



Date: Thursday, 22 March 2018

Time: 11.00 am

Venue: The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

Contact: Julie Fildes, Committee Officer
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PLACE OVERVIEW COMMITTEE

TO FOLLOW REPORT (S)

3 Minutes of the meetings held on 1st February 2018 and 12th February 2018 (Pages 1 - 12)

To consider the Minutes of the Place Overview Committee meetings held on 1st February 2018 and 12th February 2018. [To follow]

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Place Overview
Committee

22nd March 2018

10.00 am

Item

3

Public

MINUTES OF THE PLACE OVERVIEW COMMITTEE MEETING HELD ON 12 FEBRUARY 2018 10.00 - 11.30 AM

Responsible Officer: Julie Fildes
Email: julie.fildes@shropshire.gov.uk Tel: 01743 257723

Present

Councillor Gwilym Butler (Chairman)
Councillors Rob Gittins, Simon Harris, Paul Milner, William Parr, Harry Taylor and
Paul Wynn

32 Apologies for Absence

Apologies for absence were received from Councillors Jonny Keeley, Dan Morris and Julian Dean. Councillor Hannah Fraser attended as substitute for Councillor Keeley.

33 Declarations of Interest

None were disclosed.

34 Public Question Time

Members considered a letter received from Ludlow Town Council [copy attached to the signed minutes]. Councillor T Gill, Mayor of Ludlow Town Council was invited to address the meeting with his Council's concerns as outlined in the letter received.

He explained that the Town Council were concerned that the proposed changes to the parking strategy would damage the economy of the town through reducing trade and asked that they be reconsidered.

Councillor Gill advised Members of a black market trade in parking permits and requested that the Council should only issue parking permits to cars registered to the associated address.

35 Member Question Time

Questions from Members were received from Councillors Andy Boddington and Roger Evans and were made available to Members at the meeting.

Question from Councillor Andy Boddington

- 1) *Why is the Red Zone in Ludlow rated as Band 2 rather than Band 3, which would be more effective? A change to Band 3 would bring charges across the entire core town centre of Ludlow – both on street and in the central Castle Street car park – into a common framework that will be easy to understand and implement.*
- 2) *The council proposes reducing pop and shop to five minutes. If it does so, will the council erect signs to inform drivers of the additional ten minute observation period? If not, why not?*

The Director of Place and Enterprise gave the following response:

- 1) The Red zone is located in the core town centre area and is currently used by resident permit holders, visitors, trades people and businesses. The intention of the strategy is to promote not only transport hierarchy and modal shift but also to promote appropriate turnover. Residents who have purchased residents permits to park on street in close proximity to their homes currently have difficulties in finding a space, in particular in the red zone. The strategy is designed to encourage visitors and workers to park in appropriate preferably off street provision proportionate to their requirements although the option also remains for them to utilise the on-street provision subject to payment of the appropriate premium tariff.
- 2) Yes, appropriate signage will be provided.

Question from Councillor Roger Evans

- A *What is the expected income that the following parts of the new Strategy will generate for Shropshire Council and how much of this will be extra as a result of what is proposed to take place if the Parking Strategy as agreed by cabinet is finally approved please.*
- iii. *That the car parks and on-street pay and display parking areas listed in table 4 of this report and respective specified tariff Bands are adopted within the proposed strategy framework.*
 - v. *That the hours of charging using linear tariffs be extended until 8.00pm on all Bands 1 and 2 car parks and on Frankwell Main, Riverside & Quay car parks.*
 - vii. *That the new streamlined trade's person waiver system be implemented as proposed, including a new fee of £20 per waiver.*
 - ix. *That the existing permitted concessionary parking period is reduced to 5 minutes, meaning that penalties cannot be issued until a minimum period of 15 minutes has elapsed.*
- B *I am in receipt of a letter from a disabled resident who has a blue badge. In the letter she says that she is having increasing problems trying to get a disabled car parking space in Shrewsbury. This is occurring both during the daytime and evenings. Are officers aware of this please. During both daytime and evening can we be told what measures will or are being put in place to maintain the number of disabled parking places.*

The Director of Place and Enterprise provided the following response:

- A. The additional income we have stated in the draft Financial Strategy is £900,000 above what we generate at present. This is an accurate estimate based on what we know at present, using the existing car park machines that capture minimal data. However, the new strategy is about instigating behavioural change so after 12 months we will be in a much better position to accurately predict future figures, alongside the new car park machines that will be able to provide a high level of usage data.
- B. The parking enforcement service is aware that disabled bays are being misused during day time and in the evening and has introduced additional patrols to improve compliance. It is envisaged that the new strategy will increase turnover and promote usage of off street parking capacity rather than on street, therefore giving greater availability for blue badge holders to park within on-street pay and display bays, free of charge with no time restriction.

36 Call In: Parking Strategy

The Chairman reminded Members that they were only to consider the issues raised in the Call-In notice submitted by the Liberal Democrat Group and attached to the Agenda.

The Director of Enterprise and Place gave a presentation on Shropshire Parking Strategy – Part 1 [copy attached to the signed minutes]. Members noted that a full consultation process had taken place before the Officers had drafted the proposal. The consultation had included evidence from other authorities as well as 20,000 lines of free text received from consultantees in Shropshire. He explained the matrix methodology and the scoring methods which underpinned the proposals.

The meeting was adjourned at 10.25am, at the request of the Liberal Democrat Leader to allow printed copies of the presentation to be obtained. The meeting was reconvened at 10.40am.

The Parking Enforcement Supervisor explained that the parking strategy attempted to address long standing issues of parking problems in Shropshire and attempted to change customer behaviour in order to ensure that the parking provided was being used in the intended way.

In answer to a Member's question regarding the car park in Castle Square Ludlow, the Parking Enforcement Supervisor explained that market traders accounted for 30% of the car park's capacity on market days. Although, the maximum allowed time was 4 hours, there was a general practice of purchasing a second ticket once the first had expired to give long stay parking instead of the short stay designation.

The Director of Place and Enterprise outlined how the decisions on each car park's banding had been determined, with each location falling into a specific banding between 1 and 7.

In response to a Member's query about the town score for Wem, the Director of Place and Enterprise went through the scoring system outlined in the presentation.

Members noted that car parking in Ludlow had to serve workers, shoppers and residents whose individual needs were often in conflict. Members discussed the request that the Castle Square car park should be restricted to four hours only. The Parking Enforcement Supervisor responded that enforcing a four hour stay where a second ticket had been purchased was resource intensive and impractical. He continued that a waiver already existed for market traders who purchased a permit. Under the existing system the cost of the permit was £4 for the day, this was to be increased to £1 per hour. It was anticipated that the increase in charges would encourage people working in Ludlow to go to the cheaper long stay car parks leaving more room for visitors and shoppers in the short stay car parks.

In response to a Member's query the Director of Place and Enterprise explained that the policy would have a phased roll-out. Data on usage would be collected using new machinery which would give more specific data on usage. Once the new machines were installed real time data could be collected. He anticipated that 12 months worth of data would be required to identify pinch points and patterns. A review would be undertaken once the data had been collected. It was suggested that the Committee may wish to review this topic as part of its work programme.

Concern was expressed that people using the town's amenities in the evening would be discouraged if free parking did not start until 8pm in the Castle Square carpark. The Parking Enforcement Supervisor explained that this had been in the original proposal but after consultation had been abandoned, although on street parking would be charged for until 8pm. This was to encourage evening workers in the town to park in the car park, leaving on street parking available for residents who had parking permits. Members noted that the consultation had shown that there were a number of serious issues for residents parking in the town and the car parking strategy was attempting to resolve some of the issues raised. He agreed that the misuse of permits was an issue that required further investigation. It was suggested that a reduction in the number of permits available to each property may be a solution.

Members heard that Wem Town Council were concerned about the proposed increase in parking charges and the impact that this would have on the town's economy, especially as charges for car parking had been introduced relatively recently. They noted that due to parking charges, cars were avoiding the Town's car parks and parking in surrounding residential roads, where they caused a nuisance to residents. Members discussed the impact of parking charges on low paid workers and the unlikely possibility of local retailers establishing a scheme where parking charges would be refunded to customers.

Members discussed the Trades Persons Waiver Charge. A member expressed concern that some trades, such as scaffolders and plumbers whose vehicles contains large number of tools necessary for their work would find the increased charges prohibitive. The Director of Place and Enterprise explained that in such circumstances the trader could put forward an application for a different type of vehicle waiver which would be charged differently. Each application would be judged on its merits. He added that scaffolders would not require a permit.

A Member expressed concern about the revision of the 'pop and shop' scheme where the time a vehicle was allowed to park without charge was to be reduced from

15 minutes to 5 minutes. He continued that Ludlow Town Council valued this scheme and reducing the time allowed would make it impractical. The Director of Place and Enterprise explained that in practice the scheme was not changing. Recent Government legislation had given drivers a period of 10 minutes grace after their parking time had expired. This in effect was giving drivers the 15 minutes free parking allowed under the scheme plus an additional 10 minutes free parking allowed under the law. Reducing the 'pop and shop' scheme to 5 minutes still gave drivers the additional 10 minutes allowed under the law. It was agreed that additional signage would be provided to drivers to explain that they were still entitled to 15 minutes free parking. The Director of Place and Enterprise agreed to draft an appropriate notice, which would be distributed to Members for comment.

RESOLVED:

- i. That the Car Parking be endorsed; and**
- ii. That Car Parking be added to the Committee's work programme and reviewed on a six monthly basis.**

Signed (Chairman)

Date:

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Place Overview
Committee

22nd March 2018

11.00 am

Item

3

Public

**MINUTES OF THE PLACE OVERVIEW COMMITTEE MEETING HELD ON 1
FEBRUARY 2018
10.00 AM - 12.15 PM**

Responsible Officer: Julie Fildes

Email: julie.fildes@shropshire.gov.uk Tel: 01743 257723

Present

Councillor Gwilym Butler (Chairman)

Councillors Julian Dean, Rob Gittins, Simon Harris, Dan Morris, William Parr and Harry Taylor

22 Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Jonny Keeley. Councillor Hannah Fraser attended as substitute for Councillor Keeley.

23 Disclosable Pecuniary Interests

None were declared.

24 Minutes of the Meeting held on 7 December 2017

The Minutes of the meeting held on 7th December 2017 were agreed as a correct record.

25 Public Question Time

There were no questions from members of the public.

26 Member Question Time

There were no questions from members of Council.

27 20s Plenty

The Highways, Transport and Environment Commissioning Manager gave a presentation to Members on the Council's 'Approach to implementing 20mph Speed Restrictions in Shropshire' [copy attached to the signed Minutes]. The presentation outlined

- the benefits of a 20mph speed restriction;

- a summary of the Department for Transport Guidance;
- the current approach;
- the present situation regarding implementation and enforcement; and
- the key considerations.

The Highways, Transport and Environment Commissioning Manager advised Members that the Council had based its current approach on the implementation of 20mph speed restriction on the Department for Transport Guidance Note. This had been approved by the Portfolio Holder and embedded in the Shropshire Council's Road Safety Policy, which was based upon supporting the delivery of appropriate, proportionate and achievable traffic management interventions. He continued that the road network in the County was diverse and included some medieval street layouts. All applications for speed limit reductions were considered on an individual basis and relied on local communities requesting and supporting the change. 20mph speed restrictions were already in force outside schools and in residential areas where community support had been demonstrated. He added that during the planning process Section 106 Agreements could be utilised to implement reduced speed limits on streets in new residential developments where it was appropriate to do so.

Members noted that there was a cost implication related to changing speed limits. The cost was met from the Integrated Transport Block Capital Grant, which was externally funded. The budget also had to fund other traffic management demands and demand was always considerably greater than the available budget. The Highways, Transport and Environment Commissioning Manager continued that his department received approximately one hundred requests a year for changes to speed limits but only had the finance to deliver approximately twelve. Many of the applications received were rejected due to alternative traffic calming measures being more appropriate. He added that it was important that communities understood that speed limit reduction was not the only solution to traffic problems.

Professor Whitelegg was invited to address Members on behalf of the '20's Plenty' Campaign Group. He observed that as a Public Health measure supported by National Public Health Bodies, fifty English and Scottish Local Authorities had implemented a 20mph speed limit in place of the National 30mph limit. He continued that this issue was considered to be of public health interest as it led to the reduction of vehicle pollution through engines running more smoothly, and a reduction in collisions, citing that for every 1% reduction in speed there was a corresponding 5% reduction in collisions. Members were asked to disregard an article which had appeared in the Telegraph newspaper and had misquoted evidence from Bath and North East Somerset Council.

In response to a Members question about enforcing speed limits, the Portfolio Holder for Transport explained that the Police only supported a reduction in speed limits where there was sufficient community support for the change to be self-enforcing. Members commented that all roads had existing speed limits and law abiding drivers would observe these limits regardless of where they were set. Members expressed concern that few new developments had 20mph speed limits imposed and that sites of community concern were not being addressed as part of the current scheme and queried whether the benefits of lowering the speed limit had been financially

quantified. Members accepted that reducing speed limits relied on changing public behaviour in the same way as drink driving had become socially unacceptable.

A Member noted that the Council was undertaking place shaping work for Shrewsbury and asked if the Town Council supported reducing speed limits. The Highways, Transport and Environment Commissioning Manager explained that each community had the opportunity to decide on its own infrastructure needs through the Place Plan process and use of CIL and Neighbourhood Fund money. A Member disagreed that communities were able to obtain the resources they required to meet their infrastructure needs.

A Member proposed that a Task and Finish Group should be established to consider this issue, including community demand and to quantify the costs and benefits of implementing a 20mph speed limit across the County. This proposal was duly seconded but not carried when voted on.

It was suggested that the proposed Place Shaping Task and Finish Group would consider this matter as part of its remit when it was established later in the year.

RESOLVED:

That the existing technical guidance which outlines Shropshire Council's approach to implementing 20mph speed restrictions be noted. This provides the basis for the Council's current policy and recognises Department for Transport guidance and liaison with West Mercia Police.

28 Brexit Task and Finish Group - Update

The Head of Economic Growth verbally updated Members on the progress of the Brexit Task and Finish Group. Members noted that although the Group had not met since her previous report meetings would be taking place in February and March. She explained that the Group's focus had been on external input and views. Some evidence that been received from the business community and the Group had invited the NFU and Country Landowners Association to its next meetings. It also planned to hear the views of the various Business Relationship Forums and the Business Board. She asked Members to continue to feed in intelligence from local businesses and residents.

Members noted that The Head of Economic Growth had established contact with Anne Humble, Director of Environment and Rural Affairs in the Welsh Government, who was about to publish a report on a piece of work undertaken on anticipated sector impact of Brexit across Wales. Members also heard that contact had been made with Birmingham City University, Centre of Brexit Studies. Graham Biggs, Chief Executive of the Rural Service Network Sparse had also been invited to attend the Group as an observer. In response to a Member's question she agreed that the Trade Unions would also be invited to give evidence.

29 WSP Performance Review 2017/18

The Highways, Transport and Environment Commissioning Manager introduced the Highways and Transport (Performance Report) WSP Annual Report: 2016/17 which outlined the outcomes of the WSP contract. He introduced Mr Chris Kearns, Director for Local Authorities: WSP.

Members noted that the contract was working well for both parties and had good outcomes as outlined in section 1.3 of the report. Shropshire Council and WSP had a close working relationship with WSP occupying offices within Shirehall to facilitate projects and joint working arrangements, although the contract was subject to high standards of governance to ensure an ethical and healthy working relationship, and effective contract management.

The Director for Local Authorities: WSP advised Members that performance data showed strong numbers and an upward trend, with all services reporting good news. He continued that WSP undertook a self-assessment process and shared good practice developed by other Local Authorities to maintain good progress on joint projects. He outlined the joint working undertaken with the Council and detailed in section 3 of the report. In response to a Member's question, he confirmed that Shropshire Council was viewed as a key client by WSP and that WSP had recently acquired Mouchel, Parson Brinkerhoff and was part of OPUS a New Zealand based company employing 500 people in the UK. He continued that the demand for professional engineering services supplied by his group was in high demand across the UK.

In answer to a Members question, the Portfolio Holder for Transport explained that it was anticipated that by 31st March 2018, 98% of the allocated budget for WSP would have been spent. WSP provided a combination of physical work and policy work, an example of this was the work undertaken on the preparation of the business case for the North West Relief Road [NWRR].

In response to a Member's query about what WSP perceived to be its greatest challenges, Director for Local Authorities: WSP replied that the challenges presented were addressed and WSP understood the need for a three way partnership with the Council and Kier, who it had positive experience of working with on other projects. Clarity for commissioning was required and the biggest challenge was that of finding sufficient skilled and motivated resources to maintain the service. Members discussed the anticipated funding for the NWRR and the close work undertaken by the Economic Growth Team and WSP in developing the project.

Members considered the awarding of contracts and Director for Local Authorities: WSP confirmed that all work undertaken outside of the contractual obligations was tendered for in the usual way and this process tested the market and ensured that the Council was paying the value for the work undertaken. The Highways, Transport and Environment Commissioning Manager confirmed that performance was tracked and monitored and monthly meetings with Shropshire Council Service Leads and the Contracts Manager were undertaken, he added that the accounts were also audited by the external auditor and annual reports were made to the relevant Council's Scrutiny Committee.

30 Announcement by the Portfolio Holder for Economic Growth

The Chair invited the Portfolio Holder for Economic Growth to address Members. Members noted that a press release was to be made that infrastructure improvements in the Oswestry area had been awarded £9.3m from the Governments Housing Infrastructure Fund [HIF]. The funding from the Ministry of Housing, Communities and Local Government would be used to improve the existing capacity

of the road network on the A5 including Mile End and would significantly assist in bringing housing developments forward in this part of the County. Congratulations were extended to the small Officer led group who had developed the application for funding.

31 **Future Work Programme**

Members noted that an additional meeting of the Committee had been set for 12th February 2018 to consider a call-in of a Cabinet decision regarding parking charges. The next scheduled meeting of the Committee was due to take place on 22nd March 2018 where Place Shaping would be an agenda item.

The Statutory Scrutiny Officer advised that all the overview and scrutiny committees would undertake a review of the work programme in March. A Member suggested that the Local Transport Plan including the role of Public Health should be proposed as a potential work programme item.

Signed (Chairman)

Date:

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