

# CYNGOR SIR CEREDIGION COUNTY COUNCIL

**Adroddiad i'r:** Cabinet

**Dyddiad y Cyfarfod:** 21 Ionawr 2025

**Teitl:** Cynigion ynghylch Codi Tâl am Barcio ar y Stryd – Promenâd Aberystwyth

**Pwrpas yr adroddiad:** Adrodd ar ymatebion i'r broses ymgynghori ar gynigion i godi tâl am barcio ar y stryd ar hyd rhannau o bromenâd Aberystwyth, a cheisio cymeradwyaeth i wneud y Gorchmynion angenrheidiol i weithredu'r cynigion

**Er:** Penderfyniad

## **Portffolio Cabinet ac Aelod Cabinet:**

Y Cynghorydd Keith Henson, Aelod Cabinet ar gyfer Priffyrdd a Gwasanaethau Amgylcheddol a Rheoli Carbon

## **Cefndir**

Cafodd cynigion yn ymwneud â chynigion a gyflwynwyd yn unol â chyflwyno tâl am barcio ar hyd y promenâd yn Aberystwyth eu cyflwyno i'r Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus ar 11/07/2024 ([Cynigion ynghylch Codi Tâl am Barcio ar y Stryd – Promenâd Aberystwyth - Craffu Gorffennaf.24](#)) a'r Cabinet ar 03/09/2024 ([Cynigion ynghylch codi tâl am barcio ar y stryd – Cabinet Medi.24](#)).

Penderfyniad y Cabinet, o dan Gofnod 57, oedd:

- i. Cefnogi cynnal proses ymgynghori ffurfiol o dan *Reoliadau Gorchmynion Traffig (Gweithdrefn)(Cymru a Lloegr) 1996 (diwygiedig)* ynglŷn â'r cynigion a gyflwynwyd ynghylch codi tâl am barcio ar hyd y Promenâd yn Aberystwyth.
- ii. Bod canlyniad yr ymgynghoriad yn cael ei adrodd gerbron y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus a'r Cabinet cyn y gwneir unrhyw benderfyniad ynghylch gweithredu'r cynnig.
- iii. Nodi adborth y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus.

Mae ymgynghoriad ffurfiol bellach wedi'i gynnal ar y cynnig.

Roedd hyn yn cynnwys cam yr ymgynghoriad ffurfiol rhwng 03/10/2024 a 25/10/2024 lle gwahoddwyd yr Ymgynghoreion Statudol a nodwyd yn Atodiad 1 i roi sylwadau ar y cynigion.

Ar ôl ystyried yr ymatebion hynny mewn perthynas â'r cynigion a gyflwynwyd, dilynwyd hyn gan gam yr Hysbysiad Cyhoeddus yn gwahodd gwrthwynebiadau i'r cynigion rhwng 04/12/2024 a 27/12/2024. ([Cynnig ynghylch lleoedd parcio a chodi tâl am barcio Glan Môr Aberystwyth](#))

### **Y Model Codi Tâl a gynigir ar gyfer y Promenâd:**

Cynigiodd yr Hysbysiad cyhoeddus y dylai'r model codi tâl ar gyfer y Promenâd fod fel a ganlyn:

2awr - £3.50

4awr - £5.00

ac y dylid cyflwyno tâl am barcio rhwng 8am ac 8pm o Drwyn y Castell i Graig Glais, gan olygu y codir tâl ym mhob lle parcio (ac eithrio'r lleoedd dynodedig ar gyfer deiliaid Bathodynau Glas yn unig) ar hyd y Promenâd Newydd (y tu allan i'r Hen Goleg, Stryd y Brenin, Glan y Môr, a Rhodfa Fuddug). Codir tâl 7 diwrnod yr wythnos, drwy gydol y flwyddyn.

### **Ymatebion i'r Ymgynghoriad Ffurfiol**

Yn ystod cam yr Ymgynghoriad Ffurfiol, derbyniwyd 2 eitem o ohebiaeth o fewn y cyfnod penodedig, fel a ganlyn:

- Clwb Busnes Aberystwyth
- Fforwm Anabledd Ceredigion

Mae manylion y 2 ymateb i'r Ymgynghoriad Ffurfiol wedi'u cynnwys yn Atodiad 2.

Roedd Clwb Busnes Aberystwyth a Fforwm Anabledd Ceredigion o blaid y cynnig, ond hefyd yn codi rhai pryderon.

Ni dderbyniwyd unrhyw ymatebion gan ymgynghoreion eraill ynghylch y Cam Cyntaf.

### **Cam yr Hysbysiad Cyhoeddus**

Fel rhan o Gam yr Hysbysiad Cyhoeddus, rhoddwyd hysbysiadau ar y safle yn y lleoliadau a nodwyd yn y cynigion, ac yn y Cambrian News.

Roedd copïau papur o'r cynigion a'r wybodaeth ategol hefyd ar gael i'w gweld yn yng Nghanolfan Alun R Edwards, Sgwâr y Frenhines, Aberystwyth, ystod oriau agor arferol a chyflwynwyd manylion llawn hefyd ar wefan y Cyngor.

Gellir gweld manylion yr Hysbysiad Cyhoeddus a'r wybodaeth ategol ar:

[Cynnig Llefydd Parcio a Thaliadau Parcio Glan Môr Aberystwyth](#)

Gellid gwneud gwrthwynebiadau a sylwadau eraill yn ysgrifenedig drwy e-bost, llythyr neu'r ffurflen ar-lein a ddarparwyd yn benodol at y diben hwnnw.

Derbyniwyd 109 eitem o ohebiaeth 'o fewn y cyfnod amser a bennwyd' yn ystod Cam yr Hysbysiad Cyhoeddus, er bod un o'r rhain yn ddyblyg.

Roedd 106 o'r rhain yn wrthwynebiadau ac roedd 2 o blaid neu ddim yn mynegi unrhyw wrthwynebiad.

Mae Atodiad 3 yn cynnwys gwybodaeth am yr holl ohebiaeth a dderbyniwyd yn ystod Ail Gam yr ymgynghoriad gyda data personol wedi'i olygu.

Mae gwrthwynebiadau neu ddatganiadau o bryder wedi'u categorio fel a ganlyn:

<b>Categori</b>	<b>Nifer y gwrthwynebiadau</b>	<b>Canran y gwrthwynebiadau</b>
Gwrthwynebydd yn ystyried ei hun yn breswlydd neu'n fusnes yn Aberystwyth	67	63%
Teimlo y bydd codi tâl am barcio yn atal pobl rhag ymweld ag Aberystwyth	55	52%
Teimlo y bydd codi tâl am barcio yn cael effaith negyddol ar fusnesau	43	41%
Pryderu am bobl yn parcio mewn llefydd eraill	31	29%
Pryderu am golli parcio i gymudwyr	23	22%
Ceisiadau am gynllun parcio i drigolion	20	19%
Pryderon ynghylch grwpiau defnyddwyr sy'n fregus	20	19%
Ceisiadau am fesurau lliniaru (e.e. parcio rhatach mewn meysydd parcio talu ac arddangos, meysydd parcio ychwanegol mewn mannau eraill)	19	18%
Mynegi pryderon ynghylch ddiffyg trafnidiaeth gyhoeddus	18	17%
Ceisiadau am adolygiad ehangach o barcio yn Aberystwyth/ymgynghoriad ehangach gyda busnesau a sefydliadau	6	6%
Teimlo y bydd y cynllun yn arwain at fwy o lygredd aer (e.e. oherwydd bod gyrwyr yn ceisio dod o hyd i fannau parcio amgen)	5	5%
Yn ystyried cyfnod parcio hiraf o 4 awr yn rhy fyr	6	6%

Darperir ymatebion awgrymedig i'r seiliau ar gyfer gwrthwynebu a nodwyd uchod yn Atodiad 4.

Nid yw'r un o'r gwrthwynebiadau a dderbyniwyd yn codi materion sylweddol sy'n gofyn am unrhyw newidiadau i'r cynnig, nac yn wir na chafodd eu nodi gan swyddogion wrth ddatblygu'r cynigion yn seiliedig ar gais y Pwyllgor.

Gan ystyried bod hyn yn newid y model Codi Tâl yn sylweddol, bwriedir neilltuo cyfnod er mwyn i'r newidiadau ddod i rym ac i weld yr effaith ymarferol ac ariannol. Felly, mae'n annhebygol iawn y byddwn yn adolygu'r taliadau newydd eto rhwng nawr a blwyddyn ariannol 27/28, o leiaf, oni bai bod amgylchiadau arbennig o wael yn golygu bod rhaid adolygu'n gynharach.

Ystyriodd y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus y mater hwn ar 20/1/25:

[Cyngor Sir Ceredigion Agenda Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus ar Dydd Llun, 20fed Ionawr, 2025, 10.00 am](#)

### **Llesiant Cenedlaethau'r Dyfodol:**

**Oes Aseiad Effaith Integredig wedi ei gwblhau? Os na, esboniwch pam**

Oes – Gweler Atodiad 5.

### **Crynodeb o'r Aseiad Effaith Integredig:**

**Hirdymor:** Mae'r cynnig yn cael ei ystyried yn ffordd o sicrhau bod lleoedd parcio ar gael, gan gynnwys trosiant lleoedd, yn agos at lawer o'r asedau a'r atyniadau sydd ar gael yn ardaloedd manwerthu a thwristiaeth Aberystwyth.

**Cydweithio:** Roedd y cynnig yn destun ymgynghoriad â rhanddeiliaid eraill er mwyn llunio'r cynigion terfynol a gyflwynwyd ar gyfer ymgynghoriad cyhoeddus.

**Cynnwys:** Mae'r cynnig wedi bod gerbron y Pwyllgorau Craffu perthnasol, yn ogystal â phroses y Cabinet. Roedd hefyd yn destun ymgynghoriad cyhoeddus a phenderfyniad pellach gan y Cabinet cyn ystyried rhoi unrhyw beth ar waith.

**Atal:** Nid yw parcio ar y stryd yn wasanaeth ataliol.

**Integreiddio:** Ni fernir ei bod yn bosibl cynnwys integreiddio'r gwasanaeth gyda gweithgareddau a gynhelir gan randdeiliaid a/neu bartneriaid eraill.

### **Argymhelliad / Argymhellion:**

**ARGYMHELLWYD bod y Cabinet yn:**

- 1) Nodi'r ymatebion a awgrymir i wrthwynebwyr (wedi'u diwygio yn unol ag unrhyw benderfyniadau a wneir gan y Cabinet);
- 2) Cymeradwyo'r gwaith o gyflwyno'r Model Codi Tâl arfaethedig ar gyfer Promenâd Aberystwyth fel y nodir yn yr adroddiad;
- 3) Cymeradwyo Creu'r Gorchymyn Rheoleiddio Traffig angenrheidiol;
- 4) Cymeradwyo Cyhoeddi hysbysiad Gwneud dilynol yn y wasg i'r perwyl hwn, a
- 5) Nodi y Codir Tâl am Barcio cyn gynted ag y bo modd yn ymarferol wedi hynny.

### **Rheswm / Rhesymau dros y penderfyniad:**

Cyflwyno taliadau am barcio ar hyd y rhan o Bromenâd Aberystwyth sy'n mynd o Drwyn y Castell i Graig Glais, fel bod mwy o leoedd parcio ar gael ar lan y môr yn sgil cynyddu trosiant y cerbydau fydd yn parcio.

**Trosolwg a Chraffu:**

Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus – 20/01/2025

**Fframwaith Polisi:**

Strategaeth Gorfforaethol 2022- 2027

**Amcanion Llesiant Corfforaethol:**

- Hybu'r economi, Cefnogi Busnesau a Galluogi Cyflogaeth
- Creu Cymunedau Cynaliadwy, Gwyrdd a Chysylltiadau Da

**Goblygiadau Cyllid a Chaffael:**

Arbed £400k yn y Gyllideb o fewn Cwtogiadau Cyllidebol 24/25

**Goblygiadau cyfreithiol:**

Amherthnasol

**Goblygiadau staffio:**

Dim

**Goblygiadau eiddo / asedau:**

Amherthnasol

**Risg(iau):**

Amherthnasol

**Pwerau Statudol:**

Deddf Rheoleiddio Traffig Ffyrdd 1984

**Papurau Cefndir:**

- [Cynigion ynghylch Codi Tâl am Barcio ar y Stryd – Promenâd Aberystwyth - Craffu Gorffennaf.24](#)
- [Cynigion ynghylch codi tâl am barcio ar y stryd – Cabinet Medi.24](#)

**Atodiadau:**

Atodiad 1- Ymgynghoriad Ffurfiol – Rhestr Ymgynghorai Statudol

Atodiad 2- Sylwadau 'mewn amser' ar gynigion a dderbyniwyd yn ystod y cyfnod Ymgynghoriad Ffurfiol

Atodiad 3- Gohebiaeth a dderbyniwyd yn ystod Ail Gam yr ymgynghoriad gyda data personol wedi'i olygu

Atodiad 4- Ymatebion Ffurfiol i Ymgynghoriad Cyhoeddus

Atodiad 5- Asesiad Effaith Integredig

**Swyddog Arweiniol Corfforaethol:**

Rhodri Llwyd, Swyddog Arweiniol Corfforaethol: Gwasanaethau Priffyrdd ac Amgylcheddol

**Swyddog Adrodd:**

Steve Hallows/Phil Jones

**Dyddiad:**

14 Ionawr 2025

## **Atodiad 1 - Ymgynghoriad Ffurfiol – Rhestr Ymgynghorai Statudol**

- Pob Aelod Lleol
- Pob Cyngor Tref a Chymuned
- Aelod Seneddol
- Aelodau o'r Senedd - Ceredigion a Rhanbarthol
- Heddlu Dyfed Powys
- Bwrdd Iechyd Prifysgol Hywel Dda
- Ymddiriedolaeth GIG Gwasanaethau Ambiwylans Cymru
- Gwasanaeth Tân ac Achub Canolbarth a Gorllewin Cymru
- Gwylwyr y Glannau Ei Fawrhydi
- Pob Gweithredwr Gwasanaethau Bysiau Cyhoeddus Lleol
- Siambr Fasnach Aberystwyth
- Siambr Fasnach Llanbedr Pont Steffan
- Siambr Fasnach Aberteifi
- Masnachwyr Aberteifi
- Clwb Busnes Aberystwyth
- Menter Aberystwyth
- Fforwm Anabledd Ceredigion
- Y Gymdeithas Gludo ar y Ffyrdd
- Materion Cyhoeddus yr AA
- Logistics UK

## **Atodiad 2 – sylwadau ‘o fewn y cyfnod amser a bennwyd’ ar gynigion a dderbyniwyd yn ystod cam yr ymgynghoriad ffurfiol.**

### **Clwb Busnes Aberystwyth**

Nid yw'r Clwb Busnes yn gwrthwynebu newidiadau i Leoedd a Thaliadau Parcio Glan Môr Aberystwyth, ac mae'n gweld budd o annog mwy o fynd a dod o ran cerbydau yn parcio ar y promenâd trwy gyflwyno tâl am barcio. Mae'r Clwb Busnes o'r farn y bydd hyn yn annog mwy o siopwyr a thwristiaid i ardaloedd canolog y dref.

Mae pryder ynghylch ble bydd y perchnogion busnes hynny sydd ar hyn o bryd yn parcio ar y promenâd drwy'r dydd yn parcio, ond mae hyn yn cael ei wrthbwysu gan y farn y byddai tâl am barcio ar unrhyw bromenâd arall yng Nghymru.

Mae'n werth nodi hefyd, bod yr estyniad i Faes yr Afon, a gostyngiad yng nghostau tocynnau tymor yn wrthbwysiad sy'n cael ei groesawu i'r newidiadau hyn ar bromenâd Aberystwyth.

Mae'r Clwb Busnes yn teimlo'n gryf y dylai'r taliadau ar y promenâd fod o fudd i'r dref leol a byddai'n gofyn bod canran o'r refeniw'n mynd i Gyngor Tref Aberystwyth gyda chytundeb gyda'r Cyngor Tref bod yr arian hwn yn cael ei wario ar dacluso neu brydferthu'r dref (ac nid ar fusnes cyffredinol y Cyngor Tref).

### **Fforwm Anabledd Ceredigion**

Fel cynrychiolydd enwebedig Fforwm Anabledd Ceredigion, rwy'n cyflwyno ein hadborth i'r ymgynghoriad hwn.

Yn gyffredinol, rydym yn cefnogi'r cynnig. Rydym wrth ein bodd gyda'r cynnig i eithrio deiliaid bathodynau glas rhag talu am barcio ar y stryd a hefyd rhag unrhyw gyfyngiad o ran cyfnod parcio hiraf.

Rydym yn falch o nodi eich bod yn cydnabod nad yw'r egwyddor o godi tâl am barcio o reidrwydd yn boblogaidd nac yn cael ei dderbyn gan bawb. Gobeithiwn y bydd y cynnig hwn yn cyflawni'r amcanion a restrir yn yr ymgynghoriad:

- Mwy o drosiant lleoedd parcio ar y stryd
- Y cynnydd a ragwelir mewn busnes
- Mwy o ddefnydd o drafnidiaeth gyhoeddus
- Lleihau tagfeydd traffig a gwella llif y traffig mewn mannau sensitif yn y dref
- Hyrwyddo rhagor o deithio llesol
- Lleihau'r nifer o gymudwyr sy'n parcio ar y promenâd

Er ein bod yn cytuno mewn egwyddor â chynnydd mewn teithio llesol, mae hyn yn cael effaith niweidiol ar rai aelodau o'r gymuned anabl. Nid yw Aberystwyth yn dref hygyrch iawn, oherwydd nifer y strydoedd llethrog. Mae hyn yn golygu bod rhai pobl yn dibynnu'n llwyr ar gerbyd i allu cael mynediad i siopau a gwasanaethau. Mae'n hanfodol bod unrhyw hyrwyddo teithio llesol yn cydnabod y ffaith hon.

Byddai'n ddelfrydol pe bai'r costau parcio arfaethedig yn cyd-fynd ag ymestyn Maes Parcio Maesyrafon i hen Safle Arriva. Rydym yn pryderu y bydd y costau parcio newydd yn arwain at dagfeydd mewn rhannau eraill o Aberystwyth wrth i bobl chwilio am leoedd parcio amgen, am ddim. Mae'n anochel bod prinder lleoedd parcio yn arwain at gamddefnyddio manau parcio anabl. Byddai mwy o orfodaeth yn erbyn cam ddefnyddio manau parcio anabl yn ddefnyddiol iawn.

Hoffem eich atgoffa nad yw pob person anabl yn gymwys i gael Bathodyn Glas ac rydym am ailadrodd pryderon blaenorol am yr anawsterau y mae rhai pobl anabl, a phobl oedrannus, yn eu cael gan ddefnyddio'r peiriannau talu am barcio.

Gobeithiwn y bydd y Cyngor yn caffael peiriannau talu parcio mwy newydd sy'n haws eu defnyddio. Os gwelwch yn dda, allech chi geisio osgoi peiriannau sy'n defnyddio ysgrifen lwyd tywyll ar gefndir llwyd golau; Mae'r rhain yn anodd iawn i'w darllen, yn enwedig ar ddyddiau heulog.

Rydym hefyd yn eich atgoffa bod rhai pobl anabl, a'r henoed, yn ei chael hi'n llawer haws defnyddio arian parod mewn peiriannau parcio. Nodwn fod rhai cynghorau, er enghraifft Cyngor Efrog a Chyngor Sir Ddwyrain Stafford, wedi cytuno i gynnal rhai peiriannau talu ag arian parod am y rheswm hwn. Hoffem weld Cyngor Ceredigion yn ystyried dull tebyg.

Er ein bod yn cydnabod na fydd pobl sy'n ddall a phobl sydd â nam difrifol ar eu golwg yn gyrru eu hunain, gallent fod yn prynu'r tocynnau parcio ar gyfer cymdeithion neu ofalwyr. Hoffem atgoffa swyddogion caffael bod pobl sy'n ddall, a llawer o bobl â nam ar eu golwg yn ei chael hi'n anodd iawn neu nad ydynt yn gallu defnyddio'r peiriannau talu o gwbl.

Rydych wedi bod yn garedig a'n hysbysu bod opsiwn ar gael i gwsmeriaid sy'n fyddar ac sydd angen cymorth pellach gyda pheiriannau parcio 'talu dros y ffôn ac ap' i ddefnyddio gwasanaeth *Relay UK* i gysylltu â llinell gymorth gwasanaeth cwsmeriaid y cwmni.

Mae aelodau o'r Fforwm Anabledd wedi profi sawl ymgais aflwyddiannus gyda'r gwasanaeth *Relay UK* dros y blynyddoedd. Yn nodweddiadol, argymhellir y gwasanaeth gan bobl sy'n gallu clywed ac nad ydynt yn dibynnu arno. Nid yw'n addasiad rhesymol. Ni all llawer o bobl fyddar ei ddefnyddio. Mae hefyd yn gwahaniaethu yn erbyn pobl fyddar sy'n siarad Cymraeg, gan mai dim ond yn Saesneg mae'r gwasanaeth ar gael; ac mae'n rhwystr i bobl fyddar sy'n defnyddio Iaith Arwyddion Prydain (BSL) fel iaith gyntaf.



**Atodiad 3- Gohebiaeth a dderbyniwyd yn ystod Ail Gam yr ymgynghoriad gyda data personol wedi'i olygu**

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.

GOV.WALES

#### 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 affect 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 park 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 this 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&amp;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>

<b>Id</b>	<b>Objection Text</b>
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>



<b>Id</b>	<b>Objection Text</b>
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 1409 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 1409 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&amp;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 1409 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 1409 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 1409 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 1366 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 1398 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"> <li>• Removal of spaces while trying to raise much needed income makes no economic sense.</li>   <li>• 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 &amp; 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.</li>   <li>• 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.</li>   <li>• 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.</li> <li>• 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 &amp; 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!</li> <li>• There is No Park &amp; 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.</li> <li>• 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 &amp; Marine Terrace and by the Theological College. Victoria Terrace. Albert Place.</li> <li>• 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.</li> </ul>

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 going 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"> <li>1. Charges are unreasonable for residents along the prom &amp; vicinity, local people &amp; 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!</li> <li>2. Expense of charges will deterr 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!</li> </ol>
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&amp;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&amp;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&amp;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&amp;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&amp;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&amp;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 count? 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="336 347 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="336 528 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="336 676 1406 817">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="336 857 1369 965">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 1005 1401 1178">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 data-bbox="336 237 1390 304">I would like to submit my objection to the proposed parking charges along the seafront.</p> <p data-bbox="336 344 1401 418">Whilst I understand how valuable income could be achieved for the council in adding charges there are three main concerns I have:</p> <ol data-bbox="336 456 1390 1037" style="list-style-type: none"> <li data-bbox="336 456 871 490">1. Parking charges are too expensive</li> <li data-bbox="336 530 1390 712">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.</li> <li data-bbox="336 752 1390 1037">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.</li> </ol> <p data-bbox="336 1077 1401 1368">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 data-bbox="336 1375 1390 1518">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"> <li>1. Residents of Aberystwyth will be disadvantaged through additional pressure being exerted on the limited parking places available to residents.</li> <li>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</li> <li>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.</li> </ol> <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 data-bbox="336 237 1390 454">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 data-bbox="336 495 1382 824">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 data-bbox="336 936 1358 1003">I do hope that you'll consider some small changes to your proposed car parking charges for the benefit of all.</p> <p data-bbox="336 1122 552 1155">Yours faithfully</p>



## **Atodiad 4- Ymatebion Ffurfiol i Ymgynghoriad Cyhoeddus**

Mae'r canlynol yn ymatebion a awgrymir i seiliau llawer o'r gwrthwynebiadau a gafwyd yn ystod yr ymgynghoriad, er nad yw'n rhestr gyflawn o'r holl faterion a godwyd yn y gwrthwynebiadau. Bwriedir defnyddio'r ymatebion hyn fel ymateb cyffredinol i'w anfon at bob gwrthwynebydd i'r Gorchymyn Rheoleiddio Traffig arfaethedig a'r cynllun, gyda rhai ymatebion unigol wedi'u haddasu ar gyfer y rhai a gododd faterion ychwanegol nad ydynt wedi'u cynnwys, er mwyn darparu rhesymeg gyffredinol dros y cynnig a'r rhesymau dros wrthod y gwrthwynebiadau.

### **Gwrthwynebu ar sail pryderon ynghylch trafndiaeth gyhoeddus**

- i. Mae parcio ar y stryd ar hyd adrannau o lan y môr Aberystwyth a ddynodwyd yn rhan o'r cynllun arfaethedig hwn eisoes yn cael ei reoleiddio gan y Cyngor Sir. Mae parcio fel arfer wedi'i gyfyngu i oriau penodol, gyda chilfachau dynodedig ar gyfer parcio i'r anabl, cerbydau dosbarthu a dosbarthiadau penodol o gerbydau (bysiau a thacsis) mewn gwahanol leoliadau, a bydd dal i fod lleoedd parcio ar gael yn y manau hyn.
- ii. Ar y cyfan mae trafndiaeth gyhoeddus yn gwasanaethu Aberystwyth yn dda ar hyd y ar hyd y prif ffordd prifwythiennol (A44, A487, A485 etc.) ac i/o aneddiadau cyfagos trwy gyfuniad o lwybrau bysiau cenedlaethol a lleol, yr orsaf reilffordd newydd yn Bow Street, a bydd y cyfleoedd teithio trafndiaeth gyhoeddus hyn yn parhau i fod yn hyfyw i ymwelwyr a chymudwyr.
- iii. Lle nad yw'r cyfle i deithio gan ddefnyddio trafndiaeth gyhoeddus yn diwallu anghenion cymudwyr/ymwelwr, yna mae'r lleoedd lle mae tâl am barcio yn rhoi opsiwn arall eto. Mae hefyd opsiynau niferus/amrywiol sydd wedi ac heb eu cyfyngu sydd am dâl neu am ddim o fewn canol y dref.

### **Gwrthwynebu ar sail colled canfyddedig o barcio i gymudwyr**

- i. Dim ond lleihad bach o ran nifer y lleoedd ar gael sy'n cael ei gynnwys yn y cynnig, o ganlyniad i ail-alinio palmant ar yr ochr tua'r tir ar bwys y pier. Mae hefyd yn cynnwys cyflwyno parcio hydredol yno, ond dim newid i'r amser ceir aros yno.
- ii. Felly, ni dderbynnir y bydd hyn yn arwain at golli lleoedd parcio i gymudwyr, er nad ystyrir bod y promenâd yn lleoliad addas ar gyfer parcio i gymudwyr gan fod y rhan o lan y môr Aberystwyth, sy'n destun y cynllun arfaethedig hwn, yn cael ei ystyried yn lleoliad 'premiwm' lle mae galw mawr amdano. Ystyrir hyn oherwydd ei fod yn agos at ganol y dref (gwasanaethau o ddydd i ddydd, manwerthu a'r fasnach lletygarwch) ac oherwydd ei fod ar hyd glan y môr (cefnogi'r fasnach lletygarwch ac atyniadau i ymwelwyr).
- iii. Dylid annog cymudwyr i barcio y tu allan i ganol y dref, fel bod lleoliadau parcio premiwm, fel y rhai ar hyd y Promenâd ar gael i'r rhai sy'n dymuno ymweld a gwario arian o fewn y dref.
- iv. Dylid annog cymudwyr i brynu tocynnau tymor (gyda chynigion yn cael eu hystyried i'r rhain fod ar gael ar gost o £295 y flwyddyn) a fyddai'n

darparu'r cyfleoedd parcio priodol ym meysydd parcio CSC, y mae'r rhan fwyaf ohonynt wedi'u lleoli o fewn pellter tebyg i ganol y dref.

### **Gwrthwynebu ar sail y bydd y cynigion yn atal pobl rhag ymweld â'r dref**

- i. Cefnogir y cynllun arfaethedig ar sail ei botensial i gyfrannu at Strategaeth Gorfforaethol Cyngor y Sir 2022-2027 a'i Amcanion Llesiant Corfforaethol. <https://www.ceredigion.gov.uk/eich-cyngor/strategaethau-cynllunio-a-pholisiau/strategaeth-gorfforaethol/>
- ii. Mae'r cynnig yn ceisio cynyddu argaeledd lleoedd i barcio cerbydau ar lan y môr drwy fwy o fynd a dod gan gael effaith gadarnhaol ar economi'r dref a llesiant ei thrigolion.
- iii. Yn seiliedig ar enghreifftiau o drefi arfordirol tebyg mewn mannau eraill yng Nghymru ac ar draws y DU, mae cynlluniau parcio ar y stryd am dâl wedi bod ar waith ers blynnyddoedd maith, wedi'u derbyn gan drigolion ac ymwelwyr, ac nid oes tystiolaeth iddynt, yn eu hanfod, fod yn niweidiol i hyfywedd na ffyniant parhaus y trefi hyn fel lleoedd i fyw, gweithio neu ymweld â nhw.

### **Gwrthwynebu ar sail y bydd y cynigion yn cael effaith negyddol ar fusnesau**

- i. Mae'r cynnig yn cyflwyno taliadau am barcio ar y stryd lle nad ydynt yn bodoli ar hyn o bryd ac yn ceisio sicrhau cydbwysedd rhwng anghenion trigolion lleol sy'n defnyddio gwasanaethau lleol ac yn byw yn yr ardal; busnesau lleol; myfyrwyr y Brifysgol; ac ymwelwyr â'r dref.
- ii. Roedd yr adolygiad/cynnig yn ystyried y cyd-destun ehangach o ran parcio yn y dref ac ni thriniwyd y promenâd ar wahân, gan ystyried cyd-destun ehangach o ran cyflenwad a'r galw am barcio.
- iii. Rhaid i barcio (ar y stryd ac oddi ar y stryd) fod ar gael yn y mannau cywir ac at y dibenion cywir. Ystyrir bod y rhan o lan môr Aberystwyth, sy'n destun y cynllun arfaethedig hwn, yn lleoliad '*premiwm*', lle mae galw mawr amdano oherwydd ei fod mor agos at ganol y dref (gwasanaethau o ddydd i ddydd, manwerthu a'r fasnach lletygarwch) ac oherwydd ei fod ar hyd glan y môr (cefnogi'r fasnach lletygarwch ac atyniadau i ymwelwyr).
- iv. Nod y cynnig yw ceisio sicrhau bod parcio ar gael i'r rhai sy'n dymuno ymweld â'r dref mewn lleoliad sy'n gyfleus i ganol y dref a'r promenâd, ac wrth wneud hynny ceisio cefnogi'r fasnach fanwerthu, lletygarwch ac atyniadau i ymwelwyr sydd wedi'u lleoli ar hyd/ac o fewn y ddau.
- v. Yn seiliedig ar enghreifftiau o drefi arfordirol tebyg mewn mannau eraill yng Nghymru ac ar draws y DU, mae cynlluniau parcio ar y stryd am dâl wedi bod ar waith ers blynnyddoedd maith, wedi'u derbyn gan drigolion ac ymwelwyr, ac nid oes tystiolaeth iddynt, yn eu hanfod, fod yn niweidiol i hyfywedd na ffyniant parhaus y trefi hyn fel lleoedd i fyw, gweithio neu ymweld â nhw.

### **Gwrthwynebu ar sail y bydd pobl yn parcio mewn mannau eraill gan achosi problemau mewn mannau eraill**

- i. Dylai'r strategaeth ar gyfer pob maes parcio arhosiad hir yn Aberystwyth ganolbwyntio ar y ffyrdd sy'n arwain at ganol y dref, gyda'r parcio sy'n ar gael yn y dref yn cael ei ddefnyddio gan ymwelwyr sy'n aros am gyfnod byr neu gan y rhai sydd â phroblemau symudedd. Dim ond denu gyrwyr i ganol y dref a gyrru o gwmpas i chwilio am lefydd mae'r diffyg parcio sydd ar hyd y Prom yn ei wneud. Trwy ddarparu digon o leoedd parcio ar y ffyrdd sy'n arwain at y dref, gellir arbed amser, osgoi problemau yn ymwneud â cherbydau'n cael eu parcio mewn mannau eraill, bydd llai o lygredd yn cael ei gynhyrchu gan greu gwell amgylchedd.
- ii. Mae'r mesurau lliniaru hyn wedi'u cynllunio ar gyfer y flwyddyn ariannol bresennol ac mae cyllid wedi'i glustnodi i fwrw ymlaen â hyn.
- iii. Ystyrir bod digon o leoedd parcio sbâr ar gael o fewn meysydd parcio'r Cyngor a meysydd parcio preifat oddi ar y stryd (gan gynnwys y rhai sydd i'w datblygu) a lleoliadau eraill a reoleiddir ar y stryd ac felly ni ragwelir y bydd mynd a dod o ran parcio cerbydau'n ganlyniad negyddol sylweddol posibl i'r cynllun hwn.

### **Gwrthwynebu ar sail nad oes mesurau lliniaru ar waith i ddelio ag effeithiau'r newid**

- i. Mae mesurau lliniaru sydd ar bellter cyfatebol neu lai i ganol y dref yn cael eu darparu ochr yn ochr â'r cynigion hyn.
- ii. Dylai'r strategaeth ar gyfer pob maes parcio arhosiad hir yn Aberystwyth ganolbwyntio ar y ffyrdd sy'n arwain at ganol y dref, gyda'r parcio sy'n ar gael yn y dref yn cael ei ddefnyddio gan ymwelwyr sy'n aros am gyfnod byr neu gan y rhai sydd â phroblemau symudedd.
- iii. Mae'r mesurau lliniaru hyn yn cynnwys cynnig ar gyfer gostwng cost tocynnau tymor; estyniad arfaethedig i faes parcio Maes-yr-Afon; a newidiadau i'r strwythur codi tâl ar faes parcio Coedlan Y Parc Isaf. Mae'r rhain wedi'u cynllunio ar gyfer y flwyddyn ariannol bresennol ac mae cyllid eisoes wedi'i glustnodi i fwrw ymlaen â hyn.

### **Gwrthwynebu ar y sail y bydd y cynllun yn arwain at fwy o lygredd aer (e.e. oherwydd bod gyrwyr yn gyrru o gwmpas y dref yn ceisio dod o hyd i fannau parcio)**

- i. Mae'r diffyg lleoedd parcio sydd ar gael ar hyd y promenâd yn yr ystyr ehangach yn annog gyrwyr i fynd i mewn i'r dref a gyrru o'i chwmpas yn chwilio am leoedd i barcio.
- ii. Trwy ddarparu digon o leoedd parcio ar y ffyrdd sy'n arwain at y dref, fel rhan o'r mesurau lliniaru arfaethedig, gellir arbed amser, cynhyrchu llai o lygredd a bydd gwell amgylchedd yn cael ei greu.
- iii. Canlyniad/mantais arall o godi tâl am barcio bydd lleihau'r nifer o gymudwyr sy'n parcio ar y promenâd, gan sicrhau bod y lleoedd ar gael i ymwelwyr â'r dref a lleihau llygredd o ganlyniad i lai o gerbydau'n symud o gwmpas y dref.

### **Gwrthwynebu ar sail y dylid cynnal adolygiad ehangach o reoli parcio/traffig yn Aberystwyth**

- i. Mae astudiaethau parcio blaenorol wedi nodi dros 1,500 o leoedd parcio ar y stryd sydd ar gael yng nghanol y dref (wedi a heb eu cyfyngu o ran amser), ochr yn ochr â dros 850 o leoedd ym meysydd parcio CSC.
- ii. Mae dros 1,000 o leoedd eraill ar gael ym meysydd parcio safleoedd manwerthu amrywiol yng nghanol y dref, sy'n cynyddu argaeledd parcio yn y dref yn sylweddol.
- iii. Mae cynigion yn cael eu cwblhau i gynyddu'r nifer o leoedd parcio sydd ar gael ym maes parcio Maes-yr-Afon. Bydd hyn yn ceisio cynyddu'r nifer o leoedd sydd ar gael gan ddarparu 150 o lefydd ychwanegol.
- iv. Felly, mae'r cynigion a gyflwynwyd, sy'n diwygio'r rheoliadau yn hytrach na dileu'r lleoedd sydd ar gael, yn ymwneud ag oddeutu 5% yn unig o gyfanswm y lleoedd parcio sydd ar gael yng Nghanol Tref Aberystwyth.

### **Gwrthwynebu ar y sail y dylai fod cynllun parcio i breswylwyr ar gael yng nghanol tref Aberystwyth**

- i. Gellir ystyried cynllun parcio trigolion yn y dyfodol, ond byddai angen gwneud hyn ar sail ehangach gan gynnwys trefi eraill yng Ngheredigion er mwyn ei wneud yn gynaliadwy'n ariannol.
- ii. Dylai preswylwyr hefyd fod yn ymwybodol y byddai angen i unrhyw gynllun o'r fath fod yn hunangyllidol hefyd, ac mai dim ond cyfran o'r parcio sydd ar gael byddai'n cael ei neilltuo ar gyfer cynllun o'r fath. Mae hefyd yn debygol y byddai gormod o geisiadau ar gyfer y cynllun hwn, ac felly ni fyddai parcio '*gwarantedig*' i drigolion canol y dref byth yn ganlyniad realistig.

### **Gwrthwynebu ar sail pryderon yn ymwneud â grwpiau defnyddwyr sy'n agored i niwed**

- i. Mae Rheoliadau Gorchmynion Traffig Awdurdodau Lleol (Esemptiadau ar gyfer Personau Anabl) (Cymru) 2000 yn nodi bod deiliaid y Bathodyn Glas sy'n arddangos eu bathodyn yn y modd a ragnodir wedi'u heithrio o'r gofyniad i dalu am barcio ar y stryd ac wedi'u heithrio o unrhyw gyfyngiad o ran y cyfnod hiraf a ganiateir i rywun barcio mewn man penodol.
- ii. Nid yw'n bosibl nodi ac felly mae'n amhosibl darparu ar gyfer y rhai mewn grwpiau agored i niwed nad ydynt yn meddu ar neu'n arddangos bathodynau glas.
- iii. Y bwriad yw gosod peiriannau talu ac arddangos er mwyn darparu ar gyfer y rhai hynny sydd heb ffonau clyfar, gyda'r un trefniant a chefnogaeth i'r holl ddefnyddwyr ag a ddarperir mewn meysydd parcio oddi ar y stryd.

### **Gwrthwynebu ar sail eu bod yn ystyried cyfnod hiraf parcio o 4 awr yn rhy fyr.**

- i. Dylai'r strategaeth ar gyfer pob maes parcio arhosiad hir yn Aberystwyth ganolbwyntio ar y ffyrdd sy'n arwain at ganol y dref, gyda'r parcio sy'n ar gael

yn y dref yn cael ei ddefnyddio gan ymwelwyr sy'n aros am gyfnod byr neu gan y rhai sydd â phroblemau symudedd.

- ii. Mae'r diffyg lleoedd parcio sydd ar gael ar hyd y promenâd ar hyn o bryd yn yr ystyr ehangach, a'r pwysau y mae cymudwyr yn parcio yn ychwanegu at hyn yn annog gyrwyr i fynd i mewn i'r dref a gyrru o'i chwmpas yn chwilio am lleoedd i barcio.

### **Gwrthwynebydd yn gofyn i refeniw o daliadau parcio gael ei gyfeirio at dref Aberystwyth**

- i. Byddai cyflwyno trefn o godi tâl am barcio ar y stryd yn ariannu costau gweithredol y cynllun arfaethedig. Os byddai unrhyw incwm dros ben yn cael ei sicrhau, fel y nodir uchod, byddai'n cael ei ddefnyddio i gefnogi ariannu gwasanaethau cyhoeddus hanfodol eraill a ddarperir gan Gyngor Sir Ceredigion sy'n dod o fewn cwmpas yr hyn a ganiateir o dan Adran 55, Deddf Rheoleiddio Traffig Ffyrdd 1984. Mae'r rhain yn cynnwys:
  - (a) Unioni diffygion yn y cyfrif parcio
  - (b) Ariannu cost y seilwaith ar gyfer parcio oddi ar y stryd
  - (c) os bernir bod rhagor o ddarpariaeth parcio oddi ar y stryd yn ddiangen neu'n annymunol, at y dibenion canlynol:
    - Costau a godir wrth ddarparu a gweithredu'r gwasanaethau bysiau cyhoeddus
    - Prosiectau gwella priffyrdd
    - Gwelliannau amgylcheddol
    - Unrhyw ddibenion eraill y gall yr awdurdod wario arian arnynt yn gyfreithlon

### **Gwrthwynebu'n benodol i godi tâl am barcio ym Maes Lowri a Stryd y Brenin, ac i gyflwyno mesurau mwy cyfyngol ar Heol yr Orsaf Heddlu, Maes Albert a Choedlan y Frenhines**

- i. Bydd rhywfaint o barcio dros nos am ddim yn parhau yn y manau hyn ar gyfer trigolion lleol rhwng 18:00 a 08:00.
- ii. Rhagwelir y bydd cynnydd sylweddol o ran defnyddio'r ardal yma o ganlyniad ailddatblygu'r Hen Goleg. Bydd maes parcio Eglwys Sant Mihangel yn cael ei ddefnyddio gan ymwelwyr â'r Hen Goleg a bydd defnyddio trefniadau'r gwesty newydd a chodi tâl am barcio ar y strydoedd hyn yn cydbwysu'r galw hwn.
- iii. Mae mesurau lliniaru'n cynnwys y cynnig ar gyfer tocynnau tymor cost is; estyniad arfaethedig i Faes Parcio Maes-yr-Afon a newidiadau i'r strwythur codi tâl ym maes parcio Coedlan Y Parc Isaf. Nid yw'n rhesymol disgwyl i bawb allu parcio o flaen neu yn agos at eu heiddo mewn canol tref brysur a ffyniannus.
- iv. Mae maes parcio Eglwys Sant Mihangel yn cael ei ad-drefnu, ac mae rhan ohono bellach yn cael ei reoli gan yr Hen Goleg ar gyfer parcio ar gyfer y datblygiad newydd. Roedd hwn yn amod cynllunio sydd bellach wedi'i gyflawni.

- v. Mae'r cyfyngiadau ychwanegol ar Heol yr Orsaf Heddlu, Maes Albert a Choedlan y Frenhines wedi'u cynnwys er mwyn atal cerbydau'n mynd a dod gan achosi rhwystrau, yn enwedig ar gyfer cerbydau mwy o faint.
- vi. Mae taliadau am barcio ar Stryd y Brenin a Maes Lowri wedi'u cynnwys er mwyn atal pwysau parcio gormodol oherwydd gyrwyr sy'n ceisio osgoi parcio ar y promenâd ei hun.

### **Gwrthwynebu ar sail nad oedd y Datganiad o'r Rhesymau yn unol â'r ddeddfwriaeth**

- i. Mae pob un o'r pedwar Datganiad o'r Rhesymau (cynyddo ran cerbydau'n parcio ar y stryd yn mynd a dod, annog mwy o ddefnydd o drafnidiaeth gyhoeddus, lleihau tagfeydd traffig a gwella llif traffig, hyrwyddo mwy o deithio llesol) yn cyd-fynd ag isadran C o adran 1 o Ddeddf Rheoleiddio Traffig Ffyrdd 1984, sef *'facilitating the passage on the road or any other road of any class of traffic (including pedestrians)'*.
- ii. Yn ogystal, mae Adran 122 o Ddeddf 1984 yn nodi:
  - a. Bydd yn ddyletswydd ar [bob awdurdod lleol] ... Sicrhau bod cyfleusterau parcio addas a digonol yn cael eu darparu...

### **Gwrthwynebu ar sail bod y gwaith sy'n gysylltiedig â'r cynllun ar ben deheuol glan y môr (Gorchymyn Cyngor Sir Ceredigion (Gwahardd a chyfyngu Aros a Llwytho a Dadlwytho) 2019 (Glan Môr Aberystwyth) (Diwygio Gorchymyn Rhif 11) 2024) y mae'r cynnig dilynol hwn yn rhagdybio, wedi cychwyn cyn i wrthwynebwyr i'r cynllun hwnnw gael eu hysbysebu o ganlyniad eu gwrthwynebiadau.**

- i. Ni ddechreuwyd y gwaith sy'n gysylltiedig â Gorchymyn Cyngor Sir Ceredigion (Gwahardd a chyfyngu Aros a Llwytho a Dadlwytho) 2019 (Glan Môr Aberystwyth) (Diwygio Gorchymyn Rhif 11) 2024 tan ar ôl i'r ymgynghoriad cyhoeddus ddod i ben; gwrthwynebiadau a dderbyniwyd cael eu hystyried, a'r broses ffurfiol o wneud penderfyniadau yn gysylltiedig â'u gweithredu.



## TECLYN ASESU EFFAITH INTEGREDIG

### Manylion y Cynnig

<b>Teitl y Polisi / Cynnig / Menter</b>	
Codi Tâl am barcio ar y stryd ar Bromenâd Aberystwyth	
<b>Maes Gwasanaeth</b>	<b>Y swyddog sy'n cwblhau'r AEI</b>
Priffyrdd a'r Gwasanaethau Amgylcheddol	Swyddog Arweiniol Corfforaethol
<b>Swyddog Arweiniol Corfforaethol</b>	<b>Cyfarwyddwr Strategol</b>
Rhodri Llwyd	Barry Rees
<b>Rhowch ddisgrifiad cryno o bwrpas y cynnig</b>	
Bwriedir cyflwyno ardaloedd lle y codir tâl am barcio ar hyd rhannau o'r Promenâd yn Aberystwyth er mwyn cynyddu argaeledd a throsiant lleoedd parcio yn un o'r lleoliadau parcio mwyaf poblogaidd a chyfleus yn Aberystwyth.	
<b>Ar bwy fydd y cynnig hwn yn effeithio'n uniongyrchol? <u>AWGRYM</u></b>	
Er bod y cynnig yn debygol o effeithio ar y cyhoedd yn gyffredinol i ryw raddau, mae'n fwy tebygol o effeithio ar driolion a cheir â heb ddreif/ garej, cymudwyr ac ymwelwyr ag Aberystwyth.	
<b>A yw'r rhai y bydd y cynnig yn effeithio arnynt wedi cael cyfle i wneud sylwadau arno?</b>	
Ydyn. Mae'r cynigion wedi bod gerbron y Pwyllgor Craffu ar Gyllideb perthnasol, proses y Cabinet, ac wedi bod yn destun ymgynghoriad rhanddeiliaid a'r cyhoedd.	

## Rheoli Fersiynau

Dylid defnyddio'r AEI yn ystod camau cyntaf y broses benderfynu, ac yna dylid ei fireinio drwy gydol y broses benderfynu. Mae'n bwysig cadw cofnod o'r broses hon fel y gallwn ddangos sut yr ydym wedi ystyried a chynnwys ystyriaethau o ran datblygu cynaliadwy, y Gymraeg a chydaddoldeb lle bynnag y bo modd.

Rhif y Fersiwn	Awdur	Cam yn y broses benderfynu <u>AWGRYM</u>	Dyddiad yr Ystyriwyd	Disgrifiad o unrhyw newidiadau a wnaed <u>AWGRYM</u>
1.0	Rhodri Llwyd	Cyngor	29/02/2024	Amherthnasol
2.0	Rhodri Llwyd	Cabinet	21/01/2025	Diwygiadau ar ôl ymgynghori

## Amcanion Llesiant Corfforaethol y Cyngor

Pa un o Amcanion Llesiant Corfforaethol y Cyngor y mae'r cynnig hwn yn mynd i'r afael ag ef a sut? Cliciwch yma i ddarllen crynodeb o'n [Strategaeth Gorfforaethol 2022-27](#)

<b>Hybu'r economi, cefnogi busnesau a galluogi cyflogaeth.</b>	Bydd y cynnig yn ceisio cynyddu argaeledd a throsiant lleoedd parcio yn un o'r lleoliadau parcio mwyaf poblogaidd a chyfleus yn Aberystwyth. Mae astudiaethau cenedlaethol wedi dangos bod argaeledd parcio'n dylanwadu'n gryf ar y cyhoedd wrth i bobl benderfynu ar leoliadau'r hoffon nhw ymweld â nhw.
<b>Creu cymunedau gofalgwr ac iach</b>	Amherthnasol
<b>Darparu'r dechrau gorau mewn bywyd a galluogi i bobl o bob oed ddysgu</b>	Amherthnasol
<b>Creu cymunedau cynaliadwy sy'n fwy gwyrdd ac sydd wedi'u cysylltu'n dda â'i gilydd</b>	Bydd y cynnig yn ceisio annog dulliau teithio mwy cynaliadwy (cerdded, beicio a thrafnidiaeth gyhoeddus) ar gyfer y teithiau byrrach hynny o fewn y dref a'r cyffiniau agos.



## Nod Llesiant Cenedlaethol: Cymru Lewyrchus

**Cymdeithas arloesol, gynhyrchiol a charbon isel lle mae gan bawb waith addas a lle nad oes tlodi.**

Cliciwch [yma](#) am wybodaeth am Gymru lewyrchus.

**Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol.** (Cliciwch [yma](#) am wybodaeth)

### **Cadarnhaol**

Bwriad y cynnig yw ceisio sicrhau bod parcio ar gael yn agos i ganol y dref a'r promenâd er mwyn cael effaith gadarnhaol ar fusnesau'r cyffiniau.

Gall godi tâl am barcio ar y stryd hefyd annog mwy i ddefnyddio dulliau trafndiaeth amgen gan gynnwys trafndiaeth gyhoeddus a allai gyfrannu at leihau allyriadau carbon yn y sir. Mae astudiaethau cenedlaethol wedi dangos bod argaeledd lleoedd parcio a'r raddfa o ran tebygolrwydd y bod y maes parcio'n brysur yn ffactorau mwy pwysig na'r gost wrth wneud penderfyniad yn gyffredinol ynghylch ymweld â thref.

Fodd bynnag, roedd y bobl a ymatebodd i'r ymgynghoriad yn codi pryderon y byddai diffyg parcio am ddim yn effeithio ar nifer yr ymwelwyr â'r dref, gan effeithio ar fusnesau lleol. Hefyd mynegwyd pryderon am fwy o allyriadau carbon gan bobl fydd yn gyrru o amgylch y dref yn chwilio am le parcio am ddim.

### **Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Er bod yr ymatebion i'r ymgynghoriad yn codi pryderon am effaith negyddol bosib ar fusnesau, mae astudiaethau cenedlaethol megis '*Asesu effaith taliadau meysydd parcio ar nifer yr ymwelwyr yng nghanol y dref*' gan mruk ar ran Llywodraeth Cymru wedi dangos bod y lleoedd parcio sydd ar gael, a pha mor debygol y mae eu bod ar gael/yn brysur, yn ffactorau pwysicach yn fynych iawn na'r gost wrth benderfynu ymweld ai peidio.

Mae'r cynigion yn ceisio lleihau symudiadau cerbydau yng nghanol y dref a fydd yn cael effaith gadarnhaol ar ansawdd yr aer, er y gallai hyn fod yn y tymor byr hyd nes y bydd cymudwyr/trigolion yn gweld y budd o ddefnyddio'r opsiynau parcio sydd ar gael oddi ar y stryd.

### **Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y Nod Llesiant Cenedlaethol hwn?**

Casglir data mewn perthynas â defnyddio lleoedd, er mwyn monitro effaith y cynnig. Hefyd darperir parcio ychwanegol oddi ar y stryd i gynyddu nifer y lleoedd parcio sydd ar gael yng nghanol y dref.

## Nod Llesiant Cenedlaethol: Cymru Gydnerth

**Cymdeithas lle mae bioamrywiaeth yn cael ei chynnal a'i gwella a lle mae ecosystemau yn iach ac yn gweithredu.**

Cliciwch [yma](#) am wybodaeth am Gymru gydnerth.

**Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol.** (Cliciwch [yma](#) am wybodaeth)

Mae'r cynnig yn annhebygol o gael unrhyw effaith uniongyrchol ar fioamrywiaeth.

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Mae'r cynnig yn defnyddio'r seilwaith sydd ar waith yn bresennol.

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y Nod Llesiant Cenedlaethol hwn?**

## Nod Llesiant Cenedlaethol: Cymru Iachach

**Cymdeithas lle mae pobl yn gwneud dewisiadau iach ac yn mwynhau iechyd corfforol a meddyliol da.**

Cliciwch [yma](#) am wybodaeth am Gymru Iachach.

**Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol.** (Cliciwch [yma](#) am wybodaeth)

### **Cadarnhaol**

Bydd y cynnig yn ceisio cynyddu argaeledd lleoedd parcio ar y stryd yn agos at y promenâd, gan wella mynediad i ardaloedd hamdden, tra hefyd yn ceisio annog dulliau trafndiaeth mwy cynaliadwy fel cerdded a beicio.

Er bod yr ymatebion i'r ymgynghoriad yn codi pryderon ynghylch pobl sydd ar hyn o bryd yn gyrru i'r dref, yn parcio ac yna'n cerdded ar hyd y promenâd, bwriad y cynnig yw cynyddu teithio llesol a lleoedd parcio ar y stryd yn agos i'r promenâd. Hefyd gwella mynediad i fannau hamdden ac annog dulliau mwy cynaliadwy o deithio a thrwy hynny cael effaith gadarnhaol ar y nod o Gymru Iachach.

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Bydd y cynnig yn ceisio gwella mynediad i ardaloedd hamdden, tra hefyd yn ceisio annog dulliau trafndiaeth mwy cynaliadwy fel cerdded a beicio.

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y Nod Llesiant Cenedlaethol hwn?**

## Nod Llesiant Cenedlaethol: Cymru sy'n Fwy Cyfartal

**Cymdeithas lle mae gan bawb gyfle cyfartal beth bynnag fo'u cefndir neu eu hamgylchiadau.**

Mae'r adran hon yn hirach oherwydd gofynnir i chi asesu effaith eich cynnig ar bob grŵp sydd wedi'i ddiogelu gan **Ddeddf Cydraddoldeb 2010**.

Cliciwch [yma](#) am wybodaeth am gydraddoldeb yng Nghymru.

**Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl oherwydd eu hoedran?** (Cliciwch [yma](#) am wybodaeth)

<b>Plant a phobl ifanc hyd at 18 oed</b>	Dim / Fawr ddim
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<b>Pobl 18-50</b>	Dim / Fawr ddim
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<b>Pobl hŷn 50+</b>	Dim / Fawr ddim
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**Disgrifiwch yr effeithiau cadarnhaol neu negyddol.**

Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesurol ar un grŵp oedran yn fwy na'r llall.

**Pa dystiolaeth sydd gennych i gefnogi hyn?**

Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb

Mae rhai o'r ymatebion i'r ymgynghoriad wedi tynnu sylw at bryderon ynghylch parcio i gymudwyr a myfyrwyr, y gellir ystyried eu bod yn dod o fewn y categori 'pobl 18-50 oed'. Fodd bynnag, mae lleoedd parcio ychwanegol, ynghyd â phrisiau is am docynnau tymor, yn cael eu cynnig fel rhan o adolygiad y Cyngor o'r ddarpariaeth parcio oddi ar y stryd, a bydd hyn yn ceisio lliniaru'r effeithiau hyn a phryderon eraill.

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?**

**A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?**

**Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl oherwydd eu hanableded?** (Cliciwch [yma](#) am wybodaeth)

<b>Amhariad ar y clyw</b>	Dim / Fawr ddim
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<b>Amhariad corfforol</b>	Cadarnhaol
<b>Amhariad ar y golwg</b>	Cadarnhaol
<b>Anabledd Dysgu</b>	Dim / Fawr ddim
<b>Salwch hirdymor</b>	Cadarnhaol
<b>Iechyd Meddwl</b>	Dim / Fawr ddim
<b>Arall</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol.</b>	
O dan y rheoliadau ar gyfer cyflwyno tâl am barcio, bydd deiliaid Bathodyn Glas yn cael parcio am ddim, ac oherwydd y lleoedd parcio ychwanegol fydd ar gael, bydd ganddynt fwy o gyfle i barcio ar hyd y Promenâd, gan arwain at effaith gadarnhaol.	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Mae parcio am ddim ar gael i'r rhai sydd â hawl iddo ac sydd yn arddangos Bathodynnau Glas.	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?</b>	
<b>A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?</b>	
Er bod rhai o'r ymatebion i'r ymgynghoriad wedi tynnu sylw at bryderon ynghylch gyrwyr yn parcio'n anghyfreithlon mewn lleoedd parcio anabl yn y dref, bydd hyn yn cael sylw/ei reoli gan dîm Gorfodaeth Parcio Sifil y Cyngor. Mae'r cynnig yn gadarnhaol ar y cyfan o ran yr effaith ar bobl oherwydd eu hanabledd, felly ni chynigir mesurau lliniaru ychwanegol.	

<b>Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl sy'n drawsryweddol? (Cliciwch <a href="#">yma</a> am wybodaeth)</b>	
<b>Menywod Traws</b>	Dim / Fawr ddim
<b>Dynion Traws</b>	Dim / Fawr ddim
<b>Pobl Anneuaidd</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl drawsryweddol	

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?**

**A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?**

Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.

**Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl â gwahanol gyfeiriadedd rhywiol? (Cliciwch [yma](#) am wybodaeth)**

<b>Pobl Ddeurywiol</b>	Dim / Fawr ddim
<b>Dynion hoyw</b>	Dim / Fawr ddim
<b>Menywod hoyw / lesbiaid</b>	Dim / Fawr ddim
<b>Pobl Heterorywiol</b>	Dim / Fawr ddim

**Disgrifiwch yr effeithiau cadarnhaol neu negyddol**

Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl â chyfeiriadedd rhywiol gwahanol

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?**

**A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?**

Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.

**Ydych chi'n meddwl y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl sy'n briod neu mewn partneriaeth sifil? (Cliciwch [yma](#) am wybodaeth)**

<b>Pobl sy'n briod</b>	Dim / Fawr ddim
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<b>Pobl mewn partneriaeth sifil</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl sy'n briod neu mewn partneriaeth sifil.	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?</b>	
<b>A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?</b>	
Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.	

<b>A ydych chi'n meddwl y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl sy'n feichiog neu ar absenoldeb mamolaeth? (<a href="#">Cliciwch yma am wybodaeth</a>)</b>	
<b>Beichiogrwydd</b>	Cadarnhaol
<b>Mamolaeth</b>	Cadarnhaol
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Bydd y cynnydd yn nifer y llefydd parcio sydd ar gael yn agos at y Promenâd a chanolfan fanwerthu Aberystwyth yn arwain at effaith gadarnhaol.	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Y cynnydd yn nifer y llefydd parcio sydd ar gael yn agos at y Promenâd a chanolfan fanwerthu Aberystwyth.	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at effeithiau cadarnhaol?</b>	
Mae'r cynnig hwn yn gadarnhaol ar y cyfan o ran yr effeithiau ar bobl sy'n feichiog neu ar absenoldeb mamolaeth, felly ni chynigir camau lliniaru ychwanegol.	

<b>A ydych yn meddwl y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl oherwydd eu tarddiad ethnig? (<a href="#">Cliciwch yma am wybodaeth</a>)</b>	
<b>Asiaidd / Asiaidd Prydeinig</b>	Dim / Fawr ddim

<b>Du / Affricanaidd / Caribïaidd / Du Prydeinig</b>	Dim / Fawr ddim
<b>Grwpiau Ethnig Cymysg/ Aml-ethnig</b>	Dim / Fawr ddim
<b>Gwyn</b>	Dim / Fawr ddim
<b>Grwpiau ethnig eraill</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl oherwydd eu tarddiad ethnig	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?</b>	
<b>A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?</b>	
Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.	

<b>Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl â gwahanol grefyddau, credoau neu heb gred? (<a href="#">Cliciwch yma</a> am wybodaeth)</b>	
<b>Bwdhaidd</b>	Dim / Fawr ddim
<b>Cristion</b>	Dim / Fawr ddim
<b>Hindŵaidd</b>	Dim / Fawr ddim
<b>Dyneiddiwr</b>	Dim / Fawr ddim
<b>Iddewig</b>	Dim / Fawr ddim
<b>Mwslim</b>	Dim / Fawr ddim

<b>Sikh</b>	Dim / Fawr ddim
<b>Pobl heb gred</b>	Dim / Fawr ddim
<b>Eraill</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl â gwahanol grefyddau, credoau, neu heb gred.	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?</b>	
<b>A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?</b>	
Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.	

<b>Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar ddynion neu fenywod? (<a href="#">Cliciwch yma am wybodaeth</a>)</b>	
<b>Dynion</b>	Dim / Fawr ddim
<b>Menywod</b>	Dim / Fawr ddim
<b>Disgrifiwch yr effeithiau cadarnhaol neu negyddol</b>	
Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar ddynion neu fenywod mewn ffordd wahanol.	
<b>Pa dystiolaeth sydd gennych i ategu'r farn hon?</b>	
Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb	
<b>Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?</b>	
<b>A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfartal neu annog cysylltiadau da rhwng dynion a menywod?</b>	
Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.	



**A ydych yn credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl o Gymuned y Lluoedd Arfog? (Cliciwch [yma](#) am wybodaeth)**

<b>Aelodau o'r Lluoedd Arfog</b>	Dim / Fawr ddim
<b>Cyn – filwyr</b>	Dim / Fawr ddim
<b>Gŵyr/gwragedd</b>	Dim / Fawr ddim
<b>Plant</b>	Dim / Fawr ddim

**Disgrifiwch yr effeithiau cadarnhaol neu negyddol**

Ni fyddai cyflwyno tâl am barcio ar hyd y Promenâd yn effeithio'n anghymesur ar bobl o Gymuned y Lluoedd Arfog

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Mae'r cynigion yn cael eu cyflwyno gan ddefnyddio'r pwerau o dan y Ddeddf Rheoleiddio Traffig Ffyrdd sy'n berthnasol i bawb a bydd yr ardaloedd parcio a grëir ar gael i bawb

**Pa gam(au) allwch chi ei gymryd/au cymryd i liniaru unrhyw effeithiau negyddol?**

Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.

### Dyletswydd economaidd-gymdeithasol

Mae anfantais economaidd-gymdeithasol yn golygu byw ar incwm isel o'i gymharu ag eraill yng Nghymru, gydag ychydig neu ddim cyfoeth cronedig, sy'n ei gwneud hi'n anoddach cael gafael ar nwyddau a gwasanaethau sylfaenol.

Mae cefndir teuluol neu lle mae person yn cael ei eni yn dal i effeithio ar ei fywyd. Er enghraifft, mae plentyn o deulu cyfoethog yn aml yn gwneud yn well yn yr ysgol na plentyn o deulu tlawd, hyd yn oed os yw'r plentyn tlotach yn fwy naturiol academaidd. Gelwir hyn weithiau yn anghydraddoldeb economaidd-gymdeithasol.

<b>Ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar bobl sy'n profi anfantais economaidd-gymdeithasol?</b>	Dim / Fawr ddim
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**Disgrifiwch yr effeithiau cadarnhaol neu negyddol**

Er y bydd tâl yn cael ei godi am gyfran o'r lleoedd parcio ar y stryd, mae'n cynrychioli cyfran fach iawn o'r parcio sydd ar gael yn gyffredinol yn Aberystwyth gyda llawer iawn o barcio am ddim, ar ac oddi ar y stryd ar gael yn y dref. Felly, ystyrir bod fawr ddim effaith.

### **Pa dystiolaeth sydd gennych i gefnogi'r farn hon?**

Mae llawer iawn o leoedd parcio am ddim ar gael ar ac oddi ar y stryd yn y dref. Mae cynnig cysylltiedig yn ceisio cynyddu faint o leoedd parcio oddi ar y stryd sydd ar gael o fewn pellter cerdded i ganol y dref, ar y cyd â phrisiau gostyngol am docynnau tymor a fyddai o fudd i gymudwyr, siopwyr ac ymwelwyr.

### **Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol?**

Cynhaliwyd ymgynghoriad cyhoeddus fel rhan o ddatblygu a gweithredu'r cynnig.

### **A oes cyfle i ddefnyddio'r cynnig hwn i gael gwared â gwahaniaethu anghyfreithlon, hyrwyddo cyfle cyfartal neu annog cysylltiadau da rhwng pobl yn y grŵp hwn a gweddill y boblogaeth?**

Er bod rhai wedi sôn am gost parcio mewn ymateb i'r ymgynghoriad cyhoeddus, mae nifer o leoedd parcio am ddim ar y stryd a phreifat oddi ar y stryd ar gael yn agos i'r promenâd a chanol y dref. Mae cynnig cysylltiedig yn ceisio cynyddu faint o leoedd parcio oddi ar y stryd sydd ar gael o fewn pellter cerdded i ganol y dref, ar y cyd â phrisiau gostyngol am docynnau tymor a fyddai o fudd i gymudwyr, siopwyr ac ymwelwyr.

## **Nod Llesiant Cenedlaethol: Cymru o Gymunedau Cydlynus**

**Cymdeithas gyda chymunedau deniadol, hyfyw, diogel, sydd â chysylltiadau da**

Cliciwch [yma](#) i weld gwybodaeth am gymunedau cydlynus.

### **Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol. [AWGRYM](#)**

O gyflwyno codi tâl am barcio ar y Promenâd, dylai hyn wella mynediad at nwyddau a gwasanaethau drwy sicrhau bod lleoedd parcio ar gael yn agos i ganol y dref a'r promenâd. Hefyd mae'r broses ymgynghori wedi rhoi cyfle i drigolion ddylanwadu ar benderfyniadau lleol.

### **Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Mae astudiaethau cenedlaethol wedi dangos bod y lleoedd parcio sydd ar gael, a pha mor debygol y mae eu bod ar gael/yn brysur, yn ffactorau pwysicach yn fynych iawn na'r gost wrth benderfynu ymweld ai peidio, a dylai hyn wella mynediad at nwyddau a gwasanaethau. Hefyd mae'r broses ymgynghori wedi rhoi cyfle i drigolion fynegi eu barn ar y cynnig.

### **Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y nod?**

Caiff y defnydd a wneir o leoedd parcio ei fonitro ar ôl ei gyflwyno, a gellir defnyddio unrhyw arian sydd dros ben yn sgil y gweithgarwch Gorfodaeth Parcio Sifil at ddibenion gwella priffyrdd a/neu'r amgylchedd fel y nodir yn Adran 55(4)

RTRA 1984. Byddai'r canlyniadau/gwelliannau hyn yn dod ag effeithiau cadarnhaol o dan y Nod o Gymunedau Cydlynus.

## Nod Llesiant Cenedlaethol: Cymru â diwylliant bywiog lle mae'r Gymraeg yn ffynnu

**Cymdeithas sy'n hyrwyddo ac yn amddiffyn diwylliant, treftadaeth a'r iaith Gymraeg ac sy'n annog pobl i gymryd rhan yn y celfyddydau, chwaraeon a hamdden.**

Cliciwch [yma](#) i ddarllen gwybodaeth am ddiwylliant a'r iaith Gymraeg

**Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol.**

Bydd mwy o leoedd parcio ar gael yn agos at leoliadau diwylliannol, yn ogystal â'r promenâd yn cael effaith gadarnhaol ar bobl sy'n dymuno cael mynediad at ddiwylliant, treftadaeth ac asedau chwaraeon / hamdden.

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Bydd mwy o lefydd parcio ar gael yn agos at leoliadau diwylliannol, yn ogystal â'r promenâd yn annog pobl i gael mynediad at ddiwylliant, treftadaeth ac asedau chwaraeon / hamdden.

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y nod?**

Ni nodwyd effeithiau negyddol, naill ai yn yr asesiad cychwynnol neu yn ystod yr ymgynghoriad cyhoeddus, felly ni chynigir camau lliniaru ychwanegol.

**Gan gyfeirio at y canlynol, a ydych chi'n credu y bydd y cynnig hwn yn cael effaith gadarnhaol neu negyddol ar y Gymraeg?**

Cliciwch [yma](#) am wybodaeth

<b>Cyfleoedd i bobl ddefnyddio'r Gymraeg</b>	Cadarnhaol
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<b>Trin y Gymraeg, dim llai ffafriol na'r Saesneg</b>	Cadarnhaol
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**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Nid oes gwahaniaeth rhwng yr ieithoedd o fewn y cynnig hwn ac nid yw'n cael effaith chwaith ar y defnydd o'r Gymraeg. Bydd pob arwydd a dogfennaeth gysylltiedig yn gwbl ddwyieithog.

**Pa gamau y gallwch eu cymryd i gynyddu'r effaith gadarnhaol neu liniaru unrhyw effaith negyddol ar y Gymraeg?**

Bydd pob arwydd a dogfennaeth gysylltiedig yn gwbl ddwyieithog.

## Nod Llesiant Cenedlaethol: Cymru sy'n gyfrifol ar lefel fyd-eang

**Cymdeithas sy'n ystyried sut y gallai ein gweithredoedd effeithio ar wledydd a phobl eraill ledled y byd.**

Cliciwch [yma](#) i ddarllen am gyfrifoldeb byd-eang.

**Ydy'r cynnig yn cyfrannu at y nod hwn? Disgrifiwch yr effeithiau cadarnhaol neu negyddol. AWGRYM**

Bydd y newid arfaethedig yn cael effaith gadarnhaol ar Gymru sy'n Gyfrifol ar lefel fyd-eang drwy annog y cyhoedd i ddefnyddio dulliau o drafnidiaeth mwy cynaliadwy, a thrwy ddarparu mwy o barcio sydd ar gael yn agos at amwynderau yng nghanol y dref, gan leihau nifer y bobl sy'n gyrru o gwmpas yn chwilio am leoedd yng nghanol y dref.

**Pa dystiolaeth sydd gennych i ategu'r farn hon?**

Y bwriad yw lleihau nifer y symudiadau traffig yng nghanol y dref a'r cyffiniau, a fydd yn arwain at lai o symud gan gerbydau ac yn ei dro yn lleihau'r llygredd a ddaw o gerbydau.

**Pa gam(au) allwch chi ei gymryd/eu cymryd i liniaru unrhyw effeithiau negyddol neu i gyfrannu'n well at y nod?**

Y bwriad yw lleihau symudiadau diangen gan gerbydau a lleihau llygredd o ganlyniad.

## Cryfhau'r Cynnig

Os ydych wedi nodi unrhyw effeithiau negyddol yn yr adrannau uchod, rhowch fanylion am unrhyw newidiadau a chmau gweithredu ymarferol a allai helpu i ddileu neu leihau'r effeithiau negyddol.

Beth fyddwch chi'n ei wneud?	Pryd?	Pwy sy'n gyfrifol?	Cynnydd
Os bydd y cynnig yn cael ei gyflwyno, bydd y gwaith o'i weithredu a'i effeithiau yn cael eu monitro er mwyn ystyried newidiadau at y dyfodol.	Parhaus	Priffyrdd a Gwasanaethau Amgylcheddol	
<b>Os na chymerir camau i ddileu neu liniaru effeithiau negyddol, a fydddech cystal â chyfiawnhau pam.</b> (Os ydych wedi nodi unrhyw wahaniaethu anghyfreithlon yna mae'n rhaid newid neu ddiwygio'r cynnig.)			
Nid oes unrhyw wahaniaethu anghyfreithlon wedi'i nodi.			

## Sut fyddwch chi'n monitro effaith ac effeithiolrwydd y cynnig?

Os bydd y cynnig yn cael ei weithredu, bydd y defnydd a wneir o'r manau sydd ar gael yn cael ei fonitro a'i reoli'n barhaus, gan alluogi'r Cyngor i nodi unrhyw ofynion pellach o ran lliniaru.

## Egwyddor Datblygu Cynaliadwy: 5 Ffordd o Weithio

Disgrifiwch isod sut rydych wedi gweithredu'r pum ffordd o weithio yn unol ag egwyddor datblygu cynaliadwy Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015



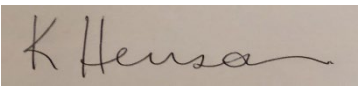
<p><b>Hirdymor</b> Sicrhau cydbwysedd rhwng anghenion tymor byr ac anghenion tymor hir a'r angen i gynllunio ar gyfer y dyfodol</p> <p><b><u>AWGRYM</u></b></p>	<p>Mae'r cynnig yn cael ei ystyried yn ffordd o sicrhau bod parcio ar gael, gan gynnwys mynd a dod o ran cerbydau, yn agos at lawer o'r asedau a'r atyniadau sydd ar gael yn ardaloedd manwerthu a thwristiaeth Aberystwyth.</p>
<p><b>Cydweithio</b> Cydweithio â phartneriaid eraill i gyflawni canlyniadau</p> <p><b><u>AWGRYM</u></b></p>	<p>Roedd y cynnig yn destun ymgynghoriad â rhanddeiliaid eraill er mwyn llunio'r cynigion terfynol a gyflwynwyd ar gyfer ymgynghoriad cyhoeddus.</p>
<p><b>Cynnwys</b> Cynnwys pobl sydd â buddiant a gofyn am eu barn</p> <p><b><u>AWGRYM</u></b></p>	<p>Mae'r cynnig wedi bod drwy broses y Pwyllgorau Craffu perthnasol yn ogystal â'r Cabinet. Roedd hefyd yn destun ymgynghoriad cyhoeddus gydag ymatebion yn cael eu hystyried cyn gwneud argymhellion i'r Cabinet yn gofyn am ganiatâd i fwrw ymlaen.</p>
<p><b>Atal</b> Darparu adnoddau i atal problemau rhag codi neu waethygu</p> <p><b><u>AWGRYM</u></b></p>	<p>Nid yw parcio ar y stryd yn wasanaeth ataliol.</p>
<p><b>Integreiddio</b> Ystyried effaith eich cynnig ar bedwar piler llesiant (cymdeithasol, economaidd, diwylliannol a'r amgylchedd), amcanion cyrff cyhoeddus eraill ac ar draws meysydd gwasanaeth yn y Cyngor.</p> <p><b><u>AWGRYM</u></b></p>	<p>Ni fernir ei bod yn bosibl cynnwys integreiddio'r gwasanaeth gyda gweithgareddau a gynhelir gan randdeiliaid a/neu bartneriaid eraill.</p>

## Risg

Crynowch y risg sy'n gysylltiedig â'r cynnig.

	1	2	3	4	5
Meini prawf asesu effaith	Isel iawn	Isel	Canolig	Uchel	Uchel iawn
Meini prawf asesu tebygolrwydd	Annhebygol o ddigwydd	Llai tebygol o ddigwydd	Yr un mor debygol o ddigwydd ag o beidio digwydd	Mwy tebygol o ddigwydd	Tebygol o ddigwydd
<b>Disgrifiad o'r risg</b>		<b>Effaith</b>	<b>Tebygolrwydd</b>	<b>Sgôr (Effaith x tebygolrwydd)</b>	

## Cymeradwyo

Swydd	Enw	Llofnod	Dyddiad
Rheolwr Corfforaethol			
Swyddog Arweiniol Corfforaethol	Rhodri Llwyd		14/01/2025
Cyfarwyddwr Corfforaethol	Barry Rees		09/01/2025
Deiliad y Portffolio	Cyng. Keith Henson		15/01/2025

