



CAR PARKING POLICY 2025-2030



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1. MISSION STATEMENT

Providing safe and convenient parking is vital to the economy and vibrancy of Flintshire, ensuring that our towns and communities remain easily accessible for people who choose to drive and offer access to amenities and places to visit. To have a parking estate that meets the needs of the county and remains fit for purpose in the current modern day is key to achieving this. A policy that supports its residents, businesses, commuters and visitors alike, and provides a sufficient number of suitably located and managed parking spaces to sustain the long term economic, social and environmental wellbeing within Flintshire's towns and communities is important.

2. INTRODUCTION

- 2.1 Flintshire County Council is the Parking Authority and the Enforcing Authority responsible for all on-street parking and off-street council owned public car parks in Flintshire.
- 2.2 This document sets out our approach within Flintshire for the provision of both on-street and off-street parking and for the enforcement of traffic regulation orders (TROs). By their nature, parking polices adapt and change over time and will need to be regularly reviewed and updated.

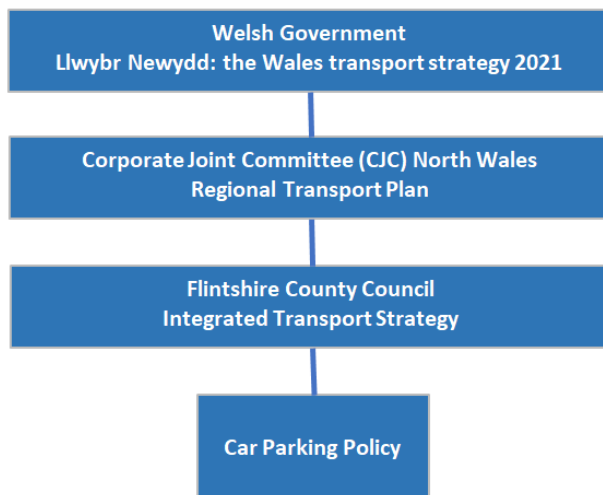
3. OVERVIEW AND BACKGROUND

- 3.1 Civil Parking Enforcement (CPE) was first introduced in Flintshire in October 2013, and, through effective enforcement, many vehicles have been transferred to off-street car parks.
- 3.2 In order to maintain the vibrancy and vitality of a community or 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 can be numerous conflicts between town centre visitors and residential parking where previously ineffective management of these areas has led to congestion.
- 3.3 Pay and Display (P&D) parking is a good parking tool, which, through the use of appropriate charging, can encourage commuters to the car parks on the periphery of the centre, whilst promoting proximity spaces for short stay. Charging for parking can help to regulate the number of vehicles in town centres, reducing congestion and encouraging the use of public transport and active travel (walking, cycling). By charging for parking, a higher turnover of parking spaces is encouraged, making it easier for people to find easier for people to find available spots, especially in busy locations.
- 3.4 The introduction of CPE has resulted in more effective management of on-street parking, which has had a positive impact on the movement of traffic in town centres. Civil parking activities are carried out by the Civil Parking and Environmental Enforcement team. The team comprises of nine full time positions (FTEs) and a working supervisor. The team is multi-functional, covering the enforcement of on-street and off-street parking contraventions, environmental crimes (littering; dog fouling; control of dog's in public spaces, public space protection orders (PSPOs), fly tipping; side waste; household duty of care) along with any educational related campaigns on such matters.

- 3.5 The team’s primary focus is on engagement and education of the public, ensuring that, when out on patrol, the residents of Flintshire are understanding of the law and their own personal responsibilities.
- 3.6 Officers patrol across all areas of Flintshire where parking restrictions exist and which are covered by a traffic regulation order (TRO). This includes double and single yellow lines, loading and unloading areas, disabled bays, limited waiting areas, taxi ranks and any Council controlled off-street car parks.
- 3.7 Enforcement officers will issue Penalty Charge Notices (PCNs) to drivers who have parked in contravention of any regulations in force at that time. Parking illegally or in the wrong place on the highway network or Council run car parks may result in a Penalty Charge Notice (PCN) being issued.
- 3.8 Flintshire County Council is a partner of the Wales Penalty Processing Partnership (WPPP). WPPP provides all the back-office function following the issue of a PCN. The WPPP also produce Civil Parking Enforcement Procedures which sets out the methodology of enforcement and the appeals process.
- 3.9 The Wales Penalty Processing Partnership (WPPP), which is hosted by Denbighshire County Council, works on behalf of ten Welsh local authorities to support the enforcement operation by dealing with challenges, payments and processing of all penalty charge notices that are issued.

4. NATIONAL & REGIONAL POLICIES

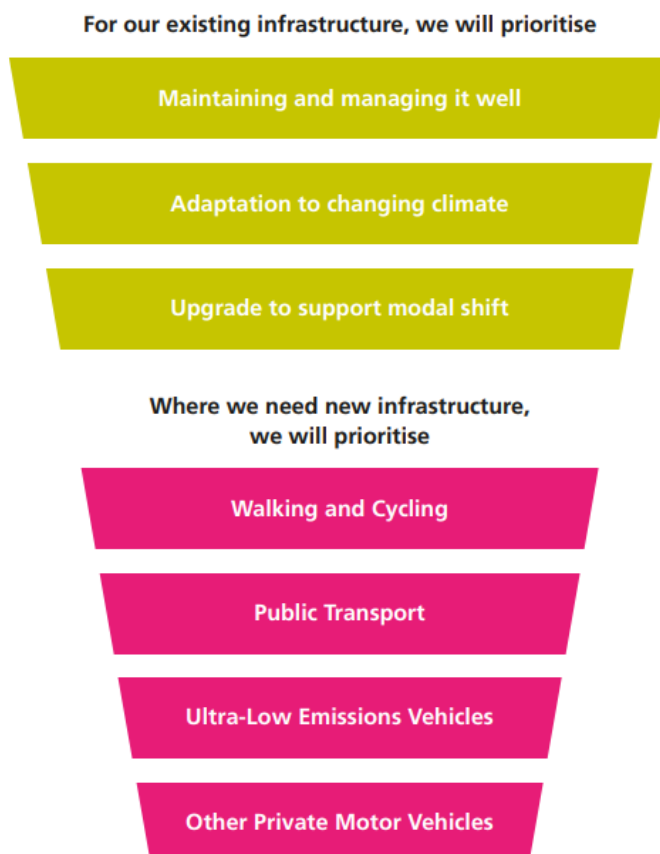
- 4.1 The Car Parking Policy needs to ensure that the Council’s parking objectives are consistent with and contribute to the overall aims of the national and regional transport strategies. The parking policy sits beneath the Council’s own Integrated Transport Strategy, which sits within a hierarchy of transport strategy in Wales.
- 4.2 Welsh Government’s overarching Llwybr Newydd transport strategy sets the direction of transport at a national level, while the Regional Transport Plan (RTP) provides the strategic direction for transport at a regional level through the Corporate Joint Committee (CJC) for North Wales and the Council’s own Integrated Transport Strategy serving as a local level plan for the county.
- 4.3 The following diagram serves as a pictorial representation of the structure in Wales:



4.4 WG’s strategy consists of three main priorities and aims to provide an accessible, sustainable and efficient transport system that is good for people and communities, good for the environment, good for the economy and places in Wales, and good for culture and the Welsh language, contributing to each of the seven national well-being goals set out in the Well-being of Future Generations (Wales) Act 2015, as outlined in the following diagram.



4.5 WG’s strategy also identifies a new sustainable transport hierarchy, which reinforces the move towards more sustainable modes of travel, and the parking policy will be required to take this into account: -



5. LEGISLATION

- 5.1 Flintshire County Council is responsible for all aspects of on-street parking on the local highway network, introducing regulations to improve safety and the turnover of spaces and enforcement of regulations by civil enforcement officers. Traffic regulation orders are in place within our towns and communities, designated with appropriate restrictions, signing and lining. Traffic orders place restriction on parking such as loading/unloading, disabled and residential permits.
- 5.2 **Road Traffic Regulation Act 1984**
The Road Traffic Regulation Act 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 traffic regulation 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.
- 5.3 **Road Traffic Act 1991 (Decriminalised Parking Enforcement)**
The Road Traffic Act and decriminalised parking enforcement were introduced to address the increase in illegal parking (through growing car ownership and use) and fears that police resources would not be able to accommodate the increased demand for enforcement.
- 5.4 **Traffic Management Act 2004 (Civil Parking Enforcement)**
Public parking is regulated through the Traffic Management Act 2004 and public car parks are managed by local authorities. The Traffic Management Act 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.
- 5.5 Flintshire County Council may review TROs in the following circumstances where funding allows:
- Implementation of additional parking restrictions or alteration of existing restrictions to address a potential road safety issue.
 - Implementation of additional parking restrictions or alteration of existing restrictions to address a problem associated with traffic movement or make provision for specific users e.g. disabilities.
 - New or amendments to existing TROs to provide additional on-street or off-street parking provision.
- 5.6 TROs may also be altered to allow the implementation of a traffic management scheme approved as part of the County Council capital programme or to facilitate a development and has been highlighted in any Section 106 or 278 agreement.
- 5.7 Requests for the introduction of restrictions or the alteration of existing restrictions will be considered in conjunction with the County Council's priorities on funding or where external funding has been secured to cover the costs incurred. Any such requests made during periods of moratoriums on expenditure will be retained on file for consideration in the event that funding becomes available.

- 5.8 Flintshire County Council may also review TROs in respect of off-street parking places. TROs can be made to vary the terms and conditions of use of a car park or to add or amend the car parks that are covered by an Order. Any proposed TRO will be consulted upon in accordance with the legislation outlined in 5.2 to 5.4 above.
- 5.9 Well-Being of Future Generations (Wales) Act 2015 - seeks to improve the social, economic, environmental and cultural well-being of Wales. The Act contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future. It means that for the first time, public bodies listed in the Act must do what they do in a sustainable way and make sure that when making their decisions they take into account the impact they could have on people living their lives in Wales in the future.
- 5.10 Active Travel (Wales) Act 2013 - seeks to make it easier for people to walk and cycle in Wales. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

6. PARKING POLICY

- 6.1. Fundamental to any parking policy 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 danger for other road user, and to ensure the proper management of off-street car parks and time limited on-street parking.
- 6.2. This policy sets out the Council's position on the provision of effective car parking management. The aims and objectives of the policy are to:
- Prioritise the needs of disabled people, local residents, businesses, and their customers and manage parking capacity for both on-street and off-street facilities
 - Promote 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 and turnover of customers.
 - Retain long stay parking places and offer competitively priced permits.
 - Ensure all on-street and off-street restrictions are effectively enforced and the impact on surrounding residential areas is minimised.
 - Prioritise parking enforcement in areas where the requirement is greatest and to be responsive to changing needs, local factors and demand; with particular regard to reducing congestion and increasing the availability of short-stay parking spaces.
 - Provide parking dispensations and suspensions as appropriate
 - Ensure the ability to keep roads clear of vehicles in contravention of a restriction, which create safety and obstruction issues. In doing so, this can reduce traffic delay, improve the reliability of bus services, enhance the environment for pedestrians and cyclists to provide easier access for emergency vehicles.

- Increase the turnover of short-stay spaces and encourage 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 communities and town centres.
- Improve enforcement to help 'Blue Badge' holders by ensuring that dedicated spaces are not used inappropriately.

- 6.4 All off-street income generated from car park charges will be re-invested within the Streetscene and Transportation budgets to cover the operational costs of providing the service as well as maintaining the existing infrastructure.
- 6.5 Parking enforcement can be 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.
- 6.6 Flintshire County Council are a member of the British Parking Association (Appendix 2) and are one of the authorities that utilises the resources of the The Wales Penalty Processing Partnership (WPPP) (see **Appendix 1**). The Partnership is hosted by Denbighshire County Council, which works on behalf of all the authorities to support the enforcement operation by dealing with challenges, payments and processing of all penalty charge notices that are issued.

7. MAIN PRINCIPLES

7.1. Off-street public parking:

Short-stay parking is prioritised on sites within an acceptable walking distance of shopping and commercial centres to ensure adequate accessibility. Long-stay parking is prioritised on sites further away from shopping and commercial centres. Long-stay commuter parking is reduced where good sustainable transport alternatives exists.

7.2. 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.

- 7.3. On residential roads, priority will be given to meeting residents' parking needs.

8. CAR PARK LOCATIONS

- 8.1. Flintshire currently has forty-nine off-street car parks that are subject to car parking management. Thirty-six car parks are controlled through pay and display, and an additional six car parks are 'permit holders only' car park, with thirteen car parks being free of charge. All car parks are subject to a legal parking Order regardless of whether there are charges in place.
- 8.2. Each car park stipulates the conditions of use on signage boards so that any customer is aware of their duty to comply with these orders when using the car park and before exiting the car park.
- 8.3. The car park locations and number of available spaces are detailed in **Appendix 3**

9. DISABLED PARKING PROVISION AND BLUE BADGE ENFORCEMENT

- 9.1. Blue Badges allow people with mobility difficulties or a health condition that affects their mobility to park closer to where they need to go. Applications for Blue Badges can be from a driver, a passenger or an organisation.
- 9.2. Blue Badges are valid for a maximum of three years depending on the conditions of the application.
- 9.3. Flintshire County Council has provision of disabled parking in on-street and off-street car parks in accordance with Equality Act requirements. Local conditions and demand are also considerations in determining the volume and location of spaces provided.
- 9.4. Enforcement Officers will carry out checks of blue badges whilst on patrols and any misuse of the badge will be addressed accordingly.
- 9.5. Within residential areas Advisory Disabled bays will be considered outside people's property where residents with Blue Badges can often find it difficult to park at or near their homes. These types of bay markings are only advisory and therefore cannot be enforced should non-blue badge holders park within them. Where applications meet the appropriate criteria, an advisory bay will be marked on the highway free of charge. The Council reserves the right to request information again, should it be suspected that circumstances have changed and the requirements for the bay are no longer met. The Council may remove the bay if the requested information is not satisfactorily provided and/or the bay is no longer required.

10. PARKING ENFORCEMENT

- 10.1 The Civil Parking Enforcement Team's primary focus is on engagement and education of the public, ensuring that, when out on patrol, the residents of Flintshire are understanding of the law and their own personal responsibilities.
- 10.2 Officers patrol all areas of Flintshire where parking restrictions exist, and which are covered by a traffic regulation order (TRO). This includes double and single yellow lines, loading and unloading areas, disabled bays, limited waiting areas, taxi ranks, and any Council controlled off-street parking areas (car parks).
- 10.3 Enforcement officers will issue Penalty Charge Notices (PCNs) to drivers who have parked in contravention of any regulations in force at that time. Parking illegally or in the wrong place on the highway network or Council run car parks may result in a Penalty Charge Notice (PCN) being issued (see **Appendix 2**).
- 10.4 All officers have clear guidelines to work with and are committed to providing a service that is consistent, fair and equitable and one which operates in a transparent manner.
- 10.5 Income from the payment of PCNs is used to finance the operational costs of the council's parking service.
- 10.6 When enforcement officers patrol at car parks this adds to the security of the area at that time, but the authority does not accept and is not responsible for any damage to or theft from cars whilst parked in the car parks, all motorists and users park at their own risk.

11. RESIDENTS' PARKING

11.1 Flintshire will consider the parking needs of residents in areas, which are affected by non-residential parking. Potential sites will be identified with an 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.

A separate policy is in place for resident parking schemes:

<https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>

12. ENVIRONMENTAL IMPACT AND ACTIVE TRAVEL

12.1 Welsh Government as part of the Active Travel (Wales) Act 2013 "the act" placed a duty upon Local Authorities to produce maps of existing active travel routes and related facilities in the designated settlements within their local area (the Existing Routes Map) and to submit these maps to Welsh Ministers for approval. The designated settlements within Flintshire include Buckley, Broughton, Connah's Quay, Deeside Industrial Park, Flint, Gorsedd, Holywell, Hope, Leeswood, Mold, Northop Hall, Penyffordd, Sandycroft, Shotton and Walwen.

12.2 In producing the first Existing Route Map (ERM) Flintshire County Council concentrated on arterial walking and cycling routes that provide access from large residential areas primarily to schools, employment sites, transport hubs, health facilities, shopping and retail facilities within each designated settlement.

12.3 Following a mapping and audit exercise of existing walking and cycling facilities, a series of draft ERM's was developed, which depicts walking and cycling routes within the county that met the requirements set out within the statutory toolkit and was therefore considered suitable for 'Active Travel Journeys'.

12.4 Section 3.44 of the Statutory Guidance for the delivery of the Active Travel (Wales) Act 2013 specifies the Consultation process that Local Authorities should follow and Section 3.54 of the Guidance states that Welsh Government, in approving the ERM's, will consider whether the appropriate consultation in line with the Guidance has been carried out. (Appendix 1)

13. MANAGEMENT OF OFF-STREET PARKING PLACES

13.1 SHORT-STAY PARKING:

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

- 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.

13.2 LONG-STAY PARKING:

The Authority will manage the provision of long stay parking in the town centre 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 area 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 (parking permits) 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).

14. PARKING CHARGES

14.1 All off-street car parks where Pay and Display charging is in place will be clearly signed on a noticeboard 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 (PCN) being issued.

14.2 Parking charges will normally be set as part of the council's annual review of the fees and charges policy as part of the Medium-Term Financial Strategy (MTFS).

14.3 Not all off-street car parks managed by the local authority apply a charge. Parking charges are set in a way to manage the demand for parking in an area, which involves balancing the needs of more than one group of road users. Charging for parking can help to regulate the number of vehicles in areas, reducing congestion, increasing turnover and encouraging the use of public transport and active travel (walking, cycling). By charging for parking, a higher turnover of parking spaces is encouraged, making it easier for people to find available spots, especially in busy locations. When introducing charges, the local authority considers feedback from residents, businesses and elected members, and tariffs are benchmarked against other local authorities.

15. PAYMENT METHODS

15.1 Flintshire County Council provides cash payment options using the pay and display machines with some machines also accepting card and contactless payments.

15.2 All car parks provide a cashless digital payment system as an alternative method of payment to the pay and display machines. The digital payment system improves the customer experience and compliments the existing method of payments offered.

15.3 In line with other local authorities, this cashless digital solution can be accessed anywhere anytime on any occasion. The current cashless solution offers 24-hour support service, 365 days, with a live agent availability for customer support.

15.4 Subject to availability of funding, the Council will look to explore the opportunities for introducing new ticket machines in the future with contactless functionality

16. PERMITS

16.1 Flintshire will offer, at a cost, a number of different permit options. These permits will be car park specific (non-transferable amongst other car parks or vehicles).

Details of the permits available per car park are detailed in **Appendix 2**.

16.2 Permits Types

a) Long Stay Car Parks – Permits in our Long Stay Car Parks can be purchased. They will be chargeable per year pro-rata per vehicle. The cost will be calculated at 200 days multiplied by 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 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.

b) Permit Holder Car Parks - Annual Permits can be purchased for permit holder 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.

c) Business Permits - Within each area one long-stay town centre car park is assigned as a reduced rate business permit car park, offering parking for people working within the community. To apply for this permit evidence must be provided by the employer to support the application.

d) Residential Permits – Off-Street (Car Park) residential permits are offered to residents living within the immediate vicinity of the car park, who do not have adequate on street parking provision. One permit will be offered at a reduced rate. The cost of this permit will be the same as the cost of the on-street residential parking permit. All permit requests must provide proof of residency at the address and that of the vehicle, utility bill and logbook.

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.

17. CAR PARK PROVISION

Information is provided in **Appendix 3** for a detailed breakdown of parking provision by location.

18. MOTORCYCLE BAYS

Motorcycles are permitted to be parked within any regular space within a car park and where applicable a Pay and Display ticket must be purchased and retained by the rider. There are, however, some dedicated solo Motorcycle Bays available within the following car parks:

- New Street Car Park, Mold
- High Street Car Park, Holywell
- Black Horse Car Park, Buckley

19. ELECTRIC VEHICLE (EV) CHARGING

19.1 The installation of publicly accessible EV charge points is intended to encourage the uptake of electric vehicles. One key benefit of this is that it will enable existing, and future, EV users to contribute towards tackling the issues of climate change and air pollution.

19.2 There are currently fifteen charge points installed at eight Council car parks across Flintshire. All charge points are 'dual-headed', meaning that 30 sockets are available across the network. (Please see **Appendix 3** Car Park Provision). The aims are to increase these facilities over the coming years, subject to availability of funding. This may include the introduction of EV chargers for residential properties with no or limited off-street parking, subject to funding and feasibility.

20. COACH PARKING

There are currently five coach parking spaces at New Street car park in Mold, which are available on a first come first served basis. Coaches can use these spaces free of charge.

21. MOTORHOMES AND CARAVANS

There is no current provision for specific motorhome or caravan overnight parking within any of Flintshire's car parks.

22. MAINTENANCE

22.1 Flintshire County Council is responsible for maintaining all council-owned car parks. Although routine inspections capture most of the defects that occur, sometimes damage can occur in between inspections. Service users can notify the Council and report any issues so remedial work can be carried out.

22.2 In conjunction with this, any faults with pay and display machines are often identified by service users and can be logged via the Contact Centre on telephone number 01352 701234 or via the website:

<https://www.flintshire.gov.uk/en/Do-it-Online/Report-It/Report-it.aspx>

23. USE OF PARKING SPACES FOR EVENTS AND BUSINESSES

23.1 For requests to use of a car park for any other purpose than to park vehicles, the Council reserves the right to place a charge and reclaim its costs from the event organiser or business.

23.2 Flintshire County Council will provide two free uses of one long-stay car park to Town and Community Councils per annum to support community events taking place.

For business and commercial enquiries please contact:-

streetsceneadmin@flintshire.gov.uk

23.3 The charging structure for utilising an area of the car park will be calculated as follows:

- Up to 50% of the car park – number of spaces used x long stay tariff x number of days
- Over 50% of the car park – total number of spaces in the car park x long stay tariff x number of days.

For both the above there would also be a £100+VAT administration fee which includes pre and post inspections of the car park.

Placement of a compound within a car park area will be charged from a minimum of £220+VAT per week, dependant on the size of area required.

23.4 To support an event Flintshire County Council requires sight of public liability insurance, risk assessments and any required licences drafted before supporting events to take place on its land.

23.5 It is required that the car park is left in a clean and tidy condition as any damage or cleansing of the car park after use will be recharged on to the organiser.

23.6 It is the responsibility of anyone utilising the car park to stand the costs of any signs, barriers, insurances, waste disposal etc. that are associated with the proposed event or works.

24. SALE OF GOODS AND SERVICES

24.1 The sale of goods and services from a car park is prohibited under the current Parking Orders; this also includes the sale of any motor vehicles. Any prior considerations and permissions must be granted in writing by Flintshire County Council.

25. AUTHORISED PERSONNEL

- 25.1 Only appointed Civil Parking Enforcement Officers wearing the issued uniform and identified by a unique CPEO number will issue PCNs to a vehicle that is contravening a parking restriction.
- 25.2 CPEOs will adhere to the observation times in the WPPP Procedures and shall not offer any discretion thereby treating every vehicle the same as the next to ensure they act in a fair and consistent manner.

Appendix 1 - Accessible and Supportive Information

Flintshire County Council

<https://www.flintshire.gov.uk/en/Resident/Streetscene/Pay-and-Display-Car-Parking.aspx>

<https://www.flintshire.gov.uk/en/Resident/Streetscene/Parking---fines-and-enforcement.aspx>

<https://www.flintshire.gov.uk/en/Resident/Streetscene/Parking-permit.aspx>

<https://www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf>

British Parking Association

<https://www.britishparking.co.uk/>

Wales Penalty Processing Partnership

<https://www.wppp.org.uk/>

Council Fees and Charges

<https://www.flintshire.gov.uk/en/Resident/Fees-and-Charges/Fees-and-Charges.aspx>

Active Travel

<https://www.gov.wales/active-travel-act-guidance>

Llwybr Newydd: Wales transport strategy

<https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>

Highway Code – Parking Control Signs and Road Markings

<https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252>

Blue Badges

<https://www.gov.wales/parking-blue-badges-road-offences>

Appendix 2 - Permit Types & Applications

BUCKLEY	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Bistre Avenue Car Park	Resident, Annual, Staff	
Precinct Way Car Park	Resident, Annual, Staff	Business Annual
Argoed Road Car Park	Resident, Annual, Staff	
CONNAH'S QUAY	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Maude Street Car Park	Resident, Annual, Staff	
High Street Car Park	Resident, Annual, Staff	Business Annual
FLINT	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Allt Goch Car Park	Resident, Annual, Staff	Business Annual
Bolingbroke Heights Car Park	Resident, Annual, Staff	
Pavilion Leisure Centre Car Park	Resident, Annual, Staff	
Railway Station Car Park	Resident, Annual Only	
Richard Heights Car Park	Resident, Annual, Staff	
Swan Street Car Park	Resident, Annual, Staff	
Chapel Street Car Park	Resident, Annual, Staff	
HOLYWELL	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Bevans Yard Car Park	Resident, Annual, Staff	
Halkyn Road Car Park	Resident, Annual, Staff	Business Annual
Plas Yn Dre Car Park	Resident, Annual, Staff	
High Street Car Park	Resident, Annual, Staff	
MOLD	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Griffiths Square Car Park	Resident, Annual, Staff	
Love Lane Car Park	Resident, Annual, Staff	Business Annual
New Street Car Park	Resident, Annual, Staff	
Town Hall Car Park	Annual	
QUEENSFERY	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Pierce Street Car Park	Resident, Annual, Staff	
Station Road Car Park	Resident, Annual, Staff	Business Annual
SHOTTON	PERMIT TYPE	ADDITIONAL PERMIT TYPE
Plymouth Street Car Park	Resident, Annual, Staff	
Charmleys Way Car Park	Resident, Annual, Staff	
Ash Grove Car Park	Resident, Annual, Staff	Business Annual
Alexandra Street Car Park	Resident, Annual, Staff	

Appendix 3 - Car Park Provision and Spacing

BUCKLEY

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Bistre Avenue	44	7	0
Precinct Way	115	13	4
Black Horse	20	2	0
Argoed Road	17	0	0
Brunswick Road	44	7	0
Lane End	8	3	0
Coppa view	9	3	0

BROUGHTON

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Broughton Hall	24	4	0

CAERGWRLLE

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
High Steet	42	2	0

CONNAH'S QUAY

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Maude Street	38	3	0
High Street Car Park	*		
Millenium Cycle Way	33	2	0
Dock Road	21	3	0
Dock Road Layby	21	3	0

**Currently under development*

DEESIDE INDUSTRIAL PARK

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Green Lane West, Car Park (large)	51	9	6
Green Lane West, Car Park (small)	26	0	0

FLINT

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Allt Goch	77	4	4
Bollingbroke Heights	39	2	0
Feather Street	14	4	0
Pavillion Leisure Centre	61	5	0
Railway Station	*		
Richard Heights	49	5	0
Swan Street	51	9	0
Castle Street	54	4	4

**Currently under development*

HAWARDEN

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Tinkersdale	46	5	0

HOLYWELL

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Bevans Yard	11	6	0
Plas yn Dre	13	2	4
High Street Car Park	137	9	0
Station Road	0	6	0
Halkyn Road	90	6	0

HOPE

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Hawarden Road	Loose Surface Unmarked Bays		

MOLD

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
New Street	336	21	4
Love Lane	243	6	0
Grosvenor Street	27	2	0

King Street	62	2	0
Griffith Square	102	6	4
Meadows Place	26	5	0

MOLD – COUNTY HALL

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Llwynegrin Hall	23	5	0
Multi Storey Car Park	483	4	0
Main Entrance Car Park	72	15	0

QUEENSFERRY

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Station Road	71	5	0
Pierce Street	13	2	4

SHOTTON

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Alexandra Street	26	3	0
Ash Grove	57	2	0
Charmleys Lane / King George Street	80	8	0
Plymouth Street	17	2	0
Bridge Street	18	3	0

TALACRE

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Gamfa Wen	Loose Surface Unmarked Bays	1 Block Approx 6 spaces	0
Community Centre	Loose Surface Unmarked Bays	4	0

TREUDDYN

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Queens Street	22	3	0

TY DEWI SANT

CAR PARK	REGULAR SPACES	DISABLED SPACES	EV CHARGE SPACES
Entrance Car Park	11	2	0

NB. Wepre Park to be included on the above list, subject to approval