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**City Parking Plan – Cardiff’s Parking Action Plan 2023**

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**REASON FOR THE REPORT**

1. To provide Members with the opportunity to consider the proposed Parking Plan prior to it being considered at Cabinet on 18 January 2024.

**STRUCTURE OF THE PAPERS**

2. Attached to this report are:
  - Appendix A: Cabinet Report. City Parking Plan – Cardiff’s Parking Action Plan 2023;
    - Appendix 1: **The City Parking Plan – Restructuring Parking in Cardiff;**
    - Appendix 2: **The City Parking Plan - Updating the Council’s Parking Permit Scheme;**
    - Appendix 3: Proposed Policy – **Parking Zones;**
    - Appendix 4: Proposed Policy – **Resident Protection Schemes;**
    - Appendix 5: Proposed Policy – **Issuing of Parking Permits;**
    - Appendix 6: Proposed Policy – **Minor Amendments;**
    - Appendix 7: **Process Overview for Introducing Parking Zones;**
    - Appendix 8: **Glossary of Terms.**

**BACKGROUND**

3. The current Parking Policy 2016 is out of date and following the publication of the [Council’s Transport White Paper: Transport Vision 2030](#), ‘[Stronger, Fairer, Greener](#)’ and national strategies<sup>12345</sup> needs to be reviewed and updated to align with these and the needs of a growing city.

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<sup>1</sup> [National Transport Delivery Plan](#)

<sup>2</sup> [Planning Policy Wales - Edition 11](#)

<sup>3</sup> [Llwybr Newydd Wales Transport Strategy 2021](#)

<sup>4</sup> [The Paris Agreement](#)

<sup>5</sup> [Well-being of Future Generations Act-essentials](#)

4. The White Paper states a promise to '*a comprehensive approach to parking across the whole city, including addressing unmanaged street parking in areas where local residents are regularly inconvenienced*'.
5. Therefore, the proposed Parking Plan has seven key objectives:
  - i. Support the objectives of the Cardiff Transport White Paper.
  - ii. Create new parking policies that are easily understood by all.
  - iii. Support the parking need of residents and businesses.
  - iv. Reorganise kerbside parking, to meet the needs of local communities.
  - v. Address unmanaged kerbside parking.
  - vi. Support blue badge holders and residents parking by reducing commuter parking.
  - vii. Focus on the climate emergency and air quality to encourage active and sustainable travel modes.

## **CURRENT CHALLENGES**

6. Eight issues to be addressed, are noted at **point 3.1** in the report and, are briefly:
  - Congestion, linking to air quality
  - Demand for kerbside parking
  - Free Commuter parking
  - Increasing car ownership
  - Complaints
  - No city wide framework to implement parking projects
  - Reduced road space, due to cycleways and bus priority measures
  - Technology advancements, linked to complex resident/business issues e.g. Air B&B etc.
7. The current policy of restricting 50% of kerbside space via permits and yellow lines and the remaining space being 'uncontrolled', means that commuters tie up this space for prolonged periods, therefore residents, shoppers and visitors are unable to park, and spend longer looking for available space increasing air pollution.

## **THE CITY PARKING PLAN**

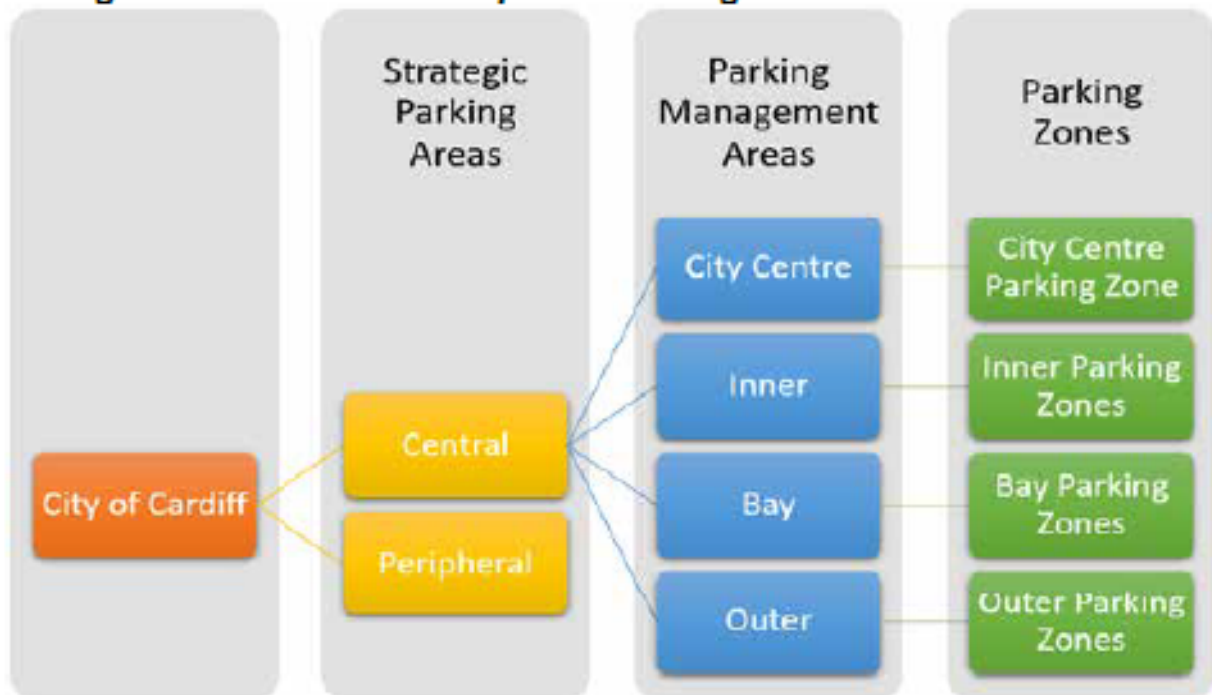
8. The proposed plan has been developed following a review of comparator cities, which revealed that Cardiff is peculiar in that it does not currently have a 'zonal' approach to parking. The new plan will address this.

9. Benefits to Parking Zones are listed, at **point 4.4** in the report, as:
- Improved space availability for residents and local businesses;
  - Improved traffic flow and reduced congestion;
  - Improved road safety;
  - Enhanced air quality;
  - Encouragement of sustainable transportation;
  - Stimulated local economy;
  - Improved quality of life;
  - Enhanced accessibility;
  - Reduced commuter and student/temporary resident parking pressure;
  - Flexibility and customisation.

## PROPOSALS

10. The following figure illustrates diagrammatically the proposed arrangement for parking across Cardiff.

**Figure 2 – Overview of Proposed Parking Administrative Divisions**



11. Two strategic parking areas (SPAs) are proposed (**point 5.2 and appendix 1, point 8**):
- **Central – CSPA** (identified in the 2016 Parking Strategy and the Managing Transportation Impacts SPG 2018)
  - **Peripheral PSPA** (broadly west, north and east of the A48)

12. The CPSA would be made up of four Parking Management Areas (PMAs):
- **City Centre PMA**; parking reserved for delivery vehicles, taxis and blue badge holders to the controlled 24/7
  - **Inner PMA**; e.g. all parking controlled 8am to 10pm, minimum, and limited permits; to protect resident parking large scale events.
  - **Bay PMA**; e.g. parking controls 8am to 8pm, Monday to Sunday
  - **Outer PMA**; e.g. parking controls 8am to 6pm and more variety of permits

Each of these areas will be made up of 'zones' e.g. the Central PMA will comprise the City Centre zone and Civic Centre zone, and in other PMAs areas of about 30 streets (**appendix 1, point 12**).

13. All kerbside parking will be in bays, where it considered safe, to ensure consistency in specified areas, easily understood rules, and in line with the following Parking hierarchy of users, **point 5.3**:

**Figure 1 - Parking Hierarchy**



14. The PSPA will have parking schemes introduced in line with the policy as and when needed.
15. **Point 5.5** notes, as a new parking plan is being proposed the policy relating to **parking permits** will need to be reviewed and updated to ensure it complements the parking plan and to :

- Align parking policy with the principles of the Transport White Paper.
  - Review 50% or 75% resident schemes as they are no longer considered suitable to achieve the Council's wider transport objectives.
  - support new permit types with formal policy.
  - Allow the introduction of the e-permit system and other technological advances.
  - support the rollout of zonal parking with a robust permit policy
16. A review in relation to the **new property eligibility criteria** will also need to be undertaken.
17. Details in relation to Permit eligibility are outlined in **point 5.6** and **appendix 2** in relation to:
- Resident Visitor Permits
  - Resident Motorcycle Permits
  - Carers Permits
  - Community Permits
  - Business Permits
  - Essential School Staff Permits
  - Obsolete Permits and
  - Emissions Charging
18. Delivery of the Parking Plan requires a framework to implement the plans and current strong policies.
19. Therefore, the appendices noted in point 2 above, and attached to the cabinet report provide the means to take the plan forward.
20. It is acknowledged that these changes will impact residents, businesses, community groups and commuters, therefore a comprehensive 6 week consultation programme is being developed, with the support of the Cardiff Research Centre to ensure a wide range of voices is heard.
21. During this consultation period ward members will also be engaged and involved, and following this, an Equalities Impact Assessment will be carried out.

22. Any changes that need to be made to implement the Parking Plan that require a Traffic Regulation Order to be made, will need public consultation as a part of the statutory process, Local Members will also be consulted.

### **PROPOSED RECCOMENDATIONS TO CABINET**

23. The report to Cabinet contains the following recommendations:
- i. Subject to minor amendments in accordance with recommendation (iii) to seek approval of the draft City Parking Plan and approval to go to full public consultation on the draft City Parking Plan.
  - ii. Subject to minor amendments in accordance with recommendation (iii) to seek approval of the draft amendments to the Council's Parking Policies and approval to go to full public consultation on the draft amendments to the Parking Policies.
  - iii. To delegated authority to the Director of Planning, Transport and Environment, in consultation with the Cabinet member for Transport and the Council's section 151 Officer, to:
    - a. Prepare and undertake public consultation on the draft City Parking Plan and the draft amendments to the Council's Parking Policies; and,
    - b. Make minor amendments to and approve the City Parking Plan and the changes to the Council's Parking Policies following any recommendations made after closure of public consultation.

### **Legal Implication**

24. **Point 9** lists the legal requirements in relation to a number of sections of the **Road Traffic Regulation Act 1984** that need to be taken into consideration during the implementation of any proposed changes and notes that legal advice should be sought before any scheme is started to ensure it complies.
25. Requirements and duties in relation to the following Acts are also noted:
- **Traffic Management Act 2004 (Part 2)**
  - **Active Travel (Wales) Act 2013**
  - **Crime and Disorder Act 1988 (Section 17)**

26. General legal duties in relation to **Equality Act 2010, Well Being of Future Generations (Wales )Act 2015** and the **Welsh Language (Wales) Measure 2011** are noted too.

### **Financial Implications**

27. The report notes financial implications in relation to the consultation and implementation of the Parking Plan and Appendix 1, point 25, provides an illustration of how Parking Zones could be implemented.
28. The report also states that a comprehensive funding plan will need to be developed prior to the implementation of any Parking Zones.
29. It should also be noted that the recent announcement of the budget consultation, between 8<sup>th</sup> January and 4<sup>th</sup> February, contains proposals<sup>6</sup> in relation to parking:
- Increasing Pay and Stay tariffs.
  - Removal of 2 hour free parking.
  - Increase to residential / visitor parking permits.
30. There are no direct Property implications noted in the report.
31. There are no direct HR implications arising from the report. However, should there be any changes needed following the consultation period that impact any employees the they in turn with trade unions will be consulted further.

### **WAY FORWARD**

Councillor De'Ath, Cabinet member for Transport & Strategic Planning and Andrew Gregory, Director of Planning, Transport & Environment have been invited to make a statement and answer Member's questions. These will be supported by further representatives from the Planning, Transport and Environment Directorate

### **Legal Implications**

The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or

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<sup>6</sup> [Council's Budget Proposals](#)

without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

### **RECOMMENDATION**

The Committee is recommended to:

- i. Consider the information in this report, and the presentation and any further information presented at the meeting; and
- ii. Determine whether they would like to make any comments, observations or recommendations on this matter to the Cabinet Member for Transport & Strategic Planning.

**LEANNE WESTON**

**Interim Deputy Monitoring Officer**

**5 January 2024**