward ... u cant run services on less and less
5. You don't seem to know how to run a business
6. Because you are cutting services for the most vulnerable people in our town. Those services are already stretched to breaking point as it is, our CYP are our future and it is important to their well being as stated in the every child matters policy that all children and young people get the best opportunities in life.

7. Education is priority and closing the secondary school in the upper Afan Valley is absurd! Cut the fat cats pay and other employees of nptcbc. This council is laughable compared to Bridgend and other councils.
8. The cutting back on pontardawe art Centre I have a little one and she lives what she does in the art Centre cutting bag k means more money and not so much fun for her

**Please indicate the main reasons why you disagree**

1. The town is dead, it's not worth paying the current price, you're driving people away not encouraging.
2. Have you actually let your office and walked around town? It's all coffee shops, charity shops and pound shops, I know I rather go to Swansea and pay to park there, it's an enjoyable experience because there's a variety. I dread the thought of going to port talbot town its depressing, it's a disgrace to charge more than what you already do
3. Price
4. I feel I already pay enough for parking. This is especially true when you consider how lacking the facilities in NPT are and how much of it is run down. I could understand a price increase if the towns/parks were invested in and were more worth parking at. Personally I can't understand why the government cares so little about this authority.
5. Find it absolutely disgusting that Google to the gnoll will now cost more than going anywhere in port
6. Talbot for a full day! Neath is yet again being penalised while port Talbot gets all the money and time input into them. Disgusting.
7. Putting the parking fees to 4 pound all day up the gnoll country park is ridiculous. I often go up there with my family. You are going to price people out of going. We always go to the family fun days.
8. Which is expensive in itself without having to pay that on top of what we have to pay.
9. Increasing car parking charges for family days out is totally uncalled for! I visit from Merthyr often but won't be doing so if the prices go up even more!
10. I feel that many families who don't have much money will loose out on using their local parks
11. particularly during holiday times when they may want to go out a few times a week
12. Screwing over the Neath residents, whilst spending all the money on Port Talbot, and the parasitic councillors.I have
13. Typical short sighted of nptcbc continuing to penalise motorists and users of our local community shops
14. Pontardawe cannot compete with the facilities and shops found in Neath and Port Talbot. People will think, why bother going to Pontardawe to do my shopping when I need just as much as I do everywhere else? Might as well go to the bigger towns. This approach simply makes no sense whatsoever. Small business depend of local footfall and by charging more to park there you are, in fact, making it more difficult. This does not send out a welcoming message and will not entice any new people to come here, as well as locals. Pontardawe is starting to find its feet again, with the wonderful new shops that have opened there in the last couple of years, especially the beautiful artisan craft, cake and clothes shops. Charging more for parking will limit it to take away establishments - hardly a suitable place for somewhere that has the annual folk festival, which also helps people to come to these local businesses. Tourists love to stay in Pontardawe due to its proximity to the Brecon Beacons. Don't we want to encourage them to stay and shop here too?!
15. small businesses in Pontardawe are struggling enough as it is. Theses charges will only reduce custom. We are a village and not a town and cannot afford to push people into buying from bigger supermarkets and shops. Its hard to compete as it is without discouraging customers with parking charges.
16. Information given are just statements (oneliners) with no detailed information therefore difficult to give indepth reponses

**Please indicate the main reasons why you disagree**

1. Traffic wardens stop people shopping in Neath, why do you think people come to Neath and park their cars on the street to shop. Neath is like a ghost town with so many shops closed. I have been to towns where parking is free. This would attract more people to Neath to shop. I pay a reduced council
2. tax because I live on my own and I am a widow. I was told that people who do not pay their council tax are not forced to pay it as it would cost more to recover it. This sends out the message to some people don't pay council tax. 1- Why does Port Talbot appear to receive more income than Neath.
3. Neath appears to be forgotten even though we pay the same council tax. Neath is very depressing place to shop. 2- If there was a litter enforcement officer in Neath " I have never seen one" it would generate income to keep Neath clean of litter so reducing the need to clean so often
4. Introducing new parking charges in pontardawe. My 75 year old mother goes out every day to pontardawe library and to use the local shops. We don't have a bus to Bryan onnen and she has heart problems and would not get be able to walk the hill so would not get the exercise she currently enjoys because she wouldn't be able to afford the parking charges on her pension i dont feel increasing parking charges is the right way to increase revenue and will disincentive use of car parks
5. Charging for parking without the one hour free is detrimental to Pontardawe as we would just go elsewhere even if we don't want to. Also if parking machines worked properly the council would not be losing revenue
6. Flaming ridiculous, it's only a large village NOT a dedicated retail park, heaven forbid they start charging in those too...this will be the end of Ponty, pretty much in the same way as out of town shopping finished Swansea . Pontardawe would become as popular as Neath. Phone and charity shops everywhere.off...
7. Pontardawe will be severely affected, businesses will go under, people will shop elsewhere and the village will be greatly affected.

**If yes, please give us your suggestions:**

1. Make the Pontardawe car parks free for the first 2 hours but increase the charges for parking after 2 hours. This will increase revenue without reducing the number of people 'just visiting' the Town.
2. Leave price as it is reducing for short stay
3. CUT CAR PARK costs to encourage more footfall into towns & villages businesses are struggling enough with business rates etc
4. Repair the parking machines more quickly!!! The machines have barely been working for the last year, don't increase charge just fix the machines on time!!!
5. Do not waste money on updating and regulating parking charges in Pontardawe. The traffic wardens can be used elsewhere in the borough.
6. Free parking should be continued. Parking fees should remain unchanged - if the machines had been kept working for the whole time the council would not have lost valuable income.
7. will become
8. new car parking in Neath is stupid - everyone just uses either where as it's just too expensive to park there. That money could of been spent on bring in more Jobs / Business into the area. Instead the council is run by people who are not fit to run a council. There needs to be a big change in attitudes in the current environment. Grade points should be scrapped and no-one should be entitled to a pay increase every year.
9. If the ticket machine worked regularly it would bring an income but it doesn't. I would also allow the Art Centre to purchase it's supplies from cheapest local supplier rather than forcing them to use a more expensive 'approved' supplier

10. Remove parking charges and remove parking wardens and meters. The meters at Pontardawe car parks have been out of order for most of last year.
11. stop wasting time making pontardawe look like every other village, stop laying paving which is a death trap in wet or icy conditions and is very confusing for visually impaired people!
12. Have parking machines working.dont waste money on useless pieces of so called furniture and paving continue short term free parking in Pontardawe as it is
13. Take care not to charge too much for in-town car parking or visitors will stop visiting - on-line shopping and out of town options are already quite appealing.

**If yes, please give us your suggestions:**

1. I completely understand the the council has a challenge in raising the money needed to balance the budget - but I would urge you to consider the bigger picture: - Increasing parking costs will reduce the number of visitors to Gnoll park. - Every person that is discouraged from taking part in physical activity increases the burden on the state (e.g. NHS costs) - Visitors to the Gnoll spend money in the cafe.
2. Removing or reducing the parking charges would increase visitors and increase the use of the cafe. - Gnoll parkrun attracts tourists (as does the park itself). Tourists generally spend money in the local area (e.g. shops and restaurants). Rather than taking a negative approach to balancing the budget (increasing costs, decreasing services) can the council consider other ways to raise funds? Here are a few ideas: - Improve the quality and the range of food/drink sold. Open the cafe earlier on Saturdays and Sundays - there are lots of parkrunners in the park from 8:30am. - Provide other paidfor activities in the park such as rowing boat hire on the lake in the summer. - Make the cafe more popular by adding a "£1 off in the cafe" voucher to the pay and display parking tickets. With regards to parking here are some ideas based on what happens elsewhere in the country: - National Trust properties offer parkrunners free parking on Saturday mornings in many locations around the UK. -
3. The cafe at Parc Bryn Bach gives all parkrunners "free toast" when they buy a cup of tea (just show your parkrun barcode). - The cafe in Swansea Bay gives parkrunners a 20% discount upon showing their parkrun barcode on Saturday mornings. - Parking opposite Swansea Bay parkrun (at the Rec) is free - one of the reasons many parkrunners head to Swansea instead of Neath.

**Are there any council services that you feel we should protect, reduce or stop altogether? (Protect)**

1. Refuse collection,street cleaning, parks, parking enforcement officers.
2. Parking charges
3. The Gnoll
4. Lolly pop people
5. Local parks/Gnoll
6. Neath town centre.
7. The gnoll country park
8. Gnoll park health and leisure go hand in hand so should be protected

**Are there any council services that you feel we should protect, reduce, or stop altogether? (Protect)**

1. Parking
2. All
3. Youth services and street cleaning
4. Youth elderly services
5. Gwyn hall, gnoll Park.
6. Free parking for 1 hour in Pontardawe
7. Arts Centre, Vulnerable Adult Services, Free parking extended to 45 minutes to allow for more shops in the village to be visited.

8. Free 1 hr parking in Pontardawe
9. NPT carparking in Pontardawe to protect first hour free.
10. Free 1hr parking in villages

**Are there any council services that you feel we should protect, reduce or stop altogether? (Protect)**

1. Free parking pontardawe
2. 1 hour free parking in pontardawe and the current parking charges in gnoll. also i feel the proposed super scholl in pontardawe shuld not go aheade
3. The town for proprietors and residents free parking. Toilet facilities, swimming pool, childrens play areas, regular bin collections
4. Free parking in Pontardawe, Pontardawe Arts Centre, NPT Libraries, social services/social care, regular refuse collections.
5. afa forast park
6. Arts and culture services
7. Arts and Culture Services and Pontardawe Arts Centre
8. Cefn Coed Museum, Libraries
9. One Hour Free Parking in the Pontardawe Town Centre, Art Centre and Celtic Leisure opening times
10. Youth and disability services should also be protected.
11. Libraries, free first hour car parking
12. Arts centre and current parking position for pontardawe
13. Parking charges and services in Pontardawe arts centre
14. 1 hour free parking espially in the Pontardawe area as the community is in social hardship and with a growing elderly population. It is imperial for the community to visit their own village with peace of mind of 1 hour free parking.

**Are there any council services that you feel we should protect, reduce or stop altogether? (Protect)**

1. Gnoll park
2. Current parking situation in Pontardawe
3. Free parking for 1 hour

**Are there any council services that you feel we should protect, reduce or stop altogether? (Reduce)**

1. Home to School Taxis where parents/ carers are in receipt of Mobility Vehicle / Payment

**Are there any council services that you feel we should protect, reduce or stop altogether? (Reduce)**

2. Cut school taxi services, If families have cars, then they should transport their children to schools.
3. Traffic enforcement
4. Parking rates in general but especially at the gnoll. No one will use it before long especially with the disappearance of trees and the useless "fun" days.
5. Reduce staff in unimportant areas
6. Inefficiency in Council departments by getting rid of useless staff members and stopping nepotism
7. Car parking charges
8. The amount of money spent on the councillors and management in npt
9. Parking attendants
10. Staff in Civic Centre
11. Gnoll parking fees
12. Parking charges

**Are there any council services that you feel we should protect, reduce or stop altogether? (Reduce)**

1. Staff
2. None
3. Parking charges in Gnoll Country Park
4. Community led cafes and outsource in gnoll Park and Margam Park.. Good cafes and restaurants could easily bring more visitors increasing revenue.
5. Car parking costs
6. Parking charges
7. Parking charges at Gnoll park
8. Taxi services to take children to school.
9. transport cost- more community transport enabling people to get out in the community

**Are there any council services that you feel we should protect, reduce or stop altogether? (Stop altogether)**

1. ENV801 and ENV807 - We need to be encouraging visitors not charging them further by increasing
2. parking charges
3. Car parking fines
4. Community council
5. Housing immigrants.
6. Parking prices in local parks

**Are there any council services that you feel we should protect, reduce or stop altogether? (Stop altogether)**

1. Parking charges for short term
2. Hiking parking prices and no more vape/phone or charity shops in town centre.
3. Charging to park in Gnoll Park
4. Parking attendants
5. Parking enforcement
6. All social gatherings that are not open fully to the people of Neath Port Talbot. Stop the private social gatherings that are funded by the people, but yet the people are excluded from.
7. Council employees subsidy in parking their cars in nptcbc Car parks
8. Parking increases at Pontartawe
9. Unnecessary parking charges preventing people entering town.

**Comments about this consultation?**

1. On Street Parking Neath Inspired would like to see their proposition for more 2-hour parking availability on Windsor Road, Alfred Street and the Ropewalk implemented.

## Appendix G

### CAR PARKING TARIFF SCHEDULE

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>	<u>Column 6</u>	<u>Column 7</u>	<u>Column 8</u>	<u>Column 9</u>	<u>Column 10</u>
<u>Name of the Parking Place</u>	<u>Date at which the order will come into effect in relation to parking place</u>	<u>Position in which vehicles may wait</u>	<u>Classes of vehicle</u>	<u>Days of Operation of Parking Place</u>	<u>Hours of Operation of Parking Place</u>	<u>Maximum Period for which vehicle may wait</u>	<u>Scale of Charges</u>	<u>Season Tickets</u>	<u>Bands</u>
St Mary's Car Park Port Talbot	1 <sup>st</sup> April 2018	Wholly within a parking bay other than a disabled parking space applies to (i) to (iii) of column 4 herein. Wholly within a parking space applies to (iv) & (v) of column 4 herein.	(i) motor cars within provision of section 136 (2) (a) of the Act (ii) motor cycles as defined in section 136(4) of the Act (iii) motor vehicles constructed or adapted for the use for the conveyance of goods or burden the unladen weight of which does not exceed 1525kg (iv) invalid carriages (v) disabled persons vehicles	Monday to Saturday inclusive excluding Christmas day  Sunday	8.00am to 6.00pm  9.00am to 5.00pm	10 hours  8 hours	Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.00 All Day £3.50  £1.00 All Day	1 months - £50.00 3 months - £130.00 6 months - £235.00 9 months - £325.00 12 months - £410.00	A

Bethany Square Car Park Port Talbot	As above	As above	As above	As above	As above	As above	As above	As above	A
Multi-storey Car Park Port Talbot	As above	As above	As above	As above	As above	As above	As above	As above	A
Station Road Car Park Port Talbot	As above	As above	As above	As above excluding Tuesday and Saturday	As above	As above	As above	As above	A
Harbourside - Parkway Car Park Port Talbot	As above	As above	As above	Monday to Sunday inclusive excluding Christmas day	As above	As above	£3.00 All Day	As above	B
Heilbron Way Car Park Port Talbot	As above	As above	As above	Monday to Saturday inclusive excluding Christmas Day	As above	As above	As above	As above	B
Civic Centre Car Park Port Talbot	As above	As above	As above	Saturday	8.00am to 6.00pm	10 hours	Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.00 All Day £3.50	n/a	A
				Sunday	9.00am to 5.00pm	8 hours	£1.00 All Day		
Ocean Way Car Park Port Talbot	As above	As above	As above	Monday to Sunday inclusive 1 <sup>st</sup> May-30 <sup>th</sup> September	7.00am to 10.00pm	15 hour period	Flat rate £2.00	n/a	C

				Monday to Sunday 1 <sup>st</sup> October – 30 <sup>th</sup> April	7.00am to 10.00pm	15 hour period	Flat rate £1.00		
Bay View Car Park Port Talbot	As above	As above	As above	As above	As above	As above	As above	n/a	C
Scarlet Avenue Car Park Port Talbot	As above	As above	As above	As above	As above	As above	As above	n/a	C
Victoria Road Car Park Port Talbot	As above	As above	As above	As above	As above	As above	As above	n/a	C
Multi-storey Car Park Neath	As above	As above	As above	Monday to Saturday inclusive excluding Christmas Day  Sunday	8.00am to 6.00pm  9.00am to 5.00pm	10 hours  8 hours	Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.00 All Day £3.50  £1.00 All Day	1 months - £50.00 3 months - £130.00 6 months - £235.00 9 months - £325.00 12 months - £410.00	A
Rosser Street Car Park Neath	As above	As above	As above	As above	As Above	As Above	As above	As above	A
High Street Car Park Neath	As above	As above	As above	As above	As above	As above	As above	As above	A
Milland Road Car Park Neath	As above	As above	As above	Monday to Saturday inclusive excluding Christmas day  Sunday	As above  9.00am to 5.00pm	As above  10 hours	Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.00 All Day £3.50  £1.00 All Day	As above	A

Gnoll Park Car Park Neath	As above	As above	As above	Monday to Sunday inclusive excluding Christmas day	8.00am to 6.00pm	10 hours	£2.00 All Day	£40 per annum	N/A
Herbert Street (Upper) Car Park Pontardawe	As above	As above	As above	Monday to Saturday inclusive excluding Christmas Day	8.00am to 6.00pm	10 hours	Up to 1 hour Free 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.00 All Day £3.50	1 months - £50.00 3 months - £130.00 6 months - £235.00 9 months - £325.00 12 months - £410.00	A
Herbert Street (Lower) Car Park Pontardawe	As above	As above	As above	As above	As above	As above	As above	As above	A
High Street Car Park Pontardawe	As above	As above	As above	As above	As above	As above	As above	As above	A
By-Pass Car Park Short Stay Pontardawe	As above	As above	As above	As above	As above	As above	As above	As above	A
By-Pass Car Park Long Stay Pontardawe	As above	As above	As above	As above	As above	As above	Flat rate £2.00	As above	A