

CITY PARKING PLAN – CARDIFF’S PARKING ACTION PLAN 2023

**TRANSPORT AND STRATEGIC PLANNING (COUNCILLOR DAN
DE’ATH)**

AGENDA ITEM: 9

Reason for this Report

1. To address the parking challenges across the city, this report seeks authority from Cabinet to undertake public consultation in relation to the City Parking Plan and for authority for approval of the City Parking Plan to be delegated to the Director of Planning Transport and Environment in consultation with the Cabinet Member for Transport, Planning and Environment and the Council’s Section 151 Officer.

Background

2. Cardiff’s Transport White Paper¹ sets out an ambitious 10-year plan to tackle the climate emergency, reduce traffic congestion and improve air quality within the city. A number of strands are associated with reducing traffic and supporting the modal shift towards active and sustainable travel methods.
3. Fundamental to this overall strategy is the management of parking within the city. The White Paper provides a commitment (in Section 4) to introduce “a comprehensive approach to parking across the whole city, including addressing unmanaged street parking in areas where local residents are regularly inconvenienced”.
4. Parking spaces across the city are a finite resource and are a source of tensions between commuters, residents, business and wider road users. It is important that the new approach to parking seeks to resolve as much as possible these issues. Furthermore, it is important that such policy decisions are made in both a transparent manner and applied with consistency. The Parking Policy 2016 no longer meets the needs of Cardiff in a rapidly growing city region, nor the needs and aspirations of the Transport White Paper.
5. In response, the Council has developed “The City Parking Plan”, the key objectives of which are to:

¹ Cardiff’s Transport White Paper: Transport Vision to 2030, Changing How We Move Around a Growing City

- a) Support the objectives of the Cardiff Transport White Paper.
- b) Establish new parking policies which ensure parking rules are simple, consistent and easy to understand for both locals and visitors.
- c) Support the parking needs of Cardiff residents and businesses
- d) Reorganise kerbside parking in Cardiff into key administrative, or Parking Management Areas, so that parking rules meet the needs of local communities.
- e) Address unmanaged kerbside parking in the Parking Management Areas through the phased introduction of parking zones.
- f) Support blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership.
- g) Focus on the climate emergency and air quality agenda, by encouraging motorists to switch to cleaner vehicles and/or choose alternative modes of travel (to active and sustainable travel modes).

Current Challenges

6. The Council is currently facing a number of challenges in meeting the demands of an increasingly complex parking landscape, including:
 - Increasing city-wide congestion - putting a strain on the highway network - and air quality management concerns
 - Competing demands for limited kerb-space by residents, delivery drivers, disabled persons, shoppers, commuters and students all vying for limited parking availability.
 - Subsidising commuter parking through the provision of free parking.
 - Increasing numbers of vehicles on the road and higher levels of vehicle ownership² – increasing congestion and putting a strain on the highway network.
 - On-going public complaints about parking, as existing practice is no longer suitable and existing rules are complex to understand.
 - Parking projects difficult and slow to introduce as no citywide framework or up-to-date policies.
 - Reduced road space due to the introduction of cycleways & bus priority measures.
 - Parking policies have not kept up with technological advances and increasingly complex resident/business behaviour (such as the proliferation of renting out homes through online websites etc.).
7. Current Council policy³ is to undertake localised interventions, which normally restrict only 50% of available kerbside space through the introduction of permit holder parking and yellow lines at junctions.
8. However, this approach is no longer sustainable since without ensuring a turnover of vehicles in the remaining (currently uncontrolled) space, this space

² Census

³ Parking and Transportation Operational Policies and Standards 2016

quickly become dominated by commuters and eventgoers. This lack of turnover of vehicles means that:

- Residents cannot park near their homes.
- Visitors and shoppers find it harder to locate a parking space near to businesses.
- Vehicles spend excessive time searching for a parking space, increasing the numbers of vehicles on the road and increasing air pollution.
- The Council's planning objectives are undermined, as car free developments only encourage parking on-street instead.

The City Parking Plan

9. Cardiff is unusual when measured against comparator cities in that it manages parking without a zonal approach. For example, all the UK core cities reviewed in the Parking Strategy have zonal parking⁴.
10. The City Parking Plan provides a new framework for managing parking in Cardiff which will align the city with the UK core cities. In particular, the Council will ensure that, when introducing parking schemes, all kerb space is controlled in the most appropriate manner, usually through the introduction of Parking Zones.
11. Cardiff has experienced significant urbanisation, population and employment growth. With this growth comes an increased demand for parking spaces, leading to congestion, pollution, and reduced accessibility. Implementing Parking Zones present a viable solution to these challenges.
12. Parking Zones can be an effective tool in managing urban parking, alleviating congestion, and improving the overall quality of life for residents and businesses. The intended benefits of Parking Zones include:
 - **Improved Space availability for Residents and Local Businesses:** Within a parking zone only residents who have applied for a permit can park on certain roads during set hours. People who do not live in the parking zone cannot apply for a permit. Residents can also apply for visitor permits.
 - **Improved Traffic Flow and Reduced Congestion:** Parking Zones effectively regulate parking within designated areas, preventing indiscriminate parking. This leads to smoother traffic flow, reduced congestion and shorter commute times for residents and visitors alike. Emergency services can navigate more efficiently, ensuring timely responses in case of emergencies.
 - **Improved Road Safety:** Streets can be safer as parking controls designate where it is safe to park, creating better visibility at junctions and improve access for emergency and other large vehicles like refuse and recycling vehicles, delivery or removal vans. Controls also reduce inconsiderate parking.

⁴ <http://www.corecities.com/about-us/core-cities>

- **Enhanced Air Quality:** By discouraging unnecessary car use and promoting alternative transportation methods, Parking Zones can contribute to a reduction in air pollution levels. This leads to a healthier environment for residents and a positive impact upon public health.
- **Encouragement of Sustainable Transportation:** Parking Zones can be seen to encourage the use of sustainable modes of transportation, such as walking, cycling and buses; helping Cardiff meet its commitments to sustainability and climate action.
- **Stimulated Local Economy:** By ensuring convenient and accessible parking for visitors, Parking Zones can boost local businesses, encouraging foot traffic and consumer spending. This can result in increased revenue for the local economy.
- **Improved Quality of Life:** Reduced traffic congestion and improved air quality lead to a more pleasant and liveable urban environment. Residents can enjoy quieter, safer streets and greater sense of community. Parking zones can make the area more attractive by reducing the dominance of parked cars on a street, which means there is more space to introduce public realm improvements or facilities to encourage Active Travel for both walking and cycling.
- **Enhanced Accessibility:** Parking Zones prioritise parking for those who need it the most, such as ensuring disabled drivers can park close to their destination, and residents can park close to their homes.
- **Reduced commuter and student (temporary resident) parking pressure:** Parking Zones discourage long-term parking by non-residents, reducing the pressure on residential streets from commuter parking. This ensures that residents have priority access to parking spaces near their homes.
- **Flexibility and Customisation:** Parking Zones can be tailored to the specific needs and characteristics of different areas within Cardiff. This allows for a flexible approach to address the unique challenges faced by each neighbourhood, while still ensuring drivers can easily understand how to park correctly.

Proposals

13. The City Parking Plan provides a framework for managing parking in Cardiff.

Restructure of Parking in Cardiff

14. There would be two key strategic areas, central (CSPA) and peripheral (PSPA). The central area would correspond to the “central parking area” designation from the 2016 Parking Strategy and the Managing Transportation Impacts Supplementary Planning Guidance 2018. The central strategic area would be

subdivided into four smaller Parking Management Areas (PMA), which represent standardised administrative areas. E.g., within the Inner PMA all parking would be controlled between 8am and 10pm as a minimum, with limited permits made available; whilst in the Outer PMA parking controls would apply 8am to 6pm, with a greater variety of permit types available. Each PMA would be further subdivided into Parking Zones (usually encompassing some 30 streets).

15. All kerbside space within a parking zone would be controlled with bays where parking is considered safe, or yellow lines where parking is considered dangerous or obstructive. The purpose of this is to ensure:
 - A consistent approach would be applied in defined areas, whilst providing the flexibility to manage parking at a localised level and respond to the needs of individual communities.
 - Making parking rules easy to understand by the public (residents, businesses, visitors) thus reducing inconsiderate and inappropriate parking behaviour
 - Parking amenities would be prioritised for a particular hierarchy of users in accordance with the 2016 policy.

Figure 1 - Parking Hierarchy



16. Parking schemes in the peripheral area (PSPA) will continue to be introduced as and when required, in accordance with policy.

Changes to permit policy

17. Parking permit policy needs to be updated to support the rollout of zonal parking, much of the policy and operational procedure was established in the 2011 policy. Updates are needed to;
 - align parking policy with the principles of the Transport White Paper.
 - 50% or 75% resident schemes are no longer considered suitable to achieve the Council's wider transport objectives.
 - support new permit types with formal policy.

- the introduction of the e-permit system and other technological advances.
- support the rollout of zonal parking with a robust permit policy.

Property eligibility criteria

18. Existing policy prohibits new developments from receiving a parking permit. For the purpose of permit eligibility, a new development is classed as receiving planning permission on or after 1st September 2011. It is recognised that a move towards 100% parking control and zonal parking restrictions represents a fundamental shift in how the resident permit scheme would work. Residents of properties converted after 2011 may have been relying on the 50% unrestricted space, the change would leave these residents without the ability to park. It is proposed that a new date would apply to new schemes, which will be the date that the policy amendment goes into effect. It is proposed the following would apply:
- Existing zonal schemes would retain the 1st September 2011 cut-off
 - New schemes would apply the date of the policy amendment

Clarification of existing permit eligibility

19. **Resident Visitor Permits:** An annual cap on the number of visitor permits available to properties will be introduced. Permits would be purchased and used in days, rather than hours, and it is proposed a maximum allowance of 150 days parking for visitors per household per year.
20. **Resident Motorcycle Permits:** The advent of the digital permit system means traditional difficulties associated with the requirement to display a paper permit is no longer an issue. It is proposed that residents would require a permit to park a motorcycle in a permit bay.
21. **Carers Permits:** There will be two types of Carers permit; professional health and personal carer permits. All carer permits will be issued directly to the carer. Thus residents do not need use their visitor permit allowance and will help those residents not be able to manage the permit system (such as persons with dementia).
22. **Community Permits:** These are issued to certain places of worship and disability access groups who are exempt under current legislation from paying business rates. Up to two permits are issued per property.
23. **Business Permits:** These permits would apply in Outer PMA zones. A business permit is to support small businesses permits for vehicles essential to the running of that business. They are not intended for commuter or staff parking.
24. **Essential School Staff Permits:** Existing schools, without on-site car parking, in an Outer PMA zone may apply for permits to allow for the operational running of the school. Each school within a new proposed parking zone will be engaged with to consider its parking requirements.

25. **Obsolete permits:** Obsolete permit types, such as Motor Trade permits and other historical permits would be removed.
26. **Emissions Charging:** All permit types will be independently reviewed to see where emissions-charging may be practical and reasonable to introduced. Any proposed changes taken forward will be subject to separate ward member and public consultation as part of this review process.

Delivering the City Parking Plan

27. Implementing Parking Zones in Cardiff presents an effective solution to the challenges associated with urbanisation, traffic congestion and air pollution. By prioritising accessibility, sustainability and community well-being, Parking Zones have the potential to significantly enhance the quality of life for Cardiff's residents while fostering thriving local economies. However, to deliver the City Parking Plan efficiently and effectively, the Council would benefit from:
 - A framework to implement the parking plans; and
 - Up-to-date and robust parking policies.
28. A best practice review has been undertaken focused on parking management from other cities across the UK⁵, within the framework of the statutory guidance (*Traffic Signs Manual Chapter 3, 2019*), and considered recent strategic parking reviews by other Local Authorities.⁶ After this review, changes are being proposed to:
 - how parking is structured in Cardiff (Appendix 1).
 - how the Council's permit parking scheme works (Appendix 2).
29. Additionally, to support the delivery of the City Parking Plan, the following policies are being proposed:
 - A new policy on the introduction of Parking Zones (Appendix 3).
 - An amendment to existing policy on the introduction of Resident Protection Schemes (Appendix 4).
 - An amendment to existing policy on the issuing of parking permits (Appendix 5).
 - A new policy on minor amendments to parking policies (Appendix 6).

Engagement and Consultation

30. It is recognised that the supply, location, cost and enforcement of parking can have a major effect on people's lives, whether they drive or have access to a motor vehicle or not. The Council therefore is committed to ensuring that the diverse voices of residents, businesses, community groups and other interested parties are at the heart of decision making. A comprehensive consultation

⁵ Bath, Bristol, Edinburgh, Birmingham, Leeds, Liverpool, London Borough of Richmond Upon Thames, London Borough of Hackney, Manchester, Newport, Nottingham, Norwich, York, Swansea, Swindon

⁶ for example: [Strategic parking review – The City of Edinburgh Council](#) / [Parking and enforcement plan | Hackney Council](#) / [Residents Parking Scheme strategy | Bath and North East Somerset Council \(bathnes.gov.uk\)](#)

programme will therefore be developed to engage with the city's diverse range of residents, as well as all key stakeholder groups. This will allow the public to express their views on the City Parking Plan and help identify any impact - positive or negative - on communities, business, the environment and the economy in Cardiff.

31. A robust 6-week programme of public consultation will be developed – in collaboration with the Cardiff Research Centre - to help ensure a representative cross-section of the city's population is directly involved in the consultation work. As part of this approach, the Council will consider a wide range of socio-demographic characteristics - including gender, age, ethnicity, disability, and socio-economic status. Residents will be encouraged to learn about the problems and issues, identify opportunities and options, deliberate upon them and make recommendations.
32. Key stakeholder and advisory panels may also be established that provide the opportunity for interactive dialogue and feedback. This will help support the identification of the potential mitigations necessary for residents, regular highway users, public benefit bodies and transport operators to ensure the City Parking Plan can be introduced in a way that manages any impacts. During this process consultation will also be established with ward members to provide an opportunity for dialogue and feedback on the proposals.
33. Upon closure of the 6-week consultation exercise a further Equalities Impact Assessment will be undertaken to ensure any equalities concerns raised as part of the consultation process can be fully considered and evaluated.
34. Any changes requiring the making of a Traffic Regulation Order will be further publicly consulted on as part of the statutory process⁷ for making traffic orders⁸ after closure of the initial public consultation exercise. Local Member consultation on the detailed proposals will also be undertaken as part of this process.

Wider Policy and Legislative Context

35. The City Parking Plan has been developed in response to Cardiff's Transport White Paper. The future success of Cardiff depends on a high-quality transport system in the city through delivering the **10-year plan to:**
 - Tackle climate change.
 - Reduce congestion.
 - Improve air quality.
 - Provide ring-fenced funding to invest in much-needed public transport initiatives.
36. The Council's ten-year vision to update the current transport network to accommodate a daily population of almost half a million, taking account of

⁷ Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

⁸ [Traffic Regulation Orders \(cardiff.gov.uk\)](http://cardiff.gov.uk)

commuters, shoppers and other visitors. Increasing the opportunities for active travel (walking and cycling) are important elements of the programme, along with plans to expand the Metro, improve bus services and Park & Ride, make bus travel cheaper, and manage car parking.

37. In addition to the Transport White Paper, the Parking Plan would support a range of national and regional policies:

a) National Transport Delivery Plan

- Delivering simple, consistent parking schemes to ensure our roads are well managed;
- Encouraging uptake in public transport and active travel use; and
- Ensuring availability of Blue Badge parking.

b) Llywbr Newydd

- Encouraging the modal shift towards sustainable and active travel alternatives to car use;
- Developing policies and parking schemes that help reduce vehicle ownership levels and CO2 emissions; and
- Encouraging the uptake of lower emitting vehicles (LEV's).

c) Planning Policy Wales | Edition 11

- Introduction of parking restrictions and policies which encourage lower levels of car ownership and overall use;
- Supporting and expanding Blue Badge parking provision;
- Charging tariffs that encourage lower levels of car use and reduce numbers of multi-car households; and
- Alignment of parking policies with planning policies.

d) Paris Agreement

- Developing policies and parking schemes that help reduce CO2 emissions;
- Encouraging the modal shift towards sustainable and active travel alternatives to car use; and
- Encouraging the uptake of lower emitting vehicles (LEV's).

e) Well-being of Future Generations Act 2015

- The Act places a requirement on Welsh public bodies to work jointly to consider the longer-term impact of any decisions that are made, in particular to address social, environmental, economic and cultural well-being issues. The City Parking Plan supports a number of the well-being goals set out within the Act, including:
 - A globally responsible Wales.
 - A prosperous Wales.
 - A healthier Wales.
 - A more equal Wales.

Reason for Recommendations

38. To prepare a comprehensive approach to parking across the whole city to help address on-street parking in areas where local residents are regularly inconvenienced in support of delivery of the Council's 10-year Transport Strategy.

Legal Implications

39. Legal Services have not considered the appendices to this report but understand from the body of this report that it contains a number of potential schemes and initiatives. Legal advice should be obtained on each such scheme and initiative prior to being implemented to ensure the same can be achieved within legal constraints.
40. To the extent that any of the proposed schemes and initiatives are dependent on the making of any orders or the obtaining of any consents or the like then it will be necessary to follow the appropriate statutory processes. By way of example only if a scheme is dependent on the making of a traffic regulation order (TRO) then the outcome cannot be guaranteed.
41. The Council as the Traffic Authority has the power to make traffic regulation orders where it appears to the Council expedient to make the order for any of the purposes specified under Section 1 of the Road Traffic Regulation Act 1984 Act ("the 1984 Act"). Section 1 of the 1984 Act reads:- where it appears to the authority making the order that it is expedient to make it:
 - a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - b) for preventing damage to the road or to any building on or near the road, or
 - c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - f) for preserving or improving the amenities of the area through which the road runs, or
 - g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
42. Section 2 of the 1984 Act provides that a traffic regulation order may make any provision prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic of any class specified in the order.

43. In particular, Section 45(1) of the 1984 Act allows Councils to designate parking places on the highway and to charge for the use of them. Section 45(2) provides for the issuing of permits for which an authority may charge. The procedure requires consultation and a designation order.
44. The power to make a traffic regulation order is a discretionary power. It is important to note that when determining whether to exercise the functions conferred by the 1984 Act the Council must (has a duty) exercise the functions as, [so far as is practicable having regard to the matters set out in Section 122(2) of the 1984 Act] to secure the expeditious and convenient and safe movement of vehicular and other traffic.
45. Further, section 122(2) of the Act specifies the following matters to which the Council should have regard, namely:
 - a) The desirability of securing and maintaining reasonable access to premises
 - b) the effect on the amenities of any locality affected
 - c) the strategy prepared under S 80 of the Environment Act 1995 (national air quality strategy)
 - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and
 - e) any other matter appearing to the Council to be relevant.
46. It is recognised that the considerations in section 122(1) and (2) may tend in different directions. Therefore, the decision maker is required to balance the duties as set out in s122(1) against the factors set out in s122(2) when reaching a decision.
47. It is important that all the matters set out in section 1 and 122 are taken into account by the decision maker in making a traffic regulation order.
48. The Council should also have regard to the provisions of the Traffic Management Act 2004. The purpose of the 2004 Act is to provide the basis for improving conditions for all road users through management of the national and local road networks. Part 2 of the 2004 Act imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks and to facilitate such movement on other authorities' networks.
49. Before exercising its functions under the 1984 Act, the Council must have regard to its duties under The Active Travel (Wales) Act 2013 and any proposed TRO must be subject to any relevant health and safety assessment.
50. Section 17 of the Crime and Disorder Act 1998 also imposes a general duty on the Council, when exercising its functions, to take account of community safety dimension, with a view to reduce local crime and disorder in its area.
51. Section 55 the 1984 Act provides for the establishment of a separate account into which monies raised through the operation of on street parking must be paid.

The Act requires an enforcement authority, (of which Cardiff is one), to keep an account of:

- Their income and expenditure in respect of designated parking places;
- Their income and expenditure as an enforcement authority in relation to parking contraventions within paragraph 2 of Schedule 7 to the 2004 Act (parking places); and
- Their income and expenditure as an enforcement authority in relation to parking contraventions within paragraph 3 of the Schedule (other parking matters).

52. In making any traffic regulation order the Council must comply with the procedure set out in the 1984 Act and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 made there under.
53. The process involved in making a TRO requires notice of intention of making the orders to be published, with associated rights of objection. If objections are received, they must be duly considered and following such consideration the potential exists that the TRO may be made, be made but in modified form or not proceeded with.
54. In addition to the above to the extent that any proposed scheme and initiative involves the procurement of works, goods or services then the Council must comply with its Contract Standing Orders and Procurement Rules and procurement legislation.

Consultation

55. The report refers to consultation and in determining the way forward, consultation gives rise to the legitimate expectation that due regard will be given to the outcome of the consultation in the decision-making process.

Equality and Socio-Economic Duty

56. In considering this matter, the Council must have regard to its public sector equality duties under the Equality Act 2010 (including specific Welsh public sector duties). This means the Council must give due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The protected characteristics are: age, gender reassignment, sex, race – including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief.
57. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers (WG42004 A More Equal

Wales The Socio-economic Duty Equality Act 2010 (gov.Wales) and must be able to demonstrate how it has discharged its duty.

58. An Equalities Impact Assessment aims to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment.

Well-Being of Future Generations (Wales) Act 2015

59. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales – a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
60. In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2023-26. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
61. The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:
 - Look to the long term
 - Focus on prevention by understanding the root causes of problems
 - Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions
 - Involve people from all sections of the community in the decisions which affect them
 - The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below:
<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

General

62. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and

consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.

63. Cabinet must be satisfied that the proposal is within the Policy and Budget Framework, if it is not then the matter must be referred to the Council. All decisions taken by or on behalf 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 of behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Council 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

64. This report seeks authority from Cabinet to proceed to undertake public and local member consultation on a range of matters relating to parking and as set out within the City Parking Plan at Appendix 1.
65. Subject to the results of the proposed consultation and availability of funding to both advertise and implement measures, it is planned to introduce schemes to manage parking across the city in terms of length of stay, hierarchy and pricing and the levels of enforcement to be applied.
66. The report includes an illustration of typical parking zone costs and income and identifies the potential funding sources. It is planned that, prior to the implementation of any parking zone projects, a detailed financial plan identifying total costs and funding sources will be developed.
67. The report proposes an annual review of all parking charges and, in recognition of the costs involved in processing, issuing and enforcement of parking permits, proposes the introduction of a baseline permit cost as a minimum charge. It is further proposed that the baseline annual permit cost will be consistent with the cost of a first resident permit and will be reviewed annually as part of the budget setting process.
68. Following the consultation, any decisions on the City Parking Plan and the applicable parking charges must continue to support the Council's wider strategic travel and transport objectives.
69. Any changes requiring the making of a Traffic Regulation Order will be further publicly consulted on as part of the statutory process for making traffic orders.

Property Implications

70. No property implications are expected.

HR Implications

71. There are no HR implications directly related to this report. However, should, following consultation, there be any changes to the City Parking Plan or the Council's Parking Policies which affect any employees across the Council (including the school estate) in an employment context these will be consulted on with relevant trade unions and the employees concerned.

RECOMMENDATIONS

Cabinet is recommended to:

1. approve (subject to minor amendments in accordance with recommendation 5) the draft City Parking Plan (attached at appendix 1).
2. approve the commencement of public consultation on the draft City Parking Plan (attached at appendix 1).
3. approve (subject to minor amendments in accordance with recommendation 5) the draft amendments to the Council's Parking Policies (attached at appendices 3-6).
4. approve the commencement of public consultation on the draft amendments to the Parking Policies (attached at appendices 3-6).
5. delegate 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:
 - i. Prepare and undertake public consultation on the draft City Parking Plan and the draft amendments to the Council's Parking Policies; and,
 - ii. 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.

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	12 January 2024

The following appendices are attached:

- 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
Appendix 9: Single Impact Assessment

The following background papers have been taken into account:

- Cardiff's Transport White Paper 2019: Transport Vision to 2030
- City of Cardiff Council Parking Strategy 2016
- Corporate Plan, 'Delivering a Stronger, Fairer, Greener Cardiff', March 2023
- Managing Transportation Impacts (Incorporating Parking standards):
Supplementary Planning Guidance July 2018