



Date: Thursday, 29 September 2022

Time: 2.00 pm

Venue: Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

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PLACE OVERVIEW COMMITTEE

TO FOLLOW REPORT

7 **Parking Strategy** (Pages 1 - 26)

To scrutinise Shropshire Council's Draft Parking Strategy and to make recommendations for change before it is considered by Cabinet. (To Follow).

Contact: Steve Smith (Tel: 01743 250618)

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<u>Committee and Date</u>
Place Overview Committee
29 th September 2022

<u>Item</u>
Public

PARKING STRATEGY REVIEW

**Responsible
Officer**

Steve Smith – Assistant Director of Infrastructure

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1. Synopsis

This report seeks endorsement to review the existing parking strategy to ensure that it meets current and future needs of all stakeholders.

2. Executive Summary

- 2.1. The current parking strategy was approved by Cabinet on 17th January 2018. Since that time priorities and behaviours have changed significantly.
- 2.2. The focus on carbon reduction and sustainable travel has increased significantly in recent years and covid has changed working and travel behaviours significantly over the last couple of years.
- 2.3. The economic downturn over the last few years is also impacting on the local economy in many areas of the county and parking is often seen as having a positive or detrimental impact on retail and visitor numbers and the success of staff recruitment/ retention in key employment sites as a result of appropriate commuting infrastructure.
- 2.4. The council is currently reviewing its Local Plan, Economic Growth Strategy, Local Transport Plan, Bus Service Improvement Plan and Active Travel Strategy and cashless payments.
- 2.5. It is considered that the current parking strategy is not conducive to satisfying all of the above and complementing the requirements of emerging plans and therefore it is considered that there is a need to review the strategy to ensure that it strikes an appropriate balance between competing demands.

3. Recommendations

- 3.1. The Committee support a review of the current parking strategy being undertaken over the next few months and a draft document be submitted to Cabinet before the end of the financial year for public consultation.**
- 3.2. That the Committee provide a steer on whether a pricing mechanism should be developed and consulted upon in parallel with the strategy.**
- 3.3. The Committee consider and provide a steer to officers for issues to be considered or not considered within the development of the strategy, namely**
 - 3.3.1. Dynamic Parking Charges**
 - 3.3.2. Review of Current Bandings**
 - 3.3.3. Evening Parking**
 - 3.3.4. Sunday and Bank Holiday Concessions**
 - 3.3.5. Christmas Concessions**
 - 3.3.6. Extensions of Pay and Display provision in Shrewsbury**
 - 3.3.7. Indexation of parking charges**
 - 3.3.8. Review of Car Parks Currently in Band 7**
- 3.4. The Committee provide a steer on any other elements of parking that the parking strategy should consider.**

REPORT

4. Risk Assessment and Opportunities Appraisal

- 4.1. Parking is a complex and emotive issue that is often trying to weave a balance between several competing demands. It is therefore essential that any parking strategy proposals are fully consulted upon to ensure that all views are sought to help inform where the most appropriate balance between competing demands can be struck.
- 4.2. The effectiveness of a parking strategy will be very reliant on the pricing mechanisms used. It is considered that an initial pricing mechanism and charging rate should be developed and consulted upon in parallel with the parking strategy to ensure that consultees are able to provide fully informed feedback on proposals and the potential implications that may arise from a strategy.
- 4.3. It is difficult to predict the impact on parking and travel behaviours arising from any significant changes to parking strategy and pricing

mechanisms, particularly as working and travel behaviours arising post-covid and the cost-of-living crisis, are significantly changing behaviours in a way that could not have been foreseen and for which it would seem unlikely that there will be a return to pre-covid trends for travel.

- 4.4. In view of the above uncertainty, there is an unknown risk that may see either a positive or negative impact on both transport objectives being realised and on council budgets which may undermine the viability of the continued operation of some car parks. A negative impact on income or travel behaviour would require the council to review its levels of charging more frequently than it has in the past to ensure that the provision of effective parking infrastructure remains viable and transport objectives achieved.

Any increases in parking pricing mechanisms may result in displacement of parking onto unrestricted kerb side parking in nearby residential streets rather than diverted to alternative travel modes as intended. It is important therefore that any strategy considers both on street and off-street parking to ensure that the aims of the broader transport objectives can be achieved.

5. Financial Implications

- 5.1. Statutory guidance for parking states that Authorities should never use parking charges just to raise revenue or as a local tax. No presumptions on income arising from a parking strategy are considered at this stage
- 5.2. The strategy at this time does not have any financial implications as the development of the strategy will be undertaken within existing budgets and staffing resource. Any resultant changes to parking charges arising from the final strategy may have financial implications, either positive or negative, and the impact of those will be reflected in the final report.
- 5.3. The council does not currently reflect the full cost of operation of car parking within its accounting, with functions such as maintenance and staffing often undertaken from other budgets. As such the council reports a surplus greater than should be the case. As part of analysing the parking strategy a review will be undertaken so that the full operating costs are captured and included within parking reporting so that a more accurate cost vs income analysis can be undertaken.
- 5.4. Where the demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income. In such cases local authorities must ensure that any on street revenue not used for enforcement is used

for legitimate purposes only and that its main use is to improve, by whatever means, transport provision in the area so that road users benefit.

6. Climate Change Appraisal

- 6.1. **Energy and Fuel Consumption** - A parking strategy has the potential to promote more sustainable modes of travel and as a result reduce carbon emissions, particularly in the larger towns of Shrewsbury, Oswestry and Bridgnorth. A new parking strategy would therefore be expected to have a positive effect on carbon emissions from energy and fuel consumption.
- 6.2. **Renewable Energy Generation** – The parking strategy is not expected to provide any opportunities for renewable energy generation.
- 6.3. **Carbon Offsetting and Mitigation** – Any surplus income arising from a parking strategy would be reinvested into funding improved sustainable transport and highway infrastructure to further drive behaviour change and carbon reduction.
- 6.4. **Climate Change Adaptation** - The parking strategy is not expected to provide any direct opportunities for improving climate change resilience and adaptation.

7. Background

- 7.1. Part 1 of the current parking strategy was approved by Cabinet on 17th January 2018 and included a total of 22 initiatives based upon the introduction of a linear pricing model that uses standard criteria for the setting of standard banding levels.
- 7.2. The strategy rollout included the purchase and installation of new pay and display parking machines across the county, with all new machines having facilities for cash, card and contactless payments. Digital permits and tickets are also now available being rolled out through the Mipermit system.
- 7.3. There are 7 bands of carparks and on-street parking areas with bands 1 to 6 currently being chargeable. In addition to the linear hourly charges, specified car parks also offer;
 - Discounted weekly tickets
 - 3 monthly, 6 monthly and 12 monthly season tickets
 - Residents parking permits
 - Tariffs for HGV parking
 - Free coach parking

- 7.4. Part 2 of the current parking strategy was approved by Cabinet on Wednesday 18th April 2018 and included an increase in on-street resident permit costs and a new policy for On-Street Residents Parking along with a prioritised schedule of requests for either new or existing residents parking schemes upgrades.
- 7.5. A review of the parking strategy and its progress with implementation was undertaken by the Performance Management Scrutiny Committee on 5 June 2019. Following recommendations from the Scrutiny Committee amendments to the parking strategy were approved by Cabinet on the 4th of September 2019 relating to both parts 1 and 2 of the Strategy.
- 7.6. Appendix 1 to this report catalogues all 28 initiatives approved by Cabinet on 17 January 2018 and 4th September 2019 relating to part 1 of the strategy. There are 5 initiatives outstanding awaiting implementation.
- 7.7. Appendix 2 to this report details the on-street residents parking policy and initiatives approved by Cabinet on 11th April 2018 and 4th September 2019 relating to part 2 of the strategy.
- 7.8. The programme for implementation of part 2 of the strategy (on-street residents parking policy) shown in appendix 3 to this report has been severely disrupted by the Covid 19 Pandemic and have become increasingly less affordable as a result of inflationary parking costs not being met by a reciprocal inflationary increase in charges resulting in costs being higher than income and needing to be subsidised from other budgets. The impact from covid saw a further significant drop in income. The changes in behaviours arising from covid and cost of living means that some of these initiatives may not reflect contemporary needs and therefore should be reviewed.
- 7.9. The covid pandemic and cost-of-living crisis has impacted behaviours in a way that could not have been foreseen with many people working from home or choosing to use their car less often as a result of rising fuel prices and it would appear unlikely that travel and working patterns will return to pre-pandemic trends. Overall carpark usage has returned to pre-pandemic levels however patterns of usage are believed to have changed.
- 7.10. Our parking assets, capacity levels and service offerings remain relatively unchanged since approval of our current strategy in 2018. During the last 4 years new issues have emerged, parking demand frequently exceeding supply at peak times, compounded by an increase in frequency of emergency and flooding events disrupting service provision.

- 7.11. A review of the parking strategy to identify potential improvements is considered necessary to ensure that it better reflects changing priorities and adapting travel patterns and remains affordable to the council.
- 7.12. A parking strategy should be part of a holistic, integrated approach to all transport modes across public and private areas to provide good access to town centres and other visitor destinations. It should complement the authority's broader transport and traffic management strategies.
- 7.13. There are often competing demands between a user base that seeks convenient parking availability at minimal cost, the need to reduce the carbon impact of transport and manage growth sustainably and the affordability to the council to provide an infrastructure that delivers this balance at a time when budgets to local authorities is coming under greater pressure year on year.
- 7.14. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's Transport Strategy, including its road safety and traffic management strategies.
- 7.15. It is considered that the strategy should look at best practice from elsewhere to inform an innovative and dynamic approach to parking management. Areas for consideration within the parking strategy could include the following
- 7.16. Dynamic Parking Charges: The current linear pricing strategy (i.e. same cost per hour throughout the day) does not distinguish between long stay commuter parking that may be more appropriately diverted to more sustainable travel means where available, and short stay retail parking where conveniently located and priced parking supports the footfall in local shopping areas.
- 7.17. A dynamic charging system could better promote parking habits within the individual market towns and improve traffic management by utilising parking charges during peak congestion periods being at levels that deters travel by car into the town centres, whilst providing cheaper parking and availability during less busy times to support local businesses and retail sectors.
- 7.18. Review of Current Banding: In Shrewsbury, the use of the Park and Ride (P&R) service needs to be better incentivised to encourage commuter, long term shopper and visitor parking. The lower band carparks of Frankwell, Abbey Foregate and St Julian's are still a draw for commuters and long-term visitors who could be serviced by Park & Ride provision, and create capacity issues for shoppers during the day. A higher turnover and availability of additional short and medium term parking capacity within Shrewsbury needs to be

encouraged during out of peak travel times. Similarly, some market town premium parking is included within higher bands which may not be appropriate if charging mechanisms are to be used to incentivise sustainable travel in Shrewsbury, which are not currently available elsewhere. It is therefore considered that there should be criteria for each band to inform how selection of car parks relate to banding so that should transport provision change over the life of the various transport strategies car parks can move between banding to reflect transport objectives.

- 7.19. Any change to the parking strategy will need to appropriately manage customer demand during periods when public transport in particular the P&R service is not available, whilst maintaining a focus on transport hierarchy which includes the continued promotion of active travel, as well as maintaining suitable service provision to support the night time economy, demand and supply at weekends, bank and public holidays.
- 7.20. Evening Parking – in recent years, activity in the evening in our town centres is considered to have increased, consequently a number of our town centres now become congested with parked vehicles shortly after the existing charging period ends at 6pm. With the exception of the Ravens Meadow multi storey car park in Shrewsbury parking charges on all Shropshire Council carparks and on-street pay and display car parks end at 6.00pm creating congestion between those leaving the town after work and those entering the town to take advantage of the free parking. It is proposed that consideration be given to extending parking charges further into the evening to reduce congestion during evening peak travel times.
- 7.21. Sunday, public and bank holiday concessions - current parking strategy gives concessions on Sundays, public and bank holidays that include free parking in band 4, 5 and 6 carparks such as the Shrewsbury Frankwell and Abbey Foregate carparks and the Ludlow, Smithfield car park. In higher band carparks such as Shrewsbury Bridge Street (band 2) and Oswestry Festival Square, half price concessions apply. This differential charging system within the same town centres understandably leads to the roads accessing the cheaper parking being busier and often vehicles driving past parking availability creating longer journey times and greater carbon emissions.
- 7.22. As retail centres open later and throughout the week, visitor numbers are now high on every day of the week including at weekends and on bank and public holidays, there is therefore a need to better manage the parking provision available. It is believed that introducing a consistent charge 365 days a year and a review of the parking bands would simplify the charging and ensure the

best availability for visitors to park and reduce impact on unnecessary travel.

7.23. Christmas Concessions – At the request of town council and business improvement groups, Christmas parking concessions (suspension of parking charges at specified times in specified car parks) have historically been authorised on an annual basis in most market towns. These concessions are considered a means of promoting shopping and special events during the run up to Christmas but the council has no policy surrounding this and are often considered on a case by case basis.

7.24. There is little evidence that such initiatives lead to an increase in footfall but does have an impact as a result of a diversion of travel from more sustainable transport methods in favour of the car.

7.25. Extension of pay and display provision to peripheral areas of the Shrewsbury River Loop – There are 3 immediately identifiable areas of limited waiting parking on the peripheral of the Shrewsbury River loop that could benefit from the introduction of pay and display parking provision to better manage parking. 3 hour limited waiting parking is currently available in Shrewsbury on the Abbey link road and on Cotton Hill opposite Benbow Quay. These restrictions are considered outdated and are not in keeping with the principles of the parking strategy in terms of promoting both parking and transport hierarchy. It is considered that the introduction of pay and display with shared use on-street residents parking would be far more beneficial. Long and medium stay parking provision in these areas is available outside the loop in Abbey Foregate and Frankwell surface carparks and in Ravens meadow multi storey carpark. There is also potential to consider the introduction of pay and display, shared use residents permit in Longden Column where shorter limited waiting periods currently apply.

7.26. Indexation of parking charges – Since parking charges were last increased, the council sought to maintain the charge level for as long as possible to ensure that users did not face increasing costs. Public transport travel costs did increase over that time however, meaning that any incentivisation of higher parking charges in relation to public transport charges diminishes over time and may lead to a reduction in transfer of travel mode. It is therefore felt that parking charges should rise with inflation annually in April (rounded up to the nearest suitable coin denomination) to ensure that the balance between parking charges and public transport charges is retained.

7.27. Review of car parks currently within band 7 - Cost pressures are now resulting in impacts on service, there are currently a number of carparks listed in band 7 of the strategy where charging does not apply and it is currently free of charge to park with no income or

budgets to cover maintenance/running costs. A review of these carparks is recommended and consideration given as to how future maintenance costs can be covered.

- 7.28. Options to be considered should include the possible transfer of ownership to town and parish councils to allow maintenance and management and price setting at a local level, the introduction or amendment of existing traffic regulation orders to better deter indiscriminate parking and promote enforcement service efficiencies.
- 7.29. There are also some car parks within the county that residents are dependent on for overflow parking due to on-street parking congestion, there is potential to ease these pressures by incorporating concessions for residents to use these car parks, this is being taken into consideration within current resident parking scheme development.

8. Additional Information

- 8.1. All of the proposed measures within this report as presented will require detailed consideration, appropriate public consultation and decisions by Cabinet before implementation. Following approval of any changes to the strategy, statutory traffic regulation order procedures will also be required.
- 8.2. A minimum period of 6 months should therefore be allowed to review the parking strategy and undertake the required consultations with a rolling programme of implementation during financial year 2023/24.
- 8.3. Additional staffing resources will be required to undertake this review.

9. Conclusions

- 9.1. The current parking strategy was approved over 4 years ago, the majority of the initiatives within part 1 of the strategy have been implemented. Implementation of part 2 of the strategy has been significantly delayed due to the Covid 19 Pandemic however this work is now progressing with a focus on the introduction of new residents parking schemes in Bridgnorth
- 9.2. A review of the existing parking strategy is recommended with a focus on the introduction of a more dynamic model that will assist in both the continued promotion of our town centre economies and encourage modal shift and transport hierarchy.

- 9.3. A minimum period of 6 months should be allowed to review the parking strategy with a rolling programme of implementation during financial year 2023/24.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Cabinet Wednesday 17th January 2018: Parking Strategy part 1 – consultation results

Cabinet Wednesday 18th April 2018: parking Strategy Part 2.

Performance Management Scrutiny Committee on 5 June 2019: Parking Strategy review.

Cabinet Wednesday 4th September 2019: Amendments to the parking strategy.

Cabinet Wednesday 6th July 2022: Amendments to Parking Charges

Cabinet Member (Portfolio Holder)

Councillor Dean Carroll

Local Member

All

Appendices

Appendix 1: Parking Strategy Part 1 as approved by Cabinet 17 January 2018 including amendments also approved by Cabinet 4th September 2019.

Appendix 2: Parking Strategy Part 2: Approved by Cabinet 11 April 2018, including amendments also approved by Cabinet 4th September 2019. Appendix 3: Responses received to consultation for proposed increase in on and off- street parking charges.

Appendix 3: On-street residents parking scheme requests and implementation priorities as approved by Cabinet Wednesday 18th April 2018.

Appendix 1: Parking Strategy Part 1 as approved by Cabinet 17 January 2018
including amendments also approved by Cabinet 4th September 2019.

RESOLVED 17 January 2018:

That approval for the implementation of Part 1 of the new Parking Strategy framework be granted, as follows:

	Status
1. That the proposal to use standard criteria and setting of standard Banding levels is adopted in the new parking strategy.	Implemented
2. That the proposal to introduce linear pricing is implemented with 7 Bands of pricing tariffs as specified in table 3 of this report.	Implemented
3. 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.	Implemented
4. That a cap is applied to the tariff rates after 8 hours on all Bands 4, 5 and 6 car parks listed in table 4 of this report, and Raven Meadows multi storey car park.	Implemented
5. 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.	Implemented
6. That the opening hours in Raven Meadows multi storey car park be extended 24 hours a day, 7 days a week and will include a 3-hour cap on the linear tariff of 3 hours for parking periods between the hours of 8.00pm and 8.00am.	Implemented
7. That the new streamlined trade's person waiver system be implemented as proposed, including a new fee of £20 per waiver.	Implemented
8. That all existing restrictions on periods of maximum stay and minimum return on the car parks and on-street pay and display parking areas listed in table 4 are removed.	Implemented
9. 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.	Implemented
10. That the times of operation of loading bays located in the areas of all Bands 1 and 2 on-street pay and display parking areas listed in table 4 of this report are also extended until 8.00pm (currently 6pm).	Implemented
11. That weekly parking tickets are introduced: <ul style="list-style-type: none"> i. in all Band 4, 5, 6 car parks listed in table 4 of this report; ii. in accordance with the tariffs specified in table 5 of this report; iii. and only made available on an individual specified car park basis. 	Implemented

12. That off-street resident's car park permits are introduced i. for cars and small vans in all car parks listed as Bands 4, 5 and 6 in table 4 of this report; ii. in accordance with the tariffs specified in table 6 of this report	Implemented
13. That season tickets be introduced: i. for cars and small vans in all car parks listed as Bands 4, 5 and 6 in table 4 of this report; ii. in accordance with the tariffs specified in table 8 of this report.	Implemented Implemented
14. That a standard HGV tariff on all permitted parking areas is implemented on all designated HGV parking areas. This will include a £10 per 24-hour stay and HGV season ticket tariff options for each permitted parking area as specified in table 11 of this report.	Implemented
15. That with appropriate layout improvements, reducing provision for HGV and coach parking, Band 6 pay and display parking for cars and small vans is introduced at the Crossways, Church Stretton site.	Implemented
16. That free parking on Sundays and Bank holidays is introduced on all Bands 4, 5, 6 car parks listed in table 4 of this report. In addition, 50% concessions on Sunday and Bank holidays shall be introduced on all Bands 2 & 3 car parks listed in table 4 of this report except for Raven Meadows, Shrewsbury where a flat rate of £1.50 for up to 10 hours on Sundays and Bank holidays.	Implemented
17. That as a priority and in partnership with key stakeholders, a review of all existing park and ride services is undertaken and potential for improvement/expansion identified.	Complete
18. That with any commission for the development of the Local Transport Plan (LTP)4 an emphasis is placed on the harmonisation of public transport alongside the parking strategy.	Ongoing
19. 'Check in, checkout' software be implemented as a trial in all off street pay and display surface car parks in Shrewsbury other than Frankwell (Main and Riverside) plus one market town in the north and one in the south of the county.	Outstanding
20. A feasibility exercise is undertaken and that consideration is given to implementation of a traditional pay on foot system to the Frankwell, Main and Riverside surface car parks.	Outstanding
21. That a detailed review of layout and associated signage on all Council car parks and on street parking areas listed in table 4 of this report be carried out, identified improvements prioritised and implemented.	Outstanding
22. That a review of enforcement levels is carried out and priorities identified on an individual market town basis.	Ongoing operational procedure

Amendments approved by Cabinet 4th September 2019 relating to part 1 of the Strategy.

RESOLVED:

That authority is given to proceed with the required public consultations to enable implementation of the following amendments to the parking strategy.

23. That all loading bays across the county excluding shared use bays should operate 24 hours a day 7 days a week.	Outstanding
24. To assist with the excessive demand for season tickets in some popular carparks it is proposed that the specified maximum number of resident permit and season ticket thresholds for all off street carparks are combined to give an overall maximum threshold for each carpark. <i>(Also relates to part 2 of the parking strategy)</i>	Implemented
25. That the times of operation of the evening /overnight tariffs on Mondays to Saturdays in Raven Meadows multi storey car park, Shrewsbury are brought forward to by 2 hours to apply between the hours of 6.00pm and 8.00am.	Implemented
26. That digital tickets (primarily pay by mobile) are added as an additional payment option to the on-street pay and display service.	Implemented
27 That the proposal for season tickets to be made available on the Shrewsbury Park and Ride service with an annual season ticket tariff of £200 per annum is considered within the on-going review of the service.	Outstanding
28 That Shropshire Council absorb the convenience fee on all digital ticket payments	Implemented

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Appendix 2: Parking Strategy Part 2: Approved by Cabinet 11 April 2018, including amendments also approved by Cabinet 4th September 2019.

Shropshire Council On-Street Residents Parking Policy Framework:

Proposed Scheme Criteria

1. Prior to any consideration for any Residents' Parking Scheme, the potential for the introduction of alternative prohibitions, restrictions and/or traffic management measures should first be considered.

Reasons

To ensure any appropriate alternative traffic management control measures such as yellow lines, limited waiting / disabled bays etc. cannot be used to help:

- i. maintain access, reduce traffic congestion and maintain highway safety
- ii. residents to park their vehicles where vehicles not belonging to residents are making things difficult.

The need for a residents parking scheme is demonstrated from the on-set.

Residents' parking schemes should not be introduced and should be avoided where the majority of residents have off-street parking or where there is sufficient on-street space to accommodate both residents' and non-residents' parking.

There is a need for presumption against small isolated areas remote from other areas of parking enforcement. Such schemes would have a disproportionate cost in terms of enforcement, may create expectations that the Council is unable to meet and have limited traffic or parking management value for the surrounding area.

2. Residents' Parking Scheme requests will not usually be considered within the process and prioritisation procedures as part of the programme of measures designed to promote road safety. Rather, scheme requests shall be prioritised based upon congestion and amenity.

Reason

A residents parking scheme is usually requested primarily as a means to help residents park their vehicles where vehicles not belonging to residents are making this difficult.

3. A feasibility proposal outlining the properties and streets for inclusion in any residents parking scheme shall be prepared and the views of the Local Member, Town /Parish Council and any local resident groups sought (when any local resident groups are not identified appropriate effort will be given to obtaining rounded views of residents in the area). From an equality perspective, this may usefully be carried out through community engagement that seeks to reach the community through channels such via the Voluntary Community Sector Assembly (VCSA) and via publicity in local schools, churches, community halls, leisure centres, etc. Appropriate funding for scheme development / consultation shall also be identified.

All outline feasibility proposals should be designed with a strategic holistic approach (offer all-encompassing solutions to traffic and parking congestion issues across town centres /urban areas rather than not individual streets) and should be expanded to include any adjacent and surrounding streets likely to be impacted by the scheme proposal.

Reasons

There is a history in Shropshire in operating small residents parking schemes, some on an individual street basis. Schemes of this nature can be difficult to enforce and can create further parking congestion in adjacent streets.

Development of residents parking schemes requires extensive consultation and resource to implement. All proposals must therefore be considered a viable priority proposal that is supported at a local level.

For any scheme to be considered there needs to be formal recognition of an observable and persistent problem. There should be a presumption against the introduction of schemes to manage minor sporting events or other occasional community events and major events must be frequent and cause significant disturbance, as judged by all parties involved.

4. When the number of vehicle parking spaces available in any proposed residents parking scheme is equal to or greater than the number of properties registered in the area, then resident parking schemes will only be considered if displacement of residents parking by commuter / non-residents is evident (or potential displacement of existing residents parking that may result from any proposed new development).

Reason

To ensure priority is maintained in scheme purpose; improving parking and traffic management, including potential displacement of existing residents parking availability that may result from proposed new development by discouraging commuter/shopper/non-residents parking in residential streets.

5. When the number of on-street parking spaces available in any proposed scheme is less than the number of properties registered in the area a resident only scheme should be considered;

Reason

Many requests for residents parking schemes are for areas with little or no off-street parking provision with demand for residents parking exceeding supply, priority must therefore be afforded to providing a minimum level of on-street parking provision to all those who have a legitimate need, reduce parking/traffic congestion hence maintaining scheme overriding scheme objective and purpose.

6. Provision of visitor parking permits within a scheme proposal shall only be considered if parking space capacity is considered sufficient

Reason

To ensure appropriate parking provision is made available to residents within a reasonable distance of their property as a priority. The overall number of permits allocated will be primarily dictated by the overall capacity of the road or street, with due regard given to the desirability of visitor parking in the area.

7. The number of vehicle parking spaces available shall be calculated after allowing for driveways and statutory prohibitions.

Reason

To maintain priority for access to properties / off street parking/ emergency vehicles and other safety issues

8. Within residents parking schemes no parking shall be permitted and prohibition of parking restrictions (double yellow lines) implemented:

- a. Within 10m of a junction
- b. Within turning heads.
- c. Within 25m (80ft) of a traffic signal controlled junction or a round-about, (not mini roundabouts)
- d. Within 20m (64ft) of a bend, hump backed bridge or similar obstruction to the driver's line of sight.
- e. Outside of a school, hospital or similar establishment as and when appropriate.
- f. On the approaches to zebra of signal controlled crossings.

This may result in restrictions being placed where some people normally park and a loss in the number of parking spaces available to residents.

Reason:

These rules are in accordance with the Highway Code, Traffic Signs and General Directions and the Traffic Signs Manuals. The Council as the Highway Authority cannot encourage parking in an unsafe location or anywhere vehicles may obstruct emergency vehicles.

9. Within a residents' parking scheme, individual properties on roads which are part of the scheme can be excluded from eligibility for residents' parking permits if that exclusion was a specific part of the planning consent for that property, such as part of a section 106 agreement.

Reasons

To provide the ability to safeguard existing on-street residents parking provision that may be impacted by new development proposals

To promote the use of residential parking schemes as a traffic / parking management tool for new inset development in the area, hence manage traffic congestion and in the interests of maintaining road safety.

10. Prior to going ahead with a scheme, a survey questionnaire shall be distributed to all properties proposed to be included in the scheme, detailing the outline scheme feasibility proposals. If the results of the survey indicate 50% or more of returns support and less than 50% of returns oppose the scheme (survey returns expressing

a view that are neither for or against a scheme proposal shall be discounted), detailed proposals may be further developed and taken forward.

If the overall response rate is less than 50% of all properties in the area the scheme may only proceed with the support of the Local Member.

Reason

An appropriate proportion of residents surveyed within the scheme boundary must support the scheme proposals for the scheme to go ahead.

11. Prior to commencement of any formal Traffic Regulation Order consultation for any residents' parking scheme proposal, a public exhibition outlining the detailed scheme proposals shall be undertaken and comments received.

Reason

To present the proposals to the public (not just the residents within a scheme proposal) and give opportunity for comments to be received and if appropriate adjust the scheme proposals in advance of formal consultation processes hence reduce the potential for delay and repeat expensive formal consultation with amendment.

12. After 12 months, have elapsed following the introduction of a residents parking scheme the effectiveness of the scheme shall be evaluated and reviewed and if necessary modifications considered.

Reason

To ensure ongoing effectiveness and appropriateness of the scheme.

Proposed Operational Details

Permit allocation

1. Permit allocation for each scheme including a definitive list of properties shall be laid down in an appropriate Traffic Regulation Order(TRO)

Reason

To ensure authority is maintained

2. The issue of a permit does not guarantee the availability of a parking space

Reason

Residents parking schemes are intended to give priority that will enable residents to park within a reasonable distance of their property most of the time

3. Only one vehicle registration may be registered on a permit

Note: Subject to compliance with allocation criteria there are no restrictions on change of vehicle.

Reason

To ensure appropriate scheme management and enforcement whilst offering flexibility

4. Permits will only be issued to a designated vehicle identified by a Vehicle Registration Mark (VRM).

Reason

To ensure appropriate scheme management and enforcement

5. Permits will only be issued to a vehicle, the length of which does not exceed 6.0 metres, and width does not exceed 1.8 metres

Reason

To ensure availability of parking space in the area and that road safety /quality of life/amenity in residential areas is maintained

6. When the number of on-street parking spaces available in any proposed residents parking scheme is less than the number of properties registered in the area, resident permit allocation shall be limited to a maximum of one per property.

Reason

In streets that were not designed for significant car ownership (areas of traditional housing), a significant factor in parking and congestion issues is that there simply is not enough space on-street to accommodate residents' vehicles. Limiting each property to 1 permit will ensure a minimum provision is made available to all properties whilst promoting the use of alternative parking arrangements for households with multiple vehicles hence giving scheme service and functionality.

7. When the number of vehicle parking spaces available in any proposed residents parking scheme is equal to or greater than the number of properties registered in the area, residents of properties designated within a residents parking scheme will be entitled to purchase a maximum of 2 residents' permits per property.

Reasons

To ensure that parking for all residents with a permit is made available within a reasonable distance of their residence hence maintain service provision and functionality.

8. Visitors permits will only be allocated to a scheme if laid down in the scheme Traffic Regulation Order(TRO), in which case each registered property in the area shall be entitled to receive a maximum allocation of up to 200 hours of visitors parking per annum.

Reason

To ensure authority, service provision and functionality is maintained with priority afforded to residents parking provision whilst maintaining a level of flexibility for bona fide visitors.

Permit Costs

Residents Permits

It is proposed to increase the cost of on-street resident's permits from £50 to £100 per annum.

The £100 cost of the permit comprises:

Administration and permit provision costs	£ 19
Enforcement Costs	£ 31
Scheme Implementation & maintenance	£ 50*

Permits are not transferable with change of occupancy.

*Scheme implementation and maintenance is calculated by taking the average estimated set up cost of a typical scheme divided by the estimated number of properties in a typical scheme, with these costs spread over a 5-year period.

Project		Number of properties:	348
Management & Design	£38,000	Cost per property:	£252.87
Build	£50,000		
	<hr/>	Spread over 5	
Total:	£88,000	years:	£50.57
	<hr/> <hr/>		

Visitors Permits

Each property registered in a scheme who purchases an annual residents parking permit shall be entitled to receive an allocation of 200 hours' free visitors parking permits per annum.

Residents with a registered property in a scheme who do not take up the annual residents' parking permit allocation are entitled to receive an allocation of 200 hours' visitors parking permits per annum. Annual registration cost for this service is £5.

Change of vehicle

There is no charge for change of vehicle registered on permits.

Amendments relating to part 2 of the parking strategy approved by Cabinet 4th September 2019.

RESOLVED:

That authority is given to proceed with the required public consultations to enable implementation of the following amendments to the parking strategy.

1. Changes to the geographical boundaries for qualification for residents on street permits to the existing Red zone and Blue area residents parking schemes in Ludlow are assessed and implemented if after full consultation any changes are deemed appropriate.
2. To introduce concessions that allow, in appropriate circumstances entitlement by residents who hold on-street parking permits to also park within approved specified carparks that are in close proximity to on-street residents parking schemes.
3. That when the number of on-street parking spaces available in any residents parking scheme is less than the number of properties, the on-street residents parking permit criteria restricting allocation to one permit per property, registered in the scheme, be increased to 2 permits per property subject to the completion of a residents survey where 51% or more of the returns indicate a preference and the local Member/s is/are in support.
4. To assist with the excessive demand for season tickets in some popular carparks it is proposed that the specified maximum number of resident permit and season ticket thresholds for all off street carparks are combined to give an overall maximum threshold for each carpark.

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Appendix 3: On-street residents parking scheme requests and implementation priorities as approved by Cabinet Wednesday 18th April 2018

Town	Location	Type	Customer Service Request	Received at Public Consultation	Implementation required to support strategy	Implementation Priority Score
Albrighton			No known requests			0
Bishops Castle			No known requests			0
Bridgnorth	Listley Street, High town	Extend existing	.f	.f	.f	3
	Railway Street High Town	Extend existing	.f	.f	.f	3
	High Street (High Town)	New	.f	.f	.f	3
	Wells Close (Low Town)	Extend existing	.f		.f	2
Broseley			No known requests			0
Church Stretton				.f		1
Cleobury Mortimer			No known requests			0
Clun			No known requests			0
Craven Arms			No known requests			0
Gobowen			No known requests			0
Ellesmere	Brownlow Road	New	.f			1
	Scotland Street	New	.f			1
	St John's Hill	New	.f			1
	Wharf Road	New	.f			1
Highley			No known requests			0
Ludlow	Red Zone	Amendment	.f	.f	.f	3
	Blue Zone	Amendment	.f	.f	.f	3
Market Drayton	Charter Court	New	.f			1
	Cheshire Street	New	.f	.f	.f	3
	Dairy Close	New	.f			1
	Great Hales Street	New	.f			1
	Longslow Road/Manor Gardens	New	.f		.f	2
	Stafford Street	New	.f		.f	2
	The Burgage	New	.f	.f	.f	3
Much Wenlock	Town centre adjacent residential streets	New		/	/	2
Oswestry	Albert Road	New	.f		.f	2
	Arundel Road	Amendment	.f		.f	2
	Brynhafod Road	New	.f		.f	2
	Edward Street	New	.f		.f	2
	Ferrers Road	Amendment	.f	.f	.f	3
	Greenfield Square, Morda	New	.f		.f	2
	Holbache Road	New	.f		.f	2
	King Street	New	.f		.f	2
	Lakeholme Gardens	New	.f		.f	2
	Llys Lane	New	.f		.f	2
	Lord Street	Amendment	.f		.f	2
	Lorne Street	New	.f		.f	2
	Lower Brook Street	New	.f		.f	2
	New Park Road	New	.f		.f	2
	Oak Street	New	.f		.f	2
	Orchard Street	New	.f		.f	2
	Park Avenue	New	.f		.f	2
	Prince Street	New	.f		.f	2
	Stewart Road	New	.f		.f	2
	Upper Brook Street	New	.f		.f	2
Victoria Road	New	.f		.f	2	
Vyrnwy Road	New	.f		.f	2	
Welsh Walls	New	.f		.f	2	
Willow Street	Amendment	.f		.f	2	
York Street	New	.f		.f	2	
Prees		New	No known requests			0
Shifnal		New	No known requests			0
Shrewsbury	Mountfields	New	.f		.f	2
	The Abbey	New	.f		.f	2
	Benbow Quay	New			.f	1
	Belle Vue	New	.f	.f	.f	3
	Coleham	New	.f	.f	.f	3
	Castlefields	New	.f	.f	.f	3
	Cherry Orchards	New	.f		.f	2
	RSH residential streets	New				0

Appendix 3: On-street residents parking scheme requests and implementation priorities

Town	Location	Type	Customer Service Request	Received at Public Consultation	Implementation required to support strategy	Implementation Priority Score
Wem	Aston Street	New				2
	Noble Street	New				2
	Chapel Street	New				2
	Barnard Street	New				2
	New Street	New				2
Whitchurch	Dodington	New				1
	Bridgewater Street	New				1
	Claypit Street	New				1
	Bark Hill	New				1
	Roman Way	New				1
	Park Road	New				1