

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE**

DATE: **THURSDAY, 19 MARCH 2015**

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

SUBJECT: **FLINTSHIRE PARKING STRATEGIES**

1.00 PURPOSE OF REPORT

1.01 To seek a recommendation from the Environment Overview & Scrutiny Committee to Cabinet to approve the Council's Car Parking Strategy and the introduction of parking charges at all viable car parks within the ownership of the Council.

1.02 To seek a recommendation from the Environment Overview & Scrutiny Committee to Cabinet to approve a workplace parking permit scheme at specific facilities where staff parking overlaps with the local parking strategy.

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 conflicts between town centre visitors and residential parking areas where previously ineffective management has led to congestion and delays to road users

2.02 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 and in order to maintain the vibrancy and vitality of the community or towns it is essential to also effectively manage off street parking usage.

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. Charging has proved to be a mechanism 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 The proposed parking management arrangements will apply in the following areas of the County

- Flint
- Holywell
- Mold
- Buckley
- Connah's Quay
- Queensferry
- Shotton
- Caergwrle
- Hawarden
- Talacre

2.05 Staff parking areas in Mold (County Hall) and Flint will be in car parks designated within the local Car Park management arrangements and therefore permits will be required by both staff and Members working and regularly visiting these buildings.

3.00 CONSIDERATIONS

3.01 An overarching Council Parking Strategy has been developed to capture the fundamental principles that will be applied in the individual Town and Community Parking strategies. **Appendix 1**

3.02 In order to develop individual area parking strategies a full assessment of the current parking provision (within the ownership of the County) set against the local demand for parking has been completed for each Town or Community. Each study considered the levels of demand and the optimum car park arrangements i.e. Short stay v Long stay and the most effective charging option to maintain the viability and vibrancy of each town and community.

3.03 Because each location and area have differing demands and levels of available parking, it is important that a single charging structure is not applied County wide. Local parking strategies and charging arrangements have therefore been developed for each of the areas identified and are shown in **Appendix 2**.

3.04 As an element of the local strategy the existing Traffic Regulation Orders and Car Parking Orders (if applicable) will be reviewed to determine their effectiveness and appropriateness, given the new arrangements. Any additions or extensions to existing orders that may be required will be detailed within the local strategy.

3.05 Each strategy will also contain details of local Resident Parking schemes which may be required as a result of introducing charges in Council car parks. The programme to introduce these arrangements will require to be prioritised and will be subject to the availability of necessary budgets, resources and a satisfactory outcome to the pilot Residents Parking scheme currently being trialled in the Mold area.

3.06 The introduction of the Parking Strategies in Flint and Mold will require the associated staff and visitor car parks to form part of the local parking strategy. This will therefore necessitate the introduction of an affordable and equitable workplace charging scheme which will be introduced at these specific facilities.

3.07 Two all Member workshops have been held in March 2015 in order to consider the Car Park charging proposals and make recommendations to Scrutiny. The workshops have been asked to particularly consider the following aspects of the proposals

- Charges on Sunday and Bank Holidays
- Charges for motorcycles
- Daily charging periods
- T&CC contribution levels

A verbal update on the feedback from the workshops will be provided at the Committee meeting

3.08 An open public consultation exercise is also being undertaken on the proposals and a verbal update on the comments received to date will also be presented to the Committee. Residents and other car park users have been asked to provide input into the issues that were discussed by members in the workshops as detailed in para 3.07.

4.00 RECOMMENDATIONS

4.01 That Environment Overview & Scrutiny Committee recommend approval of the County Parking Strategy to Cabinet **Appendix 1**.

4.02 That Environment Overview & Scrutiny Committee recommend approval of the individual Local Parking Strategy to Cabinet **Appendix 2** and that delegated authority be granted 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 Environment Overview & Scrutiny Committee recommends to Cabinet the introduction of staff parking permit system at County Hall and Flint to allow staff to utilise the car parks within the local parking strategy.

5.00 FINANCIAL IMPLICATIONS

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

6.00 ANTI POVERTY IMPACT

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 Currently undertaking public consultation (9 March to 29 March).

11.00 CONSULTATION UNDERTAKEN

11.01 Trade Unions regarding Workplace and visitor charging

11.02 Local Town and Community Council Members.

11.03 Cabinet Member for Environment.

11.04 All Member workshops, including Town and Community Councils

12.00 APPENDICES

Appendix 1 – Countywide Parking Strategy

Appendix 2 – Individual Parking strategy for each Town or Community area

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985 BACKGROUND DOCUMENTS

Contact Officer: Stephen O Jones
Telephone: 01352 704524
Email: stephen.o.jones@flintshire.gov.uk