

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 Retail trade in Shotton has already fallen, and believe parking charges will be detrimental to the town
Anonymous – Neil	Request a 4 hour charge be considered in Somerfield Car Park, Holywell
Mold Town Council	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
Holywell Town Council	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
Holywell Town Council	1 hours prohibited return should apply to all car parks
Holywell Town Council	Requests that on event days free parking be permitted in all car parks
Holywell Town Council	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 Caergwrle would have a detrimental effect of the retail trade
General concern and comment on the proposed charges at Cergwrle and a signed petition (55 signatures)
General concern and comment on the proposed charges at Cergwrle and a signed petition (417 signatures)