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To: Members of the Environment
Overview & Scrutiny Committee

CS/NG

7 May 2015

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Dear Sir / Madam

A meeting of the **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE** will be held in the **DELYN COMMITTEE ROOM, COUNTY HALL, MOLD CH7 6NA** on **THURSDAY, 14TH MAY, 2015** at **11.30 AM** to consider the following items.

Yours faithfully

Democracy & Governance Manager

AGENDA

- 1 **APPOINTMENT OF CHAIR**
To appoint a Chair for the Committee.
- 2 **APPOINTMENT OF VICE-CHAIR**
To appoint a Vice-Chair for the Committee.
- 3 **APOLOGIES**
- 4 **DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)**

5 **CONSIDERATION OF A MATTER REFERRED TO THE COMMITTEE PURSUANT TO THE CALL IN ARRANGEMENTS** (Pages 3 - 6)

A decision of the Cabinet meeting on 21 April 2015 relating to Flintshire Parking Strategies has been called in. Attached is a copy of the procedure for dealing with a called in item.

6 **FLINTSHIRE PARKING STRATEGIES** (Pages 7 - 172)

Report of Chief Officer (Streetscene and Transportation) - Deputy Leader of the Council and Cabinet Member for Environment enclosed.

To assist Members, the following documents are attached:-

- Copy of the report of the Chief Officer (Streetscene and Transportation) – Flintshire Parking Policies
- Copy of the Record of Decision
- Copy of the Call In Notice

FLINTSHIRE COUNTY COUNCIL

OVERVIEW & SCRUTINY

CALL-IN ARRANGEMENTS

1. Background

The arrangements for calling in a decision are to be found in paragraph 16 of the Overview & Scrutiny Procedure Rules contained within the Council's Constitution. The legal authority is derived from section 21 (3) of the Local Government Act 2000. This note summarises the provisions in the Constitution.

2. Decision of the Cabinet

When a decision is made by the Cabinet, the Democracy & Governance Manager publishes a record of those decisions within two days of them being made. Copies are available at County Hall, and are sent to all Members of the County Council.

The decision record bears the date on which it was published and specifies that the decision will come into force, and may then be implemented on the expiry of five working days after the publication of the decision, unless it is called in within 5 working days after the publication of the decision

3. Calling in a Decision

If the Democracy & Governance Manager receives a request from the Chair or at least four members of the Council, (for the avoidance of doubt such a request should be in writing, giving the reason for the call-in, and signed by all parties) the Democracy & Governance Manager will notify the decision taker of the call-in, and then arrange a meeting of the Committee within seven working days of the decision to call-in. (The last working day before Christmas and the three working days between Christmas and New Year will not be counted as working days for the purposes of this paragraph).

4. The Call-in Meeting

By their nature, call-in meetings will be held at short notice (i.e. within seven working days of the call-in decision) and the only item of business to be transacted would normally be to deal with the call-in. However, from time to time it is expedient to consider a call in at a meeting which has already been convened.

It is suggested that the procedure outlined below be used at such a meeting.

5. Procedure for a Call-in Meeting

- (i) The decision makers who have been invited to the meeting (usually the relevant Cabinet Member(s) and/or Chief Officer(s)) should be invited to sit at the committee table at the start of the meeting, as should any initiators of the call in who are not already members of the committee.
- (ii) The Chairman will invite the Member Engagement Manager to briefly outline the call-in procedure for Members of the Committee, explaining the time constraints within the Constitution. The Officer should also outline the ideal procedure, set out below, for an Overview & Scrutiny Committee to deal with a call-in meeting.
- (iii) The Chairman will then invite the initiators of the call-in (those who have signed the letter) to explain and clarify their reasons for calling in the decision. This can be by means of a spokesman, or by several Members contributing.
- (iv) The decision makers will then have the opportunity to respond to the issues raised by those initiating the call-in and provide further information if they believe that it will assist the committee's understanding of the decision.
- (v) The Chairman will then invite questions from Members, and the decision-makers and call-in initiators will be invited to answer the questions.
- (vi) At the end of Members' questions, the Chairman will ask the initiators of the call-in and the decision makers to sum up their respective cases.
- (vii) The Chairman will then invite the Member Engagement Manager to explain the Committee's options for decision contained in the Constitution. The decision should include one of the four options given below, which are contained in the Constitution.

Option 1

If, having considered the decision, the Overview & Scrutiny Committee is satisfied with the explanation which it has received, it will indicate as such, in order for the decision to be implemented.

Option 2

If, having considered the decision, the Overview & Scrutiny Committee is 'no longer concerned', having received the explanations, but is not minded to indicate that it is 'satisfied with the explanation', then it is in order for the Committee to resolve that 'the explanation be accepted but not endorsed by the Overview & Scrutiny Committee'.

Option 3

If, having considered the decision, the Overview & Scrutiny Committee is still concerned about it, then it may refer it back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns. If referred to the decision maker then the decision maker shall then reconsider, at the earliest scheduled meeting, amending the decision or not, before adopting a final decision.

Option 4

If, having considered the decision, the Overview & Scrutiny Committee is still concerned about it, then it may refer the matter to full Council. If referred to full Council, the Council shall meet to consider the referral within 10 working days unless there is a scheduled meeting of the full Council at which the matter may be considered within the expiry of a further 5 working days.

Note:

If either Option 1 or Option 2 is decided upon, the Cabinet decision can be implemented after the Overview & Scrutiny meeting. If either Option 3 or 4 is decided upon, the Cabinet decision cannot be implemented after the Overview & Scrutiny meeting until it has received further consideration by either the Cabinet or Council.

- (viii) The Committee will then discuss the matter and following debate, reach a decision.

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FLINTSHIRE COUNTY COUNCIL

REPORT TO: **CABINET**

DATE: **TUESDAY, 21 APRIL 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE AND TRANSPORTATION)**

SUBJECT: **FLINTSHIRE COUNTY COUNCILS CAR PARKING STRATEGY**

1.00 PURPOSE OF REPORT

- 1.01 To seek Cabinet approval of the Councils Car Parking Strategy and the introduction of parking charges at all viable town car parks within the ownership of the Council.
- 1.02 To seek Cabinet approval to introduce a workplace and visitor parking permit scheme at specific Council office facilities where staff parking overlaps with the local parking strategy.
- 1.03 To seek Cabinet approval on the level of charge for the issue of residents parking permits associated with local residents parking schemes

2.00 BACKGROUND

- 2.01 Parking management and appropriate enforcement are key tools in managing the highway network and supporting the effective movement of traffic. There are numerous examples of conflict between town centre visitors and residential parking areas where previously ineffective management has led to congestion and consequential delays to road users
- 2.02 Council Civil Parking Enforcement was introduced in Flintshire in October 2013 and through effective on-street enforcement many vehicles have now been displaced to off street car parks. In order to maintain the vibrancy and vitality of the towns in Flintshire, it is essential to also effectively manage off street parking.
- 2.03 In addition, a number of Council car parks in local towns are utilised by car sharing groups, with vehicles being left for long periods whilst the owners commute to other areas of the North West of England. This activity utilises available capacity and results in a lack of space for shoppers and visitors to the towns. Car park charging has proved to be an effective mechanism elsewhere to encourage commuters to utilise the car parks on the periphery of the town, leaving town centre proximity spaces for short stay shoppers and visitors.

2.04 Staff and visitors parking in Mold (County Hall) and Flint offices currently utilise car parks which are designated within the local car park management areas and therefore parking permits will be required by both staff and Council members who work or regularly visit these buildings.

3.00 **CONSIDERATIONS**

3.01 After considering the feedback received during the open public consultation period and at the member workshops, the proposed parking management arrangements will be applied only in towns where the total number of available Council owned parking spaces exceeds 50 spaces

3.02 Parking charges will therefore apply in the following towns across the County

- Flint
- Holywell
- Mold
- Buckley
- Connah's Quay
- Queensferry
- Shotton

3.03 Talacre will also be included in the car park management arrangements because of local concerns regarding parking and the impact it has on the local community and businesses.

3.04 An overarching Council Parking Strategy has been developed to capture the fundamental principles that will be applied in the individual town parking strategies. **Appendix 1.**

3.05 Where possible a single and consistent charging level will apply at each car park and a Council wide summary charging sheet lists the charging bands that will apply in each town, depending on the nature and classification of the car parks available there – **Appendix 2.** The charges will be reviewed annually by the Chief Officer (Streetscene and Transportation) after consultation with the Cabinet Member for Environment

3.06 In order to develop local parking strategies, a full assessment of the current parking availability (within the ownership of the County) compared to the local demand for parking has been completed for each town. Each study considered the levels of demand and the optimum car parking provision to be provided i.e. Short stay or Long stay provision. It also defines the status (and therefore the appropriate charging regime) for each car park. The local parking strategies are shown in **Appendix 3, 4 and 5.**

- 3.07 The proposed car parking charges will be introduced in a phased manner in each town across the County as detailed on the attached programme. **Appendix 6.**
- 3.08 An integral part of introducing off street parking charges is a review of the existing highway Traffic Regulation Orders (TRO's) to ensure the consequences of vehicle displacement within the local community are considered. Any additions or extensions to existing TRO's, required as a result of the introduction of parking charges, will be detailed within each of the local parking strategies.
- 3.09 In addition, the introduction of car park charges will impact on the availability of local on-road parking spaces for residents. To overcome this issue, effective residents parking schemes will be required in some areas of the County. Each local parking strategy will therefore contain details of any local resident parking schemes which may be required as a result of the new proposals.
- 3.10 The programme to introduce both the revised TRO's and the resident parking schemes will be prioritised and delivered to coincide with the introduction of parking charges, if necessary in a particular town. The outcomes to the pilot residents parking scheme (which is currently being trialled in the Mold area), will also be taken into account in the introduction of any of the proposed residents parking schemes.
- 3.11 Based on the information gained from the pilot it has been assessed that the cost of delivering the residents parking scheme can be recovered through a charge for each residents parking permit of £25 per annum (per car) in 2015 – 16. Second and subsequent permits can be purchased at the same rate, for use in restricted on-street parking areas (subject to availability) and for use in named off street parking facilities, subject to the vehicle being registered to properties within the affected area. The charge will be reviewed annually by the Chief Officer (Streetscene and Transportation) after consultation with the Cabinet Member for Environment.
- 3.12 As previously stated the introduction of the parking charges in both Flint and Mold will require that the associated staff and visitor car parks in those areas are considered under the umbrella of the local parking strategy. This will therefore necessitate the introduction of an affordable and equitable parking permit scheme for the staff that work at these facilities and use the Council car parks.
- 3.13 Following a period of staff consultation and discussions with the Trades Unions, the original proposed charging arrangements for parking permits have been modified to provide parity with the town centre car parks and to take account of the main concerns raised by both parties.

- 3.14 The cost of a parking permit will be equivalent to that provided to non Council staff at the public commuter car parks (currently £100 per annum) with a zero permit charge applying to those staff employed on salaries at or below the nationally recognised living wage and to any modern apprentices employed by the Council. Senior staff would continue to be offered designated spaces at a premium rate and in line with current charging arrangements.
- 3.15 In common with other town car parks there will be no charge for evening parking in Mold however a contribution towards the cost of car park maintenance will be raised through a levy applied to all theatre tickets sales in Clwyd Theatr Cymru.
- 3.16 Where car parking charges are introduced in a town or area that are above the County wide base level, a contribution to the local T&CC equivalent to 10% of the net difference between base level and actual charge level will be provided to the T&CC to invest in the community – subject to the national guidelines for the expenditure of car parking income by a public body.
- 3.17 Enforcement of the new arrangements will be carried out by officers based in the Streetscene and Transportation portfolio. The new officers will take on the combined enforcement role including enforcing any environmental issues (dog fouling and littering etc) which may occur across the County.
- 3.18 Two all Member workshops were held in March 2015 in order to consider the car parking management proposals and make recommendations to the appropriate Scrutiny Committee. Where it has been possible and affordable within the business case, the feedback from the workshops have been included into the final proposals and a full list of the comments made and the action identified are included as the attachments to this report - **Appendix 7**
- 3.19 The workshops particularly considered the following aspects of the proposals and the new Policy reflects the majority recommendations and comments received at the workshops
- Application of charges on Sunday and Bank Holidays
 - Charges and provision for motorcycles
 - Daily charging periods
 - T&CC contribution levels
- 3.20 An open public consultation exercise has been undertaken on the proposals and a summary of the feedback received is shown in **Appendix 8.**
- 3.21 The Environment and Overview Scrutiny Committee considered the new Policy at a committee meeting held in April 2015. A verbal report on the outcome from the committee meeting will be supplied at the

Cabinet meeting

4.00 RECOMMENDATIONS

- 4.01 That Cabinet approves the County Parking Strategy - **Appendix 1**.
- 4.02 That Cabinet approves the Council wide charging sheet which lists the proposed charging bands (**Appendix 2**) and provides delegated authority to the Chief Officer (Streetscene and Transportation) following consultation with the Cabinet Member for Environment, to review the charging arrangements applied at each car park on an annual basis.
- 4.03 That Cabinet approves the introduction of car parking permit schemes at County Hall and Flint to allow staff to utilise the car parks within the local parking strategies
- 4.04 That Cabinet approves the proposals to make a contribution to any T&CC with car parking charges above the base rate as highlighted in the Council wide summary charging sheet - detailed in paragraph 3.16 of this report
- 4.05 That Cabinet approves the proposed charge for the residents parking permit and the continued rollout of the residents parking scheme if required by the local parking strategy.
- 4.06 That Cabinet grants delegated authority to the Chief Officer (Streetscene and Transportation), following consultation with the Cabinet Member for Environment, to review the proposed charge for residents parking permits an annual basis.

5.00 FINANCIAL IMPLICATIONS

- 5.01 The introduction of charging and increased management in the nominated car parks will incur initial capital cost however it is predicted that revenue will cover these costs in year 1 and provide £382k of the projected £400k income level projected in the 2015-16 Business Planning proposals. (**Appendix 9**).
- 5.02 The removal of Caergwrle and Hawarden car parks from the previous proposals will reduce income levels by approximately £18k per annum

6.00 ANTI POVERTY IMPACT

- 6.01 None as a direct result of this report.

7.00 ENVIRONMENTAL IMPACT

- 7.01 Enhanced parking controls throughout the authority should promote proximity spaces for short stay users and where practical encourage

the use of public transport or car sharing, thereby resulting in a positive environmental impact.

8.00 EQUALITIES IMPACT

8.01 The proposed strategy will reduce the present inequality in the parking provision throughout the individual towns in the County. There are no plans to introduce charges for disabled car users at Council car parks in designated disabled parking bays.

9.00 PERSONNEL IMPLICATIONS

9.01 The business case includes the provision of Enforcement Officers as proposals will increase the number of sites requiring enforcement.

10.00 CONSULTATION REQUIRED

10.01 Statutory consultation will be required prior to the introduction of local TRO's and resident parking schemes

11.00 CONSULTATION UNDERTAKEN

- 11.01 Trade Unions regarding workplace and visitor charging
- 11.02 Cabinet Member for Environment.
- 11.03 All Member workshops which included representatives from Town and
- 11.04 Community Councils
- 11.05 Public consultation exercise (9 March to 29 March).

12.00 APPENDICES

- 12.01 Appendix 1 – Countywide Parking Strategy
- 12.02 Appendix 2 – Council wide summary document listing the County wide charging bands
- 12.03 Appendix 3,4 and 5 - Individual Parking strategy for each Town or Community area
- 12.04 Appendix 6 – Programme of introduction
- 12.05 Appendix 7 - Feedback from workshops
- 12.06 Appendix 8 – Feedback from public consultation exercise
- 12.07 Appendix 9 – Financial Model and projected income from individual car parks

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Contact Officer: Stephen Jones
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FLINTSHIRE

Parking Strategy

2015



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OVERVIEW

Civil Parking Enforcement was introduced in Flintshire in October 2013, and through effective enforcement many vehicles have been displaced to off street car parks, in order to maintain the vibrancy and vitality of a community/town it is essential to effectively manage off street parking usage.

Parking measures and enforcement are key tools in managing an effective highway network, in support of the effective movement of traffic. There are numerous conflicts between town centre visitor and residential parking where previously ineffective management of these areas has led to congestion. Pay and Display parking is a good parking tool which, through the use of appropriate charging, encourages the commuters to the car parks on the periphery of the centre, whilst promoting proximity spaces for short stay.

The introduction of Civil Parking Enforcement has resulted in more effective management of on-street parking, which has had a positive impact on the movement of traffic in town centres.

Flintshire has 48 public off-street car parks which are subject to car park management, of which 6 car parks are controlled through pay and display, 1 car park is a 'permit holders only' car park, 1 car park is a free short stay car park and 40 car parks are free of charge. All facilities are still subject to a Parking Order; vehicles must be parked wholly in a lined bay and if parked in a disabled bay the vehicle must be displaying a valid disability badge (all car parks are clearly signed with their conditions of use).

This project is designed to replicate the benefits already realised across more areas of the authority, through introducing more effective management of on and off street parking resources through the expansion of pay and display across numerous sites throughout Flintshire, considering levels of demand and vibrancy of each area. The concept would be adapted to suit the needs of all local communities at all viable car parks, for example which offer a parking facility of 50 spaces or more.

This project will deliver;

- A summary of each parking facility and a contextual strategy for each area.
- Review existing Traffic Regulation / Parking Orders and determine the need to introduce new ones.
- A pricing strategy which will need to reflect the attractiveness, vibrancy and needs of the community / town.
- Strategies for each substantive area will also suggest the most appropriate areas which should be considered for future residential parking schemes, specifically where

there is demand and a conflict with off street Pay and Display measures and on street restrictions.

- Introduction of a workplace charging scheme.

Each local strategy will look to;

- prioritise the needs of disabled people, local residents, businesses and their customers
- promote more sustainable travel choices through the availability and effective costing of car parking, where demand is identified in support of the highway network
- where appropriate discourage the use of central parking spaces for long stay and seek to maximise the availability of short stay spaces
- retain long stay parking places and offer competitively priced permits
- ensure all on and off street restrictions are effectively enforced and the impact on surrounding residential areas minimised
- identify areas where on-street restrictions need amendment or where new restrictions are required to alleviate identified issues or risks
- identify areas where residential parking schemes may be required in the future, accounting from feedback of the initial pilot scheme.

The benefits of effective and efficient enforcement of both on and off street areas are many and varied;

- a co-ordinated and locally accountable parking enforcement service across Flintshire in support of an effective and efficient highway network
- ability to keep roads clear of vehicles parked in contravention of a restriction, which create safety and obstruction issues. In doing so, this can reduce traffic delays, improve the reliability of bus services, enhance the environment for pedestrians and cyclists and provide easier access for emergency vehicles
- increased turnover of short-stay spaces and encouragement for the appropriate use of long-stay spaces through better enforcement which can result in less circulating traffic and help support the vitality and vibrancy of community / town centres
- residents' parking schemes are able to be introduced in the knowledge that they will be effectively enforced
- improved enforcement helps 'Blue Badge' holders by ensuring that dedicated spaces are not used inappropriately
- more reliable access to designated loading bays and facilities for deliveries, assisting local businesses.

CURRENT DEVELOPMENTS

A new car park has been designed and constructed in Talacre at Gamfa Wen Car Park, management of this facility will take effect from April 2015. This car park is for seasonal use only (April to September) and controlled through the use of a barrier (to be opened and closed at the start of each day) and will be subject to charging through the use of pay and display machines.

When Civil Parking Enforcement was introduced Mold was the only town which opted to retain charging, and has recently undergone a 12 month review of processes and tariff which has also incorporated options for the future.

All off street income generated from charging will be re-invested within the Streetscene and Transportation budgets to enhance associated transport infrastructure.

This proposed strategy document will outline the overall policy in relation to operation and detail the individual proposal for managing off street parking within each community / town also considering any improvements to on-street parking and the identification of areas that may be subject to residential parking going forward.

Currently in Mold, a Residential Parking Scheme is being consulted on with residents residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

On the following page is a list of all areas where it is proposed to further expand charging.

Facilities where it is proposed to further expand charging:

| Area | Car Park | Number of spaces (including disabled provision) | |
|----------------------|------------------------------|---|-------------------------------------|
| Buckley | Bistre Avenue | 35 | |
| | Precinct | 140 | |
| | Black Horse | 22 | |
| | Argoed Road | 17 | |
| | Brunswick Road | 55 | |
| Connah's Quay | Maude Street | 40 | |
| | Somerfield / Council Offices | 274 | |
| Flint | Allt Goch | 88 | |
| | Bolingbroke Heights | 41 | (8 currently marked as residential) |
| | Feather Street | 21 | |
| | Pavillion Leisure Centre | 92 | |
| | Railway Station | 70 | |
| | Richard Heights | 58 | (6 currently marked as residential) |
| | Swan Street | 68 | |
| Holywell | Bevans Yard | 17 | |
| | Plas yn Dre | 24 | |
| | Somerfield | 99 | |
| | Leisure Centre | 44 | |
| | Station Road | 5 | |
| | Halkyn Street | tbc | |

Continued overleaf.....

| Area | Car Park | Number of spaces (including disabled provision) |
|---------------------|------------------------|---|
| Mold | County Hall | 1014 |
| Queensferry | Station Road | 76 |
| | Pierce Street | 23 |
| Shotton | Alexandra Street (P&R) | 26 |
| | Ash Grove | 59 |
| | King George Street | 46 |
| | Charmleys Lane | 46 |
| | Plymouth Street | 19 |
| TOTAL SPACES | | 2519 |

PARKING STRATEGY

Fundamental to any parking strategy is the need for efficient parking enforcement. This is to ensure that on-street parking supply is managed effectively, to prevent inappropriate parking that could cause congestion and increase dangers for other road users, and to ensure proper management of off-street car parks and time limited on-street parking.

- *Road Traffic Regulation Act 1984*
 - Provides powers under which Councils are able to provide and manage off street car parks. The use of the Council's car parks is regulated by orders permissible under the Act. It also provides powers for the Highway Authority to make Traffic Regulation Orders for the control and regulation of traffic and parking on the highway.
- *Road Traffic Act 1991 (Decriminalised Parking Enforcement)*
 - Introduced to address the increase in illegal parking (growing car ownership and use) and fears that police resources would not be able to accommodate the increased demand for enforcement.
- *Traffic Management Act 2004 (Civil Parking Enforcement)*
 - Imposes a Statutory duty on Local Authorities to reduce the cause of congestion and disruption by controlling parking and the highway network as a whole.
 - Part 6 of the Traffic Management Act provides a single framework to make regulations for the civil enforcement of parking and waiting restrictions, bus lanes (where appropriate) and some moving traffic offences.

Parking enforcement is a highly emotive and contentious subject. The Council has committed to provide a service which is consistent, fair and equitable, and one which operates in a transparent manner.

Flintshire County Council is one of 10 authorities that utilises the resources of the Wales Penalty Processing Partnership in administrating all standard payments, representations and challenges arising from Penalty Charge Notices issued by the authority.

MAIN PRINCIPLES

Off-street public parking:

- Short-stay parking (up to two hours) will be prioritised on sites within an acceptable walking distance of shopping and commercial centres to ensure adequate accessibility
- Short stay only parking will have a 1 hour prohibited return from the expiry of the parking ticket.
- Longer-stay parking will be prioritised on sites further away from shopping and commercial centres
- Long stay commuter parking will be reduced where good sustainable transport alternatives exist
- Disabled bay misuse and abuse will not be tolerated, all bays will be enforced outside of any charging period set.
- 'Out of bay' parking will not be tolerated, all car parks will be enforced outside of any charging period set.

On-street parking

- The Authority will provide on street, limited waiting parking facilities where it is considered safe to do so without undue interference with moving traffic, residents, businesses and other urban objectives.
- On residential roads, priority will be given to meeting residents' parking needs

Parking charges

Recommended parking charges (on and off-street) will be set for each community / town taking account of the following factors:

- the service role and popularity of the centre / demand for parking
- the utilisation of existing parking spaces
- the availability of sustainable transport modes
- parking charges in neighbouring areas
- the convenience and quality of parking locations

Short Stay Parking

The Authority will give priority to and manage the provision of short stay parking where viable, as:

- Short stay visitors to the town centre are less likely to travel at peak periods i.e. contributing to reduced congestion; improved performance of the road network.
- Short stay parking generates a high turnover of spaces allowing more visitors to be accommodated per space.
- Availability of short stay spaces is essential to maintaining the commercial viability of the town and community centres.

Long Stay Parking

The Authority will manage the provision of long stay parking in the town centres through effective pricing to encourage the use of more sustainable transport. Also by a system of differential charging to promote the use of peripheral car parks where such parking is to be accommodated:

- Commuters travel at peak periods and are a major contributor to congestion of the highway network.
- Commuter parking monopolises parking spaces for the entire working day.
- Transport objectives may be achieved more easily through parking policy interventions aimed at the commuter. It is more practical, for example, for the commuter to change their travel patterns than it is to continually expand the road network and parking stock.
- Long stay parking provision in connection with bus or rail commuter travel is supported in order to reduce the level of dependency on the motorcar as a means of commuting to work.
- Contract parking: contracts will be made available on selected car parks for regular long stay customers, made available at competitive rates.
- Support the reallocation of long-stay parking either by redevelopment for other uses or reallocation to short or variable stay, where justified by provision of park and ride sites or improvements in public transport accessibility (where applicable).

Disabled Parking Provision

This Authority will prioritise the needs of those people who have no choice but to use the car to access essential services:

- Improve the quality and provision of disabled parking in off street car parks in accordance with Equality Act requirements. Local conditions and demand are also considered in determining the volume and location of spaces to be provided.
- Free parking will be offered to Blue Badge holders when parking in a disabled bay only, on the condition that a valid Blue Badge is exhibited. Parking in non disabled bays will require a valid ticket to be purchased and displayed

Parking Enforcement

The council employs teams of enforcement officers to patrol the streets and car parks. These officers have the responsibility for issuing Penalty Charge Notices to vehicles which have been observed parked in contravention of the Order in place. All officers have clear guidelines to work to and are committed to provide a service which is consistent, fair and equitable and one which operates in a transparent manner.

Income from the payment of PCNs is used to finance the operational costs of the council's parking service.

Residents Parking

Flintshire will prioritise the parking needs of residents in areas, which are affected by non-residential parking, or are likely to be affected as a result of this strategy. Potential sites will be identified and considered as possible residents' on-street parking schemes going forward, all will aim to:

- balance the conflicting demands for kerb space.
- manage the displacement of parking.
- develop robust and fair policies as the available kerb space in many areas will not be sufficient to cater for all demands from residents and other users.

These residential parking schemes will offer a permit which covers the full 24 hour period, including Saturdays and Sundays.

The Councils Residents Parking Policy is available on the Councils website www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Off Street Car Parks

All off street car parks where Pay and Display charging is in place, will be clearly signed within the car park and detailed on the Council's website.

It is the motorist's responsibility when entering the parking place to adhere to the regulations in place, failure to do so may result in a Penalty Charge Notice being issued.

The authority is not responsible for any damage to or theft from cars whilst parked in the car parks; all users park at the own risk.

Where possible, the authority also intends to turn off all lights in car parks, between the hours of 24:00 to 05:00.

Workplace Charging

The introduction of effective parking management; workplace and visitor charging, will clarify the restrictions in place for all employees, visitors and contractors to adhere. In turn this should encourage the use of public transport and/or car sharing, where possible.

All employees would be expected to use an affordable permit system (chargeable per year, pro rata). Visitors will be expected to pay through the use of Pay and Display machines

Permits

Flintshire will offer at a cost a number of different permits, these permits will be car park specific (non transferable amongst other car parks or vehicles);

Seasonal Permits – will be offered in long stay car parks only, they will be chargeable per year pro rata per vehicle, the cost will be calculated at 200 days of the long stay tariff. The permit is valid for one vehicle only and would not guarantee that a space will be available for use. Should the car park be full or the permit holder used a different car park, the conditions of that car park would have to be adhered to and the appropriate fee paid.

Only 20% of bays in each long stay car park will be available for the issuing of permits; permits will be issued on a first come, first served basis. All other requests will be held on a waiting list.

Specified Permits – will be offered in permit holders only car parks. This permit purchases a bay, and is only valid for that specific bay, it would not be acceptable to park in an alternative bay and vehicles observed doing so would be subject to a Penalty Charge Notice if observed.

Off Street Residential Permits – will be offered to residents living within the immediate vicinity of the car park; who do not have adequate on street parking provision. The cost of this permit will be the same as the cost of the on street residential permit. All permit

requests must provide proof of residency at the address and that of the vehicle; utility bill and log book.

Only 20% of bays in each long stay car park will be available for the issuing of permits; permits will be issued on a first come, first served basis. All other requests will be held on a waiting list.

Workplace Permits – will be offered to all staff and Councillors working or regularly visiting specific sites where associated staff and visitor parking forms part of the local strategy. These permits will be chargeable per year pro rata per vehicle. The permit is valid for one vehicle only and would not guarantee that a space will be available for use.

The cost of a parking permit will be equivalent to that provided to non Council staff at the public commuter car parks with a zero permit charge applying to those staff employed on salaries at or below the nationally recognised living wage and to any modern apprentices employed by the Council. Senior staff would continue to be offered designated spaces at a premium rate and in line with current arrangements.

Misuse of any of the aforementioned permits could result in the permit being recalled (non refundable).

All users parking if observed parked in contravention of the permit or car park would be subject to Penalty Charge Notice.

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| Town | CURRENT Tariff | Car Parks | Structure | NEW Tariff | Hours of Operation |
|---------------|--|--|--|--|---|
| Buckley | No charge | Black Horse Brunswick Road | Short Stay ONLY 1 hour prohibited return from expiry of parking ticket | 20p for up to 2hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | Argoed Road Precinct Way Bistre Avenue | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| | No charge | Lane End Coppa View | n/a | No charge | n/a |
| Connah's Quay | No Charge | Maude Street Somerfield | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 All day | Monday to Saturday 08:00 to 17:00 |
| | No charge | Millennium Cycleway Dock Road Dock Road Layby | n/a | No charge | Monday to Saturday 08:00 to 17:00 |
| Flint | No charge | Pavilion Leisure Centre Allt Goch Bolingbroke Heights Richard Heights | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all ay | Monday to Saturday 08:00 to 17:00 |
| | No charge | Feather Street | Short Stay ONLY 1 hour prohibited return from expiry of parking ticket | 20p for up to 2hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | Swan Street | Short to Medium Stay | 20p for up to 2hrs 50p for up to 4hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | Railway Station | ONE OFF CHARGE | £2.00 for all day | Monday to Sunday (including Bank Holidays) 08:00 to 17:00 |
| | No charge | Castle Street | n/a | No charge | n/a |
| Holywell | No charge | Leisure Centre | Short to Medium Stay | 20p for up to 2hrs 50p for up to 4hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | Somerfield | Short Stay ONLY 1 hour prohibited return from expiry of parking ticket | 20p for up to 2hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | Plas yn Dre Bevans Yard Tower Gardens Halkyn Road | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| Mold | 20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day | New Street, Griffiths Square. | Long Stay DESIGNATED LONG and SHORT STAY AREAS in NEW STREET CP | 50p for up to 2hrs 80p for up to 4hrs £1.00 All day | Monday to Saturday 08:00 to 17:00 |
| | 50p All day | Love Lane. | Long Stay COMMUTERS | 50p All day | Monday to Saturday 08:00 to 17:00 |
| | 20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day | King Street, Grosvenor Street, Meadow Place. | Short Stay ONLY 1 hour prohibited return from expiry of parking ticket | 50p for up to 2hrs | Monday to Saturday 08:00 to 17:00 |
| | No charge | County Hall Campus | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 All day | Monday to Saturday 08:00 to 17:00 |
| Queensferry | No Charge | Pierce Street Station Road | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 All day | Monday to Saturday 08:00 to 17:00 Monday to Saturday |
| Shotton | No charge | Plymouth Street Charmleys Lane King George Street Ash Grove | Long Stay | 20p for up to 2hrs 50p for up to 4hrs £1.00 All day | Monday to Saturday 08:00 to 17:00 |
| | No charge | Alexandra Street (P&R) | ONE OFF CHARGE | £1.00 for all day | Monday to Sunday (including Bank Holidays) 08:00 to 17:00 |
| | No charge | Bridge Street | n/a | No charge | n/a |
| Talacre | No charge | Gamfa Wen | ONE OFF CHARGE | £2.00 for up to 2hrs £4.00 for all day | Monday to Sunday (including Bank Holidays) Car Park will be open and closed, times to be confirmed. |

Permit Prices

| | |
|--------------------------------|--|
| Long Stay Commuter Car Parks | £100.00 per year pro rata, per vehicle |
| Long Stay Car Parks | £200.00 per year pro rata, per vehicle |
| Permit Holders ONLY Car Parks | £300.00 per year pro rata, per bay |
| Off Street Residential Permits | £25.00 per year pro rata, per vehicle |

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Buckley Parking Strategy 2015



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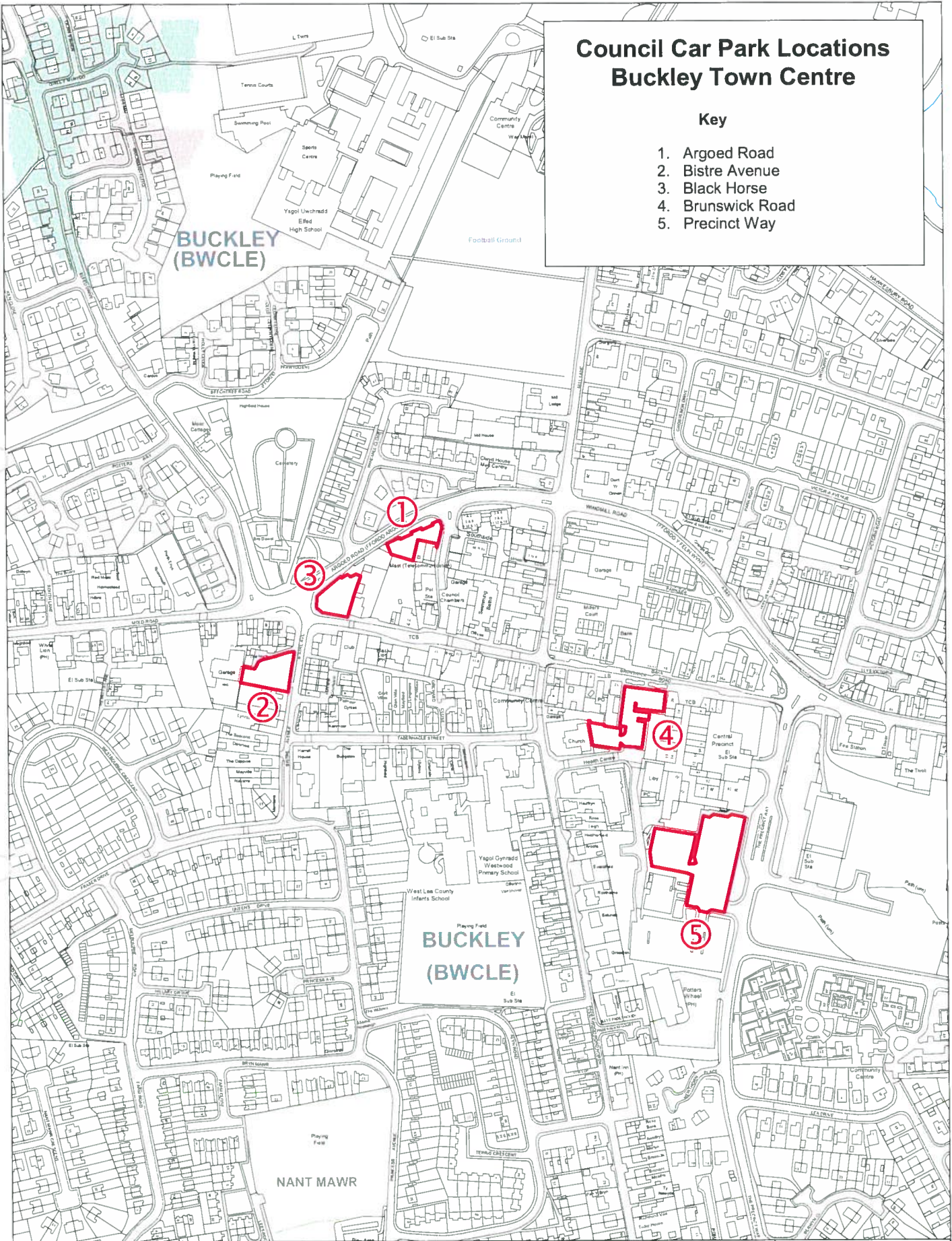
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Buckley Town Centre

Key

1. Argoed Road
2. Bistre Avenue
3. Black Horse
4. Brunswick Road
5. Precinct Way



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

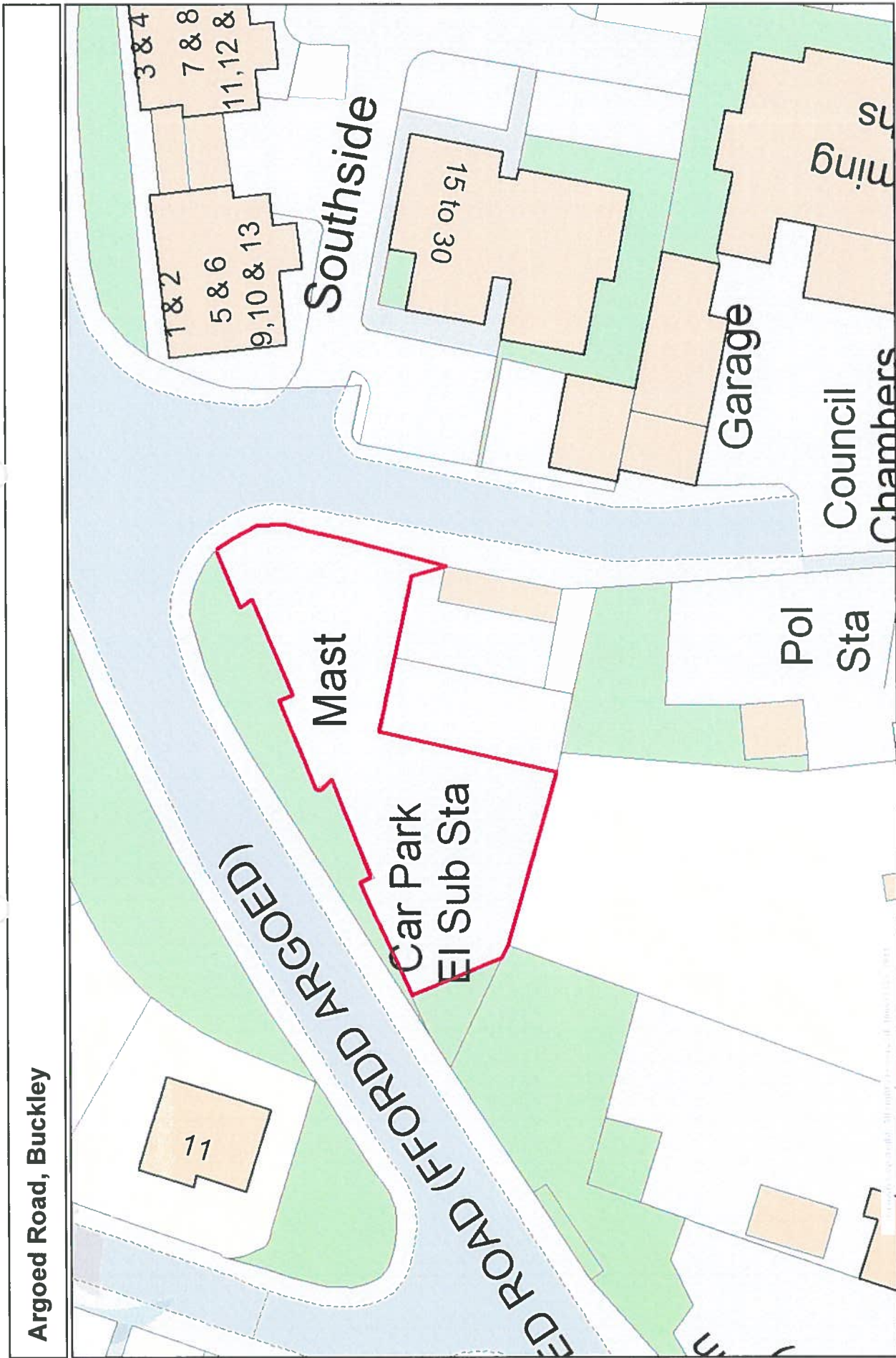
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OS Map: SJ 2764
Plotted 25/02/2015



Capacity of all Buckley Car Parks

The below table outlines the current number of spaces within each car park where charging is proposed;

| | Total Spaces | Disabled Spaces |
|----------------------------------|---------------------|------------------------|
| Bistre Avenue | 35 | 3 |
| Precinct | 140 | 14 |
| Black Horse | 22 | 2 |
| Argoed Road | 17 | 0 |
| Brunswick Road | 55 | 8 |
| Total Spaces for the area | 269 | 27 |



Argored Road, Buckley

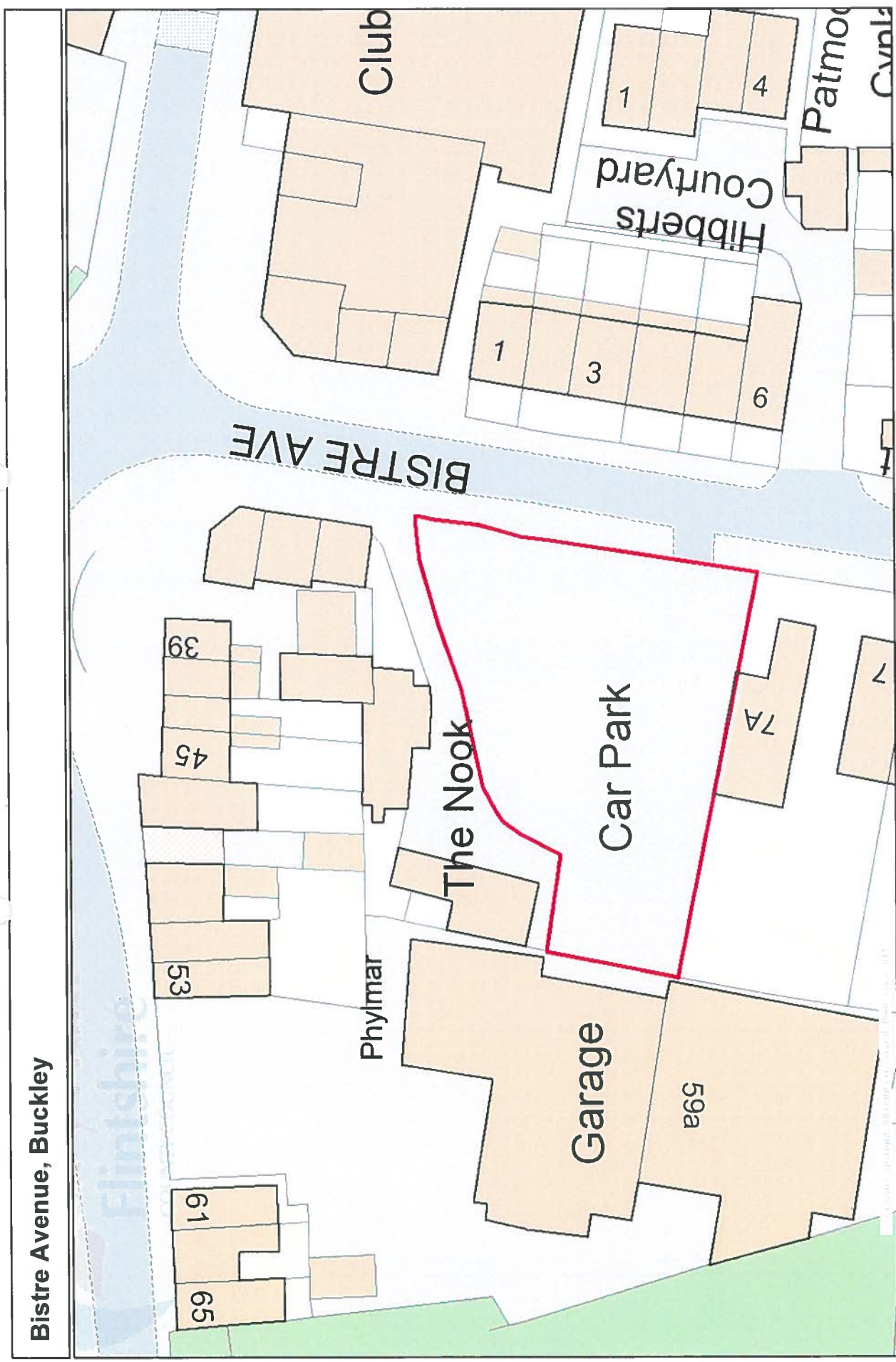


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 Name



3



Bistre Avenue, Buckley



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 Date 30/5/2013
 Name



2



Black Horse, Buckley

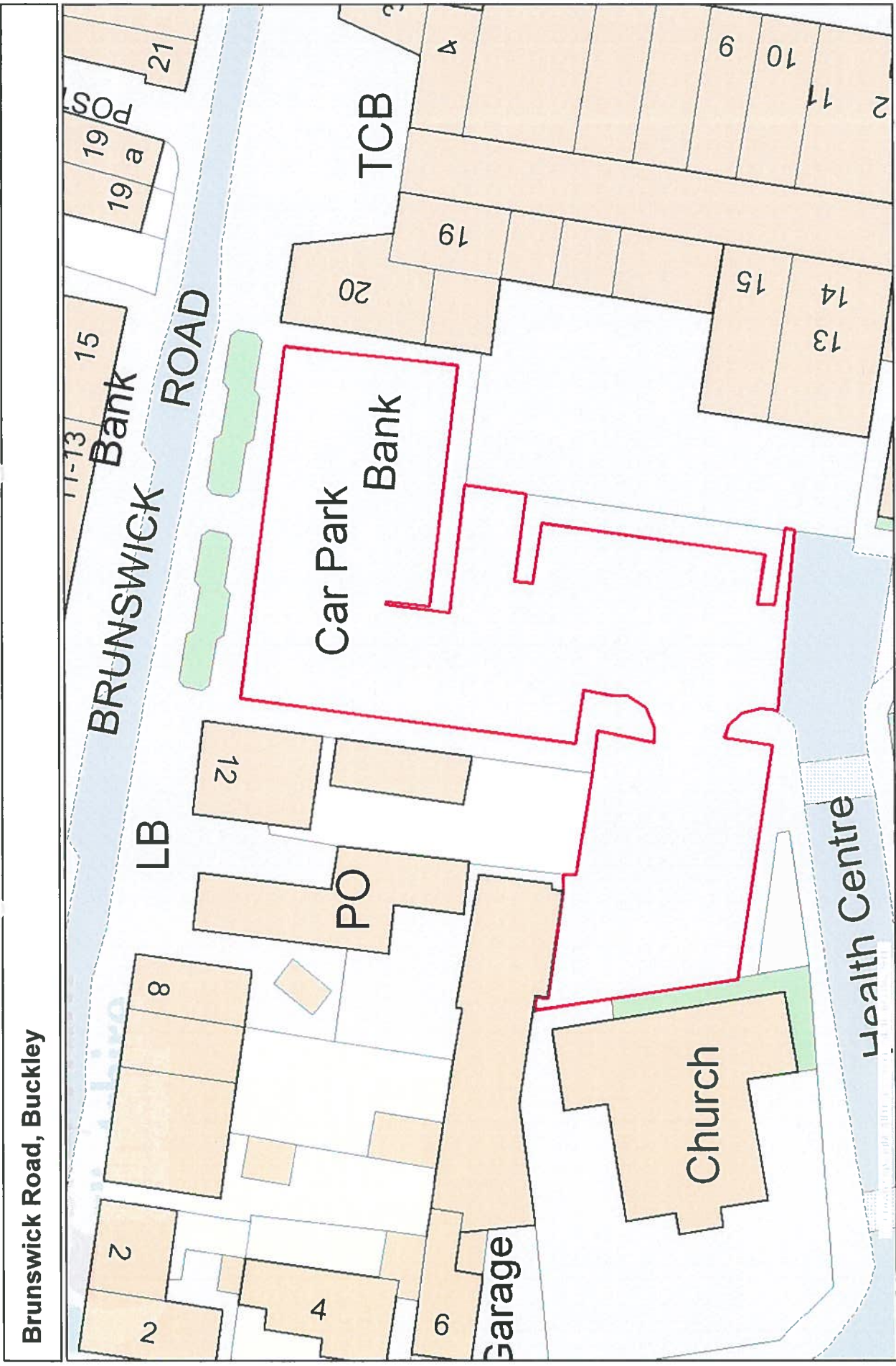


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 Date 30/5/2013
 Name



4



Brunswick Road, Buckley

BRUNSWICK ROAD

Bank

Car Park Bank

Health Centre

Garage

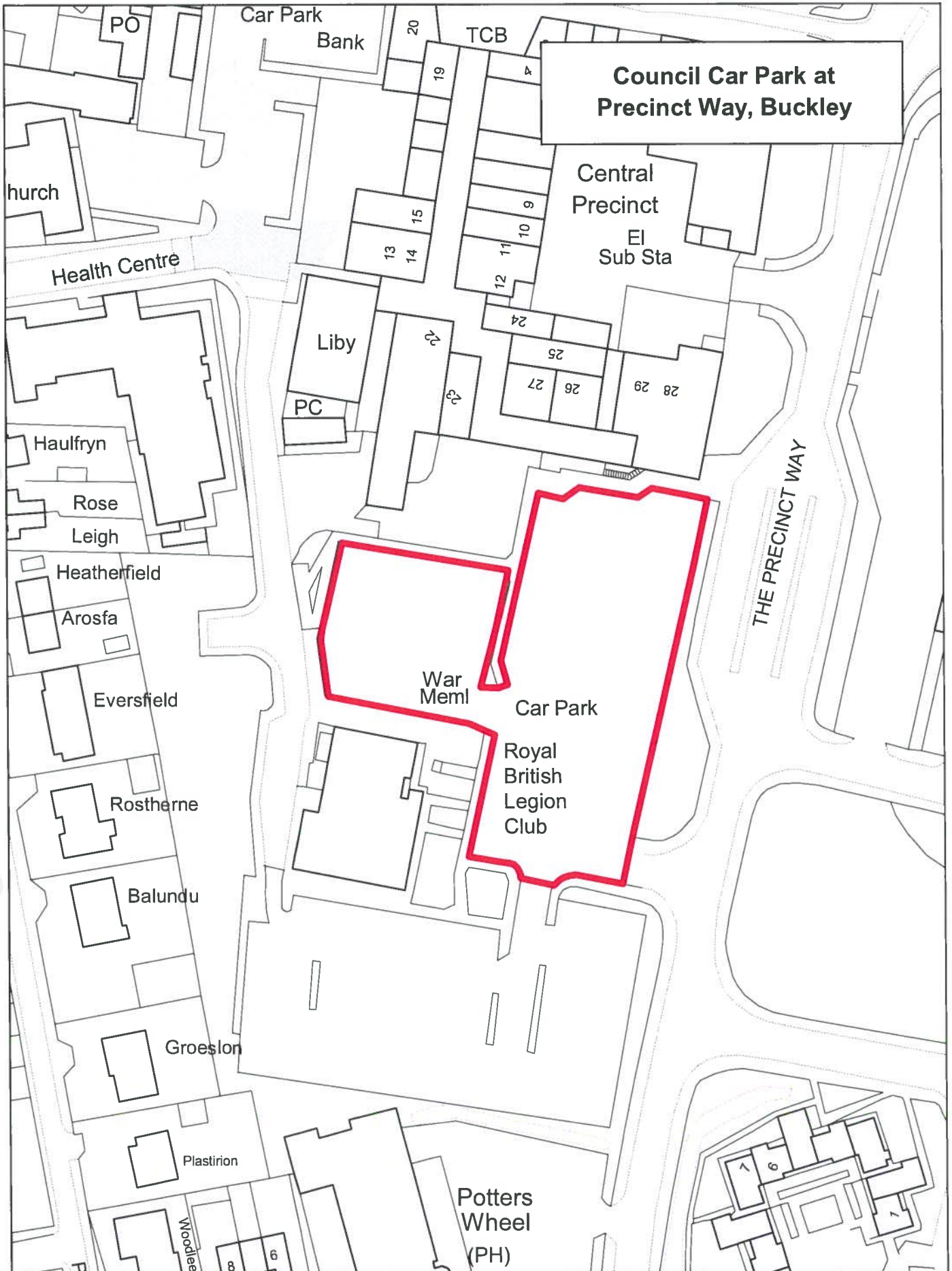
Church



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Clifford M. Andrew Farrow

Scale 1:1000 @ A4
OS Map SJ 2763
Plotted 26/02/2015



PROPOSED charging tariffs for Pay & Display Car Parks:

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|---|--|--------------------------------------|
| No charge | Black Horse Brunswick Road | 20p for up to 2hrs 1 hour prohibited return from expiry of parking ticket | Monday to Saturday 08:00 to 17:00 |
| No charge | Argoed Road Precinct Way Bistre Avenue | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| No charge | Lane End Coppa View | No charge | n/a |

Due to the location of Coppa View and Lane End Car Parks, it has been decided that charging will not be introduced at these sites, at this stage.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 August 2015 |
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 August 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 August 2015 |

Traffic Regulation Orders (TRO) REVIEW

As part of this process, no proposals to alter the on-street restrictions have been identified.

Other proposals received from Buckley Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Connah's Quay Parking Strategy 2015



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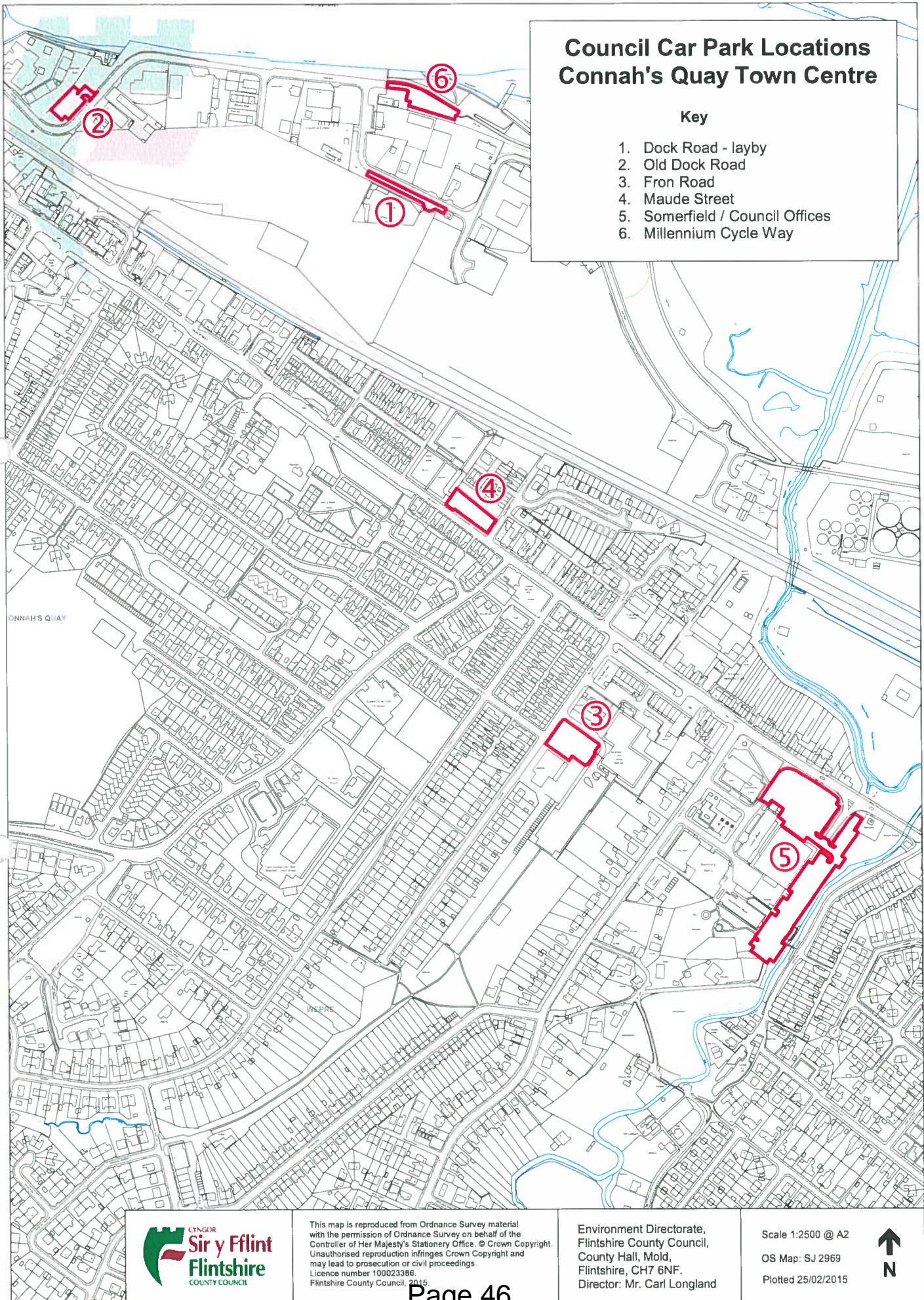
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This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Connah's Quay Town Centre

Key

- 1. Dock Road - layby
- 2. Old Dock Road
- 3. Fron Road
- 4. Maude Street
- 5. Somerfield / Council Offices
- 6. Millennium Cycle Way



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Environment Directorate,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Director: Mr. Carl Longland

Scale 1:2500 @ A2
OS Map: SJ 2969
Plotted 25/02/2015



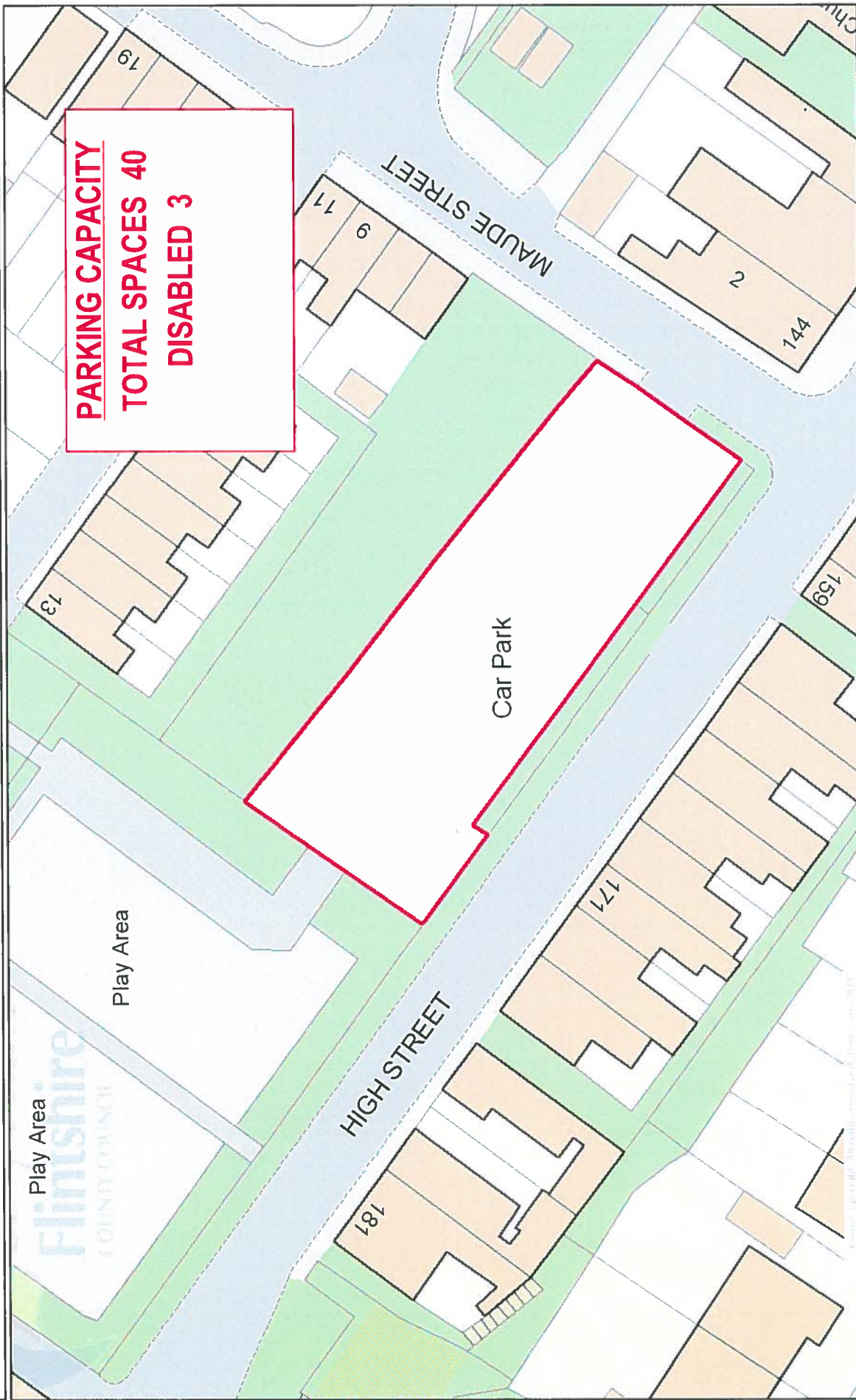
Capacity of all Connah's Quay Car Parks

The below table outlines the current number of spaces within each car park;

| | Total Spaces | Disabled Spaces |
|----------------------------------|---------------------|------------------------|
| Maude Street | 40 | 3 |
| Somerfield | 274 | 12 |
| Total Spaces for the area | 314 | 15 |

4

Maude Street, Connah's Quay



PARKING CAPACITY
TOTAL SPACES 40
DISABLED 3

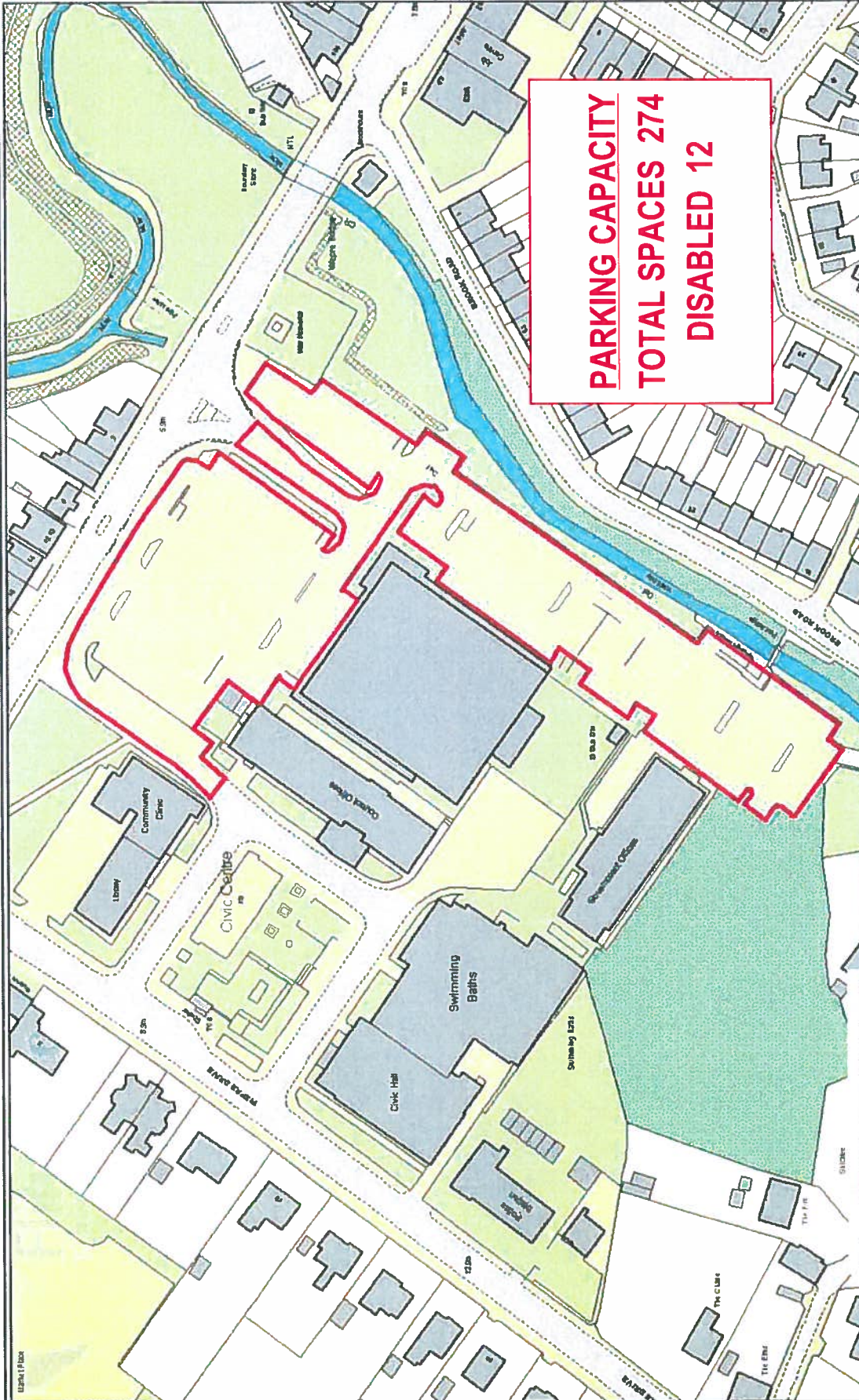


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 Centre = 329896 E 369403 N
 Date 30/5/2013
 Name



Somerfield/Council Offices, Connah's Quay



PARKING CAPACITY
TOTAL SPACES 274
DISABLED 12



Scale 1/1400
 Centre = 330224 E 369030 N
 Date 8/3/2011
 Name

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5

PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|--|---|--------------------------------------|
| No Charge | Maude Street Somerfield | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| No charge | Millennium Cycleway Dock Road Dock Road Layby | No charge | Monday to Saturday 08:00 to 17:00 |

Due to the location of Millennium Cycleway, Old Dock Road and Dock Road Layby Car Parks, it has been decided that charging will not be introduced at these sites, at this stage.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 October 2015 |
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 October 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 October 2015 |

Traffic Regulation Orders (TRO) REVIEW

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

| Location | Description | Implementation timescale | Appendix No |
|-----------------|---|---------------------------------|--------------------|
| Pen y Llan | Consultation by Licencing team is being carried out to assess the requirement of the hackney carriage bay | Under consideration at present | - |

Other proposals received from Local Councillors prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

Currently it is not considered that residential parking schemes will be required in the immediate vicinity of these sites.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park and TRO Locations Connah's Quay Town Centre

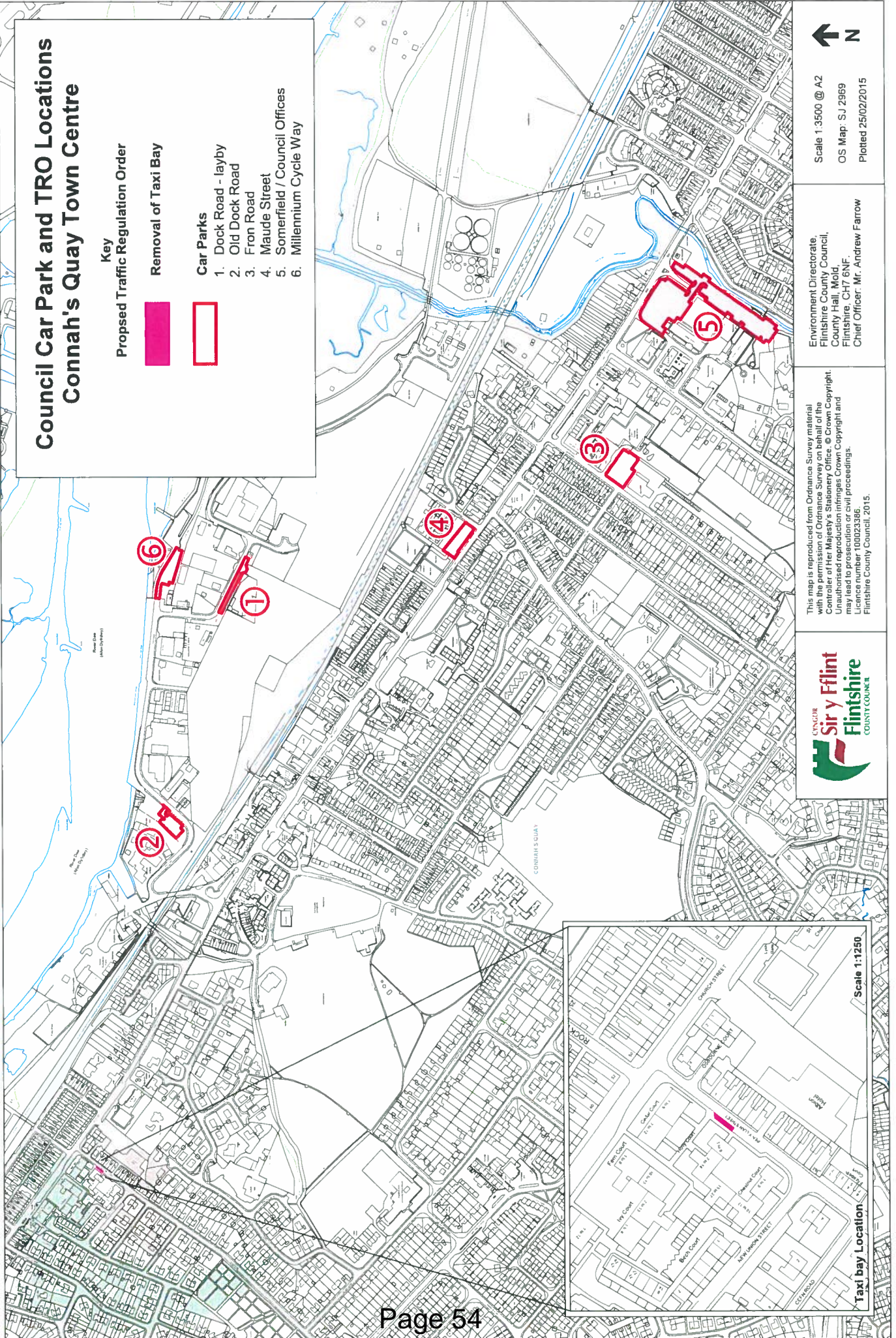
Key

Proposed Traffic Regulation Order

Removal of Taxi Bay

Car Parks

1. Dock Road - layby
2. Old Dock Road
3. Fron Road
4. Maude Street
5. Somerfield / Council Offices
6. Millennium Cycle Way



Scale 1:3500 @ A2
OS Map: SJ 2969
Plotted 25/02/2015

Environment Directorate
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF
Chief Officer: Mr. Andrew Farrow

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Scale 1:1250

Taxi bay Location

Flint Parking Strategy 2015



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Appendices

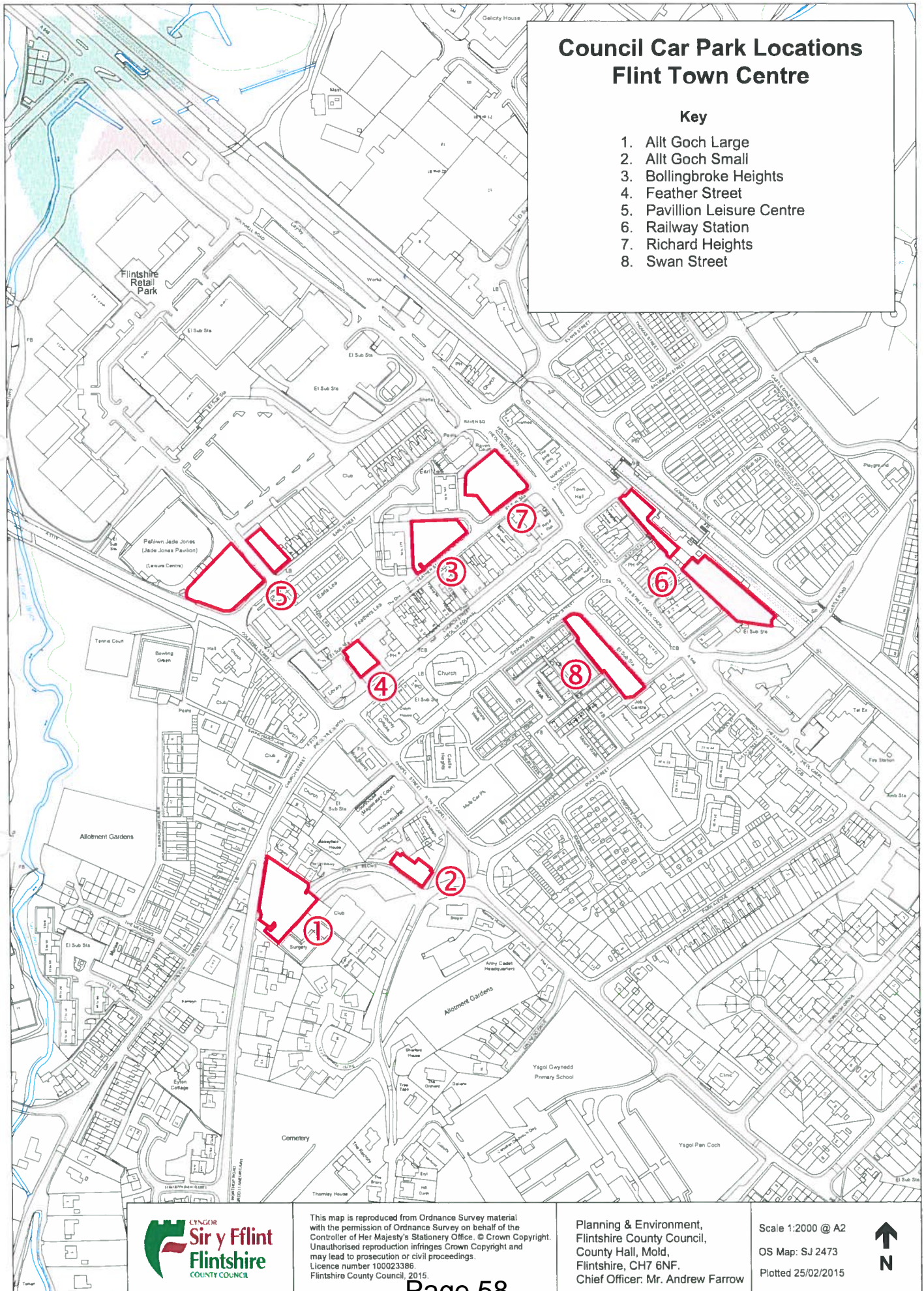
- Appendix 1 - Traffic Regulation Order currently with legal (Feather Street)
- Appendix 2 - Traffic Regulation Order proposed amendment (Lon yu Becws and Allt Goch)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Flint Town Centre

Key

1. Allt Goch Large
2. Allt Goch Small
3. Bollingbroke Heights
4. Feather Street
5. Pavilion Leisure Centre
6. Railway Station
7. Richard Heights
8. Swan Street



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Planning & Environment,
Flintshire County Council,
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Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

Scale 1:2000 @ A2
OS Map: SJ 2473
Plotted 25/02/2015



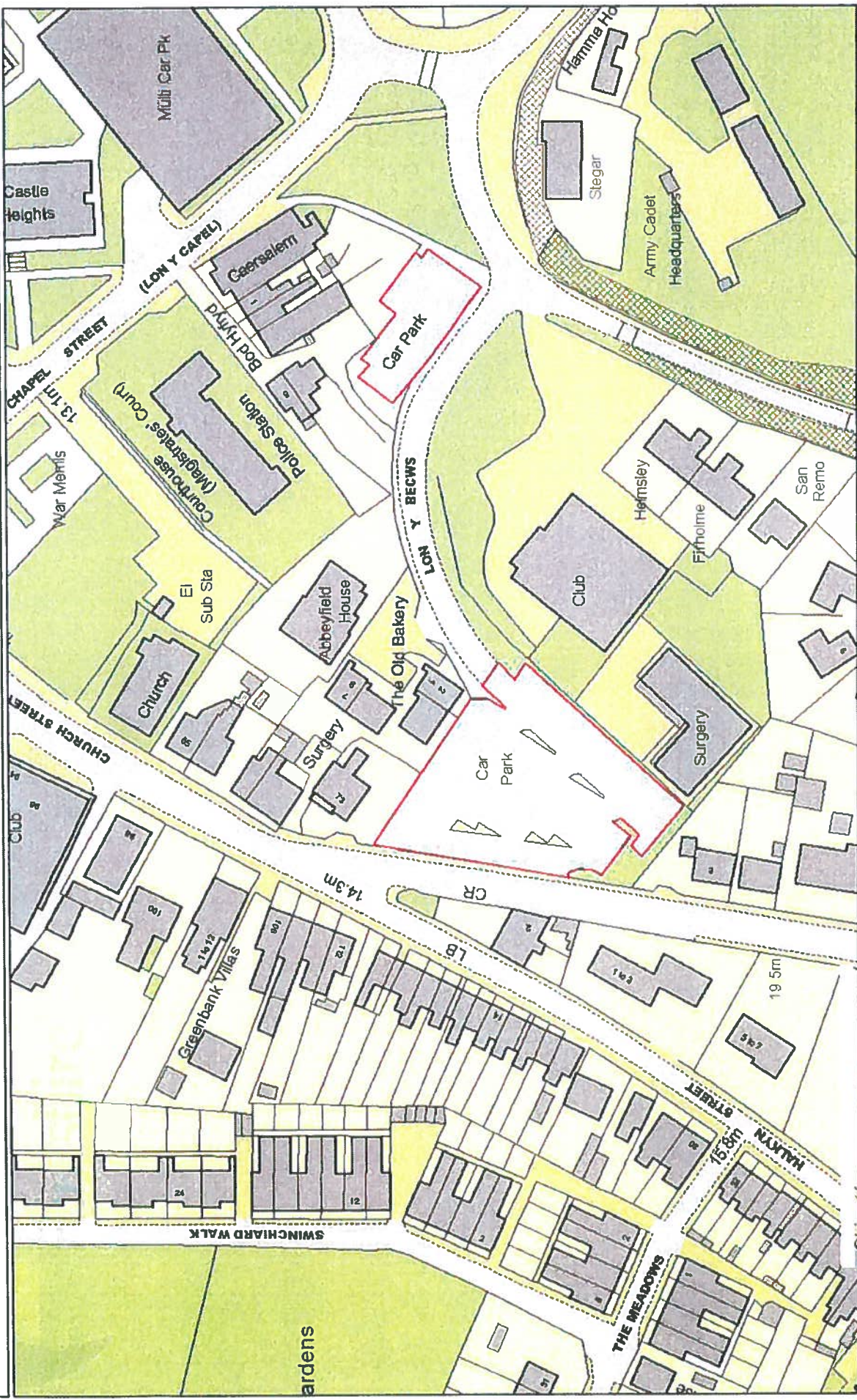
Capacity of all Flint Car Parks




The below table outlines the current number of spaces within each car park where charging is proposed;

| | Total Spaces | Disabled Spaces |
|----------------------------------|---------------------|------------------------|
| Allt Goch (both areas) | 88 | 4 |
| Bolingbroke Heights | 41 | 2 |
| Feather Street | 21 | 2 |
| Pavilion Leisure Centre | 92 | 5 |
| Railway Station (both areas) | 70 | 5 |
| Richard Heights | 58 | 5 |
| Swan Street | 68 | 9 |
| Total Spaces for the area | 438 | 32 |

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②

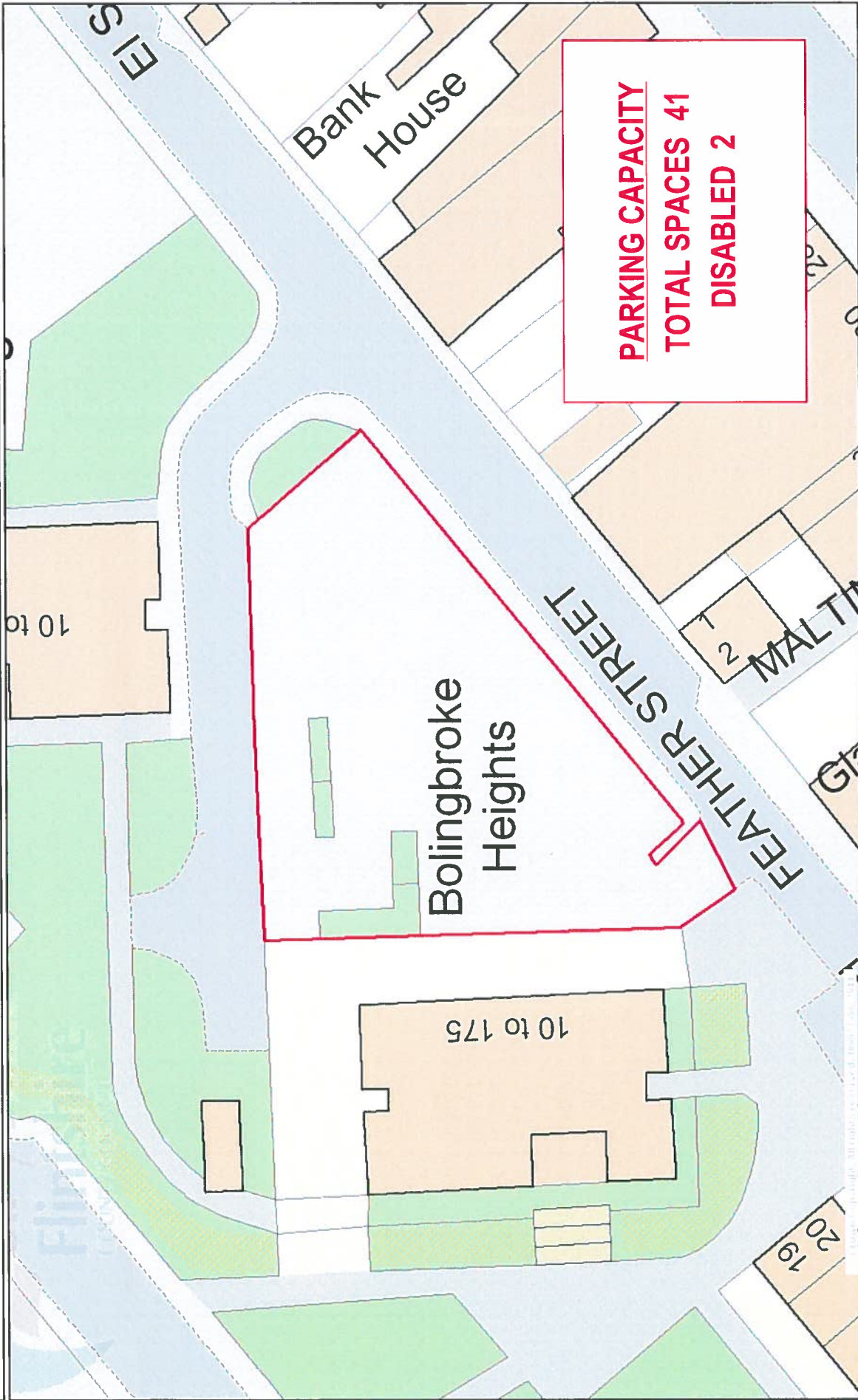
Allt Goch, Flint (Larger and Smaller Car Park)



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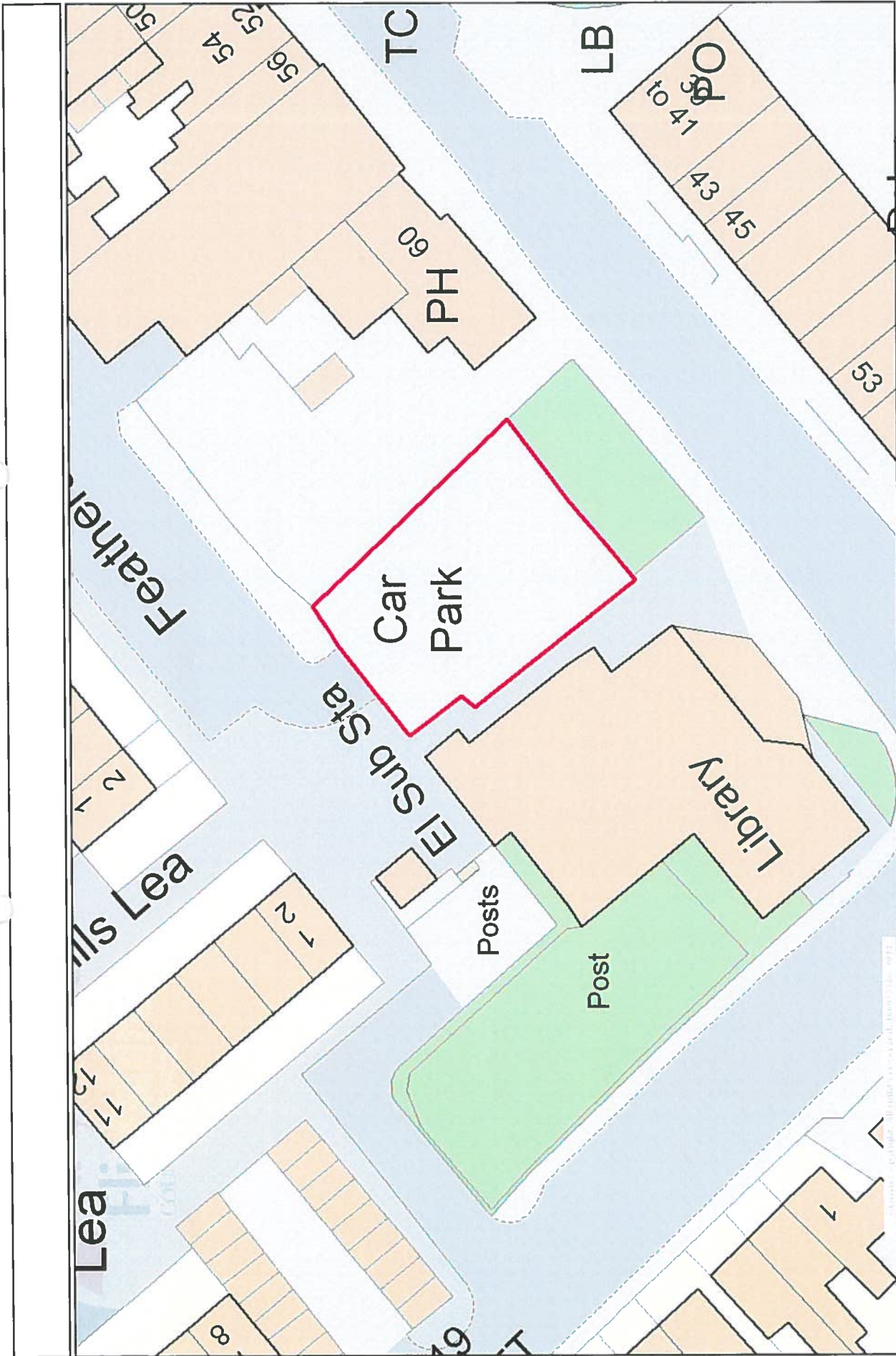
Bolingbroke Heights, Flint



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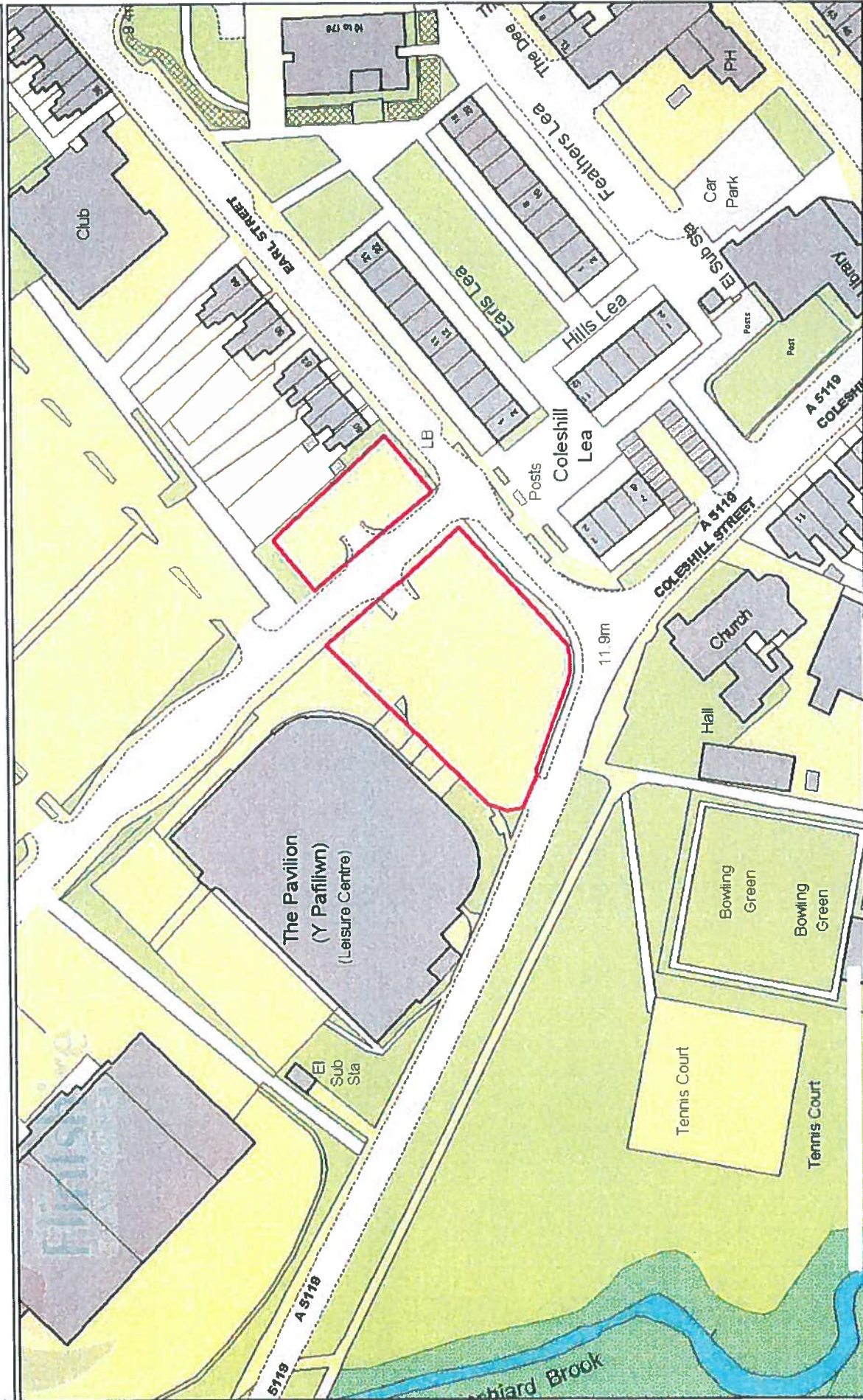
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5

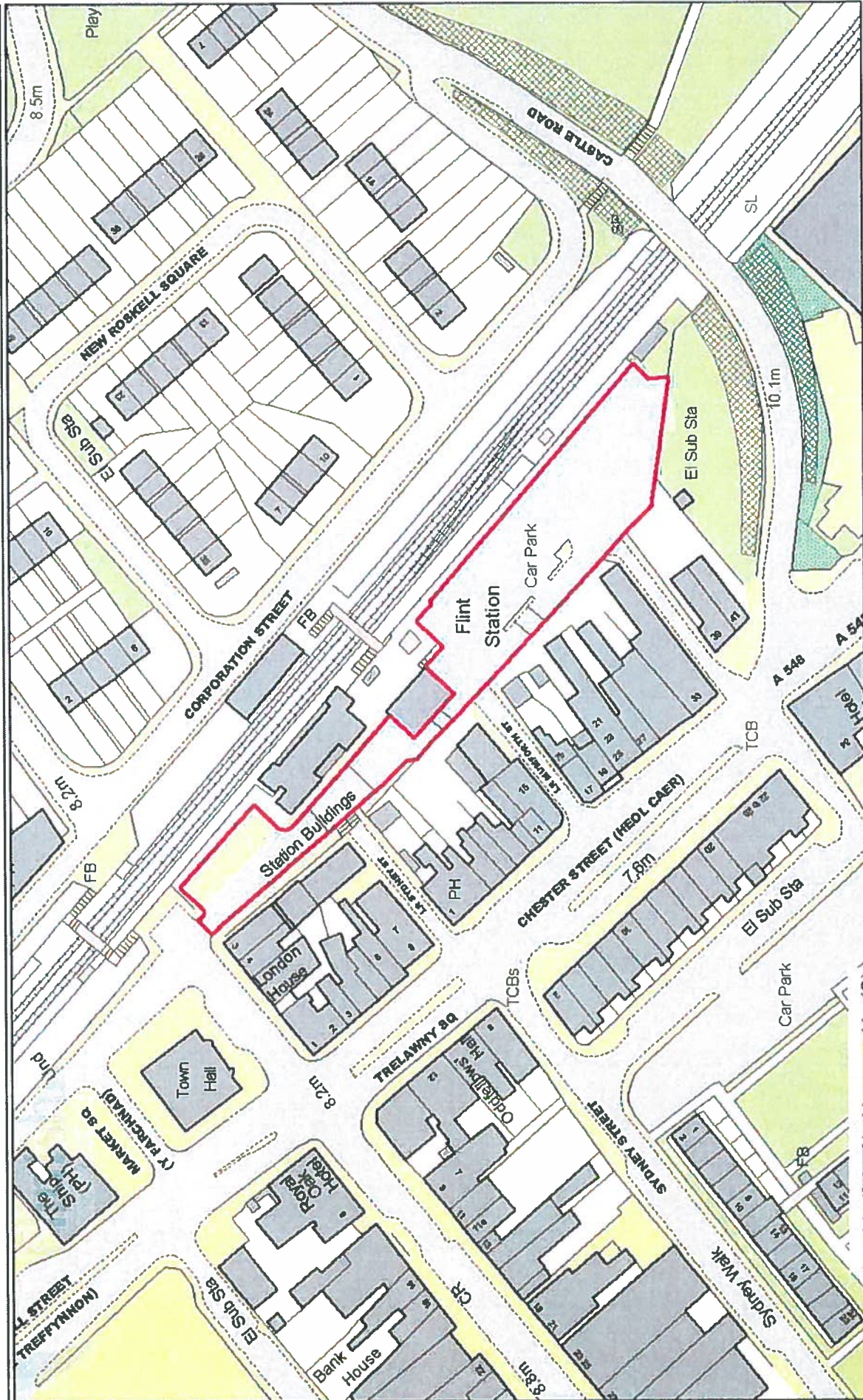
Pavilion Leisure Centre, Flint



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6

Railway Station, Flint (Larger and Smaller Car Park)



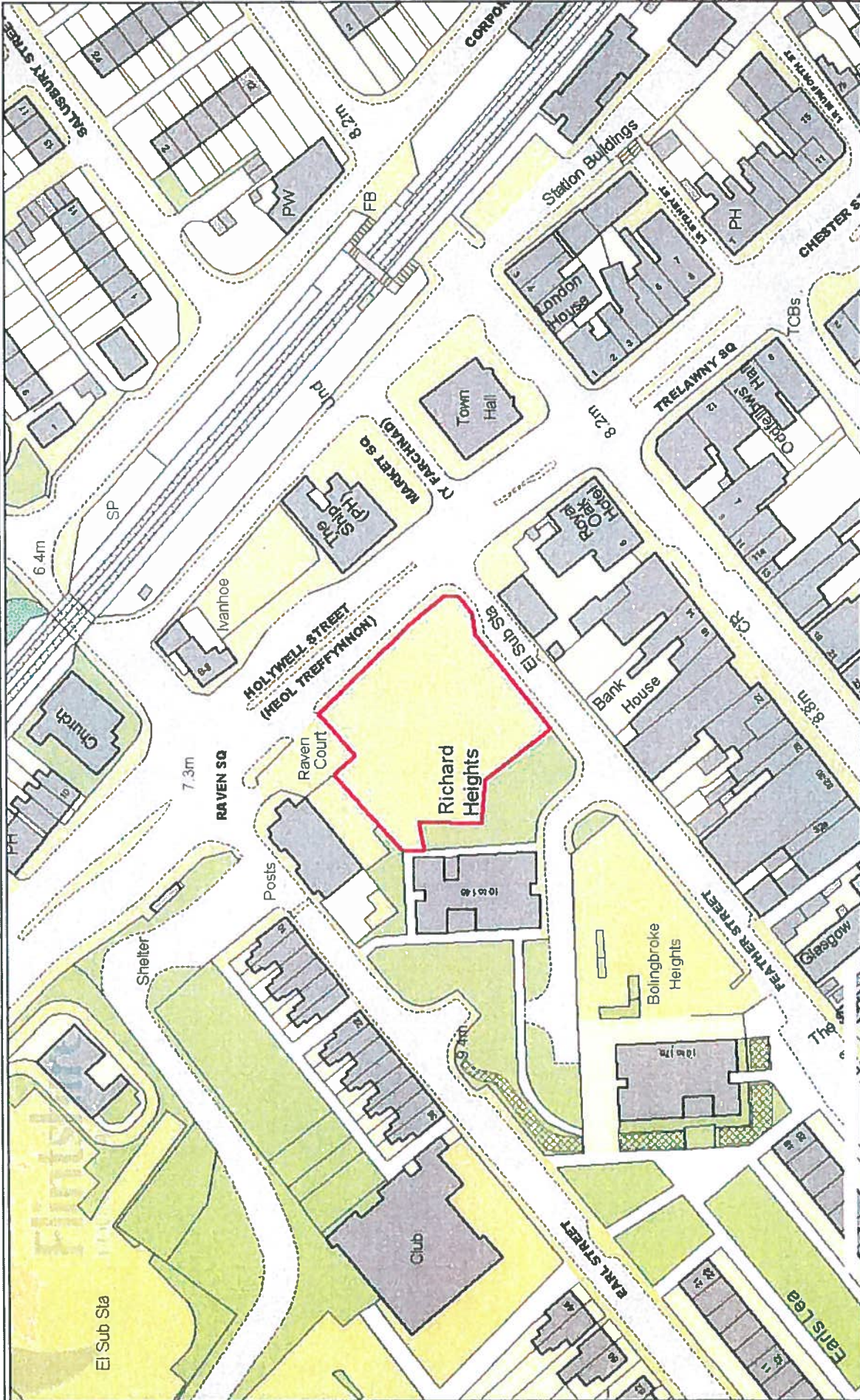
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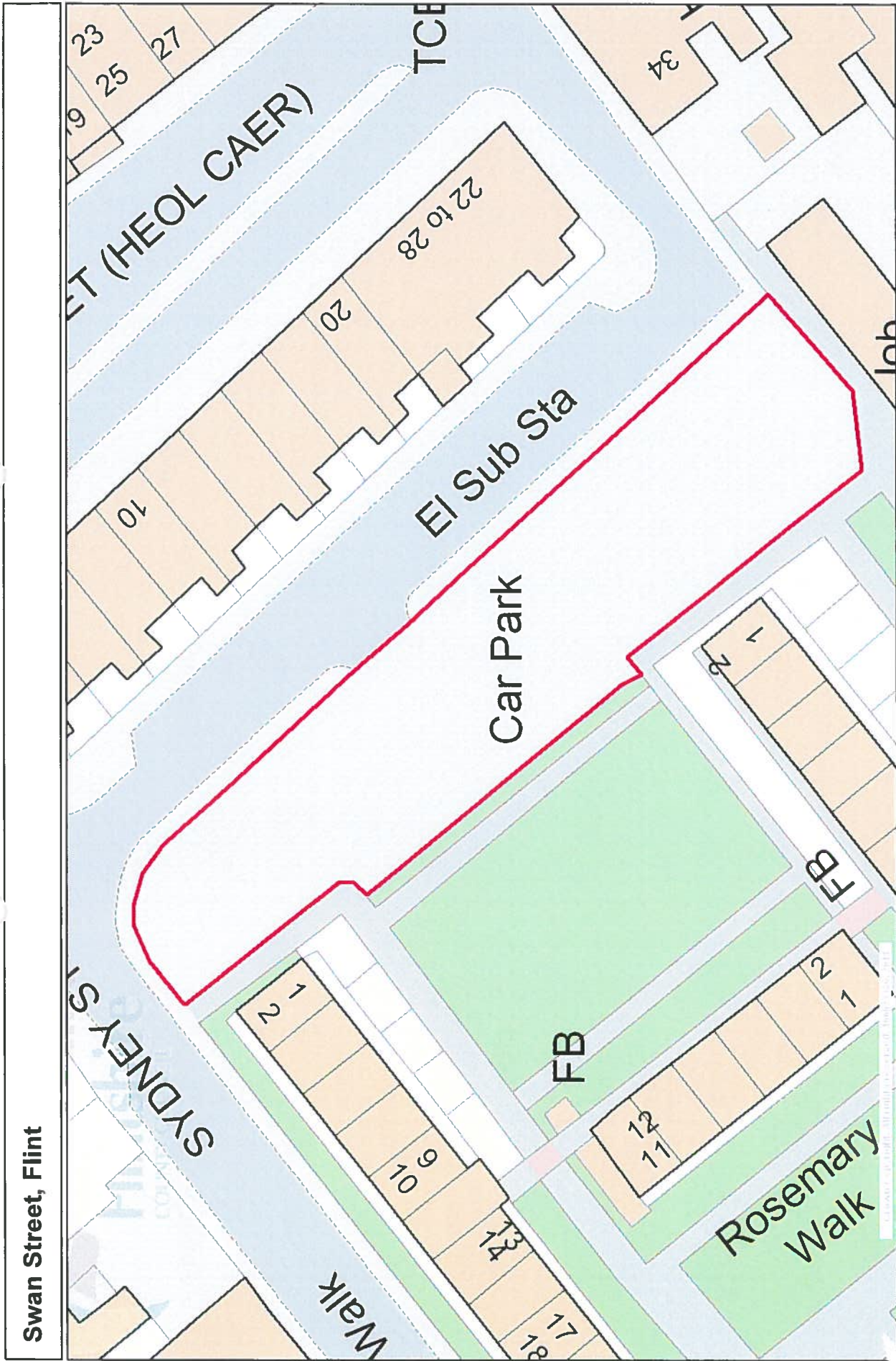
Richard Heights, Flint



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Swan Street, Flint



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Scale 1/500
 Centre = 324474 E 373013 N
 Date 5/6/2013
 Name



(9)

PROPOSED charging tariffs for Pay & Display Car Parks:

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|---|--|--|
| No charge | Pavilion Leisure Allt Goch Bolingbroke Heights Richard Heights | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all ay | Monday to Saturday 08:00 to 17:00 |
| No charge | Feather Street | 20p for up to 2hrs 1 hour prohibited return from expiry of parking ticket | Monday to Saturday 08:00 to 17:00 |
| No charge | Swan Street | 20p for up to 2hrs 50p for up to 4hrs | Monday to Saturday 08:00 to 17:00 |
| No charge | Railway Station | £2.00 for all day | Monday to Sunday (including Bank Holidays) 08:00 to 17:00 |
| No charge | Castle Street | No charge | n/a |

Due to the location of Castle Street Car Park, it has been decided that charging will not be introduced at this site, at this stage.

PROPOSED improvements to car parks:

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Entrance signage where necessary identifying its purpose, and remove all unnecessary signage | 1 September 2015 |
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 September 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 September 2015 |

Traffic Regulation Orders (TRO) REVIEW

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

| Location | Description | Implementation timescale | Appendix No |
|---------------------|--|--------------------------|-------------|
| Feather Street | Where possible on a specified area, place 1hr limited waiting bays (one side only) and no waiting 8-5 or DYL everywhere else | Before April 2016 | 1 |
| Lon y Becws | FCC land though not adopted highway, place no waiting 7am to 7pm on both sides | Before April 2016 | 2 |
| Bottom of Allt Goch | Continuation of no waiting 7am to 7pm on both sides from junction of Lon y Becws | Before April 2016 | 2 |

Other proposals received from Connah's Quay Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Flint, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Earl Street
- Castle Street
- Corporation Street
- New Roskell Square
- Salisbury Street
- Thomas Street
- Lloyd Street


Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

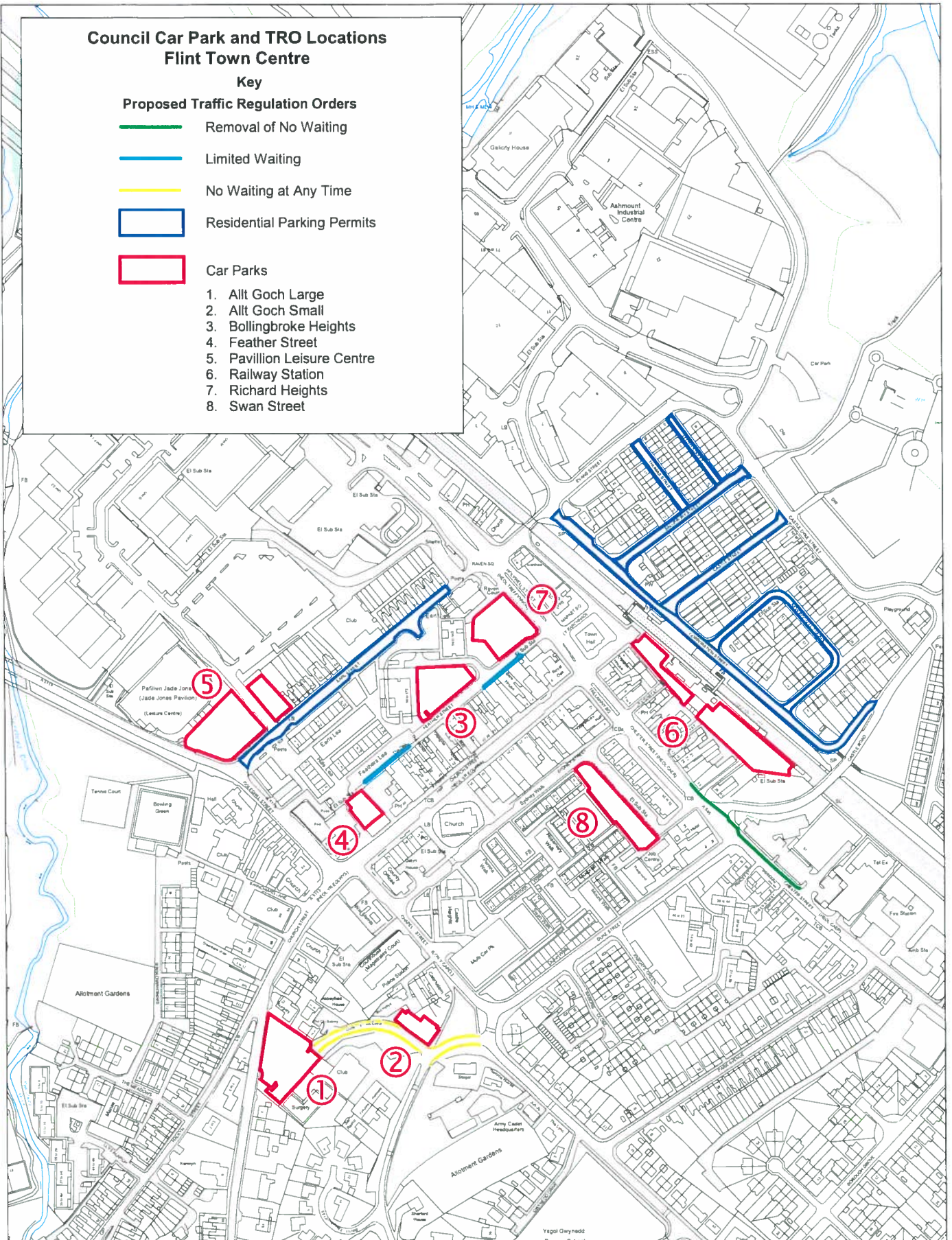
Council Car Park and TRO Locations Flint Town Centre

Key

Proposed Traffic Regulation Orders

-  Removal of No Waiting
-  Limited Waiting
-  No Waiting at Any Time
-  Residential Parking Permits
-  Car Parks

1. Allt Goch Large
2. Allt Goch Small
3. Bollingbroke Heights
4. Feather Street
5. Pavillion Leisure Centre
6. Railway Station
7. Richard Heights
8. Swan Street



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

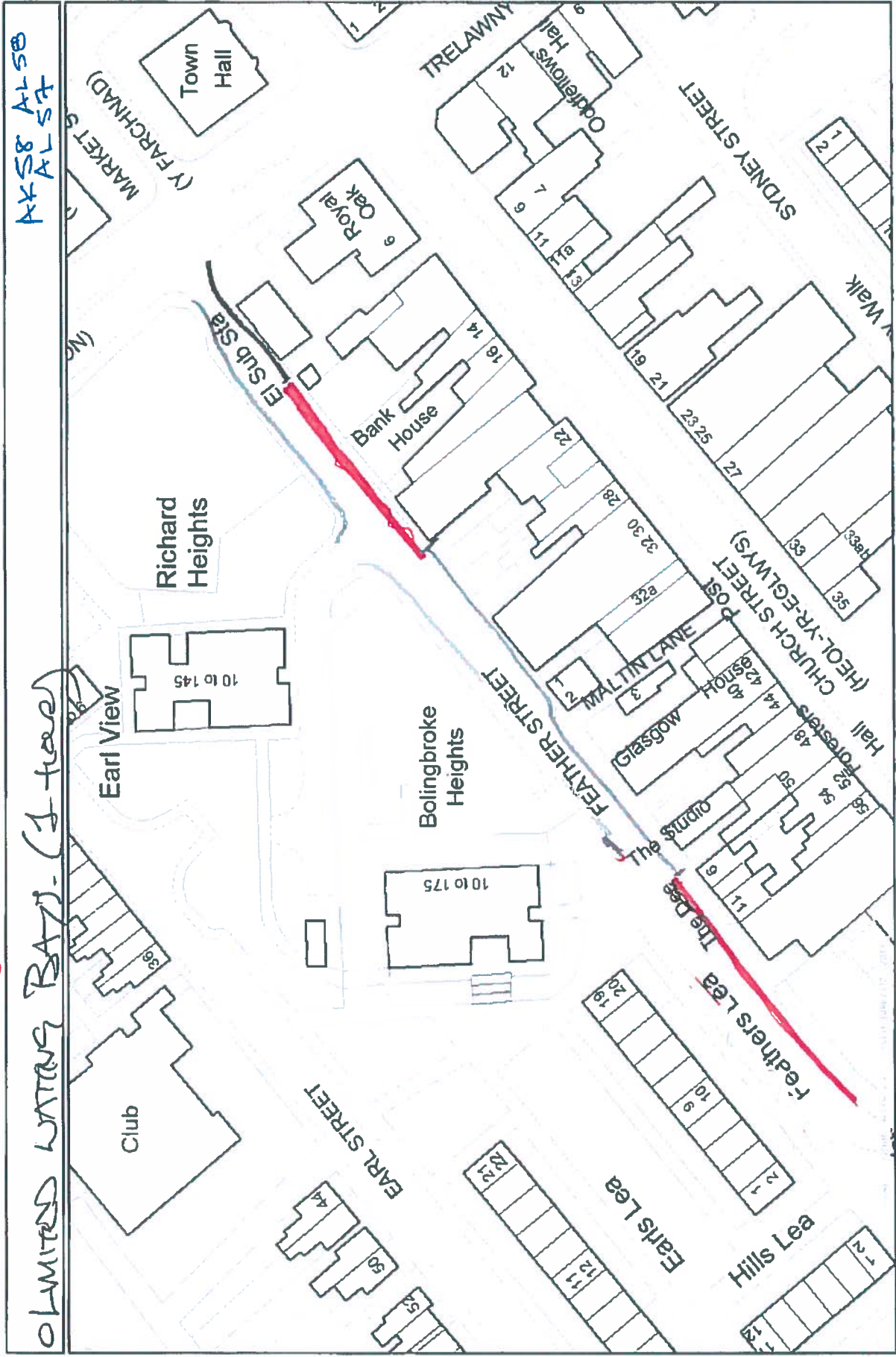
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OS Map: SJ 2473
Plotted 09/04/2015



Q - Parking, ear access

OLIMPIAD WATERG BAZ - (1 tree)

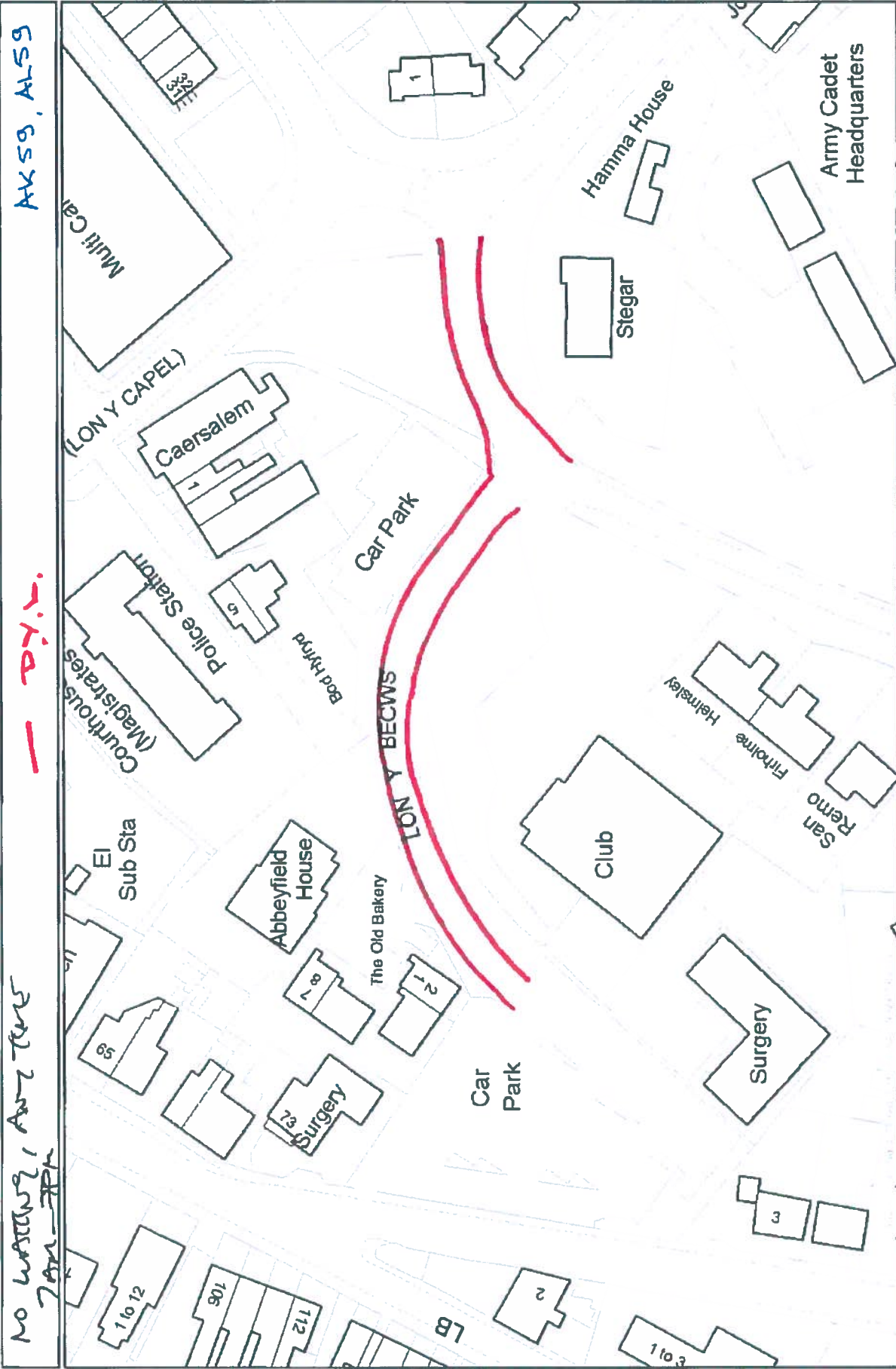
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 Date 12/2/2015
 Name

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Holywell Parking Strategy 2015



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| Plan outlining the area of Bevans Yard Car Park | Page 8 |
| Plan outlining the area of Somerfield Car Park | Page 9 |
| Plan outlining the area of Leisure Centre Car Park | Page 10 |
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| PROPOSED charging tariffs for Pay & Display Car Parks | Page 13 |
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Appendices

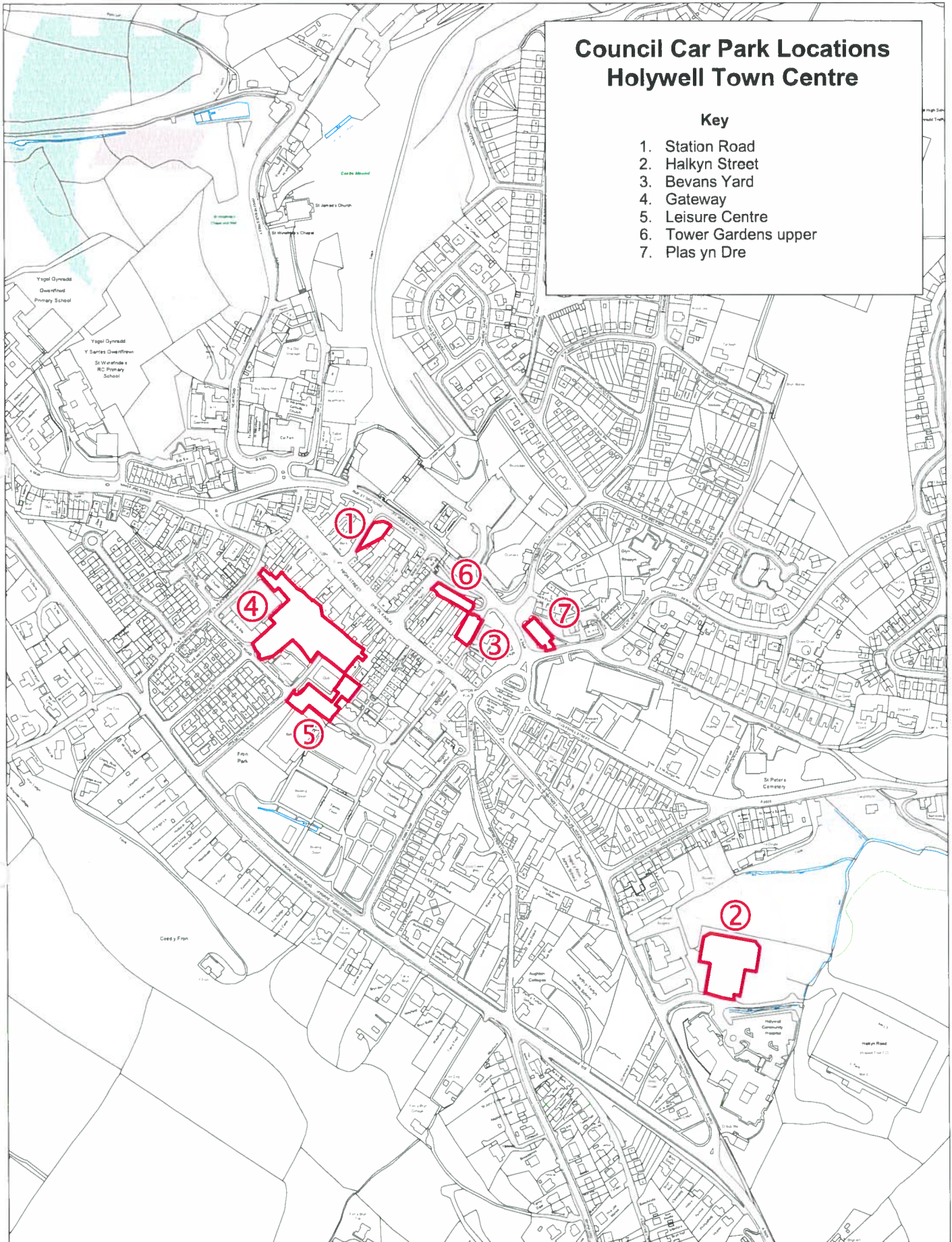
- Appendix 1 - Traffic Regulation Order currently with legal (Inner Ring Road)
- Appendix 2 - Traffic Regulation Order proposed amendment (Fron Road)
- Appendix 3 - Traffic Regulation Order proposed amendment (Whitford Street)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Holywell Town Centre

Key

1. Station Road
2. Halkyn Street
3. Bevans Yard
4. Gateway
5. Leisure Centre
6. Tower Gardens upper
7. Plas yn Dre

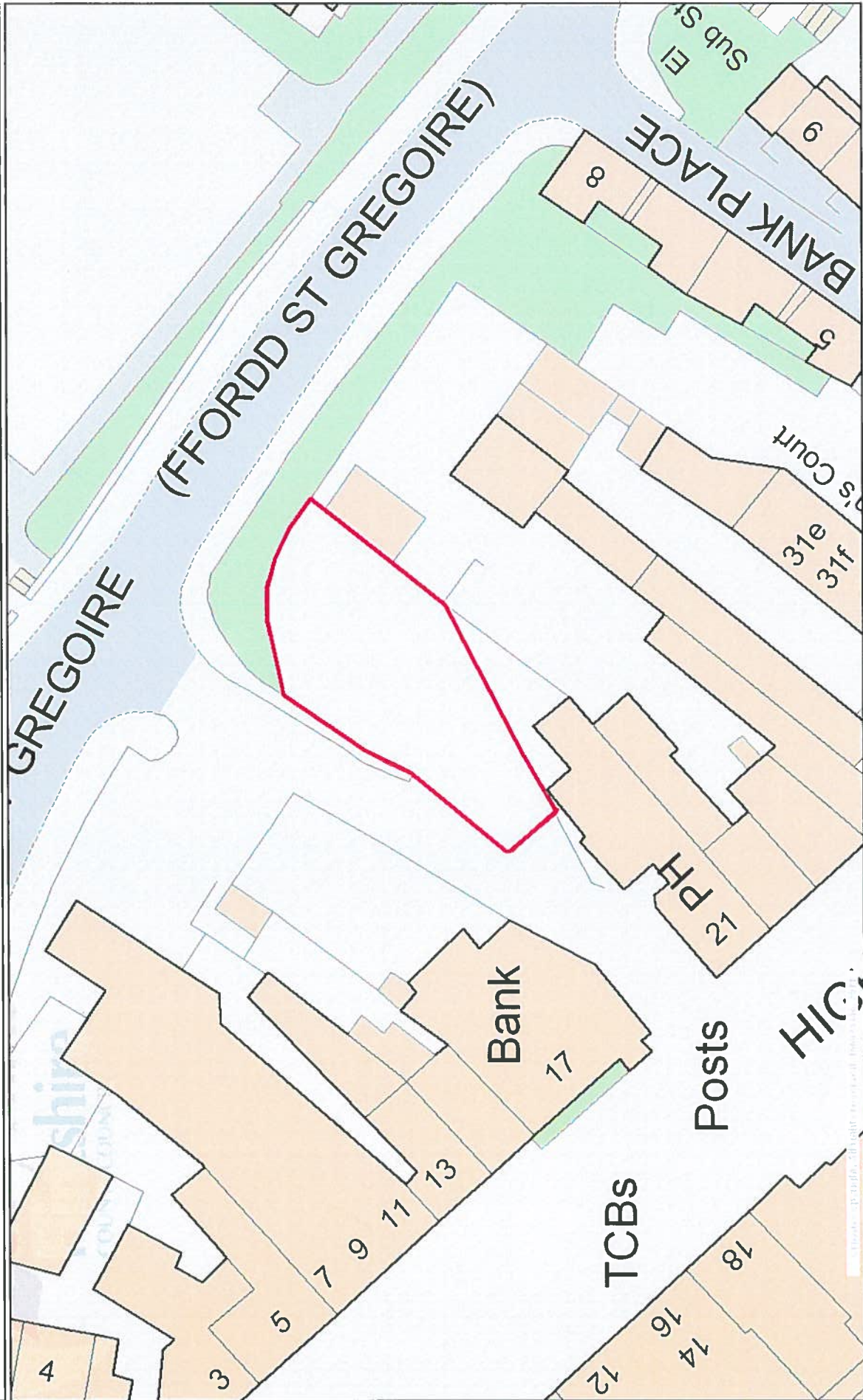


Capacity of all Car Parks were charging is proposed

The below table outlines the current number of spaces within each car park;

| | Total Spaces | Disabled Spaces |
|----------------------------------|---------------------|------------------------|
| Bevans Yard | 17 | 6 |
| Plas yn Dre | 24 | - |
| Somerfield | 99 | 8 |
| Leisure Centre | 44 | 2 |
| Station Road | 0 | 5 |
| Tower Gardens | 13 | 5 |
| Halkyn Road | tbc | tbc |
| Total Spaces for the area | 294 | 26 |

Station Road, Holywell - Disabled Parking Only



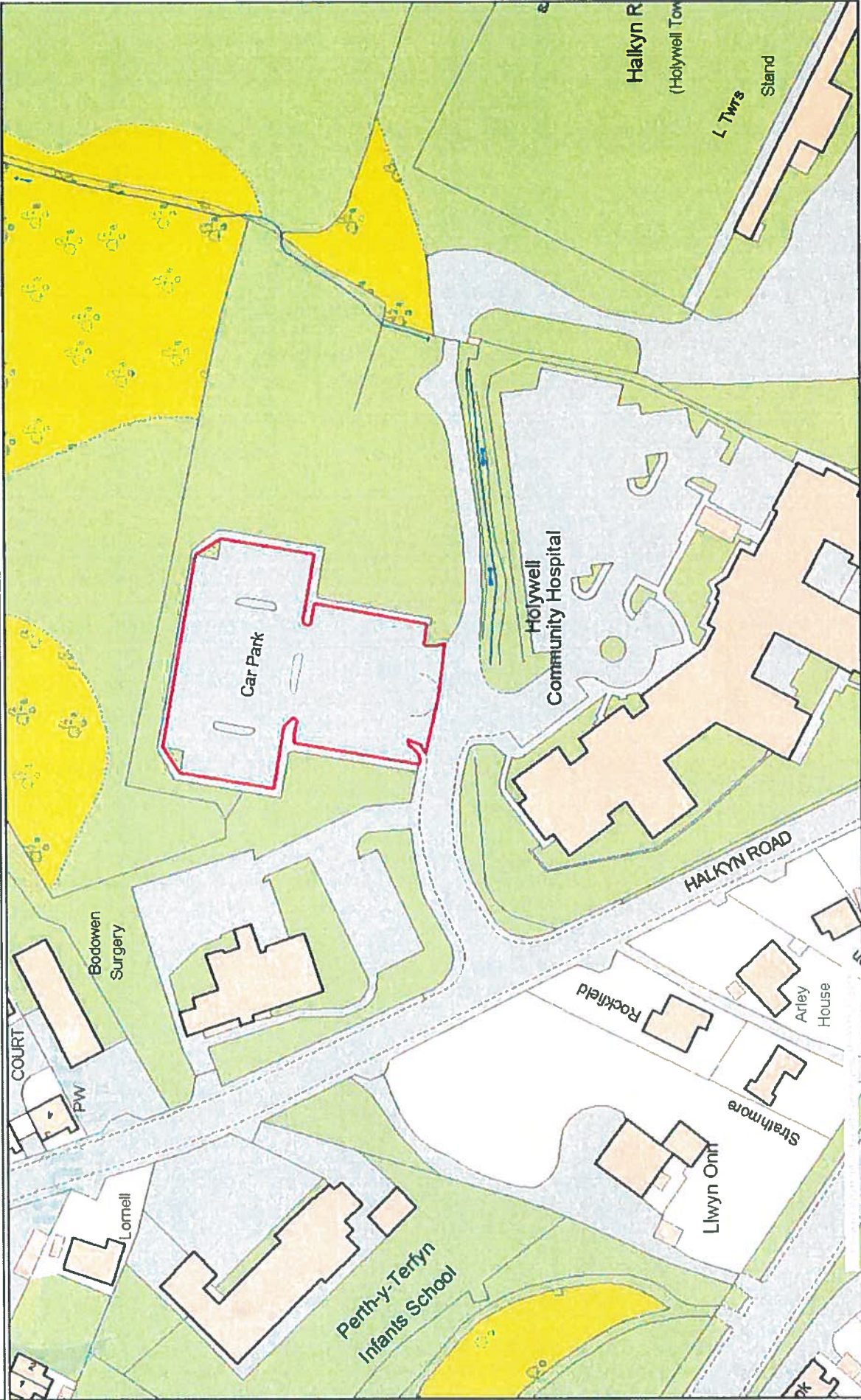
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Scale 1/500
Centre = 318609 E 375942 N
Date 25/7/2013
Name



1

Halkyn Street, Holywell

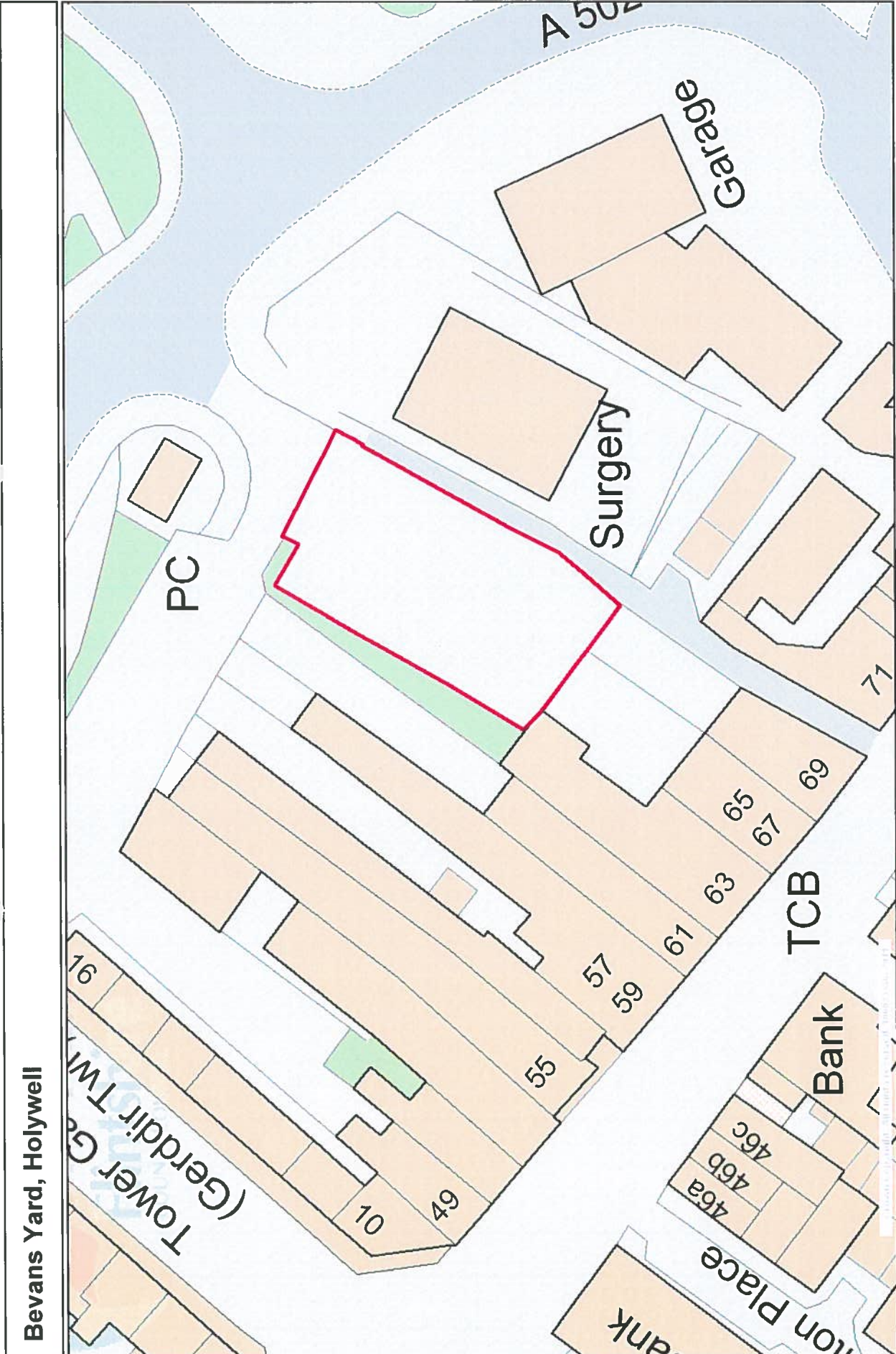





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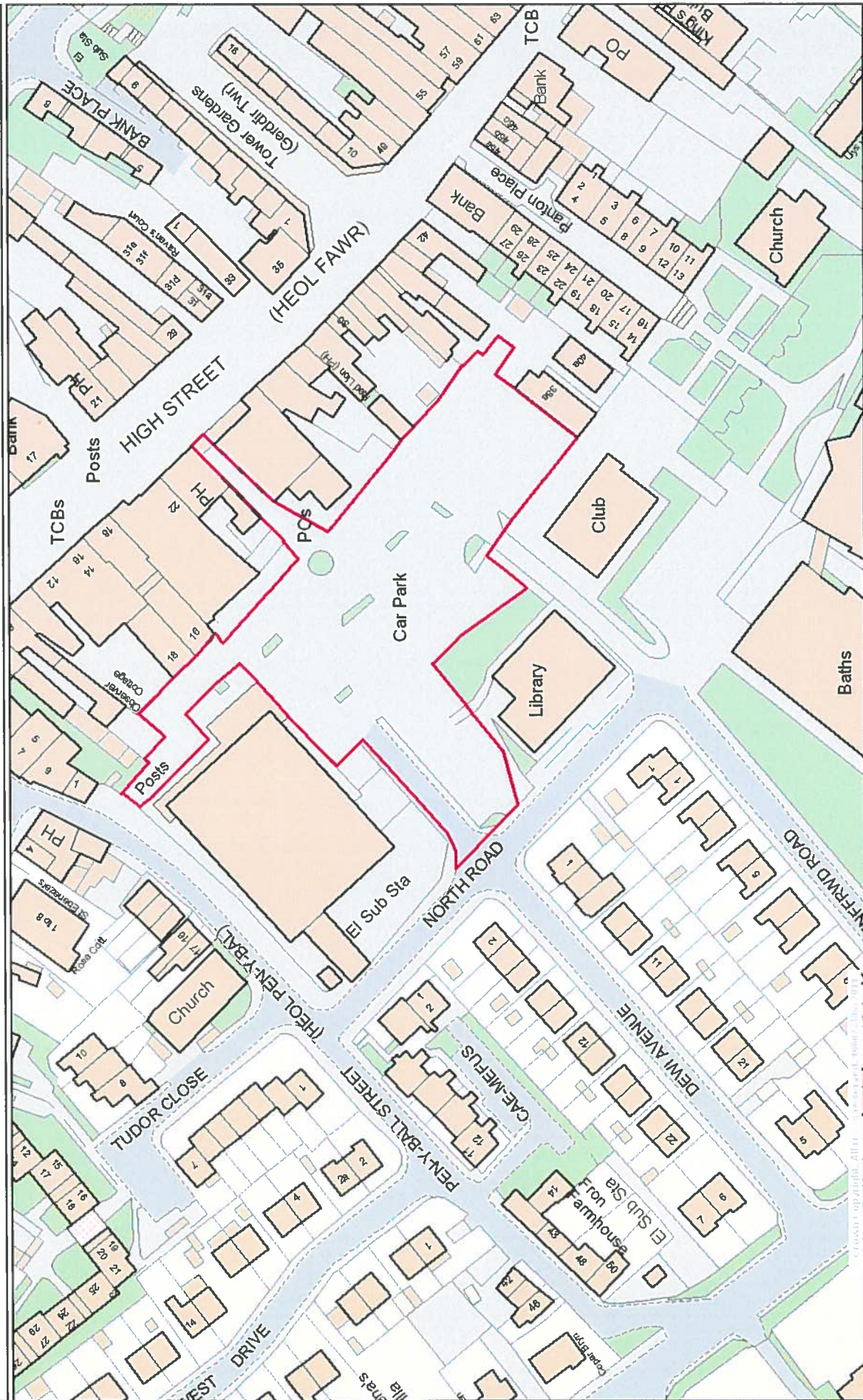


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|---|---|--|--|---|

Somerfield Car Park, Holywell



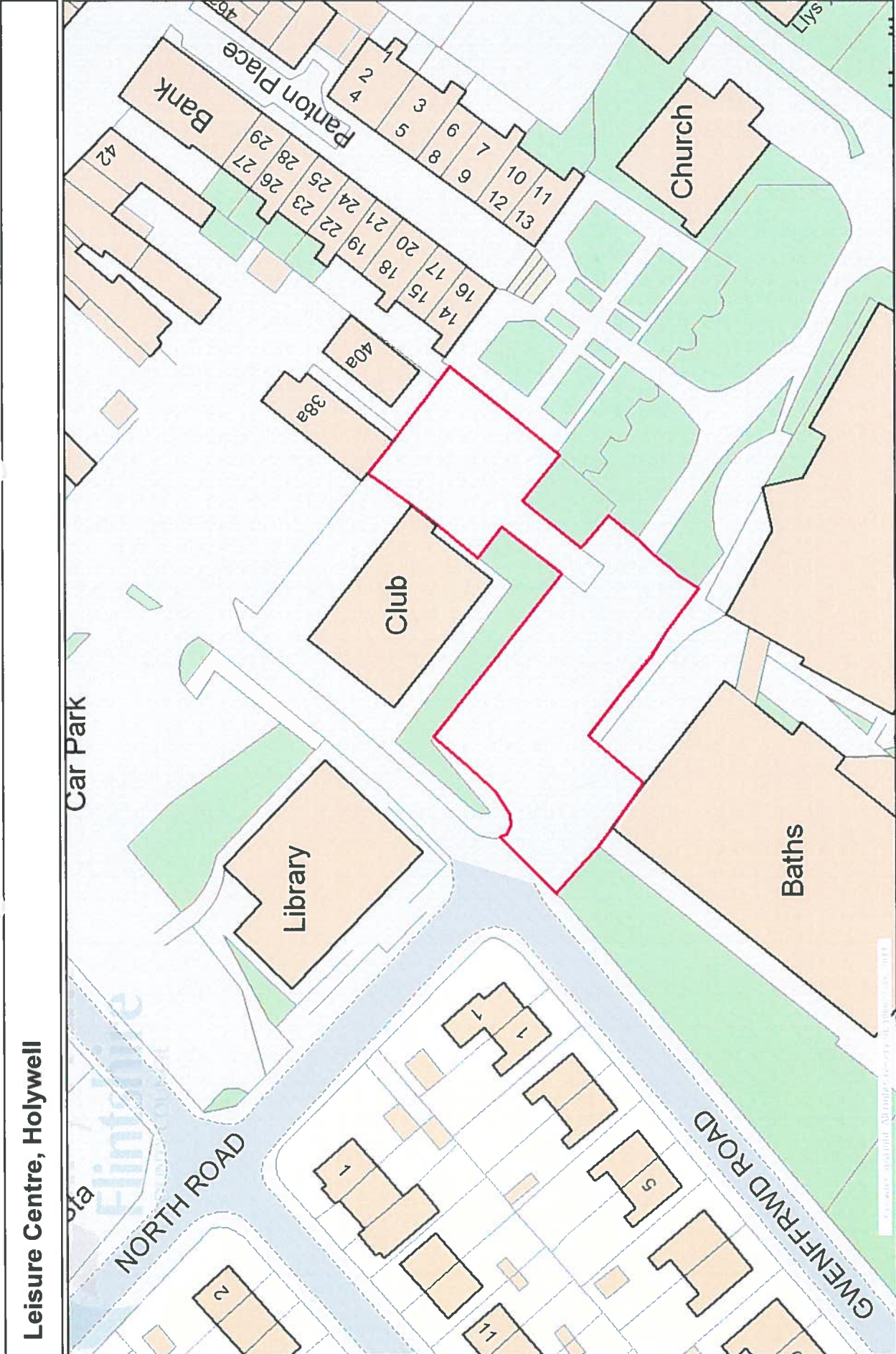
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7

5



Leisure Centre, Holywell

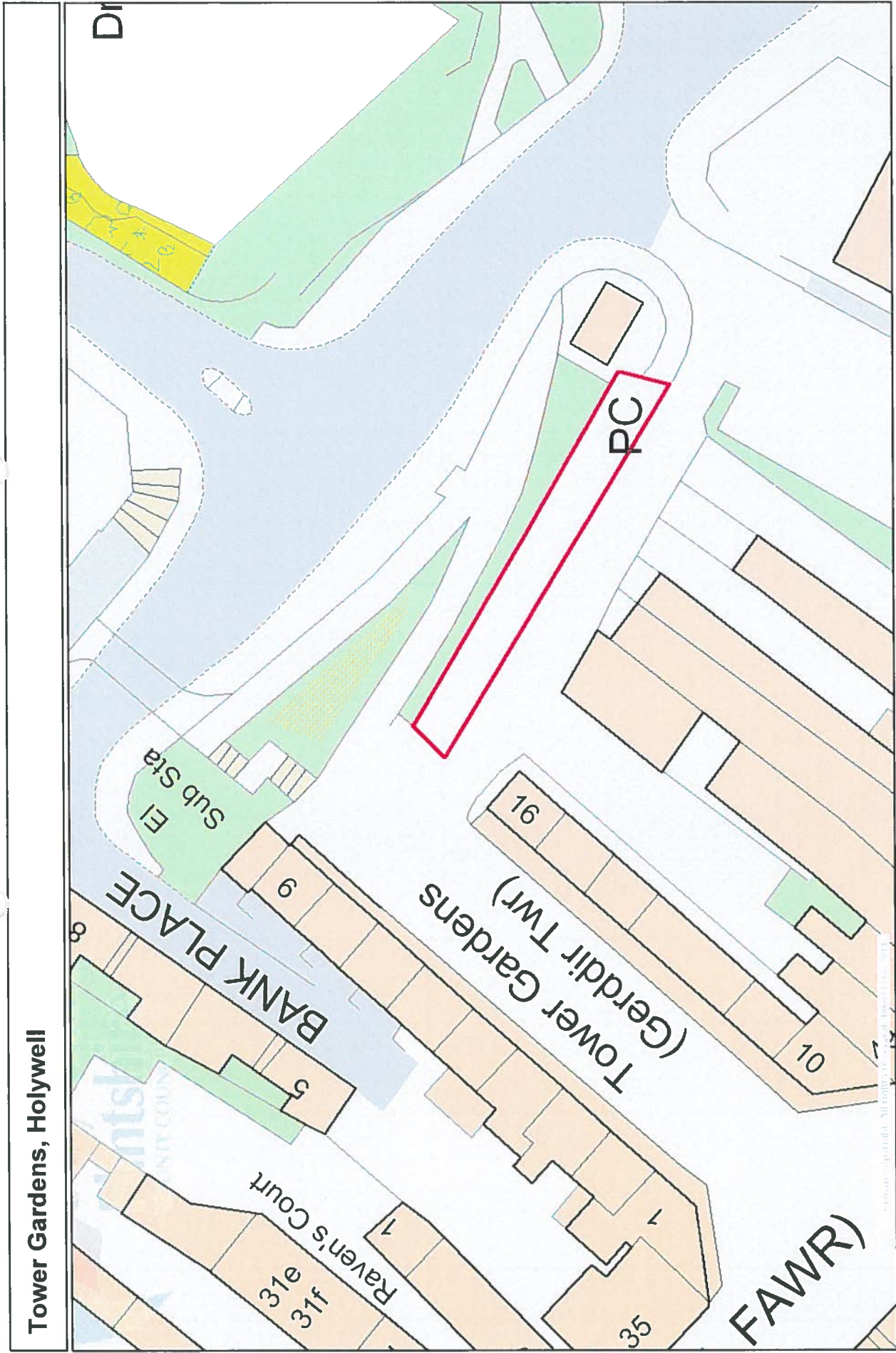


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 Date 26/7/2013
 Name



6



Tower Gardens, Holywell

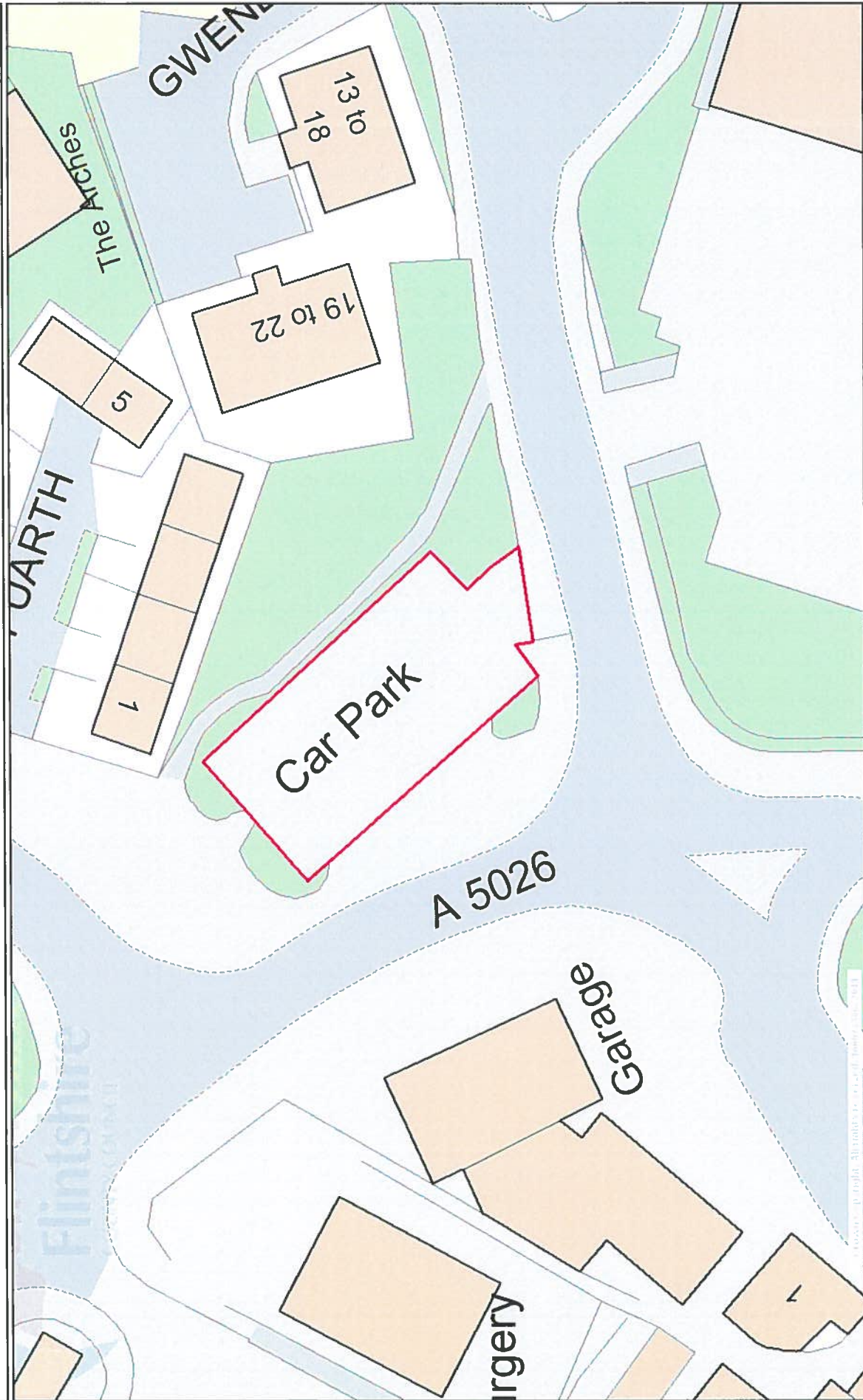


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 Date 25/7/2013
 Name



Plas Yn Dre, Holywell



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 Date 26/7/2013
 Name



PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|--|---|--------------------------------------|
| No charge | Leisure Centre | 20p for up to 2hrs 50p for up to 4hrs | Monday to Saturday 08:00 to 17:00 |
| No charge | Somerfield | 20p for up to 2hrs 50p for up to 4hrs | Monday to Saturday 08:00 to 17:00 |
| No charge | Plas yn Dre Bevans Yard Tower Gardens Halkyn Road | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 September 2015 |
| Entrance signage where necessary identifying its purpose, and remove all unnecessary signage | 1 September 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 September 2015 |

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order request is to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

| Location | Description | Appendix No |
|-----------------|--------------------------------|--------------------|
| Inner Ring Road | 2 laying over bays (for buses) | 1 |

Below is a list of proposed Traffic Regulation Orders and/or highway improvements that have been considered for charge as part of this process and the timescale for each dependant on their importance;

| Location | Description | Implementation timescale | Appendix No |
|-----------------|--|---------------------------------|--------------------|
| Fron Road | Create a lay-by within the carriageway, with a fixed start/end point (kerbed), moving the centre line across to compensate. (one side only) (provision for 20+ vehicles) Reduce the speed limit from 40mph to 30mph | Before April 2016 | 2 |
| Whitford Street | Where possible on a specified area, place 30 minute limited waiting bays (one side only) and DYL everywhere else | Before April 2016 | 3 |

Other proposals received from Holywell Town Council prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Holywell, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Drew Avenue
- Gwenffryd Road

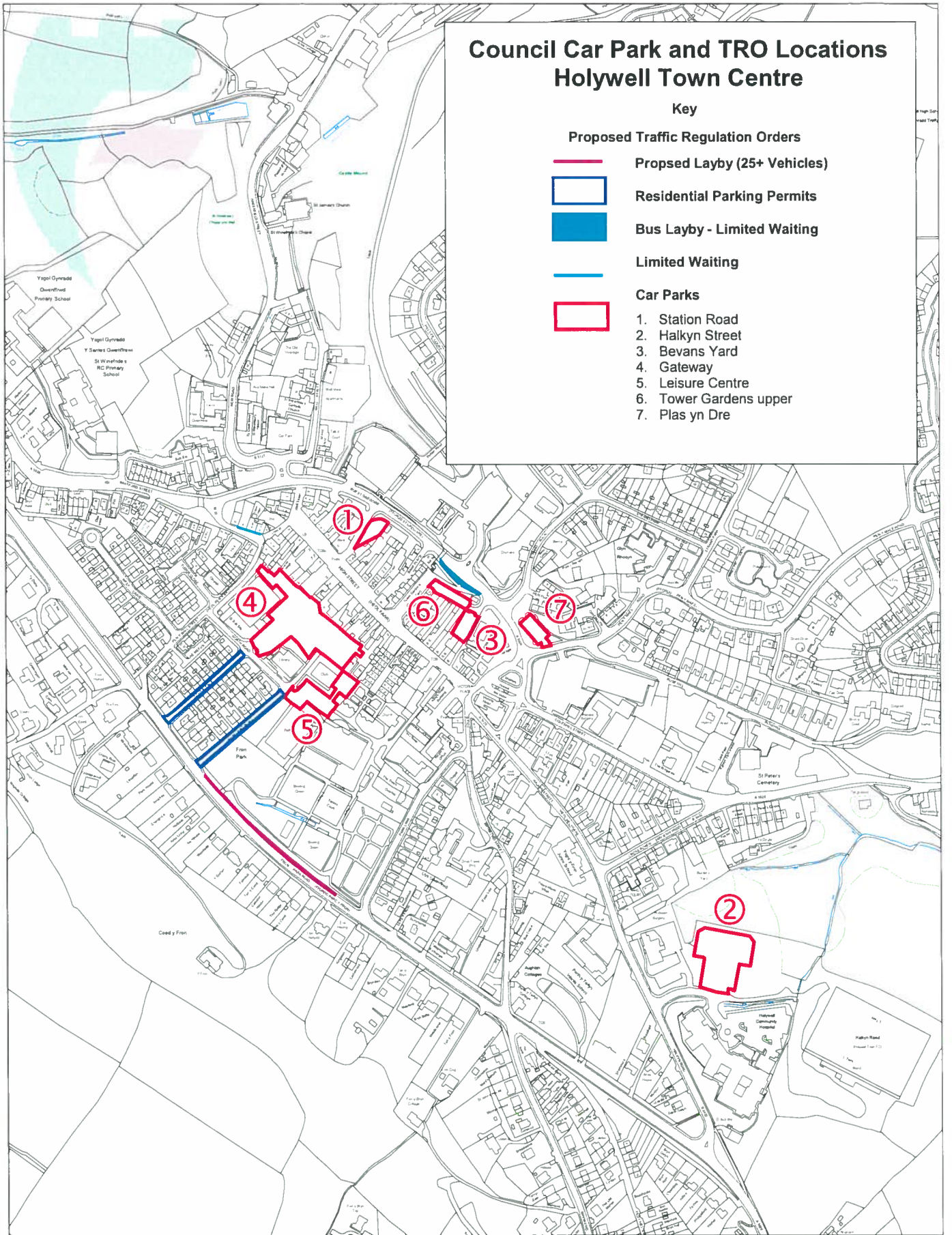
Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park and TRO Locations Holywell Town Centre

Key

- Proposed Traffic Regulation Orders**
-  Proposed Layby (25+ Vehicles)
 -  Residential Parking Permits
 -  Bus Layby - Limited Waiting
 -  Limited Waiting
- Car Parks**
1. Station Road
 2. Halkyn Street
 3. Bevans Yard
 4. Gateway
 5. Leisure Centre
 6. Tower Gardens upper
 7. Plas yn Dre

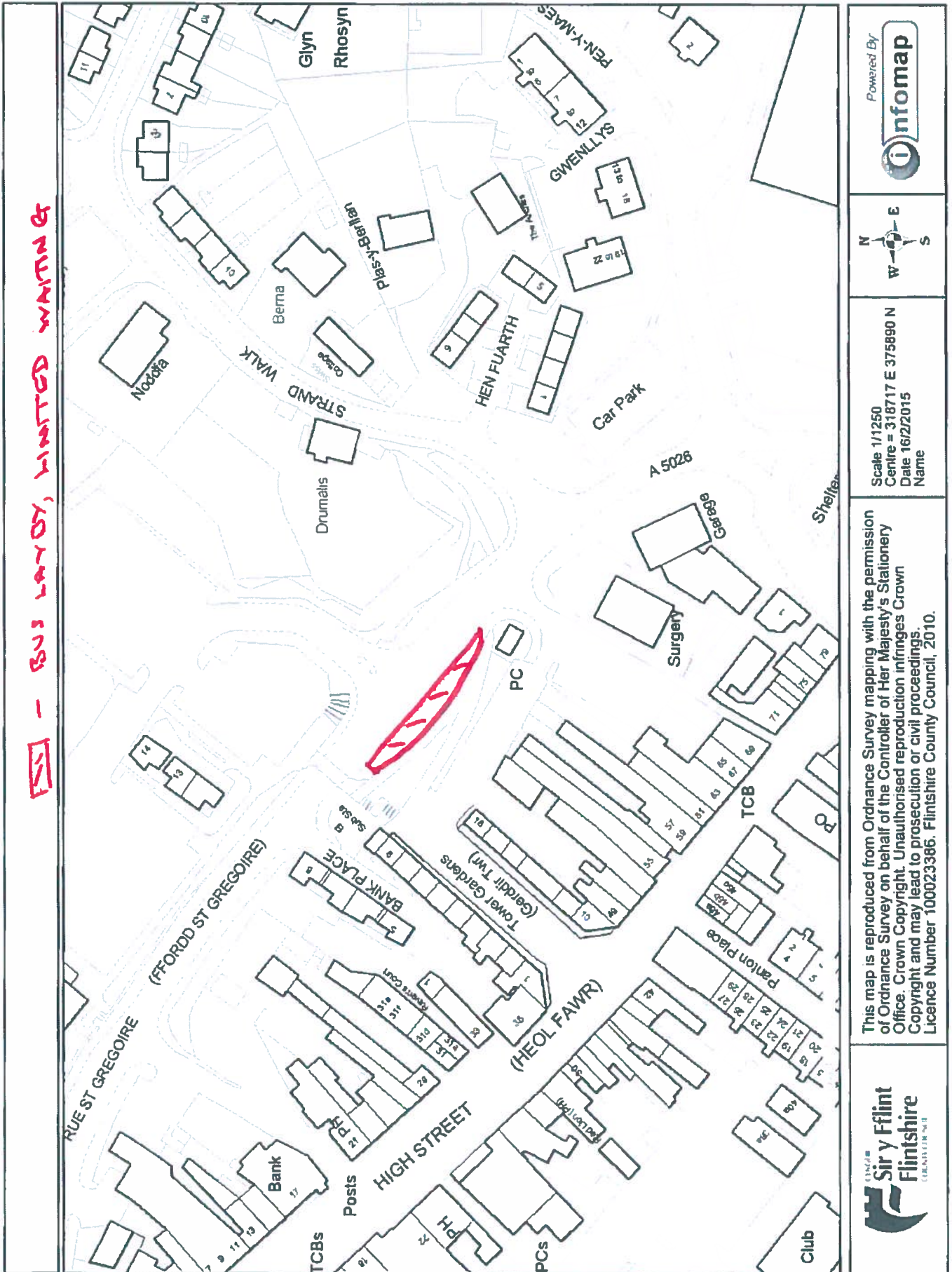


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Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

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OS Map: SJ 1875
Plotted 13/02/2015

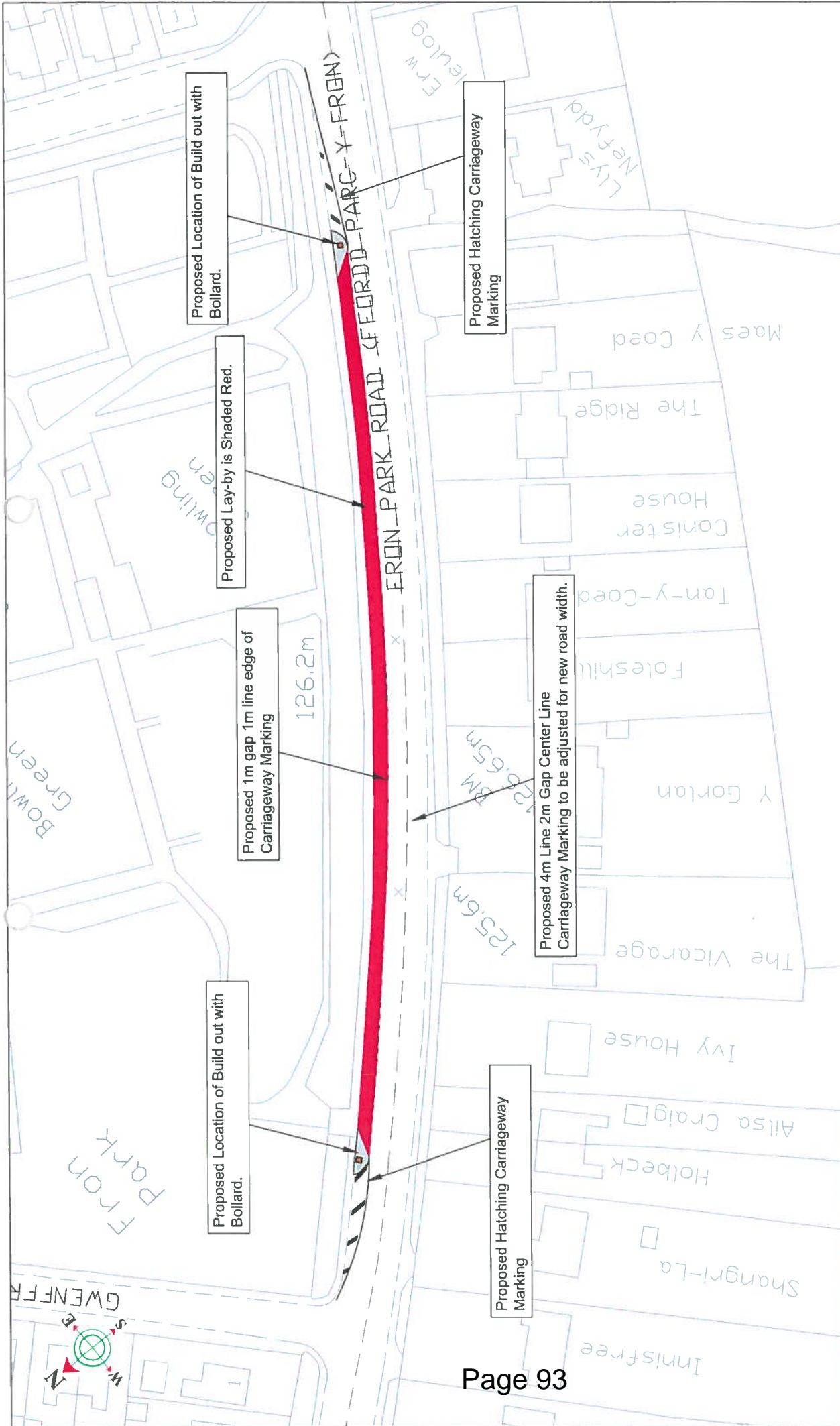




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Fron Park Road
Holywell
Proposed Lay-by and Carriageway Markings
(Sheet 1 of 1)
DRAWING NUMBER
HT/15/0000 00 P1

| PERLIMINARY | WORKING | AS BUILT | DATE |
|-------------|---------|----------|------|
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NGW
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CARL LONGLAND
Director of Environment
Cyfarwyddwr yr Amgylchedd.

County Hall, Mold, CH7 6NF
Nesedd y Str. Yr Wyddgwg, CTR 6NF

TRAFFIC



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Mold Parking Strategy 2015



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Appendices

- Appendix 1 - Traffic Regulation Order currently with legal
(Earl Road, Upper and Lower High Street)
- Appendix 2 - Traffic Regulation Order proposed amendment
(Grosvenor Road and Victoria Street)
- Appendix 3 - Traffic Regulation Order proposed amendment
(Maes Bod Lonfa)
- Appendix 4 - Traffic Regulation Order proposed amendment
(Wrexham Street)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Mold Town Centre

Key

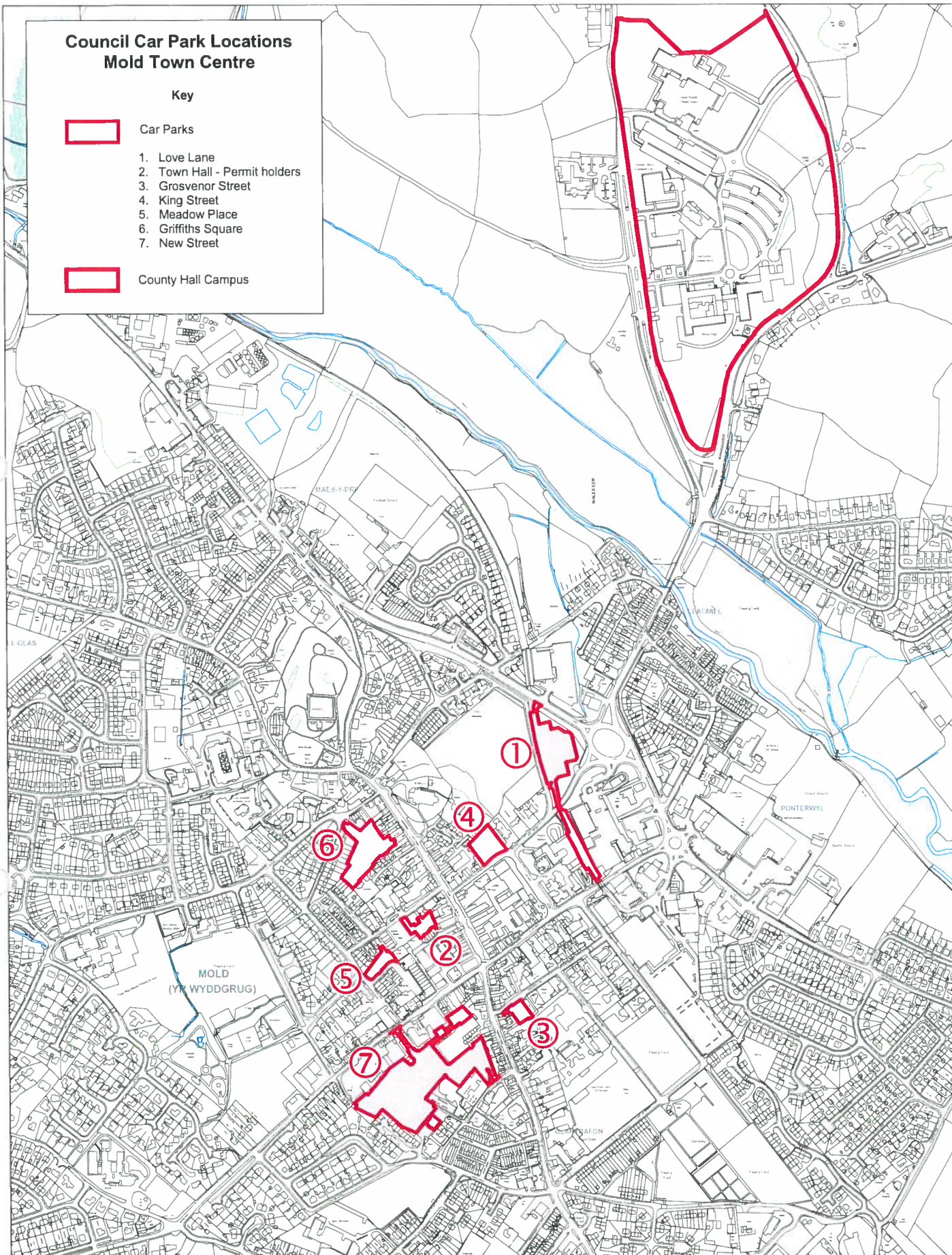


Car Parks

1. Love Lane
2. Town Hall - Permit holders
3. Grosvenor Street
4. King Street
5. Meadow Place
6. Griffiths Square
7. New Street



County Hall Campus



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

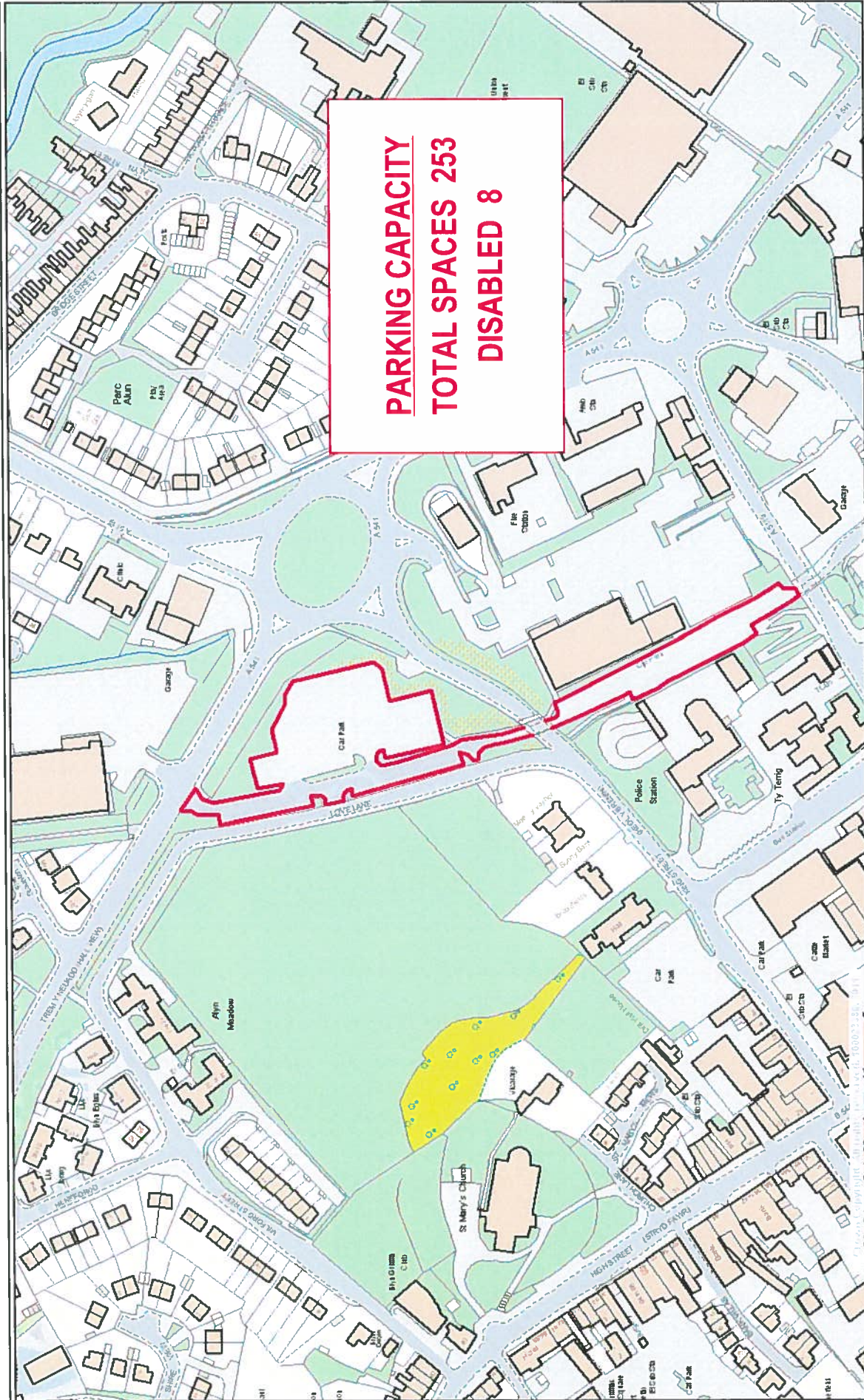
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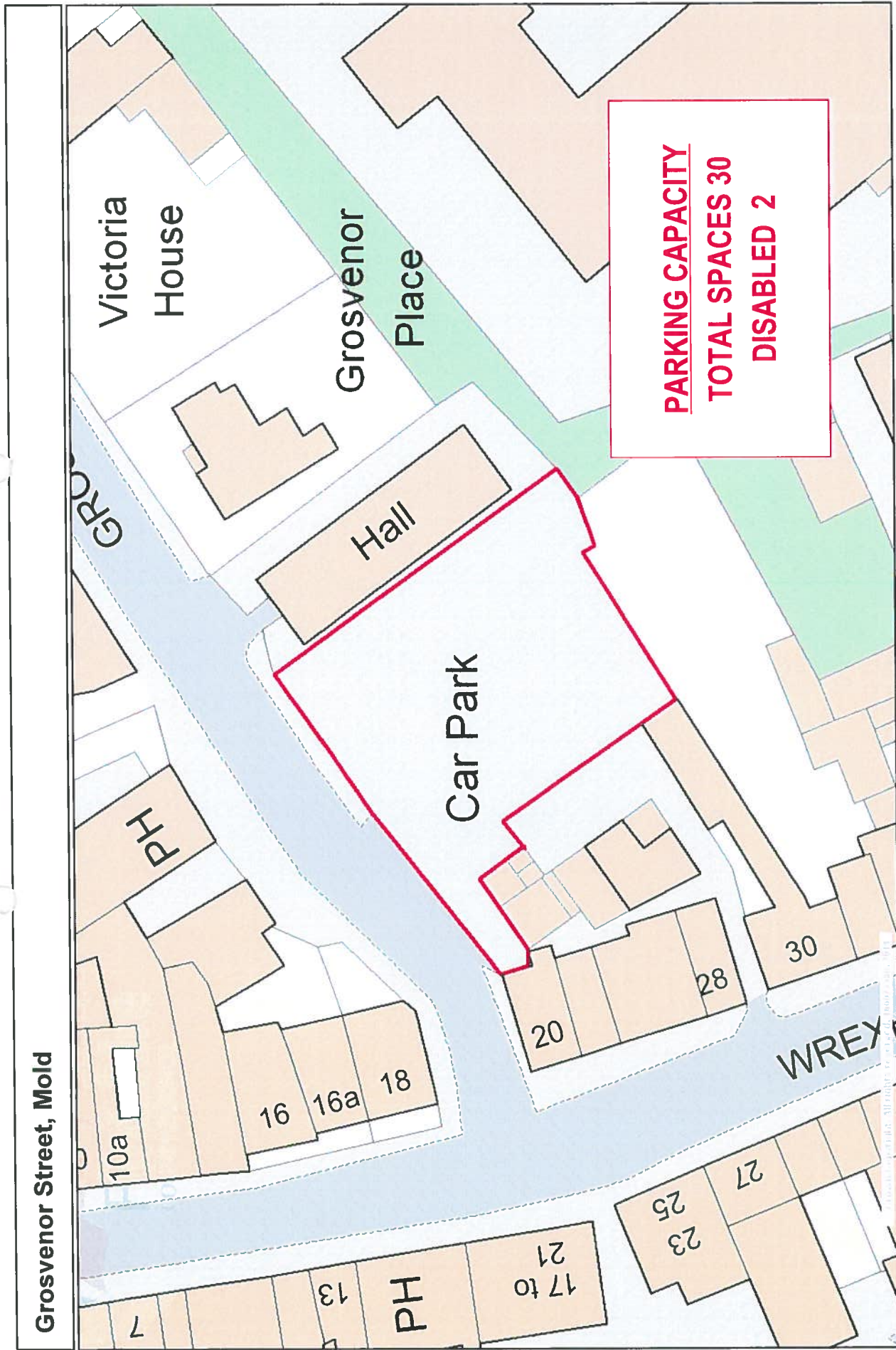


Capacity of all Mold Car Parks

The below table outlines the current number of spaces within each car park;

| | Total Spaces | Disabled Spaces |
|---|---------------------|------------------------|
| Griffiths Square (+1 Loading bay to the rear of Bevans) | 126 | 8 |
| Grosvenor Street | 30 | 2 |
| King Street | 68 | 2 |
| Love Lane | 253 | 8 |
| Meadow Place | 31 | 5 |
| New Street (+2 coach bays + 2 M/C bays (motorcycle)) | 439 | 21 |
| County Hall | 1014 | 21 |
| Total Spaces for the area | 1961 | 65 |

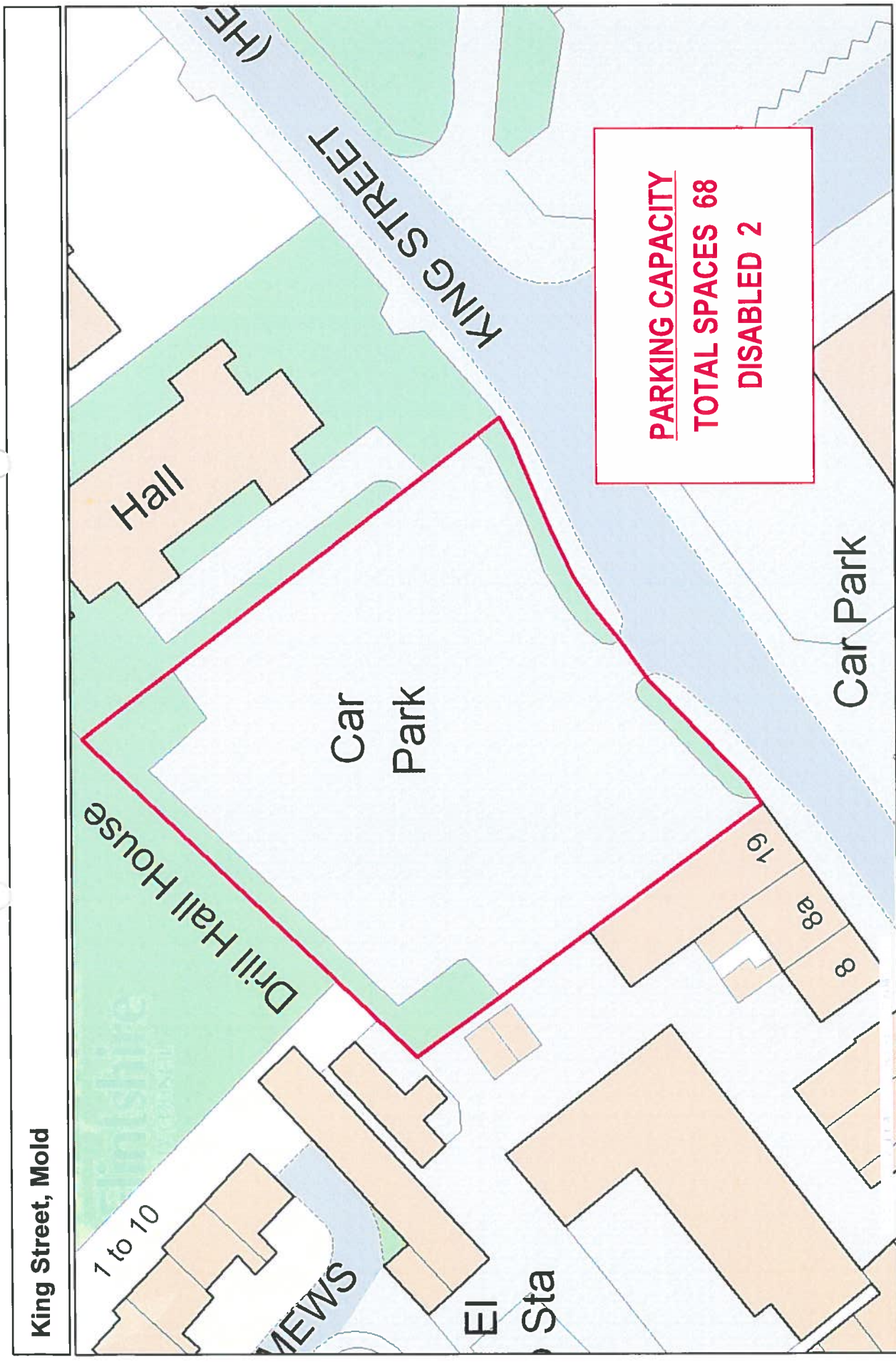




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 Name

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PARKING CAPACITY
TOTAL SPACES 68
DISABLED 2

King Street, Mold

1 to 10

Drill Hall House

Hall

Car Park

NEWS

El Sta

19

28

8

Car Park

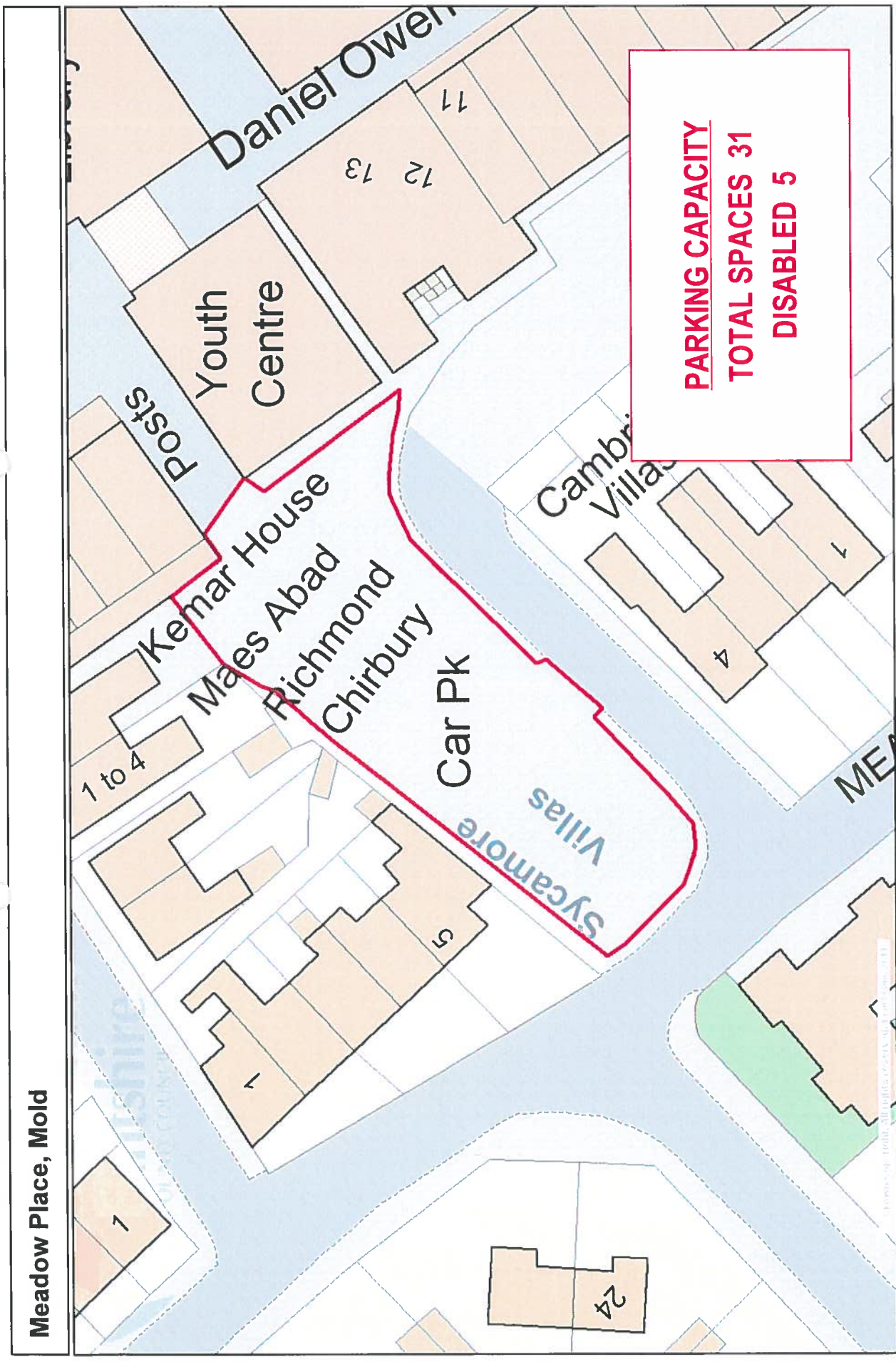


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Scale 1/500
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 Date 3/6/2013
 Name



5

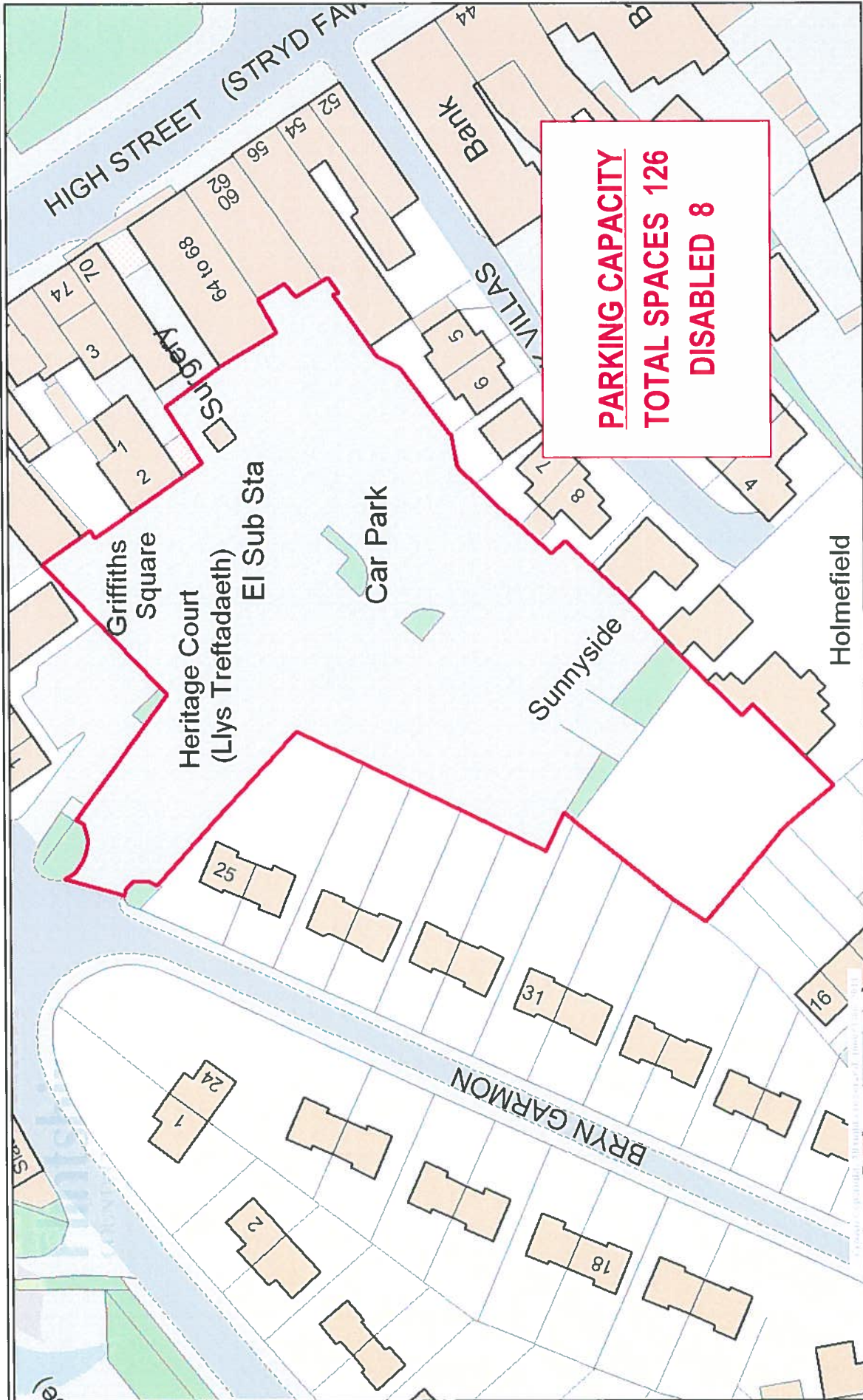


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 Date 3/6/2013
 Name



Griffiths Square, Mold



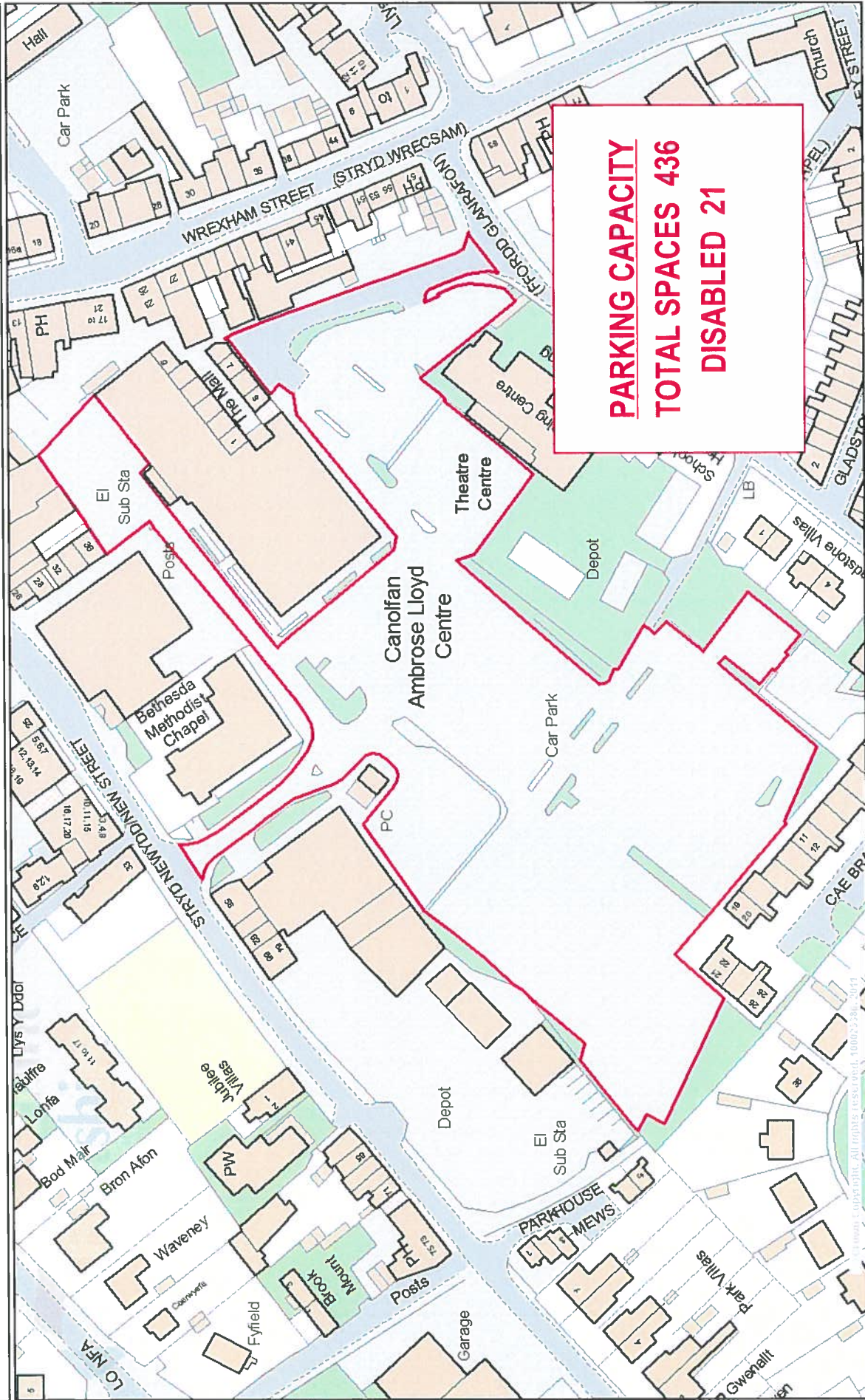
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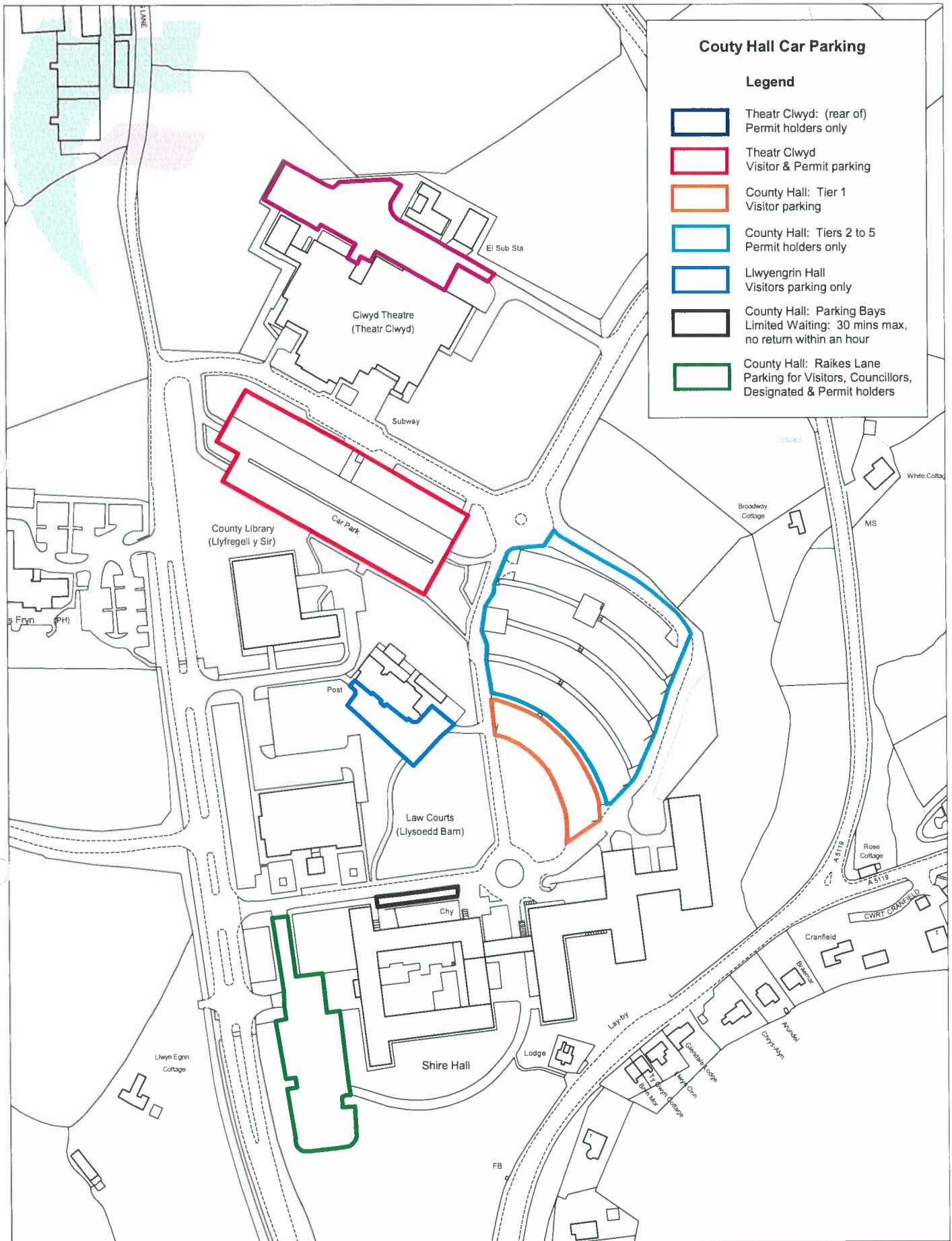
New Street Car Park, Mold



Scale 1/1400
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PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|--|---|--|--------------------------------------|
| 20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day | New Street, Griffiths Square. (New Street has designated short and long stay areas) | 50p for up to 2hrs 80p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| 50p All day | Love Lane. | 50p for all day | Monday to Saturday 08:00 to 17:00 |
| 20p for up to 1 hr 40p for up to 2 hrs 60p for up to 3hrs £1.00 All day | King Street, Grosvenor Street, Meadow Place. | 50p for up to 2hrs 1 hour prohibited return from expiry of parking ticket | Monday to Saturday 08:00 to 17:00 |
| No charge | County Hall Campus | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |

The County Hall campus includes parking for the following sites; County Hall, Llwynegrin Hall, Theatre Clwyd, Library Headquarters and the law courts.

POPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|-----------------------|
| Three car parks to be reverted to short stay parking only <ul style="list-style-type: none"> ○ Meadow Place ○ Grosvenor Street ○ King Street | 1 August 2015 |
| Reinstate the short stay area within New Street Car Park (using the old signs which were never removed) | 1 August 2015 |
| Pay & Display signage to be erected near each machine, identifying charges, appeals process, etc. | 1 August 2015 |
| Entrance signage where necessary identifying its purpose, and remove all unnecessary signage | 1 August 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 August 2015 |
| Improvements to drainage in Love Lane Car Park, drains have been jetted and a scheme has been drawn up to install soakaways; | Currently in progress |

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order requests are to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

| Location | Description | Appendix No |
|--------------------------------|---|-------------|
| Earl Road (Mococo side) | small length of no loading blips | 1 |
| Upper High Street (by church) | limited waiting bays 30mins | 1 |
| Lower High Street (by WHSmith) | limited waiting bays changed to two disabled bays | 1 |

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

| Location | Description | Implementation timescale | Appendix No |
|------------------|--|-------------------------------|-------------|
| Grosvenor Street | Within a specified area, place 1hr limited waiting bays (one side only) and relaxing the existing 07:00 to 19:00 (one side only) restriction to 08:00 to 17:00 Mon-Sat | On or before 1 September 2015 | 2 |
| Victoria Road | Place 1hr limited waiting bays (one side only) and relaxing the existing 07:00 to 19:00 restriction (one side only) to 08:00 to 17:00 Mon-Sat | On or before 1 September 2015 | 2 |
| Maes Bod Lonfa | Relax the existing 07:00 to 19:00 restriction to 08:00 to 17:00 Mon-Sat | On or before 1 September 2015 | 3 |
| Wrexham Street | Consider school entrance markings Opposite Bryn Coch pedestrian access / lollipop lady (possibly time restricted) | Under consideration | 4 |

Other proposals received from Mold Town Council prior to CPE are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the Mold review residential parking areas have also been considered, and a pilot Residential Parking Scheme is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Mold, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Bedford Way
- Bryn Noddfa
- Millford Street
- Harrowby Road
- Byrn Awelon






Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park and TRO Locations Mold Town Centre

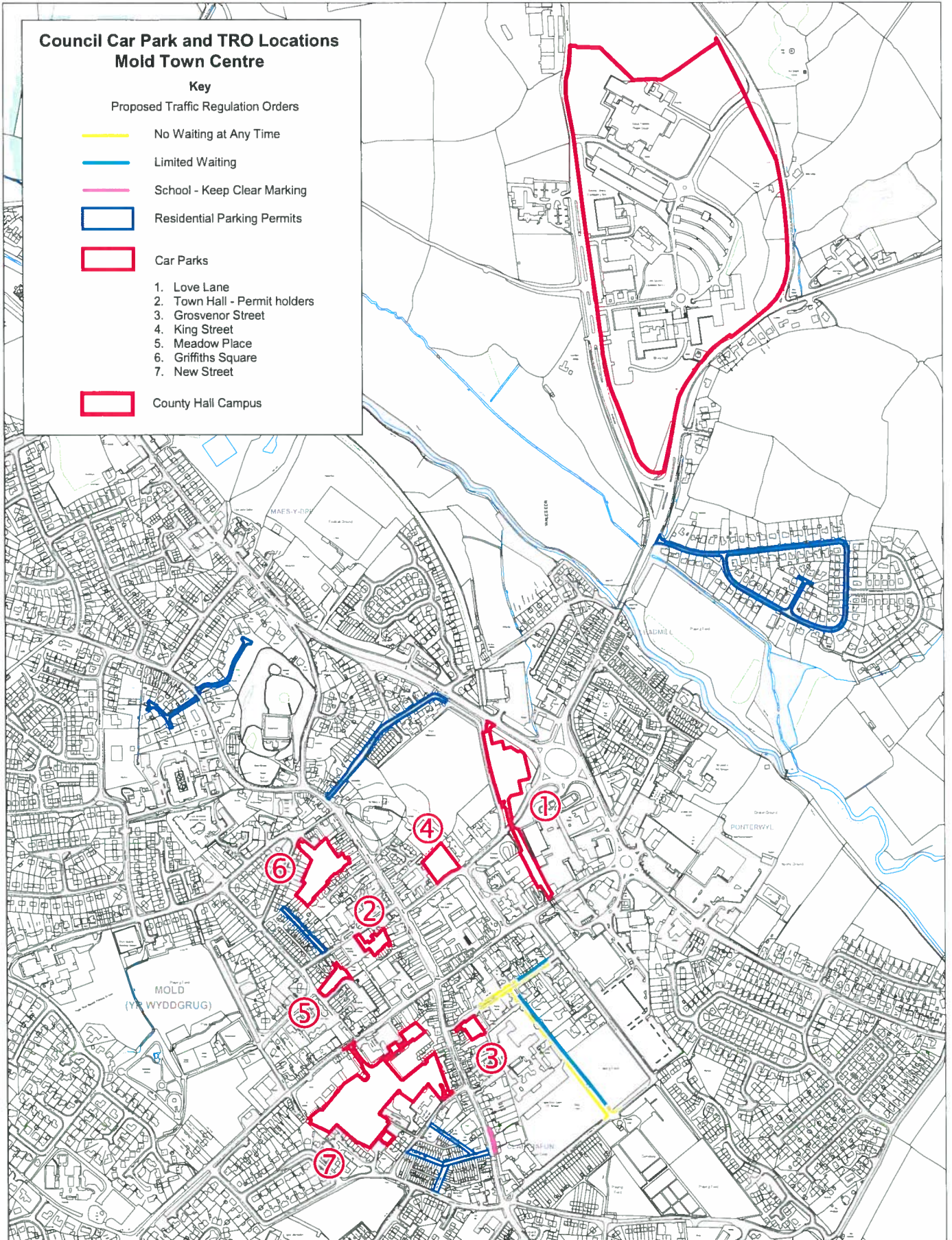
Key

Proposed Traffic Regulation Orders

-  No Waiting at Any Time
-  Limited Waiting
-  School - Keep Clear Marking
-  Residential Parking Permits
-  Car Parks

1. Love Lane
2. Town Hall - Permit holders
3. Grosvenor Street
4. King Street
5. Meadow Place
6. Griffiths Square
7. New Street

-  County Hall Campus






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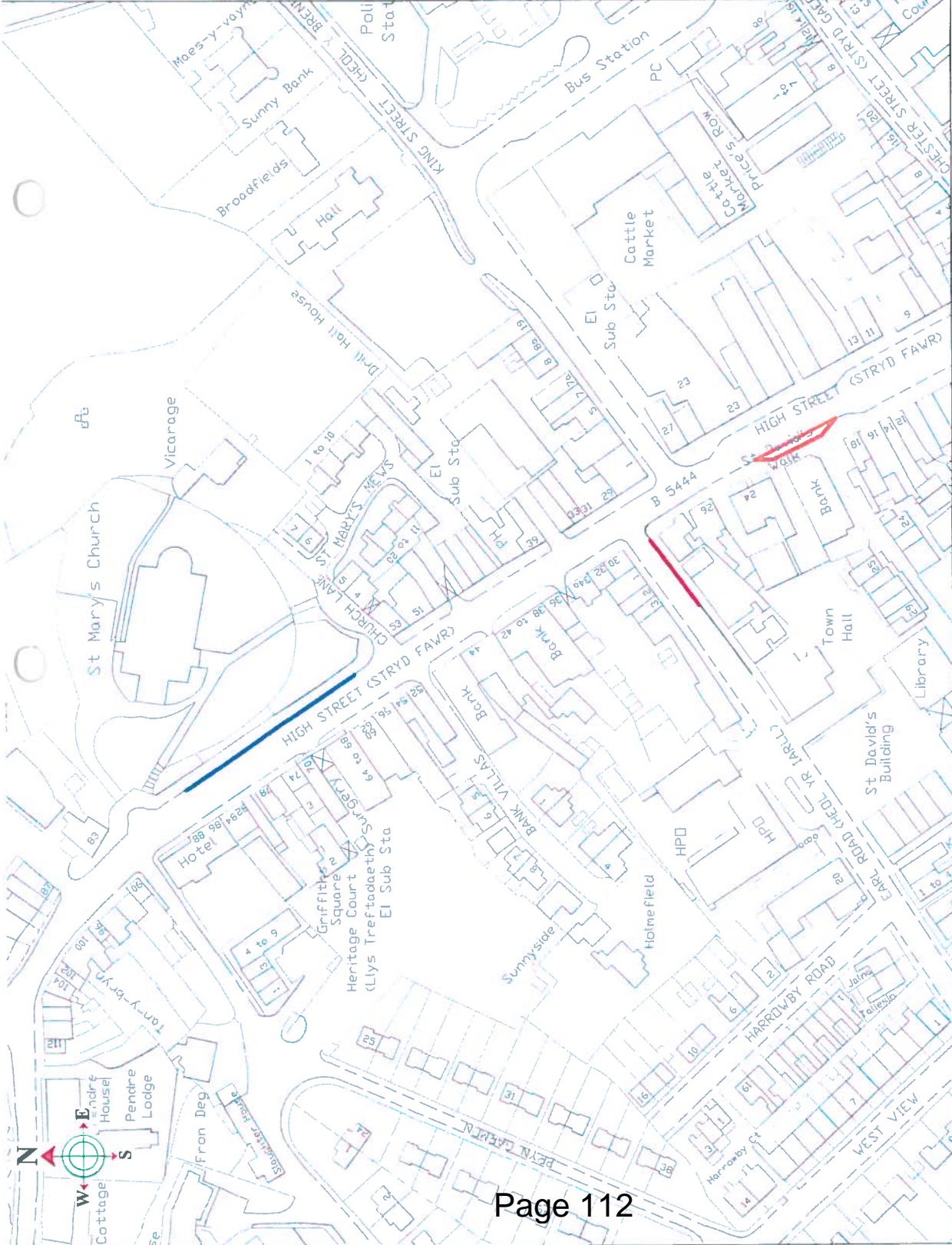
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Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:4000 @ A2
OS Map: SJ 2363
Plotted 09/04/2015

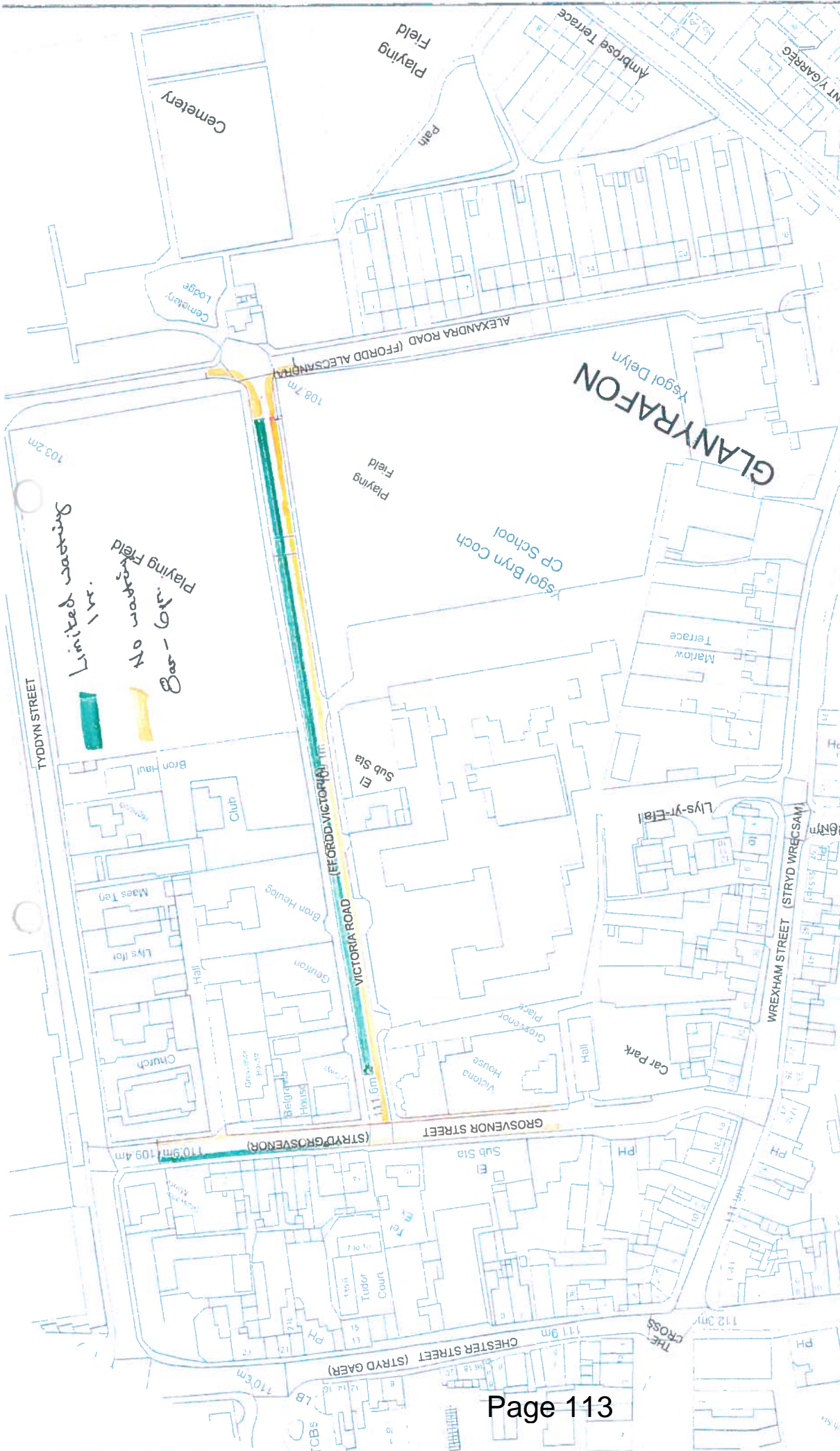


KEY

-  Limited Waiting 7am - 7pm
30 mins, No return in 30 mins
-  No Loading / Unloading 7am - 7pm
-  Two Disabled Parking Bays.



| | | | |
|--|------|---|-----------------------|
| <p>PRELIMINARY</p> <p>AMENDMENTS:</p> | DATE | <p>High Street Mold</p> <p>Proposed Waiting, Loading Restrictions and Parking Bays (Sheet 1 of 1)</p> <p>DRAWING NUMBER HT/14/0000 201 P1</p> | |
| | | | |
| <p>DRAWN BY: NGW</p> <p>CHECKED BY: GP</p> <p>SCALE: 1: 1250 @ A3</p> <p>NAT. GRID REF: 323762 363945</p> | | | |
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| <p>CARL LONGLAND Director of Environment. Cyfarwyddwr yr Amgylchedd.</p> | | <p>Sir y Fflint Flintshire COUNTY COUNCIL</p> | <p>TRAFFIC</p> |



Ysgol Bryn Coch CP School
Mold
Roads Surrounding
(Sheet 1 of 1)
DRAWING NUMBER HT/15/0000 101 P1

| PRELIMINARY | AMENDMENTS: | DATE |
|-------------|-------------|------|
| | | |
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| | | |

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CHECKED BY: JJ
SCALE: 1:1250 @ A3
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Heuddy Sth. Yr. Nyspasing CH7 9RF

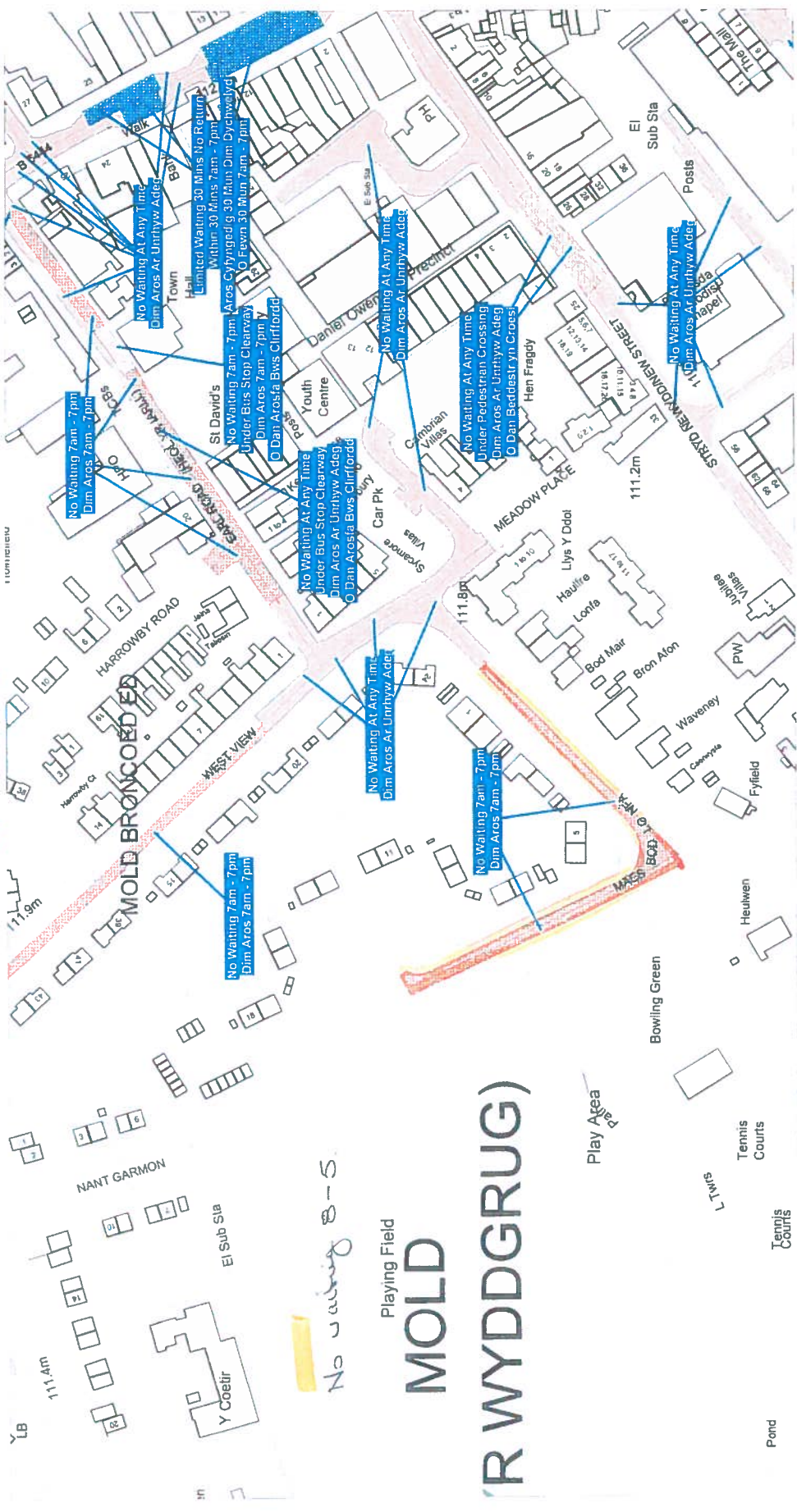
CARL LONGLAND
Director of Environment
Cyfarwyddwr yr Amgylchedd

TRAFFIC

Sheet Revision No: 1
 Rhif Adolgiad Y Ddalen: 1
 Sheet active from: 1 October 2013
 Dalen yn weithredol o: 1 Hydref 2013



COD ARDAL:AJ94
 AREA CODE:AJ94



Flintshire County Council
 Environment Directorate
 County Hall
 Mold
 CH7 6NF




Cyngor Sir Y Fflint
 Cylarwyddlaeth yr Amgylchedd
 Neuadd Y Sir
 Yr Wyddgrug
 CH7 6NF

The Flintshire County Council
 (Prohibition and Restriction of Waiting and Loading and Parking Places)
 (Civil Enforcement and Consolidation) Order 2013

Gorchymyn Cyngor Sir Y Fflint
 (Gwahardd a Chyfyngu Aros a Llywtho a Mannau Parcio)
 (Gorfodi Sifil a Chydyfnerthu) 2013

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SHOTTON Parking Strategy 2015



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| Plan outlining the area of Ash Grove Car Park | Page 7 |
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| Plan outlining the area of King George Street Car Park | Page 9 |
| Plan outlining the area of Plymouth Street Car Park | Page 10 |
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| Proposed Improvements to car parks | Page 12 |
| Traffic Regulation Orders (TRO) REVIEW | Page 13-14 |
| Residential Parking Areas | Page 15 |
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Appendices

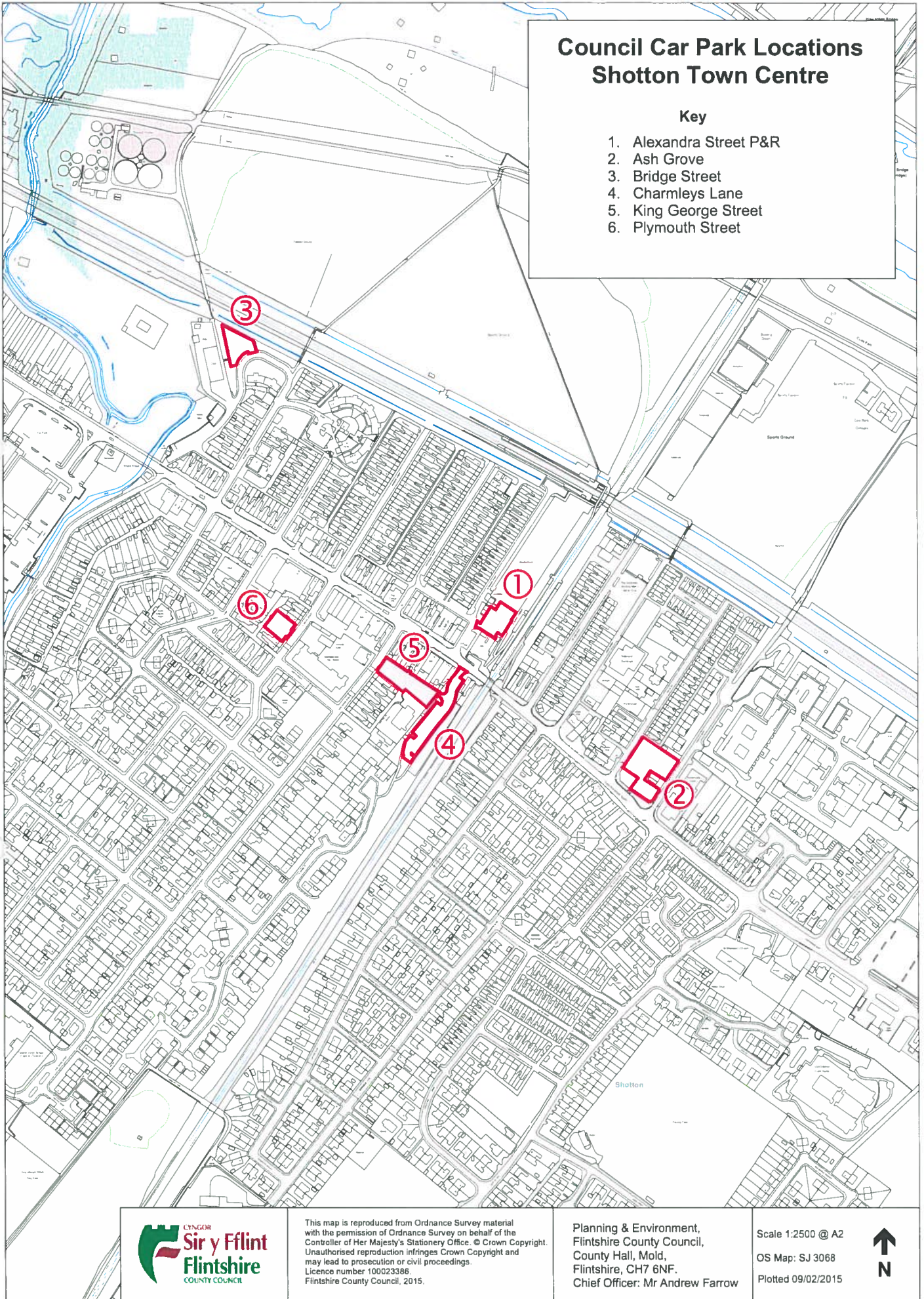
| | |
|------------|---|
| Appendix 1 | Traffic Regulation Order currently with legal (Various revocations) |
| Appendix 2 | Traffic Regulation Order currently with legal (Plymouth Street) |

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Shotton Town Centre

Key

1. Alexandra Street P&R
2. Ash Grove
3. Bridge Street
4. Charmleys Lane
5. King George Street
6. Plymouth Street



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Plotted 09/02/2015

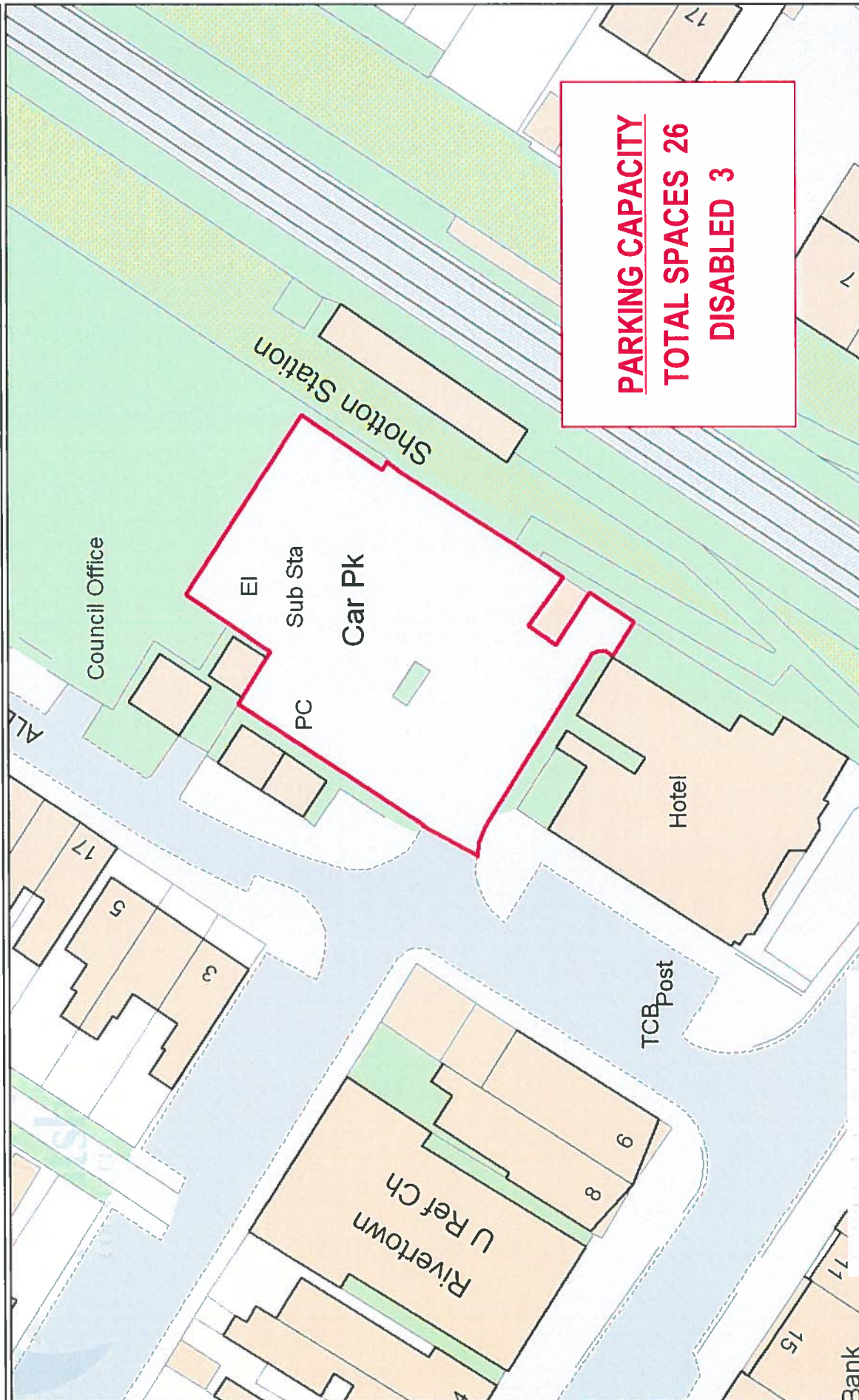


Capacity of all Shotton Car Parks

The below table outlines the current number of spaces within each car park where charging is proposed;

| | Total Spaces | Disabled Spaces |
|----------------------------------|---------------------|------------------------|
| Alexandra Street (P&R) | 26 | 3 |
| Ash Grove | 59 | 2 |
| King George Street | 46 | 1 |
| Charmleys Lane | 46 | 6 |
| Plymouth Street | 19 | 2 |
| Total Spaces for the area | 196 | 14 |

Alexandra Street (P&R), Shotton



PARKING CAPACITY
TOTAL SPACES 26
DISABLED 3



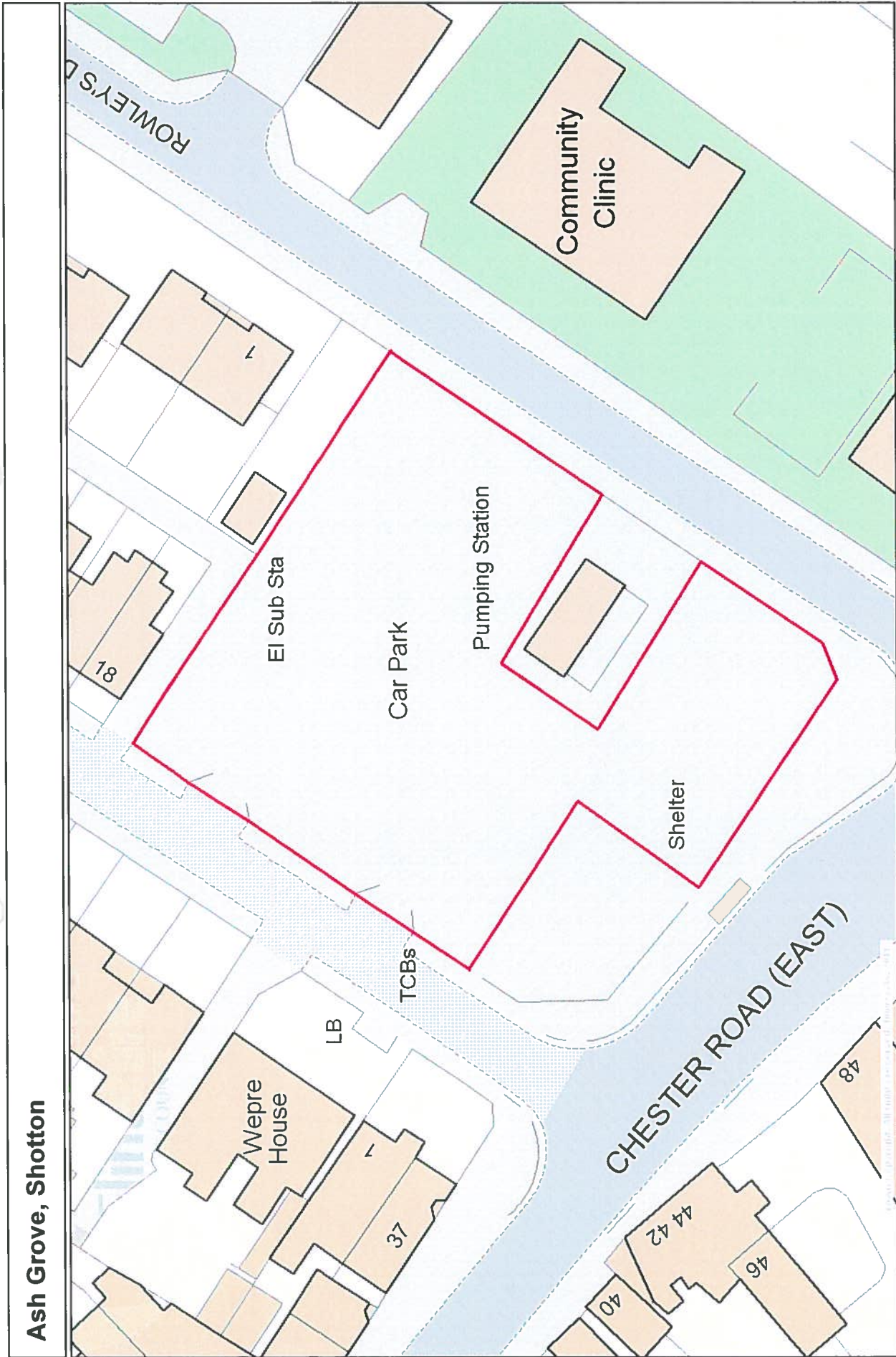
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Ash Grove, Shotton

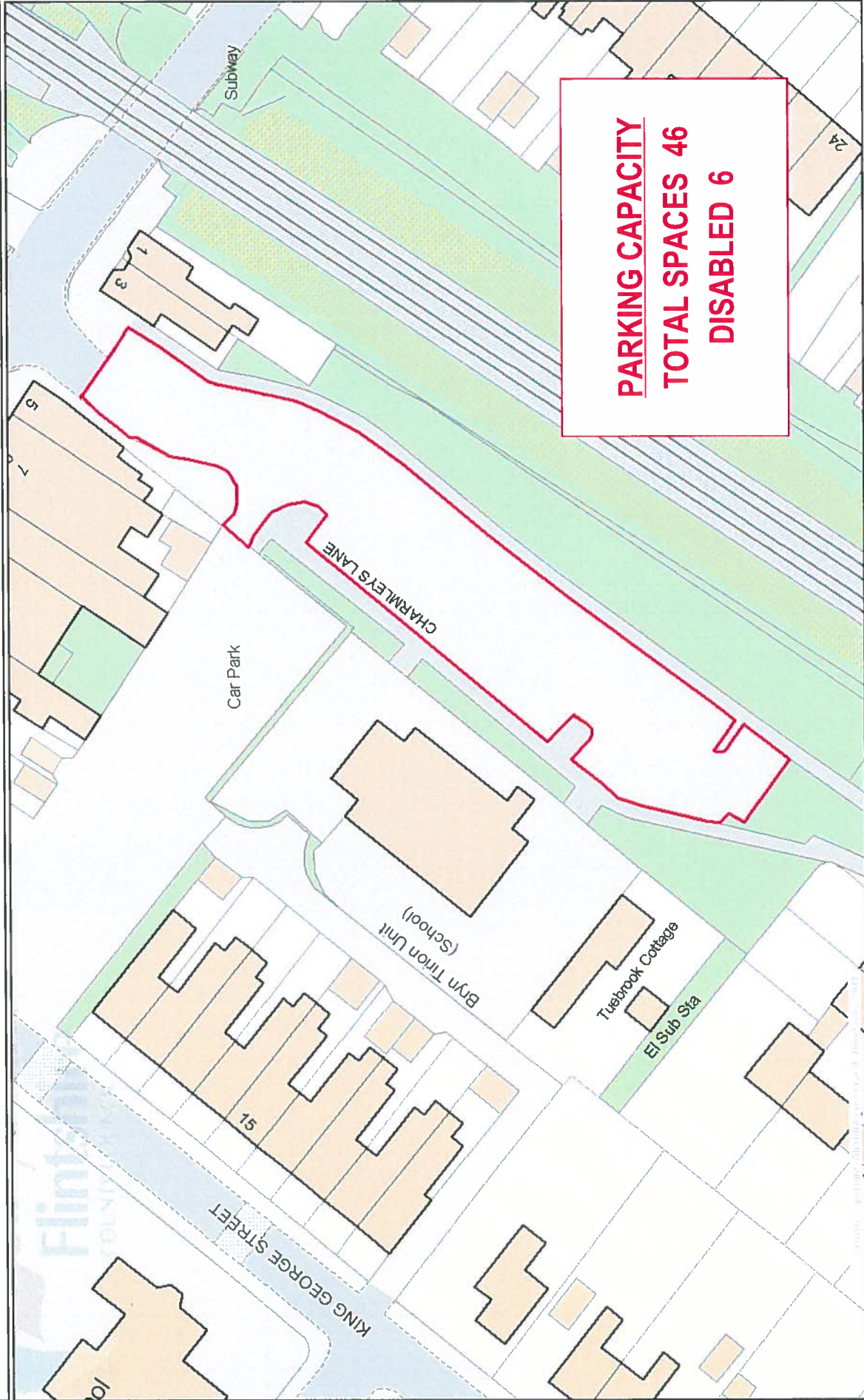


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 Name



Charmley's Lane, Shotton



PARKING CAPACITY
TOTAL SPACES 46
DISABLED 6

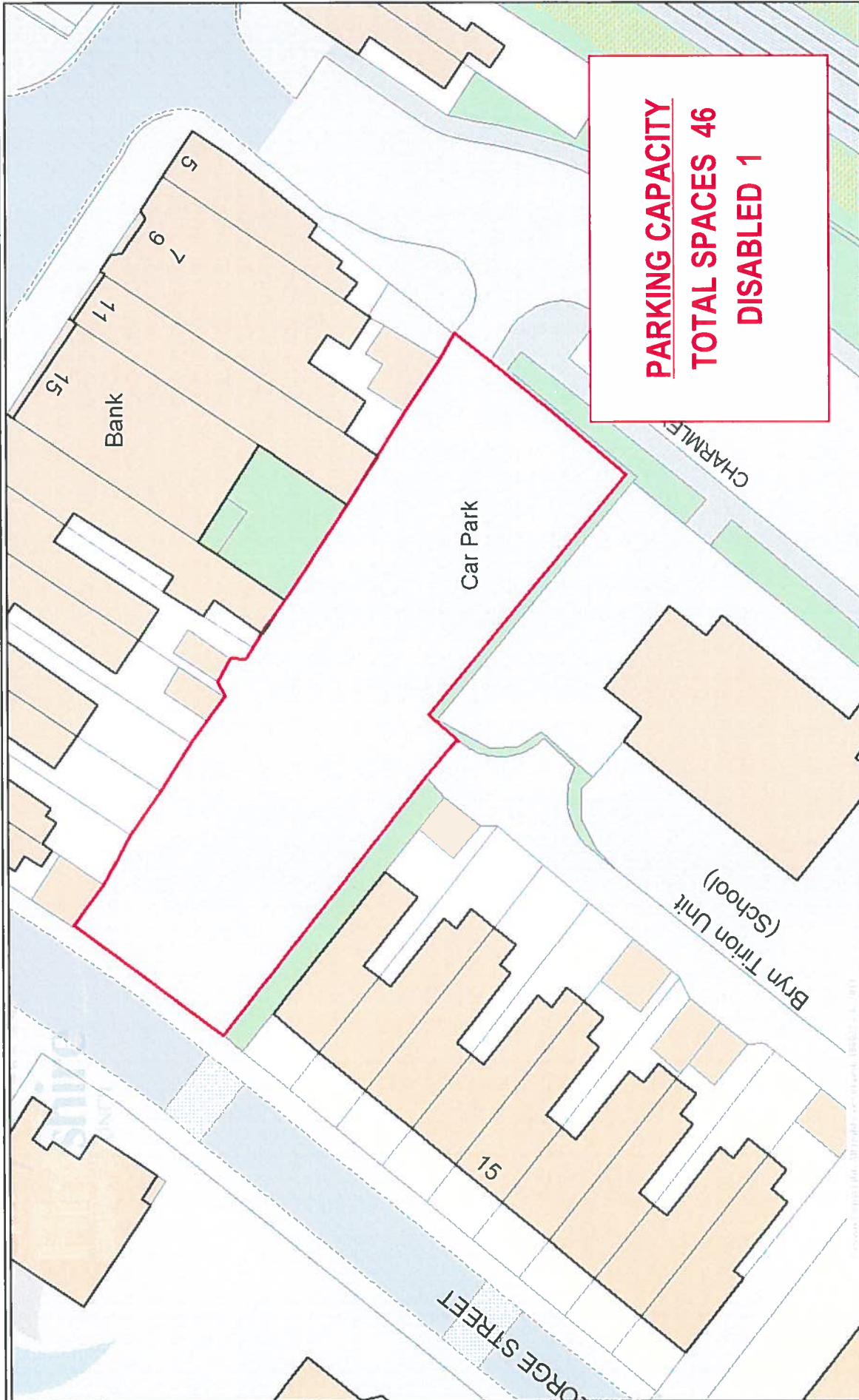


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 Name

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King George Street, Shotton

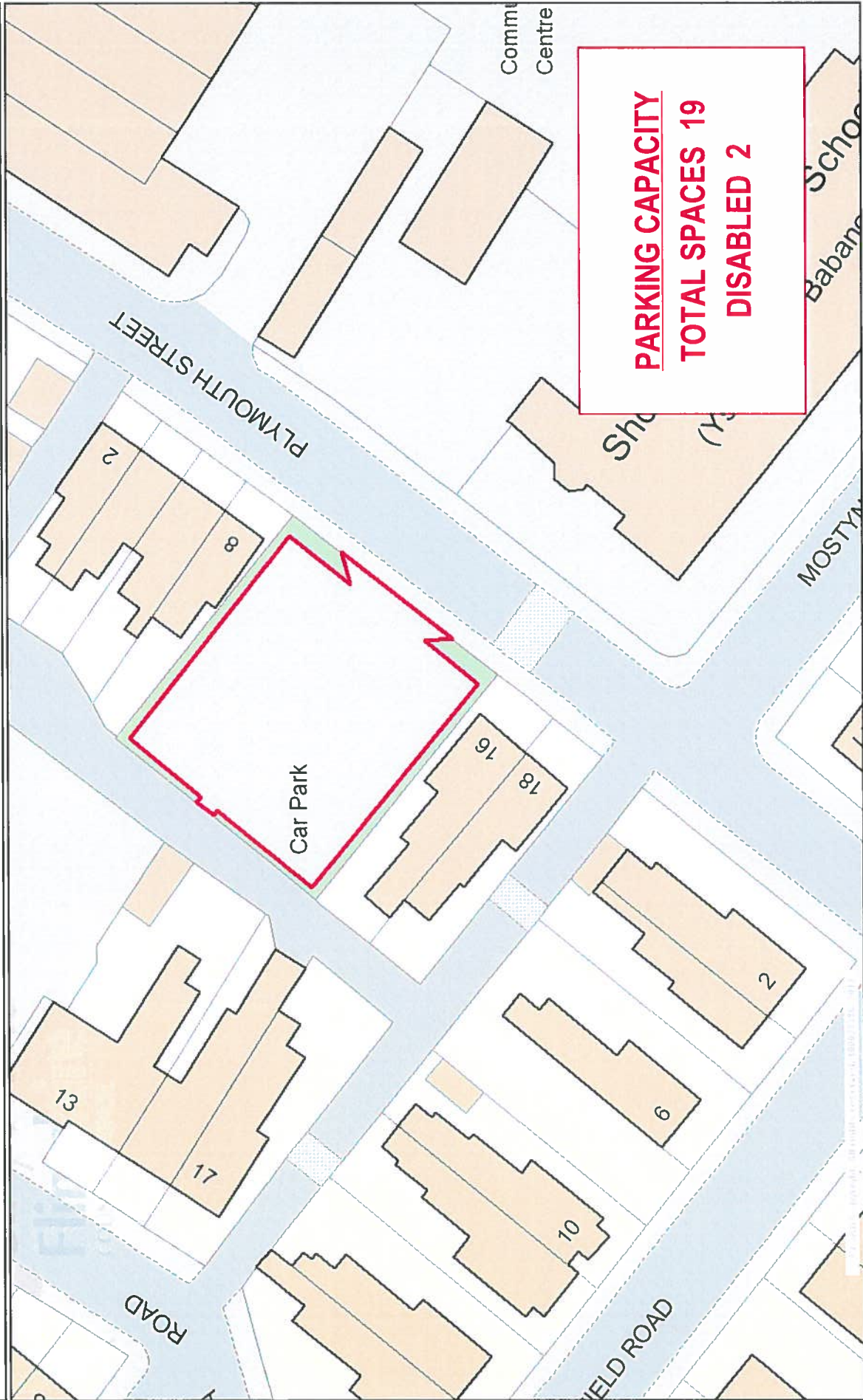


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Name



Plymouth Street, Shotton



PARKING CAPACITY
TOTAL SPACES 19
DISABLED 2



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 Date 6/6/2013
 Name

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PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|--|---|---|
| No charge | Plymouth Street Charmleys Lane King George Street Ash Grove | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |
| No charge | Alexandra Street (P&R) | £1.00 for all day | Monday to Sunday (including Bank Holidays) 08:00 to 17:00 |
| No charge | Bridge Street | No charge | n/a |

Due to the location of Bridge Street Car Park, it has been decided that charging will not be introduced at this site, at this stage.

PROPOSED Improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 October 2015 |
| Entrance signage where necessary identifying its purpose, and removal all unnecessary signage | 1 October 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 October 2015 |

Traffic Regulation Orders (TRO) REVIEW

Below is a list of Traffic Regulation Orders that were received prior to Civil Parking Enforcement and in conjunction with this process are being considered for charge, these requests will be advertised shortly and subject to objections received, arrangements will be made to implement them as soon as practical;

| Location | Description | Implementation timescale | Appendix No |
|---|---|---------------------------------|--------------------|
| Wellington Street (south easterly side) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Ryeland Street (both sides) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Bridge Street (both sides) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Bridge Street (access road at rear of No's 3-19) (both sides) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Rowden Street (south easterly side) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Beaconsfield Road (north easterly side) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Beaconsfield Road (both sides) | Revocation of small length of waiting restriction | Before December 2015 | 1 |

Continued overleaf.....

| Location | Description | Implementation timescale | Appendix No |
|---------------------------------------|---|--------------------------|-------------|
| Victoria Road (north westerly side) | Revocation of small length of waiting restriction | Before December 2015 | 1 |
| Plymouth Street (north westerly side) | Revocation of small length of waiting restriction | Before December 2015 | 2 |

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Shotton, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Bridge Street
- Ryeland Street
- Salisbury Street
- King Edward Street
- Alexandra Street

Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park and TRO Locations Shotton Town Centre

Key

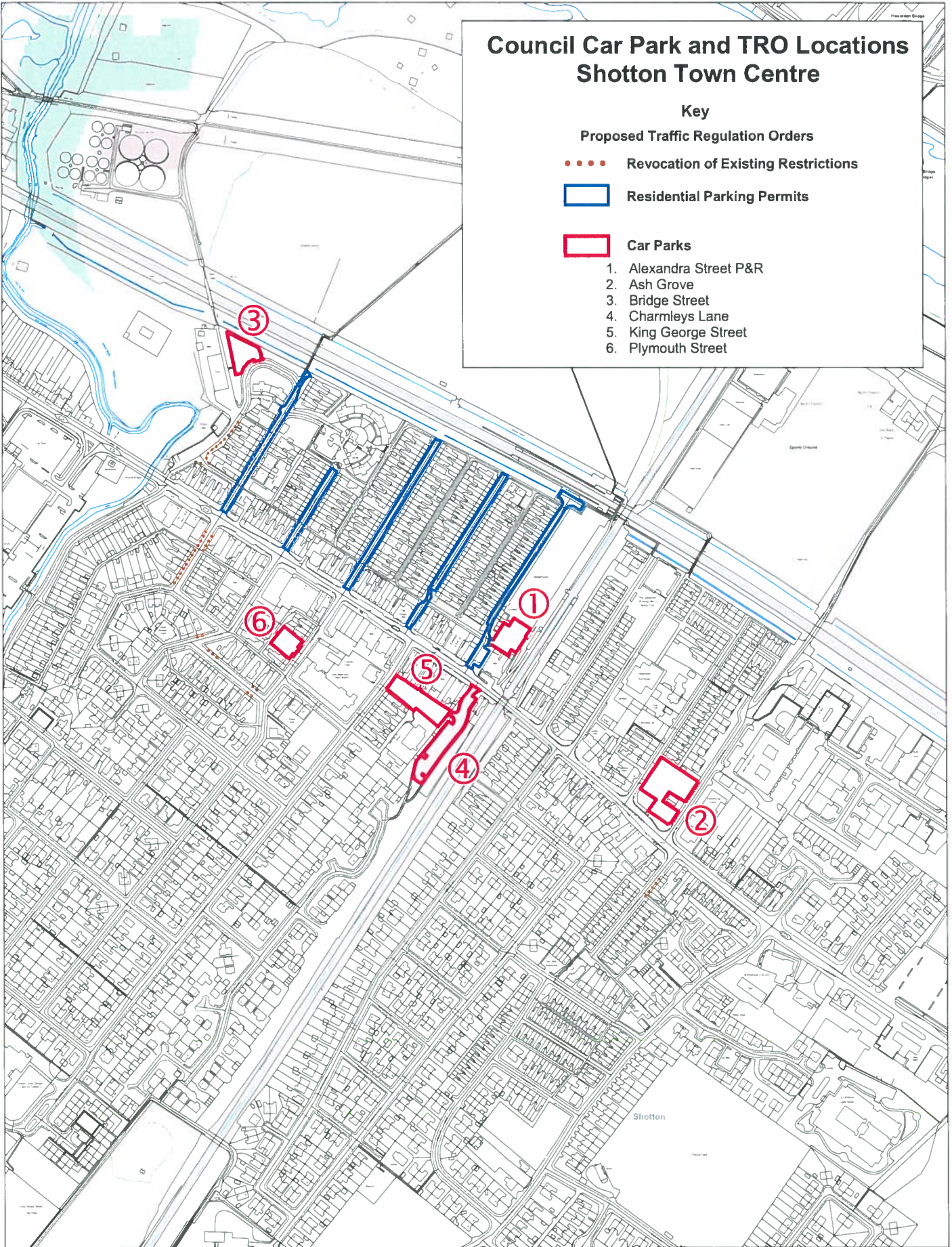
Proposed Traffic Regulation Orders

•••• Revocation of Existing Restrictions

▭ Residential Parking Permits

▭ Car Parks

1. Alexandra Street P&R
2. Ash Grove
3. Bridge Street
4. Charmleys Lane
5. King George Street
6. Plymouth Street



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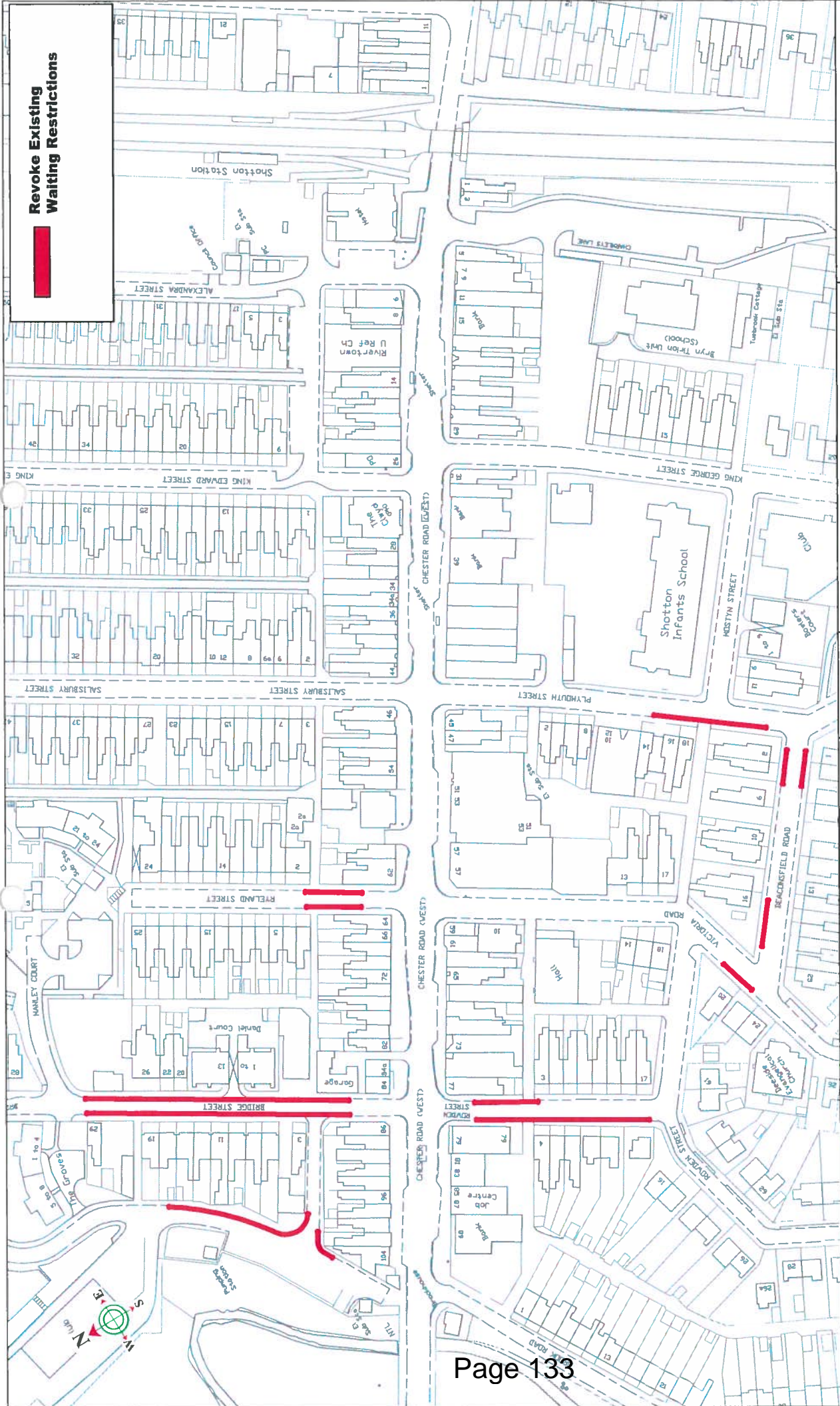
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County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2

OS Map: SJ 3068

Plotted 13/02/2015





Revoke Existing Waiting Restrictions



**Shotton
Various Roads
Revocation of Waiting Restrictions**
(Sheet 1 of 2)

DRAWING NUMBER **HT/15/0000 301 P1**

| PRELIMINARY | AMENDMENTS: | DATE |
|-------------|-------------|------|
| | | |
| | | |
| | | |
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NGW

CHECKED BY:
GW

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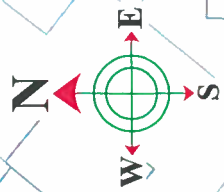
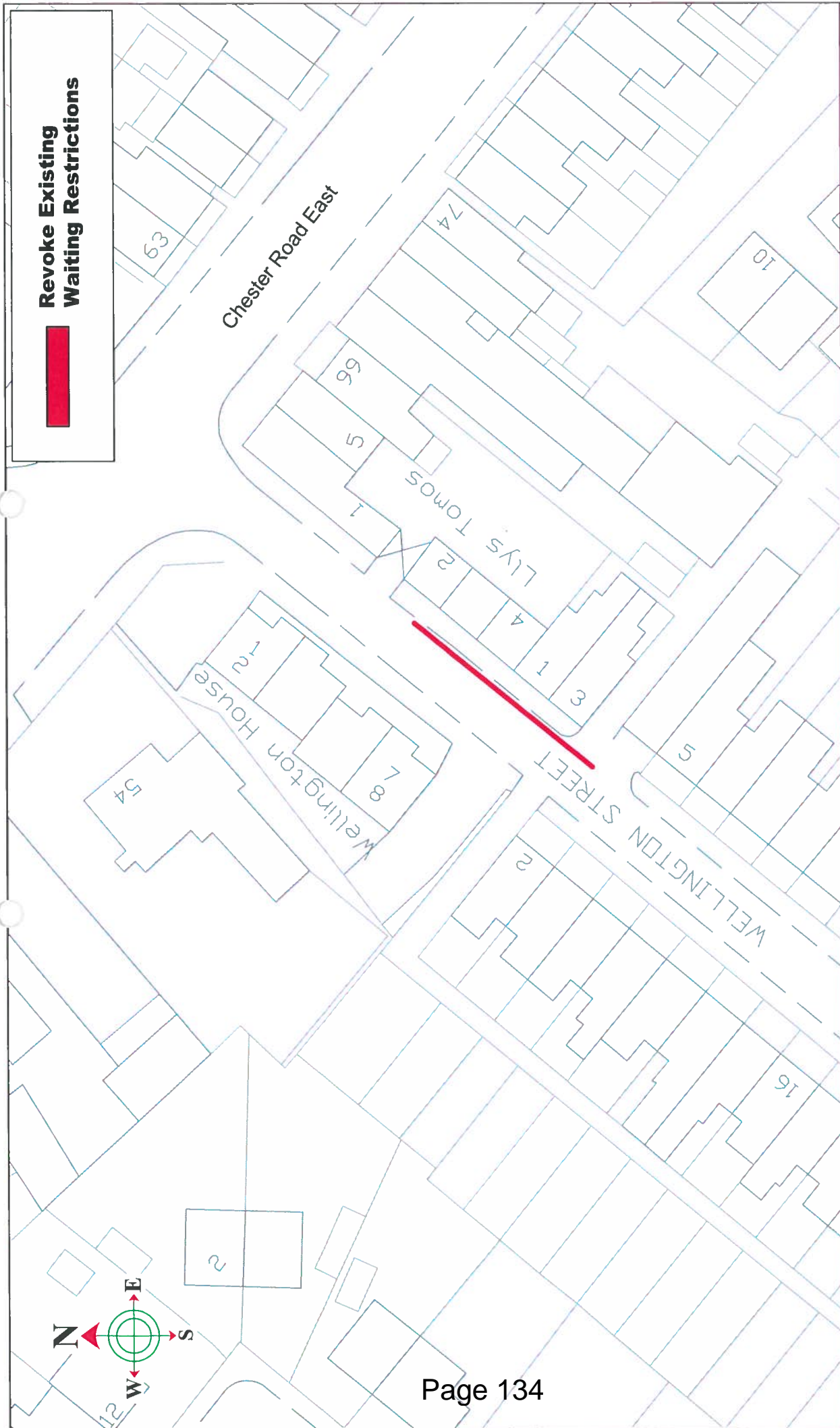
**Sir y Flint
Flintshire
COUNTY COUNCIL**

CARL LONGLAND
Director of Environment
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**Revoke Existing
Waiting Restrictions**



| | | |
|------------------------------------|-------------------|-------------------------------------|
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SHOTTON
 Various Roads
 Revocation of Waiting Restrictions
 (Sheet 2 of 2)

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County Hall, Mold, CH7 6NF
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TRAFFIC

Queensferry Parking Strategy 2015



Contents

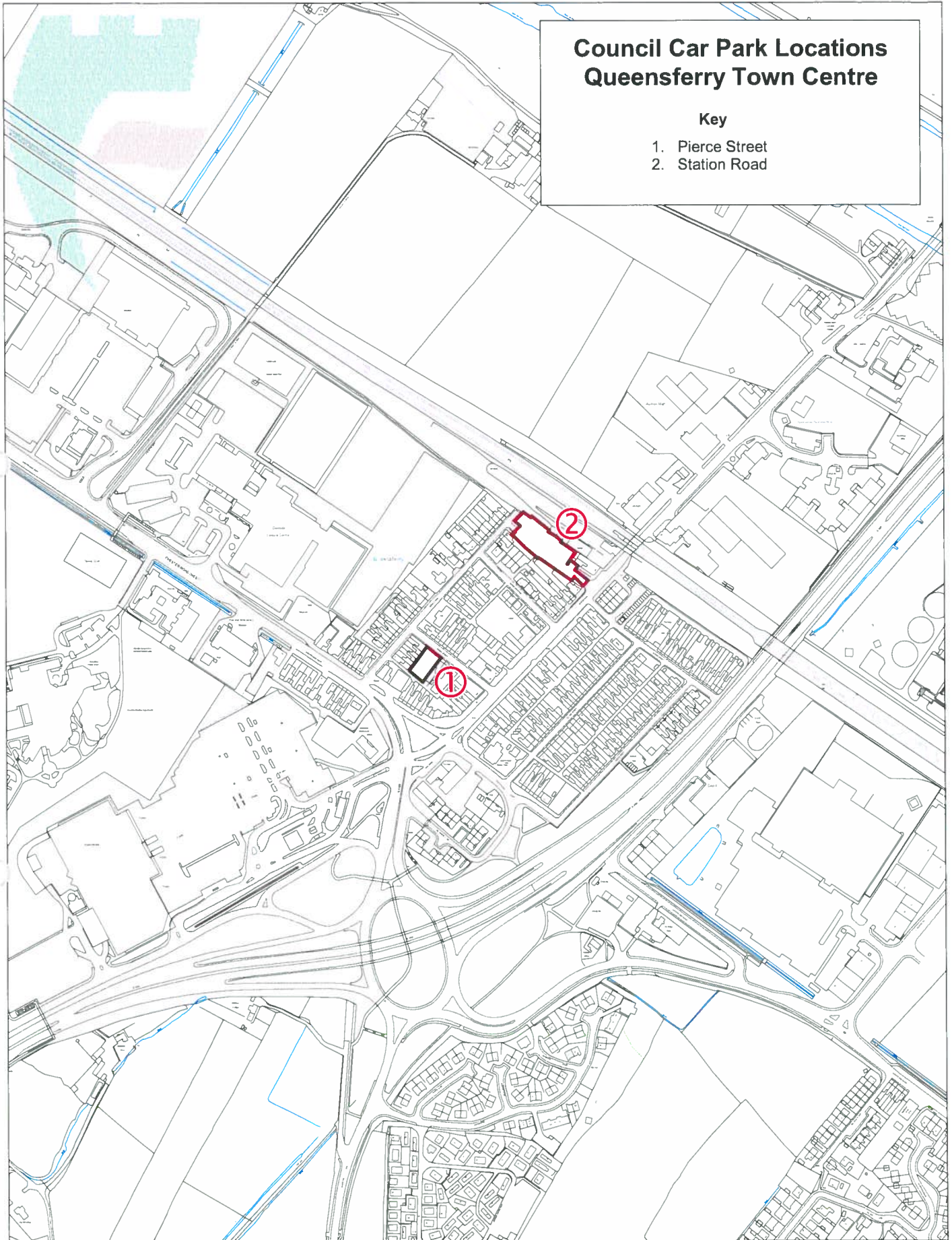
| | |
|--|---------|
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| Plan outlining the area of Station Road Car Park | Page 7 |
| PROPOSED charging tariffs for Pay & Display Car Parks; | Page 8 |
| Proposed Improvements to car parks | Page 9 |
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| Residential Parking Areas | Page 11 |
| Location plan outlining the car parks and proposed TRO's | Page 12 |

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Queensferry Town Centre

Key

1. Pierce Street
2. Station Road



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OS Map: SJ 3168

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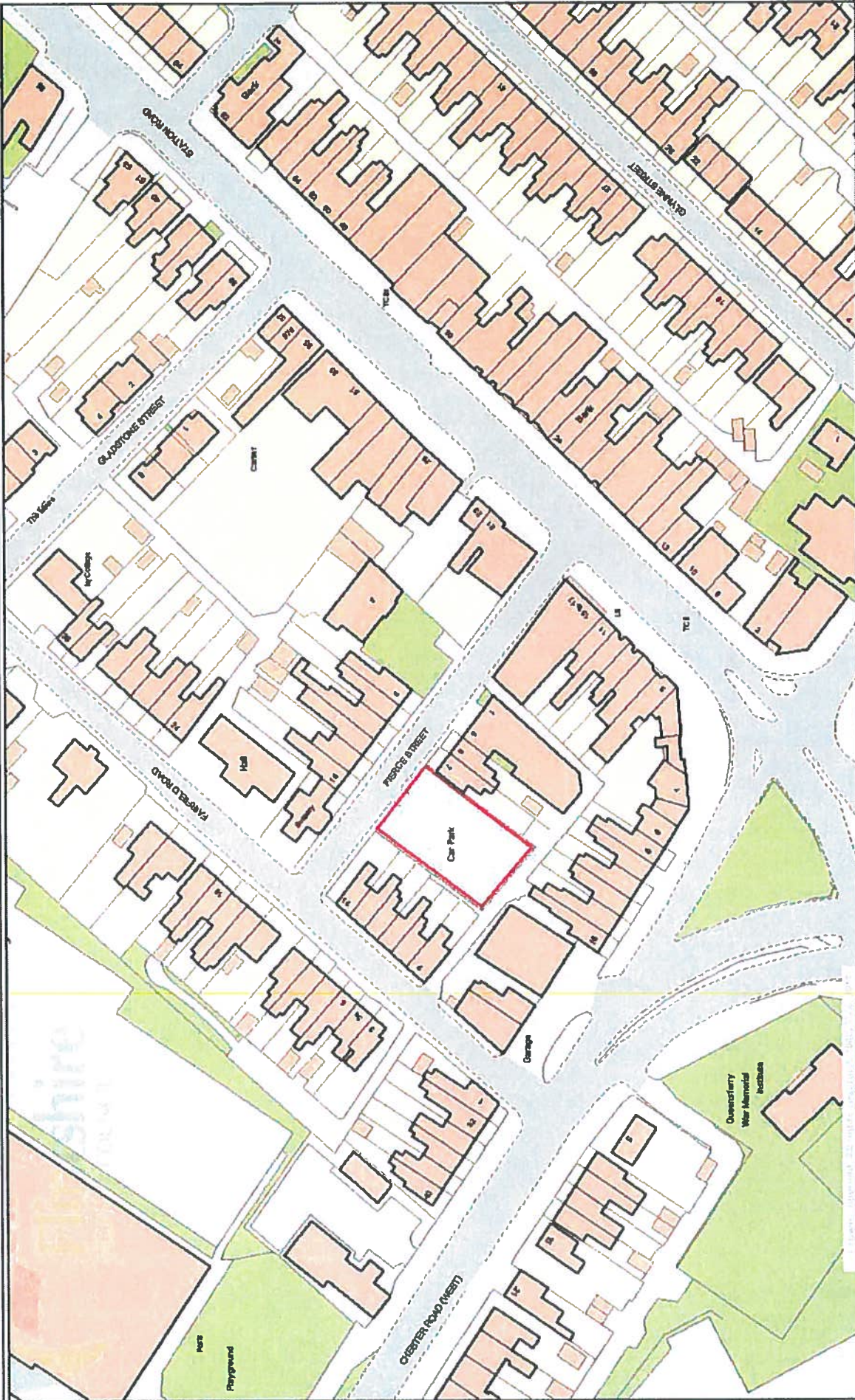


Capacity of all Queensferry Car Parks

The below table outlines the current number of spaces within each car park;

| | Total Spaces | Disabled Spaces |
|---|---------------------|------------------------|
| Pierce Street (includes a dedicated space for child; bollard operated and chargeable; £80pa) | 23 | 0 |
| Station Road | 76 | 5 |
| Total Spaces for the area | 99 | 5 |

Pierce Street, Queensferry

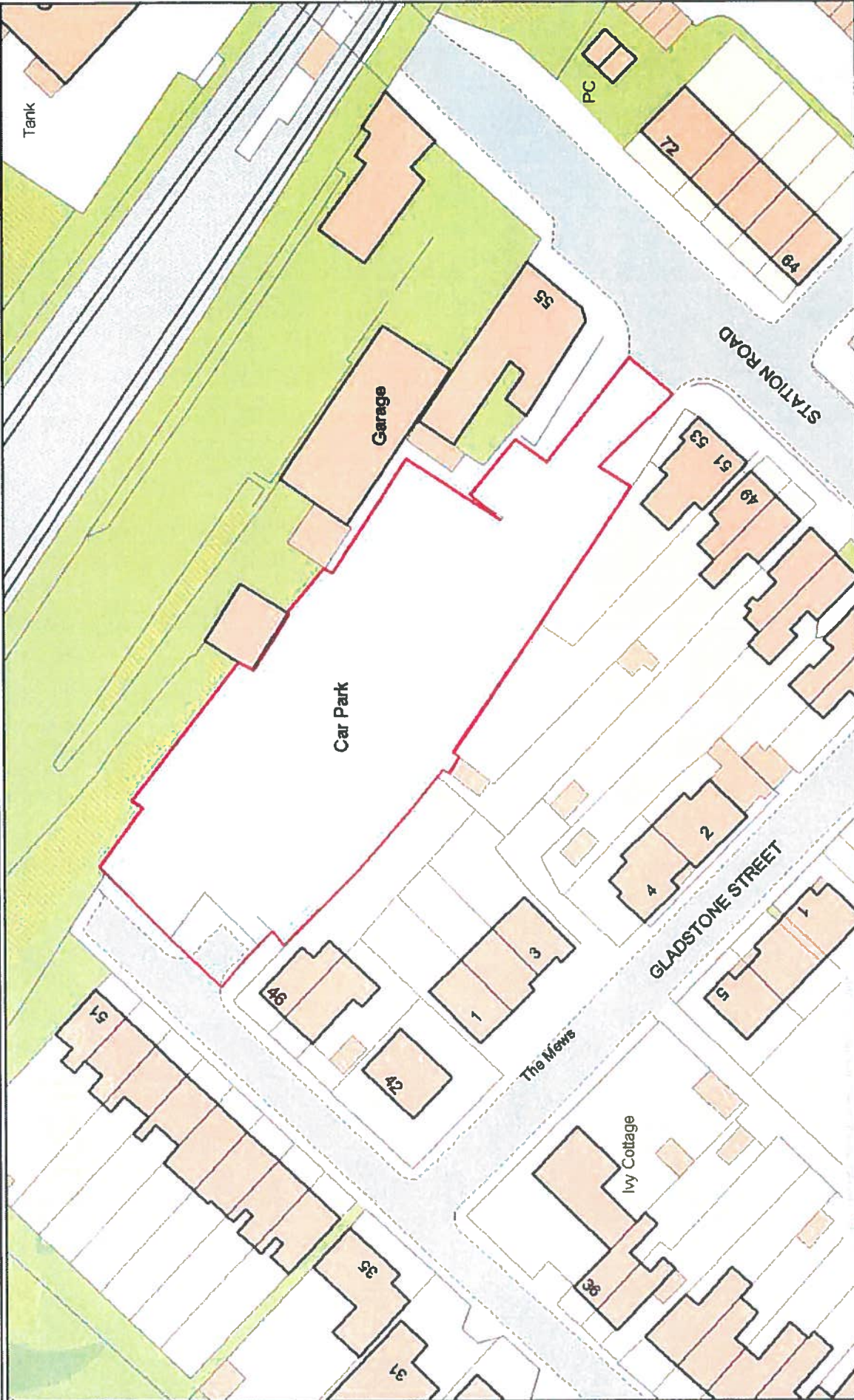


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Station Road, Queensferry



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Centre = 331791 E 368327 N
Date 10/7/2012
Name



PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

| CURRENT Tariff | Car Parks | NEW Tariff | Hours of Operation |
|-----------------------|---------------------------------------|---|--------------------------------------|
| No Charge | Pierce Street Station Road | 20p for up to 2hrs 50p for up to 4hrs £1.00 for all day | Monday to Saturday 08:00 to 17:00 |

PROPOSED improvements to car parks:

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

| Proposed Improvement | Timescale |
|---|------------------|
| Entrance signage where necessary identifying its purpose, and remove all unnecessary signage | 1 October 2015 |
| Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc. | 1 October 2015 |
| Motorbike parking spaces designated in a number of car parks | 1 October 2015 |

Traffic Regulation Orders (TRO) REVIEW

As part of this process, no proposals to alter the on-street restrictions have been identified.

Proposals to amend or implement Traffic Regulation Orders received prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Queensferry, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

- Fairfield Road
- Pierce Street
- Gladstone Street



Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

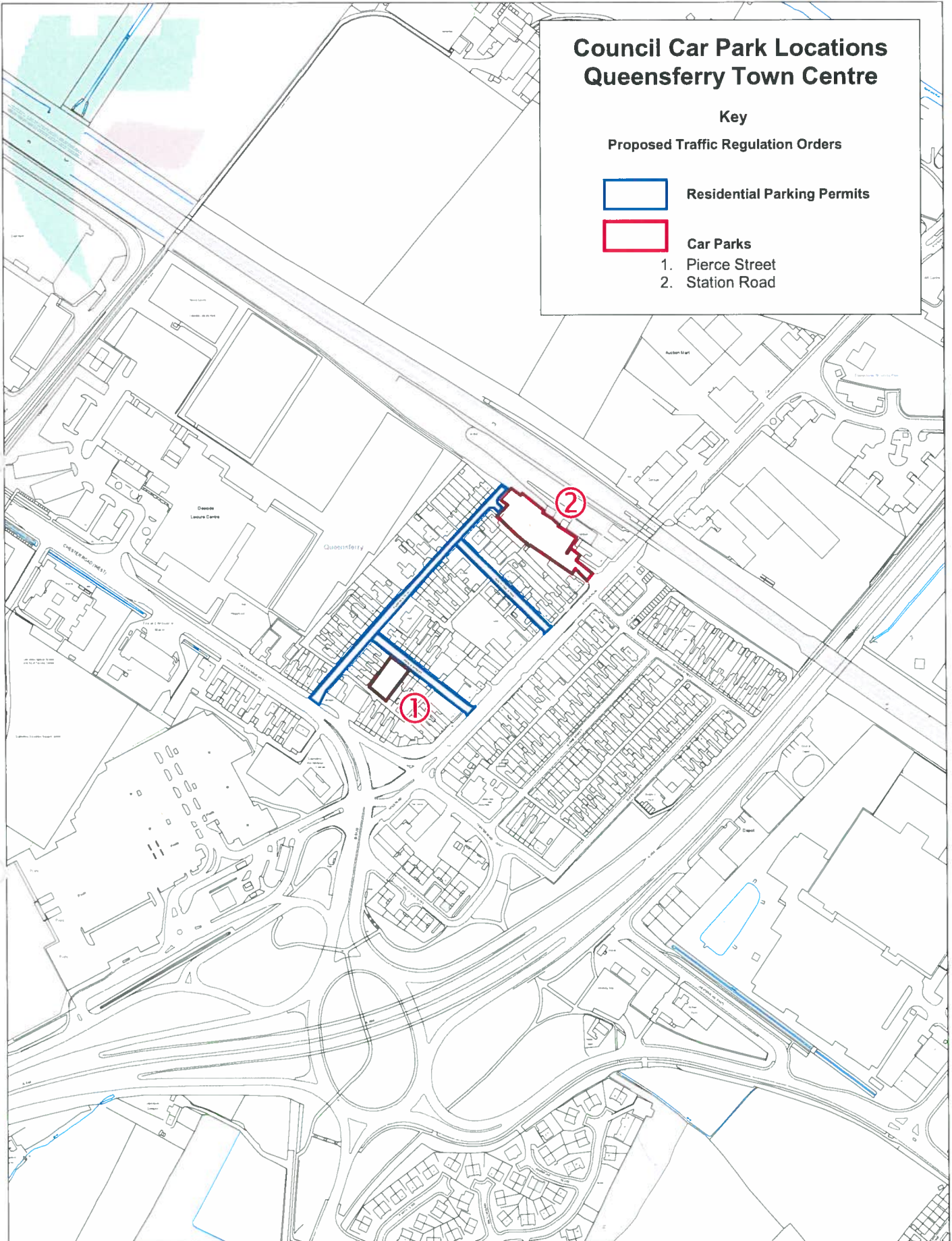
Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park Locations Queensferry Town Centre

Key

Proposed Traffic Regulation Orders

-  Residential Parking Permits
-  Car Parks
 1. Pierce Street
 2. Station Road



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Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2000 @ A2
OS Map: SJ 3168
Plotted 13/02/2015



Programme for Parking Strategy delivery

The programme of delivery for the individual parking strategies is as follows:

| | |
|---------------------------|--|
| <u>June 2015</u> | Talacre - Introduction of charging and enforcement |
| <u>August 2015</u> | Mold – Changes to the structure and tariff and alterations to enforcement to ensure consistency across Flintshire |
| | Buckley - Introduction of charging and enforcement |
| <u>Sept 2015</u> | Holywell - Introduction of charging and enforcement |
| | Flint - Introduction of charging and enforcement |
| <u>Oct 2015</u> | Connah's Quay – - Introduction of charging and enforcement |
| | Shotton – - Introduction of charging and enforcement |
| | Queensferry - - Introduction of charging and enforcement |
| <u>Nov 2015</u> | County Hall - - Introduction of charging, workplace permit scheme and enforcement |

All of the above timescales will be subject to consequential impact assessments as a direct result of the introduction of charging. The impact assessment will address whether further TRO's will be required in addition to those already identified, it will look at residential areas where residential parking schemes may be required and detail the projected timescales for each, making particular reference to those that will be required before charging can be introduced.

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Streetscene & Transportation Portfolio – Feedback from Policy Development Workshop (March 2015)

Policy FLINTSHIRE PARKING STRATEGIES

| Suggestion / Challenge / Question | Response / Action |
|---|--|
| <p>Question asked: Would you prefer the proposed hours of operation to be? 8am to 5pm, 8am to 6pm, 9am to 5pm or 9am to 6pm</p> <p>8am to 5pm in all areas except at Talacre and at railway station car parks in Flint and Shotton</p> | <p>Each local strategy will outline the charging period</p> |
| <p>Question asked: Should we charge for parking on Sundays and / or Bank Holidays?</p> <p>Agreed in all areas with the exception of Talacre and the railway station car parks in Flint and Shotton</p> | <p>Each local strategy will outline the charging period</p> |
| <p>Question asked: Should motorcycles be required to pay for parking?</p> <p>Agreed, dedicated bays will be provided in each town / community</p> | <p>To be included in strategy</p> |
| <p>Question asked: Should short stay car parks have a 1 hour prohibited return?</p> <p>Agreed by workshop</p> | <p>Recommend a change to Parking Strategy:</p> <p>Appendix 1, County Parking Strategy <u>Off-street public parking:</u> Short stay parking will have a 1 hour prohibited return from the expiry of the parking ticket.</p> |
| <p>Question asked: Should short stay only car parks have a higher charge imposed?</p> <p>Agreed by workshop</p> | <p>Agreed where there is a requirement. Mold has requested higher short stay charges.</p> |
| <p>Question asked: Currently we enforce 'out of bay' and misuse of 'disabled bays' in all off street car parks on Sundays and Bank Holidays, should this continue?</p> <p>Agreed by workshop</p> | <p>Recommend a change to Parking Strategy:</p> <p>Appendix 1, County Parking Strategy <u>Off-street public parking:</u> Disabled bay misuse and abuse will not be tolerated, all bays will</p> |

| | |
|--|--|
| | <p>be enforced outside of any charging period set.</p> <p>'Out of bay' parking will not be tolerated, all car parks will be enforced outside of any charging period set.</p> |
| <p>Question asked: Do you support the principle of residents parking schemes?</p> <p>Agreed by workshop</p> | <p>Agreed for inclusion in strategy</p> |
| <p>Question asked: Should resident's parking include Saturday and Sundays?</p> <p>Agreed by workshop</p> | <p>Recommend a change to Parking Strategy:</p> <p><u>Appendix 1, County Parking Strategy will cover all of the above Residential parking:</u> These residential parking schemes will offer a permit which covers the full 24 hour period, including Saturdays and Sundays.</p> |
| <p>Supplementary Question raised: How can this be enforced?</p> | <p>The structure currently allows for 7 officers to enforce Civil Parking Enforcement and environmental crimes, the officers will work 7 days a week, between 7am and 7pm, they will work via rota, and staff will be given specific guidance on their duties for the day. Currently Parking Services operates with 5 officers covering the same area and car parks, whilst it is accepted that the expansion of pay and display and workplace charging will increase their workload, this will be monitored carefully to ensure that adequate cover is available. It is also acknowledged that once users adapt to the changes imposed enforcement levels required do drop.</p> <p>Recommend to remove the evening charge at County Hall from the parking strategy, the resource for its enforcement would be too costly</p> |
| <p>Supplementary Question raised: How many motorcycles have been fined in last year in Flintshire?</p> | <p>19 motorbikes have received Penalty Charge Notices since 1 October 2013 to present.</p> |
| <p>Supplementary Question raised: There should be an awareness of the number of cars parking on village car parks and commuting into other areas.</p> | <p>Many complaints have been received about car sharing from certain car parks. Will continue to review</p> |
| <p>Supplementary Question raised: Reference was made to the car parks currently included in the Buckley area strategy and whether the boundary should be extended to incorporate the Lane End area.</p> | <p>Lane End and Copper View car parks are not within the town centre. These areas will be reviewed as part of the local area review after 12 months of operation.</p> |
| <p>Supplementary Question raised: Car sharing – can we discount the permit to</p> | <p>No. Due to difficulties in enforcement</p> |

| | |
|--|---|
| encourage car sharing. | |
| Supplementary Question: There was a request for consideration of paint on tarmac 'Residents Only Parking' to be supplied in areas of Talacre even though it was not enforceable in order to discourage indiscriminate visitor parking. | If the area marked up was only for advisory reasons, users would soon become aware of this and try to flout other restrictions citing them as inequitable. |
| Supplementary Suggestion raised: Charging should be introduced for disabled parking | A decision has been taken not to charge disabled users when parking in a disabled bay whilst displaying a valid disabled badge. A disabled user if parking in a normal bay would be required to purchase a valid parking ticket. |
| Supplementary Suggestion: During the workshops it was accepted that residential parking schemes are key to the delivery of these charges in certain areas. | Recommend that the implementation date for residential parking schemes be brought forward, where necessary |
| Supplementary Suggestion: Whilst it was generally agreed that charging at County Hall should be introduced, the permit banding and parking tariff received mixed opinion, the main principles debated were around the differential permit charge; | Recommend that workplace permits do not have a differential charge imposed, but operate in the same way as all other car parks (internal workforce may not be required to pay the VAT). Dedicated bays would be available at a higher charge, and a pay and display option would still be available to all those who chose to not to purchase a permit. |
| <p>Supplementary Suggestions:</p> <p>The tariff for those parking in one area of the authority should be the same for all, it was accepted that a few exceptions would exist.</p> <p>A consistent tariff across the authority, excluding car parks that cater for tourism or rail infrastructure,</p> <p>To include Halkyn Road, Holywell in the local strategy as a long stay car park.</p> <p>Recommend that as Alexandra P&R Car Park, Shotton is not excessively used, and searching for a space is not an issue, the charge to be imposed at this station should be set at a lower level to that of Flint where the car park is generally full from early morning to late evening; £1.00 one off charge.</p> <p>That High Street Car Park, Caergwrle be removed from the parking strategy, as this area has only one car park with a residual capacity of 20 spaces for visitors, weighting up the cost of infrastructure with the projected income it would not be viable to consider charging in this car park presently.</p> <p>That as Gamfa Wen Car Park, Talacre is the only viable car park in Talacre, a short stay charge should also be applied; £2.00 for up to 2hrs.</p> | <p>A comprehensive list of all car parks including the proposed tariffs will be included in cabinet report</p> <p>All other suggestion will be taken into account before the report is presented to Cabinet</p> |

| | |
|---|---|
| <p>Supplementary Questions asked:</p> <p>Should a level of income be passed back to the Town or Community Council for them to decide where to reinvest within the town/community?</p> <p>Split decision in workshops, however, this above recommendation for a consistent parking structure and tariff could also adapt more easily in setting a level of income to be passed back to the town or community councils. This recommendation could be considered as the base level and those who had a higher charges imposed could receive a % of the gross from the base level of projected income to the actual received</p> | <p>To be incorporated in policy</p> |
| <p>Challenge raised: Concerns raised over planning, where developers have gained planning permission because residents would have FREE public parking available.</p> | <p>Advice to be sought from Planning dept</p> |

In addition, feedback was also received from the following:

| | |
|-----------------------|--|
| Miss C Harmer | Could we consider a medium stay tariff in Somerfield Car Park, Holywell. |
| Ms D Kenton | Does not believe charging should apply at Theatre Clwyd, Mold |
| Mr JG Lewis | General feedback on the proposed tariff; it should be more attractive, additional parking areas are required in Mold and general comments in respect of residential permit schemes |
| Ms C Johnson | Pleased to see the hourly charges will no longer exist, but would prefer short stay to be 3 hours rather than the proposed 2 hours |
| Anonymous - Tony | Would prefer a revised tariff of 50p for 3 hours and £1.00 for all day |
| Anonymous – Sue | Traders would prefer short stay charging in Mold to be 50p for 3 hours not the proposed 2 hours |
| Mr B Harrison | The proposed charging for County Hall, Mold is not equitable with the rest of the strategies |
| Anonymous – Neil | Retail trade in Shotton has already fallen, and believe parking charges will be detrimental to the town |
| Mold Town Council | Request a 4 hour charge be considered in Somerfield Car Park, Holywell |
| | Response to questions asked at the Overview and Scrutiny workshops, and general comments; |
| | Permits scheme in off street car parks should be reviewed |
| | Does not support charging for Theatre Clwyd users, or the proposed evening tariff at County Hall |
| | Current financial arrange with Mold should continue until the new arrangements are introduced |
| Councillor R Jones | Charges should be proportional to the retail offer available in towns, does not agree with the consistency approach discussed at the workshops |
| | For equity, the charging at County Hall should be equitable with the towns and not discounted |
| | Would expect a lot of shops in Buckley to close if parking is introduced |
| Holywell Town Council | Recommends Bevans Yard, Tower Gardens and Somerfield Car Parks be for short stay use only and that the long stay charge for Plas yn Dre and Halkyn Road be £2.00 |
| | 1 hours prohibited return should apply to all car parks |
| | Requests that on event days free parking be permitted in all car parks |
| | Would support the provision of parent and child spaces |
| Buckley Town Council | Response given from feedback on the proposals for Buckley and general comments; |

Alan Rushton
Ms N Holden
Ms N Elwin

Buckley has a weak retail trade, concern that the town would not sustain parking charges
The strategies at present are not consistent or equitable in approach
Unsure as to why Coppa View and Lane End Car Parks are not included within the proposals
Bistre Avenue and Argoed Car Parks are utilised by residents why should they be charged to park
Charging within the community of Caergwre would have a detrimental effect of the retail trade
General concern and comment on the proposed charges at Cergwre and a signed petition (55 signatures)
General concern and comment on the proposed charges at Cergwre and a signed petition (417 signatures)

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Flintshire County Council

Draft Car Parking Strategy

Consultation Summary Report

March 2015

Background

During the summer of 2014 the Council, in response to a further significant cut in Welsh Government funding, began its Big Budget Consultation. Aiming to raise awareness of the size and scale of the budget challenges the Council asked a series of questions designed to gauge levels of support for some of the difficult decisions ahead.

The responses provided at that time identified 68% of people would support the Council if it needed to make 'some changes' to the way it delivers some of its services and 75% supported an affordable increase in charges for services.

On the 17 February 2015 the County Council approved a set of proposals designed to bridge the 2015/16 budget gap. One of the proposals related to the revision of the Council's Car Parking Strategy and the introduction of parking charges across the County. The proposal would see an increase in income of £400,000.

In order to develop the framework of the Strategy for consideration and final approval by the Council's Cabinet in April, a period of public consultation took place.

The purpose of the consultation:

- To seek views and opinions on a range of options that would help to develop the framework of the Strategy.

The period of consultation:

- Monday 9 March 2015 – Sunday 29 March 2015

How people could feedback:

A bi-lingual, on-line consultation accessible via the Council' website.

Consultation Responses:

- A total of 173 forms were completed on-line
- Also during the period of consultation there were 481 unique page visits to the English draft parking strategy page of the Council's website and 10 unique page visits to the Welsh.

What people told us

The strategy predominantly proposed that car parking charges would be applied six days a week, Monday to Saturday. Views were sought as to whether this should be extended to include Sundays and Bank Holidays.

Where people agreed that charges should be applied on Sundays and/or bank holidays they were asked to identify their preferences against each of the ten town strategies.

24% of people who took part agreed that charges should be applied over these periods and identified their preferences for each area strategy as follows:

Table 1: Sunday and Bank Holiday charging

| | Sundays | Bank Holidays | Total number of people responding for each area |
|---|---------|---------------|---|
| Buckley | | | |
| Actual no. responding to each option | 10 | 12 | 12 |
| % of responses against overall number of people taking part | 5.78 | 6.94 | 6.94 |
| Caergwrle | | | |
| Actual no. responding to each option | 8 | 10 | 10 |
| % of responses against overall number of people taking part | 4.62 | 5.78 | 5.78 |
| Connah's Quay | | | |
| Actual no. responding to each option | 12 | 14 | 14 |
| % of responses against overall number of people taking part | 6.94 | 8.09 | 8.09 |
| Flint | | | |
| Actual no. responding to each option | 11 | 12 | 13 |
| % of responses against overall number of people taking part | 6.36 | 6.94 | 7.51 |
| Hawarden | | | |
| Actual no. responding to each option | 11 | 13 | 13 |
| % of responses against overall number of people taking part | 6.36 | 7.51 | 7.51 |
| Holywell | | | |
| Actual no. responding to each option | 12 | 14 | 14 |
| % of responses against overall number of people taking part | 6.94 | 8.09 | 8.09 |
| Mold | | | |
| Actual no. responding to each option | 11 | 14 | 14 |
| % of responses against overall number of people taking part | 6.36 | 8.09 | 8.09 |

| | Sundays | Bank Holidays | Total number of people responding for each area |
|---|----------------|----------------------|--|
| Queensferry | | | |
| Actual no. responding to each option | 11 | 13 | 13 |
| % of responses against overall number of people taking part | 6.36 | 7.51 | 7.51 |

| | | | |
|---|------|------|------|
| Shotton | | | |
| Actual no. responding to each option | 11 | 13 | 13 |
| % of responses against overall number of people taking part | 6.36 | 7.51 | 7.51 |

| | | | |
|---|-------|-------|-------|
| Talacre | | | |
| Actual no. responding to each option | 26 | 28 | 29 |
| % of responses against overall number of people taking part | 15.03 | 16.18 | 16.76 |

When asked about the times between which parking charges should be applied 56% of the total number of people who took part responded. Table 2 identifies the preferences for each area strategy.

Table 2: Charging bandwidth preferences

| | 8am - 5pm | 8am - 6pm | 9am - 5pm | 9am - 6pm | Total number of people responding for each area |
|---|------------------|------------------|------------------|------------------|--|
| Buckley | | | | | |
| Actual no. responding to each option | 24 | 16 | 35 | 1 | 76 |
| % of responses against overall number of people taking part | 13.87 | 9.25 | 20.23 | 0.58 | 43.93 |

| | | | | | |
|---|-------|------|------|------|-------|
| Caergwrle | | | | | |
| Actual no. responding to each option | 28 | 14 | 16 | 1 | 79 |
| % of responses against overall number of people taking part | 16.18 | 8.09 | 9.25 | 0.58 | 45.66 |

| | 8am - 5pm | 8am - 6pm | 9am - 5pm | 9am - 6pm | Total number of people responding for each area |
|--|-----------|-----------|-----------|-----------|---|
|--|-----------|-----------|-----------|-----------|---|

Connahs Quay

| | | | | | |
|---|-------|------|-------|------|-------|
| Actual no. responding to each option | 25 | 17 | 32 | 1 | 78 |
| % of responses against overall number of people taking part | 14.45 | 9.83 | 18.50 | 0.58 | 45.09 |

Flint

| | | | | | |
|---|-------|-------|-------|------|-------|
| Actual no. responding to each option | 25 | 19 | 33 | 1 | 78 |
| % of responses against overall number of people taking part | 14.45 | 10.98 | 19.08 | 0.58 | 45.09 |

Hawarden

| | | | | | |
|---|-------|------|-------|------|-------|
| Actual no. responding to each option | 25 | 14 | 34 | 2 | 75 |
| % of responses against overall number of people taking part | 14.45 | 8.09 | 19.65 | 1.16 | 43.35 |

Holywell

| | | | | | |
|---|-------|------|-------|------|-------|
| Actual no. responding to each option | 24 | 15 | 35 | 1 | 75 |
| % of responses against overall number of people taking part | 13.87 | 8.67 | 20.23 | 0.58 | 43.35 |

Mold

| | | | | | |
|---|-------|-------|-------|------|-------|
| Actual no. responding to each option | 23 | 18 | 37 | 1 | 79 |
| % of responses against overall number of people taking part | 13.29 | 10.40 | 21.39 | 0.58 | 45.66 |

Queensferry

| | | | | | |
|---|-------|------|-------|------|-------|
| Actual no. responding to each option | 24 | 15 | 32 | 3 | 74 |
| % of responses against overall number of people taking part | 13.87 | 8.67 | 18.50 | 1.73 | 42.77 |

Shotton

| | | | | | |
|---|-------|------|-------|------|-------|
| Actual no. responding to each option | 25 | 14 | 33 | 2 | 74 |
| % of responses against overall number of people taking part | 14.45 | 8.09 | 19.08 | 1.16 | 42.77 |

| 8am - 5pm | 8am - 6pm | 9am - 5pm | 9am - 6pm | Total number of people responding for each area |
|-----------|-----------|-----------|-----------|---|
|-----------|-----------|-----------|-----------|---|

Talacre

| | | | | | |
|---|-------|-------|-------|------|-------|
| Actual no. responding to each option | 23 | 18 | 32 | 5 | 78 |
| % of responses against overall number of people taking part | 13.29 | 10.40 | 18.50 | 2.89 | 45.09 |

To ensure the free flow of traffic and to protect access routes for pedestrians, we asked whether people agreed with the provision of dedicated motorcycle parking bays in larger Council car parks. 54% of those people who responded to this question agreed that dedicated bays should be provided, whilst 29% had no view and 17% disagreed.

To maximising the turnover of spaces in short stay car parks the proposal aims to restrict parking to two hours at a charge of 20p. A question was asked to gauge the level of support for an affordable higher rate to be charged of no more than 50p for two hours. Of the people who responded to this question there was a clear majority (72%) who did not support a higher rate charge. A lower figure of 26% supported an affordable increase whilst 2% did not have a view.

Agreement was sought on the proposal to prohibit returns to short stay car parks within one hour of the expiry of a purchased ticket. The level of agreement with this proposal was fairly equal, 45% agreed and 49% disagreed. The remaining 6% didn't have a view.

57% of people responding to Q6 agreed that the misuse of parking bays outside of the hours of charging should be managed through enforcement. 38% disagreed and 5% had no view.

Only 26% of those who responded were against the provision of resident only parking schemes, with the majority (69%) agreeing that the needs of residents likely to be affected by the introduction of the car parking strategy should be addressed through residents only parking. When asked to determine their preference for the hours of operation of such a scheme, of those who responded, 76% favoured 24 hours whilst 24% preferred 8am to 6pm. The majority of those who expressed a view did not agree with including a charge for Saturdays, Sundays and bank holidays.

Table 3: Charging for Saturdays, Sundays and bank holidays

| | Saturday | | | Sunday | | | Bank Holiday | | |
|--------------------------------------|----------|-----|----------------|--------|-----|----------------|--------------|-----|----------------|
| | Yes | No | I have no view | Yes | No | I have no view | Yes | No | I have no view |
| Actual no. responding to each option | 32 | 104 | 15 | 24 | 109 | 12 | 24 | 108 | 12 |
| % of those responding to each option | 21 | 69 | 10 | 17 | 75 | 8 | 17 | 75 | 8 |

Finally people were asked to indicate their support for a percentage of the money raised being given to Town and Community Councils to fund local projects/ services. 55% agreed that this contribution should be made whilst 34% did not agree. 11% had no view.

Demographic Information

How people best described themselves

| Answer Choices | Responses |
|---|------------------|
| I live in Flintshire / Rwy'n byw yn Sir y Fflint | 32.74% 55 |
| I work in Flintshire / Rwy'n gweithio yn Sir y Fflint | 11.90% 20 |
| I live and work in Flintshire / Rwy'n byw ac yn gweithio yn Sir y Fflint | 47.02% 79 |
| I represent a Flintshire business / Rwy'n cynrychioli busnes yn Sir y Fflint | 1.79% 3 |
| I represent a Flintshire organisation / Rwy'n cynrychioli sefydliad yn Sir y Fflint | 0.60% 1 |
| I am a visitor to Flintshire / Rwy'n ymweld â Sir y Fflint | 1.19% 2 |
| I represent a Town or Community Council / Rwy'n cynrychioli Cyngor Tref a Chymuned | 2.98% 5 |
| Other / Arall | 1.79% 3 |
| Total | 168 |

Those people who selected either option 2 or 3 above were asked a supplementary question 'Are you an employee of Flintshire County Council?' Overall 39% of all those people who took part in the survey work for the Council

Preferred Language

| Answer Choices | Responses |
|-------------------|------------|
| English / Saesneg | 98.66% 147 |
| Welsh / Cymraeg | 0.67% 1 |
| Other / Arall | 0.67% 1 |
| Total | 149 |

Age

| Answer Choices | Responses |
|----------------|------------|
| under / dan 16 | 0.00% 0 |
| 17-24 | 1.39% 2 |
| 25-44 | 38.19% 55 |
| 45-64 | 48.61% 70 |
| 65-74 | 9.03% 13 |
| 75 + | 2.78% 4 |
| Total | 144 |

Disability

| Answer Choices | Responses |
|---|------------|
| Yes / Ydw | 9.03% 13 |
| No / Nac Ydw | 81.94% 118 |
| Prefer not to say / Well gen i beidio â dweud | 9.03% 13 |
| Total | 144 |

Gender

| Answer Choices | Responses |
|---|------------|
| Male / Gwryw | 40.69% 59 |
| Female / Benyw | 48.28% 70 |
| Prefer not to say / Well gen i beidio â dweud | 11.03% 16 |
| Total | 145 |

Sexuality

| Answer Choices | Responses |
|--|------------|
| Bisexual / Deurywiol | 0.00% 0 |
| Gay man / Dyn Hoyw | 2.36% 3 |
| Other / Arall | 2.36% 3 |
| Gay woman / lesbian / Merch Hoyw / Lesbiad | 0.00% 0 |
| Heterosexual / straight / Heterorywiol / Strêt | 70.08% 89 |
| Prefer not to say / Well gen i beidio â dweud | 25.20% 32 |
| Total | 127 |

Do you consider yourself transgender

| Answer Choices | Responses |
|---|------------|
| Yes / Ydw | 0.00% 0 |
| No / Nac Ydw | 83.82% 114 |
| Prefer not to say / Well gen i beidio â dweud | 16.18% 22 |
| Total | 136 |

Ethnicity

| Answer Choices | Responses |
|---|------------|
| White / Gwyn | 75.95% 120 |
| Mixed / Cymysg | 0.00% 0 |
| Other / Arall | 2.53% 4 |
| Asian, Asian British / Asiaidd, Asiaidd Prydeinig | 0.00% 0 |
| Black, Black British / Du, Du Prydeinig | 0.00% 0 |
| Prefer not to say / Well gen i beidio â dweud | 21.52% 34 |
| Total | 158 |

Cultural background

| Answer Choices | Responses |
|---|------------|
| British / Prydeinig | 45.38% 54 |
| English / Seisnig | 12.61% 15 |
| Other / Arall | 0.84% 1 |
| Scottish / Albanaidd | 0.84% 1 |
| Welsh / Cymreig | 39.50% 47 |
| Prefer not to say / Well gen i beidio â dweud | 0.84% 1 |
| Irish / Gwyddelig | 0.00% 0 |
| Gypsy or Irish Traveller / Sipsi neu Deithiwr Gwyddelig | 0.00% 0 |
| Total | 119 |

Religion

| Answer Choices | Responses |
|---|------------|
| Buddhist / Bwdhydd | 0.00% 0 |
| Christian / Cristion | 52.55% 72 |
| Hindu / Hindŵ | 0.00% 0 |
| Jewish / Iddew | 0.00% 0 |
| Muslim / Mwslim | 0.00% 0 |
| Sikh / Sikh | 0.00% 0 |
| Atheism / Anffyddiaeth | 9.49% 13 |
| Prefer not to say / Well gen i beidio â dweud | 29.20% 40 |
| Other (please specify / nodwch) | 8.76% 12 |
| Total | 137 |

Car Park Income Projections 2015/16 – Based on proposed charging arrangements

| Car Park | Annual Net Income | 2015 -16 Net Income |
|--|--------------------------|----------------------------|
| | | |
| Buckley | £46,592 | |
| Connah's Quay | £53,040 | |
| Flint | £98,940 | |
| Holywell | £43,768 | |
| Mold | £283,841 | |
| Queensferry | £16,640 | |
| Shotton | £40,924 | |
| Talacre | £15,000 | |
| Total | £598,745 | |
| PCN Income | £103,257 | |
| Total Car Parking Charges & PCN Car Park Income | £702,002 | |
| Charges applicable from 1st April - Mold | | £263,000 |
| New Estimated Car Parking & PCN Charges | £439,000 | |
| 7 months in 2015/16 – 1st September 2015 Implementation | | £256,000 |
| Total Estimated Car Park & PCN Charges 2015/16 | | £519,000 |
| <u>Additional Costs</u> | | |
| Ticket Machines (net of contribution from CPE Fund) | £32,000 | |
| Additional Printer | £17,380 | |
| Cash Collection Costs | £36,192 | |
| Anticipated contribution to T&CC's | £9,000 | |
| Increased PCN Issue | £27,750 | |
| Business Rates Increase | £15,000 | |
| Total Additional Costs | | (£137,322) |
| | | |
| Estimated Net Efficiency (with an averaged 1st Sept 2015 Implementation) | | £381,678 |

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FLINTSHIRE COUNTY COUNCIL

CABINET RECORD OF DECISION

DATE OF MEETING: 21 APRIL 2015 AGENDA ITEM NO. 5

REPORT OF: Chief Officer (Streetscene and Transportation)

SUBJECT: FLINTSHIRE PARKING STRATEGIES

RECOMMENDATIONS OF REPORT: That Cabinet approves the County Parking Strategy - **Appendix 1**.

That Cabinet approves the Council wide charging sheet which lists the proposed charging bands (**Appendix 2**) and provides delegated authority to the Chief Officer (Streetscene and Transportation) following consultation with the Cabinet Member for Environment, to review the charging arrangements applied at each car park on an annual basis.

That Cabinet approves the introduction of car parking permit schemes at County Hall and Flint to allow staff to utilise the car parks within the local parking strategies

That Cabinet approves the proposals to make a contribution to any T&CC with car parking charges above the base rate as highlighted in the Council wide summary charging sheet - detailed in paragraph 3.16 of this report

That Cabinet approves the proposed charge for the residents parking permit and the continued rollout of the residents parking scheme if required by the local parking strategy.

That Cabinet grants delegated authority to the Chief Officer (Streetscene and Transportation), following consultation with the Cabinet Member for Environment, to review the proposed

charge for residents parking permits an annual basis.

DECISION:

As detailed in the recommendations with the following amendments and additions:

- Charges for Talacre to be 20p for up to 2 hours, £2 for up to 4 hours and £4 all day
- The 50p charge for parking at the short stay car parks in Mold be for 3 hours, not 2
- Discussions to take place with Clwyd Theatr Cymru on contributions to car park maintenance
- Residents Parking Policy be amended to apply for 24 hours a day 7 days per week
- A progress report back to be submitted to Overview and Scrutiny in 12 months

REASON FOR DECISION:

As in the report.

CONSULTATION REQUIRED:

Statutory consultation will be required prior to the introduction of local TRO's and resident parking schemes.

CONSULTATION UNDERTAKEN:

Trade Unions regarding workplace and visitor charging. Cabinet Member for Environment. All Member workshops which included representatives from Town and Community Councils. Public consultation exercise (9 March to 29 March).

FINANCIAL IMPLICATIONS:

The introduction of charging and increased management in the nominated car parks will incur initial capital cost however it is predicted that revenue will cover these costs in year 1 and provide £382k of the projected £400k income level projected in the 2015-16 Business Planning proposals. **(Appendix 9).**

The removal of Caergwrle and Hawarden car parks from the previous proposals will reduce income levels by approximately £18k per annum.

DECLARATIONS OF INTEREST: None.

DISPENSATIONS None.

DATE PUBLISHED:

SIGNED

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(Proper Officer)

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Insert date here. 29TH APRIL 2015

To Democracy & Governance Manager

We, the undersigned, wish to call in the following decision of the Cabinet:

Date of Cabinet meeting: 21ST APRIL 2015

Report title: FLINTSHIRE PARKING STRATEGIES

Record of Decision number: 3157

Reason(s) for call in: ① THE FLINTSHIRE PARKING STRATEGY DOES NOT TAKE INTO ACCOUNT THE IMPACT OF PARKING CHARGES ON THE VITALITY AND VIABILITY OF EACH TOWN & COMMUNITY. ② THE IMPACT OF OUT OF TOWN SHOPPING CENTRES WITH FREE PARKING HAS NOT BEEN CONSIDERED ON EXISTING TOWN CENTRES.

In initiating this call in, we recognise that it will be regarded as a gross discourtesy to the committee if members who have requested the call in do not attend the meeting of the committee without contacting the Member Engagement Manager to explain their reasons.

We understand that the call in meeting will be held within 7 working days of this call in notice being received and accepted.

Signature

Printed name

1. [Signature]

MR Mike PEARCE

2. [Signature]

MR NEVILLE PHILLIPS

3. [Signature]

MR PAVEL WHALLEY

4. [Signature]

MR C.A. ELLIOTT

5. [Signature]

H.D. HUTCHINSON

6.

7.

8.

Call in Notice received. 21/4/2015 Accepted 6/5/2015

Signed [Signature] Democracy & Governance Manager

Chief Officer Governance

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