

ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Friday 16 June 2017
Report Subject	Update on the Council's Car Parking Strategy
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer - Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

In 2015, Flintshire County Council's car park strategy was introduced to improve the vibrancy and vitality of the Town Centres in Flintshire through effective car park management.

The introduction of parking charges in Flint was suspended due to the redevelopment work in the town and this report provides an update on the planned phased introduction of charges in Flint in line with the strategy agreed by Cabinet in April 2015. The report also details options for additional on street parking restrictions in the town to promote the effective and free movement of traffic and the provision of some additional limited short stay, on-street, free parking within the town.

Holywell and Buckley Town Centres currently benefit from pedestrianised zones on their High Streets which provides a safe and unobstructed shopping experience for pedestrians. There is an opinion that these zones can have a limiting effect on High Street businesses as shoppers cannot stop to quickly visit and collect items from shops in the town. The report recommends a review of these zones which would then allow the provision of some free, on-street, short stay parking which could potentially be a tool to further support local businesses and discourage visitors from using alternative 'out of town' shopping centres.

Finally, Holywell town centre has a limited all-day parking provision and a private car park, owned by the Catholic Church, has been identified as a potential location to secure 50 additional parking places for the town. The report seeks a recommendation to add the carpark to the existing Holywell Parking Strategy.

RECOMMENDATIONS

1.	That Scrutiny recommends the phased roll out for implementing the Flint Car Parking Strategy to Cabinet (Appendix 1).
2.	That Scrutiny supports the review of off-street parking provisions, the Church Street Cycleway and Resident Parking Scheme within Flint Town Centre.
3.	That Scrutiny recommends to Cabinet that Buckley and Holywell Town Councils are requested to undertake informal consultation on a potential review of pedestrian zones in the respective town centres.
4.	That Scrutiny recommends the inclusion of Well Street car park into the Holywell car parking strategy.

REPORT DETAILS

1.00	EXPLAINING THE CAR PARKING AND RESIDENT PARKING REVIEW
1.01	In 2015 Flintshire County Council adopted a countywide car parking strategy which saw the introduction of minimal car parking charges in town centres where the number of available spaces exceeded 50. The strategy was introduced to maintain and support the vibrancy and vitality of the towns.
1.02	Flint Parking Strategy Since the approval of the Car Parking Strategy in April 2015, parking charges have been implemented or reviewed in six town centres across Flintshire and as part of that strategy it was proposed to introduce charges within Flint town centre in September 2015 - Appendix 2 – Flint Parking Strategy .
1.03	Due to the ongoing regeneration works and the local car parks being utilised as temporary works compounds, the strategy was not progressed at that time. As these works are now drawing to a close and car parks are being released, the Council are now in a position to progress the strategy in Flint in a phased manner which is shown in Appendix 1 .
1.04	The Council Car Parking Strategy stated that every opportunity would be considered to provide a level of on-street, short stay parking options to encourage shoppers and visitors to utilise town centre businesses for short shopping visits. Flint currently benefits from some free time limited on street parking but at present these time limitations are varied from 1 hour closest to the town centre to 30 minutes furthest from the town centre. It is proposed that these time restrictions are reviewed with the shortest stay parking closest to the centre changing to 30 minute stay - in line with other towns in the County and increasing the permitted length of stay on roads further from the centre to 1 hour – where a current restriction exists.

1.05	<p>The cycle path on Church Street, Flint, was established in 2003, in conjunction with Welsh Government to improve active travel provisions in the town and the cycle path currently runs the full length of Church Street in both directions.</p> <p>Following requests from Local Members and the Town Council, it is proposed to consult on the potential to relocate the cycle path to an adjacent street which will allow for the provision of additional free short stay parking spaces on Church Street.</p> <p>In line with the Council's formal process for managing traffic schemes of this nature it is proposed that the Town Council are requested to undertake an informal consultation process to consider its position on the matter after consulting with traders and local residents. The Council will then move to the formal consultation period, if the Town Council supports the process.</p> <p>Clearly the proposal will meet with objections from the cycling representative groups and the rerouting of the cycle-paths cannot be guaranteed ahead of the formal consultation process.</p>
1.06	<p>During 2015, consultation was undertaken on a number of streets in Flint to establish the level of support for a Residents Only parking scheme, in line with the Council's Residents Parking policy. Consultation in the defined zone concluded that there was insufficient support to progress the scheme at that time.</p> <p>Prior to the implementation of the car parking charges in Flint, it is proposed that consultation should be undertaken once again as it is assumed that vehicle displacement will occur as town centre visitors attempt to avoid the car parking charges. Consultation with the Elected Member and Town Council will establish the revised zone which will be consulted on.</p>
1.07	<p>Pedestrianisation Orders – Holywell and Buckley</p> <p>Pedestrian only zones are in operation on Holywell High Street and Buckley High Street and have been established since 1992 and 2000 respectively. They were adopted to provide a safe and unobstructed shopping experience in the town centres.</p>
1.08	<p>The Council's Car Parking Strategy states that every opportunity should be considered to provide on-street short stay parking options in every town however, the pedestrianisation order restricts these options and consequently there are limited on-street parking provisions in either town centre.</p> <p>It is proposed to review the pedestrian zones in both town centres and explore the possibility of placing free limited waiting parking places on both of the High Streets in order to support local businesses.</p>
1.09	<p>Once again before the formal consultation process can commence and in line with Council policy, it is proposed that the Town Councils are asked to confirm their position on the proposed changes and to undertake an informal consultation process to gauge local support (or otherwise) for the proposed changes.</p> <p>If the change is supported it can then be progressed to formal design and</p>

	consultation process by Flintshire County Council.
1.10	Additional Car Parking in Holywell Parking charges were introduced to Holywell town centre in September 2015 in line with the Car Parking Strategy agreed by Cabinet in April 2015. Due to town centre parking spaces being utilised by commuters, the majority of car parks were designated short stay (2 hour) or medium stay (4 hour) facilities. This reduced the amount of full day parking provision available for visitors and workers within the town centre.
1.11	A private car park owned by the Catholic Church on Well Street was previously leased to Flintshire County Council however when charges were removed from Holywell in 2013 this lease agreement was terminated. This car park is currently underutilised and could provide an additional 50 long stay parking places for the town centre.
1.12	A preliminary conversation has been held with the Church and they are now in support of re-establishing the previous agreement which will allow the management of the site to pass to Flintshire CC. Approval is therefore sought to re-establish the lease agreement with The Church and include the car park in to the Holywell strategy - Appendix 3 Charges and operational hours will be in line with the other long stay car parks within the town: 20p up to 2 hours 50p for up to 4 hours £1 for all day Monday to Saturday 8am – 5pm
2.00	RESOURCE IMPLICATIONS
2.01	The cost of legal consultation and the installation of Pay and Display facilities in Flint have been accrued within Capital budget for car parks.
2.02	There are no budgets available for the cost of the changes to Traffic Regulation Orders for Flint, Buckley and Holywell and if these are supported funding will be required to develop the projects.
2.03	Additional Pay and Display infrastructure and lease payment will be recovered from projected income in Well St, Holywell.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member.
3.02	With Elected Members in affected wards.
3.03	With local Town or Community Council.
3.03	With residents and businesses.

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4.00	RISK MANAGEMENT
4.01	Objections to the formal consultation process for off street car parking orders could delay implementation of the parking charges in Flint.
4.02	Vehicle displacement to on street areas from Pay and Display car parks will increase requests for Traffic Regulation Orders and Resident Only Parking Schemes (Flint).
4.03	Lack of available off street parking places resulting increased complaints. (Flint)

5.00	APPENDICES
5.01	Appendix 1 – Proposed phased introduction for car parking charges in Flint.
5.02	Appendix 2 – Flint Car Park Strategy
5.03	Appendix 3 – Holywell Car Park Strategy

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Stephen Jones Telephone: 01352 704700 E-mail: Stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	None