

REPORT ON BEHALF OF THE PROPERTY & PROJECTS GROUP

SUBJECT: UPDATE REPORT ON THE PROPOSED VARIATION OF THE PRE EXISTING CAR PARK ORDER IN READINESS FOR THE START OF THE 2020 CAR PARK CHARGING SEASON

Purpose of Report

For Members to reconfirm their instructions to the Highway Authority to proceed with the Pembrokeshire County Council Pembrokeshire Coast National Park (Off-Street Parking Places) Order 2015 Variation Order No.1 2019 in readiness for the start of the 2020 Car Park charging season.

Background

Members considered a report at their meeting on the 29th November 2017 which summarized the Authority's pre-existing car park operation and resolved to introduce the following new provisions:

1. Introduce parking charges at 4 additional sites (West Angle, Penally, Amroth and Nolton Haven) which currently operate as free use sites.
2. Extend the charging day across all charging sites by an additional 2 hours from 5pm to 7pm.
3. Increase the daily rate for coach parking across all sites from £3 up to £8

Members considered a subsequent report at their meeting on the 16th May 2018 which outlined the required statutory process to be followed to give effect to the above resolution and resolved to instruct Pembrokeshire County Council (in the latter's capacity as the relevant Highway Authority) to commence that statutory process. At their meeting on the 28th November 2018 Members noted the outcome of the statutory consultation process and reconfirmed their instructions to the Highway Authority to proceed with the Pembrokeshire County Council Pembrokeshire Coast National Park (Off-Street Parking Places) Order 2015 Variation Order No.1 2019. Members are also reminded that at their meeting on the 20th March 2019 expressions of interest from Angle, Nolton & Roch and Amroth Community Councils were considered regarding the future ownership and management of West Angle, Nolton and Amroth Car Parks respectively. The resolution of Members was to retain the Authority's current owner operator role at all 3 sites.

Pembrokeshire County Council has asked this Authority to reconfirm its instructions to the Highway Authority to proceed with the Pembrokeshire County Council Pembrokeshire Coast National Park (Off-Street Parking

Places) Order 2015 Variation Order No.1 2019. In response, Members are once again asked to consider the following.

The document which relevant statutory consultees and the general public were asked to comment on is ***The Pembrokeshire County Council Pembrokeshire Coast National Park (Off-Street Parking Places) Order 2015 Variation Order No.1 (2019).***

Pre Consultation Awareness Raising

Prior to the formal consultation process, a PCNPA Officer carried out awareness raising activities with the following community council's on the proposed introduction of charging in PCNPA car parks within their community council area:

Amroth Community Council
Angle Community Council
Penally Community Council
Nolton and Roch Community Council

The Officer gave presentations on the proposed changes and the context for those proposed changes. The Officer answered questions from those attending the meetings and used these meetings to advise and raise awareness that a process of formal public consultation would follow later in the year. Amroth & Penally Community Councils invited members of the public to their respective meetings to provide them with an opportunity to ask questions.

Statutory Public Consultation

The required 21 day Statutory Public Consultation period ran from the 5th September 2018 to the 26th September 2018 inclusive and comprised:

- Direct notification to relevant statutory consultees
- Public notice in the Western Telegraph
- The deposit of information packs at the following public buildings for inspection by the public:
 - County Hall, Haverfordwest;
 - Pembrokeshire Coast National Park Authority Offices in Llanion Park, Pembroke Dock;
 - Pembrokeshire County Council Customer Service Centres located in Town Hall, Fishguard; Argyle Street, Pembroke Dock and Town Hall, Milford Haven;
 - Tourist Information Centres in St Davids (Oriel y Parc), Tenby and Saundersfoot Library;
 - St Dogmaels Post Office.
- The placing of public notices at all of the parking places listed in the Order
- PCNPA promoted the consultation on its website and across its social media channels.

The Statutory Public Consultation period generated 38 (thirty eight) separate representations. Those representations were received, logged and acknowledged by Pembrokeshire County Council and then passed to your Officers for consideration. That exercise is set out in the table immediately below

Responses Received

Car Park	Number of Respondents
Amroth	26 , including Amroth Community Council. (V01 – 2, 6, 9, 12, 11, 14, 16, 17, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38). All objecting to the introduction of Charging.
Solva	6 , including Solva Community Council and Brains Brewery. (V01 – 1, 3, 4, 5, 8,18). All objecting to the extension of charging period and one objecting to principle of charging.
Nolton Haven	1 (V01 – 10). Objecting to the introduction of charging
Penally	1 from Penally Community Council (V01 – 35). Objecting to the introduction of charging.
West Angle	4 , including Angle Community Council, A Burns AM and Tenant and operator of Wavecrest Café abutting the beach who ran a petition of objection resulting in 722 paper signatories and 3,127 online . (V01 – 7, 13,15, 22). All objecting to the introduction of Charging.

PCC Ref. Number	Location and Relevant Statement of Reason	Summary of Comment/ Suggested Change by the Representor	Themes	Officer Response
V01/01	Solva Objecting to Charging	<p>1. The charging of Solva Car Park is contrary to the PCNP mission statement. This charging damages local businesses.</p> <p>2. The monies are put into a central pot rather than had been the case during 'shared management scheme' about five years ago and we community members, do not see the benefits.</p> <p>3. Therefore, the charging does not create autonomy for local councils. It does not allow local</p>	<p>Impact on economy</p> <p>Finance generation</p> <p>Public Consultation</p> <p>Ownership</p>	<p>Impact on economy. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.</p> <p>Finance generation. NPA have a statutory right to charge for services provided and a duty to raise reasonable revenue from assets which it controls.</p>

		<p>councils to manage their own affairs.</p> <p>4. The PCNP does not consult the community on any changes? PCNP act autocratically....without consultation.</p> <p>5. There is still some nagging doubts about the ownership of the Car Park - under investigation</p>		<p>Revenue raised by the Authority is allocated by the NPA to fulfil park purposes across the Park area.</p> <p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation.</p> <p>Ownership. See PCNPA Response: Theme 8 – Ownership and PCNPA not legally entitled to charge.</p>
V01/02	<p>Brooklands Place, Amroth</p> <p>30 min charging, daily start time</p>	<p>Querying number of 30 min free spaces</p> <p>Request that charging day should start at 10am.</p> <p>Including the concession of 30 minutes and not charging until 10.00 would assist in maintaining residents' support for the shop / café businesses in Amroth.</p>	<p>30 min charging</p> <p>Daily start time – Impact on economy</p>	<p>30 min charging. 30 minute free use will apply to each and every space within the car park at Brooklands Place. Clarification provided that the 30min Free option will be available at this parking place.</p> <p>Daily start time – Impact on the economy. The start of the 'charging day' has been 9am across the Authority's pre-existing portfolio of charging car parks for many years. This is consistent with</p>

				PCC approach across its portfolio of the normal charging period starting from 9.00am. Introduction of 'up to 30 minute free parking' will enable short term free parking for people just popping into shops. This is not restricted to specific bays.
V01/03	Solva Extension of charging day to 7pm	Adverse impact of extending charging day on Harbour Inn and other businesses by deterring motorists from stopping in Solva between 5pm and 7pm.	Impact on economy – extending Charging Period	Impact on economy – extending charging period. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.
V01/04	Solva Extension of charging day to 7pm	Adverse impact of extending charging day on visitor numbers to Solva and businesses in Lower Solva	Impact on economy - extending charging period	Impact on economy – extending charging period. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.
V01/05	Solva Extension of charging day to 7pm	Adverse impact of extending charging day on businesses in Solva. Adverse impact of extending charges on local rowing and sailing clubs who hold early evening activities during the summer and whose members use the car park	Impact on economy - extending charging period Impact on community groups – extending charging period	Impact on economy – extending charging period. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.

				Impact on community groups – extending charging period. See PCNPA response: Theme 2 – Impact on the Community
VO1/06	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby Could offer at least 2hrs free parking	Public Consultation Impact on economy of villages – introduction of charges Length of period for free parking	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation. Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy. Length of period for free parking. See PCNPA response: Theme 10 – Length of Period for free Parking
VO1/07	West Angle Bay, Angle Objecting to introduction of charging	Charging will push traffic away from beach along access road and into village. Local residents already have limited off road parking and depend on street parking. Question the costs to any public service to	Displacement parking – impact on residents Cost of enforcing variation Access for	Displacement parking – impact on residents. See PCNPA Response: Theme 3 – Displacement Parking. Cost of enforcing variation.

		<p>police any infringements as a result of the introduction.</p> <p>We have a lifeboat with crew who live throughout the village; access being important to them as well as the potential need for other emergency vehicles to get to and from the beach.</p> <p>There will be an impact on both business confidence and social welfare for the village and local community.</p> <p>It does not foster a society in which people's physical and mental well-being is maximized. Many of the village residents access the beach; consideration should be given to those on limited income, disabled people, and an acknowledgement that the village has an ageing population who use their cars to get to the beach.</p> <p>PCNPA rational of equity across its portfolio is not consistent.</p>	<p>Emergency Vehicles to and from Beach</p> <p>Impact on economy</p> <p>Impact on well-being of community and specific groups - those with limited income, disabled people and older people who use cars to get to the beach</p> <p>Inconsistency in PCNPA approach across Car Parking Portfolio</p> <p>Against Park Principles</p> <p>Lack of clarity in statements of reason</p> <p>Dedicated Land free of charge for the purposes of car parking. Displacement parking</p> <p>Community Asset Transfer</p>	<p>Enforcement patrols already visit this car park.</p> <p>Access for Emergency Vehicles to and from Beach. See PCNPA Response: Theme 3 – Displacement Parking.</p> <p>Impact on economy. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.</p> <p>Impact on well-being of community - those with limited income, disabled people and older people who use cars to get to the beach. See PCNPA response: Theme 5 – Impact on specific groups</p> <p>Inconsistency in PCNPA approach across Car Parking Portfolio. See PCNPA response: Theme 12 – Issue of Standardization and Variation of Tariffs</p>
--	--	---	---	--

		<p>This proposal does not adhere to the principles of the statutory purposes for National Parks in England and Wales</p> <p>The variation order/statement of reasons is lacking clarity.</p> <p>Based on the original understanding, we believe that custom and practice should prevail.</p> <p>We believe this action will be detrimental to the village and urge you to overturn the request to introduce charging in Angle. Should this go ahead, the Community council will be looking at other options such as a Community Asset Transfer of the land to the CC, to manage and run in accordance with our understanding of the wishes of the original benefactor.</p> <p>No mention of introducing car parking bays – assist with managing car park</p>	<p>Car Parking Bays</p>	<p>Against Park Principles. See PCNPA Response: Theme 9 – Park Purposes</p> <p>Lack of clarity in statements of reason. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Dedicated Land free of charge for the purposes of car parking: See PCNPA Response: Theme 8 – Ownership and PCNPA not legally entitled to charge.</p> <p>Community Asset Transfer: The Authority is not proposing to withdraw a service which might otherwise facilitate a Community Asset Transfer. The proposal is to seek to change the terms and conditions of use for the asset.</p> <p>Car Parking Bays: Need or otherwise for demarcation of bays is an operational matter and would occur if</p>
--	--	--	--------------------------------	---

				need identified from period reviews.
VO1/08	Solva CP Extension of charging day to 7pm	Objecting to extended charging period – detrimental effect on their business. Have extended hours for customers to visit after work and when car park is free. If the idea is to come in line with PCC with charging period then variation of prices needs to be addressed?	Impact on economy – extended charging period Variation of Tariffs	Impact on economy – extended charging period. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy. <u>Variation of Tariffs.</u> See PCNPA Response: Theme 12 – Issue of Standardization and Variation of Tariffs.
VO1/09	Amroth Objecting to introduction of charging	Lack of public consultation. Request a Public Meeting Be detrimental to the local economy - businesses that have worked extremely hard to make Amroth a village that attracts local people as well as visitors. Will result in fewer people frequenting Amroth; if they have to pay for parking they are more likely to go to Saundersfoot or Tenby where there are more amenities. Is it financially viable	Public Consultation Impact on economy of villages – introduction of charges Financial Viability Reserved Bays	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation. Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy. Financial Viability. See PCNPA Response: Theme 7 – Financial viability and cost of

		<p>for PCNPA to run site as a charging car park.</p> <p>Would there be reserved bays for residents?</p> <p>Result in an increase in people parking on double yellow lines. Cause problems for owners of private car parks i.e. pubs and restaurants.</p> <p>Charges remaining in force until 7pm means people living in the village but working elsewhere will have to pay when they come home and at weekends</p>	<p>Displacement</p>	<p>enforcement</p> <p>Reserved bays. Reserved bays are not provided as they are an inequitable use of the sites fixed parking capacity</p> <p>Displacement: See PCNPA Response: Theme 3 – Displacement Parking.</p>
V01/10	<p>Nolton Haven CP</p> <p>Objecting to introduction of charging</p>	<p>Disproportionate impact on locals who use car park regularly, particularly after school hours. Can only access beach by car. The seasonal period which means it is only free during the winter months when weather is at its worst.</p> <p>Proposed charging rates are unnecessarily high. Proposed free charging period should be at least 1 hour</p>	<p>Impact on local people – including children</p> <p>High Charges and length of free parking</p>	<p>Impact on local people – including children. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking and Theme 5 – Impact on specific groups</p> <p>High Charges and length of free parking. See PCNPA Response: Theme 10 – Length of Period for free Parking and Theme 12 –</p>

				Issue of Standardization and Variation of Tariffs
VO1/11	Amroth CP Objecting to introduction of charging	Adverse impact on local business. Free 30 minutes would be a good idea Possible impact of displaced parking on to surrounding roads during holiday. Introduction of charges would disproportionately impact on locals	Impact on economy of villages – introduction of charges. Displacement parking Impact on local people	Impact on economy. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy. The 30 min free offer will be applicable to all spaces in Amroth car park. Displacement parking. See PCNPA Response: Theme 3 – Displacement Parking. Impact on local people. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking
VO1/12	Amroth CP Objecting to introduction of charging	Lack of public consultation Detrimental impact on local business and community, including residents with nowhere else to park. Visitors may choose to park in Wisemans Bridge instead. Impact of displaced parking, safety and access for emergency	Public Consultation Impact on economy of villages – introduction of charges Displacement parking/ Access for Emergency Vehicles Financial	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 –

		<p>vehicles</p> <p>Financial Viability</p> <p>Against Park Purposes</p>	<p>Viability</p> <p>Against Park Purposes</p>	<p>Negative Impact on the Local Economy.</p> <p>Impact on local people. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking</p> <p>Displacement parking/ Access for Emergency Vehicles. See PCNPA Response: Theme 3 – Displacement Parking.</p> <p>Financial Viability. See PCNPA Response: Theme 7 – Financial viability and cost of enforcement</p> <p>Against Park Purposes. See PCNPA Response: Theme 9 – Park Purposes</p>
VO1/13	<p>West Angle Bay, Angle</p> <p>Objecting to introduction of charging</p>	<p>Representations made in capacity as tenant and operator of Wavecrest Café abutting the beach. They have run a petition of objection resulting in 722 paper signatories and 3,127</p>	<p>Impact on</p>	<p>Impact on economy. See PCNPA Response: Theme 1 – Negative Impact on the Local</p>

		<p>online (see petition received from responded 7 above).</p> <p>Nat Park disregarding duty to 'foster economic/social wellbeing of communities' due to adverse impact that car park charges will have on the local community and its businesses.</p> <p>Angle beach mainly used by local people. Local people have said they can't afford to travel to Angle, pay parking charges and have refreshments. Disproportionate impact of charging on Angle due to its geographically remote location. Price of Tariffs.</p> <p>Being an area of high unemployment and deprivation Pembroke Dock Families do not have the funds to pay for parking in tourist areas and use Angle beach because of this. Used as school trips as keeps cost down for parents.</p>	<p>economy</p> <p>Impact on Café – location, users, tariffs</p> <p>Impact on families with limited income – Access to Beach</p>	<p>Economy.</p> <p>Impact on Café – location, users, tariffs. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy.</p> <p>Impact on families with limited income – Access to Beach. See PCNPA Response: Theme 5 – Impact on specific groups</p>
VO1/14	Amroth CP	<p>Lack of public consultation.</p> <p>Detrimental effect on local shop keepers, restaurants and bars, holiday makers and residents.</p> <p>Adverse impact of charges on local residents who have no private parking</p>	<p>Public Consultation</p> <p>Impact on economy of villages – introduction of charges</p> <p>Impact on residents who have no parking</p>	<p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Impact on economy of villages – introduction of charges. See PCNPA</p>

		<p>Increased burden on private car park owners to prevent unauthorised parking on their private land and issue of displaced car parking.</p> <p>Need to address absence of signage directing people to the geographic start/finish of the coastal path.</p>	<p>Displacement parking</p> <p>Signage</p>	<p>Response: Theme 1 – Negative Impact on the Local Economy.</p> <p>Impact on residents who have no parking. See PCNPA response: Theme 4 – Impact on Residents and businesses with no Parking</p> <p>Displacement parking. See PCNPA Response: Theme 3 – Displacement Parking.</p> <p>Signage. See PCNPA Response: Theme 11 – Signage at Amroth</p>
VO1/15	<p>West Angle Bay, Angle</p> <p>Objecting to introduction of charging</p>	<p>Querying historic understanding of basis upon which was land was transferred to National Park Authority.</p> <p>There are now very few free use Nat Park/Nat Trust car parks. May stop use of car park by local community groups (Scouts) who meet at location for boating and canoeing activities.</p>	<p>Dispute over ownership</p> <p>Impact on local groups</p>	<p>Dispute over ownership. See PCNPA Response: Theme 8 – Ownership and PCNPA not legally entitled to charge.</p> <p>Impact on local groups. See PCNPA response: Theme 2 – Impact on the Community</p>
VO1/16	<p>Amroth</p> <p>Objecting to introduction</p>	<p>Proposed charges will deter locals and visitors to Amroth and businesses will suffer.</p>	<p>Impact on economy</p>	<p>Impact on economy. See PCNPA Response: Theme 1 –</p>

	of charging	It will encourage motorists to park on the seafront which in turn will cause traffic jams and near accidents.	Displacement Parking	Negative Impact on the Local Economy. Displacement Parking. See PCNPA Response: Theme 3 – Displacement Parking.
VO1/17	Amroth Objecting to introduction of charging	Accept need for Nat Park to raise revenue but short sighted to treat car parks as a <i>'blanket measure'</i> revenue raiser. Should be further monitoring of parking demand to determine financial viability of parking charges across the whole charging period, not just the busy summer period. 30 min free parking will not adequately support the needs of short stay frequent users – Businesses act as a community focal point for a large number of retired and often widowed people who rely on daily outing in order to actually see another person. Half hour ticket no use in these circumstances Season ticket offer does not guarantee a space – impact on residents and staff working in local businesses. Adverse impact on local holiday home letting businesses due to increased cost of	Financial Viability Length of time of free parking – impact on residents No guarantee of space – Season Ticket Offer Impact on local holiday home businesses	Financial Viability. See PCNPA response: Theme 7 – Financial viability and cost of enforcement Length of time of free parking – impact on residents. See PCNPA response: Theme 10 – Length of Period for free Parking and Theme 4 – Impact on Residents and businesses with no Parking No guarantee of space – Season Ticket Offer. We do not guarantee or reserve the use of any space to any individual as this is an inequitable use of the sites finite parking capacity. Impact on local holiday home businesses. See PCNPA response:

		guests having to pay for parking.		Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking
VO1/18	Solva Extension of charging day to 7pm	<p>Object to 2 hr extension – PCNPA state it's to come in line with PCC but this ignores some major differences. PCC manage a variety of car parks where there is choice. PCNPA are smaller, more coastal where there is very little choice.</p> <p>PCC car parks have a variety of charging schemes reflecting a variety of needs and circumstances. PCNPA charges do not vary, take no account of local circumstances or needs, and are far in excess of those charged by PCC.</p> <p>The hours between 5 and 7pm allow local people earning a fairly low wage to use local businesses without being saddled with extra costs.</p> <p>We have very few resources for our own community services and activities despite</p>	<p>Standardisation and Variation of Tariffs</p> <p>Impact on economy</p> <p>Impact on community – Well-being of Future Generations Considerations</p>	<p>Standardisation and Variation of Tariffs. See PCNPA response Theme 12 – Issue of Standardization and Variation of Tariffs</p> <p>Impact on economy – extending charging period. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy</p> <p>Impact on community – Well-being of Future Generations Considerations. See PCNPA response: Theme 2 – Impact on the Community</p>

		<p>hosting thousands of visitors every year, with no possibility of achieving future sustainability.</p> <p>Extension of charging day delivers no benefit to the community of Solva and therefore directly conflicts with the 'Well Being of Future Generations (Wales) Act 2015'</p>		
VO1/19	<p>Amroth</p> <p>Objecting to introduction of charging</p>	<p>Object to introducing charges:-</p> <ol style="list-style-type: none"> 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby <p>The café will lose out as we normally breakfast there.</p> <p>Having to paying every time they go, mounts up to large figure in a year.</p>	<p>Public Consultation</p> <p>Impact on economy of villages – introduction of charges</p> <p>Impact on regular users</p>	<p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy</p> <p>Impact on regular users. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking</p>
VO1/20	<p>Amroth</p> <p>Objecting to introduction of charging</p>	<p>Object to introducing charges:-</p> <ol style="list-style-type: none"> 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal 	<p>Public Consultation</p> <p>Impact on economy of villages – introduction of</p>	<p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p>

		<p>on visitor numbers and local economy</p> <p>3. Will people say: if I have to pay I may as well go to Sfoot, Tenby</p>	charges	Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/21	Amroth Objecting to introduction of charging	<p>Object to introducing charges:-</p> <p>1. Promised a public consultation</p> <p>2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy</p> <p>3. Will people say: if I have to pay I may as well go to Sfoot, Tenby</p>	<p>Public Consultation</p> <p>Impact on economy of villages – introduction of charges</p>	<p>Public Consultation: See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy</p>
VO1/22	West Angle Objection to introduction of charging	<p>Contacted by Angle CC regarding proposal to introduce charges.</p> <p>Querying required procedure for Car Park order revision and impact assessments required.</p> <p>Querying historic understanding of basis upon which was land was transferred to Nat Park.</p>	<p>Procedures and Assessments</p> <p>PCNPA not legally entitled to charge on this land</p>	<p>Procedures and Assessments. Darren Thomas (Head of Highways & Construction, Pembs CC) wrote to Angela Burns on 27/9/18 outlining the required procedure. Equality Impact Assessment informed by consultation responses has been carried out by PCNPA and outcome will be presented to PCNPA committee</p> <p>PCNPA not</p>

				legally entitled to charge on this land. See PCNPA Response: Theme 8 – Ownership and PCNPA not legally entitled to charge.
VO1/23	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/24	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/25	Amroth Objecting to introduction	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant	Public Consultation Impact on	Public Consultation. See PCNPA Response: Theme 6 – Lack

	of charging	village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	economy of villages – introduction of charges	of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/26	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/27	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy

VO/28	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/29	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/30	Amroth Objecting to introduction of charging	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 –

				Negative Impact on the Local Economy
VO1/31	Amroth Objecting to introduction of charging	Lack of Public Consultation – promised a meeting Positive impact on well-being of being able to meet friends for coffee and lunch, would not have been able to if charges have been in force Businesses in Amroth would suffer if charges introduced	Public Consultation Impact on well-being of people with limited income who meet to socialize with others at Amroth Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on well-being of people with limited income who meet to socialize with others at Amroth. See PCNPA Response: Theme 5 – Impact on specific groups Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/32	Amroth Objecting to introduction of charging	Impact on visitors with limited income A public consultation was promised. Listen and consider alternatives that may well avoid blanket introduction of charges Introduction of	Impact on visitors with limited income Lack Public Consultation Impact on economy of villages – introduction of charges	Impact on visitors with limited income. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and

		<p>charges would be detrimental to businesses in this small community – lower visitor numbers.</p> <p>A number of people have nowhere else to park; potential newcomers to the village may look elsewhere.</p>	<p>Impact on residents who have no parking</p>	<p>businesses with no Parking</p> <p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy</p> <p>Impact on residents who have no parking. See PCNPA response: Theme 4 – Impact on Residents and businesses with no Parking</p>
VO1/33	Amroth Objecting to introduction of charging	<p>Lack of Public Consultation – public meeting</p> <p>Querying historic understanding of basis upon which was land was transferred to National Park Authority.</p> <p>Copy of representation being sent to Ombudsman</p>	<p>Public Consultation</p> <p>PCNPA not legally entitled to charge on this land</p>	<p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>PCNPA not legally entitled to charge on this land. See PCNPA Response: Theme 8 – Ownership and PCNPA not legally entitled to charge.</p>

VO1/34	Amroth Objecting to introduction of charging	<p>Lack of public consultation – Request a public meeting.</p> <p>Be detrimental to the local economy - businesses that have worked extremely hard to make Amroth a village that attracts local people as well as visitors. Will result in fewer people frequenting Amroth; if they have to pay for parking they are more likely to go to Saundersfoot or Tenby where there are more amenities. Dog Walkers may choose to go to Wiseman’s bridge, they currently use beach and then local businesses.</p> <p>Is it financially viable for PCNPA to run site as a charging car park.</p> <p>Would there be reserved bays for residents?</p> <p>Result in an increase in people parking on double yellow lines. Cause problems for owners of private car parks i.e. pubs and restaurants.</p> <p>Charges remaining in force until 7pm means people living in the village but working</p>	<p>Public Consultation</p> <p>Impact on economy of villages – introduction of charges</p> <p>Financial Viability</p> <p>Reserved Parking Bays</p> <p>Displacement</p> <p>Impact on residents</p>	<p>Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation</p> <p>Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy</p> <p>Length of period for free parking. See PCNPA response: Theme 10 – Length of Period for free Parking</p> <p>Financial Viability. See PCNPA response: Theme 7 – Financial viability and cost of enforcement.</p> <p>Reserved Parking Bays. Reserved bays are not provided as they are an inequitable use of the sites fixed parking capacity.</p> <p>Displacement. See PCNPA Response: Theme 3 – Displacement</p>
--------	---	--	--	---

		elsewhere will have to pay when they come home and at weekends		<p>Parking.</p> <p>Impact on residents. See PCNPA response: Theme 2 – Impact on the Community and Theme 4 – Impact on Residents and businesses with no Parking</p>
VO1/35	<p>The Station CP, Penally</p> <p>Objecting to introduction of charging</p>	<p>Local church relies on the CP for free parking for services, weddings and funerals along with the users of the thriving village Hall, the heart of the community.</p> <p>Displacement parking – the roads are narrow and winding, there is an absence of footpaths and due to the nature of the village, many properties do not have off street parking.</p> <p>Impact on access for emergency vehicles</p> <p>Older demographic of Penally, mobility becomes an issue and people are reliant on all transport methods to maintain wellbeing.</p> <p>Detrimental effect on the thriving small village</p>	<p>Impact on community – Church and village hall users</p> <p>Displacement Parking</p> <p>Access for Emergency Vehicles</p> <p>Impact on well-being: older people with mobility needs reliant on car</p> <p>Impact on small village</p>	<p>Impact on community – Church and village hall users. See PCNPA response: Theme 2 – Impact on the Community</p> <p>Displacement Parking. See PCNPA Response: Theme 3 – Displacement Parking</p> <p>Access for Emergency Vehicles. See PCNPA Response: Theme 3 – Displacement Parking</p> <p>Impact on well-being: older people with mobility needs reliant on car. See PCNPA Response: Theme 5 – Impact on specific groups</p>

				Impact on small village. See PCNPA response: Theme 2 – Impact on the Community
VO1/36	Amroth Objecting to introduction of charges	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy
VO1/37	Amroth Objecting to introduction of charges	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby Impact on older generation. Regularly walk in Amroth won't be able to afford to go regularly	Public Consultation Impact on economy of villages – introduction of charges Impact on Well-being: Older people with limited income	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy Impact on Well-being: Older people with limited income. See PCNPA Response: Theme 5 –

				Impact on specific groups.
VO1/38	Amroth Objection to introduction of charges	Object to introducing charges:- 1. Promised a public consultation 2. Amroth a vibrant village because of free parking, impact of removal on visitor numbers and local economy 3. Will people say: if I have to pay I may as well go to Sfoot, Tenby	Public Consultation Impact on economy of villages – introduction of charges	Public Consultation. See PCNPA Response: Theme 6 – Lack of Public Consultation Impact on economy of villages – introduction of charges. See PCNPA Response: Theme 1 – Negative Impact on the Local Economy

The information captured above has been considered as part of the Equality Impact Assessment on the proposed variation of the Off Street Car Parking order, from which your Officers have drawn the following observations.

- **Theme 1: Negative Impact on the Local Economy**
 - **Theme 2 – Impact on the Community**
 - **Theme 3 – Displacement Parking**
 - **Theme 4 – Impact on Residents and businesses with no Parking**
 - **Theme 5 – Impact on specific groups**
 - **Theme 6 – Lack of Public Consultation**
 - **Theme 7 – Financial viability and cost of enforcement**
 - **Theme 8 – Ownership and PCNPA not legally entitled to charge**
 - **Theme 9 – Park Purposes**
 - **Theme 10 – Length of Period for free Parking**
 - **Theme 11 – Signage at Amroth**
 - **Theme 12 – Issue of Standardization and Variation of Tariffs**
-
- **Theme 1: Negative Impact on the Local Economy**

A recurring theme to the introduction of charges at Amroth was concern about the impact on the local economy. There was concern that removal of free parking would impact on visitor numbers and regular beach users/visitors such as dog walkers, with a 'knock on' impact on footfall for businesses in Amroth. There was

also concern that if people have to pay they would choose to go to Wiseman's Bridge, Saundersfoot or Tenby instead.

A recurring theme to the introduction of charges at West Angle was the impact on the local economy due to the nature of West Angle Car Park, in particular its remote geographical location. One response noted that the National Park Authority was showing disregard to the duty to 'foster economic/social wellbeing of communities' due to the adverse impact that car park charges would have on the local community and its businesses. Concern was also raised about the direct impact on the café adjacent to the car park. It was noted that Angle beach is mainly used by local people. Anecdotally local people have said they can't afford to travel to Angle, pay parking charges and have refreshments.

A recurring theme on the extension of the charging day to 7pm at Solva was concern about the adverse impact it would have on the local economy. The Harbour Inn and other businesses would be under greater financial pressure as motorists would be deterred from stopping in Solva during the period 5pm – 7pm. One response highlighted that having free car parking between 5pm-7pm allows local people earning a fairly low wage to use local businesses without being saddled with extra costs

PCNPA Response:

- There is no evidence to suggest that the demand for use of the PCNPA's charging car parks in coastal village locations such as Little Haven and Solva is adversely impacted by the current duration of the charging day and/or the existing suite of parking price points/season tickets offers.
- There is no evidence to suggest that the demand for use of the PCNPA's charging car parks at beach head locations such as Poppit Sands, Newport Sands, Newgale, Freshwater East & Manorbier is adversely impacted by the current duration of the charging day and/or the existing suite of parking price points/season tickets offers.
- Privately run beach cafes operate immediately adjacent to the authority's charging car parks at Poppit Sands, Newport Sands and Newgale and have done for many years.
- Introduction of 'up to 30 minute free parking' across all spaces in all car parks enables short term free parking, with 1 hour extensions for blue badge holders.
- The '30 minute free parking' will apply to the 5pm – 7pm period.
- The Authority currently offers pre-purchased season tickets which provide a cost effective alternative to the P&D rates: Full Season Ticket (for use in one of PCNPA charging car parks only): £25. Full Season Ticket (for use in any of PCNPA charging car parks): £70.
- Charges are seasonal and not in operation from 8th November – 14th March.

• Theme 2 – Impact on the Community

There were concerns about the impact of the extension of the charging day on the community in Solva. One response noted that it would deliver no benefit to the community of Solva and therefore directly conflicts with the 'Well Being of Future

Generations (Wales) Act 2015. One response noted the adverse impact of extending charges on local rowing and sailing clubs who hold early evening activities during the summer and whose members use the car park.

One response to West Angle car park highlighted concern that the introduction of charges may stop use of the car park by local community groups (Scouts) who meet at the location for boating and canoeing activities.

Penally Community Council commented that Penally Car park provides free parking for those attending church services and events at the thriving village Hall. Concern was raised about the impact that charging would have on Penally as a small village.

PCNPA Response:

- The Authority currently offers pre-purchased season tickets (see details above) which provide options for residents who regularly use car parks. PCNPA season tickets are transferable between users and not tied to a specific vehicle.
- Introduction of 'up to 30 minute free parking' enables short term free parking, with an hour extension for blue badge holders. Blue badge holders will also receive an extra hour on all other tariffs.
- NPA have a statutory right to charge for services provided and a duty to raise reasonable revenue from assets which it controls.
- Revenue raised by the Authority is allocated by the NPA to fulfil park purposes across the Park area.
- Continued maintenance and provision of car parking facilities helps provide easy access to the Parks coastline countryside and settlements. The resulting footfall is an asset for local economies to capitalize on.
- The Authority can suspend charges to support community events in each of its charging car parks for up to three days in any calendar year. Recent events that have been supported via this mechanism include the Pembrokeshire Coast Triathlon at Broad Haven, Little Haven Regatta and the Edge Festival at Solva.

• Theme 3 – Displacement Parking

Concerns included the prospect of illegal on street parking (double yellow lines etc) and management problems for owners of other privately owned/operated car parks/parking spaces. Associated access problems for 'blue light 'emergency vehicles were also cited.

A theme within some West Angle responses was that displaced parking caused by charging would push traffic away from the car park back along the public highway and into village. This would have negative impact on local residents with limited off road parking including RNLI crew members. One response to West Angle noted that

there was no mention of introducing Car Parking Bays to assist with managing the car park.

The response from Penally Community council raised the issue of displacement and the extremely limited capacity of the village to accommodate public parking need.

PCNPA Response:

- The Head of Highways & Construction at Pembs CC advised Angle Community Council in a letter dated 21/3/18 on the issue of possible displacement of parking resulting from the introduction of car park charges. The advice was that individual drivers are responsible for leaving their parked vehicle in accordance with the rules of the Highway Code and that parking which causes obstructions or danger is enforceable and can be dealt with by the correct enforcement authority. The advice continued that concerns about the displacing of parking on street which might therefore cause hazards and congestion are not considered substantive complaints. This advice would apply similarly to all car parks where displacement could be an issue.
- PCNPA will look to monitor the impact of the introduction of charging on “blue light” emergency service vehicles.
- Need or otherwise for demarcation of bays is an operational matter and would occur if need identified from period reviews.

• Theme 4 – Impact on Residents and businesses with no Parking

It was noted in some response relating to Amroth Car Park that a number of people have nowhere else to park and that people living in the village but working elsewhere will have to pay when they come home at night and at weekends.

Other concerns focused on the impact that introducing charges would have on local holiday home businesses, visitors staying in Amroth and regular visitors to the car park. One respondent felt that it disproportionately impacted on local people and another queried if there would be reserved bays for residents, whilst another highlighted that season ticket holders are not guaranteed a space which would impact on residents and staff working in local businesses.

PCNPA Response:

- The Authority currently offers pre-purchased season tickets(see pricing details above) which provide cost effective options for residents and employers with no access to private parking.
- Reserved bays are not provided as they are an inequitable use of the sites fixed parking capacity.
- We do not guarantee or reserve the use of any space to any individual as this is an inequitable use of the sites finite parking capacity.

- Our season tickets are transferable between users and vehicles. Some holiday home operators and businesses without off street parking have recognized the value of this flexibility and have purchased season tickets for use within their business .

- **Theme 5 – Impact on specific groups**

It was noted in some Amroth responses that the introduction of charges would have an impact on older people, particularly those with limited income, as well as others who regularly use the beach for walking or to meet to socialize with others for lunch or coffee. One response noted that the 30 minute free parking would not adequately support the needs of short stay frequent users such as the above. It was highlighted in other Amroth responses that the introduction of charges could impact access for disabled people who use their cars to get to the beach.

One response noted the impact on Pembroke Dock families (an area they highlighted of high unemployment and deprivation), who do not have the funds to pay for parking in tourist areas and use Angle beach because of this. They also noted that it was currently used for school trips to keep costs down for parents.

The one response about Nolton Haven car park raised concern about how the introduction of charging would have a disproportionate impact on locals who use the car park regularly, particularly after school hours and can only access the beach by car.

The response from Penally Community Council highlighted the age demographic of Penally and the disproportionate impact the introduction of charges would have on the wellbeing of older people with mobility needs reliant on their car.

PCNPA Response:

- NPA have a statutory right to charge for services provided and a duty to raise reasonable revenue from assets which it controls.
- The Authority currently offers pre-purchased season tickets (see details above) which provide options for residents and frequent users of car parks. PCNPA season tickets are transferable between users and not tied to a specific vehicle.
- Universal role out of 30 minute free parking offer across all existing NPA charging car park sites has been in place since March 2017 and has been well received.
- There is recognition that it will have an impact on residents who need to use cars due to disability/ health related issues and the Blue badge system is therefore in operation across all spaces in all car parks. This is consistent with Pembrokeshire County Council's approach.
- The need to increase the provision of accessible bays would be considered under any future planned refurbishment programmes as has occurred at Little Haven and Saundersfoot.

- **Theme 6 – Lack of Public Consultation**

A recurring theme within objections to the introduction of charging at Amroth was a view that there was a lack of public consultation. A number of responses requested a public meeting to discuss the matter.

There was concern in response from West Angle about the lack of clarity in statements of reason.

One response regarding Solva Car Park raised the issue of lack of public consultation.

PCNPA Response:

- A PCNPA Officer proactively attended a meeting of Amroth Community Council (with members of the public present) on 15/2/18. The Officer gave a presentation of the proposed changes, the context for those proposed changes followed by questions & answers. The meeting was also advised that a process of formal public consultation would follow later in the year. The Officer received a subsequent email confirmation from the Amroth Clerk dated 19/2/18 offering her opinion that she 'thought it was a very useful and informative meeting'.
- A statutory public consultation exercise was conducted and ran from the 5th - 26th September 2018. Full details of the proposals and a statement of the National Park Authority's reasons for proposing to make the order could be inspected at the following locations during normal opening hours at
 - County Hall, Haverfordwest;
 - Pembrokeshire Coast National Park Authority Offices in Llanion Park, Pembroke Dock;
 - Pembrokeshire County Council Customer Service Centres located in Town Hall, Fishguard; Argyle Street, Pembroke Dock and Town Hall, Milford Haven;
 - Tourist Information Centres in St Davids (Oriol y Parc), Tenby and Saundersfoot Library;
 - St Dogmaels Post Office.
- PCNPA promoted the consultation on its website and across its social media channels.
- This paper sets out the representations to the statutory Consultation for consideration by Members of the PCNPA.
- '30 minute free parking' offer will be available across all NPA charging car park sites.

• Theme 7 – Financial viability and cost of enforcement

The question of whether it was financially viable for PCNPA to run the Amroth site as a charging car park was raised in some responses.

A query was raised about the cost of enforcing breaches of the Car Park Order at West Angle Car Park.

PCNPA Response:

- The major capital cost to introduce additional sites into a pre existing P&D parking portfolio is the initial cost of machine purchase and installation (circa £5K) which will be recovered in full during first season of operation.
- Enforcement patrols already undertake periodic patrols of West Angle car park.

• **Theme 8 – Ownership and PCNPA not legally entitled to charge**

Some Amroth responses questioned whether there was a restriction on the PCNPA's title that would prohibit its operation as a charging car park.

Some West Angle responses queried the historic understanding of the basis upon which the land was transferred to the PCNPA by its predecessor in title. In its response Angle Community Council noted that should the introduction of charging go ahead it may consider investigating Community Asset Transfer of the land as a means to prevent charging.

One response objecting to principle of charging at Solva Car Park raised the issue of ownership of the car park.

PCNPA Response:

- NPA title registered at the Land Registry for Amroth car park. NPA title documents impose no restriction on charging and copies of those docs have been provided to interested parties.
- NPA title documents impose no restriction on charging at West Angle Car Park and copies of those documents have been provided to interested parties. In relation to West Angle the Authority is not proposing to withdraw a service. Instead, it is seeking to amend the terms and conditions of use. Community Asset Transfer is not therefore a relevant consideration.
- NPA title for Solva Car Park registered at the Land Registry.

• **Theme 9 – Park Purposes**

In some Amroth and West Angle responses concern was raised that the introduction of car parking charges was contrary to Park purposes.

One response regarding Solva car park objected to the principle of money raised from car park charging going to central pot.

PCNPA Response:

- The NPA have a statutory right to charge for services provided and a duty to raise reasonable revenue from assets which it controls. Revenue raised by the Authority is allocated by the NPA to fulfil park purposes across the Park area.
- Continued maintenance and provision of car parking facilities help provide easy access to the Parks coastline, countryside and settlements for both residents and visitors

- **Theme 10 – Length of Period for free Parking**

One Amroth responder felt the Authority could offer at least 2hrs free parking.

In the single response regarding Nolton Haven it was noted that the proposed charging rates are unnecessarily high and that the proposed free charging period should be at least 1 hour.

PCNPA Response:

- Universal roll out of 30 minute free parking offer across all existing NPA charging car park sites has been in place since March 2017 and has been well received.
- Blue badge holders benefit from an additional 1 hour extension.
- Frequent users of car park may also consider cost benefit of season ticket purchase

- **Theme 11 – Signage at Amroth**

One Amroth response cited the absence of signage directing people to the geographic start/finish of the coastal path.

PCNPA Response:

- Whilst this does not relate to the Variation of the Car Park Order, the issue raised i.e signage directing people to the geographic start/finish of the coastal path will be passed on to PCNPA's Access Officer. The Authority is currently carrying out site audits of car parks to identify areas for improvement.

- **Theme 12 – Issue of Standardization and Variation of Tariffs**

Some Solva responses noted that Pembs CC car parks have a variety of charging schemes reflecting a variety of needs and circumstances and that the PCNPA charges take no account of local circumstances or needs, and are far in excess of those charged by PCC.

It was highlighted in some West Angle responses that there is an inconsistency in PCNPA's approach across its Car Parking portfolio in relation to charging.

PCNPA Response:

- Pembs CC charging periods and price points reflect the diverse nature of its car park portfolio. PCNPA charging car parks are typically coastal village core and or beach head in nature. Variation in tariffs would impact on transferability of tickets across sites and introduce subjectively based pricing.
- The PCNPA universal pricing structure is underpinned by the principle that a single vehicle occupies a single space for a specified period of time and the transferability of ticket use across all sites.
- The Authority established a Car Park Management Working Group that explored the management and charging at PCNPA car parks. The Group's recommendations were reported to the NPA on the 18th November 2015 when Members resolved the principle to introduce charging at Amroth, Penally, West Angle and Nolton Haven.

Financial, Risk & Compliance Considerations

No issues in addition to those outlined elsewhere within this report

Human Rights/Equality Issues

An equality impact assessment has been carried out to assess the impact of the proposal on protected groups.

Key issues highlighted within the Assessment:

- The young, older people or families with children with limited income may have difficulty paying where car parking charges are introduced or there is an extension to the charging day. Certain protected groups more likely to be in poverty. Areas where charging is due to be introduced have high proportions of older people/ ageing population. This could impact on them accessing the beach or opportunities provided to socialize in these areas. This concern was raised in a number of consultation responses.
- Disabled people and older people with mobility needs and reliant on cars due to lack of alternative accessible transport.
- Introduction of car parking charges could result in displacement of parking to inappropriate off street parking. This could also impact on street road safety issues – with particular implications for children, or obstruction for people with physical and sensory disabilities. It could also impact on access for emergency vehicles
- Ensuring that P&D machines are accessible.
- Introduction of charging could impact on residents in receipt of care and unpaid carers if they rely on car parks.
- It was noted that attendance of community institutions such as Churches and Village Halls could be adversely impacted by the introduction of parking charges.

Mitigating actions identified include:

- The provision of an additional hour for blue badge holders for all tariff options including free 30 mins option.
- Where there are currently no accessible parking bays inclusion of accessible bays are considered under future refurbishment programs as has occurred at Little Haven and Saundersfoot.
- Cost/benefit of Season Ticket purchase by regular users of Car Park
- Monitoring impact of introduction of charging on beach access for “blue light” emergency vehicles with relevant services.

Well-being of Future Generations Consideration

The Equality Impact Assessment also took into account Well-being of Future Generation Considerations in terms of impact on 5 ways of working and Welsh Government Well-being Goals and Authority’s Well-being Objectives.

Key issues highlighted within the Assessment:

- A need to ensure consistent and sustainable approach to management of Car Parks for the long term to ensure access to Pembrokeshire’s world class beaches, countryside and heritage.
- Concern highlighted within consultation responses on the impact on the local economy, businesses, communities and residents where charging could be introduced or the extension of the charging period..
- As an Authority we are committed to maintaining our portfolio of car parks to a high standard and by doing so, the Authority safeguards their functional fitness for purpose throughout the year. The generation of income through charging assists with this.
- Impact on staff and community relations. This could impact on staff involved with managing car parking facilities and wider staff who work within these communities not involved with the management of car parks.

Biodiversity Implications/Sustainability Appraisal

No issues

Welsh Language Statement

It is a legal requirement of the management powers afforded by the Parking Order that correctly worded bilingual signage must be on display at every car park where we may want to enforce those powers (whether parking is free or chargeable). All signage and instructions on Pay & Display machines will be bilingual

RECOMMENDATION

That Members resolve to:

- Endorse your Officers responses as set out above under Themes 1-12.**

b) Proceed with *The Pembrokeshire County Council Pembrokeshire Coast National Park (Off-Street Parking Places) Order 2015 Variation Order No.1 (2019)* to secure the following 3 outcomes:

- 1. Introduction of parking charges at 4 additional sites (West Angle, Penally, Amroth and Nolton Haven) which currently operate as free use sites. Those charges will be:**
 - **Upto 30minutes: Nil Charge**
 - **Upto 1 hour: £1**
 - **Upto 2 hours: £2**
 - **Upto 3 hours: £3**
 - **Daily: £5**
- 2. Extend the charging day across all charging sites (currently 9am to 5pm) by an additional 2 hours to include the period 5pm to 7pm.**
- 3. Increase the daily rate for coach parking across all sites from £3 up to £8**

c) Reconfirm their instructions to Pembrokeshire County Council (in the latter's capacity as the relevant Highway Authority) to complete the necessary statutory process in readiness for the start of the 2020 car park charging season