

CYNGOR SIR CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 21 January 2025

Title: On-street Charged for Parking Proposals – Aberystwyth Promenade

Purpose of the report: To report responses to the consultation process to proposals to introduce on-street charged for parking proposals along sections of Aberystwyth promenade, and to seek approval to make the necessary Orders to implement the proposals

For: Decision

Cabinet Portfolio and Cabinet Member:

Cllr Keith Henson, Cabinet Member for Highways & Environmental Services and Carbon Management

Background

Proposals related to proposals put forward pursuant to the introduction of charged for parking along the Promenade in Aberystwyth were presented to the Thriving Communities Overview and Scrutiny Committee on 11/07/2024 ([On-street Charged for Parking Proposals – Aberystwyth Promenade - Scrutiny Jul.24](#)) and Cabinet on 03/09/2024 ([On-street Charged for Parking Proposals – Cabinet Sept.24](#)).

Cabinet’s Decision, under Minute 57, was:

- i. To support the undertaking of a formal consultation process under the *Traffic Orders (Procedure) (England and Wales) Regulations 1996 (amended)* in relation to the proposals put forward pursuant to the introduction of charged for parking along the Promenade in Aberystwyth.
- ii. That the outcome of the consultation is reported to the Thriving Communities Overview and Scrutiny Committee and Cabinet prior to any decision in relation to implementation of the proposal.
- iii. To note the feedback from the Thriving Communities Overview and Scrutiny Committee.

Formal consultation has now been conducted on the proposal.

This included a Formal Consultation stage between 03/10/2024 and 25/10/2024 where the Statutory Consultees noted in Appendix 1 were invited to comment on the proposals.

Following consideration of those responses in relation to the proposals presented, this was then followed by a Public Notice period inviting objections to proposals between 04/12/2024 and 27/12/2024. ([Aberystwyth Seafront Parking Places and Parking Charges Proposal](#))

Proposed Promenade Charging model

The Public notice proposed that the Promenade charging model should be:

2hrs - £3.50
4hrs - £5.00

and that charging is introduced between 8am and 8pm from Castle Point to Constitution Hill, meaning that charging will occur in all parking bays (excluding the dedicated Blue Badge holder only bays) along New Promenade (outside the Old College, King Street, Marine Terrace, and Victoria Terrace). The charging period would be 7 days per week, all year round.

Formal Consultation responses

During the Formal Consultation stage 2 items of correspondence were received within the prescribed period, as follows:

- Aberystwyth Business Club
- Ceredigion Disability Forum

Details of the 2 responses to the Formal Consultation are contained in Appendix 2.

Both the Aberystwyth Business Club and the Ceredigion Disability Forum were in favour of the proposal, but also raised some concerns.

No responses were received from other First Stage consultees.

Public Notice Stage

As part of the Public Notice stage, notices were placed on site at the locations identified within the proposals, and in the Cambrian News.

Paper copies of the proposals and supporting information were also available to view during normal opening hours at Canolfan Alun R Edwards, Queen's Square, Aberystwyth, and full details were also presented on the Council's website.

Details of the Public Notice and supporting information could be found via:

[Aberystwyth Seafront Parking Places and Parking Charges Proposal](#)

Objections and other comments could be made in writing via email, letter or the online form that was provided specifically for the purpose.

During the Public Notice stage 109 'in time' items of correspondence were received, though one of these was a duplicate.

106 of these being objections and 2 in favour or expressing no objection.

Appendix 3 contains information of all correspondence received during Second Stage consultation with personal information redacted.

Objections or expressions of concern have been categorised as follows:

Category	Number of objections	Percentage of objections
Objector identifies as Aberystwyth resident/business	67	63%
Feels charging for parking will deter visitors	55	52%
Feels charging for parking will have a negative impact on businesses	43	41%
Is concerned regarding displacement parking	31	29%
Concerns about loss of commuter parking	23	22%
Requests residents parking scheme	20	19%
Concerns about vulnerable user groups	20	19%
Requests mitigation measures (e.g. cheaper parking in pay and displays, additional car parking elsewhere)	19	18%
Expresses concerns about inadequate public transport	18	17%
Requests wider review of parking in Aberystwyth/wider consultation with businesses and organisations	6	6%
Feels that the scheme will lead to increased air pollution (e.g. due to drivers trying to find alternative parking spaces)	5	5%
Considers max stay of 4 hours too short	6	6%

Suggested responses to the grounds for objection noted above are provided in Appendix 4.

None of the objections received raise significant issues that require any amendment to the proposal, or indeed that were not identified by officers during the development of the proposals based on the Committee's request.

With this being a significant change to the Charging model, it is intended to allow a period of time for the changes to take effect and the practical and financial impacts to be seen. Therefore, it is high unlikely the new charges would be reviewed again until at least the 27/28 financial year, unless particularly adverse circumstances should dictate an earlier review.

Thriving Communities Scrutiny Committee considered this matter on 20/1/25:

[Ceredigion County Council Agenda for Thriving Communities Overview and Scrutiny Committee on Monday, 20th January, 2025, 10.00 am](#)

Wellbeing of Future Generations:

Has an Integrated Impact Assessment been completed? If not, please state why.

Yes – See Appendix 5.

Summary of Integrated Impact Assessment:

Long term: The proposal is seen as a means of ensuring the availability of parking, including turnover of spaces, in close proximity to many of the assets and attractions available within the retail and tourist areas of Aberystwyth.

Collaboration: The proposal was the subject of consultation with other stakeholders in order to shape the final proposals put forward for public consultation.

Involvement: The proposal has been through relevant Scrutiny Committees, as well as the Cabinet process, and was also the subject of public consultation and a further Cabinet resolution before any implementation is considered.

Prevention: On-street parking is not a preventative service.

Integration: It is not considered possible to include the integration of the service with activities undertaken by other stakeholders and/or partners.

Recommendation(s):

IT IS RECOMMENDED THAT Cabinet:

- 1) **Note the suggested responses to objectors (amended in line with any decisions made by Cabinet);**
- 2) **Approve the implementation of the proposed Parking Charging model for Aberystwyth Promenade as outlined within the report;**
- 3) **Approve the making of the necessary Traffic Regulation Order;**
- 4) **Approve the publication of a subsequent Notice of Making in the press to this effect, and**
- 5) **To note that Parking Charging will then take effect as soon as practically possible thereafter.**

Reasons for decision:

To introduce parking charges along the section of Aberystwyth Promenade from Castle Point to Constitution Hill, to provide greater availability of vehicle parking on the seafront by increasing parking turn-over.

Overview and Scrutiny:

Thriving Communities Overview and Scrutiny Committee – 20/01/2025

Policy Framework:

Corporate Strategy 2022- 2027

Corporate Well-being Objectives:

- Boosting the Economy, Supporting Businesses and Enabling Employment
- Creating Sustainable, Green and Well-connected Communities

Finance and Procurement implications:

£400k Budget Saving within the 24/25 Budget Reductions

Legal Implications:

N/A

Staffing implications:

None

Property / asset implications:

N/A

Risk(s):

N/A

Statutory Powers:

Road Traffic Regulation Act 1984

Background Papers:

- [*On-street Charged for Parking Proposals – Aberystwyth Promenade - Scrutiny Jul.24*](#)
- [*On-street Charged for Parking Proposals – Cabinet Sept.24*](#)

Appendices:

Appendix 1- Formal Consultation – Statutory Consultee list

Appendix 2- 'In time' comments on proposals received during Formal Consultation stage

Appendix 3- Correspondence received during Second Stage consultation with personal information redacted

Appendix 4- Draft Formal Responses to Public Consultation

Appendix 5- Integrated Impact Assessment

Corporate Lead Officer:

Rhodri Llwyd, Corporate Lead Officer: Highways and Environmental Services

Reporting Officer:

Steve Hallows / Phil Jones

Date:

14 January 2025

Appendix 1 - Formal Consultation – Statutory Consultee list

- All Local Members
- All Town and Community Councils
- Member of Parliament
- Members of the Senedd - Ceredigion and Regional
- Heddlu Dyfed Powys Police
- Hywel Dda University Health Board
- Welsh Ambulance Services NHS trust
- Welsh Ambulance Services NHS trust
- Mid and West Wales Fire and Rescue Service
- H M Coast Guard
- All Local Public Bus Service Operators
- Aberystwyth Chamber of Commerce
- Lampeter Chamber of Trade
- Cardigan Chamber of Commerce
- Cardigan Traders / Masnachwyr Aberteifi
- Aberystwyth Business Club
- Menter Aberystwyth
- Ceredigion Disability Forum
- Road Haulage Association
- AA Public Affairs
- Logistics UK

Appendix 2 – ‘In time’ comments on proposals received during Formal Consultation stage.

Aberystwyth Business Club

The Business Club does not oppose changes to the Aberystwyth Seafront Parking Places & Charges, and sees a benefit in encouraging turnover on the promenade by introducing charges to park. It is the opinion of the Business Club that this will encourage more shoppers and tourists to the central areas of the town.

There is concern on where those business owners who do use the promenade currently for all-day parking will park, but this is off-set by the opinion that any other promenade in Wales would be chargeable to park on. It is also worth noting, that the extension to Maes yr Afon, and reduction in costs of season tickets is a welcome off-set to these changes on Aberystwyth promenade.

The Business Club feels strongly that charges on the promenade should benefit the local town, and would request that a portion of the revenue is given to Aberystwyth Town Council with an agreement with the Town Council that these funds are spent on town tidying or beautification (and not general Town Council business).

Ceredigion Disability Forum

As the nominated representative for Ceredigion Disability Forum, I submit our feedback to this consultation.

We generally support the proposal. We are delighted with the proposal that blue badge holders will be exempt from the requirement to pay for on-street charging and are also exempt from any limit on maximum period of stay.

We are glad to note that you recognise that the principle of charging for parking is not necessarily popular or accepted by all. We hope that this proposal will achieve the objectives listed in the consultation:

- Increased on-street parking turnover
- Anticipated increased trade
- Greater use of public transport
- Reduction in traffic congestion and improved traffic flow around traffic sensitive areas
- Promoting greater levels of active travel
- Reduce the amount of commuter parking on the promenade

Whilst we agree in principle with greater levels of active travel, this does have a detrimental effect on some members of the disabled community. Aberystwyth is not a very accessible town, due to the number of sloping streets. This means that some people completely rely on a vehicle to be able to access shops and services. It is essential that any promotion of active travel recognises this fact.

It would be ideal if the proposed parking charges coincided with the extension of Maesyrafon Car Park into the former Arriva Site. We are concerned that the new parking charges will result in congestion in other parts of Aberystwyth as people look for alternative, free parking spaces. Shortage of parking spaces inevitably results in abuse of disabled parking spaces. Greater enforcement against abuse of disabled parking spaces would be very helpful.

We would like to remind you that not all disabled people are eligible for a Blue Badge and wish to reiterate previous concerns about the difficulties that some disabled, and elderly, people have with using car parking machines.

We hope that the Council will be procuring a newer generation of parking payment machines that are easier to use. Please could you try and avoid machines that use dark grey writing on a light grey background; these are very difficult to read, particularly on sunnier days.

We also remind you that some disabled, and elderly, people find it far easier to use cash in parking machines. We note that some Councils, for example York Council and East Staffordshire Council, have agreed to maintain some cash payment machines for this reason. We would very much like to see Ceredigion Council consider a similar approach.

Whilst recognising that blind and severely visually impaired people will not be driving themselves, they may be buying the parking tickets for companions or carers. We would like to remind procurement officers that blind, and many visually impaired people find it extremely difficult or are totally unable to use payment machines.

You have kindly informed us that for customers who are deaf and require further assistance with 'pay by phone and app' parking machines there is the option to use the Relay UK service to contact to the company's customer service phonenumber.

Members of the Disability Forum have had multiple failed attempts with the Relay UK service over the years. The service is typically recommended by hearing people who do not have to rely on it. It is not a reasonable adjustment. Many deaf people cannot use it. It also discriminates against Welsh speaking deaf people, since the service is only available in English; and it is a barrier for deaf people who use BSL as a first language.

Appendix 3- Correspondence received during Second Stage consultation with personal information redacted

Id	Objection Text
1.	<p>Not an Objection, FULLY SUPPORT HOWEVER a CONCERN</p> <p>I fully support the Amendment as I recognise the new sea front parking restrictions will result in the permanent on street and overnight parking problem relocating to the surrounding residential streets. As residents of Queens Ave who have a driveway with no restriction (other than obstruction) line markings we are in constant siege at busy times and weekends. We would ask that after the works are completed the effect on our property is monitored and considered.</p>
2.	<p>Where are local residents supposed to park?? it is as if CCC do not want any people to live in the town, i pay my taxes like many others and i expect the same right to park outside my property as all others do in Ceredigion. Why are there no parking permits for local residents?</p>
3.	<p>I am a student living on the seafront. The parking restrictions are already difficult for us residents. Often they require me to drive to university instead of walking, to prevent me from breaking parking restriction rules.</p> <p>I need my car in Aberystwyth because the trains are unreliable. I cannot get out of this remote town without my car.</p> <p>These proposed changes will force me to drive around Aberystwyth all day looking for an even rarer parking spot.</p> <p>If I have to move away because of these changes, I will be forced to drive my car more often into Aberystwyth. Currently, I rely on walking. This will not be the case in the future should these plans go ahead. I will spend less in the shops of Aberystwyth, as it will force me to rely more on supermarkets with free parking.</p>
4.	<p>Parking for residents is already a lottery, those with young children, elderly, infirm already struggle to park outside their own property or close to it, particularly in the areas round South Marine Terrace, Rheidol Terrace, Quay Road, Sea View Place and Custom House Street. These new parking restrictions and introduction of paid parking (by the hour!!) will significantly impact those demographics already alluded to. There are a significant number of emergency responders who live in the area who require quick access to their vehicles (HM Coastguard, RNLI, Ambulance First Responders) and these parking restrictions will significantly impact response times too. Ceredigion County Council seem happy enough at the prospect of blood on their hands though. Shameful.</p>

5. To whom it may concern,

I am writing to formally object to the proposed parking changes on Aberystwyth Seafront as outlined in the Ceredigion County Council (Prohibition and Restriction of Waiting and Loading and Unloading) Order 2019 (Aberystwyth Seafront) (Parking Places and Charges) (Amendment Order No. 13) 202x.

Impact on Local Businesses

The introduction of extended pay-and-display restrictions, including longer enforcement hours and reduced free waiting periods, is likely to adversely affect local businesses along the seafront. Increased parking costs and limited durations may deter potential customers from visiting, leading to decreased footfall and reduced revenue for these establishments. This concern is supported by findings from a Welsh Government study, which indicated that car park charges impact the length of time visitors remain in town centres and, consequently, how much they spend.

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Maintenance of the Promenade

The current upkeep of the promenade is substandard compared to similar areas in Wales, such as Llandudno. Issues like sea debris accumulating on the promenade, often taking over a month to clear, diminish the area's appeal. Implementing parking charges without addressing these maintenance concerns is unreasonable and may further discourage visitors.

Allocation of Parking Revenue

There needs to be more certainty regarding the allocation of funds generated from the proposed parking charges. It is imperative that there be transparent accounting to ensure that the revenue is directly invested into the upkeep and enhancement of the promenade, rather than being absorbed into the council's general finances.

Case Study Highlighting Negative Impacts of Parking Charges

A pertinent example is Powys County, where excessive car parking charges have deterred people from shopping in small businesses on local high streets. Montgomeryshire MS Russell George noted that charging £2.50 for up to two hours, with the removal of a one-hour rate, discourages short visits, adversely affecting local trade.


CAMBRIAN NEWS

In light of these concerns, I urge the council to reconsider the proposed parking changes and engage in further consultation with residents and local businesses to develop a plan that supports the community's economic vitality and ensures the proper maintenance of the seafront.

Id	Objection Text
6.	<p>This is just another way of driving people out of the town by introducing parking charges that are completely and utterly unnecessary, the town centre is in rapid decline. All you need to do is have a look around the side streets to look at all of the empty properties and the properties that are in disrepair. The council has no idea about bringing revenue into the town centre they would rather drive it away to the big shopping centres and huge businesses outside. Small independent shops are already struggling, this is just going to be the final nail in the coffin.</p>
7.	<p>Introducing car parking charges will have an adverse effect on the tourist industry. I think any move to switch disabled bay places to the opposite side of the road would be a retrograde step. Even on windy days disabled people enjoy sitting in their cars watching the waves hit the shoreline.</p>
8.	<p>This stupid and selfish move to raise a few pounds for the council will have a massive impact on tourism.</p> <p>If parking is charged, people will not come for an ice cream or a meal.</p> <p>It has worked fine as is for over 100 years. Stop messing with things.</p>
9.	<p>Parking is already restricted on the promenade and this will drive further parking onto the back streets impacting residents' parking.</p> <p>A number of students use this parking for overnight and are able to park from 2pm until 12pm the following day - they will now not be able to do this and again will impact residents' parking on the back streets</p> <p>If the current provisions were enforced, there would be no need for this additional charging as the parking would flow</p> <p>Tourists wishing to spend the day at the beach will be unable to park on the promenade - this seems very short sighted as the town relies on tourists. Other seaside towns allow all day parking on their promenades, Rhyl, Llandudno, Tenby, Penarth, Mumbles, to name a few</p>
10.	<p>Too difficult to understand, a map might help, with a key for where and how long you can or can't stay. I'm a pensioner and live 12 miles from town, no bus. Special arrangements for people like me are needed. I come to town once or twice a week to shop (no village shop), and to SEE people. This is a health and well-being issue.</p>
11.	<p>A simply ridiculous idea that will be detrimental to local businesses, tourism and residents. Another reason for the council to rob the pockets of those who want to enjoy what aberystwyth has to offer. We should be encouraging people to the area not deterring them. Who comes up with such stupid ideas should be held accountable, you are an embarrassment to the area.</p>

Id	Objection Text
12.	<p>Aberystwyth silver band will be unable to play on the bandstand in the summer because of the cost of parking.</p> <p>It will discourage tourism to the town.</p> <p>It will discourage people shopping in the town.</p>
13.	<p>This proposal will discourage people from coming to the area and at the same time unduly affect local people and residents of Aberystwyth. The council should listen to the amount of complaints and objections to this proposal already voiced. Rather than introducing further stealth taxes on local residents it should be taking a hard look at reducing the amount of council employees, especially those highly paid managers and executives. Before implementing proposals like this the council should stop wasting money bankrolling events like the rally and other similar events. I strongly object to this and other proposals that the people of this county don't want but get pushed through ignoring public opinion and the results of any 'consultation'.</p>
14.	<p>Residents parking for town centre residents is already extremely limited. This is make that situation even worse. Commuters will try to find free parking in residential streets, driving around and around, causing pollution. No consideration has been given to ensuring there is adequate parking for residents. They will be more inconsiderate and dangerous parking. If you can bring this in for Aberystwyth but not the other Ceredigion towns, you can bring in residents parking permits for Aberystwyth which has more need due to the types of housing, HMO, flat conversions with no parking.</p>
15.	<p>The plan is poorly designed - the proposed changes will simply harm local businesses by deterring visitors, and make life difficult for residents. Cars will simply try to move to park in the already congested side streets. There are serious safety concerns over access, as when a fire engine could not pass us High St during Storm Darragh due to badly parked cars. The proposed scheme requires a joined-up approach with residents' parking permits and proper provision for disabled parking. A park and ride scheme for the town would be a far more sensible way of raising money, improving environmental standards and providing supporting local residents and businesses.</p>
16.	<p>The idea to deter commuters is idiotic. You want to increase tourism yet punish those who work in the town and provide for said tourists. You are making it so people can't get to work, at least put parking somewhere to provide for the workforce. Or are you trying to remove the workforce altogether? In which case good job.</p> <p>You go on about raising funds, have you considered NOT giving yourselves obscene wages. How many times have we heard in the news of you lot giving yourselves large raises. Do any of you actually know what you are doing?</p>
17.	<p>I strongly object to any charges, it will affect residents, traders and visitors. Free parking is needed on the promenade for people to enjoy our town, the seafront, the shops and assist with peoples well being.</p>

Id	Objection Text
18.	<p>I work full-time in the centre of Aberystwyth and travel by car into Aberystwyth every weekday to go to work. I don't have an option of working from home, but have to physically access my office everyday.</p> <p>I have health issues and I am in a minimum wage employment. Your proposed parking charges are going to add additional financial pressures onto me, as you are taking away free all day parking spaces from Aberystwyth and not providing this facility anywhere else within Aberystwyth. Parking has been a problem in Aberystwyth for quite awhile and your proposed changes of removing parking spaces and then limiting the parking hours and charging for the reduced parking spaces is going to cause problems for residents, commuters and businesses within Aberystwyth. I am extremely worried about these changes and the additional pressures this is going to place on individuals (residents, commuters, businesses) including myself and feel that these changes are going to severely effect both my health (physical and mental) and also cause me financial hardship. It is part of my employment that I need access to a car and also because of my health issues, so looking at different forms of transport is not an option for myself. For people who work 5 days a week on minimum wage, who don't have any spare income to spend on parking charges, what exactly are your plans to make sure that they will be able to continue in their employment in the centre of Aberystwyth? I would be very interested to hear your answer to this.</p>
19.	<p>I object to the proposal of spending Taxpayers hard earned money in order to begin charging those Taxpayers to park in these zones. It is in effect a perverse idea. Charging Taxpayers to contribute to the destruction of businesses and affordable activity in our coastal town.</p> <p>Example: I often visit Aberystwyth to walk my dogs on the promenade. In doing so I purchase a hot drink or ice cream in the summer. No more! I will not be paying £3.50 for the priviledge. I'll go to Borth thankyou.</p> <p>For Example...I often go out of my way to nip into town to buy an item...I want to support local independent businesses like Haberdashery or model shops. I know I can park on the sea front and be in/out in half hour. Not any more. I'm not paying £3.50 for the priviledge. I'll buy on line or visit the retail parks. The town centre will die if everyone follows suit...c'est la vie.</p>
20.	<p>This will be to the detriment of Aberystwyth town: deterring visitors , penalising the elderly/ infirm, reducing footfall to local businesses - all to raise money for general Council coffers, Shocking idea - bin it, don't make things even harder for this struggling town that gets so little Council attention</p> <p>See above. Don't do it Aberystwyth people clearly don't want it and will not benefit</p> <p>See above. Don't do it</p> <p>Don't do it .</p>

Id	Objection Text
21.	<p>In response to the "Statement of Reasons" on the consultation document:</p> <p>1. Increase on-street parking turnover - in good weather, many, many visitors come to Aber to spend the day on the beach, with all the paraphernalia that entails, which can't be carried from the long-stay parking areas. Those same people support the shops and hospitality venues. Many town-centre workers are on low incomes and need somewhere they can park for free for their shifts. The only place now will be the few remaining spaces down the south end of the Prom, causing a knock-on effect for residents and accommodation providers down there.</p> <p>2. Encourage greater use of public transport - we don't have sufficient public transport provision in Ceredigion for this to be achievable! Also, highly unlikely to cause any uplift in public transport use by visitors, especially as buses don't go along the prom.</p> <p>3. Reduce traffic congestion - the number of vehicles circling the side streets, especially down the south end of the prom, searching for somewhere to park, will increase. If it doesn't, it will be because people are giving up on coming to Aber altogether.</p> <p>4. Promote greater levels of active travel - the presumption that if people can't park their car, they will simply get a bike, or walk, is naive at best. I would imagine that a break-down of the demographic of visitors to Aber would show a large proportion of elderly and less-mobile people, plus families with small children, none of whom are likely to be able to engage in "active travel". Many Aber residents - and visitors - have no facility to store bikes.</p>
22.	<p>This is madness. Shop workers need to park  f public transport isn't suitable and this cost is prohibitive. Quick turn over? The town is dead, so why visit? Encouraging street parking that is already difficult, especially with students taking up residents streets for weeks on end and they don't pay our extortionate rates.</p> <p>You want to encourage people here, not dissuade them</p> <p>Businesses have difficulty already recruiting staff.</p> <p>Work with the college that they must discourage students bringing cars or provide student parking on site.</p> <p>Residents only parking in town with dedicated park and ride for others. (From council offices as these are mostly vacant?)</p>

Id	Objection Text
23.	<p>Aberystwyth is the main seaside resort in Ceredigion which is being grossly underrated by your Council. By charging on the promenade would deter visitors and locals from parking on the prom. You have already taken parking places from the Pier to the hut without taking notice of objections, and have not provided for additional parking as promised.</p> <p>It is about time you realised that Ceredigion is dependent on tourism and all you do is deter visitors from visiting our town. Since Eifion Evans was granted the gold command during the covid epidemic he still thinks he can do what he likes. I have lived in Ceredigion all my life and the present CEO is by far we have seen, he is arrogant and the sooner the better we have a vote of no confidence in this person and his assistant. You had already included charging on the promenade in next years budget without any consultation. It is quite obvious that our Primary school teacher trained CEO thinks he can treat residents like children.</p>
24.	<p>Parking is already extremely difficult in town all year round. It is a nightmare for residents, people who work in town and visitors. This will reduce the tourism and footfall in the town as people can easily drive elsewhere to shop. No thought has been given to people who live in the town. The pack and ride does not exist anymore so if people cannot park, they will not visit. The proposed prices for parking are also horrendous. The council claims that this will produce a lot of money, but will this be invested back into the town? I suspect not.</p>

Id	Objection Text
25.	<p>The knock on affect will make it near impossible for local residents to park anywhere near their house. Where are we supposed to put our car?? We already pay very high council tax and deserve to be considered. We do catch buses and trains or walk but a car is needed to get to certain places, especially if you are less mobile. The views of local residents are the most important consideration. Please don't just make life in Aberystwyth awkward and even more expensive.</p> <p>Aberystwyth is basically a tourist destination. Any money raised from parking will mean less left in your pocket to spend with local businesses. I lived in Powys for many years and regarded Aberystwyth as my local seaside. We would often decide to spend the day in Aberystwyth with our children, spending the day on the beach but also using local cafes, bars and shops. If you have made the effort to travel that far you want to spend the day there, bringing along beach gear, toys etc. That can't be carried on the bus/train, even if they were available from your rural home town. What do you want potential tourists to do?</p> <p>Commuters do drive into Aberystwyth, often because public transport is not available or suitable or involve a walk in the dark after a shift. These people work in shops, cafes, restaurants etc earning only the minimum wage. They can't afford to deduct such high parking fees. What are you going to do to help them? They are needed to look after tourists and local people. They will obviously try to park in central residential roads, again resulting in residents (your council tax payers) not being able to park anywhere near their homes. I don't blame them for wanting to park free but yet again you should be thinking about the lives of local people. Could the car park beyond the steam train be used for local workers? Some imagination needs to be used to solve this problem. It's no good just saying we don't want cars in town if alternatives aren't practical. What about a park and ride from the council office/Welsh govt car park?</p> <p>Please reconsider parking permits for local people. I see this working all over the uk. It is not impossible to administer. CCC really must look after its local residents/council tax payers better. Another consideration is how ugly the parking meters are going to look on the prom. Please, please don't make them as awkward as the aberaeron ones. Don't restrict to parking apps. Consider all the people that would want to park so needs to be simple including contactless and cash. So many meters are unnecessarily complicated. This is a very sad development for the people of Aberystwyth. Efforts should go into boosting the town - it could have so much potential. Please don't do this</p>
26.	<p>We love walking the prom with our foster children daily especially when the weather is lovely but if parking charges are bought in we we certainly won't be able to afford to do this.</p> <p>Also there are so many empty shops in town currently, their may be many more to come if people stop travelling in to walk and visit the local shops, online shopping will be the only way forward,</p>

Id	Objection Text
27.	Charging for parking is not the answer. Have them as 4hr bays so people can visit the town, the beach and walk the prom.
28.	<p>I object to the parking charges all down the prom</p> <p>It will stop people coming to the town.</p>
29.	<p>I work in the town, for the Ceredigion County Council, and it is already difficult to park near to my place of work. The prom is one of the only places I can park for free without having to move my car every two hours. It will make it very difficult to park for work.</p> <p>The council provides parking for the office staff at Penmorfa, and Canolfan Rheidol, but not to those of us who work in Aberystwyth town centre, there should be consistency for all services.</p>
30.	<p>This will keep even more local people from visiting our town and use others by train from bowstreet</p> <p>We are pushing people away from a once thriving town</p> <p>Parking is already awful all over the town and this will make it twice as bad</p> <p>Local people are required to keep our town and future generations healthy and home, all these changes are sending them away</p>
31.	Shouldn't be pay parking. Unless you live in Aberystwyth you have little choice but to drive. No buses where I live! It will put people off visiting
32.	<p>My objection is based as a local business, *****. The loss of parking spaces since the recent South Promenade changes, will deter tourists from visiting our town. Charging for the remaining parking spots will increase the risk of the town losing more visitors, which are the bloodline of local businesses. I am unsure that the figures quoted in this proposal in revenue income are achievable.</p> <p>The costs of setting up, the costs of looking after the scheme may well exceed the income.</p> <p>Is it really worth driving visitors away, for a limited amount of income. I also would like to mention local residents who struggle to park, and also workers who are on minimum wage, having to pay daily parking charges. The costs of parking will hit these people hard in the pocket.</p>
33.	I object to all proposed charges for parking at the sea front. As a resident in the town center parking has always been an issue, this will further exacerbate the already limited parking.
34.	<p>This pay and display proposal is going to stop people going into Aberystwyth altogether, parking is already a huge issue and this only makes it worse. I tend to only pop in for a walk on the prom, or 1 hour community groups or a coffee with friends which at the same time I'll pop in and support businesses. However if I need to pay to park then we will end up going to the outskirts instead where it is free.</p> <p>It's going to be awful for businesses and also residents.</p>

Id	Objection Text
35.	<p>I am objecting to the proposal as a regular user of the prom for recreational purposes. There us already limited parking options in Aberystwyth and the prom area is one place where residents, locals and visitors can currently park for a decent amount if time (to enjoy the area and spend in town) without additional distortionate costs.</p> <p>It's also an area for locals like myself (and mnay visitors) to enjoy. I have lived in Aberystwyth my whole life, over 36 years, and I try and walk on the prom every day. Seeing as I live outside of Aberystwyth, I travel into town/the prom and park my car nearby. If embarking charges were introduced, myself and many other users, simply would not be able to afford the simple pleasure of walking on the prom. It would be such a shame and a massive loss to the community.</p>
36.	<p>Mae parcio yn Aberystwyth yn hunllefus fel y mae; rwy'n teimlo y bydd codi tal am barcio ar y prom yn cynyddu'r broblem. Rydych yn dweud y bydd o gymorth i fasnachu oherwydd bydd pobl yn parcio am gyfnod ac yn symud a chaniatau i eraill ddod i barcio yno yn lle. Fodd bynnag, mae yna gyfyngiadau parcio ar ran helaeth o'r prom yn barod. Yn anffodus, anaml iawn y bydd unrhyw wardeiniaid yn mentro i'r ardal honno i wirio'r ceir. Ydych chi felly yn bwriadu cyflogi rhagor o wardeiniaid traffig? Bydd hyn yn wariant ychwanegol i'r Cyngor Sir.</p> <p>Nid wyf yn derbyn eich dadl y bydd hyn o les i fusnesau dref; byddaf i, er enghraifft, bellach ond yn dod i dre i fynd i'r un neu ddwy siop yr wyf angen mynychu ac ni fyddaf yn gwastraffu amser trwy ymweld a siopau eraill (ac, o ganlyniad, efallai'n gwario yno).</p> <p>Rwy'n cyfyngu cymaint a allai y teithio diangenrhaid i'r dref. Rwyf yn gweithio adre y mwyafrif o amser a phan fyddaf yn gweithio o'r swyddfa yn Aberystwyth, byddaf yn parcio ar y prom oherwydd dyna'r lle mwyaf cyfleus i'r swyddfa. Ni allaf fforddio talu i barcio; mae dal pen llinyn ynghyd yn anodd fel y mae heb orfod wynebu taliadau parcio ar ben hynny.</p> <p>Fe nodwch y bydd hyn yn annog pobl i ddefnyddio mwy o gludiant cyhoeddus. Sut? Ydych chi'n bwriadu cynyddu'r cludiant cyhoeddus yn y sir? Mi fyddwn i wrth fy modd yn defnyddio mwy ar y bws a'r tren ond mae hynny'n amhosib os nad yw'r ddarpariaeth yn bodoli.</p> <p>A beth am y bobl sy'n byw ar y prom? A beth am ymwelwyr i'r dre?</p> <p>Efallai pe bai taliadau mesysydd parcio yn fwy rhesymol, byddai mwy o bobl yn defnyddio'r lleliadau hynny i barcio. Mae pobl yn parcio ym mhob man er mwyn osgoi'r taliadau hynny - yn aml mewn llefydd peryglus neu mewn llefydd sy'n creu anawsterau. Bydd y broblem hon yn cynyddu os codir tal i barcio ar y prom.</p> <p>Mae angen gwella'r trefniant ar y prom, wrth gwrs - er enghraifft y darn o'r ffordd ar Draeth y De sydd o flaen y castell - ond nid codi tal ar bobl yw'r ateb.</p>
37.	Duplicate of 37

Id	Objection Text
38.	<p data-bbox="336 237 1362 383">Will there be provisions for residents permits? Along North Road the majority of cars parked are not residents of the street but often students cars left for long periods, people who work in town or visitors avoiding paying for the car park/time restricted parking.</p> <p data-bbox="336 421 1385 566">The proposal will severely exasperate this issue meaning little or no parking for residents. Often residents are forced to park in time restricted bays and move their cars but will now have to pay in the majority of these locations under the new proposals.</p> <p data-bbox="336 604 1401 786">Other towns have residents parking; in terms of income generation this surely makes sense to receive a nominal fee for residents permits but also limit free parking to increase uptake of fee charging locations. If there is free parking in town then people will use this and just avoid the new charging system.</p>
39.	<p data-bbox="336 792 1374 826">The proposals exceed the level required to achieve the stated objectives</p> <p data-bbox="336 864 1385 936">The proposals will have an adverse effect on residents and businesses in Aberystwyth town centre</p> <p data-bbox="336 974 1198 1008">The proposals contain a number of contradictory statements</p>

Id	Objection Text
40.	<p>I understand that one of the reasons put forward for these changes is to try and deter commuters from parking in town. As a council employee who works in the centre of town, but lives 15 miles away, I cannot use public transport. There is a bus 3 days a week - all on days that I do not work. I use the North Road car park when I'm unable to park elsewhere but at nearly £7 for the day, this soon mounts up. During the busy summer months, it's not possible to guarantee a space in the car park. My colleagues and I do not benefit from the free parking available to staff working in Canolfan Rheidol and mobility problems make it difficult for several of us to park such a distance away from our place of work. Restricting parking to 4 hours pay and display along the prom seems counterproductive. Taking away spaces where people have been able to park unrestricted seems petty and unnecessary as does removing the off-season unrestricted spaces. By all means introduce P&D but allow people to park for as long as they require as long as they pay the relevant charge. Restrict caravans and motorhomes which take up lots of space and bring very little business into the town and give them a dedicated, paid for space elsewhere in the town.</p> <p>It would appear that these changes have been proposed by people who do not work or live in town and are able to work from home if needed. We do not all have this privilege. You will drive away business from town - a town that is already struggling with many empty shops and unkempt air. This contrasts significantly with towns like Aberaeron and Cardigan.</p> <p>If you want to encourage active travel, you need to make it safe and practical. Very few of us who live rurally would even contemplate cycling let alone walking to town. Aberystwyth serves a wide, rural catchment area. We are not a city or urban centre. You cannot implement measures more suited to urban areas to a town such as Aberystwyth.</p>
41.	<p>I am certain my objections (and everyone else's) will be ignored, as have all other objections, but we live in vague hope that some public opinion might be taken into consideration. Especially as the date for the council election draws nearer. One would think the reasons for objecting would be obvious but here we go: The town centre and all its businesses are already already struggling, as evidences by the number of boarded-up buildings. Parking fines would only seek to further discourage people from visiting town. In addition, you are further restricting the already VERY LIMITED parking for the many residents of Aberystwyth town. As someone who used to live in town, parking was a daily plight, especially as the council seem to refuse to offer residents parking permits. Finally, in what I suspect is intentional but inevitably detrimental to the town, you are further discouraging tourism. There is a general feeling amongst local business owners that particularly cater to tourism that the council are doing everything they can to dissuade tourists from coming to Aberystwyth. This will be fatal for the town. Of course, all of this has probably not been considered as the majority of the council members don't live in Aberystwyth town, Here's hoping you are capable of looking beyond yourselves and think about the wider community for once.</p>

Id	Objection Text
42.	<p>Parking charges are a terrible idea. Public transport to rural areas is not very good and will mean commuters are struggling to get to work on time if they have to rely on this</p> <p>Additionally parking charges will affect local business and deter people from coming into the town. Meeting a friend for a coffee will now double in price which will mean people are less likely to come in, in turn affecting local businesses.</p>
43.	<p>Charging for parking is fine as long as the residents in those streets are given resident free passes.</p>
44.	<p>This will affect whole sea front. I'm resident of south marine terrace, and this will bring traffic down here.</p> <p>I cannot afford to pay for a parking permit at the costs they are. Really disappointed by this. Residents need free permits.</p> <p>This is added stress to my life, I can't afford to move anywhere else.</p>
45.	<p>I think 8pm is too late to charge and will damage restaurant trade no one wants to have to pay for 2 hours when they come in at 7pm!</p> <p>2 hrs and 4 hrs is too restrictive if you must charge and say its to encourage turnover they you need more variety and range of time periods. Plus it also doesn't allow for anyone to spend the day in Aber and park near the seafront with beach equipment, eat lunch out and return to the beach or do some shopping it just encourages people who have to move their car to decide to leave Aber after 4 hours.</p> <p>I think changing will actually be detrimental to trade as if I've paid for two hours to go shopping or go to an appointment I'm not going to go and pay for more or move my car if I run into a friend and want to go to lunch say, I'm just going to say sorry I have to move my car so have to leave. Or invite the friend home to mine for a catch up.</p> <p>I also believe this will just make access and double parking issues worse around town as people will try to park elsewhere rather than pay. Aber needs more parking not less. Plus adding in charges will reduces spaces as to allow people to park by a meter they will inevitably loose spaces and make access tough for wheelchair used to access the prom people with pushchairs that need to get out of the boot etc as spaces are always too small for modern cars and being able to access them properly.</p>

Id	Objection Text
46.	<p>Paying to park on the sea front and other areas needs to go hand in hand with resident parking permits.</p> <p>Also if there is a free parking (such as North Road and similar) minutes from pay for parking then this proposal doesn't make any sense. North Road is often used by students and visitors already and residents have to park on the prom. This matter will be made worse if prom parking has a fee and parking permits are not issued to the residents in the area. You seem to be punishing those who live in the area. Or in the very least making decisions without thinking about the impact on local residents.</p> <p>I had bought a parking permit for the north Road clinic car park in the summer as North Road was filled with visitor cars. However there were several days when the car park was filled. The only solution is resident parking permits as seen in other similar seaside towns.</p>

Id	Objection Text
47.	<p>Mae parcio yn hunllef yn nhref Aberystwyth. Mae'r sefyllfa wedi gwaethygu'n ofnadwy ers y cyfnod pan oedd maes parcio ger y Commodore (bellach yn eiddo i Premier Inn). Mae maes parcio Eglwys St Michael wedi bod yn achubiaeth ers blynyddoedd a dylai'r Cyngor fod yn ddiolchgar iawn i'r Eglwys am ddarparu cyfleuster o'r fath. Ond wrth gwrs, mae nifer y llefydd parcio wedi gostwng yn sylweddol yno hefyd yn sgil yr holl waith adeiladu yn yr Hen Goleg. Mae pethau ychydig yn well i'r sawl sydd â bathodyn glas (a dwi'n gwybod o brofiad fod hynny'n gwneud gwahaniaeth pan fyddaf yn mynd â fy Mam i siopa). Ond mae gan lawer o bobl heb fathodyn glas broblemau symudedd cymhedrol ac mae'n bwysig fod lle iddyn nhw barcio ar Lan y Môr ac yn bwysicach fyth, fod modd iddyn nhw barcio yno am gyfnodau estynedig heb orfod poeni am dalu. Rydw i wedi gohebu gyda Chyngor Ceredigion sawl tro yn y blynyddoedd diwethaf ynghylch trafferthion gyda'r peiriannau talu (yn benodol yn Aberaeron a Llanbed) ac rwy'n ofni y bydd y cynigion hyn yn arwain at broblemau tebyg. Mae'n anodd weithiau i rywun amcangyfrif pa mor hir fydd angen tocyn arnynt - gall apwyntiad llygaid/gwallt/deintyddol redeg yn hwyr ac achosi teimlad o banig wrth feddwl faint o amser sydd ar ôl i barcio. Dydy o ddim yn deg disgwyl i rywun dalu £5 'rhag ofn' y bydd hynny'n digwydd. Os codi tâl, rhaid iddo fod yn rhesymol a dydw i ddim yn meddwl fod y cynigion hyn yn rhesymol o gwbl.</p> <p>Ydech chi eisiau i bobl ddod i Aber? Mae golwg eithaf truenus ar 'rhiw Woolworths' fel yden ni'n ei alw. Mae'n edrych yn 'shabby' iawn o gymharu â'r dref lewyrchus gyda siopau annibynnol pan oeddwn i'n y Brifysgol ar ddechrau'r 1980au. Amhosibl ffeindio rhywle i barcio'n sydyn am ryw hanner awr a tharo i fewn i siop. Mae'r palmentydd sydd wedi'u hehangu hefyd wedi amharu ar nifer y manau parcio sy'n gwaethygu'r sefyllfa. Roedd rheswm dros roi lle i bobl eistedd tu allan yn ystod y pandemig, ond does dim angen cymaint o le ar gyfer hynny bellach. Mae'r cyfan yn edrych fel ymgais i gosbi gyrrwyr a'i gwneud mor anodd â phosibl iddyn nhw barcio. Bum yn byw yn Stryd y Popty am flwyddyn ac roedd modd i mi barcio fy nghar tu allan ***** heb drafferth - bellach mae'r palmant wedi'i ehangu. Pam?</p> <p>Mae'n iawn ceisio annog trafndiaeth gyhoeddus, ond dydy hynny ddim yn ymarferol yng nghefn gwlad. Pan dwi'n dod i Aber, fe fyddaf eisiau siopa go iawn - angen y car, angen mynd â phethau nôl ac ymlaen iddo. Fel arall, byddai angen i fi ddreifio lawr i Mach, ffeindio lle i barcio yno a dal y bws. Rhy gymhleth ac anymarferol - a chyfyngu'r siopa i un bag.</p> <p>Does dim cymaint o reswm dros ddod i dre Aber erbyn hyn - mae'r banciau yn cau, a'r parcio yn her. Peidiwch da chi a'i gwneud hi'n anoddach i bobl siopa'n bersonol - neu bydd mwy yn troi at y we.</p>

Id	Objection Text
48.	<p>Mae parcio yn Aberystwyth eisoes yn broblemus iawn, gyda meysydd parcio cyhoeddus sy'n rhy bell o ganol y dref ar gyfer pobl mewn oed a'r anabl.</p> <p>Nid yw'r argymhellion wedi eu hystyried yn fanwl o gwbl. Mae'n chwerthinlyd meddwl y bydd y newidiadau arfaethedig yn peri i bobl ddefnyddio dulliau eraill o deithio, megis defnyddio trafndiaeth gyhoeddus. Mae llawer ohonom yng Ngheredigion yn byw mewn mannau lle nad oes mynediad hawdd i drafnidiaeth gyhoeddus a lle mae defnydd o geir yn angenrheidiol.</p> <p>Mae'n sicrr y bydd y newidiadau a argymhellir yn cael effaith ddrwg ar fusnesau canol y dref yn Aberystwyth. Fe sianelir mwy o fusnes i ffwrdd o ganol y dref ac i'r archfarchnadoedd y mae ganddynt eu meysydd parcio eu hunanin).</p> <p>Mae'r taliadau parcio a argymhellir yn rhy uchel. Ni ellir amddiffyn hyn mewn cyfnod lle mae costau byw yn dal i godi.</p>
49.	<p>It will actively reduce and discourage visitors to the area. Many towns in the UK now allow 2 hours free on street parking and only charge after that time.</p>
50.	<p>I object to parking charges on the Prom. I live in Greenfield Street and there will be a knock on effect. Parking near my house is already challenging and I believe it will become almost impossible. Residents from the Prom will need somewhere to park their cars and Greenfield Street with no parking restrictions will be a street they use.</p>
51.	<p>I frequently park for short periods of less than one hour to access shops or swim (I am a regular sea swimmer all year round, in and out in less than 30minutes)</p> <p>I object to having to pay for a minimum of 2 hours.</p> <p>The current restrictions for long term parking could be extended by increasing the 1 hour only spaces to allow for more turnover.</p> <p>Any parking charges are likely to reduce footfall in the town centre by residents, who bring the majority of the spending in town. This town centre is already dying and this will be a further nail in the coffin</p>
52.	<p>As a local person who visits the town and seafront regularly, there are more negatives then positives for locals like me when it's comes to this proposal.</p> <p>It is going to deter me and others from coming into to town - I will shop outside the town centre and or online, or travel to other places. It will kill Aber.</p> <p>Parking in town is expensive and lacking - this is going to make the traffic issues in town worse.</p>

Id	Objection Text
53.	<p>Resident's parking is difficult enough without having visitors avoid pay for parking spots and parking in side streets. I am dependent on my car as a key worker and find it impossible to park in the area around the seafront at certain times, having to resort to parking elsewhere and walking up to 20 minutes to my property. Car parking issues are further compounded by the numerous student properties / HMO properties in this part of town.</p> <p>Paying for parking will only push visitors to park in residents areas, making it even more difficult for residents to find a parking space in an already stretched resource.</p>

Id	Objection Text
54.	<p data-bbox="336 239 1378 309">Yn gyntaf: sut all hyn fod yn ymgynghoriad, os yw'r gwaith wedi dechrau, eisioes!?!? Nid sustem ddemocrataidd mo hyn!!</p> <p data-bbox="336 347 1406 566">Ta beth, mae parcio yn ddigon o broblem i'r rhai ohonom sydd dal i fyw yn y dre, heb golli mwy o lefydd parcio; yn enwedig pan fo myfyrwyr yn parcio eu ceir yn yr unfan am dri mis ar y tro. Wi'n deall y rhesymau am gyfyngu ar barcio ar y prom, ond mae'r cynlluniau yn mynd i neud pethau dipyn yn annoddach i'r bobl leol ac hefyd i ymwelwyr; ac i minnau yn enwedig, sydd angen car ar gyfer fy ngwaith.</p> <p data-bbox="336 604 1406 786">Hefyd rydych yn bwriadu lleihau'r manau parcio, er bod y gofyn yn uchel, yn ogystal a'r diffyg parcio hanesyddol yn y dre, ers i Tesco/M&S 'ddwyn' y safle ar Stryd y Felin. Mae hyn yn mynd i wthio ymwelwyr yn bellach mewn i'r dre tra'n gwthio'r bobl leol allan, neu i gyrion y dre. Bydd hyn yn ychwanegu at rwystredigaeth y bobl hynny, hefyd.</p> <p data-bbox="336 824 1406 1117">Rwyf yn aml yn cael fy ngorfodi i yrru o gwmpas y dre am 10-15 munud yn edrych am rhywle i barcio heb orfod talu - oherwydd pam ddylen i dalu i barcio yn y dre fel person lleol, yn enwedig gan nad oes unrhyw fath o gynllun parcio, neu rhyw fath o ddisgownt i'r brodorion lleol, yn y meysydd parcio? Rwyf ar gyflog isel, a ni fedraf fforddio'r tál ychwanegol yma, ar ben talu cost uchel Treth y Cyngor hefyd. Os ydych am neud y fath beth; pam na allwn ni gael cynllun parcio lleol i bobl y dre? h.y. Trwydded Parcio i'r rhai sy'n talu Treth Cyngor ac yn frodorion o Aberystwyth??</p> <p data-bbox="336 1189 1406 1258">Dim gwrthwynebiad cweit, ond rwy'n falch eich bod yn cynnwys seiclwyr yn y cynllun ar gyfer Prom y De.</p> <p data-bbox="336 1299 1406 1554">Ond, a ydy hyn yn golygu bod perchnogion yr Hut ar Prom y De, yn cael yr hawl i roi eu meinciau a'u byrddau ar draws y llwybr, fel y maent ar y foment?? Mae'n gul iawn yn y fan yna yn barod, ac rwy'n poeni y bydd llai o le i bawb. Rhaid dweud fy mod i'n defnyddio'r Hut - wi' ond eisiau neud yn siwr bod pawb yn cael chwarae tég, heb rwystro rhwyddineb cerddwyr a seiclwyr i ddefnyddio'r Prom, (ac i fwynhau ambell hufen ia neu goffi, os y mynnwn).</p> <p data-bbox="336 1626 1406 1736">Pam nad oes mwy o le i garafannwyr/faniau ar sail parcio trwydded ar Prom y De?? Mae'r gofyn yna, a cyfle i neud pres i'r Cyngor, yn lle rhoi'r faich ar y bobl leol drwy'r amser.</p> <p data-bbox="336 1776 1406 1955">Gallech chi neud rhywbeth am bobl yn parcio ar y 'double-yellows' wrth y Pier, (gyferbyn y shop sgod a sglod). Mae'n neud hi'n annodd iawn i droi o Heol-y-Wig tuag at Rhodfa'r Mór, ac yn fwy peryglus i gerddwyr, o bosib. Beth am roi croesfan go iawn yno - mae'n lwybr prysur iawn drwy'r flwyddyn.</p>

Id	Objection Text
55.	<ul style="list-style-type: none"> • Removal of spaces while trying to raise much needed income makes no economic sense. • The hours 8am – 8pm is completely unworkable. Damaging to Tourism / Hospitality / Entertainment / Shopping / Business - Commerce Economy. Starts too early and finishes too late. 10am – 4pm would solve the issue of all day parking of commuters. The current lack of effective Enforcement of Parking regulations should be highlighted and serious questions asked of Officers & their current powers. Will the extra hours be effectively enforced and properly resourced or will it be a “free for all”? Currently there is a lack of consistency. • NO mention of charging of the Motor Bikes in the “Motor Bike Park” on the prom in front of the Bandstand. This is Discrimination against other road users. It makes no economic sense to exclude a valuable source of revenue. • Displacement of Residents Parking. Where are the Prom homeowners and long-term residents to park? Are they allowed to park near their homes? Will there be a “Parking Permit for Residents”? Incredibly difficult to find parking in town. Planners have allowed more HMO’s and other accommodation developments without addressing parking and have made the situation worse. The current situation has not evaluated the needs of unoccupied properties; the “Old Council Building/Queens” due to be renovated into 19 apartments, the “Deva” 18 flats or the Belle Vue Hotel 36 rooms. • The damage to the Small Independent Shops.. It will deter locals from using shops, cafes, chemists, library etc. If they can’t “pop-in”. Convenience is everything! It’s why Tesco’s, Marks & Spencer’s, Morrisons etc insist on large Car Parks. This jeopardises the High Street, will push more shoppers away to either the “out of town” developments or online! • There is No Park & Ride scheme. Public Car Parks are too far away, especially when carrying shopping for domestic homes or carrying luggage to hotels etc. Commuters and Prom users will park in other residential streets causing even more pressure on space and congestion and will spread throughout the town. • Traffic jams whilst looking for parking spaces along the prom, especially as so much has been removed will back up throughout town. Traffic flow along the prom will not be eased by any of the proposals. Indeed the historic problems have been ignored. South Marine Terrace (by the Hut) to Castle Point. Pier Corner on the junction of Pier Street & Marine Terrace and by the Theological College. Victoria Terrace. Albert Place. • The 4 Hour period of payment with no return – effectively causes issues for Hotel guests and the Overnight Accommodation Sector. If you stay multiple nights in accommodation without private car parks, you need to move your car multiple times a day during your stay. This is totally unrealistic.

Id	Objection Text
56.	<p>The changes are too extreme. The charges are too high. Has proper consideration been given to variable tariffs such as lower parking fees outside of the holiday season? Eg between 1 October and 30 April. This would at least encourage locals to bring their children to the castle playground out of season. We already pay higher rates than those in Cardiff who enjoy far superior facilities.</p>
57.	<p>Although I consider that this will go through despite the objections of residents et al I feel it's important to give my thoughts. This will deter people from coming into town, where will the person who has come for 30-45 mins to walk their dog. Will they pay a parking fee, no. The person who walks the prom who also stops for a coffee they won't come if it means paying a parking fee</p>
58.	<p>This greatly concerns me as the reduction in parking spaces along the promenade (179) would be inadequate as right now there is more cars parked there than 179, and also the amount of restrictors being amended will create a high turn over and lots of extra traffic going through the main high street and back roads. Within context this must be really be given a lot of thought because as someone with Aspergers and sensitive to smell and sound it already is hard enough for me to get out of the house and will even be more so with all that extra traffic and the smell of fuel being burnt and food being and then all these tourists walking, it's a lot. Like what will happen when the rally Ceredigion starts again next year, it's going to be chaos also as a resident who has lived here for 8 years I do not like being restricted to such a small area of the town. I feel that you must be aware of the school run during term time and those commuters who come into Aberystwyth for work with the backlog of vehicles going all the way into Rhydfelin and then you have who are going to be driving around looking for a space only to join back into that backlog that's now stalled and going nowhere which has now spread into the main high street, promenade and the back streets. If this were to go forward I would like to see some proportion of this new income go into public transport such as a more frequent park and service, more services going out town for example a bus ride that doesn't take 2 hours 15 to get to Carmarthen when it's only really an hour or so by car or if you go to Swansea by bus that could take well over 3 hours. I understand that you need to fill a funding blackhole but making things better for lower class and working folks and will also promote growth with the town and Ceredigion itself a better place for those who pay your council is going to be more rewarding long term than a short term sticky plaster solution than this. I would also like to point out the council's plan a few years to make the town a greener place but this only going to make the air quality even worse, I would very much like to see the safety and risk assessment carried out on this, further consultation must be given before going forward.</p>

Id	Objection Text
59.	<p>We pay very high council taxes to live in town. It's already challenging to find a parking space near our home. This development is going to make it much harder to park, and further impede our ability to live and work in this town. Public transport is so poor locally, and we both work and have busy lives, contributing to the prosperity of the area, so we have no option but to drive. To axe so many long-stay spaces without launching a residents' parking scheme to protect our ability to enjoy our own homes is deeply insulting to the residents who keep this town thriving all year round. We have a child with additional needs, which makes the need for good access to our home by car even more important, and means we couldn't for example cycle around town. We are already experiencing increased car emissions on our street as motorists drive round and round looking for a place to park as the prom is being worked on. The introduction of these short stay parking spaces will only make this situation worse. Ultimately, policies like this are going to drive owner occupiers like us out of town, leading to further degradation in the upkeep and character of the town centre. Very poor Ceredigion. Time to start listening to the people who vote for you.</p>
60.	<p>I feel that implementing a parking fee on the prom will reduce the amount of people who will consider parking on the prom. This will have a detrimental impact on local businesses. I think tourists will also consider visiting other resorts where they do not need to pay. It will also increase pressure on free parking in residential areas so impacting where residents can park.</p>
61.	<p>Not very helpful for people that live or work in the town</p>
62.	<p>As a resident there is limited places to park, people are not going to pay £5 to visit the area it's all just ridiculous it's time for the council to listen and not just do what they think people want</p>
63.	<p>Objection to parking charges along Aberystwyth promenade</p> <p>Reasons for objection are:</p> <ol style="list-style-type: none"> 1. Charges are unreasonable for residents along the prom & vicinity, local people & visitors! There should be free permitted parking for residents. Then free spaces available for disabled individuals. Other parking spaces should be free and given a specific time allowed to park. No parking space should be subject to charge on that prom! Its always been free to park there. Should stay that way! 2. Expense of charges will deter both locals and visitors from visiting our lovely town and promenade. As a local I will not be going to the prom if charges are applied there! The extra expense is a deterrent!
64.	<p>Aberystwyth has very little to offer locals or visitors and to impose these parking restrictions will have a huge impact on anyone wishing to see the jewel of Aberystwyth. CCC need to spend their money wisely and not hit the communities in the pocket all the time. Carry on in this manner and even those born and raised here will leave.</p>

Id	Objection Text
65.	<p>As a local, it's going to massively impact our tourism. People will avoid the town due to nowhere to park, and the extortionate charges to park in the town. Locals have already expressed their avoidance of the town centre due to little to no parking, and the charges on the promenade will affect this further. I'm disgusted in the amount of money the council are getting and they are wasting it on this. Myself and my family don't visit the town anymore as most of the parking bays are 30 minutes only. What is the point in coming into town for half an hour only. No wonder the local economy is failing and CCC are the only people to blame.</p>
66.	<p>I live in Bow Street, I work in Aberystwyth town. I work for a homelessness Charity in Aberystwyth with some of the most vulnerable individuals in our County. I support homeless people across several temporary accommodation units on behalf of the local authority. My job involves moving peoples belongings, attending appts, attending diversionary activities, collecting food parcels from Penparcau etc. Our shift patterns are 12hour days, with 45mins break. Having use of a vehicle is essential to our job role and written into our contracts, I am confused as to why we are being discouraged from using vehicles when job roles / opportunities are dependent on it? For me and my colleagues who are all Blue Light card holders, we see this as a loss of parking spaces, a loss because £4 for 4 hours is unaffordable for a charity worker working 12hour shifts. Our time is valuable supporting vulnerable individuals, we do not want to have to move our cars around every 1 or 2 hours throughout our shift, isn't this is detrimental to the environment?. If these plans go ahead, will the council consider free parking permits for essential workers / blue light card holders who are in the community managing services on behalf of the Local Authority.</p>
67.	<p>As a regular visitor, it is disappointing to see this. Aberystwyth town used to be a great place to visit, it's appeal has reduced over years and this is yet another nail in the coffin.</p> <p>While visiting the area, I'd park on the promenade daily and walk the full length before or after calling to shops. Something I won't bother doing if I have to pay to do, I suspect it will affect tourism for many and knock-on to businesses and therefore your taxes. Short sighted approach.</p>

Id	Objection Text
68.	<p>I understand wanting to be able to charge more for tourists, however there is already very limited places for people who live in town to park. With the tourist tax being implemented in Wales, with the added charges for parking, it will make Aber a harder place for those to visit. It will create higher inconvenience and struggles for residence who give back to the community all year round and will make things even harder for our community, potentially damaging our high street even more than it is now. By getting rid of this selection of parking you will just be making it harder for those who live here.</p> <p>I am lucky enough now to not live in the town centre but when I did I spent a lot of money parking in car parks. While I was privileged to do this, lots are not.</p> <p>There are solutions to be able to change the parking regulations while supporting residents. This could be providing parking permits either for the sea front or car parks in town.</p> <p>However taking this away with nothing to give back is unreasonable.</p>
69.	<p>A large number of employees, working in the town park in the areas listed, with no alternative available, if they can only park for 4 hours, they cannot work a whole shift, how are businesses supposed to employ people that can't get to work, busses from my village operate 3 days of the week, at inappropriate times</p> <p>When my relatives holiday here, they spend 3-4 hours on the beach, and walking up the coastal path, then spend 2-3 hours looking around the shops, and then stop off at a pub for a meal, before leaving Aberystwyth, so they will in the future have a quick explore round, and then leave without spending any money in the town.</p> <p>So glad that I don't own a property in Aberystwyth, either visitor will seek parking outside residential properties, or drive in and leave, preventing residents from parking. Also this will effect some property values in Aberystwyth, with increasingly empty retail premises, and parking spaces outside properties chargeable.</p> <p>I notice that parking will be paid by Mobile phone, not everyone is capable or happy to pay over the phone, and this is increasingly open to scams. Also as a ceredigion resident already paying one of the highest council tax rates in the country, I will not visit the seafront if I have to pay £5 to park to walk my dogs, I can't afford it</p>
70.	<p>Will discourage use of town centre shops which are already struggling.</p> <p>Will be very inconvenient for residents.</p> <p>Will discourage tourists, impacting businesses</p> <p>Will be expensive to install. Need constant maintenance, require extra traffic wardens and will end up costing money so financial benefits are not realised.</p>

Id	Objection Text
71.	The prom should be free to everyone some like watching the sea . Very therapeutic.. £5 to park is disgusting dont know where the council think we get the money from . They are killing this town !!!
72.	<p>Welcome to Aberystwyth not , ccc you have no idea how to welcome visitors to this county/country it's a beautiful part of the world ruled by people that don't seem to know what's happening in their own town this charge is ridiculous local business will suffer, and it will put many a people off now when they come and see this next spring the beach is not worthy of this charge , there is not much for children there and the beach is not gorgeous sands like some parts of the area / country .</p> <p>2nd we love to come to beach with the dogs and as responsible owners you can't park all summer as it is with limitations to parts of the beach for dogs maybe that will be not a problem next year now as we won't be paying that anyway ,what will this parking charge money go towards? we pay massive council tax to live here anyway which goes up year on year ! so why no concessions for locals which keep the town going all year round as it is .</p> <p>Lots of trades are in the area too especially at the minute working on the old college so god help locals that live near the sea front as they will be parked all over, as this charge doesn't even cover a working shift for the working person where do these people park now then ?</p> <p>Also I know several older people that will struggle to purchase tickets by phone ,this system is great for scammers too .</p> <p>A large number of ethnic people have just come into the area too into the hospital if you are aware of this ,the hospital struggles to recruit as it is due to Aber being lacking in lots of basic shops like clothing shops and lack of things to do ,accomodation issues, coastal walks being very popular due to this won't be very popular either now due to this parking charge you are planning what's to encourage people to Aberystwyth as a visitor or to work?</p>
73.	<p>Will deter visitors to the town.</p> <p>Unfair on trades people working in the town centre as parking costs will have to be passed on to customers.</p> <p>Unfair on hotels and guest houses on the prom without onsite parking as guest will favour hotels with car parks.</p>
74.	Live in Vulcan Street with limited parking, traffic flow will be increased by drivers looking for alternative parking places. This will increase traffic in the residential streets where there are already issues with drivers ignoring one way street signs.
75.	<p>I feel that placing a charge on parking will affect the footfall on our local businesses. Also people coming to visit as holiday makers will find somewhere else to go</p> <p>The local economy will be affected which could be irreversible. More shops will close.</p>

Id	Objection Text
76.	<p>Aberystwyth has become very run down due to the neglect of those who are paid to maintain it. There is little or no long stay parking within the town without paying ridiculously high parking charges in CCC run car parks. The effect of the lack of parking can be seen by the lack of shoppers within the town and shops closing as a result. Indeed the town was deserted on the Saturday before Christmas but the M&S/Tesco was completely full proving that due to the lack parking and parking enforcement lacking a common sense approach that shoppers park in M&S/Tesco, do their essential shopping in those two stores and leave without entering the town centre.</p> <p>As a trader within the town who has to use a vehicle to visit clients at their homes, I must drive around the town at least 20 times a day - 6 days a week looking for a short term parking space, meaning that the aim of reducing Ceredigion's carbon footprint by the Authority will never be achieved.</p> <p>I object to the proposal on the basis that the plan to further reduce public car parking will stop people visiting Aberystwyth albeit to work or shop and will have a disastrous effect on Aberystwyth.</p> <p>May I suggest as an alternative that CCC staff car parks become pay and display and that all Authority staff and other users pay for the privilege of paying to park while attending their work/ duties?</p> <p>Finally, and as a direct result of the lack of parking in Aberystwyth, I see no point in creating employment within my company premises as nobody's will be in town to visit them - I will therefore be working remotely meaning another property will remain closed on the Main Street of Aberystwyth.</p>
77.	<p>Yet a further unnecessary burden on local residents. If it ain't broke don't fix it!</p>
78.	<p>Aberystwyth in general looks run down and uncared for. This charge will be the final nail in Aberystwyth's coffin - or perhaps this is the councils aim anyway. What a legacy this lot will leave, generations to come will look back in disbelief and the short sightedness of this council</p>
79.	<p>Pushes locals away from shopping and visiting businesses in the town centre and prevents local residents having anywhere to park. Restrict parking to 2 hours or 4 hours and allow free parking for the first hour- that'll increase turnover better and won't stop locals from popping into town. Also offer season ticket for commuters and locals.</p>

Id	Objection Text
80.	<p>My objection is in support of the many workers who rely on free parking on the prom. These usually are the members of our community that keep Aberystwyth in business and workers that are in the minimum wage bracket. The likes of shop workers, hotel staff, bar staff, dental nurses, support workers, cleaners, waitresses all the wonderful people that work hard to make our town what it is.</p> <p>These people rely on coming into Aberystwyth to work and having a free parking area.</p> <p>Is Ceredigion Council trying single handed to close the town down, to stop economic growth, which is essential throughout the whole country.</p> <p>How do CC expect low paid workers to pay several pounds a day 5/6 days a week on a minimum wage with water rates increasing, electricity and gas costs increasing and I've no doubts that further increases in Aberystwyth's council tax come April 2025.</p> <p>What happens Ceredigion Councillors when our salt of the earth workers can no longer pay the cost of parking?</p> <p>Does the town grind to a halt?</p> <p>Possibly our visitors can't get good accommodation as the B&Bs have no staff.</p> <p>The Cafes and restaurants close early no staff</p> <p>Staff that are coming in to work could possible be tired and grumpy, (not a good image for Aberystwyth,) they are having to pick up the work of several workers as they are the only ones who can get in to work.</p> <p>Not a good image for Aberystwyth</p> <p>Think on Ceredigion Councillors these front line workers can't work from home, they don't have the choice., as you have.</p> <p>Do the Councillors of Aberystwyth have the daily worry of paying for parking or do they enjoy designated named areas.</p> <p>Think very carefully of the damage you are doing to our wonderful town and the wonderful hardworking people who work ar the front of house, B&Bs, Hotels, Cafes, Restaurants, Bars, Shops etc, etc.</p> <p>Let's face facts are you looking to bring in more money for the Council Coffers, will this be to pay the large salary increase that you all feel you deserve on a yearly basis.</p> <p>What other reason would you have to cause so much anguish to the lower paid in our Community.</p> <p>If your salary increases are on the cards, I hope you feel a deep Shame.</p>

Id	Objection Text
81.	<p>Parking in town is already severely limited and this will limit it even more</p> <p>I am a local business owner and my customers complain about parking when visiting town for more than a few hours</p> <p>There is nowhere for visitors to Aberystwyth to park all day. CCC do NOT have locals interests at heart or know what is best for Aberystwyth. You seem determined to run it into the ground. You seem to not care what us locals think. You sit in your office or work from home on inflated salaries, give yourselves huge pay rises, raise our council tax to unmanageable levels and revel in the fact that you can't be voted out - Eifion Evans I'm referring to you specifically. You are ruining this town and lining your own pocket in the process. It's despicable.</p> <p>Not fair to penalise locals who work in town. Where are they supposed to park all day? They are the lifeblood of the town and keep it going. Where do you propose they park? Wages are low as it is so forcing parking charges on top is not fair.</p>
82.	<p>In recent months with your work on the seafront , parking has got worse in our area and you have not even started charging people yet. You will not increase parking turnover. Please use some common sense rather than pure guess work . Again you have not given any consideration to the residents . I have suggested free parking permits for residents affected but you are not listening . We have to move our cars every Tuesday . Tell me where they are going to park without being penalised by our own council</p> <p>I use public transport but it is not robust enough or often enough for people to change their ways . Again you have not considered the obvious to improve this first</p> <p>Reducing traffic congestion - you will note we have a lot of delivery vehicles in Aberystwyth and also contractors who work on residents properties etc . This is the bulk of the traffic . I observe this so I dont know where you get your information from . Also you wish to promote more active travel . Dont you want people to spend time in Aberystwyth using local facilites and supporting local business? Clearly not</p> <p>I have previously suggested free permits to locals who are impacted or have to move their vehicles for the binmen, Where do you expect them to go and why should they pay. You really need to look at this matter again. Come and see us and we can show you how residents feel . You need to get them onside but by ignoring their views you may be heading for issues . There are great things in there but ostracising residents is not the way to go.</p>

Id	Objection Text
83.	<p>Over the last few months parking is worse than ever in our area and charging people has not started yet. Parking turnover is one thing but please those of us who live and have cars here living in terraced houses have nowhere to park. We have suggested free parking permits for residents affected but you are not listening . We have to move our cars every Tuesday . Tell me where they are going to park without being penalised by our own council. Especially difficult for someone who lives and works in Aberystwyth but has to have a car as I work across Ceredigion doing support work. Please reconsider to give local residents permits and an ability to park their cars in the ward in which they live.</p> <p>We use public transport but this does not help when some of the work I do means i need my own car as i am called out at night when there is no public transport other than Taxis and I cant use that because of the nature of my work. Can you not help those that support the vulnerable in the county with car parking permits please.</p> <p>Reducing traffic congestion - you will note we have a lot of delivery vehicles in Aberystwyth and also contractors who work on residents properties etc . Surely this is important to local businesses and besides this there are already parking spaces that allow for free flow. As seen at Christmas there is already congestion and Tesco and Lidl and there is free parking so how does your approach improve things other than prevent hardworking residents from having free parking. Please reconsider.</p> <p>I have previously suggested free permits to locals who are impacted or have to move their vehicles for the binmen, Where will these hard working residents park and why should we pay. We already pay road tax and council tax please rethink this You need to get residents back on side as the elections ae coming and this has been a situation where local cllrs have supported us but those not in the area have not. Please consider the effect on the local area and that local residents not students who live and work and pay taxes are being affected adversely and this is not helpful. Please reverse the decisions made. I thought you were a council that wanted to listen to the views of your constituents but seems not those in Rheidol Ward</p>
84.	<p>The parking in the locality is horrendous as nit is, restrictions applied on the promenade are going to make things worse. It's bad enough with the old college renovation and disruption with st Mike's car park. One way systems are abused enough as it is by pedestrians and professionals. CCC need to look at the area and how it will effect the surrounding homeowners</p>

Id	Objection Text
85.	<p>The charging and parking restrictions are further hardship (with no solution offered) to those who work in town. Particularly all those on minimum wage the waitresses, cleaners, bartenders, shop workers who maintain those life blood industries of this seaside town.</p> <p>Charging and the parking restrictions will detrimentally affect all those innovative businesses who tirelessly work to make Aberystwyth a unique place worth visiting. It will stop any of the inspirational, vibrant community events that occur in the area.</p> <p>Charging will force people to move and seek living and working and studying elsewhere. There is no solution offered for those who live in areas where buses do not run. It isolates young people depriving them of entering the workforce, and developing skills. This will have serious repercussions on the wellbeing of those reliant on their cars through either the lack of public transport provision in their area or other personal mobility issues they may be working around.</p> <p>Charging shows a lack of innovative thinking. It portrays a group of short term desperate people with no foresight or consideration for the long term effects. It shows a frustrating disregard for the livelihood of the communities concerned. There'll be no income generated in a ghost town.</p>

Id	Objection Text
86.	<p>I object to the proposal to charge for parking on the Seafront. The declared objectives could be achieved equally well by use of parking restrictions and associated enforcement. This would involve minimal 'set up' cost and would avoid the risks of complex equipment failing to stand up to the extreme conditions of the location, and the problems of attempting to use the phone system to collect payments.</p> <p>Above all, charging for parking would constitute yet another nail in the coffin of our retail center. Please take a walk down the once thriving Great Darkgate Street, and see just how much damage has already been suffered there. It's time for the County Council to adopt more helpful policies, and certainly not to make matters worse by imposing further costs on visitors and residents alike.</p> <p>I object to the proposals to replace existing 'parking overnight permitted' with 'no parking at any time' in any area outside residential property. My reason for this is that the current proposal fetters the Council in respect to future provision of 'cross pavement' electric car charging facilities. Please see the most helpful guidance to English local authorities recently circulated by their Transport Ministers. If we are to move away from fossil fuels for road transport, issues of this nature need to be addressed in a manner conducive to electric car use.</p> <p>Also, needless removal of existing overnight parking provision will lead to further issues with uncontrolled parking on private roads such as Queens Avenue, where you should bear in mind that even total obstruction of access for disabled people, deliveries and emergency vehicles is deemed to be 'not a matter for council enforcement'.</p> <p>It cannot be reasonable for a consultation such as this to be run over the Christmas Holiday period.</p>

Id	Objection Text
87.	<p>I strongly object to the proposal of parking in the Promenade in Aberystwyth.</p> <p>Currently I pay £6.60 per day to park in a Council operated car park to attend work. This amount is unaffordable and makes me question whether it is worth continuing to work in Aberystwyth town.</p> <p>My husband who works out of our trading address has already decided to change his business plans and not employ 2 full time people to work out of the premises. This is due to the very low amount of people who come to Aberystwyth and the state of the town. This proposal, in addition to the ridiculous changes made by the County Council to the towns roads after Covid and the neglect of looking after Aberystwyth by the Authority have reduced the footfall dramatically.</p> <p>During the last few shopping days before Christmas Aberystwyth town was deserted, while the M&S/ Tesco car park was full to the brim, with no empty spaces - proving that shoppers do all of their shopping in these two major retailers and leave Aberystwyth without even entering the town to see what the few independent traders who continue to struggle on, have to offer.</p> <p>Quite frankly the proposal is ridiculous. The Authority should concentrate their efforts in reverting the road layout to how it was prior to Covid and look at alternative parking solutions for students living in the town and whose cars don't move within term time - thereby releasing car parking for others.</p> <p>I have no doubt that the proposal will proceed and acknowledge that this is yet again another lip service consultation - I would like to know whether the Council will be making the contractors, who are working on the Old College -and which is being funded by the same pot as this proposal - to also pay to park on the promenade?</p> <p>May I suggest that rather than trying to finish Aberystwyth, that CCC charge staff to park in their own private car parks - as all others who try and support the local economy have too and that the dedicated parking spaces given to both the Chief Executive and Leader of the Council at Penmorfa also become 'pay and display'</p>

Id	Objection Text
88.	<p>As a resident of the town, parking in the street I live is challenging enough due to houses of multiple occupancy and student houses. Introducing charges for people to park their vehicles on the sea front is going to further punish the residents of the town when the people who currently park on the sea front for free look to park their vehicles in the residential streets of Aberystwyth.</p> <p>Having to work outside of town requires me to own and use a car as we do not have a decent enough public transport system in the area.</p> <p>I feel Ceredigion council need to wake up and start supporting the people who put them in power. The current changes to Aberystwyth Promenade where a number of parking spaces have been removed for pavements so wide they will never be used to their full extent. The addition of massive raised flower beds is also a joke when the council can't keep on top of the flower beds already around the town. I feel a lot of poor decision making is being made.</p> <p>Please put yourself in the shoes of the residents of the town who pay higher rates for the benefit of living in a town that these changes are going to impact most. Time for Ceredigion council to start making changes that is going to benefit the town residents to allow them to park in the streets they live otherwise people will leave and this town will further degrade benefiting no one!</p>
89.	<p>Parking in streets surrounding the Sea front is already becoming a problem. Driving up Trevor Road to Heol Y Bryn and Pen y Craig is already risky at times due to parked cars that aren't local to the houses. Taking away more parking from the seafront will exacerbate this problem for residents and council tax payers in these areas</p> <p>Your scheme will not make the revenue you expect as locals, who use the parking spaces for the majority of the time will not pay the parking fee. Visitors will also be reluctant and search for other areas to park Not all the hotels have their own parking spaces so this will discourage business for them and other businesses on the Promenade.</p> <p>I object to the consultation timing as many people will be celebrating the Xmas period and not have the time or inclination to go online with their objections. Or even be aware of the consultation closing date.</p>
90.	<p>Charging for parking along the sea front will push parking into residential areas . Parking of non residents are already making it difficult and sometimes dangerous on Trevor and Bryn roads.</p> <p>It will also impact on commerce in town. There will be more difficulties in parking in shopping designated parking areas, such as M&S , Matalan and Lidl car parks which are already congested in the summer months.</p>

Id	Objection Text
91.	<p data-bbox="336 237 1382 416">These proposals penalise low-paid young people (often Welsh-speaking) who have drive in to Aber to work because there are few opportunities in surrounding villages and towns, and very limited public transport options, particularly for people working anti-social hours in the hospitality, health and care sectors.</p> <p data-bbox="336 456 1406 636">There's insufficient alternative provision of free parking for local people and those who work in town. Locals shouldn't have to pay the exorbitant charges in pay and display car parks! There needs to be some scheme for reserved parking for free or minimal castor people who live. And work in town BEFORE bringing in these charges,</p> <p data-bbox="336 676 1406 743">If there have to be charges, they should be seasonal, so that locals are not penalised out of season.</p> <p data-bbox="336 784 1382 963">Ticket machines are unlikely to last long in the hostile conditions on the prom (salt water, sand, strong winds). Constant maintenance, as well as costs of enforcement of parking charges, will reduce the financial viability of this proposal. It could even end up costing more money than it generates.</p>

Id	Objection Text
92.	<p>Outline proposals were put to the TCSOC on 23rd October 2023 "To provide detail to inform deliberations on the above proposals so these can potentially be presented to Cabinet for consideration". There is reference to "More detailed information relating to the practical, financial, political and public acceptance, implications on wider parking issues/pressure in Aberystwyth of potentially implementing of the proposal would be the subject of a further report if there is support in principle for this" - as far as I'm aware the more detailed information and further report referred to has not been forthcoming.</p> <p>The report goes on to say "Should displacement parking or capacity for parking become an issue after charges are introduced then there are mitigating measures that could be introduced. This could include the consideration of a residents parking permit scheme or resident parking zones". It is the view of many that a residents/businesses parking scheme is an essential pre-requisite of 1. the removal of the car parking spaces along the South promenade and 2. the introduction of car parking charges along the North promenade - we need as many people as possible to object to this proposal until such time the long promised and long overdue review of parking and road network in around Aberystwyth is completed so that the recommendations considered holistically rather than by poorly conceived, ill-considered and disjointed knee jerk/quick fix decisions made without thought to the consequences and ramifications for the town residents and businesses.</p> <p>All of the objections received by CCC in response to Ceredigion County Council (Prohibition and Restriction of Waiting and Loading and Unloading) Order 2019 (Aberystwyth Seafront) (Amendment Order No.11) 2024 should also be registered as objections to this proposal.</p> <p>No Environmental Impact Assessment or Economic Impact Assessment has been included in the information made available to consultees.</p>
93.	<p>I object to the limitations on parking on Aberystwyth seafront. I live 12 miles out of Aberystwyth I and others enjoy travelling to Aberystwyth to sit and look at the sea. I am unable to travel to Aberystwyth using public transport there is none available. I am becoming less able to walk so parking elsewhere and walking to the front is less relevant. I understand that the council has less public funds and needs to raise revenue this is not the best way to do so. It will cost a considerable amount to implement the scheme. If less people are able to park in Aberystwyth there will be a reduction on money spent in local businesses. By making Aberystwyth a less inviting town it will cease to appeal to tourists. Tourists spend money in the town. These days incomes are reduced, people only have a limited amount to spend, if it is spent on parking its not available to spend on beverages in cafes etc.</p>

Id	Objection Text
94.	<p>Dw i'n gwrthwynebu yr angen i godi tâl am barcio. Dw i wedi darllen y 4 rheswm dros gynnig newidiadau ac yn fy marn i gellir cyrraedd y targedau hyn drwy gyfyngu'r amserau aros yn unig heb orfod codi tâl hefyd.</p> <p>Mae nifer sylweddol o drigolion y dref a'r ardal yn parcio yma ar adegau am llai na awr er mwyn mynd am dro ar hyd Y Prom neu i daro i'r dref ar neges. Fydd codi tâl am barcio am gyfnod byr yn dreth ar y rhai sy'n mwynhau cerdded Y Prom yn ddyddiol ac hefyd yn niweidiol i fusnesau.</p> <p>Mae'r Prom yn adnodd bwysig, yn atyniad gwerthfawr sy'n cyfranu'n fawr at lewyrch busnesau'r dref. Fydd codi tâl yn ychwanegu dim at hynny.</p>
95.	<p>The Introduction of fees for 7 days a week from 8am-8pm with a limit of a maximum of 4 hrs will have a negative impact on both local and day visitors to the area. Those that come from further afield to spend time near the sea will find 4 hrs too short , resulting in many leaving early or by passing Aberystwyth completely and going elsewhere. Places where you can park for longer, near the football stadium and by the Meithrin is too far for many families to walk to the prom with seaside items and children etc. For locals charging for parking will drive them to park in other areas in town such as the Buarth/ Dan Y Coed where hospital staff already cause congestion during the working week. High charges for parking for many workers in town will eat significantly into their pay packet , reducing opportunities for employment.</p> <p>Many elderly residents will go for a walk on the prom where it is flat and safe for them to walk. With the level of charges suggested for 2 hrs this makes this an expensive activity, this will result in many either stopping or reducing the times they' walk, impacting on both physical and mental health as often walking the prom is an opportunity to meet and a chat with friends.</p> <p>The extension from 6pm to 8pm seems to be proposed only to look to try and cover costs of installation and seems unnecessary. Again as with the elderly many local residents take the opportunity to benefit from the exercise from walking the prom in the early evening , this will be restrictive and as after 6pm parking is less pressured seems unnecessary. In addition a to this many traders who make use of the hotels on the seafront will be impacted with the extended hours t9 8pm , while some will be happy to pay £3.50, this for 4 nights mounts up. You will find them looking for alternative parking spots, clogging up residential areas. This in turn will lead to the need to introduce resident parking (with all the administration costs associated with this) it seems an unnecessary thing given that Aber is a small rural town and will further be detrimental to the feel of The town. I feel that this has not been thought through fully and the unintended consequences not fully explored. We should be looking to attract not discourage local and visitors to the town.</p>

Id	Objection Text
96.	<p>The introduction of charges will make it inaccessible for both tourists and residents to be able to enjoy the health and wellbeing benefits of being able to visit the promenade, support local businesses and the option for access to exercise and fresh air, promoting sustainability of the town and the environment. Parking charges will reduce the ability to visit the town and use that money to purchase food/drink at the independent shops on the promenade or visit the pier/railway. Residents will have more difficulty getting parking as visitors will search for free spaces instead. As a career for my husband who has extremely restricted mobility the option to walk the flat promenade and get much needed space and fresh air is essential for his mental well-being and post operative will be an essential part of his rehabilitation which will not be possible when additional charges are imposed. To maintain the footfall to the town is essential to keep both tourism and residential support of local businesses alive and maintain interest in the history of the town. The refurbished old college will attract tourism and a useful facility for local use which would be hugely affected without free parking continuing.</p>

97. To Whom It May Concern,

I am writing to formally object to the proposal being considered by the Council to introduce car park charges in our area. While I understand the Council's desire to generate revenue, I believe this move will have a detrimental effect on both the local economy and the community at large. Below, I outline the key reasons why this proposal should be reconsidered:

1. Negative Impact on Local Businesses

One of the most significant concerns with the introduction of car park charges is the potential harm it will cause to local businesses. Many small and independent retailers depend on the accessibility of free or low-cost parking to attract customers. Charging for parking could discourage shoppers from visiting, as they may find alternative locations with free parking or decide not to visit the area altogether. This could lead to a decline in foot traffic, reduced sales, and, ultimately, business closures, especially for smaller shops and services that already struggle with increasing costs.

2. Increased Financial Burden on Local Families

Car park charges would disproportionately affect local residents, many of whom rely on their vehicles for everyday activities. With rising costs of living and inflation, adding an additional financial burden—particularly in the form of parking fees—could place undue strain on families who already struggle to meet their basic needs. For some, even small parking charges may make an important difference in their weekly budget, and they may be forced to drive further out of town to find more affordable or free parking.

3. Disproportionate Impact on Lower-Income Individuals

Those in lower-income groups, who may already be at a disadvantage in terms of access to public transport, would likely bear the brunt of parking charges. The introduction of these fees could exacerbate inequality, as it will place a further barrier to essential services, shopping, and social activities for those who have limited access to public transport or cannot afford alternative methods of travel.

4. Undermining the Community's Accessibility

For many people, the ability to park their car near essential services such as health clinics, schools, and shopping centres is crucial. Introducing charges could make it harder for some members of the community, including the elderly, disabled, and those with young children, to access these services. In particular, it could discourage people from attending appointments, socializing, or engaging in community activities that promote mental and physical well-being.

5. Potential for Increased Traffic Congestion and Environmental Impact

If parking charges were introduced, it is likely that drivers would seek free alternatives in surrounding residential areas, which could lead to congestion in neighborhoods that are not equipped to handle the increased volume of cars. This additional traffic could not only lead to safety

Id	Objection Text
	<p>concerns, but also contribute to higher emissions and environmental degradation. Ironically, in an effort to reduce parking demand, the introduction of charges could create a series of unintended environmental and logistical problems.</p> <p>6. A Short-Term Revenue Solution with Long-Term Negative Consequences While it is understandable that the Council needs to explore ways of increasing revenue, car park charges represent a short-term solution to a long-term issue. The idea that this will be a sustainable way to increase council funds overlooks the broader</p> <p>6. A Short-Term Revenue Solution with Long-Term Negative Consequences While it is understandable that the Council needs to explore ways of increasing revenue, car park charges represent a short-term solution to a long-term issue. The idea that this will be a sustainable way to increase council funds overlooks the broader economic picture. As local businesses suffer and people cut back on spending or travel, the town could lose revenue in other areas, such as sales taxes, business rates, and local tourism. Additionally, the public backlash to such a move could damage the Council's relationship with its constituents, making future attempts to generate revenue through similar measures more difficult.</p> <p>7. Failure to Explore Alternative Solutions Before implementing parking charges, I would encourage the Council to consider alternative ways of addressing its revenue needs. For example, investing in improving public transport options or exploring opportunities for grants and funding from external sources might provide a more equitable solution. Additionally, developing partnerships with local businesses to offer discounted or subsidized parking could reduce the potential negative impact on commerce. A more holistic approach to revenue generation, one that takes into account the well-being of the entire community, would likely be more effective and sustainable in the long run.</p> <p>Conclusion In conclusion, I strongly urge the Council to reconsider this proposal. The introduction of car park charges will likely lead to economic decline, increased financial pressure on local families, and a reduced sense of community accessibility. Instead of resorting to parking charges, I suggest the Council explore alternative ways to generate revenue and support local businesses. The long-term welfare of the community, as well as the sustainable growth of our local economy, should be the foremost priority in any decision-making process.</p> <p>Thank you for your attention to this matter. I trust that the Council will take these concerns into serious consideration and ultimately reject this proposal in favor of more equitable and community-focused solutions.</p>

98. Dear Sir/Madam,

I hope you are well and looking forward to the festive break.

I am writing regarding the Ceredigion County Council (Prohibition And Restriction Of Waiting And Loading And Unloading) Order 2019 (Aberystwyth Seafront) (Parking Places and Charges) (Amendment Order No. 13) 202x proposals (Aberystwyth promenade pay and display). I'm afraid I had a little difficulty using your online form as it did not seem to work properly with my screenreader (it is entirely possible that the problem is at my end), so I am glad it is still possible to contact you by email!

Whilst I have no particular objection to the concept of charging for parking here (it is indeed a prime location, and I cannot think of anywhere else in the UK with free seafront parking), I have sufficient concerns with the proposals that I feel I must object to this proposed Traffic Regulation Order.

Firstly, I do agree that charging for parking on Aberystwyth promenade is likely to be a net positive for Aberystwyth (and would also support introduction in other seafront locations), the added income (assuming it is to be used for the purposes defined in the legislation) will benefit residents of and visitors to Ceredigion as a whole, and although discouraging commuter parking may be unpopular with commuters, greater availability of parking for visitors will hopefully result in greater turnover for local businesses.

However, the charging periods do not make much sense to me, specifically the maximum stay of 4 hours. This precludes, for example, families visiting Aberystwyth and parking for the whole day (and spending money on food, drink, and 'beach supplies'). I appreciate that there is a desire to encourage some turnover of parking spaces, but I believe this relatively short maximum stay will simply discourage visitors who wish to stay for longer periods (and perhaps this demographic is the one that will spend the most cash while visiting!). Surely encouraging turnover could be better accomplished by adjusting the charging structure such that longer stays become more expensive (or alternatively, encourage short-stay and turnover by making short-stay cheaper)?

I also note that your 'Statement of Reasons' does not seem to include any of the seven reasons included with Section 1 of the 1984 Act. I was of the understanding that it was required to include at least one of these for a Traffic Regulation Order to be legitimate?

Close to, but opposite, the pier, there is an area currently used for parking, with vehicles parking 'nose in'. It appears from the draft maps that alterations to the kerb line are also planned, which look like they will result in 'longitudinal' parking. I appreciate that such works to the highway require no consultation, but am surprised that this additional loss of parking provision hasn't been made more clear in this consultation!

Id	Objection Text
	<p>My main concern, however, is the manner in which this, and previous consultations in Aberystwyth, have been conducted. Works for the scheme at the southern end of the promenade seemed to start well before objectors were notified and the second notice in the local press was published, suggesting that little notice was paid to that consultation, and indeed the meeting of your Cabinet discussing those proposals (and the subsequent calls for the decision to proceed to be called in) raise further concerns, and now this second set of proposals partially overlaps the changes not yet installed as part of the previous scheme. Vague mentions of improved off-street parking (I saw the proposals for increased parking charges) do little to instill confidence that sufficient parking provision will be available for those who are forced to drive into Aberystwyth due to the lack of reliable and sufficient public transport. Overall, I am not confident that Ceredigion County Council has undertaken sufficient consideration of these consultations.</p> <p>I can think of few reasons why all of these changes (and others) should not have been part of a single larger scheme, holistically tackling issues relating to vehicles within Aberystwyth. This would have permitted a greater understanding by the public (and greater engagement by the public) and likely been less unpopular. Various changes could have been made in a more coordinated fashion (and even if not, residents and visitors would understand 'the plan' and be more tolerant of short term inconveniences). Unfortunately, the few reasons that make sense to me are rather unsavoury, and rather revolve around finances, which is never a good reason to make a Traffic Regulation Order. It would be easy to suggest that the south promenade scheme was for the benefit of the new University development, and these new proposals seem to be intended to develop income for Ceredigion County Council, rather than to improve the situation for residents and visitors to Aberystwyth.</p>
99.	Hi please accept a protest email against parking you are proposing to do if these do come into force its the last time me and my family will visit your area
100.	<p>I strongly object to parking charges on Aberystwyth seafront as I suspect that this will deter visitors, both local and from afar from visiting. Currently Aberystwyth has little attraction already for visitors and this move would be discouraging. Little thought seems to have been given to parking options for people who work in the vicinity - there is not enough affordable parking options. And for businesses on the sea front and nearby a charge for what might not be a long visit will deter their customers also.</p> <p>Don't ruin what is the main attraction Aberystwyth has - after all it does not have golden beaches other resorts are fortunate to have.</p> <p>Aberystwyth is unique, what might work in other resorts does not mean it is suitable here.</p>

Id	Objection Text
101.	<p data-bbox="336 237 424 271">Hello,</p> <p data-bbox="336 309 1334 488">The Aberystwyth and District Civic Society committee has instructed me to write to object most strongly to the proposed introduction of Pay and Display Parking on the main Promenade, and the restrictions of parking at locations numbers 5, 9, 10, and 11 of the Amendment Order No. 13 referred to above.</p> <p data-bbox="336 528 1390 786">The introduction of Pay and Display parking on the main promenade will make it even more difficult for Aberystwyth residents and people working in Aberystwyth to find parking spaces, which is already a major problem in Aberystwyth. Also, it will discourage visitors to Aberystwyth. The combined effect will be devastating for the economy of Aberystwyth, and of Ceredigion more widely, at a time when everything possible should be done to improve the economy of this area.</p> <p data-bbox="336 824 1342 931">One of the stated aims of this proposal is to increase on-street parking turnover. This could be done simply by reducing the present four-hour limit for parking on areas on the promenade to two hours.</p> <p data-bbox="336 969 1362 1115">Clearly, the main aim of these proposals is to generate revenue for Ceredigion County Council. We very much doubt that the proposals will generate anywhere near the stated amount when policing of the parking is taken into account.</p> <p data-bbox="336 1153 1377 1299">These sorts of proposals must not be introduced until sufficient public transport is in place to allow people who work in Aberystwyth to be able to travel between their homes and Aberystwyth, and residence parking is established in Aberystwyth for those living in the town.</p> <p data-bbox="336 1337 1390 1482">At a more detailed level, the introduction of more restrictive parking in Police Station Road (item 5), Albert Place (item 9) and Queens Avenue (items 10 and 11) is completely unnecessary as is merely a vindictive further attack on Aberystwyth motorists.</p> <p data-bbox="336 1520 887 1588">Secretary, Aberystwyth and District Civic Society.</p>

102. To Ceredigion County Council,

I am writing to object to the proposed Pay and Display parking on Aberystwyth promenade and to the further proposed parking restrictions on adjacent streets.

One of the stated aims of this proposal is to "encourage greater use of public transport and interchange between travel modes". However, no thought has been given to those people who work in Aberystwyth and who have no access to the woefully poor public transport available in the immediate area. How are these people meant to travel between their homes and Aberystwyth? The local topography is not amenable to walking or cycling except for the very fit and these people have no option other than to use their cars.

Also, the proposal will make it more difficult for people who live in Aberystwyth to find parking places for their own cars, especially those who live close to the main promenade.

This proposal *must not* be introduced until residence parking is established in Aberystwyth for those living in the town.

Another of the stated aims of this proposal is to "increase on-street parking turnover". This could be done simply by reducing the present four-hour limit for parking on areas of the promenade to two hours. Introducing Pay and Display parking is totally unnecessary!

Clearly, the main aim of this proposal is to generate revenue for Ceredigion County Council.

However, I have not seen any analysis of the revenue that this is likely to generate. Certainly, in the short term, the cost of implementing the necessary infrastructure will outweigh the income. In the longer term, what is the income likely to be after the cost of the extra policing of the new parking charges is taken into account? Does this justify the distress that will be caused by the implementation of this proposal to the people who live and work in Aberystwyth?

On a more detailed level, the introduction of more restrictive parking in Police Station Road (item 5 of the proposal), Albert Place (item 9) and Queens Avenue (items 10 and 11) is completely

Id	Objection Text
	<p>unnecessary, and is merely a disgraceful attempt to force more people onto the Pay and Display parking areas.</p> <p>The repeated attacks by Ceredigion County Council on Aberystwyth motorists must stop until there is much better public transport available in the area immediately surrounding Aberystwyth, and there are more and improved parking facilities in town, including residence parking.</p>
103.	<p>Hi I received an engagement new bulletin but the link shows no way to engage the topic.</p> <p>Aberystwyth town center is dying, charged parking on the sea front only hurts locals and timed slots added to congestion.</p> <p>As a disabled person with a car, it is already very hard to park in town due to lack of availability.</p> <p>My carers keep getting fines for being over stayed in parking bays.</p> <p>Could the council create a badge for carers and health workers to enable parking in and around town. The shop car parks are limited by time and number of visits per day.</p> <p>As for charging for the sea front, it is unwelcomed. I suspect the signs will vanish like many of the 20mph signs.</p> <p>The council is really bad at gathering feed back and makes decisions that most people only hear about after the fact.</p> <p>I have been a resident in Aberystwyth town for 17years. I had to register to put in complaints, however the majority of the population haven't. 900 people signed up is terrible.</p> <p>PS all the speed reductions are doing is resulting in more aggressive behaviour from drivers to pedestrians and anger.</p> <p>I regularly see drivers speeding in 20mph in town centre, the main issue is they are going faster than when it was 30mph.</p> <p>Traffic is speeding down narrow roads to make up time, and to avoid the queues.</p> <p>As a driver of over a decade, I don't understand why the council is trying to damage economic activity and make driving so much slower and harder. While cutting the bus routes, and not substantially supporting public transport. It's the worst of all situations.</p>

Id	Objection Text
104.	<p data-bbox="336 237 1406 309">The scheme should be reviewed and more emphasis given to the needs of residents and businesses within Aberystwyth town centre.</p> <p data-bbox="336 344 1385 488">The proposals go beyond that which is necessary to achieve the stated objectives of the scheme. There are several aspects of the scheme that I do not agree with, but to avoid confusion this e-mail focusses on just one factor.</p> <p data-bbox="336 530 1326 636">The proposed restrictions on parking in the King Street / Laura Place region will have an adverse affect on residents and businesses within Aberystwyth town centre.</p> <p data-bbox="336 678 1406 822">Residents and businesses within Aberystwyth town centre rely on parking spaces reasonably close by , there is often no viable alternative. There is a suggestion of mitigation of the effect of the proposals but no clear indication of how this would be achieved.</p> <p data-bbox="336 864 1369 969">Public transport in the area is inadequate to meet the needs of residents and businesses within Aberystwyth town centre. e.g. the infrequent service provided to Glanyrafon Industrial Estate</p> <p data-bbox="336 1012 1401 1184">The proposals state, as an objective, a reduction of car use but acknowledge an increase in traffic in the area due to the hotel development. This seems, at best, rather contradictory. It would seem that the needs of the hotel guests are being given preference over residents and businesses within Aberystwyth town centre.</p>

Id	Objection Text
105.	<p>I would like to submit my objection to the proposed parking charges along the seafront.</p> <p>Whilst I understand how valuable income could be achieved for the council in adding charges there are three main concerns I have:</p> <ol style="list-style-type: none"> 1. Parking charges are too expensive 2. Parking times are too short, 179 spaces are to be removed from locals. There is an absolute need for some spaces to be created as all day parking to accommodate for those who work in town and already struggling to park. During this consultation there has been no suggestion for alternative options for those who rely on parking to work in town. 3. Timing of the charges is extremely inconsiderate and inconvenient to local residents. Once again, there has been no mention as to where local residents could expect to park or no proposals to assess a need for resident parking or permits would be a way to generate income. But ensuring permits are reasonable. Residents deserve to be able to access their properties in reasonable distance and be able to park for extended periods of time. I don't believe these amendments take in the need of residents. <p>I'm disappointed that the amendments to parking have not taken into consideration any previous feedback. I'm disappointed that there has been little thought about additional parking for residents and workers in an effort to appease worries. I'm also disappointed that there has been no negotiations with the owners of lidl parking, where there is ample parking but an awful time restriction. I feel this car park could be an ideal opportunity for residents and workers to park in part of this car park following the demolition of the previous mountain warehouse building.</p>
106.	<p>I would be happy to see charges but on a seasonal basis as per the harbour parking . Furthmore I would like our Town Council to receive sme financial benefit from it. I would also like to see motor bikes which park by the hut to pay as well.</p>

Id	Objection Text
107.	<p>Dear Sir.</p> <p>I wish to register my objections to the proposed changes planned for parking on Aberystwyth Seafront on the grounds that</p> <ol style="list-style-type: none"> 1. Residents of Aberystwyth will be disadvantaged through additional pressure being exerted on the limited parking places available to residents. 2. Commuters to places of employment in Aberystwyth will be unfairly disadvantaged by having to pay parking fees. Commuting to work by public transport is not an option due to the poor provision of said public transport. It should also be noted that such commuters will not be able to benefit from free parking provided to council workers in car parks such as occurs at the council offices in Penmorfa and Canolfan Rheidol 3. Businesses in Aberystwyth will be adversely affected as charges for short stay parking on the seafront will drastically reduce the footfall in Aberystwyth's shops. <p>As a resident of Aberystwyth I feel the proposals will not benefit any Aberystwyth stakeholders .</p>
108.	<p>Prom parking.</p> <p>I strongly object to this short sighted and undemocratic plan. It will cost more than it raises in income. This is a long established ,traditional and sensibly used right for locals. A direct attack on traditional rights of people of Aber.</p>

109. Dear Sir/Madam

I write as the owner of a pub restaurant with rooms on the seafront in Aber called ***** – we have over the past 20 years, strived to create what we hope is a popular addition to the town. We have invested heavily to create a venue with high standards and quality so that people of the town and visitors alike have memorable and enjoyable times in Aberystwyth. We use local butchers/fish mongers/greengrocers, use local contractors, we're Visit Wales accredited/ regularly appear in The Good Beer guide. Named in Top 50 Summer pubs in the whole of the UK. We employ 40-45 local people, year round, not just on zero hour contracts, or just for the peak season, proper jobs with proper training and development. We also raise substantial sums of money for the local RNLi of which our general manager of 20 years is a volunteer helm. We are in other words what I feel is the type of business any town should be encouraging and nurturing, we're investing for the long term which hopefully benefits everyone and especially the town.

I fully appreciate the financial pressures that CCC must be operating under, and fully understand that charging would help raise much needed revenue to CCC and has the potential to create more availability of parking in key areas of the town and make the town more vibrant and busy.

I also believe this could be a positive for all. But I do feel the current proposals are a little broad brush/one size fits all and could challenge viability and commerciality of a number of businesses in Aber. Where as some slight changes might make a huge difference for local businesses without reducing income.

Paid parking until 8 and no return for 4 hours – guests start checking in from 3pm, if they park when they arrive, they then will have to move their car but to where? Potentially a very long way away, making for a unnecessary inconvenience and ultimately a lesser experience of Aberystwyth. If paid parking was until 6pm this could be avoided. The main body of day visitors will be charged, but those overnight guests who will contribute to the town in many ways will not be unnecessarily inconvenienced.

The no return in 4 hours seems unnecessarily restrictive – if people want to stay longer and pay for it then great. I'm sure people won't wish to leave their car there unnecessarily if paying for it.

8am on the seafront seems unnecessarily early, with many guests while on holiday having to get up around 7.30 to get showered and dressed to come down and put a ticket on their car. If this was pushed forward to 9am as it is now, what would make for much more pleasurable stays by visitors to Aber.

Id	Objection Text
	<p>Seafront permits – Could a business based on number of rooms or rateable value be issued or purchase a certain number of parking permits. That could be used by guests with limited mobility or staff members that need access to their vehicle. Our maintenance person who needs to nip out regularly to pick up supplies, or general manager who requires his car to attend to RNLI shouts for example.</p> <p>Parking in surrounding streets. If we're going to have paid parking on the seafront, we need to consider parking in surrounding streets. Restricting Queens Road and North Road to permit holders and 4 hour stay only, so that cars can't be left there indefinitely – a major problem is students brining cars, and dumping them for weeks, and walking to and from uni with no requirement for their car during term time. We need to encourage them to park away from town centre, where spaces are at an absolute premium for the viability of businesses in the town, but allowing for local residents that do require their car on a daily basis.</p> <p>I do hope that you'll consider some small changes to your proposed car parking charges for the benefit of all.</p> <p>Yours faithfully</p>

Appendix 4- Draft Formal Responses to Public Consultation

The following are suggested responses to the grounds for many of the objections received during consultation, though it is not an exhaustive list of all issues raised in the objections. It is intended that these responses will be used as a generic response to be sent to all objectors to the proposed Traffic Regulation Order and scheme, with some individual responses adjusted for those who raised additional matters not covered, to provide an overall rationale for the proposal and the reasons for the objections to be over-ruled.

Objects on the grounds of concerns about public transport

- i. On-street parking along the sections of Aberystwyth seafront designated as part of this proposed scheme is already regulated by the County Council with parking generally limited to specified hours, with designated bays for disabled parking, deliveries and certain vehicle classes (coaches and taxis) at various locations, and parking will remain available at these locations.
- ii. Aberystwyth is generally well served by public transport along the main arterial routes (A44, A487, A485 etc.) and to/from nearby settlements through a combination of national and local bus routes, the new railway station at Bow Street, and these public transport travel opportunities will remain viable for visitors/commuters.
- iii. Where public transport travel opportunities do not meet the needs of commuters/visitors, then the charged for parking along the promenade will provide yet another option, alongside the numerous/various restricted/unrestricted and free/paid parking opportunities which exist within the town centre.

Objects on the grounds of a perceived loss of commuter parking

- i. The proposal includes only a slight reduction in the number of spaces available due to realignment of a kerb on the landward side by the pier and the introduction of longitudinal parking there, but no change to the length of stays permitted.
- ii. It is not therefore accepted that it will result in a loss of commuter parking, although it is not considered that the promenade is deemed to be a suitable location for commuter parking as the section of Aberystwyth seafront which is the subject of this proposed scheme is considered to be a '*premium*', high demand location due to its proximity to both the town centre (day-to-day services, retail, and hospitality trade) and being situated along the seafront (supporting the hospitality trade and visitor attractions).
- iii. Commuters should be encouraged to park outside the town centre, so that premium parking locations, such as those along the Promenade are available to those wishing to visit and spend money within the town.
- iv. Commuters should be encouraged to purchase season tickets (with proposals being considered for these to be made available at a cost of £295/annum) which would provide the appropriate parking opportunities in CCC's car parks, most of which are located within a similar distance to the town centre.

Objects on the grounds that the proposals will deter visitors to the town

- i. Support for a proposed scheme is founded on its potential contribution to supporting the County Council's Corporate Strategy 2022-2027 and its Corporate Well-being Objectives <https://www.ceredigion.gov.uk/your-council/strategies-plans-policies/corporate-strategy/>
- ii. The proposal seeks to provide greater availability of vehicle parking on the seafront by increasing parking turn-over providing a positive impact on the economy of the town and well-being of its residents.
- iii. Based on examples of similar coastal towns elsewhere in Wales and across the UK, charged-for on-street parking schemes have been in place for many years, accepted by residents and visitors alike and have not in themselves been proven to be detrimental to the continued viability or prosperity of these towns as places to live, work or visit.

Objects on the grounds that the proposals will have a negative impact on businesses

- i. The proposal introduces fees for on-street parking where none currently exist and attempts to strike a balance between the needs of local residents accessing local services and where they live/their homes; local businesses; University students; and visitors to the town.
- ii. The review/proposal considered the wider parking context within the town and did not treat the seafront in isolation, considering the wider context of parking supply and demand.
- iii. Parking (both on-street and off-street) must be available in the right places and for the right purposes. The section of Aberystwyth seafront which is the subject of this proposed scheme is considered to be a '*premium*', high demand location due to its proximity to both the town centre (day-to-day services, retail, and hospitality trade) and being situated along the seafront (supporting the hospitality trade and visitor attractions).
- iv. The intention of the proposal is to seek to ensure availability of parking to those wishing to visit the town in a location that is both convenient for the town centre and the seafront, and by doing so seeks to support the retail, hospitality and visitor attractions situated along/within both.
- v. Based on examples of similar coastal towns elsewhere in Wales and across the UK, charged-for on-street parking schemes have been in place for many years, accepted by residents and visitors alike and have not in themselves been proven to be detrimental to the continued viability or prosperity of these towns as places to live, work or visit.

Objects on grounds of displacement parking causing problems elsewhere

- i. The strategy for all long stay parking in Aberystwyth should be on the approaches to the town centre, with the parking that does exist in the town being used by either transient visitors or for those with mobility problems. The limited parking available along the Prom merely encourages drivers to enter the town and drive around looking for spaces. By creating adequate

provision on the approaches, time can be saved, displacement issues avoided, less pollution generated, and a better environment for people created.

- ii. These mitigation measures are planned for the current financial year and funding has been earmarked to take this forward.
- iii. It is considered that sufficient spare parking capacity exists within County Council and private off-street car parks (including those to be developed) and other regulated on-street locations and the displacement of parking is therefore not anticipated as a significant potential negative outcome of this scheme.

Objects on the grounds of there not being mitigation measures in place to deal with the impacts of the change

- i. Mitigation which is at an equivalent or shorter distance to the town centre is being provided alongside these proposals.
- ii. The strategy for all long stay parking in Aberystwyth should be on the approaches to the town centre, with the parking that does exist in the town being used by either transient visitors or for those with mobility problems.
- iii. These mitigation measures include a proposal for reduced cost season tickets; proposed extension to Maes-yr-Afon Car Park; and changes to the charging structure at Lower Park Avenue car park, and these are planned for the current financial year and funding has already been earmarked to take this forward.

Objects on the grounds the scheme will lead to Increased air pollution (e.g. due to drivers circulating trying to find parking spaces)

- i. The limited parking available along the Prom in the wider sense encourages drivers to enter the town and drive around looking for spaces.
- ii. By creating adequate parking provision on the approaches to the town centre through the planned mitigation measures, time can be saved, less pollution generated, and a better environment for people created.
- iii. Another outcome/benefit of charging will be to reduce the amount of commuter parking on the promenade making it more available for visitors to use and reducing pollution through reduced vehicle movements.

Objects on grounds there should be a wider review of parking/traffic management in Aberystwyth

- i. Previous parking studies have identified over 1,500 on street parking spaces available within the town centre (both time limited and unlimited), alongside over 850 spaces within CCC car parks.
- ii. Over 1,000 further spaces are available within the various retail car parks within the town centre, which significantly increases the availability of parking within the town.

- iii. Proposals are being finalised to increase the parking available within Maes-yr-Afon car park which will look to increase the available spaces by over 150 spaces.
- iv. The proposals put forward, which amend the regulations as opposed to removing the spaces available, therefore only relate to approximately 5% of the total parking spaces available within Aberystwyth Town Centre.

Objects on the grounds that there should be a Residents parking scheme available within Aberystwyth Town Centre.

- i. A residents parking scheme can be considered in the future, but this would have to be done on a wider basis and include other towns in Ceredigion to make it financially sustainable.
- ii. Residents should also be aware that any such scheme would also need to be self-financing, and that only a proportion of the available parking would be allocated to such a scheme which would also likely be oversubscribed, and therefore '*guaranteed*' parking for town centre residents would never be a realistic outcome.

Objects on the grounds of concerns related to vulnerable user groups

- i. The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000 requires that Blue Badge holders displaying their badge in the prescribed manner are exempt from the requirement to pay for on-street charging and are exempt from any limit on maximum period of stay.
- ii. It is not possible to identify and therefore cater for those within vulnerable groups who do not hold/display blue badges.
- iii. It is the intention to install pay and display machines so as to cater for those without Smartphones, with the same arrangement and support for all users as provided in off-street car parks.

Objects on the grounds that they consider max stay of 4 hours too short

- i. The strategy for all long stay parking in Aberystwyth should be on the approaches to the town centre, with the parking that does exist in the town being used by either transient visitors or for those with mobility problems.
- ii. The current limited parking available along the Prom, and the pressure on that exerted by commuter parking, merely encourages drivers to enter the town and drive around looking for spaces.

Objector requests that revenue from parking charges be directed to Aberystwyth Town

- i. The introduction of on-street parking charges will sustain the costs of operation of the proposed scheme. Should any surplus income be achieved, it would be used to support funding of other essential public services provided

by Ceredigion County Council which fall within the scope of what is permitted under Section 55 of the Road Traffic Regulation Act 1984. These are:

- (a) Making good any deficits in the parking account
- (b) meeting the cost of provision and maintenance of off-street parking
- (c) if it is deemed that further off-street parking provision is unnecessary or undesirable, for the following purposes:
 - costs incurred in the provision or operation of public bus services
 - highway improvement projects
 - the purposes of environmental improvements
 - any other purposes for which the authority may lawfully incur expenditure

Objects specifically to charging for parking in Laura Place and King Street, and to the introduction of more restrictive measures on Police Station Road, Albert Place and Queens Avenue

- i. Some free overnight parking will remain in these spaces for local residents between 18:00 - 08:00.
- ii. It is anticipated that there will be a significant increase in the use of this area that will be generated by the redevelopment of the Old College. The car park in St Michaels Church will be used by visitors to the Old College using the new hotel arrangements and imposing charging for parking on these streets will balance this demand.
- iii. Mitigation includes the proposal for reduced cost season tickets; proposed extension to Maes-yr-Afon Car Park; and changes to the charging structure at Lower Park Avenue car park. It is not reasonable to expect that everybody is able to park in front of or close to their property in a busy and thriving town centre.
- iv. St Michaels Church car park is being reconfigured and a proportion is now controlled by the Old College for parking for the new development. This was a planning condition that has been discharged.
- v. The additional restrictions on Police Station Road, Albert Place and Queens Avenue are included to prevent displacement parking there causing obstruction, particularly for larger vehicles.
- vi. Charges for parking on King Street and Laura Place are included to prevent undue parking pressure due to drivers seeking to avoid parking on the promenade itself.

Objection on grounds that the Statement of Reasons was not in line with legislation

- i. All four of the Statements of Reasons (increase on-street parking turnover, encourage greater use of public transport, reduce traffic congestion and improve traffic flow, promote greater levels of active travel) fall into sub-section c of section 1 of the Road Traffic Regulation Act 1984, that of '*facilitating the passage on the road or any other road of any class of traffic (including pedestrians)*'.

- ii. In addition, Section 122 of the 1984 Act sets out:
 - a. It shall be the duty of [every] local authority... to secure the provision of suitable and adequate parking facilities...

Objection on the grounds that works associated with the scheme on the southern end of the seafront (the Ceredigion County Council (Prohibition And Restriction Of Waiting And Loading And Unloading) Order 2019 (Aberystwyth Seafront) (Amendment Order No. 11) 2024) which this subsequent proposal presumes, commenced before objectors to that scheme had been notified of the outcome of their objections

- i. Works associated with the Ceredigion County Council (Prohibition And Restriction Of Waiting And Loading And Unloading) Order 2019 (Aberystwyth Seafront) (Amendment Order No. 11) 2024 did not commence until after the end of public consultation; the consideration of objections received; and the formal decision making process associated with their implementation.



INTEGRATED IMPACT ASSESSMENT (IIA) TOOL

Proposal Details

Title of Policy / Proposal / Initiative	
Introduction of charged for parking along areas of the Promenade in Aberystwyth	
Service Area	Officer completing IIA
Highways and Environmental Services	Corporate Lead Officer
Corporate Lead Officer	Strategic Director
Rhodri Llwyd	Barry Rees
Please give a brief description of the purpose of the proposal	
It is proposed to introduce areas of charged for parking along sections of the Promenade in Aberystwyth in order to increase the availability and turnover of parking spaces in one of the most sought after and convenient parking locations in Aberystwyth.	
Who will be directly affected by this proposal? <u>HINT</u>	
Whilst the proposal is likely to affect the general public as a whole to some extent, it is more likely to affect residents with cars and with no driveways/garage, commuters and visitors to Aberystwyth.	
Have those who will be affected by the proposal had the opportunity to comment on it?	
Yes. Proposals have been through the relevant Budget Scrutiny Committee, the Cabinet process, and have been subject to stakeholder and public consultation.	

Version Control

The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision-making process. It is important to keep a record of this process so that we can demonstrate how we have considered and included sustainable development, Welsh language and equality considerations wherever possible.

Version Number	Author	Decision making stage HINT	Date Considered	Description of any amendments made HINT
1.0	Rhodri Llwyd	Council	29/02/2024	N/A
2.0	Rhodri Llwyd	Cabinet	21/01/2025	Post consultation amendments.

Council Corporate Well-being Objectives

Which of the Council's Corporate Well-being Objectives does this proposal address and how? Click here to read a summary of our [Corporate Strategy 2022-27](#)

Boosting the economy, supporting business, and enabling employment.	The proposal will seek to increase the availability and turnover of parking spaces in one of the most sought after and convenient parking locations in Aberystwyth. National studies have shown that the availability of parking is a major influencer in determining locations that the public want to visit.
Creating caring and healthy communities	N/A
Providing the best start in life and enabling learning at all ages	N/A
Creating sustainable, greener, and well-connected communities	The proposal will seek to encourage more sustainable modes of transport (walking, cycling and public transport) for those shorter journeys within the town and its immediate environs.

National Well-being Goal: A Prosperous Wales

An innovative, productive, and low carbon society where everyone has decent work and there is no poverty.

Click [here](#) for information about a prosperous Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)

Mainly positive

The intention of the proposal is to seek to ensure available parking in close proximity to the town centre and promenade in order to impact positively on businesses in the vicinity.

The introduction of on-street charging may also encourage more use of alternative transport modes including public transport which could contribute to the reduction of carbon emissions in the county. National studies have shown that general availability of spaces and the extent to which the car park is likely to be busy are often felt to be more important factors than cost in their overall decision about visiting.

However, people that responded to the consultation raised concerns that lack of free parking would impact on the number of visitors to the town which could impact local businesses. Concerns were also raised about increased carbon emissions from people driving around town looking for free parking.

What evidence do you have to support this view?

Whilst the consultation responses have raised concerns regarding a potential negative impact on businesses, national studies, such as *'Assessing the Impact of Car Parking Charges on Town Centre Footfall'* by mruk on behalf of the Welsh Government, have shown that general availability of spaces and the extent to which parking is likely to be available/busy are often felt to be more important factors than cost in their overall decision about visiting.

The proposals seek to reduce vehicular movements within the town centre which will impact positively on air quality, although this may remain in the short term until commuters/residents realise the benefits of utilising the off-street parking options available.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

Data collection in relation to the use of spaces will be undertaken in order to monitor the impact of the proposal. Additional off-street parking is also being provided to increase the number of parking spaces available within the town centre.

National Well-being Goal: A Resilient Wales

A society where biodiversity is maintained and enhanced and where ecosystems are healthy and functioning.

Click [here](#) for information about a resilient Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)

The proposal is unlikely to have any direct impact on biodiversity.

What evidence do you have to support this view?

The proposal uses existing infrastructure in place.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

National Well-being Goal: A Healthier Wales

A society where people make healthy choices and enjoy good physical and mental health.

Click [here](#) for information about a healthier Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts. (Click [here](#) for information)

Positive

The proposal will seek to increase the availability of on-street parking in close proximity to the promenade, improving access to recreational areas, whilst also looking to encourage more sustainable modes of transport such as walking and cycling.

Whilst the consultation responses raise some concerns regarding people who currently drive to the town, park and then walk along the promenade, the intention of the proposal is to increase active travel, and the availability of on-street parking in close proximity to the promenade, improving access to recreational areas and encourage more sustainable modes of transport and as such impact positively on the goal of a Healthier Wales.

What evidence do you have to support this view?

The proposal will seek to improve access to recreational areas such as the Promenade, whilst also looking to encourage more sustainable modes of transport such as walking and cycling.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

National Well-being Goal: A More Equal Wales

A society where everyone has an equal chance whatever their background or circumstances.

This section is longer because you are asked to assess the impact of your proposal on each group that is protected by the **Equality Act 2010**.

Click [here](#) for information about equality in Wales.

Do you think this proposal will have a positive or a negative impact on people because of their age? (Click here for information)	
Children and Young People up to 18	None / Negligible
People 18-50	None / Negligible
Older people 50+	None / Negligible
Describe the positive or negative impacts.	
The introduction of charged for parking along the Promenade would not disproportionately affect one age group over another.	
What evidence do you have to support this?	
The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all.	
Some consultation responses have highlighted concerns regarding commuter and student parking, which may be considered to fall within the 'people 18-50' category, however, additional parking, along with reduced season ticket prices, are being proposed as part of a review of the Council's off-street parking provision, which will seek to mitigate against this and other concerns.	
What action(s) can you to take to mitigate any negative impacts?	
Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?	

Do you think this proposal will have a positive or a negative impact on people because of their disability? (Click here for information)	
Hearing Impairment	None / Negligible
Physical Impairment	Positive

Visual Impairment	Positive
Learning Disability	None / Negligible
Long Standing Illness	Positive
Mental Health	None / Negligible
Other	None / Negligible
Describe the positive or negative impacts.	
Under the regulations for introducing charged for parking, Blue Badge will be afforded free parking, and due to the increased availability of space, they will be afforded more opportunity to park along the Promenade which will result in a positive impact.	
What evidence do you have to support this?	
Free parking is available to those entitled to and displaying Blue Badges.	
What action(s) can you to take to mitigate any negative impacts?	
Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?	
Whilst some responses to the consultation did highlight concerns regarding drivers illegally parking in disabled bays within the town, this will be managed/addressed by the Council's Civil Parking Enforcement team, and the proposal is broadly positive in relation to impacts on people because of their disability, and therefore no additional mitigation is being proposed.	

Do you think this proposal will have a positive or a negative impact on people who are transgender? (Click here for information)	
Trans Women	None / Negligible
Trans Men	None / Negligible
Non-binary people	None / Negligible
Describe the positive or negative impacts	
The introduction of charged for parking along the Promenade would not disproportionately affect people who are transgender	
What evidence do you have to support this?	
The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all	

What action(s) can you to take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Click [here](#) for information)

Bisexual	None / Negligible
Gay Men	None / Negligible
Gay Women/Lesbian	None / Negligible
Heterosexual/Straight	None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect people with a different sexual orientation

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you to take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on people who are married or in a civil partnership? (Click [here](#) for information)

People who are married	None / Negligible
People in a civil partnership	None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect people who are married or in a civil partnership

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you take to mitigate any negative impacts?**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on people who are pregnant or on maternity leave? (Click [here](#) for information)**Pregnancy**

Positive

Maternity

Positive

Describe the positive or negative impacts

The increased availability of parking in close proximity to the Promenade and the retail centre of Aberystwyth will result in a positive impact.

What evidence do you have to support this?

The increased availability of parking in close proximity to the Promenade and the retail centre of Aberystwyth.

What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?

This proposal is broadly positive in relation to impacts on people who are pregnant or on maternity leave, no additional mitigation is being proposed.

Do you think this proposal will have a positive or a negative impact on people because of their ethnic origin? (Click [here](#) for information)**Asian / Asian British**

None / Negligible

Black / African / Caribbean / Black British

None / Negligible

Mixed / Multiple Ethnic Groups

None / Negligible

White

None / Negligible

Other Ethnic Groups

None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect people because of their ethnic origin

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you to take to mitigate any negative impacts?**Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?**

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs, or non-beliefs? ([Click here for information](#))**Buddhist**

None / Negligible

Christian

None / Negligible

Hindu

None / Negligible

Humanist

None / Negligible

Jewish

None / Negligible

Muslim

None / Negligible

Sikh

None / Negligible

Non-belief

None / Negligible

Other

None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect people with different religions, beliefs, or non-beliefs

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on men or women? (Click [here](#) for information)

Men

None / Negligible

Women

None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect men or women in a different way

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between men and women?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Do you think this proposal will have a positive or a negative impact on people from the Armed Forces Community? (Click [here](#) for information)

Members of the Armed Forces

None / Negligible

Veterans

None / Negligible

Spouses

None / Negligible

Children

None / Negligible

Describe the positive or negative impacts

The introduction of charged for parking along the Promenade would not disproportionately affect people from the Armed Forces Community

What evidence do you have to support this?

The proposals are being introduced using the powers under the Road Traffic Regulation Act which applies equally to all people and the charged for parking areas created will be available to all

What action(s) can you to take to mitigate any negative impacts?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no additional mitigation is proposed.

Socio-economic Duty

Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, making it more difficult to access basic goods and services.

Family background or where a person is born still affects their life. For example, a child from a wealthy family often does better at school than a child from a poor family, even if the poorer child is more naturally academic. This is sometimes called socio-economic inequality.

Do you think this proposal will have a positive or a negative impact on people experiencing socio-economic disadvantage?

None / Negligible

Describe the positive or negative impacts

Whilst a proportion of on-street parking will become charged for parking it represents a very small proportion of the overall parking available within Aberystwyth with significant amounts of free parking, both on and off street available within the town. The impacts are therefore considered to be negligible.

What evidence do you have to support this?

There is a significant amount of free parking, both on and off street available within the town. A linked proposal is seeking to increase the amount of off-street parking available within walking distance of the town centre, alongside reduced season ticket prices which would benefit commuters, shoppers and tourists.

What action(s) can you to take to mitigate any negative impacts?

Public consultation has been undertaken as part of the development and implementation of the proposal.

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

Whilst the cost of parking was raised by some in response to the public consultation, significant free on-street and private off-street parking is available within close proximity to the promenade and the town centre. A linked proposal is also seeking to increase the amount of off-street parking available within walking distance of the town centre, alongside reduced season ticket prices which would benefit commuters, shoppers and tourists.

National Well-being Goal: A Wales of Cohesive Communities

A society with attractive, viable, safe, and well-connected communities.

Click [here](#) for information about cohesive communities.

Does the proposal contribute to this goal? Describe the positive or negative impacts. [HINT](#)

The introduction of charged parking on the Promenade should improve access to goods and services by ensuring that parking is available within close proximity to the town centre and promenade. The consultation process has also provided residents with the opportunity to influence local decisions.

What evidence do you have to support this view?

Studies have shown that it is the general availability of spaces and the extent to which parking is likely to be available/busy which many feel to be more important factors than cost in their overall decision about visiting, which will enable better access to goods and services within the town. The consultation process allowed residents to express their views on the proposals.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

The use of parking will be monitored following introduction, and as any surplus from Civil Parking Enforcement activities may be used for highway and/or environmental improvements as governed by Section 55(4) of the RTRA 1984, then those outputs/improvements would contribute positive impacts under the Cohesive Communities Well-being Goal.

National Well-being Goal: A Wales of Vibrant Culture and Thriving Welsh Language

A society that that promotes and protects culture, heritage, and the Welsh language and which encourages people to take part in the arts, sports, and recreation.

Click [here](#) for information about culture and the Welsh language

Does the proposal contribute to this goal? Describe the positive or negative impacts.

The increased availability of parking in close proximity to cultural venues, as well as the promenade will have a positive impact on people wishing to access culture, heritage and sports/recreational assets.

What evidence do you have to support this view?

The increased availability of parking in close proximity to cultural venues, as well as the promenade will encourage people to access culture, heritage and sports/recreational assets.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

As no negative impacts have been identified, either in the initial assessment or during the public consultation, no mitigation is proposed.

With reference to the following, do you think this proposal will have a positive or negative effect on the Welsh language?

Click [here](#) for information

Opportunities for people to use the Welsh language

Positive

Treating the Welsh language, no less favourably than the English language

Positive

What evidence do you have to support this view?

There is no distinction between the languages within this proposal and nor does it have an impact on the use of the Welsh language. All signage and associated documentation will be fully bilingual.

What action(s) can you take to increase the positive impact or mitigate any negative impact on the Welsh language?

All signage and associated documentation will be fully bilingual.

National Well-being Goal: A Globally Responsible Wales

A society that considers how our actions might impact on other countries and people around the world.

Click [here](#) for information about global responsibility.

Does the proposal contribute to this goal? Describe the positive or negative impacts. HINT

The proposed change will have a positive impact on a Globally Responsible Wales by encouraging the public to utilise more sustainable modes of transport, and through providing increased availability of parking in close proximity to town centre amenities, reducing the number of people who drive around looking for spaces within the town centre.

What evidence do you have to support this view?

The intention is to reduce the number of traffic movements in and around the town centre, which will lead to reduced vehicle movements, and in turn reduced vehicle based pollution.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

The proposal seeks to reduce unnecessary vehicular movements, and reduced pollution as a result.

Strengthening the Proposal

If you have identified any negative impacts in the above sections, please provide details of any practical changes and actions that could help remove or reduce the negative impacts.

What will you do?	When?	Who is responsible?	Progress
Should the proposal be introduced then its implementation and impacts will be monitored in order that future changes can be considered	Ongoing	Highways and Environmental Services	
<p>If no action is to be taken to remove or mitigate negative impacts, please justify why. (If you have identified any unlawful discrimination then the proposal must be changed or revised.)</p>			
<p>No unlawful discrimination has been identified.</p>			
<p>How will you monitor the impact and effectiveness of the proposal?</p>			
<p>Should the proposal be implemented, then the utilisation of the available spaces will be monitored and managed on an ongoing basis, which will enable the Council to identify any further mitigation requirements.</p>			

Sustainable Development Principle: 5 Ways of Working

Describe below how you have implemented the five ways of working in accordance with the sustainable development principle of the Well-being of Future Generations (Wales) Act 2015



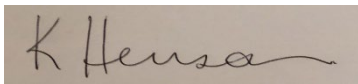
<p>Long term Balancing short-term needs with long-term need and planning for the future.</p> <p><u>HINT</u></p>	<p>The proposal is seen as a means of ensuring the availability of parking, including turnover of spaces, in close proximity to many of the assets and attractions available within the retail and tourist areas of Aberystwyth.</p>
<p>Collaboration Working together with other partners to deliver.</p> <p><u>HINT</u></p>	<p>The proposal was the subject of consultation with other stakeholders in order to shape the final proposals put forward for public consultation.</p>
<p>Involvement Involving those with an interest and seeking their views.</p> <p><u>HINT</u></p>	<p>The proposal has been through relevant Scrutiny Committees, as well as the Cabinet process, and was also the subject of public consultation with responses being considered prior to recommendations to Cabinet seeking a resolution to proceed before any implementation is considered.</p>
<p>Prevention Putting resources into preventing problems occurring or getting worse.</p> <p><u>HINT</u></p>	<p>On-street parking is not a preventative service.</p>
<p>Integration Considering the impact of your proposal on the four pillars of well-being (social, economic, cultural and environment) the objectives of other public bodies and across service areas in the Council.</p> <p><u>HINT</u></p>	<p>It is not considered possible to include the integration of the service with activities undertaken by other stakeholders and/or partners.</p>

Risk

Summarise the risk associated with the proposal.

	1	2	3	4	5
Impact Criteria	Very Low	Low	Medium	High	Very High
Likelihood Criteria	Unlikely to occur	Lower than average chance of occurring	Even chance of occurring	Higher than average chance of occurring	Expected to occur
Risk Description	Impact	Probability	Score (Impact x Likelihood)		

Sign Off

Position	Name	Signature	Date
Corporate Manager	-	-	-
Corporate Lead Officer	Rhodri Llwyd		14/01/2025
Corporate Director	Barry Rees		09/01/2025
Portfolio Holder	Cllr. Keith Henson		15/01/2025

