

## CYNGOR GWYNEDD – Report to Cyngor Gwynedd's Cabinet



<b>Item title:</b>	<b>Parking Schemes and Fees</b>
<b>Cabinet Member:</b>	<b>Councillor Craig Ab Iago, Cabinet Member for Environment</b>
<b>Reporting Officer:</b>	<b>Gerwyn Jones, Assistant Head, Environment Department</b>
<b>Meeting date:</b>	<b>10th February 2026</b>

### 1. Resolution Sought:

- 1.1 To approve and enable the Parking Service to proceed with the realisation of two savings plans which required further consideration before a final decision is reached, namely:
  - 1.1.1 Short stay car park enforcement hours extended from 10:00 to 16:30 to 9:00 to 17:00.
  - 1.1.2 Adjustment to Band 2 Long Stay Fee Structure.
- 1.2 To approve a new parking order that harmonises current arrangements and includes the above changes.

### 2. The reason why Cabinet needs to make the decision:

- 2.1 To update the parking strategy so that plans already due can be implemented, and to ensure that the Department is able to achieve the expected income level.
- 2.2 It must be recognised that parking can be an emotive issue and that proposals for parking management can stimulate strong feelings from a personal and local perspective. However, the county wide picture must be looked at and the implementation of the plans is inevitable for financial viability in this challenging time in terms of the authority's budgets.
- 2.3 As the current income target already includes the increase that would result from the implementation of the interventions referred to in 1.1.1 and 1.1.2, if these are not introduced, this will result in a deficit of approximately £238,000 (£78,000+£160,000).
- 2.4 It is essential that the parking orders in place are accurate, current and consistent. This is the legal basis for charging, monitoring, enforcing and managing the pay and display car parks.
- 2.5 It would be our intention to proceed with the preparations to implement the changes from 1st April 2026.

### 3. Introduction

3.1 The purpose of this report is to provide Cabinet Members with an update on the feedback received following the statutory consultation periods in relation to savings schemes 1.1.1 (Extension of Parking Charge Payment Hours) and 1.1.2 (Modification to Band 2 Long Stay Charge Structure), together with a summary of the consideration given to the comments submitted.

In line with the Cabinet's direction in October 2024 to proceed with the statutory Consultation periods, we are now in a position to provide Cabinet Members with a formal update on the feedback received.

3.2 The plans in question stem from the wider work undertaken by the Council to respond to the ongoing challenging financial situation, where services across the organisation have had to identify savings measures and increase income in order to contribute to closing a significant budget gap. The initial package of proposals was presented to Cabinet Members in a report on 15 October 2024, which clearly stated that the Council's parking fee income target had increased significantly as a result of compounded annual inflation. See **Appendix A** for a copy of the Report entitled 'Parking Schemes and Fees'.

3.3 The original report highlighted that actual parking income for 2023/24 was around £2.1 million, which is around £590,000 below the target at the time. It was also predicted that if the arrangements continued unchanged, the underachievement would increase to over £870,000 in 2024/25. As a result, a series of savings plans and fee increase proposals were introduced in order to reduce this gap.

3.4 As part of this package, plans were approved by Cabinet, with these aiming to generate around £57,000 of additional income per annum by increasing Pen y Gwryd parking charges and increasing annual and local parking ticket prices. These plans came into effect in April 2025.

3.5 In addition to these specific plans, it was agreed in the original report to increase all parking charges by 40% from April 2025, with the intention of generating up to £800,000 of additional income per year. This change has been in effect since the beginning of the current financial year.

3.6 The following table provides an update on the status of the plans so far:

Scheme Title	Objective Additional Income	Total Update
Increase parking charges at Pen y Gwryd	£40,000	Cabinet Members approved – Operational since 01/04/2025
Increase the price of an Annual and Local Car Park Pass by £5 per annum	£17,000	Cabinet Members approved – Operational since 01/04/2025
Increase fees for all Environment car parks	£800,000	Cabinet Members approved – Operational since 01/04/2025
Adaptation to Band 2 Long Stay Fee Structure	£160,000	Cabinet members approved and enabled to proceed but further consideration needed following consultation period
Extension of Enforced Parking Hours in Council Short Stay Car Parks	£78,000	Cabinet members approved and enabled to proceed but further consideration needed following consultation period
<b>Total:</b>	<b>£1,095,000</b>	

3.7 As you can see, some of these plans were implemented last year, and since then, the remaining plans have been the basis for further consultation.

3.8 Schemes 1.1.1 and 1.1.2 above form a further stage of the same financial package. Plan 1.1.1 (Extend Charging Hours for Short Stay Car Parks) is estimated to contribute around £78,000 per annum, while scheme 1.1.2 (Adjustment to Band 2 Long Stay Charge Structure) envisages an additional income of around £160,000 per annum. Together, these schemes contribute around £238,000 of additional income and are a key part of the effort to ensure the financial viability of the Parking Service.

3.9 Together, all of these measures have been designed to meet an annual income target of around £2.9 million, which continues to increase annually in line with inflation, and significantly reduces the pressure on the Council's budget.

#### 4. Background / Context of the plans

4.1 The Environment Department has reviewed short-stay car park enforcement arrangements and notes that the reduction in enforcement hours introduced in 2021 – from the original recommendation of 09:00 to 17:00 to the current hours of 10:00 to 16:30 – has resulted in a significant loss of income. Based on car park occupancy data before 10:00 and after 16:30, it is estimated that the Council loses around £78,000 a year. As a result, the Department recommends extending the enforcement hours back to 09:00 to 17:00 for Band 1 and 2 short-stay car parks in order to improve compliance and restore income.

4.2 In addition, the Council has reviewed the Band 2 long-stay car park fee structure following a number of complaints from users. When the new structure was introduced in 2021, the options were reduced to two fees, £5 for 12 hours and £10 for 24 hours – but concerns were expressed that this was not suitable for shorter stays or affordable for local consumers. In response to this feedback, fees of £1 for 2 hours and £2 for 4 hours have been added, but these changes have affected the original income forecasts. After reviewing the situation, it is recommended that the current fee of £1.40 for 2 hours be removed altogether and Increase the current 4 hour fee from £2.80 to £3.50. According to recent financial modelling, these adjustments could generate around £160,000 of additional gross income.

4.3 Given the financial situation and the need to ensure the sustainability of the service, it is recommended that Cabinet Members approve the implementation of the two schemes: extending the enforcement hours in short-stay car parks to 09:00 to 17:00 and adjusting the Band 2 long-stay fee structure as set out above.

## 5. **New Parking Order**

5.1 In addition to the work on the savings plans, the Environment Department has produced a new Off Street Parking Order (i.e. car parks under the control of the Council). The original order was created in 1997 and a number of small and varied orders have been made since then, resulting in complex arrangements over time.

5.2 The new order harmonises the existing arrangements into one clear and understandable document, and the changes resulting from the savings plans are incorporated into it. A copy of the new Off Street Parking Order is included as **Appendix B** to this report.

5.3 The new order incorporating the above plans has gone through the full statutory consultation process, in accordance with the relevant legal requirements. The consultation was carried out with the ongoing support and advice of the Legal Department, ensuring that the proposed arrangements were legally sound and met all formal requirements before being submitted to Cabinet for approval.

## 6. **Summary of feedback received**

6.1 The consultation process commenced, with the initial phase taking place on 06/11/2025, when copies of the new order, the relevant annexes and the covering letter were shared with North Wales Police, the Freight Transport Association, the Road Transport Association, the Chief Officer of the NHS Trust, Fire and Rescue Authority, Local Members in the areas affected by the changes, and Community or Town Councils in those areas. The consultation period was open until 28/11/2025.

6.2 It was decided to proceed to the second consultation period, and a copy of the new order, annexes and notice of intent were placed in a prominent place in the affected car parks on 20/12/2025, and on the Council's website. Copies were also available in the libraries and at Siop Gwynedd. He arranged for the Legal Department to advertise the relevant information in the newspapers. Consultation period closed on 26/01/2026.

- 6.3 A wide range of comments were received during the consultation periods. The main themes included concerns about the impact of extending enforced hours on local consumers and businesses, as well as comments on the affordability and flexibility of the long-stay fee structure.
- 6.4 It is also noted that some of the comments submitted during the consultation period relate to parking charges in general or the Council's parking policy more broadly rather than responding directly to the proposed changes in question. In addition, some comments were submitted following a misunderstanding about the nature and scope of the specific proposals under consultation. Where appropriate, the situation was explained to the authors, and that communication is recorded in **Appendix C**. However, due consideration has been given to all comments received as part of a transparent and comprehensive consultation process.

## 7. Consideration of the feedback

- 7.1 Full and detailed consideration was given to all feedback received. While the comments reflect understandable concerns, particularly from a local perspective, the overall assessment shows that the proposed plans are reasonable, proportionate and necessary. This is in the context that the overall 40% fee increase introduced to the parking and display fees on the 1st April 2025 did not result in any unfavourable feedback or reaction.
- 7.2 Failure to implement these plans would undermine the service's ability to meet its income targets and increase the financial pressure on the Council more broadly.
- 7.3 Although some respondents to the consultation suggested that exceptions should be made or that some areas should be treated differently from others, it was concluded that this is neither practical nor fair. Such an approach would undermine the principles of consistency, fairness and transparency, and create a difficult precedent to maintain across the County.

See **Appendix C** for a summary of the feedback received.

## 8. Financial context

- 8.1 Parking charges are an important income stream for the Council and contribute significantly to the Parking Service's budget. The annual income target from parking charges is currently around £2.9 million, with this target continuing to increase annually in line with inflation.
- 8.2 As a result of the ongoing financial pressures and the need to meet this increased income target, a 40% increase in parking fees was implemented in April 2025. The schemes that have already been implemented, together with the two schemes now under consideration by Cabinet Members today, form a coherent package of measures designed to meet the income target and ensure the financial sustainability of the service.

## 9. Conclusion

- 9.1 The proposed changes are an essential part of a package of measures that have been put in place to ensure the financial viability of the Parking Service and a fair contribution to closing the funding gap.
- 9.2 While the Council remains sensitive to the impact of changes on local communities, it is not possible to make exceptions or treat some areas differently from others without undermining the policy coherence and financial objectives of the service.
- 9.3 The feedback received and the consideration given to it will be noted, and Cabinet Members will be asked to support proceeding with the implementation of the new order which includes plans 1.1.1 and 1.1.2 in line with the proposals outlined.

## 10. Well-being of Future Generations (Wales) Act 2015

- 10.1 While we are not increasing all the fees this time, the proposal to adjust the parking charges should be in line with the seven well-being goals of the Act:

**Prosperous Wales:** By carefully managing parking charges, the council can support economic growth by encouraging people to use local facilities and services, generating revenue that can be reinvested in infrastructure improvements.

**A resilient Wales:** Higher parking charges can encourage people to use public transport, reduce car use, and consequently reduce carbon emissions. This helps protect the environment and contributes to a more resilient community in the face of climate change.

**A healthier Wales:** It can encourage alternatives to travelling by car, such as walking, cycling, or using public transport, promote exercise and reduce air pollution, contributing positively to public health.

**A more equal Wales:** The policy must consider the impact on different socio-economic groups. It should be ensured that any increase in fees disproportionately affects low-income individuals and that affordable transport options remain available.

We will also promote the annual and local parking tickets available at reasonable prices. Many residents and people who need to use our car parks on a daily basis are taking the opportunity to purchase a ticket which is proving to be value for money.

**A Wales of cohesive communities:** Properly managed parking policies can improve the vitality of town centres by reducing congestion and making areas more accessible and pleasant for residents and visitors alike.

**Wales is globally responsible:** By taking action to reduce reliance on cars, the council can contribute to global efforts to combat climate change, reflecting a commitment to global sustainability.

**A Wales with a vibrant culture where the Welsh language thrives:** Parking strategies should also consider their impact on access to cultural events and venues, ensuring that the Welsh language and Welsh culture are promoted and preserved.

10.2 The proposal to charge parking charges should be in line with the five modes of operation set out in the Act:

- We **involve** residents and service users by receiving feedback. This includes requests, complaints, comments and other input from the public, users and potential users of our car parks on an ongoing basis.
- We are **collaborating** with the other key stakeholders. This includes Other Local Authorities, North Wales Police, Snowdonia National Park, Welsh Government and Transport for Wales.

At an operational level we are working with 10 other Local Authorities in Wales as members of PPCC (Welsh Penalty Processing Partnership) to support enforcement action by dealing with challenges, charges and processing all penalty payment notices issued.

At a strategic level we provide input into the development of the Regional Transport Plan through the Corporate Joint Committee.

- We are looking to **prevent** problems from arising or worsening in the future by working closely with the other key stakeholders. The aim is to optimise the use of the car parks to facilitate access and support resilient communities and a thriving and successful local economy.
- We consider the **long-term** through the Regional Transport Plan and the work of the Joint Corporate Committee. This includes considering how parking strategy and parking fee structure can positively influence travel preferences and behaviours. A programme is in place to locate charging points for electric cars in our car parks. It is possible to pay for parking in car parks through an App which is a reflection of technical changes as well as how customers want to pay for parking. This mode of payment is increasingly popular.
- The nature and the scope of work requires **integration** with other public bodies which include other Local Authorities, North Wales Police, Snowdonia National Park and Welsh Government.

We view the relationship between the on-street and off-street parking provision as one integrated package with the intention of meeting the expectations and aspirations of different stakeholders when these sometimes conflict.

The Scrutiny Committee should ensure that the decision to charge parking charges is made with a holistic view, taking into account not only the immediate financial benefits but also the long-term effects on the well-being of current and future generations.

## **11. Impact on Characteristics of Equality, Welsh Language and Socio-Economic Duty**

11.1 The Service has already considered, and recognises the need for impact assessments (e.g. Language and Equality), and assessments will be developed and used during the consultation process engaging with our communities on specific points and for updating the Well-being Assessments.

### **Next Steps**

If Cabinet approves the decisions, the Environment Department will proceed with the implementation arrangements, including directing the legal department to advertise a notice of intent, and ensuring that the changes come into force on 1 April 2026.

## **12. Statutory Officers' Comments**

### **Chief Finance Officer**

*I can confirm that the income target for car parks increases annually with the rate of inflation to reflect the increase in the Council's costs, and this does pose a challenge to the service. In addition, implementing historical savings plans that are outlined in the report also create an additional challenge. I welcome the efforts of the Environment Department to address this situation*

### **Monitoring Officer**

*As stated in the report, a consultation was carried out on the proposals contained in the decision sought. I am satisfied that the report deals appropriately with the responses in proposing the decision*

### **Attachment List:**

Appendix A – Copy of Cabinet Report October 2024

Appendix B – Copy of the Off Street Parking Order 2026

Appendix C – Summary of feedback and responses

Annex D – Equality Assessment