

## Portfolio Holder for Highways

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Meeting Venue

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Meeting date  
**Wednesday, 12 October 2016**

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Meeting time  
**Time Not Specified**

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For further information please contact  
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County Hall  
Llandrindod Wells  
Powys  
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7 October 2016

### AGENDA

1.	CAR PARK TRAFFIC ORDER 2016
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**CYNGOR SIR POWYS COUNTY COUNCIL.****PORTFOLIO HOLDER FOR HIGHWAYS  
2016**

**REPORT AUTHOR:** Tony Caine  
Traffic and Travel Manager

**SUBJECT:** Car Park Traffic Order 2016

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**REPORT FOR:** Decision

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## **1 Summary**

The meeting of Cabinet on the 8th September 2015 approved a proposal to commence the legal process for the introduction of a traffic regulation order on a number of car parks which are not currently controlled and where charges do not apply. The approved decision provided the Portfolio Holder with the authority to implement the proposed changes taking into account the findings of the consultation process.

The statutory consultation for the proposal commenced on the 4<sup>th</sup> March 2016 and ended on the 25<sup>th</sup> March 2016. This report summarises the responses and make recommendations on whether to sustain or overrule those objections.

## **2 Proposal**

### **2.1 Original Proposal**

The proposal was to introduce pay and display machines into the car parks that are mainly used by visitors or a general mix of visitors and residents. Where the primary use is made by local residents it was proposed to create these as residents permit only car parks.

It was proposed to introduce pay and display charges into the following car parks:

1. Ridgebourne, Llandrindod Wells
2. High Street, Llanfyllin
3. Watergate Street, Llanfair Caereinion
4. Station Yard, Talgarth
5. Station Yard, Sennybridge
6. By-pass, Presteigne

It was proposed to introduce permit holder only restrictions into the following car parks:

1. Market Street, Knighton
2. Tremont Road, Llandrindod
3. Church Place, Llanidloes

4. Orchard Street, Brecon
5. Duckham's Yard, Brecon

It was proposed to confirm the restrictions and bring up to date the control of the following existing car parks:

1. Town Hall, Llandrindod Wells
2. Theater Brecheiniog, Brecon

## 2.2 Consultation Responses.

The majority of the responses related to individual car parks however some responses covered two car parks that are being considered within both Llandrindod Wells and Brecon. Two general or regional objections were also made which did not specifically make reference to individual car parks. Summaries of the objections are included within the appendix.

### 2.2.1 General Responses

Two general objections were made, one from the local Assembly Member for Brecon and Radnor objecting about the introduction of charges in all the car parks within the Brecon and Radnor constituency. The objection is on the basis that the car parks were provided to improve road safety and reduce congestion within the towns and that the charges will displace the vehicles that currently use the car parks to other areas thereby having a negative impact. Concern was also raised on behalf of businesses located near/adjacent to the proposed resident's car parks since this would mean there is no provision for customers to park to access these businesses.

The Assembly Member also raised concern that the introduction of pay and display within other car parks would deter visitors from visiting the market town again to the detriment of the businesses. Reference was also made to the proposal for pay and display within Sennybridge would not be economically viable for periods of the year due to its low usage. Additionally the AM considers the level of income would be low for all the car parks to justify the predicted level of income especially when considering the level of enforcement needing to be deployed.

The second general objection was questioning the grounds of the general reason for the Order to introduce control within the car parks. The objection stated that there is no evidence that the listed car parks are not already being used for their intended purpose.

## 2.2.2 Sennybridge Station Yard car park

5 objections were received against the proposal to introduce pay and display within this car park.

The County Councillor objected on the basis of the reduced capacity of the car park due to its layout and the inclusion of the recycling area and access rights that are licenced across the land. The Councillor supports the Community Council's objections and that the introduction of charges, would be unviable given the cost of introduction, would displace vehicles to park in alternative locations causing issues elsewhere as well as being at the detriment to the use of the community hall and promotion of the facilities.

The Community Council object on the basis of; the charges impacting disproportionately on specific user groups of the community hall, parking within the village is limited in supply and already concerns are raised over inappropriate parking which this will exacerbate, the charges will severely impact on vital service provided within the village to the surrounding rural community, the charges would fly in the face of efforts to develop tourism, the cost benefit is disproportionate with the County Council economically gaining at the expense of the economy of Sennybridge, it would infringe access to the recycling area and that it would restrict disabled access to the community hall.

Three other objections were received from objectors living outside of Sennybridge and objected on the similar principles to the Community Council.

## 2.2.3 Talgarth Station Yard Car Park

9 letters of objection were received for this car park. The County Councillor and the Town Council both object on the grounds that there is already sufficient enforcement within the car park with signage should there be misuse. Additionally there is already inconsiderate parking within the town associated with the Market and Rugby club but efforts taken here will be lost as the vehicle return to the streets. There will also be the impact on tourism and to residents with no off street parking facilities.

The other objectors made reference to it being

- unfair to residents who will find alternatives and park on street
- permits are expensive and residents should be allowed to buy residents permits
- charges will affect businesses
- charges will impact on tourism and regeneration of the towns
- will cause issues as visitors/residents park on street

## 2.2.4 Orchard Street and Duckham's Yard, Brecon

69 responses were made objecting to the proposals for these two car parks. 31 of which were a standard letter and one a petition containing 250

signatories. No cross referencing has been made and it is possible to at those signing the petition also wrote in individually.

The County Councillor objected on the grounds that; some residents have rights to park within the Duckham's yard car park when the restrictions were placed preventing parking outside their properties and Orchard St car park was created to ease congestion when the double yellow lines went in, it would affect businesses as customers could not use the car parks, the income would be insignificant against the impact on residents and businesses. The Councillor also asked for an impact assessment to be undertaken.

The Brecon Town Council objected on the grounds that it would have an adverse effect on residents and businesses within the area.

The standard letter response received from 31 residents made objections that; the car parks are currently underused so not demand to exercise control, the cost is significant for the residents who have no other option for parking, vehicles will displace onto already congested surrounding roads and reduce road safety, visitors would not be catered for, no equality impact assessment has been undertaken and considers the scheme is to raise revenue not manage traffic.

The individual letters of objections raise the same points as above with the additional reasons being cited:

- the car park in Orchard St was created to allow residents to park when the restrictions were introduced on the street
- cost of the permits are too high for low income residents
- car park full due to students and customers to chip shop who would then not be able to use this car park
- a number of households have rights to park in Duckham's Yard car park which would reduce earning capacity
- businesses would be affected as customers make use of both car parks
- income would be outweighed by costs to implement and operate
- there would be no guarantee of a space with a permit
- no facility to cater for visitors
- vehicles will displace to the road causing congestion/reduced safety
- concern that blue badge holders would have to pay for residents permit
- no equality impact assessment has been completed
- assessment under section 122 of the Road traffic Regulation act has not been undertaken
- statement of reasons is insufficient to describe reasoning
- will affect tourism within the area
- the notices were not placed in a prominent location

The 250 signatory petition stated there was no need for the scheme and that it would reduce safety and cause congestion on the surrounding streets whilst preventing visitors stopping.

### 2.2.5 Bypass Presteigne

Only one letter of objection was received for this car park from a resident expressing concerns that there are already two pay and display car parks that are underused and residents would need to find an alternative location to park. The objector also considers that not offering residents permits is discriminatory.

The County Councillor also objected to the proposal for the following reasons:

- All the other chargeable parking in Presteigne are empty, this will happen here
- It is unlikely to raise income to cover costs involved.
- People will park elsewhere meaning more yellow lines would be needed.
- the school buses that park there during the day will have to return to base which is wasteful and environmentally unfriendly putting extra cost on school transport
- People will do go elsewhere to shop / visit

Has been tried before and charges removed following vandalism to machine

### 2.2.6 Market Street, Knighton

Three letters of objection were received for this car park, the objections were made on the following points:

- The permits would not guarantee a parking space
- Enforcement would not be sufficient to make work
- There would be no additional benefits to the user if implemented
- Would be unfair to charge
- Reference drawn to the on street residents parking policy where the majority of the residents would need to support the scheme to be considered for implementation and states this has not been checked.
- Will displace non-residents to clog up the side streets causing hazards
- Will affect property prices
- Will affect local businesses and churches as visitors cannot use the car park
- Residents have no other option therefore forcing them to pay to park

### 2.2.7 Ridgebourne and Tremont Road, Llandrindod Wells

Two letters of objection were received for both car parks with a further 28 letters specifically relating to Tremont Road and 30 for the Ridgebourne.

One of the two letters jointly opposing to the Llandrindod car parks was received from the Town Council who objected on the grounds that; the introduction of charges will displace vehicles causing issues elsewhere, the

Tremont Road car park was provided for residents therefore charging would be an injustice, it would be inequality in implementing different proposals in these car parks as residents of the Ridgebourne area also have no alternative parking.

The second objection stated the two car parks were provided for the residents when the restrictions on the trunk road were implemented and that it would be unfair to now charge.

Of objectors to the Tremont road car park, 15 were standard copies of the same letter. This letter provide objections based on the car park being provided for residents in 1977 when the double yellow lines went down on the adjacent trunk road and as there is no facility for them to create alternative parking they are forced to use this car park this is unfair and discriminatory especially as there is no guarantee of space. Furthermore, they object as many residents are on low incomes to afford the permits and it means there is no provision for visitors and carers.

The other letters of objection raised similar points with the addition of the following reasons for objecting:

- would affect house prices
- no facility for trades people to park
- would create animosity amongst neighbours especially with some having more than one car
- the demand would outweigh supply
- it's an additional tax
- enforcement would be required outside normal working time and costs involved would outweigh the income received
- charges would exacerbate the illegal parking on Tremont Road
- those not willing to pay will congests other areas, eg Maple Terrace
- many residents on low income and unable to afford permit

Of the objectors to the Ridgebourne car park 23 were a copy standard letter objection to the proposal to charge on the grounds that it discriminates against those on Wellington Road with no parking facility of their own and that the charges will have an adverse effect on the businesses and families who will not move to this area of town.

The additional 7 objections raised the following points:

- most residents not financially able to pay the charge with cars being essential in a rural area
- charges will force vehicles into the surrounding streets
- area has been regenerated recently and this will affect those businesses
- this would make parking more difficult with displaced vehicles in dangerous locations.
- Enforcement would be needed out of hours



### 2.2.8 Church Place, Llanidloes

One letter was received during the consultation period. This letter was not objecting to the proposal but wished to make know the existing right of access through the car park to an off street parking area.

### 2.2.9 Watergate Street, Llanfair Careinion

Twenty-two individual responses were received to the consultation relating to this car park, raising the following objections:

- Parking is already a problem and more will park on street to avoid charges causing problems of safety and congestion
- many users are elderly and charges crippling
- many have no other option
- charges will affect businesses as visitors will not stop and it makes it harder for employees on low wages
- concerns over how it will be manages as enforcement is currently low in the town
- no guarantees of a space if a permit is purchased
- will deter a car sharing scheme which makes use of the free car park

### 2.2.10 High Street, Llanfyllin

A petition of 128 signatories was received against charging within this car park. This petition objected on the grounds that small businesses rely on visitors to the town and the charges will deter these and that most properties on High street have no parking provision and rely on the car park. Additionally the streets are already congested and this would make it worse.

In addition to the petition 9 individual letters of objection were received, one being from the local Chamber of Trade. These letters objected to the same grounds as the petition but also raised the following points:

- Cost of enforcement means it is unjustified
- Charges are prohibitive
- Displaced vehicles will make crossing High Street more hazardous
- Charges may deter people accessing the medical centre for essential care
- Inappropriate parking would affect response times for emergency services.
- Spaces already lost to Spar and recycling bins
- Would be impractical as it would only be implemented on a part of the car park and would confuse motorists.

### 2.2.11 Llanfyllin and Llanfair Caereinion

In addition to the individual responses to these car parks one letter was received objecting to the proposals jointly in these car parks on the grounds

that the charges are disproportionate to the size of the towns and are vital to the communities. The objector questioned the return on capital employed and additional revenue costs in managing the car parks against the predicted income since usage will plummet. The proposals would also impact upon tourism and danger as residents find alternative parking arrangements.

#### 2.2.12 Town Hall, Llandrindod

No objections were received for this car park

#### 2.2.13 Theatr Brycheiniog, Brecon

No objections were received for this car park.

### **2.3 Discussion**

#### 2.3.1 General points

The majority of the responses related to the cost of the car park charges and that this would lead to congestion as vehicles displace to avoid paying the charges. This would also reduce visitor numbers and affect businesses as well as cause congestion and reduce road safety.

The Welsh Government published a report in March 2015 following a study into car park charges and the effect on the High Street. 'Assessing the Impact of Car Parking Charges on Town Centre Footfall' reports that '*the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting.*' This finding suggests the charges are not a significant deciding factor when someone is wishing to visit a town.

Whilst some resident/visitors may opt not to park within a car park to avoid charges, all drivers have to park in sensible and safe locations. There is a general obligation that vehicles should be left in accordance with the rules of the Highway Code and therefore if parking does cause obstructions or dangers then these are enforceable offences and can therefore be dealt with by the correct enforcement authority should problems arise.

It is therefore considered that the objections relating to reducing visitors and or displacing parking on street causing hazards and congestion are not considered substantive objections and thus be overruled. However it is proposed to address the concerns of residents losing off street parking provision due to the cost of the permits in pay and display car parks by allowing residents to purchase residents permits at a greatly reduced cost.

Below is an outline of the consideration for the individual car parks together with a recommendation on what should be taken forward, if anything, for inclusion on the Traffic Regulation Order.

### 2.3.2 Sennybridge Station Yard car park

It is not considered that the objections to this car park are substantive which would warrant the altering or abandonment of the proposal for this car park. The car park is utilised by both residents and visitors and therefore should become a pay and display car park making it consistent with other car parks within the County. Whilst it is recognised that the Community Hall does not have any specific parking, there are other Community facilities across Powys which are the same, for example, Knighton Community hall and the new Scout Headquarters and Community Centre in Welshpool. Both of these facilities provide a focal point for the community but are located adjacent/within a pay and display car park.

However, it is considered that residents within a specified area of the village should be able to buy permits at the same rate as the on street residents permits for use solely within this car park. This will address the concerns of the residents who object to the proposals and have no alternative parking arrangements. The inclusion area for entitlement to apply for a residents permit will be agreed with the locally elected representatives of Sennybridge prior to the proposals being implemented and will be offered on the same basis as the on street residents parking policy.

### 2.3.3 Talgarth Station Yard Car Park

It is not considered that the objections to this car park are substantive which would warrant the altering or abandonment of the proposal for this car park. However, it is considered that residents within a specified area of the town should be able to buy permits at the same rate as the on street residents permits for use solely within this car park. This will address the concerns of the residents who object to the proposals and have no alternative parking arrangements. The inclusion area for entitlement to apply for a residents permit will be agreed with the locally elected representatives of Talgarth prior to the proposals being implemented and will be offered on the same basis as the on street residents parking policy.

### 2.3.4 Orchard Street and Duckham's Yard, Brecon

The Duckhams' Yard car park has pre-existing legal agreements which would mean it would be difficult to introduce additional control within it. Therefore after careful consideration it is recommended that due to this complexity, the proposal to implement resident's car park should be abandoned.

Whilst there was significant objections to the Orchard Street car park, it is not considered that these objections are substantive enough to prevent the car park from being included within the car park order. It is acknowledged that there are businesses within the area and the proximity of the Christ Collage which would mean people visiting/accessing these would not be permitted to park in this car park should it be implemented as a residents only car park as originally proposed. It is therefore considered to introduce pay and display

charges as a long stay car park as well as permitting residents permits to those residing in the locality. The inclusion area for entitlement to apply for a residents permit will be agreed with the locally elected representatives of the Llanfaes area of Brecon prior to the proposals being implemented and will be offered on the same basis as the on street residents parking policy

Whilst objections were expressed over the impact upon introducing control in this car park could lead to a decrease in safety and increase in congestion and that an assessment under s122 of the Road Traffic Regulation Act should be undertaken. However, that act does not specifically state an assessment is required only that the Authority has a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Nothing in these proposals should affect traffic movements significantly since there are already significant restrictions in place on the highway to prevent congestion and there are pedestrian crossing facilities provided along Orchard Street. As mentioned previously drivers should park vehicles in accordance with the rules of the Highway Code and given this there should be no detrimental effects to traffic movement and safety within this area.

#### 2.3.5 Bypass Presteigne

The objections to the proposal to introduce pay and display charges within this car park is not considered substantive and therefore the car park should be included within the traffic regulation order as proposed. Implementing charges within this car park will be consistent with the charges within the other 2 car parks within the town.

Regarding the school buses, annual/seasonal permits are available which would be useable within this car park are currently available and offer substantial savings and are likely to be more economically viable than returning to base.

#### 2.3.6 Market Street, Knighton

Following discussions with the Knighton Town Council post consultation, the option for the Town Council to lease the car park is being considered. Should the Town Council wish to lease the car park from this Authority then the car park will be excluded from the traffic regulation order. However should the Town Council not wish to enter into a lease agreement it is considered that the objections be overruled and the car park be included within the traffic order as originally proposed. The extent of the zone to which will determine the properties which could apply for the residents permit will be agreed with the locally elected representatives of Knighton prior to the order becoming operational if appropriate.

#### 2.3.7 Ridgebourne and Tremont Road, Llandrindod Wells

Following discussions with Llandrindod Wells Town Council post consultation, the option for the Town Council to lease these car parks is being considered. Should the Town Council wish to lease these car parks from this Authority then the car parks will be excluded from the traffic regulation order. However should the Town Council not wish to enter into a lease agreement it is considered the car parks should be included within the traffic order.

Tremont Road car park would be implemented as a residents car park, however following the comments received during the consultation stage the Ridgebourne car park has been demonstrated to be more greatly used by residents than visitors since limited on street parking is available close to the shops within this area. Therefore it is proposed that in the event the Town Council does not wish to lease the car park then it should become a residents permit car park not a pay and display car park

The extent of the zones to which will determine the properties which could apply for the residents permit will be agreed with the locally elected representatives prior to the order becoming operational if appropriate.

#### 2.3.8 Church Place, Llanidloes

There were no objections to this car park being included within the traffic order however Llanidloes Town Council have been provided the option of entering into a lease agreement on this car park. Therefore should the Town Council take on a lease for this car park then it should be excluded from the order, otherwise it will be implemented as previously planned.

The extent of the zone to which will determine the properties which could apply for the residents permit will be agreed with the locally elected representatives prior to the order becoming operational if appropriate.

#### 2.3.9 Watergate Street, Llanfair Caereinion

Following discussions with Llanfair Caereinion Town Council post consultation, the option for the Town Council to lease the car park is being considered. Should the Town Council wish to lease this car park from this Authority then this car park will be excluded from the traffic regulation order. However should the Town Council not wish to enter into a lease agreement it is considered the car park should be included within the traffic order as a pay and display car park.

Should the traffic order be implemented on this car park then it is considered that residents within a specified area of the village should be able to buy permits at the same rate as the on street residents permits for use solely within this car park. This will address the concerns of the residents who object to the proposals and have no alternative parking arrangements. The inclusion area for entitlement to apply for a residents permit will be agreed

with the locally elected representatives of Llanfair Caereinion prior to the proposals being implemented and will be offered on the same basis as the on street residents parking policy.

### 2.3.10 High Street, Llanfyllin

The section of Powys County Council car park is only a small part of a wider area which is used for parking. Alongside this car park there is an integral car park owned by the Town Council which is equal in size and part of which is not segregated. In addition to this there are adjoining car parks to the Spar and the Medical Centre. Introducing charges within this car park would lead to confusion and would be difficult to control since any traffic order would only be on part of the area. It is highly likely vehicles would make use of the other car parks prior to this section and the confusion could lead to poor publicity especially if that confusion led to visitors attracting penalty charges.

In addition to this the land was provided to the Authority on an extended lease for specific reasons and it is believed those reasons would could open up the Authority to challenge should charges be implemented.

It is for these reasons that this car park should not be included within the traffic order and therefore remain as it is presently.

### 2.3.11 Town Hall, Llandrindod

As no objections were received for this car park the proposal can be implemented.

### 2.3.12 Theatr Brycheiniog, Brecon

As no objections were received for this car park the proposal can be implemented.

## 2.4 Summary of Revised Proposal

Below is a summary of the revised proposal recommended for implementation together with the proposed charges.

### 2.4.1 Recommendation for each Car Park

Plans of the individual car parks can be found in appendix B

<b>Car Park</b>	<b>Recommendation</b>
Sennybridge Station Yard	To include the car park in the Traffic Regulation Order and implement pay and display charges as per the schedule at 2.4.2 and permit residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the

	current rate which can be used in this car park.
Talgarth Station Yard	To include the car park in the Traffic Regulation Order and implement pay and display charges as per the schedule at 2.4.2 and permit residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park.
Duckham's Yard, Brecon	To abandon the proposal and exclude the car park from the Traffic Regulation Order
Orchard Street, Brecon	To include the car park in the Traffic Regulation Order and implement pay and display charges as per the schedule at 2.4.2 and allow residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park.
Bypass Presteigne	To include the car park in the Traffic Regulation Order and implement pay and display as per the schedule at 2.4.2
Market Street, Knighton	Should the Town Council not enter into a lease agreement on this car park then it should be included within the Traffic Regulation Order restricting the use to residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park
Ridgebourne, Llandrindod Wells	Should the Town Council not enter into a lease agreement on this car park then it should be included within the Traffic Regulation Order restricting the use to residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park
Tremont Road, Llandrindod Wells	Should the Town Council not enter into a lease agreement on this car park then it should be included within the Traffic Regulation Order restricting the use to residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park
Church Place, Llanidloes	Should the Town Council not enter into a lease agreement on this car park then it should be included within the Traffic Regulation Order restricting the use to residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park
Watergate Street, Llanfair Caereinion	Should the Town Council not enter into a lease agreement on this car park then it should be included in the Traffic Regulation Order and implement pay and display charges as per the

	schedule at 2.4.2 and allow residents within a defined area [to be agreed with locally elected representatives] to purchase residents permits at the current rate which can be used in this car park.
High Street, Llanfyllin	To abandon the proposal and exclude the car park from the Traffic Regulation Order
Town Hall, Llandrindod	To include the car park in the Traffic Regulation Order and implement pay and display charges as per the schedule at 2.4.2
Theatr Brycheiniog, Brecon	To include the car park in the Traffic Regulation Order and implement pay and display charges as per the schedule at 2.4.2

Locally elected representatives means the Local County Councillor and relevant Councillors of the Town/Community Council in which the car park resides.

#### 2.4.2 Car Park Charges

For Town Hall - Llandrindod, Watergate Street - Llanfair Caereinion, Orchard Street – Llanfaes, Theatr Brycheiniog - Brecon and Station Yard – Talgarth car parks.

Type of Vehicle	Up to 1 Hour	1 - 2 Hours	2 – 4 Hours	Over 4 Hours	Overnight
Motor car	£0.70	£1.30	£2.50	£3.20	£0.00

For Station Yard – Sennybridge and By-pass – Presteigne car parks

Type of Vehicle	Up to 1 Hour	1 - 2 Hours	2 – 4 Hours	Over 4 Hours	Overnight
Motor car	£0.70	£1.30	£2.50	£3.20	£0.00
Vehicle & Trailer	£1.90	£1.90	£3.80	£3.80	£6.30
Goods to 3t	£2.20	£2.90	£4.00	£4.00	£6.30
Goods >3t	£2.40	£3.40	£4.40	£5.30	£6.30

The season permits that are currently on offer are for use in any long stay car park and will therefore also be valid with any of these car parks.



### 2.4.3 Resident Permit Charges

All permits will be issued for a 12 month period in accordance with the council's policy for Residents Parking [2013]. The current annual charges are:

- First Residents Permit £65
- Second or subsequent Permit (if available) £70
- Visitors Permit (if available) £75
- Replacement permits (all types) £25

### 3. One Powys Plan

Implementing charges should assist in supporting the Council's functions to ensure it is financially balanced.

There may be risk to the Council as raising charges may be criticised by communities who consider the proposal does not support economically viable communities as the increased charges may deter visitors to the area.

### 4. Options Considered/Available

Option 1 – Introduce the Traffic Order as per the proposal outlined in section 2.3 above for each of the individual car parks.

Option 2 – not to introduce charges within the identified car parks and not meet the income target outlined in the MTFS 2015-18.

### 5. Preferred Choice and Reasons

Option 1 is the preferred option as it complies with the savings target outlined in the MTFS 2015-18.

### 6. Sustainability and Environmental Issues/Equalities/Crime and Disorder,/Welsh Language/Other Policies etc

Not Applicable

### 7. Children and Young People's Impact Statement - Safeguarding and Wellbeing

Not Applicable

## **8. Local Member(s)**

All the local members in which the identified car parks were included in the circulation of the consultation documents. The comments of the Councillors which responded have been included within the general responses received and listed in appendix A.

In addition to this the following comments have been received during the preparation of this report

Cllr G Price [Llandrindod Wells] - I continue to oppose both the previous and present proposals for both the Ridgebourne and Tremont Road Car Parks. However, I support the continued dialogue with Llandrindod Wells Town Council and hope that Powys County Council will be reasonable with any suggest alterations that will allow Llandrindod Wells Town Council to lease both car parks.

Cllr E Morgan [Sennybridge] – wishes to reiterate the points made during the consultation that there is little demand within this car park thus questions the validity of introducing charges. Capacity of the car park is greatly reduced by the recycling area and the access licences to the two businesses.

Cllr David Meredith [Brecon] responded with the additional letter enclosed in Appendix B.

Cllr Garry Banks [Presteigne] We are told the recycling centre was originally designated by Radnorshire District Council as a lorry/ bus park with just an area for a few cars. It also has the official bus stop in the centre of it. As you will be aware I sent an email a while back regarding this park and would like to remind those who are making the decision on the future of car parks why I object to this being turned into a 'charge' park. An attempt to introduce it a few years ago with a machine and appropriate bollards which resulted in immediate vandalism which was non-stop. The favourite practice was superglue and later on, destruction of the rubber bollard.

Under the circumstances the continued cost to the Council must have outweighed any income. We already have two car parks subject to a charge, (which I think are enough for the size of the town) in Presteigne and I know that because of the general public use through the recycling centre and as a bus and lorry park, I feel it would be economically sensible not to make any charge on this car park. Therefore, as Local Member and for various reasons stated I would object to charges being placed on the said park.

## **9. Other Front Line Services**

Not Applicable

**10. Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)**

The Solicitor - Highways & Enforcement notes the report and has no objection to the Order being made.

The Finance Business Partner Place notes the contents of the report, there is a saving in the MTFs carried forward from 15/16 for introducing permit charging on council owned car parks where parking is currently free of £30k.

The Lead Professional Regeneration and Corporate Property states ‘I hope that the WG report is correct and that this will not have a detrimental impact on local economies by putting off visitors/ customers’.

**11. Local Service Board/Partnerships/Stakeholders etc**

Not applicable

**12. Corporate Communications**

The report is of public interest and requires a proactive news release and use of social media to publicise the decision.

**13. Statutory Officers**

The Strategic Director Resources (S151 Officer) notes the comments made by finance.

Monitoring officer “takes note of the Members comments and makes no further comments on this report”.

**14. Members’ Interests**

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If Members have an interest they should declare it at the start of the meeting and complete the relevant notification form.

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
<b>To make the Traffic Regulation Order in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 introducing control into the car parks as referenced in section 2.4 above.</b>	<b>To meet income target increase identified in the Medium term financial strategy 2015-18</b>

<b>Relevant Policy (ies):</b>	MTFS 2015-18		
<b>Within Policy:</b>	<b>Y</b>	<b>Within Budget:</b>	<b>Y</b>

<b>Relevant Local Member(s):</b>	n/a
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<b>Person(s) To Implement Decision:</b>	<b>Tony Caine</b>
<b>Date By When Decision To Be Implemented:</b>	<b>As soon as practical</b>

<b>Contact Officer Name:</b>	<b>Tel:</b>	<b>Email:</b>
Tony Caine	01597 826652	tony.caine@powys.gov.uk

**Background Papers used to prepare Report:**

**Medium Term Financial Strategy 2015-18**

## **Appendix A – Summary of Objections**

**ref car parks**

**objections**

- 1 Brecon and Radnor
- 2 all TRO

Failed to provide evidence that the car parks are not being used for intended purpose.

- 3 Sennybridge

Car park reduced due to recycling, access rights exist for which licence paid. Access is steep from A40. Charges would deter use of village hall. Considers car/lorries would park elsewhere and income would be limited compared against the costs. Fully supports the Community Council's objection. Charges will affect businesses and tourism. Additional parking on the roads will increase congestion and reduce safety.

- 4 Sennybridge

Charges impact on specific user groups of the village hall Parking is limited in village and charges would exacerbate this, inconsiderate parking already an issue. Charges would impact upon local economy and affect business as well as impacting upon tourism. Considers the proposal will infringe upon the recycling area.

- 5 Sennybridge

Charges will have impact on village hall which has no parking. Limited adequate parking in the village charges will exacerbate problem in the village. Charges will not encourage tourism resulting in loss of business. Income would be small but economic effect on village would be significant. Will affect recycling area. Access for pedestrians needs improving.

- 6 Sennybridge

Charges will impact on village hall. Car parking in village is limited and charges will cause more problems and affect businesses. Charges will discourage tourism, impacting on businesses. Economic gain is small as opposed to large economic impact upon the village. Will affect recycling area.

- 7 Sennybridge

Charges will have impact on village hall which has no parking. Limited adequate parking in the village charges will exacerbate problem in the village. Charges will not encourage tourism resulting in loss of business. Income would be small but economic effect on village would be significant. Will affect recycling area. Access for pedestrians needs improving.

- 8 Talgarth

Endorses the view of the Town Council. Has not seen an issue with the car park which says enforcement can already take place for misuse. Talgarth already has inconsiderate parking associated with market and the rugby club and efforts to get users into the car park will be lost as vehicles return to the streets. Will affect residents with no off street parking. charges would impact on tourism

- 9 Talgarth

Considers enforcement is already possible for misuse [signage with the car park]. Talgarth already has inconsiderate parking associated with market and the rugby club and efforts to get users into the car park will be lost as vehicles return to the streets. Will affect residents with no off street parking. charges would impact on tourism

- 0 Talgarth  
 Considers it unfair and residents will find alternative parking to avoid permit charge causing issues where on street parking exists. Car park should at least have same charges as proposed resident's car parks.
- 11 Talgarth  
 Objects as no provision for residents permits as he has no off road facility and no on street parking near property. Charges will affect business.
- 12 Talgarth  
 considers car park is used appropriately and does not require control
- 13 Talgarth  
 Charges will undo the work to regenerate the town impacting upon tourism, business and cause issues as resident/visitors park on street.
- 14 Talgarth  
 Objects on the basis that the permits are too expensive and should be allowed to buy a residents permit.
- 15 Talgarth  
 Objects on the basis that the permits are too expensive and should be allowed to buy a residents permit. Proposals will deter visitors/tourists.
- 16 Talgarth  
 Objects on the basis that the permits are too expensive and should be allowed to buy a residents permit.
- 17 Orchard St and Duckham's Yard,  
 Brecon
- 18 Orchard St and Duckham's Yard,  
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- 26 Orchard St and Duckham's Yard,  
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- 27 Orchard St and Duckham's Yard,  
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- 28 Orchard St and Duckham's Yard,  
 Brecon
- Objects as there is no demand with car parks under used. The cost is significant for people residing in the area with no other parking provision available. Vehicles will be displaced on street causing congestion and reducing road safety. Visitors would not be catered for. No equality impact assessment has been undertaken. Considers the scheme is to raise income not manage the traffic.

- Brecon
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- Orchard St and Duckham's Yard,
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47	Orchard St and Duckham's Yard, Brecon	
48	Orchard St and Duckham's Yard, Brecon	Lack of on street parking means need use of car parks and would struggle to afford. Will cause drivers to park in the streets which are already congested.
49	Orchard St and Duckham's Yard, Brecon	Has DYL outside house and reports free parking was gifted to locals for residents parking and cost is too high for permit. Often CP full due to Christ College students and chip shop customers.
50	Orchard St and Duckham's Yard, Brecon	Notices placed in obscure places in car park. Number of households have ownership of spaces in duckham's yard, this would reduce income. May affect businesses, bringing vehicles home or customers to chip shop, no space for taxi drivers located nearby and customers of the garage.
51	Duckhm's Yard	Has access from car park to parking area. Income would be outweighed by costs to implement. Many residents have legal agreements to park in the CP. No guarantee of a space and no facility for visitors.
52	Duckhm's Yard	Permit fees are high for no guarantee of space appears to be money generating exercise.
53	Orchard St and Duckham's Yard, Brecon	nowhere for visitors to park and will cause congestion on roads
54	Orchard St and Duckham's Yard, Brecon	Objects as there is no demand with car parks under used. The cost is significant for people residing in the area with no other parking provision available. Vehicles will be displaced on street causing congestion and reducing road safety. Visitors would not be catered for. No equality impact assessment has been undertaken. Considers the scheme is to raise income not manage the traffic.
55	Duckhm's Yard	Has access issues to her property due to parked cars and charging would make it worse. Uses duckham's car park if cannot access driveway so would be unfairly disadvantaged.
56	Orchard St and Duckham's Yard, Brecon	Would have adverse impact upon residents and businesses in the affected areas.
57	Orchard St and Duckham's Yard, Brecon	Will not be able to police to warrant the changes, no guarantee of space. Should be looking at increasing parking spaces.
58	Orchard St and Duckham's Yard, Brecon	BB holder and concerned about paying for permit as unable to work no guarantee of space businesses/school will still occupy spaces. Congestion on the road would get worse. No facility for residents or second vehicle.
59	Orchard St and Duckham's Yard, Brecon	Objects as there is no demand with car parks under used. The cost is significant for people residing in the area with no other parking provision available. Vehicles will be displaced on street causing congestion and reducing road safety. Visitors would not be catered for. No equality impact assessment has been undertaken. Considers the scheme is to raise income not manage the traffic.

60	Orchard St and Duckham's Yard, Brecon	Lack of consideration to the effects to congestion and reduced safety on surrounding roads] s122 RTRA requirement to undertake assessment does not cater for businesses. No facility for visitors or guarantees of space guarantees of space and no provision for visitors. Considers statement of reasons is not sufficient to describe in accordance with procedures and reports comments in cabinet report for raising income to meet targets.
61	Orchard St and Duckham's Yard, Brecon	Charging will displace vehicles onto congested roads and drive tourists away. Visitors would not be able to stay and the permit is costly.
62	Orchard St and Duckham's Yard, Brecon	Will cause congestion and reduce safety on surrounding streets. Currently have no problems with the car park/car parking family visitors need to park there.
63	Orchard St and Duckham's Yard, Brecon	Will cause congestion and reduce safety on surrounding streets. Currently have no problems with the car park/car parking family visitors need to park there.
64	Orchard St and Duckham's Yard, Brecon	Does not want to pay to park especially as no guarantee of space. Will cause problems as people park elsewhere.
65	Orchard St and Duckham's Yard, Brecon	Will cause more problems on surrounding streets where issues already exist.
66	Orchard St and Duckham's Yard, Brecon	has vehicle not registered to the address so would be unable to buy a permit
67	Orchard St and Duckham's Yard, Brecon	Will cause congestion and reduce safety on surrounding streets. Currently have no problems with the car park/car parking family visitors need to park there.
68	Orchard St and Duckham's Yard, Brecon	Lack of consideration to the effects to congestion and reduced safety on surrounding roads] s122 RTRA requirement to undertake assessment does not cater for businesses. Offered alternative proposals should it be implemented
69	Duckhm's Yard	Visits family regularly so will be forced onto already congested streets when always capacity in car park.
70	Orchard St and Duckham's Yard, Brecon	Will affect businesses and tourism. Would cost more to manage than revenue raised and that some spaces are linked to properties.
71	Orchard St and Duckham's Yard, Brecon	Lack of consideration to the effects to congestion and reduced safety on surrounding roads] s122 RTRA requirement to undertake assessment does not cater for businesses. No facility for visitors or guarantees of space guarantees of space and no provision for visitors. Considers statement of reasons is not sufficient to describe in accordance with procedures and reports comments in cabinet report for raising income to meet targets.
72	Orchard St and Duckham's Yard, Brecon	Lack of consideration to the effects to congestion and reduced safety on surrounding roads] s122 RTRA requirement to undertake assessment does not cater for businesses. No facility for visitors or guarantees of space guarantees of space and no provision for visitors. Considers statement of reasons is not sufficient to describe in accordance with procedures and reports comments in cabinet report for raising income to meet targets.

73	Duckhm's Yard Orchard St and Duckham's Yard, Brecon	has the right to park in deeds WA425490
74	Orchard St and Duckham's Yard, Brecon	Visits family in the area so no provision for visitors. Current restrictions not enforced so this would be no different.
75	Orchard St and Duckham's Yard, Brecon	PETITION ENCLOSED 250 Signatures. No need for the scheme will cause safety issues and congestion on surrounding streets and prevent visitors. Introduced just to raise funds.
76	Orchard St and Duckham's Yard, Brecon	Some residents have rights to park in Duckham's yard we are unable to determine how many. Would affect the businesses and customers could not use car parks. Orchard St was created when the DY lines went down to ease congestion. There is no guarantee of a space/permit so will not cater for all. Request for an impact assessment. Income is insignificant against the impact on residents/businesses.
77	Orchard St and Duckham's Yard, Brecon	Objects as there is no demand with car parks under used. The cost is significant for people residing in the area with no other parking provision available. Vehicles will be displaced on street causing congestion and reducing road safety. Visitors would not be catered for. No equality impact assessment has been undertaken. Considers the scheme is to raise income not manage the traffic.
78	Orchard St and Duckham's Yard, Brecon	Will have detrimental effect on residents, businesses and visitors. Already empty shops and lack of B+B's
79	Orchard St and Duckham's Yard, Brecon	Have nowhere else to park due to on street restrictions. Would severely affect businesses. More residents will park on street causing safety hazard
80	Orchard St and Duckham's Yard, Brecon	Penalising residents as there is no on street parking and car park was promised to be free when built.
81	Orchard St and Duckham's Yard, Brecon	Penalising residents on low income where cars are essential. How can we guarantee non permit holders will be excluded? Not enough disabled spaces and would BB holders need to pay? Car park cleanliness needs improving as does the lighting
82	Orchard St and Duckham's Yard, Brecon	Penalising low income residents who will then park in surrounding streets causing safety concerns.
83	Orchard St and Duckham's Yard, Brecon	Problem already with parking on DY lines, this will make it worse. It is already hard to find a space and there is no guarantees even with permit. Who will we stop use by chip shop customers and visitors to Jazz.
84	Orchard St and Duckham's Yard, Brecon	Forcing residents to pay as no other option which is unfair. Also spaces taken by customers of chip shop and jazz visitors make it hard to find spaces.
85	Orchard St and Duckham's Yard, Brecon	No guarantee of space with permit, residents have no alternative parking. Will impact on safety.
86	Bypass Presteigne	Already 2 underused car parks. Has no alternative parking but will have to look elsewhere. Not offering residents permits is discriminating.

- 87 Market St Knighton Permit would offer no guarantee and enforcement will be intermittent at best. Considers there would be no benefit from what exists now and unfair concern of changing vehicle. Suggests no notices placed on site. Makes reference to the on street policy for residents parking whereby majority of street needs to be in favour. Will displace non-residents to surrounding streets clogging them up causing hazard. Will not solve problems but will create serious problems and hazards.
- 88 Market St Knighton Considers income is less than costs of running the scheme. Will affect property prices and affect businesses. Makes reference to off street policy requiring majority support which would not be the case here. Raises concerns over the small notices on site which were hard to read. The car park is not just for residents but for visitors therefore will have knock-on effects on small traders in town. Visitors to the elderly especially will be more difficult. Would restrict use by the churchgoers of the 2 churches nearby. Residents have no option but to use the car park thus forcing them to pay. Permit charges are high and no guarantee of a space. Net income will be limited. Would displace vehicles on street increasing congestion and causing safety concerns.
- 89 Market St Knighton No guarantee of space with permit. Suggest existing restrictions not enforced so car park won't be enforced which is critical to the success of a permit scheme. The car park provides vital parking for the churches/RAFA club pubs, guest houses shoppers, workers as well as residents of surrounding streets.
- 90 Ridgebourne and Tremont Road, Llandrindod Displacement of vehicles will cause chaos. The Tremont Rd CP was provided for residents so would be an injustice. The inequality in treating the car parks differently is unfair as residents by the Ridgebourne also have no off street parking. Wants CAT of the CPs to keep for residents.
- 91 Ridgebourne and Tremont Road, Llandrindod Recalls car parks were provided to remove objection from installing DY lines throughout the town. In letter to Town Council suggests it would now be unfair to charge for parking.
- 92 Tremont Road Effect of house prices as space is not guaranteed. No facility for trades people to park nowhere for carers to park. Would create animosity amongst neighbours especially with some having more than 1 car. Permits would be required for visitors
- 93 Tremont Road Charge is discriminatory against properties with no parking, it's an additional tax. Properties unable to create own off street parking and the DY lines mean they have no other option but the car park. There are more properties than spaces so demand outweighs supply. Visitor permits are excessive. Enforcement would be required outside normal hours and costs involved would likely outweigh the income from permits.
- 94 Tremont Road CP needs work to maximise space and would not offer enough to cater for demand hence why illegal parking exists on Tremont Rd. Charges will exacerbate the problem

- 95 Tremont Road Discriminatory charging properties with no parking provision. No enough spaces within the cp for demand hence finding space is a lottery. Rates would then be payable. Those not willing to pay will congest other streets or park illegally impacting on others. Many residents require visitors/carers.
- 96 Tremont Road More vehicles will displace onto DY lines on Tremont Rd. Illegal parking already and issue, more enforcement needed.
- 97 Tremont Road Many properties do not have facility for parking and have to use the CP. This will create difficulties and have knock on effect to other residents including Maple Terrace. Residents would consider taking on the CP
- 98 Tremont Road Has no facility to part at property and is penalised for being charged which cannot afford.
- 99 Tremont Road In 1977 the DY lines introduced and CP created for residents use. No facility for residents to create parking therefore forced to use CP. Many residents on low income. Carers/visitors need to park. Unfair and discriminatory to penalise residents for lack of parking facility.
- 100 Tremont Road CP was only provided following implementation of DY lines, allowing residents to park off street. Most residents are low paid and have no off street facility and being held to ransom. Will displace parking to other areas causing issues. Predicted income is very small. Many believe the land was gifted to allow the off street parking thus would be illegal to charge.
- 101 Tremont Road Charges impact on poorest part of town. Impossible for most properties to have parking facility. Would be nowhere for visitors/carers to park. There would not be enough spaces for demand. Enforcement is poor already in that area with illegal parking especially in evenings so who will enforce? Cost of issuing permits and enforcing will be more than the income. It's discriminatory as other areas in town will still have free parking.
- 102 Tremont Road DY lines introduced in 1977 and CP set aside for residents. Discriminatory to charge especially as they have no alternative or ability to create. Many residents on low income. No facility for visitors/carers.
- 103 Tremont Road Will affect saleability of property as parking not guaranteed.no facility for tradespeople. Often struggle to find space would not expect to park elsewhere if paid for permit. May affect insurance premium. No facility for visitors/carers. Would create animosity amongst neighbours especially with those of multiple car ownership. Also cause problems in other areas where parking displaces.
- 104 Tremont Road Will cause knock on effects in other residential areas where parking is already difficult and the charges will make it worse. The revenue raised is not worth making the situation worse.
- 105 Tremont Road
- 106 Tremont Road In 1977 the DY lines introduced and CP created for residents use. No facility for residents to create parking therefore forced to use CP. Many residents on low income. Carers/visitors need to park. Unfair and discriminatory to penalise residents for lack of parking facility. no guarantee of space
- 107 Tremont Road
- 108 Tremont Road

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120	Ridgebourne	Most people not financially able to pay charges and cars are essential in rural area.
121	Ridgebourne	Has no capability to provide own parking, charges will force people onto the surrounding streets to avoid charge. Unfair on those with no alternative.
122	Ridgebourne	Area been regenerated. Parking more difficult especially for people with disabilities. The charges will result in people parking in dangerous places and cause confrontations with neighbours and businesses.
123	Ridgebourne	Has no parking provision at property. The CP provides safe convenient parking place but would look to park elsewhere and not pay. Would expect enforcement out of hours.
124	Ridgebourne	Will displace the parking onto the residential streets causing a nuisance and decrease safety. Would affect the businesses essential to the town. The residents have no other alternatives.
125	Ridgebourne	Has no parking provision at property. The CP provides safe convenient parking place but would look to park elsewhere and not pay. Would affect businesses.
126	Ridgebourne	Businesses will be affected. People will park in alternative places clogging up nearby roads.
127	Ridgebourne	
128	Ridgebourne	
129	Ridgebourne	
130	Ridgebourne	Discriminates against those on Wellington Road with no parking. Charges will have adverse effect on businesses and families who will not move to the area.
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150 Llanidloes

Has right of way over the car park to access vehicular access to property which needs maintaining. Whilst not officially objecting to charging within the car park does have concerns on the impact to businesses and residents.

151 Llanfyllin and Llanfair Caereinion

Charges appear to be disproportionate to the size of the towns which are vital to the communities. Questions the economic viability of the return on capital employed and additional revenue costs in managing the car park against the predicted income since usage will plummet. Would impact on tourism and danger residents find alternative locations to park with people in Llanfair Caereinion using the free CP at the railway station? Would lead to congestion as people find alternative on street parking.

152 Llanfair Caereinion

Parking is already a problem and more will park on streets already congested. Shops will suffer as people won't pay to visit the town and go elsewhere.

153 Llanfair Caereinion

Complaint over the position of the notice. Many users are elderly and charges crippling. Appears no provision of permits to park and having to pay from 8am would be impractical.

154 Llanfair Caereinion

Many have no option other than to park in the town centre. Cost implications for residents and guests to the B+B and other businesses. Cars are essential in rural area and this is another tax.

- CP mainly used by residents who have nowhere else to park. Will displace vehicles onto the road causing hazard and congestion causing issues for emergency services. Charges will deter employees on low wages to work in the town. Lack of free parking will make selling houses more difficult. Will deter people from the car sharing scheme which makes use of the car park. Occasions/events in the town sometimes mean car park is full and those with permits would not be guaranteed a space.
- 155 Llanfair Caereion
- It's the only CP in town and concerns streets will be gridlocked with parked vehicles. Concerns over how it will be managed and enforced with few enforcement visits. Criticism over the notice which was small not prominent.
- 156 Llanfair Caereion
- Business will suffers as customers won't pay to park.
- 157 Llanfair Caereion
- Works in town but would find alternative meaning less space for visitors. Will mean other businesses will close as customers will not stop.
- 158 Llanfair Caereion
- Residents unable to pay charges on low income and have no other alternative. Streets are already congested and will become more so causing gridlock.
- 159 Llanfair Caereion
- has no alternative parking
- 160 Llanfair Caereion
- People will avoid the CP and park on the streets where issues already exist this making it worse.
- 161 Llanfair Caereion
- Residents will park on the streets affecting visitors to the town which has businesses closing. Parking will cause safety and congestion issues.
- 162 Llanfair Caereion
- Charges will mean many will park in inappropriate places leading to congestion and possible accidents. Visitors will choose to go elsewhere leading to further demise of the town.
- 163 Llanfair Caereion
- Difficult to parking the town already and charges will force visitors to go to other locations. Revenue raised will be minimal
- 164 Llanfair Caereion
- Already has shortage of on street parking and charges will further discourage visitors who will go to other towns. Will cost more to implement and manage than raise in revenue.
- 165 Llanfair Caereion
- Changes will make the already difficult situation worse and will affect business within the town resulting in more closing.
- 166 Llanfair Caereion
- Charges will push other business to close having negative impact on town. Small income would not cover installation and management/enforcement costs to run but be a big cost to the community in loss of amenities. Residents have nowhere else to park will lead to further congestion n street.
- 167 Llanfair Caereion
- The town has limited on street parking and businesses closing, free parking is essential to stop further closes. Annual permits unaffordable to most residents who have no other alternative. The short term gain for Powys have a significant detrimental effect on Llanfair.
- 168 Llanfair Caereion



169	Llanfair Caereinion	No other parking facilities within the town so people will be forced onto the streets parking illegally. Will have negative impact on businesses and tourism.
170	Llanfair Caereinion	CP here is residential not commercial as residents have no facility to park. Will affect business as charges would deter them.
171	Llanfair Caereinion	Cause great chaos causing traffic jams. will affect business and costs too high
172	Llanfair Caereinion	Will affect visitors who will park on street restricting use by residents and have a detrimental effect on the businesses in town.  2009 consultation had a 701 signatory petition against charges. Some residents have no alternative parking, charges may mean houses unsellable. Costs impact n low income residents. Not cost/benefit analysis made public. Will lead to more illegal and legal but awkward parking on street to avoid charges. It will be harmful to the economy discouraging shoppers and tourists. Will deter the car share scheme which needs encouraging.
173	Llanfair Caereinion	
174	Llanfyllin	128 signatories. Small businesses rely on visitors to the town and the charges will deter these for coming. Most properties on High St have no parking and rely on the CP, streets are already congested.
175	Llanfyllin	Road was impassable last time this was tried as displaced vehicles on street. Cost of enforcement could not be justified.
176	Llanfyllin	Charges are more than Oswestry. Many houses have no parking facility and charges prohibitive. On street parking limited. Will displace more to park on street causing congestion and making crossing High St hazardous. Need to attract visitors not deter them. Need residents parking. Some bays already lost to Spar and recycling.
177	Llanfyllin	Resident have no other alternative parking to the CP charges will drive them out of town. Town is not a market town anymore and number of visitors is smaller than ever.
178	Llanfyllin	Charges may deter some from visiting for essential health care services. Could lead to inappropriate parking leading to the emergency services response delays.
179	Llanfyllin	No substantive objection just observations.
180	Llanfyllin	Charges will disadvantage patients of the medical centre.
181	Llanfyllin	Town Centre already rapidly declining in businesses.
182	Llanfyllin	Charges cause further damage to traders as encourage visitors to go elsewhere. Practically this would be difficult as CP is in 3 areas with the Town Council and Medical Centre Cps. This is impractical and cause confusion. It would encourage users to take space in medical centre leading to congestion. Operating costs will outweigh the income.
183	Llanfyllin	Charges have untold impact on business in the town. Impractical as would only be part of the car park. Fail to see how small CP would create revenue.

## Appendix A – Letters from County Councillor

‘CILMERY’  
The Avenue, Brecon, LD3 9BG  
Email. Cllr.david.meredith@powys.gov.uk  
Tel. No. 01874623373 Mobile 07816060987

20<sup>th</sup> June, 2016

Mr. T. Caine,  
Traffic and Transport Manager,  
Powys County Hall,  
Llandrindod Wells,  
Powys, LD1 5LG.

Dear Mr. Caine,

### **Re: Authority’s Proposals Regarding Orchard Street & Duckham’s Yard Car Parks**

With reference to the Authority’s draft report following the consultation on its proposals regarding Orchard Street and Duckham’s Yard Car Parks I wish to make the following observations:

I note from the report that it is proposed not to proceed, due to the number of local residents having the right to a parking space on the Duckham’s Yard car park, with the introduction of Permit Holders only parking on this site.

However the Authority are proposing to make Orchard Street Car Park, which is just a few hundred yards away from Duckham’s Yard, a Permit Only Holders Car Park which will result in all those currently parking in Orchard Street moving over to the Duckham’s Yard Car Park.

Furthermore this will have a devastating effect not only on the businesses in the area but tourism within the Town. The Town is already desperately short of overnight accommodation and these proposals will ruin the trade of two Bed and Breakfast proprietors and where will it be possible for customers of both takeaway premises namely the Fish and Chip Shop and Ice Cream Parlour be able to park their car to use these facilities. Time and time again at PACT meetings the issue of cars parking on pavements and causing an obstruction is raised and the lack of response by the Police in addressing the issue. The proposal to introduce a permit holders scheme in the Orchard Street Car Park will just exacerbate the problem.

Business rates in Brecon equate to those in Cardiff. These businesses are already struggling to survive does Powys wish to put the final nail in the ‘coffin’ of these businesses and in doing so ruin tourism in the area.

I would query whether the Authority have abided by the statutory process under Schedule 2 paragraph 2(d) of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 which provides that the Council must state the reasons why the Council proposes to make the order. It must state the reason why the measures are necessary to enable the public to understand the nature of the proposals so that they may consider whether they wish to object to the order and, if so, on what grounds.

Whilst the Council is not required to give detailed reasons or to address every relevant consideration which has been taken into account but it must at least state why it is necessary.

I have been given to understand a simple bland statement of ‘Currently there is no control over the use of the listed car parks’ is not a justification why the proposed order is needed. It is a fact of the status of the car parks and is as relevant a statement as quoting the number of spaces, location or usage of the car park. The fact that

there is no current control is not a sufficient reasons for the proposed order. The lack of control isn't an adequate reason.

I am also given to understand that it is not a given justification for the order and the Council has not adequately discharged this statutory requirement. As the Council has not provided adequate reasons for the necessity for the order, the public cannot therefore determine why the Council deem it is necessary and are left guessing whether to support or object. I would appear, therefore, that the Council has not lawfully complied with its statutory duty.

The Statement of Reasons is supposed to inform the public of the reasons for the order and in a normal course of events one would expect to see an evidence basis of a highways justification why the order is necessary.

However, it would appear that the highway reasons are not the reason the order is being considered.

Item C153-215 'Car Parks' was considered at Cabinet on the 8<sup>th</sup> September, 2015 and this provided the reasons and authority for the Order. The reason is clearly stated in the recommendation 'To meet income target increase identified in the Medium term financial strategy 2015-18'.

Accordingly the proposal is solely being introduced for the purposes of raising revenue and has no regard at all to the matters that should be properly considered by a Local Authority when exercising a statutory function under the RTRA. The Authority has not produced any evidence to explain why restricting the current use and access to the Car Parks are necessary. The scheme is proposed to raise money and does not disclose any highways reasons to justify why parking control is necessary.

It would appear the Council is, therefore, unlawfully having sole regard to financial factors as the only justification for the Order.

There has been no consideration whatsoever of the increased congestion and impact on highway safety. The impact of the introduction of charging has not been considered. The effect of charging will be displacing parking to roads immediately adjoining the car parks. Introducing charging will simply lead to an increase in parking on unrestricted roads such as Silver Street, the access road between Duckhams Yard and Silver Street, Orchard Street, Walnut Square, Newton Green, Newmarch Street and Pen-y-Fan Road. Parking on these roads is unrestricted and will result in residents, business users and visitors parking their vehicles on these roads. This will lead to increased parking, limiting the width of the roads and the free passage of vehicles. The likely cost is that these roads will become less safe for drivers and pedestrians thus increasing the risk of collisions between vehicles, increasing the risk of injury to pedestrian traffic and damage to vehicles parked on the highway.

The introduction of such a scheme will have a detrimental effect on Llanfaes Community and will cause a huge split and unpleasantness between neighbours and business proprietors.

For the reasons I have stated I would ask you to reconsider the proposal regarding Orchard Street Car Park as outlined in the draft Report.

Yours sincerely,

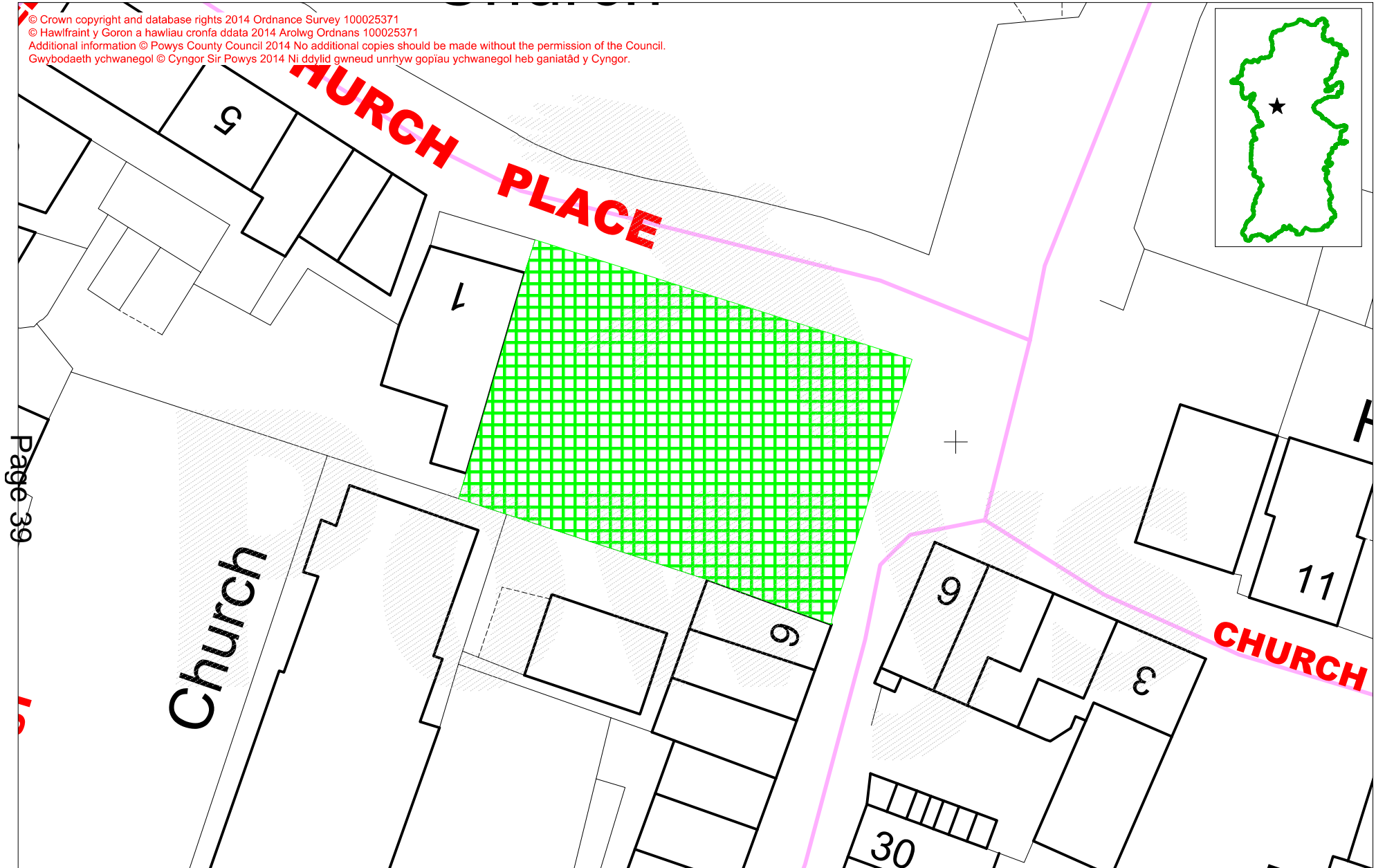
Cllr. David Meredith

## Appendix B – Car Park Plans

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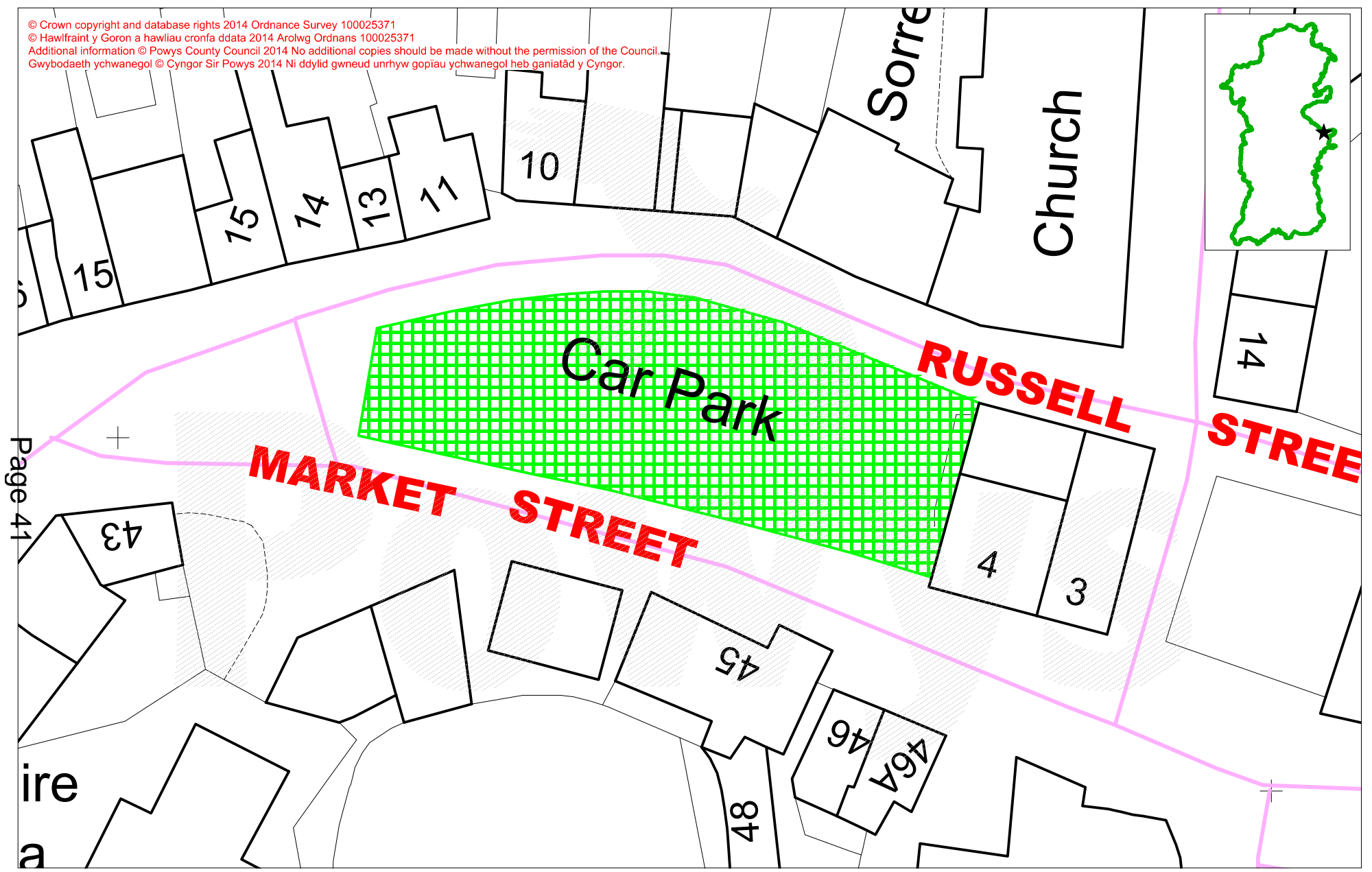


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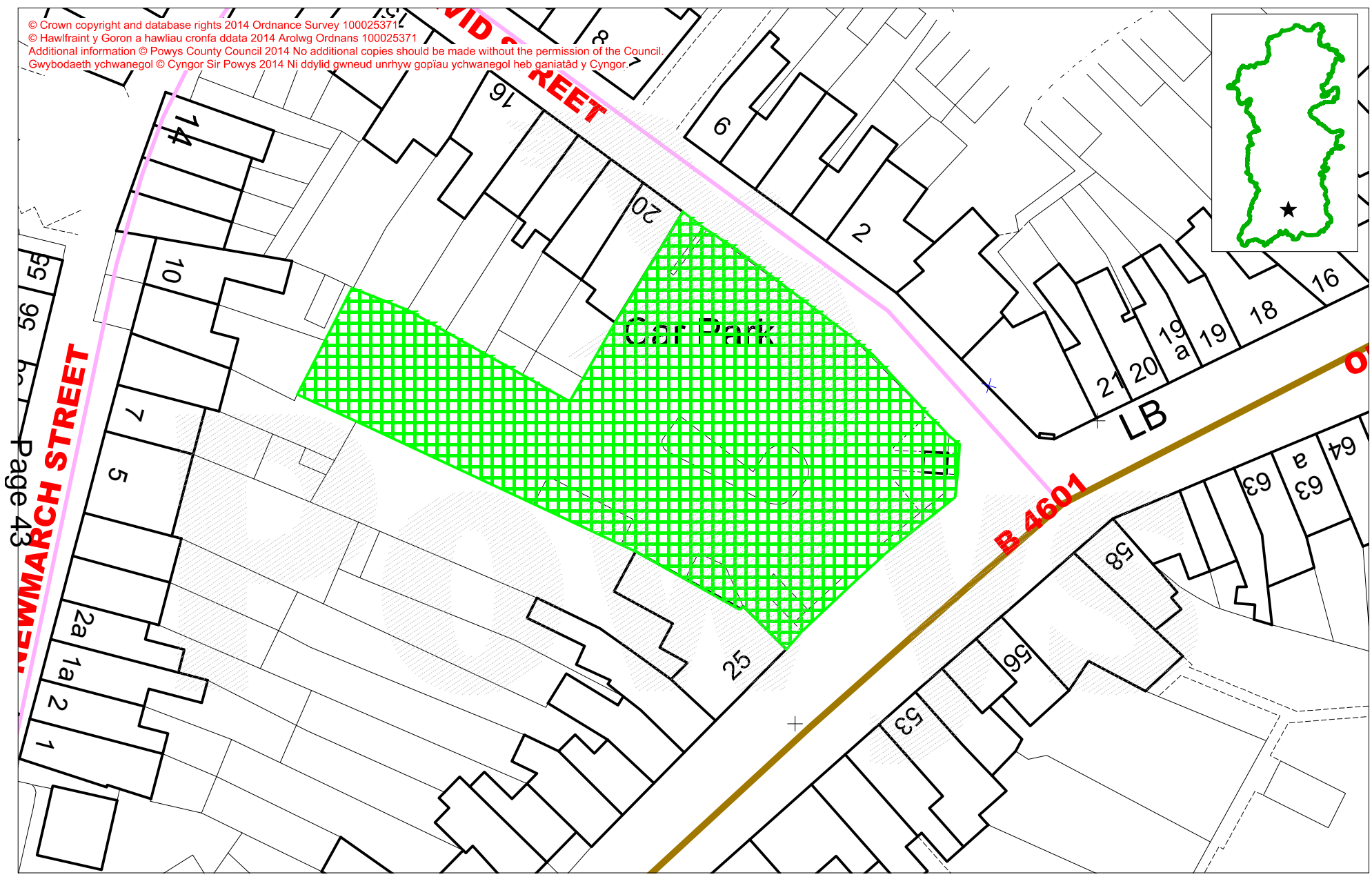
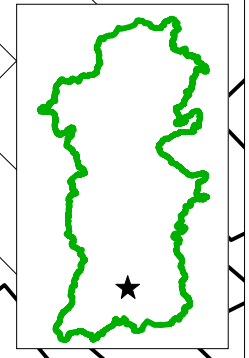
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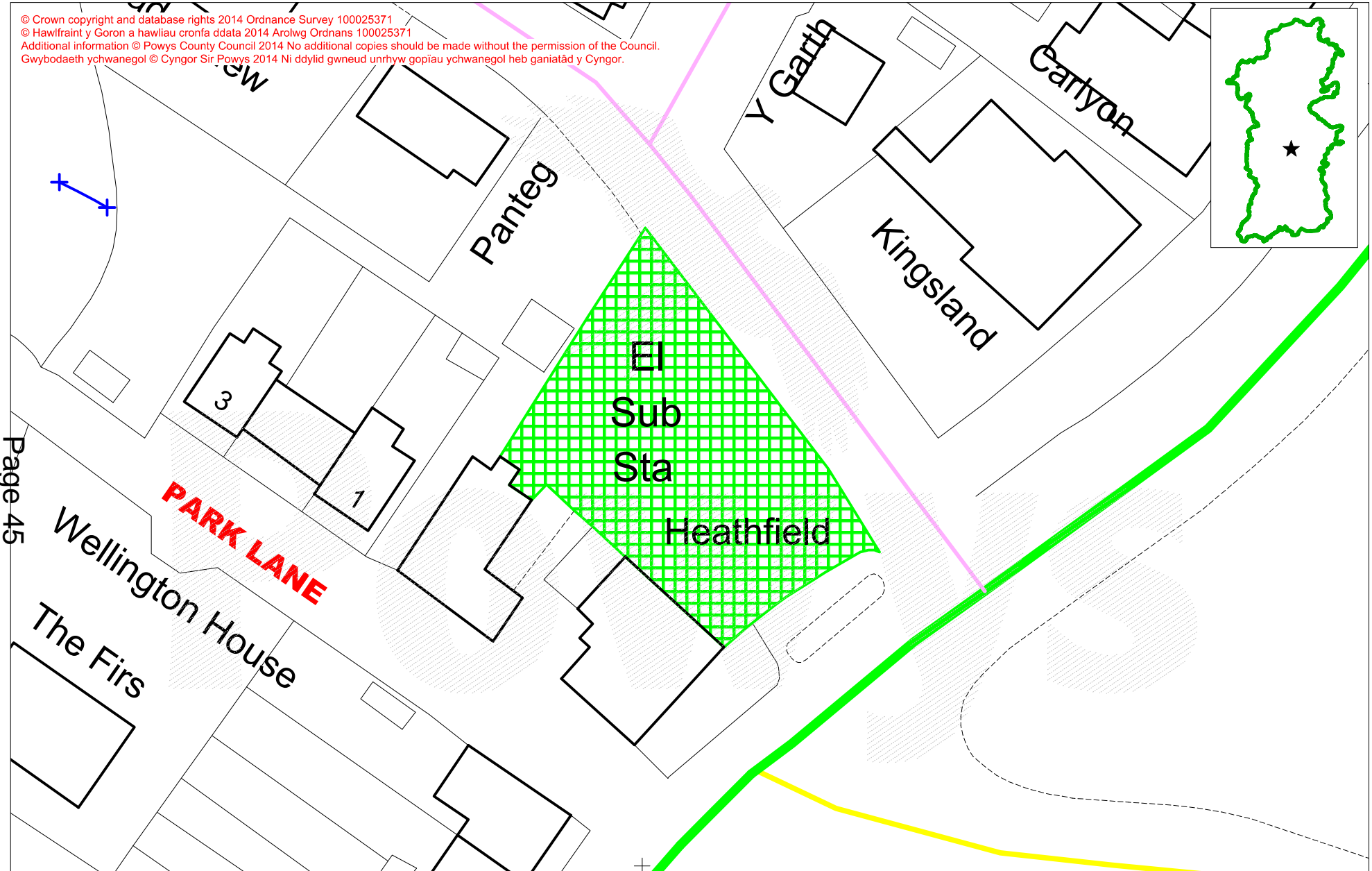
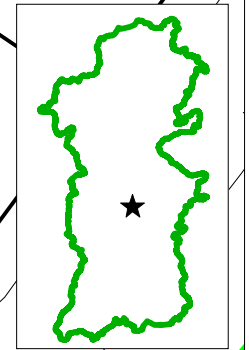
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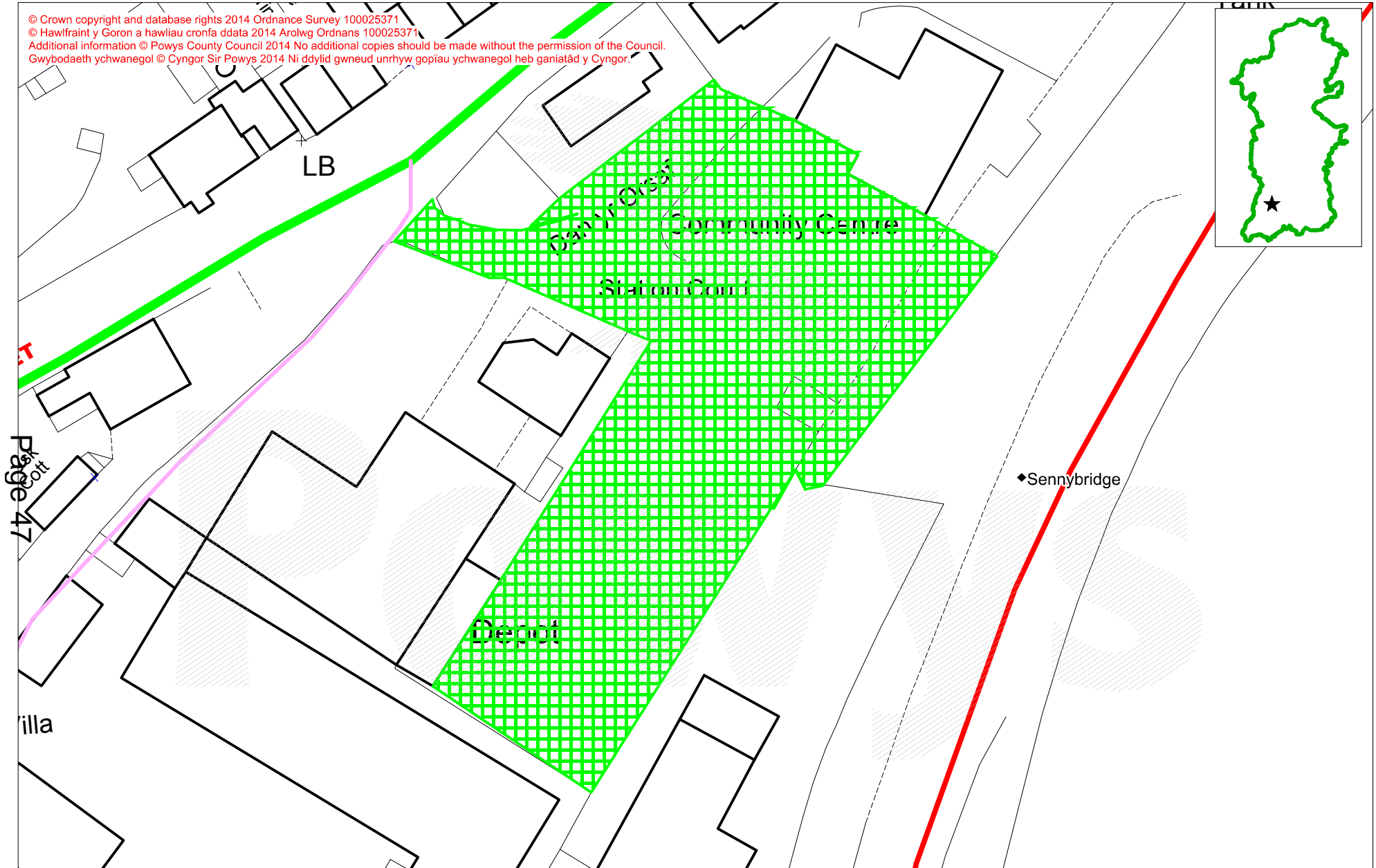
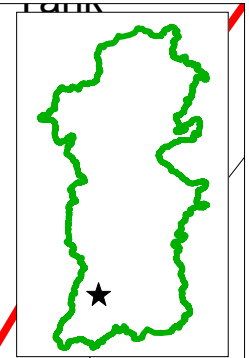
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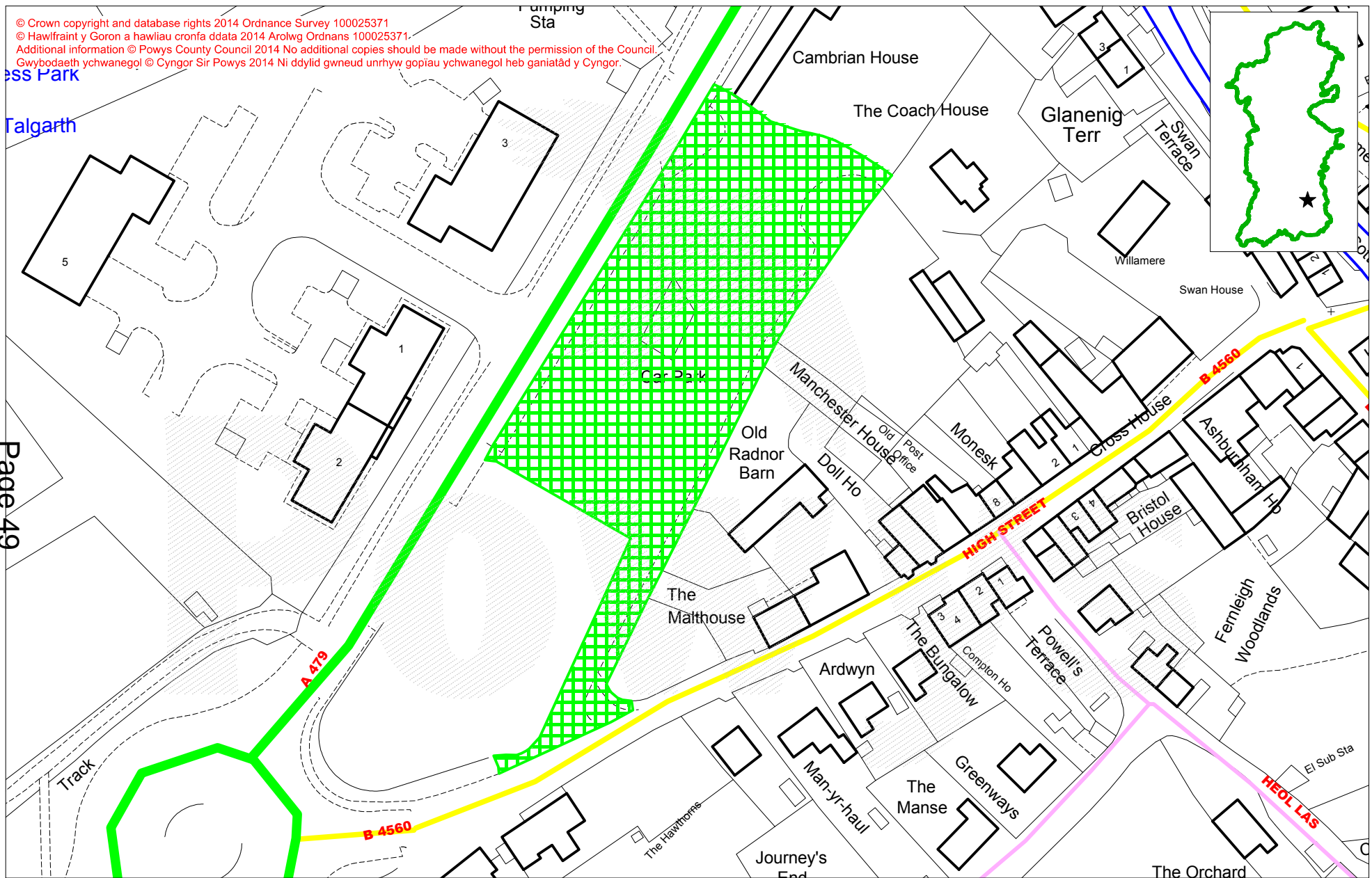


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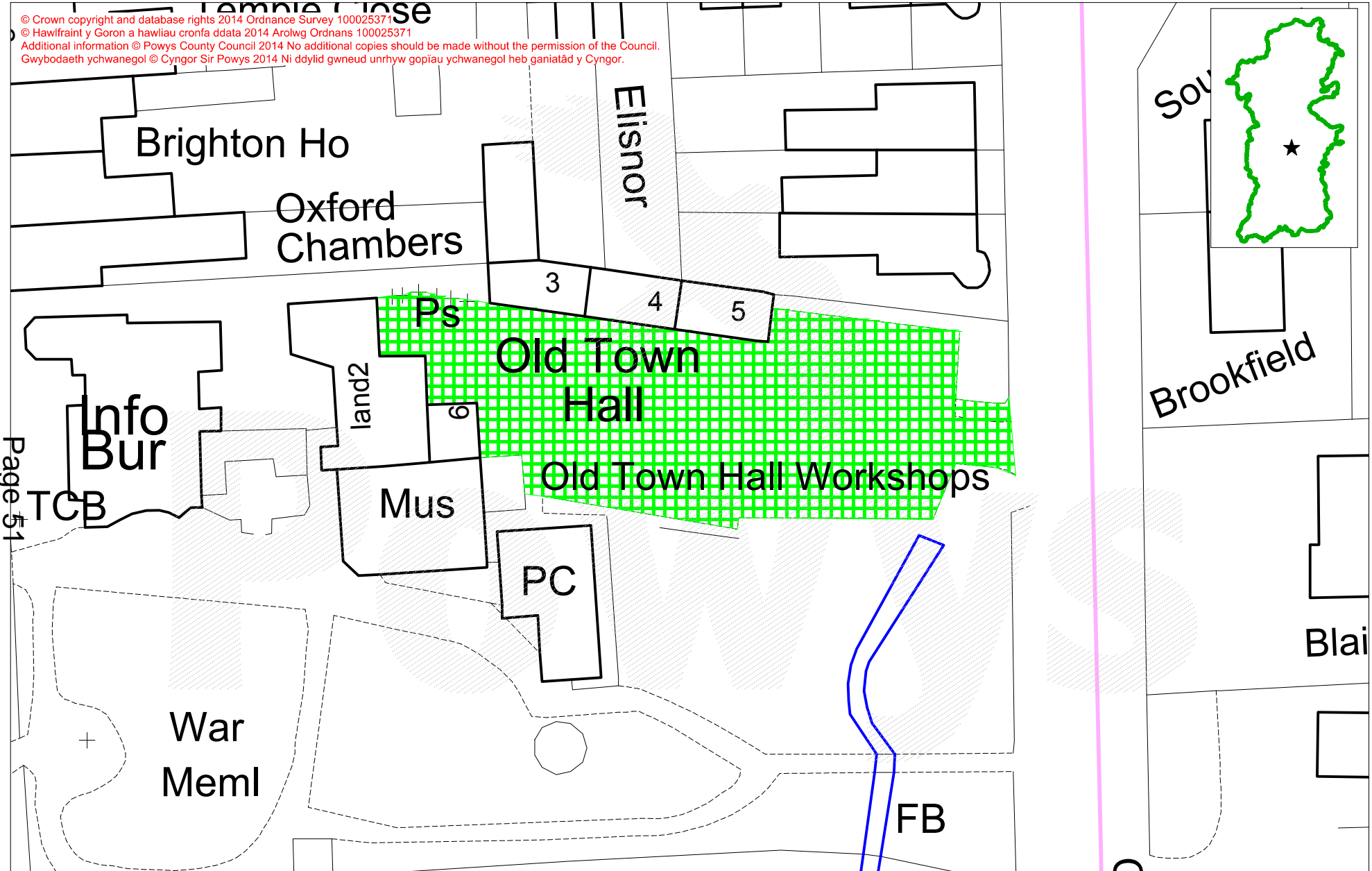
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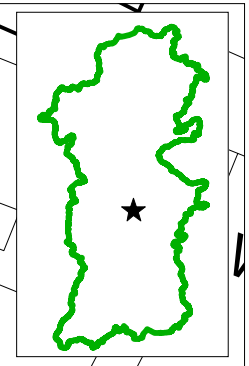
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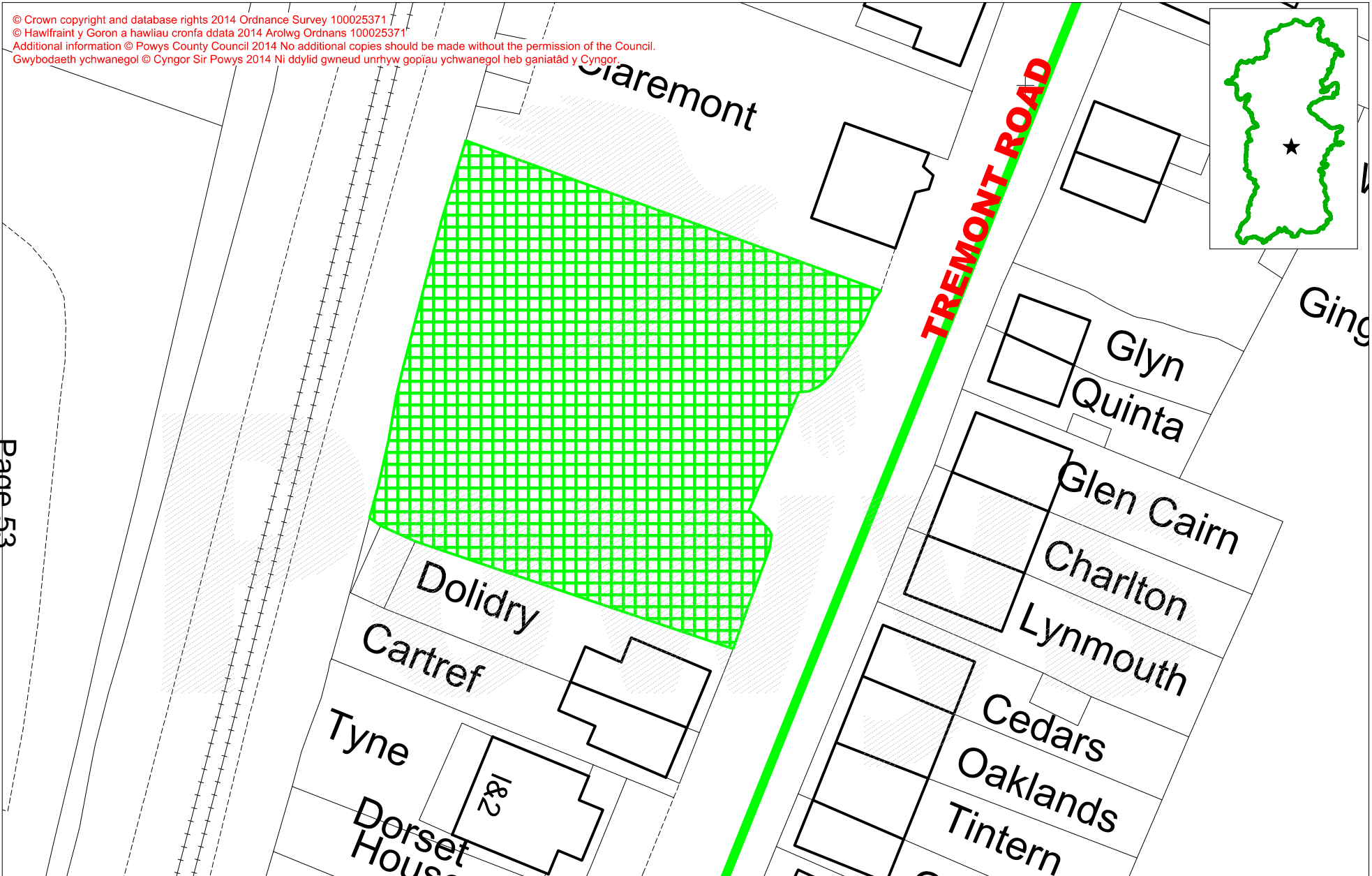
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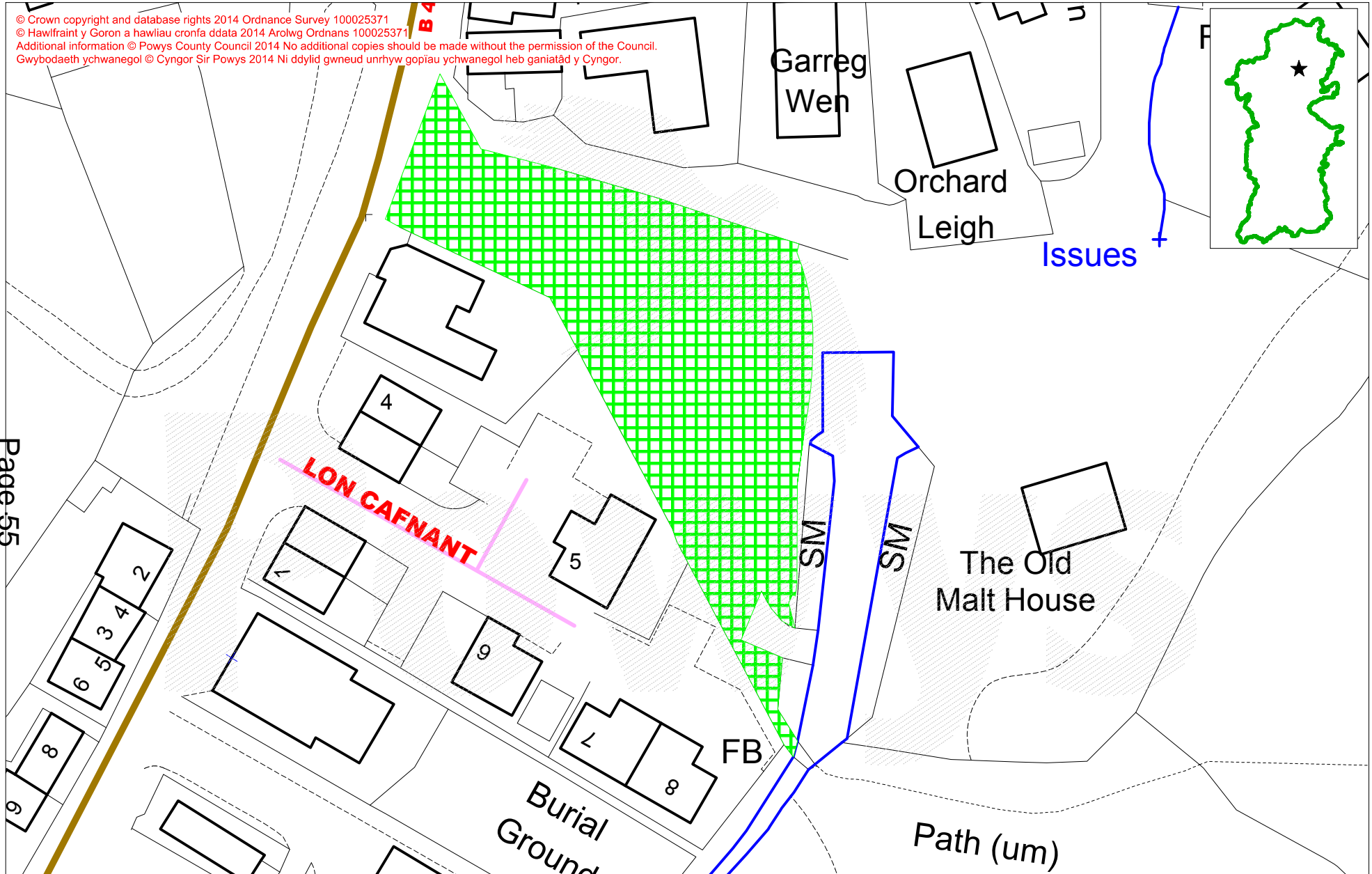
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