

City of Cardiff Council Parking Strategy 2016



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General Principles

The following document sets out Cardiff Council's approach to managing parking on the public highway and in its off-road car parks. The approach is consistent with national and local policy as well as contributing to the suite of the Council's transportation policies and strategies that seek to reduce congestion on the city's network.

The effective management of parking can contribute to the following strands of Cardiff's liveable city vision¹:

Cardiff is Clean and Sustainable – making sure that parking does not negatively impact on the city and the people who live, work and visit here.

Cardiff has a Prosperous Economy – ensuring that the economy is positively supported by employing a rational approach to managing parking resources which balances accessibility requirements with the need to manage demand.

Cardiff is Fair, Just and Inclusive - ensuring that everyone, especially those with mobility difficulties and disabilities can confidently use the city to live their lives.

People in Cardiff are Safe and Feel Safe – making sure that people are safe and feel safe in the city.

The Aim of Cardiff's Parking Strategy is:

To manage parking effectively in order to balance the parking and access requirements of residents, businesses, commuters and visitors with the need to support the Council's wider transport strategy to increase sustainable travel and achieve modal shift.

The Objectives are to:

- 1: Outline a coherent, clear and consistent approach to the management of parking
- 2: Address the parking and access needs of residents, visitors and businesses in a way which also supports the Council's efforts to increase travel by sustainable modes
- 3: Reduce the negative impacts of travel and parking, particularly on the city centre and adjacent areas
- 4: Manage the supply of residents parking and address the negative impacts of illegal and commuter parking on neighbourhoods
- 5: Balance the needs of residents, visitors and businesses with promoting accessibility, particularly for people with mobility difficulties whose travel options may be restricted.

¹ The City of Cardiff Council Corporate Plan, 2015 - 2017

The strategy for managing parking sets out the problems and opportunities Cardiff has as a key destination for leisure and employment, and explains our priorities for parking. This includes parking for bicycles, motorcycles, cars, and for blue badge holders.

The Strategy covers a wide range of parking issues and measures relating to the provision, control and management of parking, including:

- Parking for cars, cycles, powered-two wheelers, taxis and coaches;
- On-street and off-street parking, including public off-street parking and private non-residential parking;
- Parking in the City Centre, District and Local Centres, and Residential areas;
- Parking enforcement;
- Parking charges;
- Parking policy related to planning proposals;
- Park and Ride; and
- New technology.

The focus of this document is on describing the elements that are the most relevant to the user experience of parking issues, with the more technical sections contained in the Appendices, Sections 10-16

A Brief Guide to the Council's Parking Strategy has been produced to condense key elements of the overall strategy and to provide links to detailed sections of the main strategy document.

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1 INTRODUCTION

The City of Cardiff Council's (CCC) vision is for our city to become Europe's most liveable capital city.

Being a liveable city includes careful consideration of our city's:

- Quality of Life
- Identity
- Public and Green Spaces
- Transport and its Sustainability

The delivery of our vision requires a coordinated approach to delivering positive improvements which will bring tangible benefits to the ways people access the facilities and services they need. It will ensure that these are provided in a high quality, attractive and liveable environment.

Our aspiration is for a 50:50 modal split in how people choose to travel – this can only be realised by balancing the availability of parking with direct routes for frequent, fast and reliable public transport, facilities that encourage walking and cycling, excellent connectivity between homes, key destinations, the city centre, the Bay, neighbourhood centres, schools and the wider region.

To do this our transport system needs to be “an integrated transport system that offers safe, efficient and sustainable travel for all, and where public transport, walking and cycling provide real and desirable alternatives to car travel.”

In delivering this we will:

- Use a range of measures to make best use of our existing network and improving facilities and accessibility for all modes of travel and, in particular, for alternatives to the car.
- Introduce a range of measures to reduce the demand for travel overall and limiting car use where appropriate.
- Ensure that a range of practical and attractive travel options are available for most trips and that people know how to find out about them.

The way Cardiff manages parking is a vital strand in contributing to the Council's overall Transport Strategy which seeks to:

- encourage the greater use of sustainable travel modes
- reduce congestion on the city's network
- improve quality of life for residents and
- support economic prosperity for Cardiff.

The location, quantity and cost of parking can have a major influence on travel behaviour and the choice of mode that people make has a marked impact in the neighbourhoods that people travel through.

Cheap parking at or near major travel destinations can stimulate demand for car travel and generate more traffic on the highway network. Greater volumes of traffic can lead to increased congestion

which can result in delays to journeys, reduced journey time reliability, less efficient road-based public transport trips and less attractive options for journeys made by active modes. This is why the effective management of parking can make an important contribution to the Council's vision for a liveable city.

This document is designed to:

- Summarise problems and issues for managing parking, and set out an approach for resolving these
- Ensure that our approach to parking management is clear and consistent
- Contribute to the implementation of the Council's Transport Strategy, Local Transport Plan and the Local Development Plan including the Council's adopted parking standards for new developments
- Look to the future to take account of how Cardiff is developing and growing as a city and how technology can contribute to making sure that the city is people friendly and an attractive place to live.

This covers a wide range of parking activities and opportunities relating to the provision, control and management of parking, including:

- Parking for cars, cycles, powered-two wheelers, taxis and coaches;
- On-street and off-street parking, including public off-street parking and private non-residential parking;
- Parking in the City Centre, District and Local Centres, and Residential areas;
- Parking enforcement;
- Parking charges;
- Parking policy related to planning proposals;
- Park and Ride; and
- New technology.

2 DOCUMENT STRUCTURE

The document is divided into a main section and an Appendix, each of these having links to other relevant sections within the document, and to external resources where additional information can be found.

- The Cardiff Context – Issues and Challenges
- Parking Stock
- Hierarchy of Parking Provision
- Pricing of Parking
- Length of Stay
- Enforcement of Parking and Moving Traffic Offences
- Use of Income from Traffic Enforcement
- Key Issues by Area
- Management of Parking by area type
- Travel by other modes
- Innovation and Technology
- Monitoring, Targets and Performance Indicators

Appendices:

- Action Plan.
- Glossary and Abbreviations
- Policy Context
- Operational Parking and Traffic Management Policies

3 CARDIFF'S ISSUES AND CHALLENGES

A Growing Population:

Cardiff is the most highly populated Welsh Local Authority, with around 346,100 inhabitants². Cardiff's population is growing rapidly and by 2026 is predicted to grow by between 14-19% to between 395,000-413,000, based on 2011 figures.³

The location of new housing, employment and service developments has a strong influence on how far people travel, the routes they choose and the mode of travel they use. Cardiff's new Local Development Plan sets out that provision needs to be made for 41,100 new dwellings and 40,000 new jobs between 2006 and 2026. It includes a target 50:50 modal split between journeys by car and journeys by walking, cycling and public transport. To achieve this target, the Council is working to deliver infrastructure improvements and other measures which make it possible for many more people to switch from car use to sustainable transport for their daily journeys.

Transport Challenges:

Key challenges include:

- The city's travel to work area extends to the whole of South East Wales with an increasingly significant number of people arriving from Rhondda Cynon Taf and the Vale of Glamorgan and beyond. (FIGURE 3.1).
- In 2013 around 217,600 commuters travelled to work in Cardiff daily, with 83,100 commuting from outside of the city and 134,500 Cardiff residents travelling within the city to their place of work (Source: Annual Population Survey 2014).
- 57% of Cardiff residents travel less than 5km to work (Source: 2011 Census). From the 2011 Census, 71% of households in Cardiff owned cars and 28.1% of households owned two or more cars. Department for Transport records indicate that the numbers of licensed cars within Cardiff has increased by 17% (from 107,500 to 125,700) between 2001 and 2012.⁴
- Traffic on Cardiff's roads grew by 4% between 2003 and 2013, from 283,300 to 296,300 vehicles (Cardiff Annual Surveys: 12hr 2-way traffic across the County Cordon - 5yr Rolling Average).

The availability and cost of parking at a particular journey destination (e.g. a district shopping centre) can influence whether or not people choose to travel there by car. For example, providing free all day car parking in the city centre would result in an increase in car based commuting to the city centre. This would be likely to add to peak hour traffic and increase congestion on main routes, resulting in delays to bus services, and would make the city centre and surrounding neighbourhoods less pleasant for residents, pedestrians and cyclists.

It is however it is recognised that the car may remain the most practical travel option for many journeys and that in many circumstances some people will have no other travel choice available. In the same way, the Council also recognises that many businesses are heavily reliant on the patronage of car-based customers.

Management of parking is therefore necessary to in order to provide for these needs whilst also supporting the Council's broader sustainable transport objective.

² 2011 Census.

³ Source: Cardiff LDP Deposit Plan and Welsh Government 2011 Bases Population Predictions

⁴ Department for Transport 2013: <http://wales.gov.uk/statistics-and-research/licensing-vehicle-ownership/?lang=en>

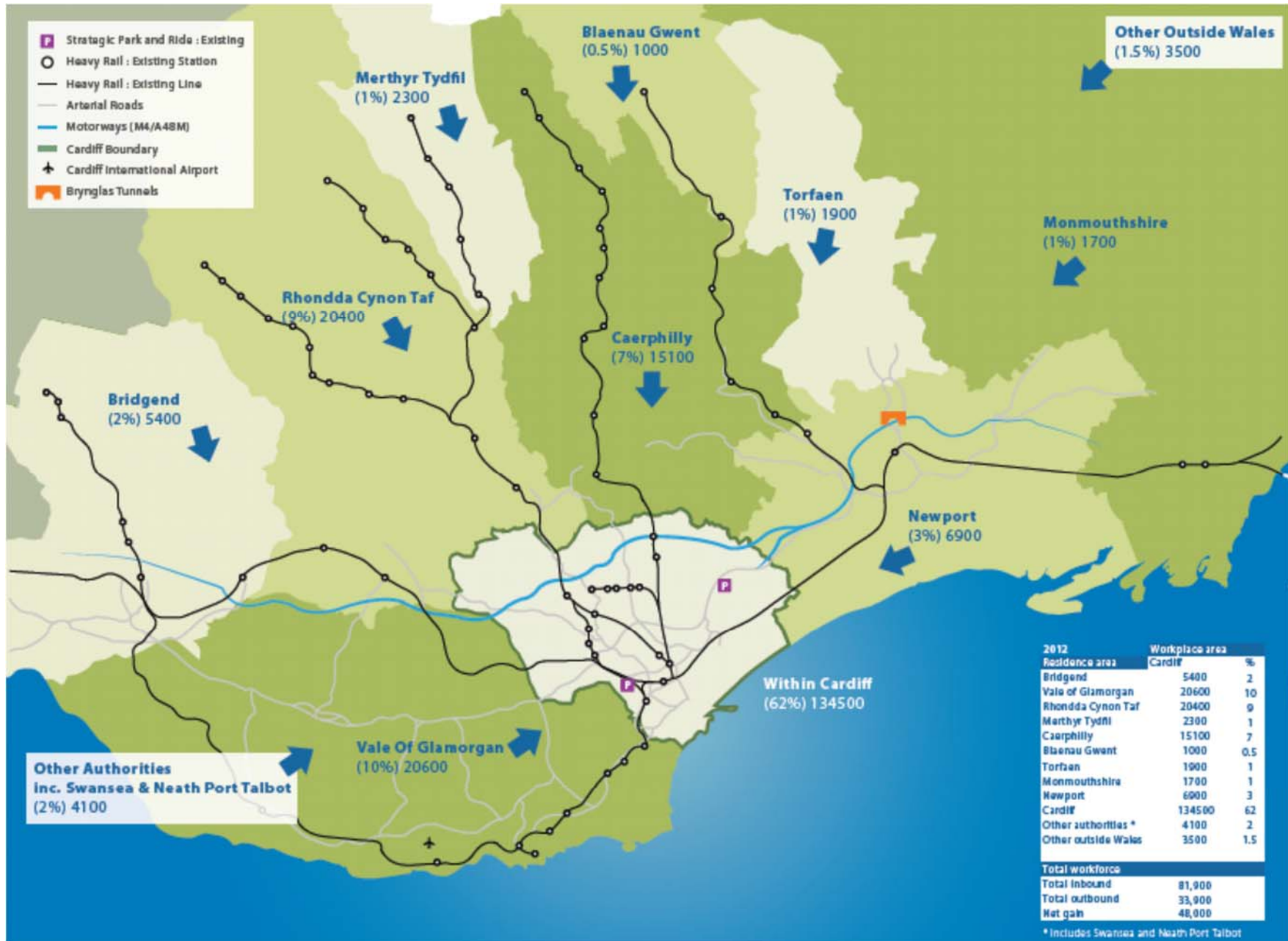


Figure 3-1 Cardiff's Strategic Transport Vision and Commuting (2013)

4 CARDIFF'S PARKING SUPPLY

Cardiff's supply of parking includes both on-street and off-street parking. On-street spaces are controlled by Cardiff Council, and off-street parking is provided by a combination of private operators, company car parks and Cardiff Council operated car parks. Table 4.1 shows the extent of the Council's control over the city's parking stock.

Table 4-1: Control and management of Parking Provision in Cardiff

Category of Parking	Cardiff Council Responsibility	Means of Control
On-street – Regulated by Traffic Regulation Order	YES	Civil Enforcement Officers, TRO
On-street – Not regulated by Traffic Regulation Order	N/A	Obstruction offence notices can be served by the police for enforcement
Council Car Parks	YES	Day to day operation or contracted - typically CEO enforcement of Pay and Display
Private Car Parks (including multi-storey)	NO	Private Operators and via SPG ⁵
Private Non-Residential (PNR)	NO	Provision via SPG
Residential – Off-street	NO	Provision via SPG
Non-car Modes – Cycle Parking	YES	Provision via SPG

How parking is distributed in Cardiff:

- In 2014, it was estimated that there were some 13,720 car parking spaces in Cardiff City Centre; half Private Non-Residential spaces, and half accessible by the general public.
- The Council operates 14 surface car parks for public use. Car parks are also linked to specific facilities being provided for the public, such as libraries, community centres or open green space/parkland.
- There are 4 car parks open to the public in Cardiff Bay with a total of 1,867 spaces. Two of these are Multi-Storey Car Parks, and two are Council operated Pay and Display surface car parks.
- There are also a number of Council operated car parks in district centres and at recreational facilities across the city. Some of these are also pay and display car parks.
- There are a total 2,321 Pay and Display parking spaces in Cardiff (1472 long stay spaces and 849 short stay).
- Other on-street parking (e.g. in local and district shopping centres and residential areas) is controlled by means of waiting restrictions and permits as appropriate.

Table 4-2 - Cardiff Council Car Parks

Location	Capacity (spaces)
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⁵ Supplementary Planning Guidance - Access, Circulation and Parking 2010 and subsequent revisions as appropriate.

City centre	North Road	161
Canton/ Riverside shopping centre	Gray Street	103
	Severn Road	94
	Harvey Street	72
	Leckwith Road (Tesco)	63
	Wellington Street	32
Whitchurch village shopping centre	Merthyr Road, Whitchurch	72
	Penlline Road, Whitchurch	59
Cardiff Bay	Havannah Street	241
	The Barrage	120
TOTAL SUPPLY		1434

The locations of the parking are shown the plans in figures 4.1, 4.2 and 4.3:



- TRANSPORTATION SERVICE CAR PARKS
- PAY AND DISPLAY ON STREET PARKING
- OTHER COUNCIL CAR PARKS
- PARK AND RIDE
- DISABLED BAYS
- TAXI RANK
- GOODS VEHICLE
- COACH PARKING
- HGV PARKING
- CITY CAR CLUB BAYS
- MOTORCYCLE PARKING
- RESIDENT PARKING - STREET SPECIFIC
- RESIDENT PARKING - CENTRAL
- CITY CENTRE CPZ
- INNER BUFFER AREA
- OUTER BUFFER AREA
- 20 MPH LIMIT AREA (PILOT)
- GREENER GRANGETOWN AREA



- | | | |
|--------------------------------------|------------------------------|----------------------|
| — PAY AND DISPLAY | — TAXI RANK | — HGV PARKING |
| ● SURFACE CAR PARKS | — GOODS VEHICLE | — CITY CAR CLUB BAYS |
| — DISABLED BAYS | — COACH PARKING | |
| — RESIDENT PARKING - STREET SPECIFIC | — RESIDENT PARKING - CENTRAL | |

Figure 4-2: City Centre Parking

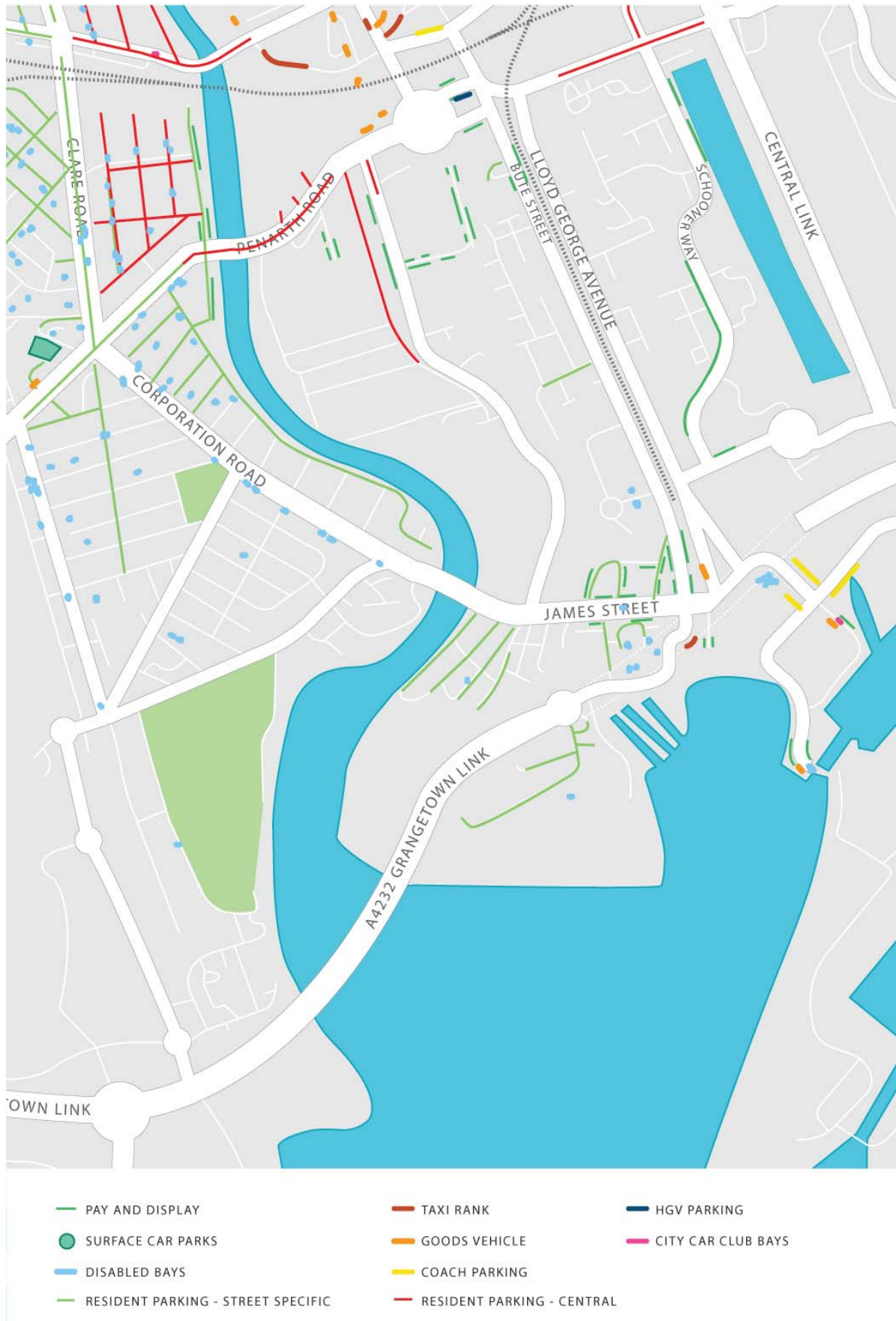


Figure 4-3: Parking in Cardiff Bay

5 HOW PARKING IS MANAGED IN CARDIFF

The Council has a number of ways to manage its on-street and off-street parking.

These include:

- Hierarchy of Parking - what type of parking is prioritised at each location
- Pricing of Parking – how much people pay for parking at a given location for a given period
- Length of Stay – how long people are permitted to park at a given location
- Enforcement of Parking - ensuring that people park both safely and legally
- Moving Traffic Offences – ensuring that the network is kept moving and favours public transport, walking and cycling.

The application of these controls individually or in combination can influence where people want to park and for how long they park. This section provides an overview of how these controls are used and sets out how the income from parking charges and fines for illegal parking and traffic enforcement is managed.

5.1 Hierarchy of Parking

The Council’s user hierarchy for parking is presented in Table 5.1.

Table 5-1 Cardiff Parking User Hierarchy

On-street Hierarchy	Off-street Hierarchy
Blue Badge Holders	Blue Badge Holders
Special Users ⁶	Short-Stay Shoppers & Visitors
Residents	Long-Stay Shoppers & Visitors
Essential Business Users	Employee Parking
Short-Stay Shoppers & Visitors	
Long-Stay Shoppers & Visitors	
Employee Parking	

The Hierarchy is the starting point for considering how parking is managed across different areas of the city. However, it is not prescriptive in nature and the way it is applied in a particular part of the city will generally be influenced by the characteristics of an area and the nature of parking demand and pressures/issues present.

⁶ E.g. Permits for Doctors and other medical practitioners, parking for funeral hearses etc.

For example, the city centre has a very different set of parking requirements compared with residential areas on the outskirts of the city. It is therefore not practical to define a single parking hierarchy across the city in this way. The hierarchy needs to be applied with regard to evidence of demand and pressures in specific areas; consideration of the potential impacts of different control mechanisms on users in an area (e.g. residents and businesses); and more widely upon local travel patterns and travel choices.

5.2 Pricing of Parking

Pricing of parking can significantly influence demand for parking. As a result, changes in parking tariffs may act as a powerful tool in managing parking.

The Council has carried out a review of the pricing of its parking stock in different locations in order to understand the relationship between pricing and the availability and turnover of spaces. The evidence gathered has informed the actions in this strategy and is summarised in Section 7.

5.3 Length of Stay

How long somebody is able to park in a particular location can be a powerful tool in influencing the how parking is used and for what purpose. For example, in areas where there is need to support shoppers, such as district centres and areas immediately adjacent to the city centre, restricting the time that people are allowed to park before they have to vacate a parking space or pay a charge, or a higher tariff, can help keep spaces turning over and be available to shoppers over the course of the day. This can be helpful to businesses which rely on a steady flow of customers during core trading hours.

Restricting the length of stay to a period that is less than a typical working day also reduces the amount of long stay parking available to commuters. This encourages travellers to consider sustainable modes for daily travel.

Controlling the length of time people can park can be used in conjunction with pricing parking to encourage a greater turnover of short stay parking in areas where there may be both long stay and short stay demand. This may also facilitate occasional longer stay parking by non-commuters such as visitors, long stay shopping trips and occasional business use.

5.4 Enforcement of Parking

Illegal parking can create problems with the operation of the highway network including impacting on the ability of public transport to run smoothly and for people to be able to use 'active modes' such as walking and cycling safely and confidently. It affects the safety of other road users, and causes a nuisance for local residents and businesses. Illegal parking can affect the enjoyment and facility of local areas and detract from them as good places to live and work.

Enforcement is needed to ensure compliance with regulations in order to keep the highway network and public transport working, tackle dangers to other road users from illegal parking and ensure parking bays are used for parking and not for other purposes e.g. for illegal trading.

The Council's mobile teams of Civil Enforcement Officers (CEO) provide a responsive service to deal with parking problems on the highway or Council-owned land. The role of CEO is a key one in

ensuring that the city remains accessible, and that parking on the city's streets is undertaken both legally and safely.

CEOs also have a unique advantage in being 'on-street' and can therefore be important ambassadors for the delivery of efficient parking in the city, working alongside technology to deliver a high quality parking service for both residents and people who visit the city.

More detail on the Civil Parking Enforcement scheme and the charges that apply to parking offences can be found via the Council's Website or by visiting www.keepingcardiffmoving.co.uk

5.5 Moving Traffic Offences

The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 was passed and came into force on 25th March 2013. These regulations enable the Council to assume responsibility for enforcement of bus lane and some moving traffic offences (MTOs), pursuant to Part 6 of the Traffic Management Act 2004. The Traffic Management Act 2004 indicates the range of road signs which will be enforceable under this new legislation. These include enforcement of:

- Directed and prohibited movements
- Pedestrian precincts
- Bus and Cycle provisions and
- Yellow Box Junctions.

These powers particularly assist:

- Enforcement of Bus Lanes - preventing the blocking of bus lanes.
- Enforcement of Yellow Box Junctions - reducing illegal queuing across the boxes, particularly during peak hours, preventing congestion and delay to all vehicles.
- Enforcement of turning movement bans - enhancing public safety, by preventing conflict with pedestrian crossing movements, and by reducing the use of weak bridges by lorries ignoring weight restrictions.

In relation to the enforcement of parking and moving traffic offences Cardiff Council commits to the following actions:

Action 5.1 Parking Tariffs

Cardiff Council, under the provisions of the Traffic Management Act (2004) will employ Civil Enforcement Officers to undertake parking enforcement and to ensure the unobstructed movement of bus services and the emergency services, particularly on strategic corridors where traffic orders are in place.

Action 5.2 Parking Tariffs

Cardiff Council will pursue powers to enforce the obstruction of footways through the Welsh Government and Westminster Government.

5.6 Use of income from traffic enforcement

Cardiff Council recognises the importance of ensuring that income from charges associated with traffic enforcement is used appropriately. There are three main sources of income, which are set out below.

a) Income from Parking Charges

Income from parking charges is ring fenced to be reinvested in transport network improvements and other parking related initiatives. This includes the support and renewal of the existing parking infrastructure.

In the past this fund has been used to provide support services and improvements including:

- Pentwyn Park & Ride
- Surface Car Park Upgrades
- City Centre Mobility Assistance
- Street Works and the installation of additional Pay and Display facilities
- Installation of Disabled Bays
- Work required for the implementation of Moving Traffic Offences

b) Income from Civil Parking Enforcement (CPE)

Income from parking enforcement is used to support the deployment of CPE officers. Any surplus or deficit generated by the Civil Parking Enforcement Account is transferred to the Parking Reserve. This can only be used for specific purposes such as supporting public transport services, off-street parking and highway improvements in accordance with section 55 of the Road Traffic Regulations Act 1984.

Any surplus arising from CPE is ring fenced in the legislation and can only be used for transportation related projects.

c) Income from Moving Traffic Offences (MTOs)

Operational costs associated with enforcement of MTOs have included the creation of a new team to manage the administration of the system plus software licences, support, registration fees and other essential costs. The one-off costs associated with setting up the scheme relate mainly to acquisition of camera technology/ hardware plus upgrading of lines and signs on site.

Any surplus arising from the enforcement of MTOs is ring fenced in the legislation and can only be used for transportation related projects in the same way as for CPE.

6 A REVIEW OF CARDIFF'S PARKING SUPPLY

A comprehensive review has been carried out of how Cardiff's parking supply is managed and priced across different parts of the City. The review included off-street car parks, on-street parking bays and residents parking areas.

The review:

- Assessed the current status of Cardiff's parking tariffs.
- Collected information on charges made by private operators and compared them with charges made at Cardiff Council operated car parks (City Centre, Cardiff Bay and district centre car parks).
- Considered the costs for on-street parking in a number of comparator cities/boroughs including the Core Cities⁷ and some London boroughs⁸ and compared these with the charges made by Cardiff Council for its on-street facilities.
- Compared the cost of using alternative options such as bus and park and ride with the cost of parking in Cardiff.
- Assessed the implications for setting parking charges in Cardiff against the objectives of the strategy – particularly that of reducing congestion by encouraging people to travel using sustainable travel.

The review also looked at the UK core cities⁹ and other city areas with similar characteristics to Cardiff, the approach in nearby Welsh cities and also considered international examples. For example, a system that has been introduced in San Francisco to manage its parking through variable pricing¹⁰ was examined to assess what best practice could be taken from their experience. This has implications for future potential systems for managing parking and parking demand in Cardiff and is explored in Section 9, Future innovations. A number of conclusions were taken from this work which have been used to identify actions needed to deliver effective management of parking in Cardiff:

These are that Cardiff Council should:

- identify which type of user is a priority for each parking location in the city
- increase city centre on-street parking prices to be consistent/comparable with that of other cities
- implement an hourly fee structure for Pay & Display parking
- look at the potential to extend the free parking period in district centre car parks to 3 hours, increase the charge for parking over 3 hours to be consistent with Cardiff Council's city centre charges, and limit the length of time that a district centre car park can be used
- ensure that parking charges in district centres across Cardiff are consistent and,
- engage in an effective communications campaign to ensure the public understand the changes, the reasons for them, and the alternatives.

These conclusions have informed the focus and actions which make up how parking is managed for the future.

⁷ Birmingham, Bristol, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. Leicester was also included in the review.

⁸ Westminster, Hounslow

⁹ Birmingham, Bristol, Cardiff, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham, and Sheffield. (<http://www.corecities.com/about-us/core-cities>)

¹⁰ SF Park. <http://sfpark.org/about-the-project>

7 MANAGING CARDIFF'S PARKING

Cardiff has a wide variety of neighbourhoods each with their own characteristics. Their individual parking issues stem from their location, mix of land uses, and transport facilities. In managing parking Cardiff Council will have regard to the function/type and unique qualities of these areas which will help to determine the most appropriate approach to parking management and to promote each area as well connected but unique place to be.

Details of key issues and demands for different areas of the city are discussed in the table below (pg. 22).

7.1 Key Issues (by area)

The Council has extensive knowledge of parking issues including the demand for parking and pressures on parking space in different areas of the city, built up over many years. Different areas typically experience a range of different issues. The contrasts between these areas underlines the need for parking management to be evidence-led and sensitive to issues in different parts of the city.

Area	Issues	Parking Demand/Pressures
City Centre	<ul style="list-style-type: none"> • City centre and immediate surrounding areas are both densely populated and home to a large number of significant trip attractors. As the focus of high levels of economic and visitor activity (e.g. shopping, events and other leisure trips) as well as commuting, significant demand for parking exists is generated. This presents a significant challenge to how parking is allocated and enforced. • Surveys indicate that some 217,600 commuters travel to work in Cardiff daily (Statistics for Wales, 2013). 42% travel by private car.¹¹ In 2014 surveys of morning peak revealed that 6090 car drivers crossed the city centre cordon (1 hour, in bound) thereby increasing the level of congestion during the morning and evening peak times. • The movement of goods and demand for servicing for shops and businesses also contributes to these pressures. 	7 day commercial and shopping demand High commercial servicing demand High commuter attraction High shopper attraction High visitor attraction High night time economy attraction Low resident demand.
Cardiff Bay	<ul style="list-style-type: none"> • Mixed use area in easy reach of the city centre. Comprises a number of office developments, some retail outlets catering mainly for the tourist market, convenience shops and a significant amount of high density residential development both in the Bay area itself and in surrounding streets. • A key tourist destination, it provides a range of parking facilities - privately operated multi-storeys, surface car park and on-street pay-and-display spaces, mainly short stay. Some long stay on-street parking is available as well as on-street coach parking bays in the local streets, together with parking for disabled persons and taxis. • Limited on-street servicing is required for retail shopping; servicing for the Mermaid Quay development is contained primarily within the development. • Mount Stuart Square area and neighbouring streets have a number of long established businesses which utilise on-street parking only, controlled by short stay pay-and-display parking to ensure a turn-over of spaces. • North of Cardiff Bay in the area between the Bay and the city centre, residential dwellings usually have their own private off-street parking. Older housing, to the west of Bute Street, also has private parking areas. Some parking pressures are experienced in these areas, possibly due to commuter parking. 	Weekday commercial demand Low shopping demand High visitor attraction High night time economy attraction Medium resident demand mostly in new housing with dedicated parking.

¹¹ Census 2011

Area	Issues	Parking Demand/Pressures
District and Local centres	<ul style="list-style-type: none"> Each district has its own distinct identity and they have a mixed profile, with some providing a mixture of commercial, leisure and shopping opportunities and some purely shopping orientated. Particularly in district centres with shopping facilities, there is the potential for a high turnover of parking demand. In areas adjacent to the city centre, there is also potential for commuter parking which may prevent turnover of spaces for visitors looking for parking for shorter periods. 	<p>Weekday commercial demand.</p> <p>Weekday shopper demand</p> <p>Low visitor attraction</p> <p>Some night time economy demand, notably restaurants.</p>
Residential areas	<ul style="list-style-type: none"> Rising car ownership and/or the use of streets for parking by commuters. Socio-demographic trends and changes in the number and composition of households also have an impact. For example, increasing numbers of adults staying within the family home for longer, leading to households owning more than one car and the conversion of larger properties into flats, which results in each flat being classed as a unique residence, with the same opportunities for resident permits as a family residence. Type of housing also has an impact, e.g. in streets where there is a high level of terraced housing (common in areas adjacent to the city centre, and larger district shopping centres such as Albany Road) parking pressures can be acute, especially in the evening period, even where areas are protected by residents parking schemes. Streets close to district shopping centres often have a standard 50% resident only parking facility. Often, these bays remain largely empty during the day until residents return home in the evening. By definition this space remains inaccessible by short term shoppers. The remaining uncontrolled space also tends to be fully parked. Further away from centres of parking pressure, i.e. the city centre and local shopping centres, there is less intrusive parking from external sources, with parking pressure largely caused by residents themselves as a result of high car ownership and parking of business vehicles (such as taxi operators) which results in residents having more cars than can be parked within the streets where they live. Resident parking schemes cannot resolve issues where the residents themselves oversubscribe the available parking space and therefore requests for residential parking schemes in these areas cannot be facilitated. 	<p>High resident demand</p> <p>Some commuter/shopper demand depending on location</p> <p>Some weekend demand near parks and sports facilities.</p>

Accordingly, the strategy for managing parking in Cardiff is set out on an area basis focussing on the following parts of the city:

- City Centre – including its adjacent districts
- Cardiff Bay
- District and Local shopping centres
- Residential areas.

The actions proposed in each of these areas has been informed by the review of Cardiff's parking supply referred to in Section 4 above and the approach is to maintain a neighbourhood/area style strategy.

7.2 Cardiff City Centre (including adjacent districts)

Cardiff Council controls some city centre parking in three surface car parks at Castle Mews, North Road, and Sophia Gardens, and on-street parking comprising short stay and long stay pay-and-display spaces. There are on-street parking spaces around the central area provided for disabled parking, motorcycle parking, taxi ranks, coach parking and for the loading and unloading of goods, plus a small section for some residents of the city centre.

To support the Council's sustainable transport objectives, the strategy for the city centre needs to focus on parking measures which make commuter car travel to the city centre less attractive. This will be done through a combination of the following actions which are outlined in detail below:

- Reducing the number of long stay commuter parking spaces in the area
- Increasing the cost of long stay parking in the city centre
- Setting city centre tariffs to support Park and Ride options
- Ensuring disabled parking is effectively used
- Protecting the City Centre 'buffer' area from commuter parking.

a) Reducing the number of long stay commuter parking spaces

On-Street Pay and Display

Long stay spaces are currently concentrated in the northern section of the civic centre (Figure 4.2). The Council will implement the phased reduction of longer stay spaces in conjunction with the actions it is taking to make other travel options for commuters more attractive (e.g. Park and Ride, Bus Corridor improvements, development of the strategic cycle network).

Car Parks

Cardiff Council maintains three car parks in the city centre.

Castle Mews - the closest to the city centre, this car park could be restricted to short stay parking only and aligned with the maximum stay allowed on-street in the short stay spaces (5 hours).

North Road - receives the least patronage because of its distance from the centre, so this car park would be likely to retain the option for long stay parking in the absence of demand for short stay.

Sophia Gardens - This car park is very close to the city centre yet is underused by commuters. This may be because it is not visible to passing traffic and therefore not an obvious resource to commuters heading to the city centre. This situation is likely to continue without an effective marketing campaign to attract more shoppers and visitors – or the introduction of app based parking technology (see Future Innovation section 13).

b) Increase the cost of long stay parking in the city centre

The cost of 10 hour all-day parking in the on-street pay-and-display parking was £5.20 in 2014. This represented a rate of 52p per hour which an analysis of comparable cities indicates is not an appropriate price for parking in a growing capital city. A review conducted as part of the development of this strategy revealed that the cost of long stay parking in Cardiff, relative to comparable cities, falls at the lower end of the range of parking charges as can be seen below (note that the data shows the maximum stay permitted by city/city area at the time of investigation):

Figure 7-1: Parking costs in comparator cities¹²



¹² Where a charging band is not illustrated this indicates that parking for these periods was not permitted at the time of data comparison.

This work established a case for increasing the cost of long stay parking to align with comparator cities. A phased increase in charges to a more appropriate charge by 2018 is considered to be the most appropriate way to proceed. Following public consultation, a new baseline for on-street pay and display charges was set in the Council's Budget for 2015. Options to buy parking by the hour rather than in 'chunks', introduced in early September 2015, has already been a crucial addition in increasing flexibility for customers by allowing them to buy the amount of parking time they require.

Action 7.1 Parking Tariffs

There will be a presumption against the provision of free on and off-street parking in the City Centre. The control of district centre and other Council controlled car parks will be considered on an individual basis and in accordance with operational needs. This will be undertaken via appropriate consultation.

Action 7.2 Parking Tariffs

The tariff for parking spaces in the city centre, being either in surface car parks or on-street, will be increased incrementally over a period of time, to a level relative to comparable cities and private car parks in the city centre.

Action 7.3 Parking Tariffs

In considering the level of parking charges Cardiff Council will have regard to changes in the retail price index, rises in the cost of public transport, the charges made by private parking operators and those levied by other cities where appropriate.

Action 7.4 Parking Tariffs

In setting charges there will be a presumption towards ensuring charges reflect a city wide core tariff. This will be varied by setting appropriate levels of exemption and/or restriction (e.g. length of stay/free parking period/'early bird' rates) according to location.

c) Setting city centre tariffs to support Park and Ride options.

Park and Ride can play an important role in providing an alternative means of accessing the city centre. Park and Ride needs to compete with car travel in terms of convenience, journey times and costs. In 2014 the cost of park-and-ride from the Cardiff East facilities offered a clear benefit to commuters in representing a convenient and attractively priced alternative as it was competitively priced when compared to parking charges. In making changes to the long stay parking tariff in the city centre the Council will need to ensure that park-and-ride operations remain an attractive alternative to long stay parking in the city centre.

Action 7.5 Park and Ride and Public Transport

Cardiff Council will continue to promote the use of Park and Ride and Public Transport as an alternative for long stay parking as part of this programme.

d) Ensure disabled parking is effectively used in the city centre and adjacent districts

Dedicated disabled persons parking places have been provided around the perimeter of the central pedestrian areas in order to give easy access to the shopping centre. These spaces are not time limited and are usually occupied by long stay commuting vehicles. Blue badge users can also make use of short

stay on-street pay-and-display spaces located near to the central area – this is also currently non-time limited.

Applying a time limit for blue badge users occupying on-street pay and display would serve to increase the turn-over of spaces thereby improving accessibility to the centre for short stay parking. Blue badge users would still be able to park free of charge in long stay on-street pay-and-display when commuting.

Cardiff Council aims to take measures to combat Blue Badge Fraud as part of this parking strategy.

Action 7.6 Blue Badge Parking

It is proposed that, subject to consultation, a time limit for free parking with a blue badge will be applied both to dedicated disabled parking spaces and to short stay pay-and-display spaces around the city centre.¹³

Options for charging for Blue Badge Parking, where appropriate, will be investigated.

e) Protect the City Centre buffer area from commuter parking

Residential areas immediately surrounding the city centre (known as 'buffer' areas) are an attractive alternative resource for commuter parking. Some of these areas are also subject to parking by students living in the area, many of whom occupy houses of multiple occupation (HMOs), which can cause significant additional pressures if a large proportion of student residents bring vehicles to Cardiff. This creates additional parking pressure especially in the Cathays areas immediately adjacent to Cardiff University.

These areas currently have 50% resident-only parking schemes in place. Commuters and resident students tend to fill unreserved parking space. This saturates unrestricted areas with long term parking and impacts on local residents and local businesses. In order to complement the proposed city centre strategies (e.g. reducing the number of long stay commuter parking spaces) it will be appropriate to review the city centre buffer area. In principle, Cardiff Council would seek to remove commuter/student parking from these areas as well in order to improve the local environment for residents and visitors. This could be done by extending the coverage of resident permit bays to 75%.

Any changes proposed to manage these issues would be approached by area (not on a street by street basis), with consideration of impacts on adjacent areas, and would be subject to appropriate consultation. The extent of the buffer area is shown on the plan below (Figure 7-2).

There are a number of ways to influence the amount of commuter parking in the residential buffer areas around the city centre, and these have been considered in depth as part of the development of this strategy.

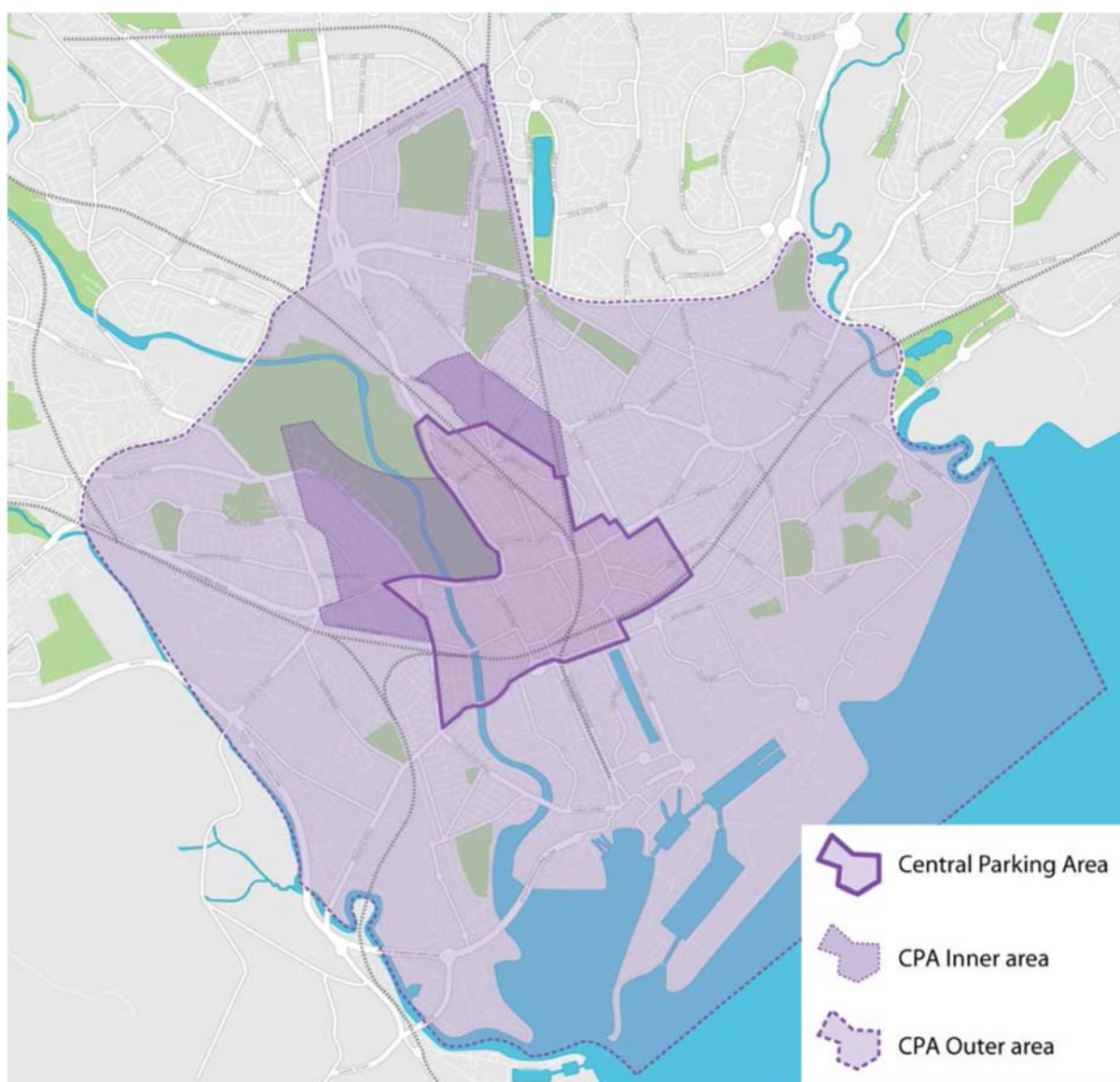
Following a full review it has been decided that the most practical solution would be to amend the current criteria for installing residents parking schemes as follows:

- to continue to install 50% or 75% residents parking schemes where appropriate
- to facilitate the installation of 50% or 75% schemes in the Central CPA buffer area where conditions indicate that this is necessary
- to install any residents parking schemes with full consideration of the situation existing in and the impacts on adjacent streets (including consideration of impacts on local businesses)

¹³ This is consistent with limits already in place for parking on yellow lines, and in disabled bays and will assist in encouraging an improved turn-over of spaces and improved access for disabled users.

- to ensure that an overall area based approach is employed to support a positive outcome for people living in each area.

Figure 7-2 City Centre Controlled Parking Area (CPA) & Residential Parking Areas



Appropriate consultation will be carried out on the continuing issue of how to manage a buffer area surrounding the city centre to discourage commuter parking on the periphery of the existing city centre controlled parking area.

A buffer area has been created to discourage commuter parking on the periphery of the existing city centre controlled parking area. This will be subject to consultation, and ongoing monitoring and will be appropriately adapted to reflect the needs of the areas it covers.

7.3 Cardiff Bay

Visitors to Cardiff Bay will be able to continue to use the current arrangements and will also benefit from effectively controlled on-street parking. On-street commuter parking management in Cardiff Bay

will achieve a better control of parking availability in the area. This will protect residential parking areas from use by commuters and allow commuters to utilise on-street facilities in a safe and properly managed environment. There is an opportunity to provide some long stay spaces as encouragement for businesses to stay in this area. All parking would remain available outside business hours for visitors to the Bay for events and other non-business activities.

Some residential areas comprise older terraced style housing with no off-street parking which means that residents must park on-street. While it currently has a 50% resident parking scheme there are frequent complaints regarding commuter parking and therefore the mechanisms discussed for managing city centre residential parking could also be applied here in future.

7.4 District and Local Centres

A review of the 12 main local centres was carried out in 2012 to consider the issue of on-street parking in these locations – this revealed that most district and local centres were already appropriately provided with short stay parking along the shopping streets and there was limited scope to increase this. Some local shopping centres also have Council operated off-street car parks, in most cases these having controls in place to provide short stay parking for shoppers rather than providing for use by commuters. However it remains that the pricing and operation of these car parks is not consistent across the city and therefore needs to be reviewed in a strategic way.

Unoccupied resident bays could be made available to short stay shoppers while not in use by residents, with options available which could be used to make more effective use of this road space in order to support local shops. For example, a length of street could be converted to 2 hour limited waiting with exemption for residents between the hours of 9am and 6pm Monday to Saturday. Care needs to be taken not to compromise the scheme which was provided for residents. However the advantages and disadvantages of such a proposal are discussed below (Table 7.1).

Table 7-1 – Advantages and Disadvantages

Advantages	Disadvantages
<ul style="list-style-type: none"> • Would make more parking space available for short stay shoppers • Would help to keep local shops buoyant • Would make more efficient use of available road space. 	<ul style="list-style-type: none"> • Would require all residents to purchase parking permits • Would remove flexibility for residents not to purchase permits if they did not want to participate in the permit scheme. • On weekends when many residents are home, it might not provide particular advantage to shoppers. • On weekends it would reduce protection to residents compared with current arrangement.

If such schemes were to be considered a consultation exercise would need to be carried out with local residents.

7.5 Residential Areas

Parking in residential areas is managed by the Council's resident parking scheme and its accompanying policies. Resident only parking schemes tend to be concentrated in streets with terraced housing closest to the city centre.

The Council's current Residents Parking policy sets out clear qualification criteria used in determining whether or not to introduce or change residents parking schemes in an area. The current policy (included in Appendix Section 16) was developed following a review of the previous resident parking policy in Cardiff undertaken in 2011. A number of fundamental changes were made to the policy as a result of this review.

A number of residential areas close to district shopping centres and the city centre have residents permit schemes in place as a means of minimising problems that parking by commuters and shoppers can cause for local residents. The criteria for these areas may need to be adjusted in the future in response to changes in parking pressures arising from new development or changes in traffic flows and travel patterns.

It is recognised that any intervention regarding parking can potentially impact upon adjacent streets. For this reason, in determining each application for a residents parking scheme, careful consideration is needed of evidence from survey data and feedback from public consultation.

Information about the permits for residents parking is discussed in the Permits section below.

Cardiff Council will monitor and adjust residents parking schemes where appropriate in accordance with its policies. The criteria and operational features of these schemes are contained within the current Council approved resident permit policy and will be reviewed periodically as necessary beyond 2017.

7.6 Other factors

a) Off-street Parking

The availability and tenure of off-street parking is critical in supporting parking stays for shopping and visitors both in the city centre and in district shopping centres. The provision of long stay commuter parking in these facilities leads to a reduced turnover of spaces and negatively impacts the availability for these resources for use by shoppers and visitors. However it is recognised that some long stay parking is also necessary to facilitate occasional business use. The quality, safety and security of parking facilities are an important first impression. Parking facilities should be well maintained, high quality and people should feel confident and happy to use them.

In order to address these issues, the following principles will apply:

- City centre car parks should have a tariff and time structure which reflects the on-street parking structure.
- Riverside car parks should have a price structure sufficient to reduce commuter parking and focussed towards shopper parking but which also support local businesses, taking account of

their proximity to the city centre. These car parks are currently unique in providing dedicated business permit parking for operational vehicles, and this should continue.

- Cardiff Bay car parks should provide a tariff and time structure which is focussed towards visitors and tourists and thus will have requirements to address parking pressure during evenings and weekends. Accordingly the structure might be significantly different from the city centre car parks and even the district shopping centre car parks.
- Remaining car parks near shopping centres more remote from the city centre will have time and tariff structures responding to the needs of those local areas and thus might be significantly different.

Action 7.9 Off-Street Parking

Cardiff Council will provide high quality off-street parking where appropriate.

Action 7.10 Parking Tariffs

In Council run car parks, parking penalties are set by law and will be well publicised.

b) Parking in New Developments

Over provision of parking can generate demand for car travel. Parking provision for new developments will be determined with reference to the SPG.

Action 7.11 Parking in New Developments

The Supplementary Planning Guidance: Access, Circulation and Parking requirements (2010) and any subsequent revision or replacement of this document will be referred to for guidelines concerning the appropriate level of parking for new developments in Cardiff.

c) Permits and other Specific Parking Provision

Residents Permits

Cardiff Council operates a residents only parking system on some streets where there is a high demand for on-street parking spaces, both from residents and other users e.g. commuters and shoppers. The system operates every day, 8.00am to 10.00pm. Up to two permits per property can be issued to residents in areas operating the residents permit scheme. Visitor permits are available at the rate of one per dwelling.

Doctors & Health Workers

Doctor's parking bays are installed: (i) where the doctor is liable to be called to emergencies away from the surgery; (ii) there is no off-street parking available at the applicant's surgery; (iii) on-street parking is such that there is regularly no suitable alternative parking facility available within a reasonable distance of the applicant's surgery.

Disabled Parking Bays

Single disabled person's parking bays are implemented for blue badge holders, outside their homes where: (i) no off-street parking is available within the applicant's premises, whether or not it is in use; (ii) on-street parking is so heavy there is no parking space available within 25m of the applicant's address.

Business Permits

Availability of parking can represent an important part of operating a business, especially to support receiving and undertaking deliveries. Loading bays and other arrangements can facilitate this however there may be other circumstances that might require access to a vehicle throughout the day dependent on the type of business.

Cardiff Council has piloted a permit scheme for businesses in the Riverside Car Parks. This pilot scheme may be extended to other districts following an evaluation of its usage. Evaluation of the scheme will encompass both permitted duration of stay and the annual cost of the permit to businesses.

A business permit is issued only when it can be shown that a vehicle is essential for the running of a business and that the application relates to an appropriate area (i.e. on where a business permit scheme is in operation). Permits will not be issued for commuting to work, loading and unloading goods, or trips such as visiting the bank.

Action 7.12 Business Permits

Cardiff Council will review, monitor and adjust its business parking schemes in car parks as appropriate and will consider the provision and costs of these where they are installed in the city in accordance with its policies.

d) Emergency Vehicle Parking Bays

Emergency Vehicle Parking Bays are solely for the operational parking of emergency service vehicles.

e) Taxi Facilities

Taxi and private hire vehicles represent a valuable resource for the management of demand and can assist in reducing the demand for parking by providing a door to door service. Taxi and private hire vehicles are permitted to use dedicated bus lanes in the city in order to facilitate shorter journey times. The use of bus lanes by private hire vehicles is currently being trialled (2015).

Action 7.13 Taxi Facilities

Cardiff Council will consider proposals for the location of taxi ranks as appropriate, where evidence supports them, and where physical parking space can be found. In doing this the Council will consider the impact on other road users.

f) Coach Parking

The provision of coach parking facilities is necessary to ensure the continued success of attracting visitors to Cardiff by coach, especially during events when capacity is stretched. Short stay coach parking for drop offs and pick-ups will be located around the city centre and Cardiff Bay where space permits.

Dedicated off-street coach parking facilities with 24 hour CCTV are available close to the city centre at Sophia Gardens which has a driver's rest room. This Council-managed coach park also has toilet facilities and is long-stay, 7 days a week.

Coach parking facilities are located in the Cardiff Bay area at East Bute Street and Pierhead Street, near the Wales Millennium Centre.

Special provision is made for coaches on event days on a number of roads which are closed specifically for the purpose (e.g. Lloyd George Avenue in Cardiff Bay and other roads within the Civic Centre).

Action 7.14 Coach Parking

Cardiff Council will provide facilities for coach parking in the city centre and Cardiff Bay in appropriate locations.

g) Caravan Parking

Cardiff Caravan Park is owned and managed by Cardiff Council. The site is located close to the city centre with 43 individual 'grasscrete' pitches.

h) Quality, Safety and Security of Parking Facilities

Car parks give an important first impression to visitors to the city and provide ease of access to amenities for people who are not able to travel by walking, cycling and public transport. Security and the incidence of crime in car parks are a major determinant of the quality of user experience.

i) Signage Strategy

The strategy for signage in Cardiff is to direct drivers to identified car parks using Variable Message Signs (VMS), with fingerposts to show the pedestrian routes for visitor attractions and other useful destinations. In addition, VMS are also situated on the approaches to Cardiff informing drivers of network issues and other useful information.

Action 7.15 Variable Message Signs and other Driver Information

Cardiff Council will consider the introduction of an expanded VMS system and other parking technology to indicate places available for parking in the City Centre and at park-and-ride sites.

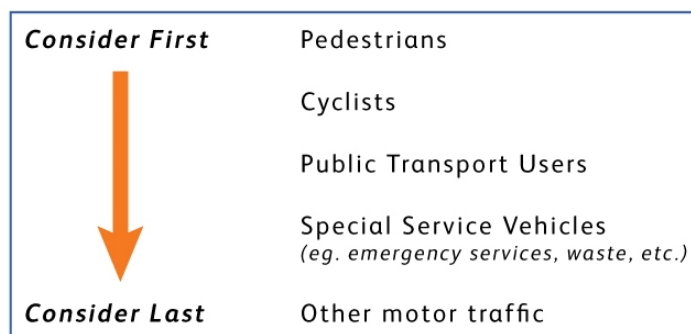
8 OTHER MODES

A central aim of the parking strategy is to “support the Council’s wider transport strategy to increase sustainable travel and achieve modal shift”. The following will contribute to this alternative provision and help to manage the demand for parking, especially in the city centre.

Cardiff Council wishes to encourage as many people as possible to use more sustainable means of transport. The Council’s hierarchy of transport needs (Figure 12.1) is for priority to be given to walkers, cyclists and public transport users through traffic management measures, even if this may disadvantage cars at certain times and in certain places. In particular, long-term parking by commuters is to be discouraged due to the congestion caused by private car usage in the peak hours.

Whilst the transport strategy is focused on reducing car use it should not be seen as being ‘anti-car’. Cars are a useful mode of transport for many trips and are essential for some people. This parking strategy recognises that some people will not have a real alternative to private car use. Blue Badge Holders are a group whose mobility often depends upon motor transport and are therefore a high priority when parking needs are being considered.

Figure 8-1: Road User Hierarchy



Action 8.1 Road User Hierarchy

In implementing its Parking Strategy Cardiff Council will have regard to the road user hierarchy and other best practice and guidance to ensure that the needs of all road users are appropriately considered.

8.1 Park and Ride

Park & Ride is an effective system for intercepting and reducing car traffic coming from outside Cardiff to access the City Centre. Cardiff currently has 2 Park & Ride sites which operate on week days:

- Cardiff East - owned and operated by Cardiff Council
- Cardiff West - owned and operated by Cardiff City Stadium.

Additional Park and Ride facilities are proposed for Cardiff North, located on the border of Cardiff with Rhondda Cynon Taf and in the Vale of Glamorgan to provide a resource for commuters travelling from the West of Cardiff. Special Park and Ride services are also organised by the Council for large events.

Cardiff Council will implement Park and Ride sites in accordance with the Council's Transport Strategy. Cardiff Council work with neighbouring authorities to encourage Park and Ride in their areas.

8.2 Cycling and Walking

Cycling is a key mode of transport for short local trips and is also frequently used for multimodal trips, especially with trains. Secure, high standard cycle parking is vital to encouraging more people to use a bike for all or part of their trip. Cardiff Council also has a programme to install additional cycle stands across the city and has standards for installation of cycle parking for new development. This is complemented by a scheme to provide organisations with free cycle stands for employee and visitor use.

Cardiff Council is committed to improving the environment for active modes through interventions to enhance the safety and attractiveness of walking and cycling in the city.

In addition to infrastructure improvements such as the provision of cycle stands, improved facilities for cyclists and pedestrians the Parking Strategy has a role in supporting:

- Moving Traffic Offences enforcement – ensuring that areas restricted to use by active modes are enforced and that only permitted vehicles use bus lanes in the city.
- Civil Parking Enforcement – by ensuring that pedestrian facilities are safe and accessible for all road users and that enforcement of parking contraventions in shared use bus lanes is robust, helping cyclists feel confident about using these facilities.

This will help to support the attractiveness of walking and cycling as alternative travel options and support more people in making the choice to leave the car at home for some commuting trips, contributing towards reducing peak hour congestion and the benefits derived from this.

Action 8.3 Cycle Parking

Cardiff Council will work to provide secure parking facilities for cyclists at key employment, education, shopping, leisure destinations and public transport interchanges as part of its work to deliver the Strategic Cycle Network. New developments will be expected to provide Cycle Parking in accordance with the SPG.

8.3 Motorcycles

As motorised vehicles, powered two-wheelers are not able to make legal use of cycle facilities. Experimental access to bus lanes will be trialled during 2015.

Motorcycles can currently be parked free of charge in:

- normal pay-and-display spaces on-street (subject to the maximum stay time permitted in the long or short stay spaces)
- Council pay-and-display car parks at Castle Mews, North Road, and High Street Llandaff, and
- secure motorcycle bays in the Gray Street car park in Riverside.

Action 8.4 Motorcycle parking

Parking provision for motor cycles will be provided where appropriate.

9 POTENTIAL FUTURE INNOVATIONS

Cardiff Council is committed to making sure that it considers the full range of demand management tools and technological innovations. Some may be more suitable or timely than others and there may be combinations of approaches that are complementary to each other. New technology can improve the efficiency and ease of use of facilities, and the liveability of neighbourhoods and of Cardiff as a whole city.

It is important that the use of new technology in transport integrates well with the Council's Digital Cardiff Project, any subsequent project to improve digital connectivity, and also with other existing transport technology.

The following are potential interventions which the Council may consider in the future along with other innovation, as it becomes available.

9.1 Cashless Parking

Payment for parking by credit/debit card has been an option in Cardiff for some time. Contact-less payment methods are now being developed and this payment method is already available on Transport for London services.

Mobile Phone Payment

Potential future cashless payment methods also include payment by mobile phone and this is being used more as mobile phone technology develops and smart phones become more widely used.

Benefits include removing the need to carry change to pay for parking for on-street parking. The technology can also provide for the issue of reminder messages by text to advise of an approaching end of period and to extend parking time remotely up to the maximum permitted. Pay by phone already exists in some cities (e.g. Bristol).

Contactless Payment Technology

Trials are taking place to convert current 'chip and pin' card payment facilities to contactless 'wave and pay' facilities. This will enable faster payment without the need for a mobile connection to be made with a bank at the point of sale. This technology will serve to improve reliability of payment and customer experience.

9.2 Ultra Low Emission Vehicles (ULEV)

The UK government sees ULEVs as 'a vital part of the government's plans for a modern transport system that promotes economic growth whilst benefiting the environment'. Whilst ULEVs in themselves do not contribute to reducing congestion on the network they can impact positively on lowering emissions and pollution in cities.

Vehicles include hydrogen fuel cell and electric (plug in) vehicles for both private and commercial use. These require an effective recharging infrastructure to encourage the technology to develop and for the vehicles to be used more widely.

It is recognised that the majority of vehicle charging is likely to be undertaken at home and in the workplace which currently makes a significant public recharging infrastructure uneconomic. The Government has instead proposed that public infrastructure be targeted at key destinations such as supermarkets, retail centres and car parks. They have further suggested that there should be a focused amount of on-street infrastructure, aimed at residents without off-street parking.

On-street charging points may represent a potential future development in Cardiff but cannot currently provide an economically viable option. Key to developing ULEV use will be on-street potential to provide a complimentary resource to investment by the private sector and to home charging technology.

Cardiff Council will explore how Ultra Low Emission Vehicle charging points can be integrated with existing resources (in car parks and on-street) at an appropriate time, and in the first instance consideration will be given to supporting and encouraging the technology for car clubs, in new developments and in existing surface car parks. A partnership approach is likely to be the most appropriate one in developing this technology in the future.

9.3 In-Car Communications and Sensor Technology

This technology can assist in managing parking resources before arrival at destination and can ensure that congestion resulting from searching for parking is reduced. As technology develops the facility to book and pay for a parking space before arrival at a destination may become an option. This compliments the use of VMS to display spaces available in off-street car parks.

In-Car technology is also developing which utilises GPS to identify vacant on-street spaces for vehicles seeking parking. This allows drivers to be directed straight to an empty space thereby reducing circulation time. This system uses infrastructure which is embedded in the road and which sends a signal to system users. There are however operational and maintenance issues to be addressed in the installation of the technology on Cardiff's streets. This represents another potential tool for customers and an improvement to the efficiency and safety of Cardiff's city centre network.

Action 9.1 Sensor Technology

Investigate the feasibility of a city wide sensor parking system subject to budget.

9.4 Car Clubs

A Car Club was established in Cardiff as part of the Sustainable Travel City Project in 2010. Car Clubs enable people to make use of a vehicle when they need to rather than maintaining a personal vehicle. Car Club vehicles are parked in dedicated bays on-street thereby removing the need to search for a parking space. Short and long term hire options are available.

Cardiff Council is committed to encouraging the developments of car clubs, both on-street and in new developments. In this way the numbers of vehicles seeking to park in already oversubscribed areas can be reduced. There is also evidence to suggest that car club members make more use of public transport, walking and cycling than people who own their vehicle.

9.5 Workplace Parking Levy

A Workplace Parking Levy (WPL) is a charge on employers who provide workplace parking. The Transport Act 2000 paved the way for local authority congestion charging or workplace parking levy (WPL) schemes. Under the Transport Act 2000 local traffic authorities in England and Wales, outside London, may introduce a WPL to help tackle congestion in towns and cities.

The purpose of workplace parking levies and congestion charges is to develop a revenue stream from measures that 'manage' (reduce) traffic demand and encourage modal shift. Under the Transport Act provisions the revenue must be used for investment in local transport. The Government has made clear that local authorities may put forward schemes, but they must demonstrate that they have properly and effectively consulted local businesses and addressed any proper concerns raised by local businesses during those consultations.¹⁴

Cardiff Council currently has no plans to introduce WPL and should such a scheme be considered in the future it will be subject to full consultation in line with government advice.

9.6 Congestion Charging

Congestion charging was introduced under the Transport Act 2000. Part III of the Act introduced the concept of the Road User Charge or Road User Charging schemes, and workplace parking levies. Congestion charging is a fee charged on most motor vehicles operating within a congestion charging zone. Cardiff Council considered the merits of introducing congestion charging in 2004. In 2007 the then administration took the decision not to pursue congestion charging in Cardiff.

9.7 Variable or Demand Responsive Charging

Technology for variable pricing of parking has been explored, developed and piloted in San Francisco. The 'SFpark' system uses new technologies and policies to improve parking in San Francisco. The benefits are cited as follows:

- More parking availability makes streets less congested and safer.
- Meters that accept credit and debit cards reduce frustration and parking citations.

Smart pricing enables drivers in San Francisco to quickly find open spaces. To help achieve the right level of parking availability, SFpark periodically adjusts meter and garage pricing up and down to match demand. This 'demand-responsive pricing' encourages drivers to park in underused areas and garages, reducing demand in overused areas and helps to readjust parking patterns in the city so that parking is easier to find. The changes in pricing are always advertised in advance and the system works using an app/website so that drivers can plan ahead.

¹⁴ DfT, Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, Cm 7996, January 2011, p72

This approach to charging for parking may be considered for Cardiff at an appropriate time. Should such a scheme be considered in the future it will be subject to full consultation in line with government advice

9.8 Other Innovations

Cardiff Council will also explore other innovative schemes to promote sustainable travel, particularly in regards to active modes. The Council will consider new approaches to reallocating road space to active modes including the installation of cycle parking or motorcycle parking on-street (instead of car parking spaces), or removing parking to enable on-street cycle lockers to be provided.

9.9 Commercial Opportunities

Alongside the improvements to the infrastructure within Council car parks (e.g. upgrading of pay and display machines as technology improves) the Council will explore opportunities for utilising the parking infrastructure to raise additional commercial revenue. This might for example include the sale of digital advertising space on parking technology or devices that support it. Income generated can potentially be used to support the ongoing maintenance of car parks and the periodic upgrading of facilities as required.

10 CONSULTATION

The control of parking is highly visible and is associated with day to day activities for many people. Control of parking brings tangible benefits to everyone who lives and works in the city but these benefits are not always obvious to the individual.

It is vital to ensure that everyone understands the rationale and impact of measures, and the benefits (both long and short term) that a good system can bring to the individual and the city as a whole.

Action 10.1 Consultation

Consultation on parking will follow Cardiff Council's corporate consultation processes. Consultation will be undertaken where required under the relevant legislation.

11 MONITORING, TARGETS AND PERFORMANCE INDICATORS

Introduction

The Council recognises the importance of monitoring and undertakes a comprehensive programme of transportation surveys, which provide an effective basis for monitoring the Parking Strategy, including:

- Progress on the Local Transport Plan (through the Annual Progress Report);
- The impact of various transport policies and schemes;
- Areas which need safety improvements;
- Before and after counts for major schemes; and
- Car park surveys to record number of parking spaces available.

Monitoring of the Strategy

At the Cardiff wide level the Council already undertakes monitoring which can be used to report on the delivery of the Parking Strategy.

Action 11.1 Monitoring and Review

Cardiff Council's Parking Strategy will be continuously reviewed and updated to reflect changes and progress in the city.

APPENDICES

12 GLOSSARY

The terminology used in this strategy is explained below:

Term	Explanation
Civil Enforcement Area (CEA)	An area designated by the Welsh Government, by order, within which parking enforcement has been decriminalised. This means that enforcement of permitted parking, waiting and loading, and off-street parking (within a public car park) can be enforced by a Local Authority using its own attendants via Penalty Charge Notices (PCNs). Within the CEA, Local Authority wheel clamping and vehicle removal may also take place. Cardiff's CEA covers the geographical area of Cardiff excluding specific high speed dual carriageways classified as Welsh Government (WG) trunk roads, including M4, A470 (north of Pantmawr Road); A4232 (north of Culverhouse Cross); A48M (east of St. Mellon's).
Blue Badge Scheme	A National arrangement that provides on-street parking concessions for badge holders travelling either as drivers or passengers. The benefits include allowing the badge holder to park close to their destination; free, unlimited use in pay & display areas; unlimited use of limited waiting bays; and up to 3 hours parking on yellow lines provided time restrictions are not in force.
Car Clubs	Car Clubs represent a way for people to make use of a vehicle when they need to rather than maintaining a personal vehicle. Car clubs can help reduce congestion and emissions and improve local environments. Car club vehicles are located in dedicated parking bays.
City Centre Controlled Parking Area	Central area where the entire highway is regulated by Traffic Regulation Orders (TROs) to control parking.
Fixed Penalty Notices (FPN)	Charges are issued by Police Officers and Special Constables for certain parking contraventions not covered by CPE powers e.g. obstruction and endorsable and non-endorsable parking offences. These must be paid or appealed against within 14 or 28 days to avoid a court summons.
Long-stay parking	Length of parking stay is in excess of five hours.
Non-Car Modes	Modes other than the car, including: cycle; powered two-wheelers; coach; public transport; road freight and Park & Ride.
Off-street parking	All parking which is not on the highway including Pay and Display car parks and private car parks.
On-street parking	All parking which is on the highway.

Term	Explanation
Park Mark' Safer Parking Scheme	Association of Chief Police Officers Crime Prevention Initiatives (ACPO. CPI) scheme - backed by the Government. The scheme aims to introduce recognised national standards to car parks.
Pay & Display	A system where parking tickets are paid for in advance. Tickets are time-limited and need to be displayed inside the vehicle. These systems operate both on-street and off-street.
Penalty Charge Notice (PCN)	A notice which is issued resulting from the identification of a parking contravention.
Private non-residential (PNR)	Parking associated with places of work and business for operational and non-operational users.
Private parking	Parking facilities owned by commercial companies which can be open to all members of the public at a charge or restricted to a defined group of people.
Public parking	Parking facilities that a Local Authority directly operates.
Residential parking	Off-street parking associated with peoples' residences.
Residents Parking Scheme	A scheme where all or a proportion of the highway is reserved for parking by resident permit holders only.
Short-stay parking	Parking which is typically for less than five hours.
Special Enforcement Area (SEA)	A special area allowing enforcement of dropped kerbs and parking in excess of half a metre from the kerb line. (e.g. double parking). In Cardiff a Civil Enforcement Area and a Special Enforcement Area are the same. Cardiff's SEA covers the geographical area of Cardiff excluding specific high speed dual carriageways classified as WG trunk roads, including M4, A470 (north of Pantmawr Road); A4232 (north of Culverhouse Cross); A48M (east of St. Mellon's).
Traffic Regulation Order (TRO)	An enforceable legal order which allows Highway Authorities to regulate the behaviour of traffic on the highway.

13 ABBREVIATIONS

The following abbreviations are used throughout the Parking Strategy:

Abbreviation	Full Phrase
ACPO.CPI	Association of Chief Police Officers. Crime Prevention Initiatives
CCTV	Closed Circuit Television
CEA/SPA	Civil Enforcement Area/Special Parking Area
CEO	Civil Enforcement Officer
CPE	Civil Parking Enforcement
DDA	Disability Discrimination Act
DfT	Department for Transport
FPN	Fixed Penalty Notice
HGV	Heavy Goods Vehicle
LA	Local Authority
LTP	Local Transport Plan
P&R	Park & Ride
PCN	Penalty Charge Notice
PNR	Private Non-Residential
RUC	Road User Charging
SBD	Secured By Design
Sewta	South East Wales Transport Alliance
SPA	Special Parking Area
SPG	Cardiff Supplementary Planning Guidance (SPG): Access, Circulation and Parking Requirements
TAN	Technical Advise Note
TRO	Traffic Regulation Order
TSO	The Stationery Office
UDP	Unitary Development Plan
VMS	Variable Message Sign
WG	Welsh Government

14 POLICY AND GUIDANCE

The way parking is managed in Cardiff is closely aligned to policies at National, Regional and Local levels. The legislation relating to parking policy as listed in Table 14.1. and a summary of key policies and their purpose is contained in the following sections.

Table 14-1 Policy Areas Relevant to Parking Strategy

Source - Body	Reference
National Policy	Disability Discrimination Act 1995
	Environment Act 1995
	Crime & Disorder Act 1998, as amended by the Police Reform Act 2002
	National Air Quality Strategy – Defra, Jan. 2000
	Transport (Wales) Act, 2006
	Local Transport Act, 2008
Regional Policy	Planning Policy Wales: Technical Advice Note 18: Transport [TAN 18], 2007
	National Transport Plan 2014
Local Policy	Local Development Plan, 2006-2026
	Cardiff Supplementary Planning Guidance (SPG): Access, Circulation and Parking Requirements, 2010 (2015)
	Cardiff Local Transport Plan: 2015- 2020
	Cardiff Transport Strategy 2015-2020
Legislative Framework	Road Traffic Regulation Act 1984 ("the 1984 Act") as amended, Traffic Management Act 2004 ("the 2004 Act") - Part 6
	The Civil Enforcement of Parking Contraventions (City and County of Cardiff) Designation Order 2010
	The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 ("the 2013 Regulations")
	The Civil Enforcement of Bus Lane and Moving Traffic Contraventions (City and County of Cardiff) Designation Order 2014

National Guidance

Manual for Streets [MfS] (2007) and Manual for Streets 2 [MfS2] (2010)

Manual for Streets [MfS] and Manual for Streets 2 [MfS2] set out that parking of vehicles in residential streets should be managed in the design process, and give guidance on managing various options available to control demand of parking. MfS also gives guidance on the size of parking spaces for cycles, cars and motorcycles.

Welsh Government Policy and Guidance

National Transport Plan - 2015 (NTP)

The National Transport Plan has been developed in line with the Welsh Government's policies and objectives for transport as set out in the Wales Transport Strategy.

The key priorities of the Plan are to:

- Economic growth: Support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones
- Access to employment: Reduce economic inactivity by delivering safe and affordable access to employment
- Tackling poverty: Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
- Sustainable travel and safety: Encourage safer, healthier and sustainable travel
- Access to services: Connect communities and enable access to key services.

One Wales: Connecting the Nation – The Wales Transport Strategy, 2008 (WTS)

The Strategy sets out the Welsh Government's framework for promoting sustainable transport networks that safeguard the environment, while strengthening Wales' economy and society.

It also supports the Welsh Government's commitment to developing a sustainable future for Wales and securing positive changes which ensures the cohesive interaction of social, economic and environmental improvements.

Planning Policy Wales (Welsh Assembly Government), 2014 (PPW)

PPW includes guidance on car parking provision, which is viewed as a 'major influence on the choice of means of transport and the pattern of development'.

It outlines that Local Authorities should 'ensure new developments provide lower levels of parking' as minimum parking standards are no longer appropriate.

PPW encourages Local Authorities to collaborate with neighbouring authorities when considering parking issues in order to 'establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply'.

Planning Policy Wales - Technical Advice Note 18: Transport 2007 (TAN 18)

TAN18 supplements PPW and provides additional guidance on achieving an efficient, sustainable and integrated transport system. The guidance:

- emphasises that complementary policies should be used to ensure the delivery of sustainable developments, and states that the appropriate provision of car parking together with parking management is one way this can be achieved.
- states that a co-ordinated approach to the development of car parking strategies should be undertaken at both the regional and local levels:

'Parking charges and limits on provision or time have an important role in managing congestion and the impact of traffic on residential amenity. Overall parking provision within towns will affect traffic levels as will the cost of parking. Parking charges may be used as an instrument to encourage the use of alternative modes, and to target particular forms of travel for restraint, such as commuter journeys.'

- states that 'charges or time restrictions in town centres should discourage all day parking but encourage short-term parking for visitors such as shoppers, especially those from the rural hinterland', and that they 'should be backed up by adequate enforcement measures.'
- states that Local Authorities have a role in setting maximum parking standards and that car parking strategies should also address local disability standards, cycle parking standards, parking design/ dimension, planning obligations related to parking and the management of parking.
- emphasises that polices should encourage the implementation of specific measures to develop safer cycling, including secure cycle parking and changing facilities at interchanges, and at all major developments.

Local Policies

Cardiff Deposit Local Development Plan 2006-2026 (LDP)

Cardiff's Local Development (Deposit) Plan sets out the strategy for Cardiff to 2026. The strategy aims to ensure Cardiff is a world class European capital city with an exceptional quality of life and at the heart of a competitive city region. The LDP sets out the following aspirations in relation to transportation:

Development in Cardiff will be integrated with transport infrastructure and services in order to:

Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.

- i. Reduce travel demand and dependence on the car;
- ii. Enable and maximise use of sustainable and active modes of transport;
- iii. Integrate travel modes;
- iv. Provide for people with particular access and mobility requirements;
- v. Improve safety for all travellers;
- vi. Maintain and improve the efficiency and reliability of the transport network;
- vii. Support the movement of freight by rail or water; and
- viii. Manage freight movements by road and minimise their impacts.

The Plan emphasises that the development projected within the Plan period will require improvements to the existing transport network. Policy T1 makes provision for such enhancements:

T1: WALKING AND CYCLING

To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate:

- i. High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;
- ii. Permeable and legible networks of safe, convenient and attractive walking and cycling routes;
- iii. Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;
- iv. Measures to minimise vehicle speed and give priority to pedestrians and cyclists;
- v. Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;
- vi. Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;
- vii. Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and
- viii. The provision of Car-Free Zones.

A comprehensive list of measures are outlined, one of which is the provision of parking interchange facilities (including bus and rail park and ride, park and share, coach parking and overnight lorry parking).

The Plan states that the necessary integration of developments with safe and convenient parking will be delivered through Policy T3:

T3: TRANSPORT INTERCHANGES

In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, the following developments will be supported:

- i. New rail stations which can be easily accessed by walking, cycling and local bus services facilitate rail park and ride, where appropriate, and meet the access needs of all users;
- ii. Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;
- iii. Measures to support interchange between local bus services, including facilities to accommodate bus layover and driver facilities;
- iv. Strategically located park and ride facilities, supported by attractive, frequent and reliable bus or rapid transit services;
- v. High quality passenger facilities including but not limited to seating, information, toilet facilities and cycle parking;
- vi. Facilities for park and share;
- vii. Facilities for coach parking, taxis and passenger drop off;
- viii. Facilities for overnight lorry parking and freight transfer; and
- ix. Facilities for interchange with water-based transport.

The Plan will also use planning obligations, as set out in **Policy KP7**, to secure infrastructure improvements including parking. The plan through **Policy C2** will also reduce the vulnerability of car parks in new developments to crime, by maximising the natural surveillance of car parking areas.

Cardiff Local Transport Plan 2015 (LTP)

The Local Transport Plan sets priorities for the City of Cardiff Council to deliver from 2015 – 2020 and longer term aspirations up to 2030. The LTP identifies schemes for this period, including developing the walking, cycling and public transport networks as well as road safety schemes and junction improvements.

Cardiff Community Strategy 2007-2017, 2007

Based on views gathered from citizens of Cardiff in 2006, and the long term aims of partner organisations, [The Proud Capital Community Strategy \(2007 - 2017\)](#) outlines Cardiff's aspirations. This document is approved by the Proud Capital Vision Forum, which is the primary local partnership body in Cardiff.

The Community Strategy consists of 4 visions. These are:

Social - creating a healthy and diverse community.

Economic - making sure Cardiff is an exciting city to live and work, with a skilled and creative workforce and a high quality business environment.

Environmental - ensuring a clean, safe and attractive city for residents and visitors.

Public services - delivering high quality public services and ensuring they are well coordinated to increase efficiency.

Cardiff Supplementary Planning Guidance (SPG): Access, Circulation and Parking Standards, 2010.

Cardiff's SPG is being reviewed in light of the evidence that has been collected to support the LDP. The revised SPG (Parking Standards - Including Guidance on Transport Assessment and Travel Plans) will include advice on Parking, Access and Circulation, Transport Assessment and Sustainable Travel Strategies. The principles of car park layout and design as set out in MfS/MfS2 are adopted in the SPG. Cardiff's Parking Strategy is designed to be a standalone document for parking policy, except for the purposes of planning applications, where the SPG should be referred to.

Legislative Framework

The Road Traffic Regulation Act 1984 is the main Act which gives the local Authorities power to make Traffic Regulation Orders.

Section 1 of the Road Traffic Regulation Act 1984 states the traffic authority for a road outside Greater London may make an order under this section 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 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
- d) (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
- e) for preserving or improving the amenities of the area through which the road runs or
- f) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

Section 2-(1) states 'A traffic regulation order may make any provision prohibiting, restricting or regulating the use of a road, or any part of the width of a road by vehicular traffic' the section then continues to state what provisions may be introduced including 2(2) (c) prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles.

Whilst the Police and their Traffic Wardens were the primary enforcement authority for parking restrictions which included offences of obstruction, this was changed when The Traffic Management Act 2004 was made and powers were transferred to local authorities. This took place in July 2010 under Statutory Instrument 2010 No. 1461 (W133), The Civil Enforcement of Parking Contraventions (City and County of Cardiff) Designation Order 2010.

Since that date further legislation has been introduced to support the enforcement measures.

In summary

- The County Council of the City and County of Cardiff may exercise its powers under Sections of the Road Traffic Regulation Act 1984 ("the 1984 Act") as amended
- Part 6 of the Traffic Management Act 2004 ("the 2004 Act")
- The Civil Enforcement of Parking Contraventions (City and County of Cardiff) Designation Order 2010
- The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013 ("the 2013 Regulations")
- The Civil Enforcement of Bus Lane and Moving Traffic Contraventions (City and County of Cardiff) Designation Order 2014
- and of all other powers enabling it in that behalf and after consultation with the Chief Officer, South Wales Police, in accordance with Part III of Schedule 9 to the 1984 Act.

15 PERFORMANCE INDICATORS AND TARGETS

Table 15-1 Performance Indicators and Targets

Theme	Indicator	Target	Data Source	Baseline Data	Monitoring
Parking Charges	New Indicator – Comparison of charges with other operators.	Keep charges imposed by Cardiff Council comparable with other Local Authorities and commercial operators within the city.	Review of charges and penalties conducted on an annual basis.	Pilot study showing Cardiff to have lower than average charges for comparable Local Authorities due to pay-and-display system.	Annual
Parking Enforcement	Number of tickets issued in residents parking areas.	A reduction of 15% per annum in the numbers of PCNs issued in residential parking areas from 2017/18.	Civil Parking Enforcement Reporting.	Civil Parking Enforcement 2016/17.	Annual
Parking Enforcement	Parking complaints.	Reduction in the numbers of parking related complaints.	Cardiff Council data.		Annual

16 ACTION PLAN

The Action Plan for the Strategy is set out below and is referenced against the aims and objectives (also detailed in Part One).

The Aim of Cardiff's Parking Strategy is:

To manage parking effectively in order to balance the parking and access requirements of residents, businesses, commuters and visitors with the need to support the Council's wider transport strategy to increase sustainable travel and achieve modal shift.

The Strategy Objectives are:

Objective 1: Outline a coherent, clear and consistent approach to the management of parking

Objective 2: Address the parking and access needs of residents, visitors and businesses in a way which also supports the Council's efforts to increase travel by sustainable modes

Objective 3: Reduce the negative impacts of travel and parking, particularly on the city centre and adjacent areas

Objective 4: Manage the supply of residents parking and address the negative impacts of illegal and commuter parking on neighbourhoods

Objective 5: Balance the needs of residents, visitors and businesses with promoting accessibility, particularly for people with mobility difficulties whose travel options may be restricted.

The Action Plan will be reviewed and updated as necessary and progress reported in the Council's Transportation Progress Report which aligns with the Local Transport Plan (2015).

Objective	New	Section 5.0	Action	Timescale	Monitoring
		ACTION 5.1			
1,2		Cardiff Council, under the provisions of the Traffic Management Act (2004) will employ Civil Enforcement Officers to undertake parking enforcement and to ensure the unobstructed movement of bus services and the emergency services, particularly on strategic corridors where traffic orders are in place.	Monitor Parking Enforcement Activity Report on Parking Enforcement to WG Review Parking Enforcement strategy.	Ongoing.	Annually or as required.
		ACTION 5.2			
2		Cardiff Council will pursue powers to enforce the obstruction of footways through the Welsh Government and Westminster Government.	Continue to lobby the Welsh Government regarding these powers.	Ongoing.	n/a

Objective	New	Section 7.0	Action	Timescale	Monitoring
		ACTION 7.1			
2,3,5		There will be a presumption against the provision of free on and off-street parking in the City Centre. The control of district centre and other Council controlled car parks will be considered on an individual basis and in accordance with operational needs. This will be undertaken via appropriate consultation.	Review of current free on and off-street parking provision.	Within 12 months.	Annually.
	Review of pricing for periods beyond agreed initial free period to support transport policies discouraging commuter parking.		Ongoing.	Annually.	
	Assess the potential for conversion of unregulated parking to regulated parking in unrestricted areas.		As required following review.	Annually.	
	Undertake the installation of Pay and Display facilities in marked bays		As required following	Annually.	

Objective	New	Section 7.0	Action	Timescale	Monitoring
			in accordance with charging policies in place following review.	appropriate conversion.	
	√	ACTION 7.2			
1,3,5		The tariff for parking spaces in the city centre, being either in surface car parks or on-street, will be increased incrementally over a period of time, to a level relative to comparable cities and private car parks in the city centre.	Amend the current prices to a more strategic arrangement during 2015 then incrementally on a two yearly basis (even years) after that.	Review every 2 years, in even years.	Annual
	√	ACTION 7.3			
1,2,3		In considering the level of parking charges Cardiff Council will have regard to changes in the retail price index, rises in the cost of public transport, the charges made by private parking operators and those levied by other cities where appropriate.	Review of parking charges and public transport charges.	Every 2 years, in even years.	Annual
	√	ACTION 7.4			
1,2,3		In setting charges there will be a presumption towards ensuring charges reflect a city wide core tariff. This will be varied by setting appropriate levels of exemption and/or restriction (e.g. length of stay/free parking period/'early bird' rates) according to location.	Review of parking charges.	Even years. With the first review commencing in 2017/18.	Annual
			Review of parking charges in off-street parking facilities.	2016/17.	Annual

Objective	New	Section 7.0	Action	Timescale	Monitoring
		ACTION 7.5			
1,2,3		Cardiff Council will continue to promote the use of Park and Ride and Public Transport as an alternative for long stay parking as part of this programme.	Identify and support opportunities for promotion of Park and Ride facilities.	As required by the implementation of Local Transport Plan schemes.	Annual
			Review of on-street long stay/unregulated parking on key transport corridors.	As required depending on implementation of key corridor schemes.	Annual
	√	ACTION 7.6			
5		a. It is proposed that, subject to consultation, a time limit for free parking with a blue badge will be applied both to dedicated disabled parking spaces and to short stay pay-and-display spaces around the city centre. Options for charging for Blue Badge Parking, where appropriate, will be investigated.	Consult the Access Focus Group during 2016/17 with a view to making this change to traffic regulation Orders by March 2017 if practicable.	During 2016/17.	n/a
5		b. Cardiff Council will review the criteria relating to the provision of Disabled Bays in residential areas in consultation with stakeholders.	Consult stakeholders following a review of best practice.	By end of 2017/18	n/a
	√	ACTION 7.7			
1,2,3,4,5		A buffer area has been created to discourage commuter parking on the periphery of the existing city centre controlled parking area. This will be subject to consultation and ongoing monitoring and will be appropriately adapted to reflect the needs of the areas it covers.	Identify areas where incremental 75% residential parking schemes should be installed. Install 75% schemes in initial areas alongside 20 mph limit areas where appropriate.	During 2016/17 and as programmed subject to consultation and resources.	Ongoing

Objective	New	Section 7.0	Action	Timescale	Monitoring
	√	ACTION 7.8			
1,2,3,4		Cardiff Council will monitor and adjust residents parking schemes where appropriate in accordance with its policies.	Consult residents to determine overall support for parking control measures as schemes are proposed.	During 2016/17.	Ongoing
		The criteria and operational features of these schemes are contained within the current Council approved resident permit policy and will be reviewed periodically as necessary beyond 2017.	Assess requests for resident parking schemes in accordance with the current policy and standards when enquiries are received.	As required.	Ongoing
			Review the Resident Parking Policy and associated Resident Permit Policy to ensure that these support the needs of residents and local business in Cardiff.	During 2016/17.	n/a
			Investigate the feasibility of installing '2 Hour Resident Parking Schemes' in appropriate locations (e.g. residential areas that also include significant trip attractors such as large employment sites, higher/further education facilities etc.) outside the Central Area. Identify, install and monitor a pilot area to evaluate the effectiveness of the approach and develop a policy to support further implementation if appropriate.	2016/17/18.	

Objective	New	Section 7.0	Action	Timescale	Monitoring
		ACTION 7.9			
2,5		Cardiff Council will provide high quality off-street parking where appropriate.		As required.	n/a
		ACTION 7.10			
1		In Council run car parks, parking penalties are set by law and will be well publicised.	Maintain parking penalties in line with UK standards.	Amend when legislation permits.	n/a
		ACTION 7.11			
1,2		The Supplementary Planning Guidance: Access, Circulation and Parking requirements (2010) and any subsequent revision or replacement of this document will be referred to for guidelines concerning the appropriate level of parking for new developments in Cardiff.	As required.	Ongoing.	n/a
	√	ACTION 7.12			
1,3,4,5		Cardiff Council will review, monitor and adjust its business parking schemes in car parks as appropriate and will consider the provision and costs of these where they are installed in the city in accordance with its policies.	Review the past operation of the car park business permit scheme, utilising information from the parking sensor trial, and consider whether this could be deployed to other areas of the city.	By end of 2016/17.	Ongoing
		ACTION 7.13			
1,2,3, 5		Cardiff Council will consider proposals for the location of taxi ranks as appropriate, where evidence supports them and where physical parking space can be found. In doing this the Council will consider the impact on other road users.	As required.	As required.	n/a

Objective	New	Section 7.0	Action	Timescale	Monitoring
		ACTION 7.14			
1		Cardiff Council will provide facilities for coach parking in the city centre and Cardiff Bay in appropriate locations.	Monitor coach parking usage to see whether provision is sufficient.	Annual.	n/a
	√	ACTION 7.15			
1,2,3, 4		Cardiff Council will consider the introduction of an expanded VMS system and other parking technology to indicate places available for parking in the City Centre and at park-and-ride sites.	Investigate the requirement and feasibility of installing additional VMS systems on the network.	By Autumn 2016.	n/a
			Work in partnership with private operators to install additional VMS systems to ensure efficient parking activity in the city.	Within 2 years subject to feasibility and budget.	n/a

Objective	New	Section 8	Action	Timescale	Monitoring
	√	ACTION 8.1			
1,2,3,4,5		In implementing its Parking Strategy Cardiff Council will have regard to the road user hierarchy and other best practice and guidance to ensure that the needs of all road users are appropriately considered.		Ongoing.	n/a
		ACTION 8.2			
1,2,3		Cardiff Council will implement Park and Ride sites in accordance with the Council's Transport Strategy. Cardiff Council will work with neighbouring authorities to encourage Park and Ride in their areas.	Work in partnership with other Local Authorities, developers and public transport operators to implement park and ride facilities.	Ongoing.	n/a

Objective	New	Section 8	Action	Timescale	Monitoring
		ACTION 8.3			
1,2,3		Cardiff Council will work to provide secure parking facilities for cyclists at key employment, education, shopping, leisure destinations and public transport interchanges as part of its work to deliver the Strategic Cycle Network. New developments will be expected to provide Cycle Parking in accordance with the SPG.	Implement the council's cycle parking programme subject to funding and resources.	Ongoing.	Annual via LTP/Transport Strategy
			Ensure new developments meet the guidelines set in the SPG.	Ongoing.	Annual via LDP/Transport Strategy
			Ensure that Master planning associated with development offers appropriate provision for cyclists.	Ongoing.	Ongoing via LDP/Planning
		ACTION 8.4			
1,2,3		Parking provision for motor cycles will be provided where appropriate.	Provide parking for motorcycles in appropriate places in the city.	Subject to assessment, demand and appropriate budget.	Ongoing

Objective	New	Section 9	Action	Timescale	Monitoring
	√	ACTION 9.1			
Corporate Commitment		Investigate the feasibility of a city wide sensor parking system subject to budget.	Review the outcome of the trial to be carried out in summer 2015.	Review by end of 2015/16.	n/a
			Tender for a permanent system, subject to budget being made available.	2016/17.	n/a

Objective	New	Section 10	Action	Timescale	Monitoring
		ACTION 10.1			
Corporate Commitment		Consultation on parking will follow Cardiff Council's corporate consultation process.	Ensure all schemes implemented as part of the parking strategy are all appropriately communicated and undergo appropriate consultation.	As required.	n/a

Objective	New	Section 11	Action	Timescale	Monitoring
		ACTION 11.1			
Corporate Commitment		Cardiff Council's Parking Strategy will be continuously reviewed and updated to reflect change and progress in the city.	Update action plan as required.	At least annually.	Action Plan reporting.
			Full strategy review and updating every 5 years.	5 yearly or as required.	

17 PARKING AND TRANSPORTATION OPERATIONAL POLICIES AND STANDARDS

**This document is available in Welsh / Mae'r ddogfen hon ar gael yn
Gymraeg."**