

## Streetscene and Transportation Portfolio

### 6 Month Review of Stage 2 Car Parking Charges

Possible changes or alternative options for consideration	Advantages	Disadvantages	Financial Impact	Outcome of considerations
<b>Complete removal of charges – County wide.</b>	<p>Reduce financial impact on car park users.</p> <p>Decrease parking displacement from car parks to on street areas.</p>	<p>Provide free of charge parking for commuters and shop workers to utilise town centre parking places reducing available spaces for visitors, decreasing vibrancy/vitality.</p>	<p>Significant impact on budget requirement to cover management/maintenance/enforcement costs.</p>	<p>Charges will not be removed from County car parks – outside of strategy</p>
<b>Removal of car parking charges from some towns.</b>	<p>Support those town centres that are seeing a significant impact of decrease in footfall.</p> <p>Decrease parking displacement from car parks to on street areas.</p>	<p>Provide an inconsistent approach to car parking provision across the County.</p> <p>Provides free of charge parking for commuters and shop workers to utilise town centre parking places reducing available spaces for visitors, decreasing vibrancy/vitality</p>	<p>Significant impact on budget requirement to cover management/maintenance/enforcement costs.</p>	<p>Charges to remain in all towns to which the policy applies in line with strategy.</p>
<b>Pay and display on tiers at County Hall.</b>	<p>Introduce pay and display charges on the tiers during weekdays and weekends. This will be more convenient for people visiting and attending weddings at Llwynegrin Hall.</p> <p>Allows utilisation of the car parking spaces on the tiers at the weekend, and during the week once staff move to Unity House.</p>	<p>Cost of purchasing and installing new machines and amending the Traffic Order.</p> <p>Potential confusion to public and staff around who can park where and when.</p> <p>Tiers would have to be both pay and display and permit holders.</p>	<p>Additional income generated.</p>	<p>It is recommended that the 3<sup>rd</sup> tier, opposite the entrance to Llwynegrin Hall becomes both a pay and display and permit holder tier. Spaces nearest to Llywynegrin Hall being pay &amp; display only with the remaining spaces on the tier being permit holder only.</p> <p>The tariff would fall in line with recommendation below.</p>

<p><b>Llwynegrin Hall - Increase time banding to 4 hours.</b></p>	<p>The current tariff for use of the Llwynegrin Hall car park is 50p for up to 2 hours.</p> <p>Increasing the time banding will be more convenient for people visiting and attending weddings at Llwynegrin Hall</p>	<p>Adverse impact from users of the main entrance and multi storey car park who will use the parking space at Llwynegrin Hall.</p> <p>The price will have to reflect any increase of the time banding.</p>	<p>No significant impact.</p>	<p>Introduction of a new £1 for 4 hours tariff. No impact on strategy</p>
<p><b>Increase hours of charging at Multi Storey car park, County Hall.</b></p>	<p>Increase revenue to support additional management and enforcement.</p>	<p>Potential decrease in people visiting Theatre Clwyd due to extended hours.</p> <p>Amending signage at the car park.</p>	<p>Additional income generated.</p> <p>Cost of amending signage at each site.</p>	<p>It is recommended to retain the hours at charging for the Multi Storey car park.</p>
<p><b>Increase hours of charging at the Jade Jones Pavilion.</b></p>	<p>Increase revenue to support additional management and enforcement.</p>	<p>Potential decrease in people using the Leisure Centre due to extended hours.</p> <p>Amending signage at the car park.</p>	<p>Additional income generated.</p> <p>Cost of amending signage at each site.</p>	<p>It is recommended not to increase hours of charging.</p> <p>Aura could consider a business case to review chargeable hours.</p>
<p><b>Suggestion to review car parking tariff charges at the Multi Storey car park, County Hall. Introduce an intermediate charge of 75p for 3 hours tariff.</b></p>	<p>This tariff allows people to see a matinee film for a period of 2 hours 30 minutes without having to pay an additional £1 for 30 minutes.</p> <p>3 hours of parking which would be proportionate and cover the time it takes a person to see a matinee.</p>	<p>Tariff does not fit in the car parking strategy across the county.</p> <p>Amending signage at the car park.</p>	<p>Potential decrease in revenue as predicted income from all day tariff will reduce.</p> <p>Cost of amending signage at each site.</p>	<p>No change in tariff bands to be progressed.</p>
<p><b>Suggestion for a 4 hour tariff at Halkyn Road car park, Holywell.</b></p>	<p>The car park is used by patients who have no way of determining how long their treatment or appointment time may be. It is not unusual for this to be in excess of 2 hours, but not all day.</p>	<p>Tariff does not fit in the car parking strategy across the county.</p> <p>Tariff purchases shown to date does not see an increase in all day tickets purchased at the site. 1 hour tariff is more frequently purchased at this car park.</p> <p>Amending signage at the car park.</p>	<p>Potential decrease in income.</p> <p>Cost of amending signage at each site.</p>	<p>No change in tariff bands to be progressed due to potential to lose income.</p>
<p><b>Alexander Street, Shotton – £2 all day.</b></p>	<p>Unlike Flint Railway Station, the car park is not classed as a railway station car park, however is mostly used by commuters.</p>	<p>Would require a 21 day statutory notice around the change in tariff.</p> <p>Amending signage at the car parks.</p>	<p>Additional income generated.</p> <p>Cost of amending signage</p>	<p>It is recommended that the charge is increased to £2 after the remodelling work on Shotton station are</p>

	The charge of £2 all day would align this to the current charge at Flint Railway Station.		at each site.	completed because the existing car park is mainly used for local parking
<b>Sunday and Bank Holiday charging across the County.</b>	Consistent approach to pay and display charges 7 days a week and Bank Holidays.  Increase revenue to support additional management and enforcement.	Lack of demand for in the car parks on Sunday and Bank Holidays.  Proposal is contrary to the existing strategy  Amending Order and signage at the car parks.	Potential for additional income generation.  Cost of amending signage at each site.	It is recommended that Sunday and Bank Holiday charging is not considered, because it falls outside the existing strategy and limitations.
<b>Extend operational times across the County.</b>	Extending operational times of the car parks across the County from 08:00 to 17:00 to 06:00 to 22:00.	Would require a 21 day statutory notice around the change in hours.  Amending signage at the car parks.	Additional income generated.  Cost of amending signage at each site.	It is recommended that the operational times remain unchanged.
<b>Should the disabled spaces continue to be free of charge?</b>	All users of the car park are subject to charges reducing criticism for inequality.  There is a statutory duty to provide disabled parking spaces, however there is not an obligation to provide them free of charge.	Location and accessibility of the P&D machines may be an issue for users. This could result in costs to adjust islands where machines are located.  Amending signage at the car parks.	Increase revenue for improved management/maintenance/enforcement.  It is estimated that the introduction of disabled parking charges would bring in potential income between £18k and £27k  Cost of signage and works estimated around £50k.	The current strategy does not support the introduction of charging for disabled parking and cannot be progressed.
<b>Introducing chip &amp; contactless payment method.</b>	Quick and convenient way to pay the appropriate tariff at the car park. To be introduced at Flint Station as a trial machine due to the nature of the customers using the car park.  To also trial 3 machines in Mold. The trial will take place on one long stay car (x2 machines) and one short stay car park.	Cost of implementing the equipment and software to allow card transactions to be taken.  Only cards approved by Flintshire's approved merchant ID can be taken.  Transaction rate per transaction. Potential software issues in the	Initial set of costs for equipment and software is £1,400 per machine.  Transaction costs for contactless payment will be offset by reduction of cash collections cost in towns.	All new machines come with this function installed in the future  If the trials prove to be successful, to introduce this payment function on the most popular machines / biggest car parks across the County.

	<p>Does not allow a 'free parking' if the cash payment option is not working.</p> <p>Reduction of cash collection services and risk of paying by cash.</p>	<p>future.</p>	<p>Contactless payments would prevent potential overpayments which may have a small financial impact to the Authority.</p>	
<p><b>Introduction of pay by phone facility.</b></p>	<p>The introduction of this system in other Local Authorities has been hugely popular. Have seen increase in income as there are different options to pay for a tariff giving the customer choice and convenience.</p> <p>Does not allow a 'free parking' if the cash payment option is not working.</p> <p>Reduction of cash collection services and risk of paying by cash.</p>	<p>The demand for this in Flintshire car parks may not be as high in comparison to city centres.</p>	<p>Cost of implementing and running the system to allow payment by phone.</p>	<p>Looking for this function to be trialled at one location.</p> <p>Flint Railway Station may have a higher demand for this service due to commuter parking.</p>
<p><b>Introduction of On Street parking charges.</b></p>	<p>Income to cover operational costs.</p> <p>Control usage of On Street parking by charging.</p>	<p>Initial set up costs of implementing the On Street machines, signage and traffic Orders.</p> <p>Maintenance and cash collection costs/procedures.</p> <p>Impact on town centres.</p>	<p>Additional income generated.</p> <p>Cost of implementing machines / signage at each site.</p>	<p>No charges to be introduced for On Street parking.</p>
<p><b>Maximising On Street parking in town centres.</b></p>	<p>Visitors/shoppers allowed 20-30 minutes free parking in proximity to shops.</p> <p>Free, convenient parking for those wanting to spend a short period of time in the town centre.</p> <p>Removing pedestrian zone could encourage shoppers to town centre. Flintshire currently trialling depedestrianisation in Holywell Town Centre.</p>	<p>Impact on the high street health and safety.</p> <p>In adequate available space on street to support limited waiting parking.</p>	<p>Potential financial impact regarding parking revenue.</p> <p>Cost to changing TRO / implementation.</p>	
<p><b>Development of free 30 minutes in Off Street short stay car</b></p>	<p>Free, convenient parking for those wanting to spend a short period of time in the town centres.</p>	<p>Difficult for enforcement to manage and monitor the usage of the car parks.</p>	<p>Potential financial impact regarding parking revenue.</p>	<p>Impact on other car parking habits will influence income levels – not to be taken</p>

parks,		<p>Short stay spaces will be utilised for all day parking reducing available spaces for shoppers/visitors to the town centre.</p> <p>Potential to rush visitors around the towns not spending more time within the town.</p>	<p>Cost to changing TRO / implementation.</p> <p>Cost of procuring a camera to monitor vehicles in and out of the car park.</p>	<p>forward.</p> <p>Encourage extension of free on street parking charges where possible</p>
<p><b>Mold Town Council – Request to extend the £1 tariff from 2 hours to 3 hours in long and short stay car parks.</b></p>	<p>Increase inconvenience to visitors with mobility issues who struggle to walk from the long stay car parks.</p> <p>Help with increasing tickets sold and footfall in the town.</p> <p>Will not have a significant impact on Flintshire’s car parking strategy. The proposal still meets the principles of the car parking strategy and promoted management of the car parking network.</p>	<p>Possibility of lost income from the potential increases in ticket swapping, however can be enforced by Civil Parking Enforcement officers.</p> <p>Amending signage at the car parks.</p>	<p>Will not be significant.</p> <p>When carrying out the projections for the new tariffs implemented in May 18, the figure for tickets purchased for the previous 50p for 3 hours ticket where used to project the income under the new £1 for 2 hours tariff. These are currently in line with the actual sales.</p>	<p>The request to increase the time band back to 3 hours was cost neutral and within the Council’s car parking policy guidelines, which allowed the change to be implemented in September.</p>
<p><b>Buckley Town Council - Request to pay for six months of pay and display charges to offer free parking.</b></p>	<p>Reduce financial impact on car park users.</p> <p>Potential to increase footfall in the town.</p>	<p>Provide an inconsistent approach to car parking provision across the County.</p> <p>Provides free of charge parking for commuters and shop workers to utilise town centre parking places reducing available spaces for visitors, decreasing vibrancy/vitality</p> <p>The removal and reinstatement of parking charges during the year within a town is impractical and will lead to confusion to the general public using them. This could lead to an increase in enforcement action, with PCN’s being issued to the public in the chargeable</p>	<p>Buckley Town Council would cover the loss of income for the period of free charging.</p> <p>The charging regimes would need to remain consistent with other towns during the chargeable periods.</p>	<p>The proposals fails to meet the requirements of point 2 of the limitations, in that the provision of unrestricted and long term free parking would not promote the management of car parking in the town.</p> <p>This is because it would remove the available car parking spaces from the town centre car parks, which are intended for short stay visitors, as the spaces would be taken up by businesses and shop workers.</p> <p>It is considered that the</p>

		<p>months.</p> <p>There would be no traffic control on car parks, resulting in cars parking out of bay causing obstructions and potentially parking over multiple spaces, as well as non blue badge holders parking in disabled spaces and having incorrect class of vehicle parking in the car parks not being enforced.</p>		<p>proposals would therefore be against the defined outcomes of the Flintshire Parking Strategy and could not be accepted without a change of policy.</p>
<p><b>Extend pay and display charges to other locations across the County.</b></p>	<p>Pay and display charges to assist traffic management and safeguarding the car park for visitor use.</p> <p>Any income received will assist with enhancing / maintaining facilities at the sites.</p>	<p>Initial reaction of the public and visitors to these locations.</p> <p>Capital layout costs of implementing charges at the sites.</p>	<p>Provide income to support the management of the service.</p> <p>Cost of implementation.</p>	<p>The possibility of extending the pay and display charges across other sites would need to be considered on a case by case basis.</p>
<p><b>Introduce free parking after 3pm</b></p>	<p>Allow shoppers/visitors to park without having to pay after 3pm.</p> <p>Allow shoppers to park without the inconvenience of purchasing a ticket after this time.</p>	<p>Decrease income required which is required for full management and enforcement of the service.</p> <p>Introduction of free parking after 3pm will reduce income levels by 10% or £97k over all car parks in the County.</p>	<p>Significant decrease in predicted revenue.</p>	<p>Not to reduce the hours of charging.</p>
<p><b>Review to possibility for increasing car parking space availability in New Street car park, Mold</b></p>	<p>Support the town centre as it will create additional parking spaces for visitors in the main longer stay car park in Mold.</p> <p>Increase in income received in this car park.</p>	<p>Would incur one off costs for the development of additional spaces and may cause disruption in the car park for a short period of time.</p>	<p>Provide income to support the management of the service.</p> <p>Cost of implementation.</p>	<p>Would support the development of creating additional parking space if the opportunity arises.</p>
<p><b>Review percentage of income above base level currently paid to Mold Town Council (currently 10%)</b></p>	<p>Maintain income levels for Mold Town Council to invest in town centre.</p>	<p>Potential reduced revenue for management and enforcement of the service impacting on budget.</p>	<p>Likely reduction to Mold Town Council in amount due with increasing £1 tariff to 3 hours.</p>	<p>Maintain 10% level.</p>
<p><b>For Flintshire County Council to offer car parking for town</b></p>	<p>To support town centres for specific festivals to help the town with positive social and economic impact in the</p>	<p>Loss of income from the car parks.</p>	<p>Potential reduction in overall income. Lost income in the selected car</p>	<p>The Council would support the request for free of charge car parking for town centre</p>

<b>centre festivals free of charge.</b>	communities.		park may be offset by usage in another.	festivals for one car park for a maximum of two days per year, per town.  Free car parking for the month of December to be considered as a single event. The cost to mitigate the loss of income from the car park over this extended period would need to be agreed with the Town Council upon approving the request.
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