



Report of the Cabinet Member for Environment & Infrastructure

Cabinet – 19 January 2023

Car Parking Charges

Purpose:	The report seeks approval for proposed car parking tariffs for Council car parks. The report explains the financial impact of the existing car parking offers and sets out proposals to meet the increase in income targets set within the Medium Term Financial Plan.
Policy Framework:	Highways and Transportation – City Centre Car Parking Strategy
Consultation:	Access to Services, Finance, Legal,
Recommendation(s):	It is recommended that Cabinet: 1) Agree, subject to the outcome of the Council Budget Consultation and approval of the Council Budget for 2023/24, to implement the proposed parking tariffs detailed in this report for all car parks from 1 st April 2023. 2) Delegate authority to the Head of Highways and Transportation and Cabinet Member for Environment and Infrastructure to increase parking charges in line with the RPI rate of inflation.
Report Author:	Gavin Newman
Finance Officer:	Ben Smith
Legal Officer:	Debbie Smith
Access to Services Officer:	Rhian Millar

1. Introduction

1.1 Current Parking tariffs

As part of the Covid 19 recovery plan, car park charges in the city centre were substantially reduced in an effort to support the economy. The current offer is £1 for two hours and £2 all day after 9:30am.

The Council also reduced parking charges in Mumbles to help support the local businesses. The cost of parking was reduced from £4 down to £2 for a 3 hour stay.

Landore and Fabian Way Park and Ride sites currently have tariffs discounted from £2.50 to £1.00 all day.

The overall car parking income targets are as follows;

- 2021/22 income target for Car Parks, excluding Copr Bay - £4,217,500
- 2022/23 income target for Car parks, excluding Copr Bay - £4,168,900 (*increase of £500k in the Medium Term Financial Plan MTFP, offset by £548,600 income from Arena Car Park income*)
- 2023/24 income target for Car Parks, excluding Copr Bay £4,219,200 (*further increase of £250k agreed in 2018 MTFP budget setting offset by £698,310 income from Arena Car Park Income*).

1.2 Recent Developments

In February of this year the new Copr Bay district opened to the public. The development includes the new Swansea indoor arena and two new multi storey car parks designated as Copr Bay North and Copr Bay South. To date only the Copr Bay South Car Park has opened to the public, with St Davids MSCP currently being used as temporary event parking. Once the Copr Bay North car park is completed, it is intended that St Davids MSCP will be demolished to make way for the next phase of the Swansea Central redevelopment programme.

Both new car parks are in prime city centre locations, intended to serve Copr Bay district as well as existing city centre attractions. The new North Copr Bay car park will replace the former St Mary's pay and display surface car park and St David's multi storey car park. The South Copr Bay car park replaces the Oystermouth Road pay and display surface car park, which serves the LC, National Waterfront Museum and the City Centre.

2. Proposed Tariffs for Copr Bay Car Parks

- 2.1 The pricing model for the two Copr Bay car parks must strike a delicate balance between providing for the new arena and replacing previous car parks which service the city centre and other attractions. The business model developed for the Arena relied upon customers being willing to pay a premium to be able to park in close proximity to event attended.
- 2.2 In 2018 Cabinet agreed to increase the income target for car parks by £750k. This target was to be achieved by an increase in parking charges of 12.5% and by patronage generated by the Copr Bay car parks. It should be noted that parking tariffs have not been increased since 2014.
- 2.3 Car Park income from Copr Bay North (currently St David's) and Copr Bay South is ring fenced into the Copr Bay maintenance budget as agreed in the Copr Bay Business Model. The agreed amount to be set aside is £1,412,645 per annum.

- 2.4 At its conception both Copr Bay North and South were to be designed and built as Swansea’s premium car parks, offering convenience for the Arena. The consensus was that it was therefore not unreasonable to charge higher prices in these car parks which reflect the convenience and premium quality of these facilities.

Table 1. 2022/23 current financial position, Copr Bay Car Parks

Car Parks	Expected income with Standard Tariffs	Expected income with Parking Offer	Net Impact
St David’s (Copr Bay North)	£623,724.87	£476,125.86	-£147,599.01
Copr Bay South	£221,938.07	£169,419.07	-£52,519.00
Total	£845,662.94	£645,544.93	-£200,118.01

- 2.5 The expected income figure currently shows the income generated as being less than the required £1,412,645 by a shortfall of £767,100. Whilst the Economic Recovery Fund (ERF) funding will cover this year’s shortfall there will be no access to ERF funding after 31st March 2023.
- 2.6 Returning the tariffs to pre-Covid levels will reduce the shortfall by £200,118.01 but there will still be a shortfall of £566,982. A 12.5% increase will not be enough to meet the income target as it will only generate an additional £105,707, leaving a shortfall of £461,276, hence the proposed tariffs (detailed in the Table 2 below) are required to meet the income targets.
- 2.7 In 2018, the Council commissioned a Parking Strategy. One element of this commission was to review car park usage and the length of time customers stayed in our car parks. In the City Centre the most popular ticket purchased was up to a three hour stay. Based on this information it is reasonable to assume that the majority of visitors to the City Centre currently complete their visit within three hours.
- 2.8 The proposed parking tariffs for both Copr Bay North and South will be proportionate to our pre-pandemic City Centre Car Park Tariffs. However, in order to provide sufficient parking capacity to accommodate Arena guests it is proposed to increase the tariff after a three hour stay to encourage those who wish to stay longer to park elsewhere. This is based on the Strategy suggesting visitors to the LC or other city centre attractions will usually complete their stay within three hours, whilst other visitors willing to pay a premium to park close to the Arena to attend an event will be able to find a parking space within the Copr Bay car parks. Therefore, the car parks will offer a range of prices to meet the requirements of the different visitors using the car parks for different purposes.

Table 2. Proposed Charges for Copr Bay North and South

Time (Hours)	Copr Bay – Pre Covid	Copr Bay Proposed	Copr Bay Discounted Residents
1 hour	£1.40	£3.00	£2.00
2 hours	£2.80	£4.50	£3.50
3 hours	£4.00	£6.00	£4.50
4 hours	£5.50	£10.00	£8.00
5 hours	£7.70	£15.00	£12.00
6 hours	£9.90	£20.00	£16.00
7 hours	£12.10	-	-
8 hours	£14.30	£25.00	£20.00
12 hours	-	-	-
24 hours	-	£30.00	£25.00
9pm – 8am	£3.00	-	-
Sunday	Free	As Monday-Saturday	As Monday - Saturday

- 2.9 Whilst not currently available yet, the Discounted Residents Tariff will be available to all Swansea Residents who hold a Residents Discount Card. Card holders will be able to select the resident's tariff at the car park pay stations. The residents discount tariffs will be available when the new tariffs go live on 1st April. Initially the system will require customers to indicate that they are Swansea Residents. Moving forward we hope to link in the resident card into the parking system to initiate the discounted tariffs.
- 2.10 Setting the proposed tariffs will ensure that we achieve the agreed level of income as agreed in the Copr Bay Business Plan.
- 2.11 In order to ensure that the propose tariffs are in line with similar facilities we have carried out benchmarking of parking prices near to the Motorpoint Arena in Cardiff.

Table 3. Comparison of Parking Charges near Cardiff Motorpoint Arena

Time (Hours)	NCP Rapports	NCP Pellett Street	St Davids Shopping Centre
1 hour	£4.00	£1.00	£2.00
2 hours	£8.00	£2.00	-
3 hours	£12.00	£3.00	-
4 hours	£16.00	£4.00	£5.00
5 hours	£20.00	£8.00	£6.00
6 hours	-	-	£7.00
7 hours	-	-	-
8 hours	-	£-	£10.00
12 hours	-	-	-
24 hours	£25.00	£14.00	£25.00

9pm – 8am	£3.00	-	-
Sunday	As Monday – Saturday	As Monday-Saturday	As Monday - Saturday

The benchmarking shows that the proposed parking charges for Copr Bay North and South are not at levels higher than what people are used to paying when attending events held at the Motorpoint Arena.

3.0 Proposals Tariffs for City Centre Car Parks

- 3.1 The current reduced City centre parking tariff (£1 one hour, £2 all day) has had a significant impact on income and the reduction has been offset by financial support provided by the ERF. The ERF funding allocated for car parking was £1.6M and it is anticipated that this will be fully allocated by 31st March 2023.
- 3.2 In 2018 as part of the medium Term Financial Plan, the car park income target was increased by £500k in 21/22 and a further £250k in 22/23. In order to meet these agreed targets a suggested increase in car parking tariffs of at least 12.5% was proposed.
- 3.3 Car parking tariffs have not been increased since January 2014. If tariff increases had been applied year on year since 2014, the RPI percentage increase would have been 22.5%.
- 3.4 Whilst the pricing structure across the City Centre is broadly uniform, in order to simplify the structure the following parking tariffs are proposed for the City Centre Car Parks (with the exception of the Copr Bay car parks which have been detailed earlier in this report).
- 3.5 Some tariffs have been ‘rounded up’ for coin payments as our pay and display machines do not give change (this is not unique to Swansea and happens across the UK).

Table 4. Proposed Quadrant Multi Storey Car Park Tariffs

Time	Quadrant – Pre Covid	Quadrant +RPI 22.5%	Quadrant + 12.5%	Proposed Quadrant tariffs	Proposed Resident Quadrant tariffs
1 hour	£1.40	£1.72	£1.60	£2.50	£2.00
2 hours	£2.80	£3.43	£3.20	£4.00	£3.50
3 hours	£4.00	£4.90	£4.50	£5.00	£4.50
4 hours	£5.50	£6.73	£6.20	£7.00	£6.50
5 hours	£7.70	£9.43	£8.70	£9.50	£9.00
6 hours	£9.90	£12.13	£11.20	£13.00	£12.50
7 hours	£12.10	£14.83	£13.10	£14.00	£13.50
8 hours	£14.30	£17.52	£16.10	£17.00	£16.50
12 hours	-	-			
24 hours	-	-			
9pm - 8am	£3.00	£3.68	£3.40	£3.50	£3.50
Sunday	free	Free	Free	£2.00	£2.00

Table 5. Proposed High Street Multi Storey Car Park Tariffs

Time	High St – Pre Covid	High St +RPI 22.5%	High St + 12.5%	Proposed High St tariffs	Proposed Resident High Street tariffs
1 hour	£0.50	£0.61	£0.56	£1.50	£1.00
2 hours	£1.00	£1.23	£1.13	£2.50	£2.00
3 hours	£3.50	£4.29	£3.94	£3.50	£3.00
4 hours	£4.50	£5.51	£5.06	£5.50	£5.00
5 hours	-	-	-	-	-
6 hours	-	-	-	-	-
7 hours	-	-	-	-	-
8 hours	-	-	-	-	-
12 hours	£6.00	£7.35	£6.75	£8.50	£8.00
24 hours	-	-	-	-	-
9pm - 8am	£3.00	£3.68	£3.4	£3.50	£3.50
Sunday	free	Free	Free	£2.00	£2.00

3.6 Paxton Street, Trawler Road and East Burrows surface pay and display car parks are all within a short walking distance of Copr Bay. However, the tariffs for these car parks are lower than the Quadrant and Copr Bay car parking which may provide a more appealing option to visitors, given their close proximity to the Copr Bay. The existing tariffs and proposed tariffs are shown in the table below.

3.7 Setting the proposed tariffs will ensure that we achieve the income required in the car parking income budget.

Table 6. City Centre Pay and Display Tariffs (excluding Quadrant and Copr Bay)

Time	Current City Centre P&D	City Centre + RPI 22.5%	City Centre P&D + 12.5%	Proposed City Centre P&D	Proposed Residents City Centre P&D
1 hour	£1.20	£1.47	£1.35	£2.00	£1.50
2 hours	£2.40	£2.94	£2.70	£3.50	£3.00
3 hours	£3.50	£4.29	£3.94	£4.50	£4.00
4 hours	£4.50	£5.51	£5.06	£5.50	£5.00
5 hours	-	-	-	£6.50	£6.00
6 hours	-	-	-	-	-
7 hours	-	-	-	-	-
8 hours	-	-	-	-	-
12 hours	£7.00	£8.58	£7.88	£9.00	£8.00
24 hours	-	-	-	-	-
9pm - 8am	£3.00	£3.68	£3.38	£3.50	£3.50
Sunday	free	Free	Free	£2.00	£2.00

4.0 Proposed Tariffs for Park and Ride Services

4.1 During the Covid pandemic both Landore and Fabian Way Park and Ride sites were closed. As restrictions eased both sites reopened and the price of the service was reduced from £2.50 to £1.00.

4.2 Income and observations indicates that the uptake of this Park and Ride offer has been low with city centre workers appearing to be using the Mi

Permit App to pay for 1 hour car parking at £1 and then pay £2 for all day parking after 9:30am. Whilst the car parks appear full each day the turnover of spaces is low. Rather than encouraging visitors into the city centre, spaces are being occupied by city centre workers.

- 4.3 In order to meet the objectives of the City Centre Transportation Strategy, the Council needs to offer attractive sustainable transport options such as Park and Ride. To encourage customers (including city centre workers) to return to using the service it is proposed to keep the £1 tariff and not return the price to £2.50 until 1st April 2024.
- 4.4 No additional income will be generated by this proposal.

5.0 Overnight parking charges

- 5.1 Charges in the Copr Bay North and South Car parks apply 24 hours a day. However, in Paxton Street, Trawler Road and East Burrows charges only apply between 8am and 9pm. This could result in visitors to the Arena arriving at 6pm in Paxton Street and paying just £3.50 until 8am the following morning.
- 5.2 By comparison somebody arriving in one of the Copr Bay Car Parks at 6pm for an evening event in the Arena would pay £15 for the up to 5 hours of parking, a difference of £11.50. This inconsistency represents a risk to achieving the level of income anticipated within the Copr Bay business model.
- 5.3 It is therefore proposed that a £3 charge be introduced in all City Centre Car Parks for overnight parking (9pm to 8am) excluding Copr Bay where an overnight tariff is already proposed.
- 5.4 Whilst the income from overnight parking charges seems modest, introducing them protects income in other car parks such as Copr Bay. There is a risk that by not introducing consistent charging in all car parks that customers will avoid car parks with these charges and use the cheaper sites. This reduces the opportunity to achieve income levels required for a balanced budget.
- 5.5 The introduction of overnight parking charges is estimated to generate an addition income of £5k.

6.0 Sunday Parking Charges

- 6.1 At present all city centre car parks and Copr Bay car park are free to customers on Sundays. It is proposed to introduce parking tariffs seven days a week to be consistent with the current beach and foreshore car park tariffs which include Sundays.
- 6.2 Whilst Sunday parking charges are not applied in Swansea they are very common in other city and town centres across the UK. In Carmarthen, Cardiff and Newport, charges apply seven days a week.

- 6.3 NCP currently charge for Sundays in their car parks at normal rates and despite the Council car parks being free currently, the NCP car parks are still well used. Therefore, it can be assumed that there is an acceptance for modest Sunday parking charges within council car parks.
- 6.4 The city centre offers shopping, leisure and dining seven days a week. Whilst there is no official transaction or vehicle usage data from City Centre car parks during Sundays (as they are currently free), anecdotal evidence suggests that the car parks are very busy and well used on Sundays. To ensure that the Car Parks are staffed and maintained properly, for the safety and convenience of our customers, it is considered appropriate that a modest charge should be applied in City centre car parks for Sunday parking, to contribute to the operational costs. It is proposed that tariffs of £1 for up to one hour and £2 all day be introduced.
- 6.5 Whilst the income from Sunday parking charges seems modest, introducing them protects income in other car parks such as Copr Bay. There is a risk that by not introducing consistent charging in all car parks that customers will avoid car parks with these charges and use the cheaper sites. This reduces the opportunity to achieve income levels required for a balanced budget.
- 6.6 The introduction of Sunday parking charges is estimated to generate an additional income of £340k.

7.0 Proposed Tariffs for Mumbles Car Parks

- 7.1 Following the easing of lockdown restrictions in late 2020 and 2021 the Council reduced parking charges in The Dairy, Oysterforeshore and Quarry Car parks in Mumbles to help support the businesses. Parking tariffs for a 3 hour stay was reduced from £4 to £2. This has resulted in a reduction in income of 14.3%. All day parking charges remain at £6. It is proposed that the tariffs return to the Pre-Covid rates and are then increased in line with other Beach and Foreshore Car Parks.
- 7.2 The reintroduction of pre covid parking charges and proposed increase in Mumbles is estimated to generate an addition income of £20k.

Table 7. Mumbles Car Parks, Dairy, Quarry and Oysterforeshore

Time	Current Mumbles	Mumbles + RPI 22.5%	Mumbles + 12.5%	Proposed Mumbles	Proposed Resident Mumbles
1 hour	£1.50	£1.84	£1.69	£2.50	£2.00
2 hours	-	-	-	-	£4.00
3 hours	£4.00	£4.90	£4.50	£5.50	£5.00
4 hours	-	-	-	£6.50	£6.00
5 hours	-	-	-	-	-
6 hours	-	-	-	-	-
7 hours	-	-	-	-	-
8 hours	-	-	-	-	-
12 hours	£6.00	£7.35	£6.75	£9.00	£8.00
24 hours	-	-	-	£17.00	£15.00

9pm-8am	£3.00	£3.68	£3.38	-	-
Sunday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday

Table 8. Mumbles Car Parks, Dairy, Quarry and Oysterforeshore, Coach Tariffs

Time	Current Mumbles Coach	Mumbles Coach + RPI 22.5%	Mumbles Coach + 12.5%	Proposed Mumbles Coach
1 hour	-	-	-	-
2 hours	-	-	-	-
3 hours	-	-	-	-
4 hours	£5.00	£6.13	£5.63	£8.00
5 hours	-	-	-	-
6 hours	-	-	-	-
7 hours	-	-	-	-
8 hours	-	-	-	-
12 hours	£10.00	£12.25	£11.25	£15.00
24 hours	-	-	-	£20.00
9pm-8am	£3.00	£3.68	£3.38	-
Sunday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday

8.0 Blue Badge Tariffs

- 8.1 Where Blue Badge parking tariffs exist it is proposed that they will increase proportionally in line with proposed percentage increases in other car parks.
- 8.2 The increase in Blue Badge charging is estimated to generate an additional income of £10k.

Table 9. Blue Badge Charges

Time	Current BB Concession	BB Concession + 22.5% RPI	Proposed non-Concession	Proposed BB Concession
Up to 2 hours	£0.70	£0.86	£3.00	£1.50
Up to 4 hours	£1.20	£1.47	£5.00	£3.00
Up to 6 hours	£2.40	£2.94	£8.00	£4.00

9.0 Proposed Tariffs for Beach and Foreshore Car Parks

- 9.1 The tariffs within Beach and Foreshore car parks have not changed throughout the pandemic however, usage during the peak summer period has significantly increased from a pre pandemic year.
- 9.2 As such and since no increases have been applied since 2014 it is proposed to increase the tariffs to assist in meeting the 2023/2024 income target.
- 9.3 The proposed increase in Beach and Foreshore Car Parks is estimated to generate an addition income of £350k

Table 10. Proposed Beach and Foreshore Charges

Time	Current Beach and Foreshore	Beach and Foreshore + RPI 22.5%	Beach and Foreshore + 12.5%	Proposed Beach and Foreshore	Proposed Resident Beach and Foreshore
1 hour	£1.50	£1.84	£1.69	£2.50	£2.00
2 hours	£3.00	£3.68	£3.38	£4.50	£4.00
3 hours	£4.00	£4.90	£4.50	£5.50	£5.00
4 hours	-	-	-	£6.50	£6.00
5 hours	-	-	-	-	-
6 hours	-	-	-	-	-
7 hours	-	-	-	-	-
8 hours	-	-	-	-	-
12 hours	£6.00	£7.35	£6.75	£9.00	£8.00
24 hours	-	-	-	£17.00	£15.00
9pm-8am	£3.00	£3.68	£3.38	-	-
Sunday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday

Table 11. Proposed Beach and Foreshore Charges, Coach Tariff

Time	Current Beach and Foreshore Coach	Beach and Foreshore Coach + RPI 22.5%	Beach and Foreshore Coach + 12.5%	Proposed Beach and Foreshore Coach
1 hour	-	-	-	-
2 hours	-	-	-	-
3 hours	-	-	-	-
4 hours	£5.00	£6.13	£5.63	£8.00
5 hours	-	-	-	-
6 hours	-	-	-	-
7 hours	-	-	-	-
8 hours	-	-	-	-
12 hours	£10.00	£12.25	£11.25	£15.00
24 hours	-	-	-	£20.00
9pm-8am	£3.00	£3.68	£3.38	-
Sunday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday	As Monday to Saturday

10.0 Parking Waivers

- 10.1 Parking waivers currently provide free parking builders and tradespersons who are working near to a building or property area that has restricted parking.
- 10.2 Introducing a modest daily charge will reduce the number of waiver applications and will hopefully encourage use of our car parks. Many other Local Authorities charge for waivers. It is proposed that a two tier system be introduced, a Red and Green Waiver. Green Waivers will be for areas such as limited waiting and resident parking bays, whilst Red Waivers will be those restrictions that need further officer checks such as double yellow lines or loading bays. It is proposed that Green Waivers would incur a £10 daily charge whilst Red Waivers would be £15 a day. By charging for

waivers it is estimated that an additional income of £100k could be generated.

11.0 Car Park Season Tickets

11.1 Car Park Season Ticket prices have remained static since 2014. It is therefore proposed that these be increased to remain proportionally in line with proposed percentage increases in other car parks.

11.2 The proposed season ticket prices are estimated to generate an additional income of £30k.

Table 12. Proposed Season Ticket Prices City Centre

Season Tickets Rates Picton Lane, Paxton Street, Pockets Wharf, East Burrows, The Strand, High Street, Maddock Street, Salubrious Place		
Tariff	Existing	Proposed
1 month	£75	£85
3 months	£220	£250
6 months	£440	£500
12 months	£735	£830

Table 13. Proposed Season Ticket Prices outside City Centre

Season Tickets Rates Outside City Centre		
Tariff	Existing	Proposed
1 month	£66	£75
3 months	£167	£190
6 months	£334	£375
12 months	£550	£625

Table 14. Proposed Season Ticket Prices Corporate Rates

12 month Season Tickets – Corporate Rates		
Tariff	Existing	Proposed
12 Month City Centre	£450	£495
12 Month High Street	£420	£465

12.0 Summary of proposals

12.1 In order to achieve this income targets for parking, the following proposals are recommended for implementation;

- Set the proposed premium tariffs in Copr Bay car parks as per section 2 of the report. Setting the proposed tariffs will ensure that we achieve the agreed level of income as agreed in the Copr Bay Business Plan.

- Increase City Centre Parking Charges to proposed tariffs as per section 3 of the report. Setting the proposed tariffs will ensure that we achieve the income required in the car parking income budget.
- Maintain discounted parking for Park and Ride services as per section 4 of the report. No additional income.
- Introduce £3 overnight parking tariff in City Centre Car Parks, as per section 5 of the report estimated income £5k.
- Introduce Sunday Parking tariff in City Centre Car Parks as per section 6 of the report, estimated additional income £340K.
- Reintroduce the 3 hour tariff of £4 for 3 hours and increase all tariffs in all Mumbles Car Parks as per section 7 of the report, estimated income £20k.
- Increase of Blue Badge tariffs as per section 8 of the report, estimated income £10k.
- Increase Beach and Foreshore tariff to the recommended tariffs as per section 9 of the report. Estimated additional income £350k.
- Introduce charges for Parking Waivers as per section 10 of the report, estimated Income £100k.
- Increase Car Park Season Tickets (public and corporate) as per section 11 of the report to generate an estimated £30k.
- A number of the proposals listed within this report form part of the 2023/24 Council Budget Consultation and the implementation will be subject to consideration of the consultation responses.

13.0 Integrated Assessment Implications

- 13.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
 - Deliver better outcomes for those people who experience socio-economic disadvantage
 - Consider opportunities for people to use the Welsh language
 - Treat the Welsh language no less favourably than English.
 - Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

- 13.2 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.
- 13.3 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.
- 13.4 The IIA process has been applied, 3 separate IIA screenings have been undertaken and are appended to this report. The screenings indicate that any increase in charges will affect customers that use car parks within this report but more so those who park regularly or for long periods of time. Customers on lower incomes will be affected more than those on medium to high incomes.
- 13.5 A number of the proposals listed within this report form part of the 2023/24 Council Budget Consultation and the implementation will be subject to consideration of the consultation responses.
- 13.6 These impacts are mitigated by:
- The continued low charge for park and ride services.
 - The introduction of residents discount at Copr Bay car parks
 - Mumbles charges only being returned to pre-covid rates

14.0 Financial Implications

- 14.1 The agreed income target for car park budgets are as follows:-
- 2021/22 income target for Car Parks, excluding Copr Bay - £4,217,500
 - 2022/23 income target for Car parks, excluding Copr Bay - £4,168,900 (*increase of £500k in the Medium Term Financial Plan MTFP, offset by £548,600 income from Arena Car Park income*)
 - 2023/24 income target for Car Parks, excluding Copr Bay £4,219,200 (*further increase of £250k agreed in 2018 MTFP budget setting offset by £698,310 income from Arena Car Park Income*).
- 14.2 Car Park income from Copr Bay North (currently St David's) and Copr Bay South is ring fenced into the Copr Bay maintenance budget as agreed in the Copr Bay Business Model. The agreed amount to be set aside is £1,412,645.
- 14.3 The combination of these proposals are intended to generate the necessary income to meet the car parking income budget for 2023 / 2024.

15.0 Legal Implications

- 15.1 In accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489 it will be necessary to advertise these proposals in the local press as well as displaying the notice on site for a period of three weeks.

Background Papers: None

Appendices:

Appendix A, B & C IIA Screening Forms