



Shropshire Council
Legal and Democratic Services
Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Date: Tuesday, 20 March 2018

**Committee:
Performance Management Scrutiny Committee**

Date: Wednesday, 28 March 2018

Time: 2.00 pm

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

You are requested to attend the above meeting.
The Agenda is attached

Claire Porter
Head of Legal and Democratic Services (Monitoring Officer)

Members of Performance Management Scrutiny Committee

Claire Wild (Chair)

Gwilym Butler (Vice-Chair)

Karen Calder

Roger Evans

Hannah Fraser

Alan Mosley

Cecilia Motley

Peggy Mullock

Dave Tremellen

Leslie Winwood

Your Committee Officer is:

Julie Fildes Committee Officer

Tel: 01743 257723

Email: julie.fildes@shropshire.gov.uk

AGENDA

1 Apologies for Absence and Substitutions

2 Disclosable Pecuniary Interests

Members are reminded that they must not participate in the discussion or voting on any matter in which they have a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

3 Minutes of the meeting held on 31st January 2018 (Pages 1 - 4)

To consider the Minutes of the Performance Management Scrutiny Committee meeting held on 31st January 2018.

4 Public Question Time

To receive any questions or statements from the public of which members of the public have given notice. Deadline for notification for this meeting is 2.00pm on Tuesday 27th March 2018.

5 Member Question Time

To receive any questions of which members of the Council have given notice. Deadline for notification for this meeting is 2pm on Tuesday 27th March 2018.

6 Call In: Local Commissioning of Youth Activities (Pages 5 - 18)

The decision of the Cabinet made on 28th February 2018 with regard to the 'Local Commissioning of Youth Activities – Proposals for changes to the funding of targeted geographical provision', as detailed in the attached Call In Notice, has been called in by Councillor David Vasmer and supported by Councillors Pam Moseley, Vivienne Parry, Alan Mosley, Harry Taylor, Andy Boddington, Nigel Hartin, Ioan Jones, Hannah Fraser, Jane MacKenzie, Tracey Huffer and Richard Huffer. The report considered by Cabinet is also attached.

The Scrutiny Committee is asked to consider the decision taken by Cabinet on 28th February 2018.

7 Call In: Parking Strategy (Pages 19 - 98)

The decision of the Cabinet made on 17th January 2018 with regard to the New

Parking Strategy has been called in by the Liberal Democrat Group, as detailed in the attached Call In Notice. The report considered by Cabinet is also attached.

The Scrutiny Committee is asked to consider the decision taken by Cabinet on 17th January 2017.

8 Report from the Rapid Action Group on Refuges for Victims of Domestic Abuse (Pages 99 - 112)

To consider the final Report from the Rapid Action Group on Refuges for Victims of Domestic Abuse.

9 Digital Transformation Programme Update

To receive a verbal update from the Head of Human Resources and Development on the progress of the Digital Transformation Programme.

10 Future Work Programme

To consider the future work programme of the Committee

11 Date/Time of next meeting of the Committee

The Committee is scheduled to next meet at 2.00pm on Wednesday 16th May 2018.

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SHOPSHIRE COUNCIL

PERFORMANCE MANAGEMENT SCRUTINY COMMITTEE

Minutes of the meeting held on 31 January 2018

2.00 - 3.10 pm in the Shrewsbury Room, Shirehall, Abbey Foregate, Shrewsbury,
Shropshire, SY2 6ND

Responsible Officer: Julie Fildes

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

Present

Councillor Claire Wild (Chair)

Councillors Gwilym Butler (Vice-Chair), Karen Calder, Roger Evans, Alan Mosley,
Peggy Mullock and Dave Tremellen

54 Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Hannah Fraser.

55 Disclosable Pecuniary Interests

None were disclosed.

56 Minutes of the meeting held on 6 December 2017

The Minutes of the meeting held on 6th December 2017 were confirmed as a correct record.

57 Public Question Time

There were no public questions.

58 Member Question Time

There were no Member questions.

59 Report of the Financial Strategy and Budget 2018/19 Task and Finish Group

The Chair of the Financial Strategy and Budget 2018/19 Task and Finish Group introduced the Group's final report. She reported that the Group had met on four occasions over four weeks, the meetings were well attended and discussion had been useful. She observed that the Group felt that they could have added more value if meetings had taken place over a longer time span and a recommendation of the Group was that a further Task and Finish Group should be established which could work alongside the development plans for the 2019/20 Budget.

In response to a Member's question, the Chair of the Task and Finish Group stated that despite short notice most of the Portfolio Holders and Directors had been able to accept the invitation to attend the meetings and answer questions. She continued that the Group had received evidence from all the parties it wished to see.

In reply to a Member's request, the Director of Place and Enterprise agreed that paper copies of the Risk Assessment document for the purchase of the Shopping Centres in Shrewsbury could be distributed to Members of the Task and Finish Group. He explained that the document remained confidential and not for publication as it contained information which was commercially sensitive.

The Chair proposed that to enable Members to further consider the report and the appendix to the report which had been tabled and was not for publication, press and public should be excluded and the meeting should go into private session. This was duly seconded and agreed.

RESOLVED:

That in accordance with the provisions of Schedule 12A of the Local Government Act 1972, and Paragraph 10 of the Council's Access to Information Procedure Rules, the public and press be excluded during consideration of the following item.

The Chair of the Task and Finish Group observed that the Group had identified the importance of identifying whether the Council had the appropriate skills, experience and capacity to deliver innovation and generate income through the Council's assets to close the budget deficit. Members considered the list of 'Economic Development Buildings, Net Controllable Costs, Economic Development Estate – Base Yield Analysis' provided by the Director of Place and Enterprise. Members commented that the list was incomplete as it did not contain the staffing and central services costs which had been requested. The Chair observed that it was not possible to understand how commercial services were performing without the relevant financial information. The Director of Place and Enterprise explained that current IT systems were not capable of providing a detailed breakdown, although it was anticipated that better information would be available following the changes to the financial system resulting from the Digital Transformation Programme.

A Member observed that the Committee did not necessarily need to know the full break down of costs to understand whether an asset was making a profit or loss and cautioned against requesting too much detailed information, which would not inform discussion. Members observed that it was a Councillor's role to provide targets for Officers for the management of the Council's assets and noted the importance of good management to maximise return as a counter to the decline in income.

The Leader of the Labour Group requested that it be minuted that he felt the work of the Task and Finish Group was a step in the right direction but he could not endorse the Financial Strategy.

The Leader of the Liberal Democrat Group commented that he felt that the Terms of Reference had not been satisfied and as such he was unable to endorse the recommendations contained within the Report. He continued that he also believed that due to the tight timescales it had not been possible for the Group to drill down to obtain detailed information on funding for Highways Maintenance and Adult Social Care.

Members observed that any final decisions regarding funding had to be taken by Cabinet, the role of Scrutiny was purely advisory.

The Chief Executive advised Members of new delivery models making use of modern technology and investments in infrastructure to improve services and reduce costs for both the Local Authority and CCG and to generate finance for Adult Social Services. Members discussed the reasons for delays in implementing decisions taken before the Local Elections in May 2017. The Chief Executive advised despite some unavoidable delays, many of the projects discussed were progressing slightly ahead of schedule.

RESOLVED:
That the recommendations of the Financial Strategy and Budget 2018/19 Task and Finish Group be endorsed and the report taken forward to Cabinet.

The meeting was re-opened to the public and press.

60 Establishment of the Financial Strategy and Innovation and Income Generation Task and Finish Group

RESOLVED:
That, subject to the inclusion of risk management being added to the second bullet point under information required, the terms of reference for the Financial Strategy and Innovation and Income Generation Task and Finish Group be approved and the Group be established.

61 Work Programme

Members noted that the Council’s review of its estates function was due to start imminently. The Statutory Scrutiny Officer advised that topics for the Work Programme had been identified but it was also a dynamic document and responsive to immerging topics. He continue that it was anticipated that in March 2018 the Scrutiny and Overview Committees would be involved in a review of strategic topics to be added to each Committee’s Work Programme.

Signed (Chairman)

Date:

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Call in Request regarding the Agenda Item 9 at the meeting of the Cabinet on 28th February

Local commissioning of youth activities – proposals for changes to the funding of targeted geographical provision

I would like to request a call in of the decision made on Agenda Item 9 at the meeting of the cabinet on 28th February. The background is as follows:

1. On 18th October 2017 the Cabinet considered a report from the Task and Finish Group on the Future Commissioning of Youth Activities. In paragraph 4.2 of the report funding was allocated in a proposed hierarchy of delivery and concentrated in groups of LJC Areas described as Tier 1 with a needs score of 5% or over and Tier 2 with a needs score of 3.8% or over. In Tier 1 Shrewsbury was to receive £45,000 and the Ludlow and Clee area £18,000. The total funding proposed was £167,000
2. The officers report to Cabinet on 18th October proposed that total funding should be cut to £135,000 and funding concentrated in the market towns with a needs score of 5% or over in Tier 1. The level of funding in Tier 1 was the same as recommended by the Task and Finish Group. All funding in Tier 2 was to be cut. This was agreed by Cabinet and formed the basis of the subsequent consultation and the proposed budget from April 2018. The justification for this cut was summarised in paragraph 4.4 which stated: "This would limit funding to the main market towns, where evidence suggests that the need is greatest, and there is the least possibility of provision being picked up locally independent of Council support, at least in the short term."
3. At the meeting of the Cabinet on 28th February 2018 after the council had agreed the Budget for 2018/19 on 22nd February a report was submitted and agreed by Cabinet which substantially reduced the funding for market towns in Tier 1 – by £20,000 for Shrewsbury and £3,500 for Ludlow and Clee for example while restoring funding for LJs in Tier 2 to the level originally recommended by the Task and Finish Group for the Craven Arms area, Bishops Castle area and Ellesmere but increasing it for Wem and Shawbury by 100% to £8,000, for the Gobowen area the increase recommended was 33% to £12,000 and for the Longden Area LJC the increase proposed was 200% to £12,000. The overall impact of these changes was to increase the budget for youth activity to £174,500 – an increase of £39,500 on the total agreed by Cabinet on 18th October and included within the Budget agreed by Council on 22nd February.

The reasons for the call in are as follows:

1. The Cabinet report on 28th February did not identify how the increased spending of £39,500 was to be financed.
2. In 6.1 of the officers' report to Cabinet on 28th February it states that where there has been a cut in youth funding and the town council has "indicated they will consider financially supporting youth activity this will now be discussed in response to the proposed reduction in funding allocations." But the decision has come too late for this to be meaningful since Town Councils have set their budgets for 2018/19 based on the decision of Cabinet on 18th October which was subsequently included in Shropshire's budget proposals for 2018/19 agreed on 2nd February. As far as Shrewsbury Town Council is concerned any extra funding from Shropshire would need to be agreed 3 months before the commencement of the relevant financial year according to the terms of the agreement to delegate youth provision – surely the same should apply to any cut in funding.
3. In section 5.5 of the officers' report on 28th February it is proposed that rurality grants are brought together into one centrally held pot of £33,000 but there is no indication in the report showing where this money comes from. Nor is there any indication of which LJs have previously received a rurality grant of £3,000. Nor on what basis future grant decisions may be made
4. In section 6.2 mention is made of transitional support for local challenges which impact on current provision but surely any transitional support should be identified now since it might be called upon from April onwards.
5. The Task and Finish Group analysed the needs of different LJ areas and proposed an allocation of funding on that basis. Other than the outcome of the consultation there was no justification given to the allocation of funding suggested by the report to Cabinet on 28th February. The only exception is paragraph 5.10 which says that the two LJ areas with the largest increases (Gobowen and Longden) have "significantly higher population and numbers of young people aged 10 to 19 years." The actual numbers should have been included in the report for the whole of Shropshire so that members could assess the justification for increased funding. At a time when every area of the council's activities is facing cuts why are some parts of Shropshire having substantial increases in their youth funding?

The alternative course of action that I propose is that the decision to cut the funding to Shrewsbury and Ludlow LJs be re-examined for the reasons given above and due consideration be given the creation and funding of a transitional scheme if there are to be substantial cuts in youth funding in any LJ area.



<u>Committee and Date</u>
Performance Management Scrutiny Committee 28 th March 2018
Cabinet 28 th February 2018

<u>Item</u>
6
Public

Local commissioning of youth activities - proposals for changes to the funding of targeted geographical provision

Responsible Officer George Candler, Director of Place & Enterprise
e-mail: george.candler@shropshire.gov.uk Tel: 01743 255003

1. Summary

A report was brought to Cabinet on 18th October 2017 with proposals to change the arrangements for the future commissioning of youth activities. It was agreed by Cabinet to consult on the proposals made within the report.

A public consultation on the proposed changes to the Local Joint Committee (LJC) funding allocations to support the commissioning of youth activity ended on 5th January 2018.

335 individual responses plus responses from youth groups and local councils were received. The vast majority of these responses were not in agreement with the proposals within the consultation. A summary of the responses can be found at 4.0 within this report and the full feedback is attached as Appendix 1

The consultation feedback demonstrated that there was strong support for the council continuing to fund youth activities in rural areas, keeping rurality considerations in the funding formula and continuing to offer grants to small voluntary clubs.

The feedback also showed that whilst respondees would like to see all the council's funding for youth activities continue at current levels, they particularly would like funding in rural areas to be protected.

In the context of reduced available budget it is proposed that there is a reduction in the funding for activities in some of our largest market towns. A number of the larger town councils have suggested that they are in a position to financially support youth activities in their area.

It is proposed that the current rurality grants are brought together into one centrally held pot that groups and clubs delivering activity in LJC areas currently eligible for rurality funding can bid into. The application process would need clear criteria and an assessment process that continues to involve local elected members and the LJCs.

2. Recommendations

- A. To acknowledge the feedback from the recent consultation on the LJC funding allocations for the commissioning of youth activity proposed in the Cabinet Report of 18th October 2017
- B. To confirm the proposed LJC funding allocations for the commissioning of youth activities in 2018/19 that have been revised as a result of the feedback received through the consultation (as detailed at 5.9 within the report)
- C. To approve the intention to work with partners over the next 12 months to develop an integrated approach to the provision of universal and targeted youth activities within the context of the wider review of early help services, recognising that there will be new arrangements from 2019/20 onwards, which could include a further budgetary reduction.
- D. To confirm a delegation to the Head of Infrastructure and Communities in consultation with the Portfolio Holder for Children and Young People to confirm the final design of the revised rurality needs grant scheme

REPORT

1.0 Risk Assessment and Opportunities Appraisal

- 1.1 Local authorities have a duty to secure, so far as reasonably practical, equality of access for all young people aged 13 to 19 (24 for those with learning difficulties). The “local offer” should be the best possible to meet local needs and to improve young people’s well-being and personal and social development within available resources. Local authorities must also take steps to gain the views of young people and to take them into account in making decisions about services and activities for them.
Visit:<http://dera.ioe.ac.uk/15549/1/statutory%20guidance%20on%20la%20youth%20provision%20duty.pdf>

Our assessment is that within the context of diminished resources and a large rural county the Council is meeting its statutory requirements with respect to provision.

- 1.2 However, the Council is currently less effective at taking the views of young people into account in making and reviewing decisions about provision, particularly at a county wide, strategic level. Previously Members of The Youth Parliament and Speak Out Group were among a number of initiatives, which helped young people to share their thoughts, opinions and ideas. These are no longer in place in Shropshire.
- 1.3 An Equality and Social Inclusion Impact Assessment (ESIIA) has been updated and is available on request. Reducing funding in some of the market towns has the potential to result in a negative impact to young people. However, arrangements to enable additional funding that will mitigate these proposed reductions will be discussed with the relevant town councils.

If this additional funding can be secured we do not anticipate that any clubs currently supported by the Council through the local commissioning approach will need to close because of the funding proposals outlined within this report.

Should any specific local challenges arise, the Council will consider what transitional support it may be able to provide.

The Council will continue to engage an “infrastructure support provider”, the Shropshire Youth Association (working with Energize), to support the development of safe and effective voluntary sector youth club providers., Community Enablement Team Officers will also continue to support local youth clubs to access funding and provide sustainable delivery.

- 1.4 Child safeguarding and welfare matters are paramount in our approach and appropriate safeguards will continue to be included in all arrangements. Visit: <http://www.safeguardingshropshireschildren.org.uk/scb/>
- 1.5 Supporting early help and early prevention is a key driver for the Council¹. Support for youth activities as a “universal offer” alongside more targeted support for young people with particular needs underpins the Council’s approach to commissioning support for young people.

2.0 Financial implications

- 2.1 The table below shows the available Council budget from April 2017 across the three overlapping areas of youth activity - infrastructure support, geographically targeted provision, and Special Needs Groups.

	Budget from April 2017
Infrastructure support	£97,500 (25.7%)
Geographically targeted provision	£234,950 (62%)
Special Needs Groups	£46,500 (12.3%)
	£378,950

- 2.2 In the context of reduced available budget the proposals within this report would result in a reduction in the budget for geographically targeted provision from £234,950 in 2017/18 to £174,500 in 2018/19.

3.0 Background

- 3.1 At its meeting on 19th October 2016 Cabinet recommended that proposals for the future commissioning of youth activities – universal support, geographically targeted support and thematically targeted support - should be reviewed by the Young People’s Scrutiny Committee, and that recommendations should be brought back to Cabinet.

- 3.2 A Task & Finish Group met three times and heard a variety of evidence from LJsCs, youth activity providers, youth forums, the Council’s Infrastructure

¹ Shropshire Early Help Strategy, helping children have a safe, happy and healthy family life, June, Shropshire Council, 2014

Support Provider partner, neighbouring local authorities, potential “partner organisations” and others.

3.3 Subsequently at its meeting on 28th June 2017, the Young People’s Scrutiny Committee confirmed the positive impact of youth work, universal and targeted, on young people’s lives, and made a number of recommendations.

3.4 The Scrutiny Committee recommended back to Cabinet that work was undertaken with a broad range of interested partners over the next 18 months to develop an integrated approach to the provision of universal and targeted youth activities within the context of a wider review of Early Help provision.

3.5 The proposals made by Scrutiny were to introduce revised funding proposals in support of geographically targeted youth activity provision from April 2018. These proposals were based on a simplified “funding formula” and local intelligence, described within a proposed “hierarchy of Council support for youth provision”. The consequences of this approach would have been a reduction in the number of LJs allocated money from 18 to 12, and an overall reduction in the budget from £234,959 to £167,000. This reduction would have been as a result of the proposed removal of rurality funding from 12 existing LJs, and a slight redistribution of needs funding away from the main market towns to include three new LJs. These proposals have been consulted on and revised as a result of the feedback received.

4.0 Summary of the feedback received through public consultation

4.1

335 responses received	YES number	NO number	YES %	NO %
Q2 - do you agree with the proposal to reduce council funding in support of youth activity	10	325	2.99%	97.01%
Q3 - do you agree with the proposal to remove rurality considerations from the funding formula	15	320	4.48%	95.52%
Q4 - do you agree with the proposal to allocate funding to the larger market towns?	34	301	10.15%	89.85%
Q5 - do you agree with the proposal to remove grants to small voluntary clubs?	16	319	4.78%	95.22%

4.2 In addition to the responses made directly through the council’s consultation web portal, written feedback was received from a number of local councils and representatives of the youth clubs that would have been affected by the proposals. This feedback reflected the majority of that received, i.e. that funding in support of youth activities in rural areas should be retained.

5.0 Geographically targeted support

- 5.1 Geographically targeted support is delivered via a local commissioning approach. LJCs, local elected members, together with young people and supported by the Community Enablement Team, are responsible for making commissioning recommendations. LJCs base their recommendations on a consideration of local needs, an understanding of existing youth provision, conversations with young people and stakeholders, and their local knowledge. Community Enablement Team officers support LJCs with this work and are responsible for procuring youth activity within the Councils' Constitution and Contract and Financial Rules.
- 5.2 In Shrewsbury, the full responsibility for the commissioning and delivery of youth activities has been transferred within a formal delegation agreement from Shropshire Council to Shrewsbury Town Council.
- 5.3 If additional funding from local councils to support their local activity can be agreed, the impact of these proposed savings on the current delivery can be mitigated.
- 5.4 It is proposed that the smaller settlements serving a rural hinterland retain funding at similar levels to their current amount. Reviews of the activity taking place in these areas is positive and there are examples of parish councils providing financial support.
- 5.5 It is proposed that the rurality grants are brought together into one centrally held pot, with a value of £33,000 that groups and clubs delivering activity in LJC areas currently eligible for rurality funding can bid into.
- 5.6 Communities within the LJCs that have previously received a rurality grant of £3,000 will be able to apply to a centrally held pot to a total maximum amount per LJC of £3,000 within 2018/19.
- 5.7 The rationale for changing to a centrally held grant pot is that it will reduce the administrative work for the individual Community Enablement Officers (CEOs) as this work will be done centrally, whilst ensuring that local members and LJC members continue to contribute to the application assessment process. The CEOs will still be able to provide the necessary support in bringing applications forward.
- 5.8 Applications will be asked to evidence how the funding will be used to achieve the council's recognised good outcomes for young people – ensuring the emotional wellbeing of children and young people by focussing on prevention and early intervention and keeping more children and young people healthy and reducing health inequalities.
- 5.9 In allocating funding and establishing the value of the total funding pot, the feedback received through the recent consultation has been considered and this is summarised below within a proposed **hierarchy of council support for youth club provision**.

Local Joint Committee Area (in descending order of needs score)	Current Rurality Funding	2018		
		Current needs funding £	Needs score	Proposed needs and rurality funding in 2018 £
Tier 1 – Partner delivery commissioned by Shropshire Council				
Shrewsbury	0	81,500	15.1%	25,000
Market Drayton	0	24,060	6.6%	14,500
Oswestry	0	24,640	6.0%	14,500
Bridgnorth, Worfield, Alveley and Claverley	1,500	10,120	5.6%	14,500 *
Whitchurch	0	15,580	4.5%	14,500
Ludlow and Clee area	0	10,850	5.0%	14,500
Tier 2 - Community partnership youth provision supported by Shropshire Council				
Wem and Shawbury	3,000	9,450	4.6%	8,000 *
Craven Arms and Rural	3,000		4.1%	4,000 *
Bishop's Castle, Chirbury, Worthen and Clun	3,000		3.0%	4,000 *
Ellesmere	3,000		3.9%	4,000 *
Gobowen, Selattyn, St Martins and Weston Rhyn	0	12,120	3.9%	12,000
Longden, Ford, Rea Valley and Loton incl Pontesbury and Minsterley	3,000	13,630	3.8%	12,000 *
Tier 3 – Community provision supported by the Shropshire Youth Association				
Shifnal and Sherrifhales	0		3.4%	0
Five Perry Parishes	0		3.3%	0
Broseley and Rural	0		3.2%	0
Tern and Severn Valley	3,000		3.2%	*
St Oswald	3,000		3.1%	*
Albrighton	0		3.1%	0
Strettondale and Burnell	3,000		3.0%	*
Highley and Brown Clee	1,500		2.8%	*
Cleobury and Rural	3,000		2.5%	*
Much Wenlock and Shipton	3,000		2.4%	*
Bayston Hill	0		2.4%	0
Centrally held rurality grant pot				33,000
Total funding	33,000	201,950		£ 174,500

* LJC area able to access rurality grant funding pot

- 5.10 The funding allocation for Gobowen, Selattyn, St Martins and Weston Rhyn LJC and Longden, Ford, Rea Valley and Loton LJC (incl Pontesbury and Minsterley) are higher as a result of their significantly higher population and numbers of young people aged 10 to 19 years.
- 5.11 The Council is committed to supporting the development of sustainable youth activity provision free, where possible, from direct Council financial support. This reflects the ongoing challenging financial context. It also provides the best chance for the long-term provision of youth activities to be embedded within the local community, using the resources of that community.

Council-supported youth activity provision aims to be inclusive to children and young people of varying needs, while recognising that this will sometimes require bespoke support. For example, a number of dedicated groups provide opportunities for young people who have a disability (Special Needs Groups), are LGBT or are young carers, and who might otherwise find it difficult to attend mainstream clubs, groups or facilities.

The council will continue to fund the Shropshire Youth Association and Energize to provide proactive support to youth clubs across Shropshire, notably in the Tier 2 and Tier 3 groupings. We recognise this as being crucial to the long-term sustainability of an active and dynamic voluntary community sector.

Within the Tier 1 and Tier 2 groupings Local Joint Committees will continue to advise on the details of commissioned provision based on their local knowledge of need. For the immediate future, it is likely that Tier 1 clubs, i.e. clubs within the main market towns and within the areas of greatest need, will continue to be directly commissioned by Shropshire Council. In the smaller Tier 2 market towns, the Council aims to develop and support existing youth club infrastructure within a sustainable partnership framework.

6.0 Conclusions

- 6.1 The revised funding proposals will result in 18 LJCs continuing to receive a funding allocation in 2018/19 at broadly similar levels to the status quo. The exceptions are Shrewsbury, Oswestry and Market Drayton LJCs. Where the town council within these areas has previously indicated that they will consider financially supporting youth activity, this intention will now be discussed in response to the proposed reduction in funding allocations.
- 6.2 Should any specific local challenges arise, which will impact upon the current provision, we propose to consider what transitional support could be provided.
- 6.3 The council's Infrastructure Support Provider partner will continue to provide proactive support for universal youth activity provision within existing contractual arrangements. Its focus will be on supporting clubs that have no alternative support and are vulnerable to potential closure. The Infrastructure Support Provider will continue to work with Community Enablement Team Officers and local partners to develop new clubs in response to local need.
- 6.4 We have suggested different levels of council support within a hierarchy of delivery. We acknowledge that the aim should be to support clubs to become sustainable within their local communities outside the need for direct council support.

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

Future vision for youth support services in Shropshire, Cabinet, 8 December 2010

Shropshire Children's Trust Children, Young People and Families Plan 2014

Changes to Youth Services, Young People's Scrutiny Committee, 30 April 2014

Future Commissioning and provision of youth activities, Portfolio Holder Decision, 2 July 2014

Update – Future Commissioning and Provision of youth activities, Children & Young People's Scrutiny Committee, 22 October 2014

Local Joint Committees – Update on youth commission and boundaries, Cabinet, 10 December 2014

Youth Commissioning Update, Children & Young People's Scrutiny Committee, 24 June 2015

Delegation of the responsibility for the commissioning and delivery of youth services within Shrewsbury to Shrewsbury Town Council and recommendations for Broseley Youth Club, Cabinet, 29th July 2015

Support for Youth Activities update, Young People's Scrutiny Committee, 4 November 2015

Support for Youth Activities update, Young People's Scrutiny Committee, 3 February 2016

Proposals for the future commissioning of youth activities within the context of reduced funding, Cabinet, 19 October 2016

Proposals for the creation of a Task & Finish Group to consider the local commissioning of youth activities, Young People's Scrutiny Committee, 14 December 2016

Recommendations for the future commissioning of youth activities, Young People Task & Finish Group, 26 April 2017

Report from the Task & Finish Group on the future commissioning of youth activities, Young People's Scrutiny Committee, 28th June 2017

Local Commissioning of Youth Activities – proposals for consultation on changes to the funding of targeted geographical provision, Cabinet, 18 October 2017

Cabinet Member:

Cllr Nick Bardsley – Portfolio Holder for Children and Young People

Local Members:

All Members

Appendices:

Appendix 1 – Feedback on the public consultation on the proposals on changes to the funding of targeted geographical provision – end date 5th January 2018

Report to Cabinet 28th February 2018

Local commissioning of youth activities - proposals for changes to the funding of targeted geographical provision

Shropshire Council asked people for their views on a proposed reduction of, and changes to, funding that supports the provision of youth activities.

A public consultation ran from 1st November 2017 to 5th January 2018.

The council proposed to introduce a revised and simplified funding formula based on just two measures: the relative number of young people aged 10 to 19 years old, and young people in receipt of free school meals in a Local Joint Committee (LJC) area. It was proposed that the proposed formula longer made specific reference to rurality.

335 responses were received through the council's consultation web portal along with a number of narrative responses from local councils and youth clubs that would have been affected by the proposed changes. The vast majority of these responses disagreed with the proposals within the consultation.

There was strong support for the council continuing to fund youth activities in rural areas, keep rurality considerations in the funding formula and continue to offer grants to small voluntary clubs.

Consultation feedback

Q1

From the following list which is your Local Joint Committee area?

Changes to provision of youth activities		
From the following list which is your Local Joint Committee area?		
Answer Choices	Responses	
Albrighton area LJC	0.90%	3
Bayston Hill LJC	0.30%	1
Bridgnorth, Worfield, Alveley & Claverley, Brown Clee LJC	1.19%	4
Broseley and Barrow LJC	5.37%	18
Cleobury and Rural LJC	4.18%	15
Craven Arms and Rural LJC	6.27%	23
Ellesmere area LJC	0.30%	1
Gobowen Selattyn, St Martins, Weston Rhyn LJC	10.15%	34
Highley and Chelmarsh LJC	0.00%	0
Loton, Longden, Ford, and Rea Valley LJC	12.84%	59
Ludlow and Clee area LJC	7.16%	25
Market Drayton area LJC	0.60%	2
Much Wenlock LJC	0.30%	1
Oswestry LJC	0.90%	3
Shifnal and Sheriffhales LJC	0.30%	1
Shrewsbury wide LJC	13.13%	44
South West Shropshire LJC	6.87%	52

St Oswald and Llanymynech area LJC	0.90%	3
StrettonDale LJC	1.79%	9
Tern & Severn Valley LJC	0.30%	4
The Five Perry Parishes LJC	0.00%	1
Wem and Shawbury area LJC	10.45%	37
Whitchurch and Prees LJC	1.79%	6
Cover the whole of the county		3
Outside Shropshire		2
I don't know which is my local LJC area	14.03%	47
	Answered	335
	Skipped	0

Q2,Q3,Q4,Q5 – summary of responses below

	YES number	NO number	YES %	NO %
Q2 - do you agree with the proposal to reduce council funding in support of youth activity	10	325	2.99%	97.01%
Q3 - do you agree with the proposal to remove rurality considerations from the funding formula	15	320	4.48%	95.52%
Q4 - do you agree with the proposal to allocate funding to the larger market towns?	34	301	10.15%	89.85%
Q5 - do you agree with the proposal to remove grants to small voluntary clubs?	16	319	4.78%	95.22%

Q6 - summary of responses below

Do you have any other ideas for how Shropshire Council should use its limited resources to support the provision of youth activities in local communities and on how resources should be prioritised?

Q7

Are you a...?	Young person	22.99%	79
	Parent/carer	32.54%	114
	LJC member	2.69%	15
	Representative of an organisation that provides youth activities	15.82%	65
	Representative of another organisation with an interest in the provision of youth activities	3.88%	13
	Other, e.g. interested residents	22.09%	49

Q8

77 responses 258 skipped

	Yes - number	No - number	Yes %	No %
Do you attend a youth club?	59	18	76.62%	23.38%

Q9

108 responses 227 skipped

	Yes - number	No - number	Yes %	No %
Does your child/the person you care for attend a youth club?	46	62	42.59%	57.41%

Q10**Are you a Shropshire Councillor or a parish councillor?**

10 responses were received – 2 people said they were Shropshire Councillors, 7 said they were parish councillors and 1 said they were both.

Q11**Which organisation do you represent?**

61 responses were received from representatives of a wide variety of organisations providing activities for young people.

Key themes that emerged through the consultation**Q2 – do you agree with the proposal to reduce council funding in support of youth activity - If no, please state why**

Youth clubs are needed to provide organised activities that young people benefit from physically, socially and emotionally.

Free activities are accessible to families on low incomes.

Youth activities are important and should be supported to continue.

Small amounts of funding make a big difference to what can be provided in communities for young people.

Young people should be supported- particularly those living in rural areas that potentially have fewer opportunities.

Q3 - Do you agree with the proposal to remove rurality considerations from the funding formula - If no, please state why

It is unfair to propose that rural areas need funding less than the market towns.

You are suggesting that rural areas are less important than the towns.

Transport is a barrier to accessing activities in the towns from the rural areas.

There is a risk of isolation within rural communities if activities aren't available and accessible.

Q4 - Do you agree with the proposal to allocate funding to the larger market towns? If no, please state why.

The larger market towns have a range of activity for young people, whilst the smaller towns and villages have nothing apart from the council funded activity. Youth activity in the market towns should continue to be funded, but not at the expense of the rural areas.

Q5 - Do you agree with the proposal to remove grants to small voluntary clubs? If no, please state why.

The voluntary clubs would not be able to provide all the activities they currently offer without additional grant funding. Small voluntary clubs are at the heart of communities and should be supported to continue. Small grants can attract further funding from other sources. The financial support that clubs can access will make a difference between them keeping going or closing.

Q6 - Do you have any other ideas for how Shropshire Council should use its limited resources to support the provision of youth activities in local communities and on how resources should be prioritised?

Use money currently earmarked for other initiatives that are seen as being less important. Fundraising and sponsorship.
Use the assets and resources already available in communities.
Adopt a more targeted approach to the use of the available funding.
Attract more volunteers to help deliver youth clubs and activities.

ENDS

PLACE OVERVIEW COMMITTEE

28th MARCH 2018

ITEM 7 - CALL IN

The Liberal Democrat Group would like to call in the Cabinet Decision on the Parking Strategy for Scrutiny, as detailed below.

Regarding the cabinet decision made on Wednesday 17 January 2018 regarding agenda item 8 – Parking Strategy – Public Consultation results

The following decision was made:

RESOLVED:

That approval for the implementation of Part 1 of the new Parking Strategy framework be granted.

Amongst the items that were approved were:

- 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.

We wish these parts of the decision to be examined by scrutiny for the following reasons:

- iii. The banding of Castle Street Car Park in Ludlow should be re-examined, as it will encourage long stays at this car park which is better used for short stays.

The banding of car parks in Wem should be re-examined, as consultation responses from the public and local members have not been properly taken into account

- v. The hours of charging for car parks and on-street parking in Ludlow should be retained at 6.00pm, to encourage evening trade. The evening economy in Ludlow is quiet, and the proposals are likely to damage it further. Parking congestion in the evening in Ludlow is not at levels that would warrant the proposed measures.

vii. The tradespersons waiver charges should be retained at £10 for the second and consecutive days parking at the same location, to avoid unduly penalising town centre residents who ultimately bear the cost of the waiver.

ix. The concessionary parking period should be retained at 15 minutes. Residents have a genuine need to pop into town for various reasons, and to insist they pay for parking for a very short visit is to discourage trade in the town centres. To reduce the concessionary parking period to 5 minutes does not give sufficient time for the public to undertake any business in the town, and to suggest that the public should openly flout the regulations and use the statutory observation period of 10 minutes to supplement their parking time encourages unlawful behaviour.



<u>Committee and Date</u>
Performance Management Scrutiny Committee 28 March 2018
Cabinet 17 January 2018

<u>Item</u>
7
Public

New Parking Strategy Framework Part 1 – Implementation of the Linear Model

Responsible Officer Chris Edwards, Head of Infrastructure & Communities
 e-mail: chris.edwards@shropshire.gov.uk Tel: 01743 255474

1. Summary

At its meeting on 12th July 2017 Cabinet gave approval to undertake a public consultation exercise on a series of proposals for a new parking strategy. A 12-week public consultation was launched on the 22nd July 2017 and closed on 17th October 2017, a total of 2,486 responses and many additional individual comments were received.

Given the number and complexities of the issues raised during the consultation the reporting of the parking strategy framework is proposed to be in to 2 parts:

Part 1: Implementation of the linear model and associated elements

Part 2: On- street residents parking.

This report outlines the conclusions and recommendations for implementation of Part 1 of the parking strategy framework. A second report outlining the conclusions and recommendations for part 2 of the strategy will be presented to Cabinet during February 2018.

Estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework - Implementation of the Linear Model and inclusive of the required upgrade of existing pay and display parking machine stock is £1,197,000.

A detailed assessment of the consultation returns has identified that many of the individual consultation proposals are not supported and a total of 22 original, revised and new recommendations have been accordingly formulated, together with a revised phased implementation programme with go live dates as follows:

Phase 1	Shrewsbury	July 2018
Phase 2	Ludlow	September 2018
Phase 3	Bridgnorth	November 2018
Phase 4	Oswestry	December 2018
Phase 5	All other areas	January 2018.

2. Recommendations

That Cabinet give approval for the implementation of Part 1 of the new Parking Strategy framework as follows:

- i. That the proposal to use standard criteria and setting of standard Banding levels is adopted in the new parking strategy
- ii. That the proposal to introduce linear pricing is implemented with 7 Bands of pricing tariffs as specified in table 3 of this report.
- 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.
- iv. 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.

- 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.
- vi. 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.
- vii. That the new streamlined trade's person waiver system be implemented as proposed, including a new fee of £20 per waiver.
- viii. 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.
- 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.
- x. 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).
- xi. That weekly parking tickets are introduced:
 - a) in all Band 4, 5, 6 car parks listed in table 4 of this report;
 - b) in accordance with the tariffs specified in table 5 of this report;
 - c) and only made available on an individual specified car park basis.
- xii. That off-street resident's car park permits are introduced:

- a) for cars and small vans in all car parks listed as Bands 4, 5 and 6 in table 4 of this report;
- b) in accordance with the tariffs specified in table 6 of this report.

xiii. That season tickets be introduced:

- a) for cars and small vans in all car parks listed as Bands 4, 5 and 6 in table 4 of this report;
- b) in accordance with the tariffs specified in table 8 of this report.

xiv. 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.

xv. 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.

xvi. 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.

xvii. 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.

xviii. 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.

xix. That in accordance with Operational Guidance to Local Authorities for Parking Policy and Enforcement:

i. '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.

ii. 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.

xx. 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.

xxi. That the total funding of £1,197,000 required to undertake proposals i to xx is made available by the end of financial year 2018/19. This will be funded from a combination of revenue income and prudential borrowing.

xxii. That a review of enforcement levels is carried out and priorities identified on an individual market town basis.

REPORT

3. Risk Assessment and Opportunities Appraisal

Equality and Social Inclusion Impact Assessment (ESIIA)

An initial Equality and Social Inclusion Impact Assessment (ESIIA) was carried out by the Council in June 2017, prior to the public consultation exercise, and is available with the Cabinet papers from July 2017. As per corporate practice ahead of any such consultation on proposed service changes, this sought to identify possible impacts on the

community and on Protected Groupings within the community, pending the views of communities, partner organisations and stakeholders.

As overall consideration of the Car Parking Strategy is not complete at this point, with Part Two still to go to Cabinet, and as further consultation is planned on elements of Part One given changes to proposals, it is proportionate and appropriate to carry out a further ESIA after proposals in Part Two has been considered, and after the consultation now proposed on park and ride services.

This will facilitate thorough reflection by Members on the equality implications of the Strategy proposals; how these sit alongside other corporate strategy development, such as Local Transport Plan 4 and the Economic Growth Strategy; and how these set out to take account of national, regional and sub-regional policy developments around physical transport infrastructure, including cross border access considerations. The proposals, including those that have been revised following the public consultation process, will be evaluated for equality impact implications, and kept under review in that regard. Close consideration will be given to the likely equality implications for the park and ride services review, where the access implications for Protected Characteristic groupings will need to be to the fore, particularly from a physical access angle.

Members are asked to note from the appendices to the report that, where feedback has been given on equality issues, it is positive in terms of people feeding back that different market towns have different needs, which the revised proposals recognise and which pick up on access and inclusion and rurality considerations. Other comments relate to retaining Sunday concessions, thereby supporting faith communities, and to comments about disabled and family parking

space provision, which would usefully be considered as part of the proposed park and ride review and as part of the new proposals for payment on foot.

Members are also asked to note the comprehensive and inclusive nature of the consultation methodology, in which equalities has been a consideration at the fore all the way through from the planning stages, and as a result of which it has been possible for some degree of confidence to be assigned to the feedback from this consultation as being representative of the views of communities in Shropshire at this time.

A fundamental review of the existing Parking Strategy has identified risks, benefits and opportunities in many fundamental areas. The key risks have been identified and captured below.

Risk	Mitigating actions
Parking strategy proposals fail to meet Disability Discrimination Act (“DDA”) requirements. Proposals fail to account for Equality Act requirements around consideration of likely negative and positive impacts of proposed service changes on Protected Characteristic groupings and on those at risk of social exclusion.	An initial Stage One Equality and Social Inclusion Impact Assessment (ESIIA) screening assessment was carried out by the Council prior to the public consultation, to consider potential impacts pending views of the public on the proposals. It will be appropriate and proportionate to carry out further Stage One screening assessments at timely points in the development and implementation of the Car Parking Strategy, alongside specific consultation and ongoing engagement, and analysis of feedback. This

Risk	Mitigating actions
	<p>is in order to seek to ensure that evidence about likely impacts in equality terms is garnered and utilised in refining the Strategy to minimise any negative impacts and enhance positive impacts for groupings in the community and the wider community.</p>
<p>Forecast of increase in demand for car parking provision</p>	<p>A TEMPRO analysis, the Department for Transport tool for forecasting traffic and transport growth for Shrewsbury and Shropshire as a whole between 2015 and 2026 has been undertaken. The TEMPRO data predicts traffic growth in Shrewsbury to rise just below 5% and around 8.3% in Shropshire as a whole between 2015 and 2026. These are not large increases, but there should be a corresponding increase in car park utilisation. However, the new Part 1 strategy framework is intended to promote transport mode hierarchy, with patterns of usage intended to change, away from car parks with current high demand into car parks with current surplus capacity compensating for any potential increase in use.</p> <p>The data demonstrates that the current and projected future demand can be accommodated within the existing and projected future supply of car parks.</p>

Risk	Mitigating actions
Resultant shifts in patterns of usage (desired shift from Bands 1, 2 and 3 to Bands 4, 5 and 6 is achieved) has significant impact on parking hierarchy, capacity availability in individual car parks.	<p>As well as continual monitoring and review of the scoring/Band allocation, tariff levels, usage and capacity, appropriate priority will be afforded to:</p> <ul style="list-style-type: none"> a. the proposed review of all existing park and ride facilities and potential additions /expansion; b. the proposed review of layout of all car parks and on street parking areas and appropriate capacity made available; c. an emphasis is placed within the development of LTP4 on the harmonisation of public transport and parking strategy.
Introduction of weekly tickets proves popular resulting in general capacity shortfall	Current data indications show that the current and projected future demand can be accommodated. Continual monitoring and review will be undertaken and if appropriate further consultation with a view to scheme criteria amendments will be considered.
The introduction of new strategy initiatives such as weekly ticket options, check in checkout, removal of long term and short-term parking tariffs etc. could causes some	A clear communication, signage, branding, and a marketing plan through various media, supported by partners, will be undertaken to assist the transition.

Risk	Mitigating actions
misunderstanding to users.	
Delay in the development of the new resident's parking strategy (parking strategy framework Part 2) threatens an in-balance to essential holistic strategy implementation	<p>Priority and resources need to be afforded to:</p> <ul style="list-style-type: none"> a) allow ongoing development and approval by Cabinet during February 2018 of parking strategy framework Part 2. b) revision of rollout and implementation of the plan accordingly.
That the required remedial works to extend opening hours of Raven Meadows multi storey car park 24 hours a day, 7 days a week are not able to be completed in accordance with the proposed implementation programme for Shrewsbury.	<p>Priority and resources need to be afforded to allow ongoing development of the required upgrade work.</p> <p>In the event of slippage, delay in the implementation of certain proposals such as the extension of charging hours on- street within Shrewsbury, hence maintaining availability of suitable/ accessible evening parking will be considered</p>

4. Financial Implications

The total estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework - Implementation of the Linear Model and inclusive of the required upgrade of existing pay and display parking machine stock is £1,197,000. This includes the creation of a £250,000 ongoing dedicated annual budget for car park maintenance and upgrades.

Estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework - Implementation of the Linear Model are detailed below:

<u>Potential Capital Expenditure</u>	17/18	18/19
TRO consultation and revisions	£10,000	£5,000
Replacement and upgrading of highway network signage within each market town	-	£100,000
Completion of replacement machine programme	£300,000	£300,000
Provision of check in, check out (CICO) trial to all Shrewsbury off street pay and display car parks		£2,000
Provision of pay on foot, machines and barrier system Frankwell Main and Riverside car parks		£200,000
	£310,000	£607,000

The total potential capital cost of £917,000 will require funding from Prudential Borrowing with payback consequences funded from car park income generation. A five year payback model will result in additional revenue costs of circa £200k per annum.

Revenue Costs	17/18	18/19
Improvements to car park layout, internal signage revision	£20,000	£250,000
Marketing, publicity and communications programme	£10,000	
	£30,000	£250,000

The £250,000 is recognised as an ongoing maintenance revenue cost which has to be funded through income generation from car parks, we cannot use Highways Maintenance Grants to fund car park maintenance costs.

Implementation of Part 1 of the proposed new Parking Strategy Framework is subject to completion of the rollout and provision of new pay and display machines. New Payment Card Industry regulations came into force on the 31st December 2017 imposing rules by Visa and MasterCard for parking which demand that a contactless reader must be used in conjunction with either a chip and PIN or chip only reader. New parking machines with chip and pin as a minimum will be required by 2020, irrespective of any programme for the introduction of a new parking strategy framework.

Further commissions are required and detailed in the report with respect to required Traffic Regulation Order (TRO) consultation and revisions, proposed improvements to car park layout, modification to internal car park and highway network signage within each market town.

Details with regards required remedial works to facilitate the extension of opening hours in Raven Meadows multi storey car park be extended 24 hours a day, 7 days a week, programme and budget requirements are not included in this report. If approved this proposal will require a separate substantive facilities management commission.

No additional capital outlay is required for the provision of the check in, check out (CICO) trial, although there will be a cost associated with the reprogramming of some replacement machines already installed. However, for each CICO transaction there will be additional charges of 15-20p plus up to 0.25% over and above normal credit card transaction (currently 12p a transaction) subject to volume. Credit card transaction charges for parking charges are currently absorbed by the authority (cost neutral given saving on cash collection and banking costs).

Implementation of Part 1 of the proposed new Parking Strategy Framework has the potential to generate a surplus. However, the impact on usage levels and user parking habits will change with the proposals and is difficult to estimate at this stage.

Any additional surplus generated from the new proposals will be used in accordance with the Road Traffic Regulations Act 1984 which stipulates that surpluses must be used for Highways and Transport purposes, which can include investment in the Council's parking asset management, Guidance on the use of car park income surplus is contained for reference in Appendix 1 of the 12th July 2017 Proposed Parking Strategy Public Consultation Cabinet report.

5. Background

At its meeting on 12th July 2017 Cabinet gave approval to undertake a public consultation exercise on a series of proposals for a new parking strategy intended to bring parking service provision in line with the Council's new corporate transport objectives, current *and future* levels of supply and demand, patterns of use and to utilise technology, which provides the ability to manage car parks in a more efficient way.

A 12-week public consultation was launched on the 22nd July 2017 and closed on 17th October 2017.

Immediately following completion of the public consultation an officer working group was formed and a series of officer workshops undertaken to assess the consultation returns. In addition to the option proposals highlighted in the consultation many additional individual comments, proposals and recommendations have been identified in particular, with regards to residents parking. Given the number and complexities of the issues raised, priorities afforded and the resources available the working group made the decision to separate the reporting of the parking strategy framework in to 2 parts:

Part 1: Implementation of the linear model and associated elements

Part 2: On- street residents parking.

This report outlines the conclusions and recommendations for implementation of Part 1 of the parking strategy framework. It is anticipated that a second

report outlining the conclusions and recommendations for Part 2 of the strategy will follow and will be presented to Cabinet during February 2018.

6. Consultation exercise and responses received

Over the course of the consultation period a total of 2,486 responses were received. The consultation was formulated around the draft proposals recommended to Cabinet in four main consultation areas with numbers of responses for each area as follows:

Table 1: Summary of consultation areas and responses

	Strategy Proposal	Responses
	Pay & Display Parking	2,037 responses
	Permits & Season Tickets	148 responses
	Resident Parking Scheme	159 responses
	Waivers	76 responses
	Other comments	66 responses

In addition, two petitions from the towns of Market Drayton and Shrewsbury were handed into the Council and have been dealt with in accordance with the councils petition process and are therefore not included in any statistics quoted in this report but the comments made at Council in December have been factored into the thinking and final recommendations.

The following table summarises the feedback received from each of the four consultation survey areas. Also shown is the number of responses received for each proposal and corresponding confidence interval.

The confidence interval (also called margin of error) is a plus/minus figure e.g. +/-5. It tests the reliability of the results and is calculated using statistical tools. A smaller confidence interval indicates more accurate results. For example, looking at the first proposal in our survey, shown in table 2 below, 22% of responding people said ‘No’ they did not agree with the proposal to introduce linear parking. We’ve calculated that the corresponding confidence interval is 2.29 and so we can be sure that if the entire population of Shropshire had responded to the survey between 19.71% (22%-2.29) and 24.29% (22%+2.29) would have said ‘No’.

Table 2: Feedback results for each proposal

		Yes	No	Yes/No Responses	CI (95%)
Pay & Display					
S1.1	Introduction of a set price per hour (known as ‘linear’ pricing)	22%	78%	1820	2.29 %
S1.2	A standard countywide car parking banding / ranking system	22%	78%	1751	2.34 %
S1.3	Parking tickets for unrestricted periods	43%	57%	1371	2.64 %
S1.4	Linear (set price per hour) charges between 9am and 8pm	7%	93%	1676	2.39 %
S1.5	Extension of on-street loading/taxi bay provision evenings/early a	45%	55%	1254	2.76 %
S1.6	Removal of the 15-minute ‘pop and shop’ period	14%	86%	1400	2.61 %
S1.7	Extend Raven Meadows multi-storey car park opening hours	87%	13%	1240	2.78 %
Season Tickets & Permits					
S2.1	Weekly tickets	69%	31%	99	9.85 %
S2.2	Season tickets for cars and vans	60%	40%	101	9.75 %
S2.3	Residents’ off-street parking permits	42%	58%	93	10.16 %
S2.4	Coach and HGV parking permits	64%	36%	74	11.39 %
Resident parking					
S3.1	Alternative prohibitions, restrictions and/or traffic measurement	65%	35%	139	8.31 %
S3.2	Feasibility proposal	72%	28%	123	8.83 %
S3.3	Parking spaces greater than properties	71%	29%	114	9.18 %
S3.4	On-street spaces less than properties	77%	23%	117	9.06 %
S3.5	Parking space capacity	64%	36%	115	9.14 %
S3.6	Parking scheme exclusions	68%	32%	105	9.56 %
S3.7	Resident survey questionnaire	73%	27%	108	9.43 %
S3.8	Public exhibition	88%	12%	111	9.3 %
S3.9	Twelve month review	91%	9%	108	9.43 %
Waivers					
S4.1	Proposed changes to the car parking waiver system	28%	72%	72	11.55 %

Full details of the consultation exercise including methodology, publicity, returns profile and a detailed analysis of the results are shown in Appendix 1.

An appraisal of comments received has also been undertaken, summarised, assigned and quantified based upon perceived best fit relationship with the relevant consultation proposals. Results of this analysis are shown in Appendix 2.

7. Conclusions

Consultation Proposal 1: The use of standard criteria and setting of standard Banding levels (including associated criteria and methodology) for each identified car park

This first proposal received a significant response and was not supported with many respondents being of the view that 'there should be no change', 'things should stay as they are, including retention of long and short stay car parks. The main concerns highlighted included 'impact of charging on small market towns', 'one size does not fit all' and a desire for 'free parking to promote tourism and economic growth'. For reference, further comments received are listed in Appendix 2.

However Shropshire Council's existing Parking Strategy already incorporates a parking charge hierarchy system with Shropshire towns placed in to groups. The current proposal further develops this principle with a logical scientific approach, associated criteria and methodology for each identified car park.

In order to standardise parking service provision in line with the Council's new corporate transport objectives and manage car parks in a more efficient way, a hierarchy system with assessment of criteria for each individual car park location rather than groups will give greater effectiveness.

In order to benefit from a more effective, sharper approach it is recommended that the use of standard criteria and setting of standard Banding levels is adopted in the new parking strategy as proposed in the public consultation.

Proposal covered by recommendation i.

Consultation proposal 2: The introduction of a set price per hour (known as 'linear' pricing)

From the onset and throughout the consultation period resistance to any change was received with comments focused on economics (increases in tariffs) rather than the proposed principles.

In response to this proposal many issues and concerns around economic growth were raised as well as tariffs being too high, in particular with regards to proposed tariffs on the upper Bands (Bands 2, 3). The availability of competitive parking in nearby Telford was frequently highlighted as an alternative viable value for money destination and presented as an argument for parking fees not to increase, to stay the same in all car parks and to provide concessions to promote longer stay and dwell time. No specific comments were made on the principle of linear pricing.

Shrewsbury on street pay and display is the only parking area proposed for inclusion in Band 1, a differentiated tariff is required to promote and change behaviour to the use of alternative off street parking, reduce network congestion whilst facilitating the parking needs for those requiring direct access. Band 2 is proposed for car parks within the Shrewsbury river loop and Ludlow on street pay and display.

The Shrewsbury Integrated Transport Package (SITP) is a priority project for Shropshire because of the important role transport plays in a successful economy. SITP aligns closely with a number of national, regional and local policy documents with strategies that make it clear that transport investment should benefit all modes of transport and respect and enhance the environment. An alternative recommendation is therefore advised that both provides a solution that reduces the number of vehicles and promote alternative forms of transport, within the river loop and addresses the issues raised in the consultation with regards to user requirements.

The consultation responses have also yielded many requests to both 'cap the rates to promote dwell time', and 'offer concessions for periods of long stay for visitors, workers and the like'.

It is therefore recommended that the proposal to introduce linear pricing is implemented with the following amendments:

- i. That the proposed tariff rate for Band 2 is reduced from £2.00 to £1.80 per hour.

Reason: In response to concerns that tariffs are too high whilst retaining competitiveness for parking within the Shrewsbury river loop.

Revised proposal covered by recommendation ii.

- ii. That a cap is applied to the tariff rates after 8 hours on all Bands 4, 5 and 6 car parks, and Raven Meadow's multi storey car park.

Reason: In response to concerns and requests for provision of concessions for long stay worker and visitors, but also promoting SITP objectives.

Revised proposal covered by recommendation iv.

- iii. That St Julian's Friars carpark is reduced from the proposed Band 2 to Band 3.

Reason: In response to specific concerns raised (as detailed in Appendix 2), mainly around the Banding being too high and resident parking provision, but also to ensure some free evening parking is made available for residents, visitors and night time economy workers (detailed in consultation proposal 4 below), a further review of all Band 2 car parks within the river loop was undertaken, as well as further discussions with the Shrewsbury BID and SITP objectives reconsidered.

Revised proposal covered by recommendation iii.

Table 3: Revised Standard tariff proposals

Band	Band	Band	Band	Band	Band	Band
1	2	3	4*	5*	6*	7
£2.50	£1.80	£1.00	£0.70	£0.50	£0.30	Free

Changes resulting from consultation

*8-hour cap

Band 2 changed from £2.00 to £1.80

Table 4: Car parks listed by proposed Band

Car Park	Town	Band
Shrewsbury On Street	Shrewsbury	Band 1
Quarry Swimming & Fitness Centre	Shrewsbury	Band 2
Ludlow On Street (Red Zone)	Ludlow	
Bridge Street	Shrewsbury	
St Austin's	Shrewsbury	
Raven Meadows	Shrewsbury	
St Julian's Friars*	Shrewsbury	
Castle Street	Ludlow	
Listley Street North & South	Bridgnorth	
Sainsbury's	Bridgnorth	
Festival Square	Oswestry	
Mere side- On Street	Ellesmere	
Riverside	Bridgnorth	Band 4
Beatrice Street	Oswestry	
Frankwell Main, Riverside & Quay	Shrewsbury	
Smithfield	Bridgnorth	
Ludlow On Street (Blue Zone)	Ludlow	
Back Lane	Much Wenlock	
Galdeford Zone A	Ludlow	Band 5

Car Park	Town	Band
Frogmore Road	Market Drayton	
Easthope Road	Church Stretton	
Queen Street	Market Drayton	
Abbey Foregate	Shrewsbury	
St Mary's Lane	Much Wenlock	
Falcons Court	Much Wenlock	
Pepper Street	Whitchurch	
Castle Hill	Whitchurch	
Innage Lane	Bridgnorth	Band 6
Severn Street	Bridgnorth	
Galdeford Zone B	Ludlow	
Oswald Road	Oswestry	
Towers Lawn 1 & 2	Market Drayton	
Smithfield	Ludlow	
Oak Street	Oswestry	
Newtown	Whitchurch	
St John's Street	Whitchurch	
Brownlow Street	Whitchurch	
New Road	Much Wenlock	
Talbot, Cross, Spar bridge	Ellesmere	
High Street	Wem	
Leek Street	Wem	
Mill Street	Wem	
Prees Heath HGV/Coach/Cars	Prees Heath	
Crossways	Church Stretton	

Car Park	Town	Band
Newport Road**	Market Drayton	Band 7
Gobowen Station**	Gobowen	
Crown Hotel, High Street**	Albrighton	
Church Street	Bishops Castle	
Harley Jenkins	Bishops Castle	
Dark Lane	Broseley	
Clun	Clun	
Lloyd Street	Oswestry	
High Street	Highley	
Auction Yard	Bishops Castle	
Bridgnorth Road	Broseley	
Childe Road East & West	Cleobury Mortimer	
Corvedale Road	Craven Arms	
Newington Way	Craven Arms	
Gatacre	Oswestry	
Sherrymill Hill	Whitchurch	
Church Street	Prees	

*St Julian's Friars changed from consultation proposal Band 2 to recommended Band 3.

**Newport Road, Gobowen Station, Crown Hotel, High Street changed from consultation proposal Band 6 to recommended Band 7 (refer consultation proposals 3a,3b and 3c below).

Consultation proposal 3a: To introduce charging and pay and display in Gobowen Station car park.

From the consultation feedback, future consideration needs to be given to issues raised with regards to rail users and the current lease agreement with the carpark owners Network Rail. Additional consultation is advised at a local level before further consideration is given to any changes. Therefore, the recommendation is that the Gobowen Station car park is changed to a Band 7, retaining the status quo of unrestricted free parking provision. Table 4 of this report has been amended accordingly.

Revised proposal covered by recommendation iii.

Consultation proposal 3b: To introduce charging and pay and display in the Leisure Centre, Newport Road, Market Drayton

Responses to this consultation proposal included receipt of a petition of 2300 signatures opposing any changes in Market Drayton with particular reference to retaining the Newport Road carpark as a facility that should remain free of charge not just for leisure centre users but also for long stay parking for visitors and workers to the town.

Following tabling of the petition at Council on 14th December 2017 and subsequent discussion it is recommended this consultation proposal is not taken forward at this stage but will be kept under review over the next 12 months. Newport Road carpark has therefore been amended in table 4 of this report to a Band 7, retaining the status quo of unrestricted free parking provision.

Revised proposal covered by recommendation iii.

Consultation proposal 3c: To introduce charging and pay and display in the following car parks: Crown Hotel, High Street, Albrighton

A petition numbering 233 has been received concerning this proposal. The petition states they do not agree to this proposal because:

- i. People use this carpark when they visit shops and businesses and a charge is likely to make them go elsewhere

- ii. A reduced number of shoppers will adversely impact local shops and businesses
- iii. Albrighton Traders' Association and all shops businesses make big efforts to attract customers to Albrighton and a change to the Crown car park will work against this
- iv. A charge on the car park will mean that some people will now park on the High Street and other local roads, and this will have the effect of making our roads less safe
- v. Customers of the Crown will not wish to pay to park and will go elsewhere
- vi. Many people going to community or help groups or events at the Red House Community Centre use the carpark (it is not that easy to find a space on the street) and charging may mean some people don't go.

Other consultation returns raise similar concerns including a desire for *pop and shop* to be retained on this car park.

This consultation proposal was originally developed given concerns with regards to all day /long stay parking interfering with *pop and shop*. Only 2 consultation returns expressed support for this proposal, with no concerns expressed with regards to all day parking, but there is an overwhelming desire to retain free short-term parking at this location.

Further discussions with the local member and town council are advised with regards to any requirements for a limited waiting restriction to deter long stay parking habits, however the recommendation is that the Crown Hotel car park, High Street, Albrighton is changed to a Band 7, retaining the status quo, unrestricted free parking provision.

Revised proposal covered by recommendation iii.

Consultation Proposal 4: To introduce linear tariffs and charging between 9.00am and 8.00pm.

The consultation returns identified an overwhelming desire to retain existing arrangements mainly parking charging to continue to commence at 8.00am and finish at 6.00pm. There is little to no consultation comment with regards to desired commencement times in the morning however many consider there is a need to retain free parking in the evenings to encourage visitors to the market towns, hence promote the night time economy. Numerous comments are raised with regards to the need for the provision of continued free evening parking within the market towns to facilitate attendance at community organisation meetings and events at venues such as community centres and assembly rooms.

There is also a prominent view that in the evenings, provision of free parking needs to be retained for residents and for evening workers, many of which are part time and earn only a minimal wage.

During consultation events in Ludlow the lack of availability of space for resident permit holders to park within the existing residents parking zone in the evening was raised as a concerning issue. Likewise, at the public meeting held in Shrewsbury the need to ensure premium evening parking within the river loop is not overrun by residents and night time economy workers and that capacity is made available to encourage visitors, was highlighted.

Another concern is the need to better manage parking in the evenings within all 3 Frankwell car parks, Shrewsbury, which can become congested when town centre events are held and /or when the Theatre Severn is busy.

It is therefore recommended that the hours of charging using linear tariffs be extended until 8.00pm on all Bands 1 and 2 car parks, and on all 3 Frankwell car parks.

Reasons:

- i. In limiting the proposed extension of hours of charging to Bands 1 and 2 car parks (and the exception of the 3 Frankwell car parks), parking will continue to be offered entirely free of charge in the evenings in all market towns (with the exception of Ludlow (on-street) and

Shrewsbury). This will encourage visitors to the market towns and hence promote the night time economies in the smaller market towns.

- ii. To encourage evening visitors to Ludlow to park in the town centre off street car parks such as Castle Street and Galdeford rather than on street within the shared use residents parking and pay & display red zone, hence reduce on street congestion and give improved availability to resident permit holders. It should be noted that blue badge concessions for provision of free parking for blue badge holders on street will still apply.
- iii. To continue to provide free evening parking within the market towns and villages for attendance at community organisation meetings and events.
- iv. The combination of proposals to extend the of hours of charging to Bands 1 and 2 in Shrewsbury, (includes all Shrewsbury on street pay and display and, Shrewsbury within the loop premium location pay and display car parks at the Quarry Swimming & Fitness Centre, Bridge Street, St Austin's and Raven Meadows multi storey car park) and proposed reduction from Band 2 to Band 3 at St Julian's Friars carpark will facilitate:
 - a. Availability of some free evening parking for residents, visitors and evening workers within the town centre river loop releasing availability of premium parking hence promotion of the night time economy.
 - b. Availability of some free evening parking for residents, visitors and evening workers outside the town centre river loop again releasing availability of premium parking
 - c. Promotion of evening parking in the less central car parks whilst retaining availability but reducing traffic within the loop hence promoting transport hierarchy. Again, it should be noted that blue badge concessions for provision of free parking for blue

badge holders on street will still apply. Evening charging on private sector car parks within the Shrewsbury river loop are already in operation and with a Band 2 tariff proposal of £1.80, Shropshire Council car parks will remain competitive

- d. Better evening parking management within the Frankwell car parks.

Revised proposal covered by recommendation v.

Consultation proposal 5: The extension of opening hours in Raven Meadows multi storey car park in Shrewsbury 24 hours a day, 7 days a week.

The consultation returns identified strong support for this proposal. However, concerns were raised with regards to the suitability of the carpark for out of hours 24/7 operation including a need to make suitably safe and secure, providing measures to combat antisocial behaviour and improve customer experience. The current restrictive layout of the car park is highlighted with requests for example, for mother and child parking spaces.

It is therefore recommended that the proposal to extend the opening hours 24 hours a day, 7 days a week be implemented. A 3-hour cap on the linear tariff of 3 hours for parking periods between 8.00pm and 8.00am is also recommended to cover the additional operating costs for evening /overnight parking whilst retaining provision for shorter stay evening parking and continuing to promote dwell time.

Revised proposal covered by recommendation vi.

Consultation proposal 6: A new trades person waiver system

The main concerns raised to this proposal was the proposed cost of the waiver of £20 is considered too high and residents are concerned that the additional costs will be passed on to them.

The management of trades vehicle parking needs to be addressed, a waiver system is required that will promote an appropriate parking hierarchy. For example, it is not considered appropriate for trades vehicles to park for long periods in loading bays disrupting deliveries and escalating traffic congestion when alternative pay and display parking is also available nearby.

Furthermore, it is envisaged that the potential introduction of linear tariff proposals and availability of weekly tickets will provide a more flexible and accessible provision reducing the requirements for waivers, enabling service provision costs to be absorbed.

It is therefore recommended that the new trade's person waiver system be implemented as proposed in the consultation, including a new fee of £20 per waiver. This fee is merely covering the cost to administer the waiver.

Proposal covered by recommendation vii.

Consultation proposal 7: The removal of restrictions on periods of maximum stay and minimum return (long stay and short stay car parks) subject to purchase of an appropriate ticket

Although the consultation comments are not on the scale of proposal 1, the desire 'to retain the status quo' with proposal 7 is similar, with a desire 'to retain existing short stay car parks as short stay, providing turnover hence availability for shoppers'. For example, there is opinion that in Castle Street car park, Ludlow that 'the maximum stay should not exceed 4 hours'.

The standard criteria and setting of standard Banding levels (recommendation 1) has been designed with the intention of encouraging parking in the most appropriate car park for the intended length of stay, all the existing short stay parking provision has been allocated in to either Band 1,2 or 3 and the respective tariffs set to generally promote sufficient turnover enabling customers to find a space and not have to wait or cruise around the town causing unnecessary traffic congestion and pollution whilst seeking a desired parking space.

Rather than having restrictions on periods of maximum stay and minimum return to manage turnover the proposed new parking strategy will manage turnover, usage levels for each car park and parking hierarchy by the setting of appropriate tariffs and Banding levels and in doing so there are additional benefits. In providing the option to extend lengths of stay (removal of maximum stay and minimum return) will reduce parking cruising (customers moving and searching for alternative parking). Another example of improvement, will be for those with mobility issues that do qualify for a blue badge who will have the option to park unrestricted in more accessible locations for unrestricted periods should they so wish.

It is therefore recommended to implement without amendment and as proposed in the consultation.

Proposal covered by recommendation viii.

Consultation proposal 8: Removal of the 15-minute ‘pop and shop’ period

There was much opinion expressed throughout the consultation returns about the provision of ‘free parking’ ranging from ‘all parking provision should be free of charge across the county all the time to promote the market economy’ through to ‘there should be no free periods of parking what so ever’.

There is however an overwhelming desire to ‘retain the pop and shop provision’, again with numerous views and reasoning as to what this period should be, although it is considered that there is some confusion with regards to the current availability of the 15-minute pop and shop period. Although most of the comments received suggest that the ‘15-minute pop and shop period should be retained’ or ‘should be left as is’, there seems to be a lack of awareness that the currently advertised 15- minute pop and shop period is a permitted concessionary parking period entitlement and the regulations require that no penalty can be issued until 10-minutes after the permitted parking period has elapsed, therefore penalties cannot be issued until a minimum period of 25 minutes has elapsed.

It is therefore now recommended 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.

Reason:

Assessment of the consultation returns suggests that the continued provision of a 15 minute period available to allow parking for the purpose of 'pop and shop' is appropriate.

Proposal covered by recommendation ix.

Consultation proposal 9: To extend the times of loading bay restrictions to 8.00pm in line with the proposal to introduce linear tariffs and extend charging until 8.00pm in the evening.

Again, and as with proposal 4, the extension of charging until 8.00pm, there was a strong desire that loading bays be retained as free parking space after 6.00pm for residents, workers and visitors to park. However valid views have also been expressed that many deliveries and collections are required after 6.00 pm and therefore loading bays should be made available as loading bays for longer periods/at all times.

To retain consistency and harmony with recommendation 5, proposed extension of charging hours until 8.00pm 'on street' on Bands 1 and 2, Shrewsbury within the loop and Ludlow, it is therefore recommended that the times of operation of loading bays also be extended until 8.00pm on these car parks only.

Proposal covered by recommendation x.

Consultation proposal 10: To make all existing loading bays available within the Shrewsbury river loop as taxi bays between 8.00 pm and 7.30 am.

Although the benefits of providing additional taxi bay provision are recognised, as with consultation proposal 9 the consultation returns for proposal 10

present opinion that loading bays be retained as free parking space overnight for residents, workers and visitors to park. Also in harmony with consultation returns for proposal 9 there is opinion that many deliveries and collections are required in the late evening and early morning, therefore loading bays should not be made available to taxis, but solely available as loading bays for longer periods/at all times.

It is apparent from the consultation returns that there is multiple stakeholder demand on loading bay space within the Shrewsbury river loop outside of existing times of restrictions. It is also recognised that with the implementation of the numerous parking strategy proposals, parking behaviour and demand will change.

It is therefore advised that consultation proposal 10 is not implemented as part of the parking strategy package. However, this proposal should be reconsidered when the impact of the numerous parking strategy proposals are known.

There is no recommendation within this report relating to consultation proposal 10.

Consultation proposal 11: The introduction of weekly parking tickets

A positive response and well received through the public consultation, it is considered that this proposal will promote parking management and efficiencies, tourism, market economy, visitor and worker parking.

However, some raised concerns with regards to the lack of a strategy proposal for day tickets that would provide benefits for workers (in particular part time workers). In joint consideration with comments received to consultation proposal 2, (the introduction of a set price per hour) options for the provision of both day tickets and caps were discussed and considered to be one and the same. The application of a cap after 8 hours on all Bands 4, 5 and 6 car parks, and Raven Meadow's multi storey car park is proposed within

recommendation iv and will provide a facility for discounted day tickets in appropriate car parks.

It is recommended that weekly parking tickets are included within the new parking strategy with the following amendments to the consultation proposals:

- i. To only introduce weekly parking tickets on Bands 4, 5 and 6 car parks.

Reasons:

- i. Parking hierarchy harmonisation given revised proposal to introduce a cap as detailed in consultation proposal 2.
 - ii. Again, in harmony with consultation proposal 2 recommendations and in response to concerns raised about the continued availability of appropriate short-term parking, provision of concessions for weekly tickets (mainly long stay parking) will be restricted to Band 4, 5 and 6 car parks, (mainly out of town where capacity is available), thus ensuring availability for short term parking in the more centrally located car parks within Band 1, 2 and 3.
-
- ii. Weekly tickets only to be made available on an individual specified car park basis only.

Reason: Acknowledgement of concerns raised in the consultation returns with regards to retention of short stay visitor parking mainly in proposed Band 3 car parks such as Castle Street, Ludlow.

As per the consultation proposal table 5 below shows the recommended proposed weekly ticket tariff for Bands 4, 5 and 6.

Table 5: Proposed Weekly ticket tariffs

Band	Hourly Rate	8-hour day	5-day week	Tariff
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		(flat rate)		
Band 4	£0.70	£5.60	£28.00	£24.00
Band 5	£0.50	£4.00	£20.00	£17.00
Band 6	£0.30	£2.40	£12.00	£10.00

Revised proposal covered by recommendation xi.

Consultation proposal 12a: The setting of new standard tariffs and criteria for resident's off-street car park permits

A common theme throughout the consultation returns was a desire for 'free parking provision' especially in the smaller market towns, this is also the opinion of some residents.

Another reoccurring issue raised with this proposal is that of 'current short stay car parks such as Castle Street, Ludlow being allocated to residents for long term parking when availability is needed for shoppers and visitors'. However, concerns are also raised with regards to 'no alternative parking provision for residents of Shrewsbury town centre being made available' and requests 'to continue to provide residents permits in St Julian's Friar's car park' (a Band 2 consultation proposal within the river loop and therefore originally excluded as a consultation proposal).

It is therefore recommended that off-street residents car park permits only be made available in all proposed Bands 4, 5 and 6 car parks (these are suitable for long term parking, have capacity to accommodate and will not impact on short stay demand) and not in Band 3 car parks (capacity/ turnaround required for short stay as raised in consultation returns) and that St Julian's Friar's car park, Shrewsbury be classified for residents permits as a Band 4 for residents off-street permits only. This differs from that originally proposed with the omission of Band 1, 2 and 3, however throughout the consultation returns significant issues were raised with regards the retention of capacity/ turnaround required for short stay visitor /shopper parking. The specific adjustment to St Julian's Friar's car park is considered a necessity in order to

preserve the requested retention of the only provision for residents parking within the Shrewsbury river loop.

Within the public consultation questionnaire, two levels of tariff options proposals were given, no comments were received on these options other than the responses throughout that the tariff were considered too high. Therefore, the lower option tariff Band proposal as detailed in section 6.33 of the 12 July Cabinet report is recommended with a primary flat rate discount based on the linear tariff Band for a standard 8-hour day, 200 days per annum with a 60% secondary discount. For example, the hourly tariff rate for Band 4 is £0.70, the cost of a standard 8-hour day being £5.60 and the primary flat rate is therefore £1,120. Applying the 60% secondary discount gives an annual tariff of £448.

Annual tariff proposals for off street car park resident's permits are shown in table 6 below:

Table 6: Annual tariff proposals off street car park residents permits

Band	Annual Tariff
Band 4	£448
Band 5	£320
Band 6	£192

*St Julian's Friar's residents permits at Band 4 tariff

Given the revised recommendations with regards to restricting the extension of charging hours (consultation proposal 5), proposed 8-hour cap (consultation proposal 2) and the new recommendation to provide Sunday and Bank Holiday concessions (additional recommendation 1, detailed below), it should be noted that the consultation proposal to introduce a second tier 'Evening and Weekend off street car park residents ticket is not recommended.

Example applications of off street car park residents permit tariffs are shown below:

Table 7: Example applications and comparison with existing off-street residents permit tariffs:

Location	Band	Existing	New
St Julian's Friars, Shrewsbury	Band 3	£440	£448
Frankwell, Shrewsbury	Band 4	£440	£448
Abbey Foregate, Shrewsbury	Band 5	£440	£320
Severn Street, Bridgnorth	Band 6	£75	£192
Towers Lawn, Market Drayton	Band 6	£75	£192
Cross Street/Talbot Street, Ellesmere	Band 6	£75	£192
Brownlow Street, Whitchurch	Band 6	£75	£192

Revised proposal covered by recommendation xii.

Consultation proposal 12b: The setting of new standard tariffs and criteria for Season tickets

The consultation returns identified general support for the standardisation of tariffs and criteria for season tickets.

There were concerns again raised as with off street car park residents permit proposals relating to 'current short stay car park capacity (Band 3) being allocated to season ticket holders when space /turnover is needed for shoppers and visitors'. Furthermore, and as with the proposed weekly tickets (consultation proposal 11), concerns with regards the management and enforcement of virtual tickets and permits that will be valid for use in car parks of the same Bands have now been identified by officers.

It is therefore recommended that season tickets be made available for cars and small vans in all proposed Bands 4, 5 and 6 car parks and not in Band 3 car parks as originally proposed.

Reason:

By only making season tickets available in all proposed Bands 4, 5 and 6, car parks suitable for long term parking), this will preserve required capacity/turnaround required for short stay. The inappropriateness of allowing season

ticket holders to park in Band 3 car parks such as Castle Street, Ludlow restricting availability for short stay visitors thereby impacting on the market economy was frequently raised in consultation returns.

It should also be noted that unlike residents parking permit proposals there is no specific adjustment to allow season tickets within St Julian's Friar's car park, Shrewsbury. Whereas the consultation returns raised specific requests for the provision of residents parking within the loop, the desire to promote parking / transport hierarchy and promote none resident long-term parking outside the loop is acknowledged.

It is not recommended that season tickets be made available for cars and small vans for use on all car parks of the same or higher Band across the county as proposed in the consultation proposals, given the concerns with regards the management and enforcement of virtual tickets and permits. Rather, it is recommended they should only to be made available on specified car parks.

Secondary discount annual tariff proposals for off street car park resident's permits based on the same methodology outlined in consultation proposal 12a (The setting of new standard tariffs and criteria for residents' off-street car park permits for residents) are shown in table 8 below:

Table 8: 1 Month, 3 Month, 6 Month and 12month season ticket tariff proposals.

Season tickets

	1 Month	3 Month	6 Month	12 Month
Band 4	£82	£210	£350	£560
Band 5	£58	£150	£250	£400
Band 6	£35	£90	£150	£240

Note that as with off street residents parking permits the lower option tariff Band proposal as detailed in section 6.32 of the 12 July Cabinet report is recommended with a primary flat rate discount based on the linear tariff Band

for a standard 8-hour day, 200 days per annum. For example, the hourly tariff rate for Band 4 is £0.70, the cost of a standard 8-hour day being £5.60 and the primary flat rate is therefore £1,120. Applying the 50% secondary discount gives an annual 12 month tariff of £560.

Secondary discount for the respective season tickets are shown below in table 9:

Table 9: Season ticket secondary discount

Secondary discount:

1 Month	13%	7-hour day
3 Month	25%	6-hour day
6 Month	38%	5-hour day
12 Month	50%	4-hour day

Example applications of off street car park season ticket tariffs are shown below:

Table 10: Example applications and comparison with existing season ticket tariffs:

Location	Band	1 Month		3 Month		6 Month		12 Month	
		Existing	New	Existing	New	Existing	New	Existing	New
Frankwell, Shrewsbury	Band 4	£60	£82	£170	£210	£320	£350	£600	£560
Smithfield, Bridgnorth	Band 4	£45	£82	£128	£210	£240	£350	£450	£560
Abbey Foregate, Shrewsbury	Band 5	£41	£58	£115	£150	£216	£250	£405	£400
Easthope, Church Stretton	Band 5	£54	£58	£153	£150	£288	£250	£540	£400
Castle Hill, Whitchurch	Band 5	-	£58	-	£150	-	£250	£75	£400
Smithfield, Ludlow	Band 6	£30	£35	£85	£90	£160	£150	£300	£240
Oak Street & Oswald, Oswestry	Band 6	£15	£35	£43	£90	£80	£150	£150	£240
Towers Lawn 1&2, Market Drayton	Band 6	£27	£35	£77	£90	£144	£150	£270	£240

Revised proposal covered by recommendation xiii.

Consultation proposal 12c: The setting of new standard tariffs and criteria for coach parking in off street pay and display car parks.

The consultation returns give an overall positive response to what was a combined HGV /Coach tariff proposal in the consultation questionnaire. However, throughout the consultation period representatives of the Shrewsbury BID raised continuous concerns with regards to the impact of the introduction of tariffs for coaches given it is in direct conflict with their efforts in promoting Shrewsbury as a tourism, coach friendly town, in particular they wished to retain free coach parking in Frankwell.

There is continued concern that with the absence of a coach parking management, localised usage of coach parking facilities will continue, restricting availability for tourism. For example, the practice of school buses parking up during the school day in car parks that could be managed with the introduction of a tariff.

It is recommended that the introduction of tariffs for coach parking is not included within the strategy. Usage of the county's coach parking facilities will continue to be monitored and a reviewed 12 months following implementation of the strategy.

There is no recommendation within this report relating to consultation proposal 12c.

Consultation proposal 12d: The setting of new standard tariffs for Heavy Goods Vehicles (HGV's) in off street pay and display car parks.

The consultation returns give an overall positive response to the combined HGV and Coach tariff proposal, with no strong views raised opposing the HGV tariff proposals. Improved regulation/management of HGV parking is acknowledged.

It is recommended 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 based on 3 times that of the smaller vehicle season tickets for the appropriate Band type of each car park are shown in table 11 below:

Table 11: List of designated HGV parking areas and proposed HGV season ticket tariffs:

Town	Location / parking area	Band	1 Month	3 Month	6 Month	12 Month
Shrewsbury	Abbey Foregate	Band 5	£175	£450	£750	£1,200
Bridgnorth	Innage Lane	Band 6	£105	£270	£450	£720
	Severn Street	Band 6	£105	£270	£450	£720
Ludlow	Smithfield	Band 6	£105	£270	£450	£720
Oswestry	Oswald Road	Band 6	£105	£270	£450	£720
Prees Heath	Prees Heath	Band 6	£105	£270	£450	£720

Revised proposal covered by recommendation xiv.

Consultation proposal 13: Change of use of the HGV / Coach Park, Crossways Church Stretton to a Band 6 pay and display car park

The consultation returns identified support but with some opposition to this proposal, there is a view that some coach parking should be retained if not at Crossways within the Easthope car park which is better placed more centrally to the town centre.

It is acknowledged that Easthope would be a better location for visiting tourist coaches to park however, premium car parking spaces would have to be sacrificed.

It is therefore recommended that with appropriate layout improvements a reduced provision for HGV and coach parking is retained and Band 6 pay and display parking for cars and small vans is introduced at the Crossways, Church Stretton site.

Revised proposal covered by recommendation xv.

8. Additional Recommendations resulting from Consultation feedback and officer discussions.

Additional Recommendation 1: Sunday and Bank Holiday Concessions

There were no proposals for this in the consultation options, however many comments in the consultation returns referred to the need to retain Sunday parking concessions and the retention of free parking provision in the smaller market towns.

Respondents also cite the lack of public transport including park and ride services on Sundays and Bank holidays. The Shrewsbury BID, along with Shrewsbury Town Council are strong advocates of the retention of Sunday concessions and consider them as key elements of the Parking Strategy.

It is therefore recommended 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.

This proposal gives recognition that congestion pressures are eased on Sundays and Bank holidays, will give a consistent approach across the county, with free parking available in all towns whilst maintaining consistency in promoting parking hierarchy that is still considered a requirement, for example in the management of on street in Ludlow and Shrewsbury and off street within the Shrewsbury river loop.

Proposal covered by recommendation xvi.

Additional Recommendation 2: Review of existing and potential expansion of Park and Ride services

Many consultation returns highlighted the shortfall or lack of park and ride services, mainly in Shrewsbury but also in Ludlow and Bridgnorth.

Respondents highlighted both the perceived underutilised potential of park and ride services as both a transport hierarchy and economic growth tool, and its potential as a tool to address car park capacity issues.

It is therefore proposed and recommended that as a priority a review of all existing park and ride services is undertaken and potential for improvement /expansion identified where financially possible.

It should be acknowledged that with any rollout of the linear parking framework there will hopefully be an enforced change on parking habits and hence capacity demands. It is proposed to closely monitor the impact on capacity throughout the rollout of the programme and provision of additional park and ride services considered, if deemed appropriate and financially affordable.

Proposal covered by recommendation xvii.

Additional Recommendation 3: Ensure that within the development of LTP 4 an emphasis is placed on the harmonisation of public transport and parking strategy.

Throughout the consultation returns respondents highlight the need for harmonisation of parking strategy as an integral part of both overall transport strategy and economic development. Issues were raised with regards to the provision of more public transport. To ensure these issues are addressed at a strategic level it is recommended that with any commission for the development of LTP4 4, an emphasis is placed on the harmonisation of public transport and this parking strategy.

Proposal covered by recommendation xviii

Additional Recommendation 4: Requests for more pay on exit technology to promote dwell time.

Many consultation respondents highlighted a preference for the provision of additional pay on exit, (rather than pay and display parking provision) as is currently operated in Raven Meadows multi storey car park, Shrewsbury.

Again, this is a proposal that the Shrewsbury BID are strong advocates of, as they consider it takes the pressure off customers to return to their vehicles at certain times and hence promotes dwell time. The Shrewsbury BID have indicated that they are willing to work with Shropshire Council to progress additional pay on exit provision.

Pay by phone options have recently been introduced on all car parks across the county providing an additional customer option to top up and extend parking durations should they so wish, the potential to provide additional customer flexibility using, pay on exit systems has also been highlighted. The disadvantages with traditional pay on exit systems are they usually require provision of barriers/ tickets, which comes with additional capital outlay set against the operational efficiencies that come with pay and display, as well as enforcement powers under the Traffic Management Act are lost with a barrier system.

However, another option that can provide final payment on exit has recently come to the market. Check in, check out(CICO) is a pay on exit option that can be operated through a modern pay and display machine using credit cards to register a vehicle ticket and take a deposit on parking, on return the customer re-registers at the machine and the final payment is calculated. CICO does not require the provision of barriers/ tickets, it utilises virtual ticketing technology to promote dwell time.

The principles of CICO have been presented to the Shrewsbury BID who agree to the provision of a trial of CICO in Shrewsbury.

It is recommended that:

- i. 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 south of the county.

- ii. A feasibility exercise is undertaken and that consideration is given to implementation of a traditional pay on foot system (barriers) to the Frankwell, Main and Riverside surface car parks.

Reason:

To give appropriate consideration to the promotion of a trial that will give a direct comparison of the 2 pay on foot systems on a surface carpark. The Frankwell car parks have been singled out for this trial given the potential improvement to car park management and customer experience given the extra demand as the main parking facility adjacent to the town centre but outside the river loop, to the Theatre Severn and to the University.

Proposal covered by recommendation xix

Additional Recommendation 5: Requests for improvement of car park layout, general maintenance and service provision.

The consultation returns have highlighted many concerns with regards to car park layout, such as the lack of provision for disabled, mother and child, motorcycles, camper vans, etc. A review of car park layout is long overdue following the adoption of all car parks as a unitary authority, with the potential for improvements not only with layout but also with points of access and egress, and capacity efficiencies.

Whilst there is a strong desire to retain provision for free short stay parking both on and off street and in the smaller market towns, it is also recognised that there is a need to promote parking hierarchy and in market towns such as for example Much Wenlock. A review of on-street parking restrictions will therefore also need to be undertaken and the follow on, Part 2 residents parking framework agreed to ensure a holistic approach and avoid on-street parking congestion backlash on existing unrestricted parking to high streets and residential areas.

For Part 1 of the framework strategy it is recommended that a review of all Council car parks and on street parking areas listed in Bands 1 to 7 be carried out, identified improvements prioritised and then implemented.

Proposal covered by recommendation xx.

Additional Recommendation 6: Concerns regarding the lack of effective enforcement, presence on the ground and requests for better enforcement.

The consultation returns highlighted many concerns with regards to perceived low levels and lack of enforcement.

It is recommended that a review of our enforcement levels is carried out and priorities identified on an individual market town basis.

This will be achieved by dovetailing the review with the proposed implementation programme to allow adjustment of resource allocation accordingly. This approach will facilitate an assessment of required enforcement at a local level and for amendments to be implemented that will encompass timely adjustment with the roll out of Part 1 of the strategy framework.

Proposal covered by recommendation xxii.

A summary of parking proposal recommendations, tabulated for each market town is shown in Appendix 3.

9. Forward programme

Subject to Cabinet approval of the recommendations, it is proposed to commence the required statutory TRO consultation in early March 2018. Note a full revision to the existing on street and off-street Orders is necessary. A further report to Cabinet in May 2018 may be required.

The linear tariff implementation is proposed to be rolled out in phases across the county, as follows:

		Start:	Go live:
Phase 1	Shrewsbury	May 2018	July 2018
Phase 2	Ludlow	June 2018	September 2018
Phase 3	Bridgnorth	July 2018	November 2018
Phase 4	Oswestry	July 2018	December 2018
Phase 5	All other areas	August 2018	January 2018

The programme is phased to implement with the highest parking activity areas first. Although the desire is to achieve consistency across the county as soon as possible, such is the scale of the proposed changes, a phased approach is required.

The works priority for implementation of linear requires the provision of new parking machines. New equipment has been installed in Raven Meadows multi storey car park, many replacement new machines were installed last year in Shrewsbury, mainly on street, in readiness for Phase 1. The roll out of pay by phone options across the county is also now complete.

It is anticipated that the introduction of the new proposed season ticket framework shall be concurrent and inclusive within the proposed introduction and programme for the main proposed hourly linear tariff / Banding.

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

Shropshire Parking Review (Initial scoping review) – May 2014
Report on Shropshire Parking Strategy - Mouchel – January 2015
Shropshire Parking Proposal Executive Summary Mouchel - January 2015
Shropshire Parking Implementation Plan (Phase 1) Mouchel– November 2015
Shropshire Draft Parking Strategy Cabinet Report 12 July 2017

<http://shropshire.gov.uk/committee-services/documents/g3418/Public%20reports%20pack%2012th-Jul-2017%2012.30%20Cabinet.pdf?T=10>

Current Shropshire Parking Strategy Appendix A4 Parking Charge Structure.
<https://shropshire.gov.uk/media/1360/parking-strategy-Appendix-a4-parking-charge-structure.pdf>

Cabinet Member (Portfolio Holder)

Councillor Steven Davenport – Portfolio Holder for Highways and Transport

Local Member

County wide initiative – impacts on all local Members

Appendices

Appendix 1: Details of Public Consultation Exercise including Methodology, Respondent Profile, Publicity, Returns profile and Results Analyses

Appendix 2: Summary of additional comments tabulated during public consultation analyses

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town.

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Appendix 1: Details of Public Consultation Exercise including Methodology, Respondent Profile, Publicity, Returns profile and Results Analyses.

Consultation Methodology

A 12 week public consultation was launched on the 22nd July 2017 and closed on 17th October 2017.

Accessibility

In order to make the consultation proposals easy to access, a series of four surveys and supporting documentation were developed, each with a common theme:

Consultation 1 – Pay & Display Parking



Consultation 2 – Permits & Season Tickets



Consultation 3 – Resident Parking Scheme



Consultation 4 – Waivers



The surveys and supporting documentation were available online via the Council's Consultation Portal and the dedicated Car Parking Consultation web pages.

Alternative methods to submit feedback was made available for people to have their say including :

- Hard copies of the survey were distributed to our libraries and customer services points around the county to be available to respondents unable to access the online survey. Those locations were as follows:

Customer Service Points within libraries:

- Albrighton
- Bridgnorth
- Bishops Castle
- Broseley
- Cleobury Mortimer
- Craven Arms
- Ellesmere
- Oswestry
- Ludlow
- Market Drayton
- Shifnal
- Whitchurch

Libraries:

- Shrewsbury
- Shrewsbury – The Lantern
- Bayston Hill
- Pontesbury
- Wem
- Church Stretton
- Gobowen
- Highley
- Much Wenlock

Hard Copy Survey Locations



Customer Service Points:

- Church Stretton
- Shrewsbury
- Wem

Additional hard copies of the survey were on request via our survey helpline & Customer Service Centre.

We also welcomed and received feedback in alternative formats:

- Email views to survey email address - tellus@shropshire.gov.uk
- Written feedback to the Council, survey FREEPOST address offered
- Twitter and Facebook @ShropCouncil
- Letters and email to Council officers and elected members
- Completed online forms

Publicity

Pre publicity: Prior to the consultation launch, adhesive A5 posters promoting the consultation and advising people how to take part were attached to all (152) pay and display parking machines across the Shropshire Council area.

A media briefing was held by Shropshire Council Communications Team to coincide with the publication of the consultation Cabinet papers and to explain the proposals, answer questions and carry out radio interviews. It was attended by reporters from the Shropshire Star, BBC Radio Shropshire, council officers and the Cabinet Portfolio Holder for Highways.

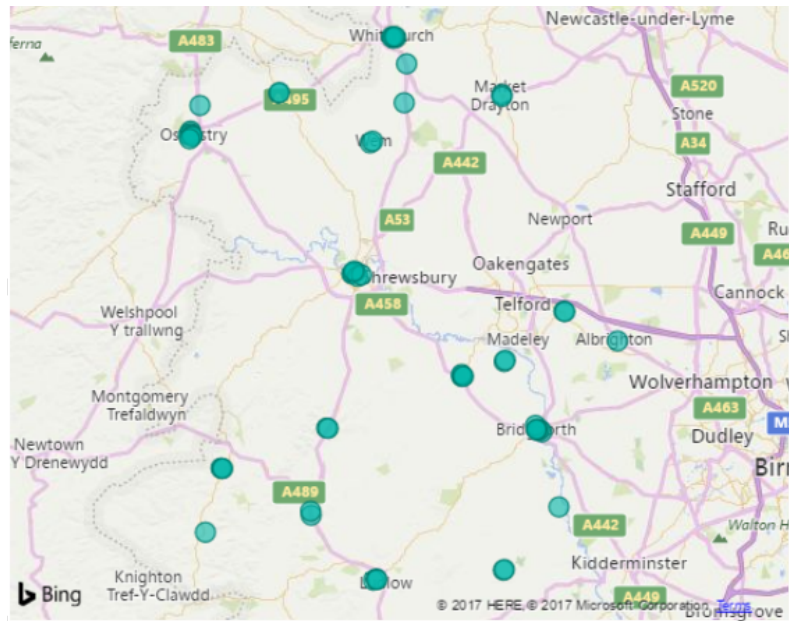
In addition, two press releases were published on Shropshire Council newsroom to promote and raise awareness of the consultation prior to its launch, and encourage people to take part.

In period publicity: In addition to further press releases onto the newsroom, the surveys were regularly promoted using the Shropshire Council Facebook and Twitter accounts throughout the duration of the consultation period.

Officers and the Cabinet Portfolio Holder for Highways attended six public meetings held around the county, where they explained the proposals and answered questions from members of the public and hosted a meeting at the Shirehall for the benefit of the Shropshire Association of Local Councils. In addition, they attended two interviews with Shropshire Radio discussing the proposals and taking calls from listeners.

Summary of publicity:

- 152 posters at pay and display car parks
- 1 media briefing
- 4 press releases
- 12 facebook posts
- 9 tweets
- 2 (+1 repeat) Shropshire Radio interviews
- 7 public meetings



In addition to our own publicity, the consultation was referenced and promoted within the local media, by Radio Shropshire, the Shropshire Star, the Shrewsbury Business Improvement District, Shrewsbury Town Council, Shropshire Tourism, the Sabrina Boat, and many others.

Responses and Reliability

Over the course of the consultation period a total of 2,486 responses were received across the four consultations. This breaks down as follows :

Consultation 1 – Pay & Display Parking	2,037 responses
Consultation 2 – Permits & Season Tickets	148 responses
Consultation 3 – Resident Parking Scheme	159 responses
Consultation 4 – Waivers	76 responses
Other comments	66 responses

(Two petitions from the towns Market Drayton and Shrewsbury were handed into the Council. Whilst we acknowledge those petitions here, they were dealt with in accordance with the councils petition process and are not included in any statistics quoted in this report.)

The first test of data reliability is in the size of the sample collected against the size of the potential sample (i.e. the entire population of Shropshire in this case).

A sample capable of returning a confidence level of 95% with a 5% margin of error is generally required for the findings of any question to be considered reliable. This is in line with industry standards and is the confidence level commonly used at Shropshire Council.

(A confidence level is the degree of certainty with which responses can be said to reflect the opinions of the total population i.e. if the research were to be repeated under the same conditions then the confidence level would be the percentage of results that would fall into line with the original results, within a margin of error of the original result).

Consultation 1 received 2,037 responses from a total potential sample of 311,518 Shropshire residents (Shropshire has been used as the population catchment). This therefore requires a minimum of 384 responses to satisfy the requisite confidence levels.

Figure 2 – Responses by consultation proposal

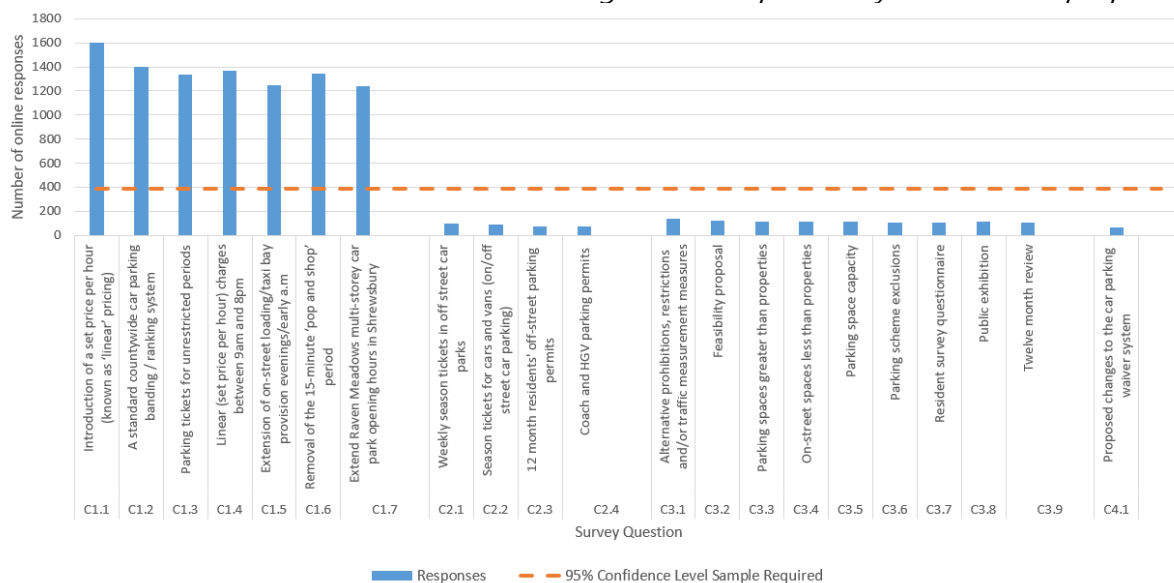


Figure 2 shows that within consultation 1, the sample sizes of the question responses are more than adequate to achieve industry standards of confidence level and margin of error. This means that results can be reported with statistical confidence. Consultations 2, 3 and 4 did not achieve the same levels of response and so caution must be used when quoting data from these consultations.

Respondent Profiles

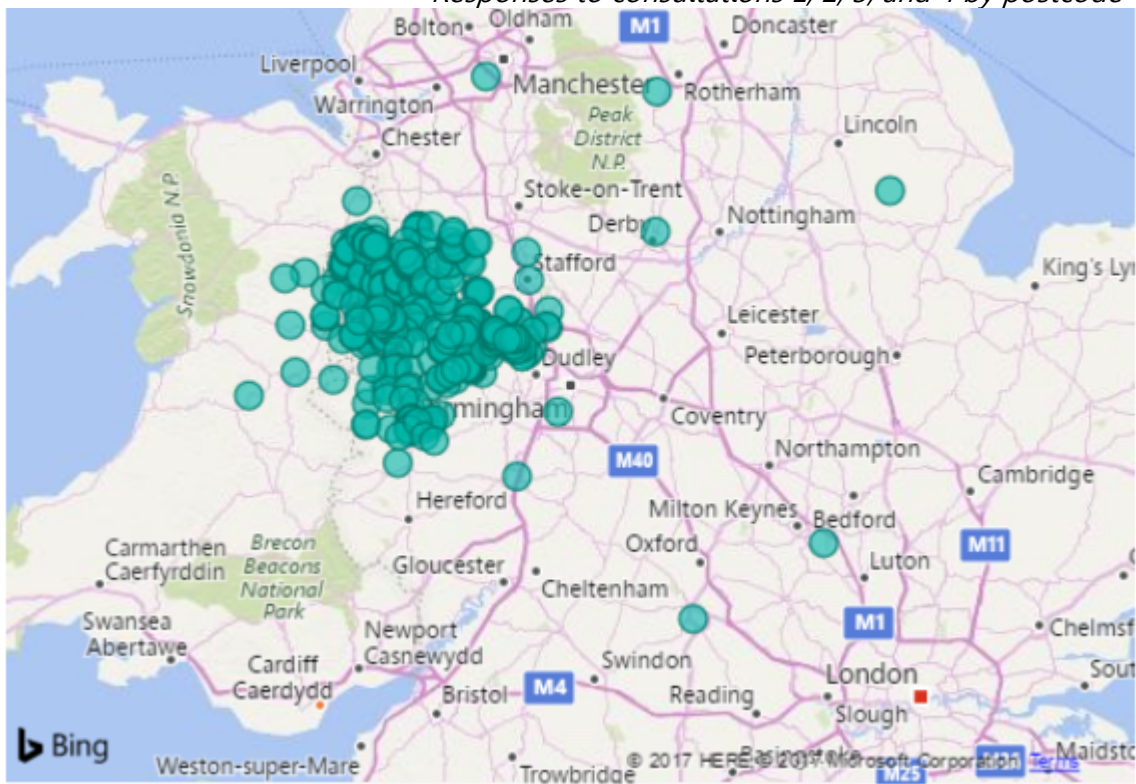
Demographic and geographic data was collected within the survey in order that we could be confident that we were receiving views from across demographic groups with protected characteristics, as views from across the county. We have used that information to look more closely at responses at a demographic level.

Geographical analysis shows the consultation attracted responses from all over the county, but also from outside Shropshire (mainly visitors and businesses with a leisure or economic interest in the county).

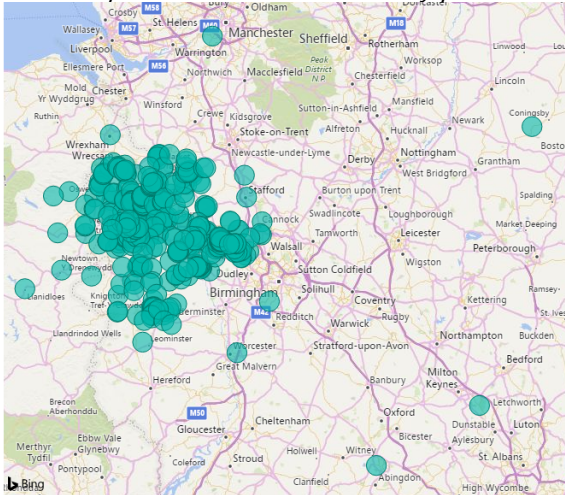
The maps below show the distribution of respondents at a postcode* level (note, one postcode could have multiple responses). Looking more closely at the results at a town

level reveals that almost half the respondents (48%) were living in the Shrewsbury area. 15% of respondents lived in the Albrighton area, and 11% in Ludlow area. Respondents living in the other 17 towns referred to in the car parking proposals ranged between 6% and 0%.

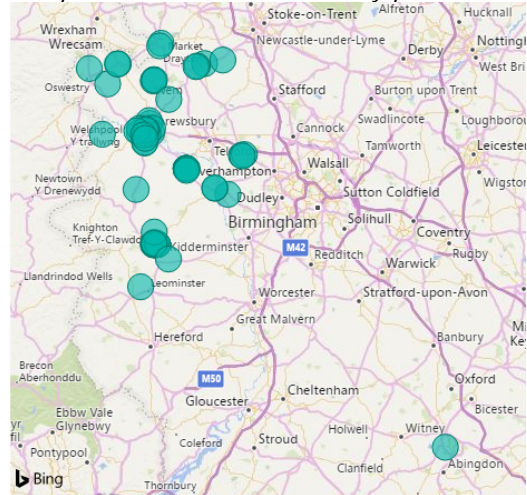
*Responses to consultations 1, 2, 3, and 4 by postcode**



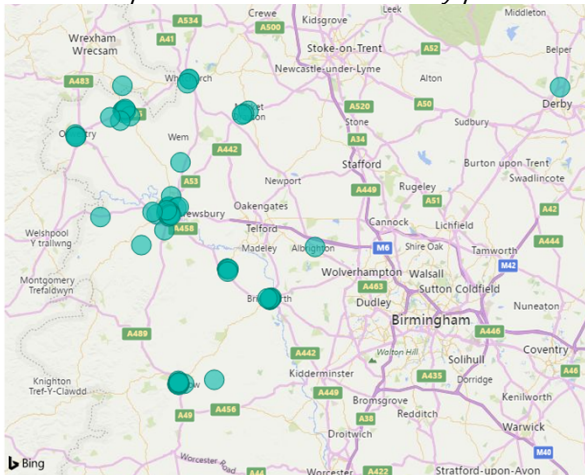
*Responses to consultation 1 by postcode**



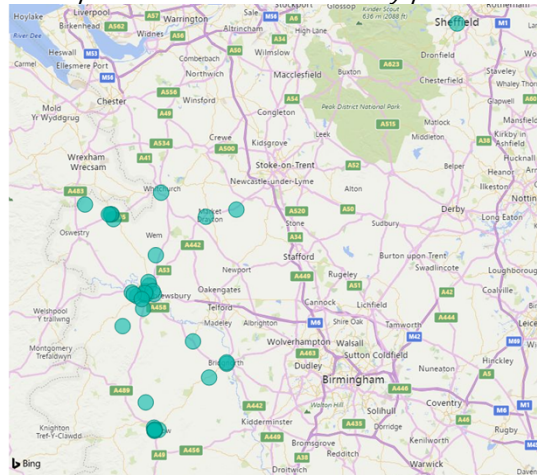
*Responses to consultation 2 by postcode**



*Responses to consultation 3 by postcode**



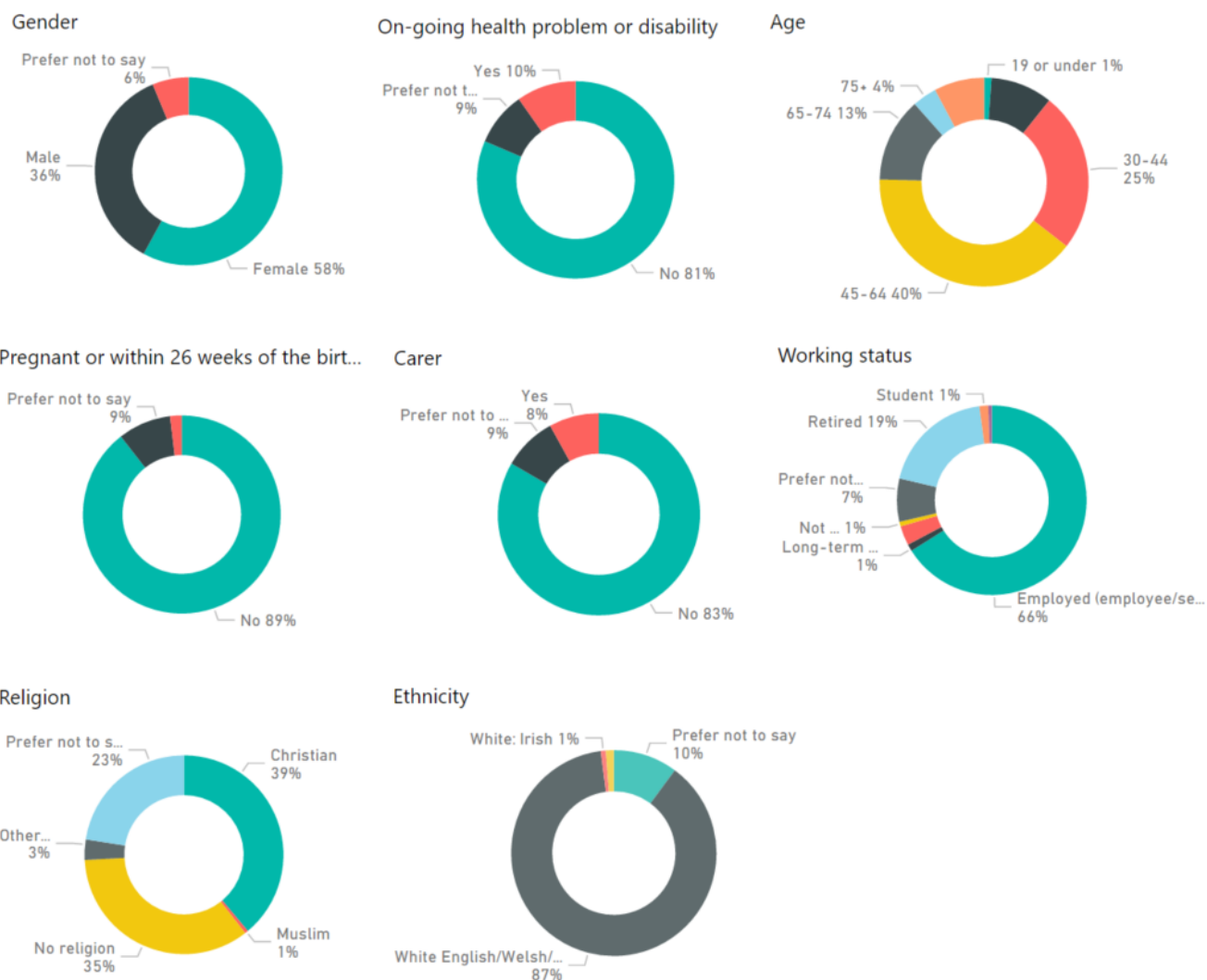
*Responses to consultation 4 by postcode**



*(*where a postcode was provided by the respondent or derivable for an organisation, 57% of responses)*

A similar distribution is seen in terms of the towns and car parks specifically mentioned across all the feedback we received. 39% of responses mentioned issues relating to Shrewsbury town car parking, 18% were attributable to Albrighton, and 13% to Ludlow.

Across all the consultations, feedback was received from a wide range of demographic groups, meaning we had heard from all sectors of the community:



Respondents to the consultations were asked to classify themselves as appropriate to the following :

- a local resident (1,528)
- a tourist (41)
- A customer of the car parks /on street parking described in the consultations (1,079)
- A customer of the off-street parking described in this consultation (566)
- A customer of parking permits described in this consultation (108)

These figures are lower than the overall number of people responding to the consultation because some people chose not to complete this section of the survey, or fed back to us via email or letter and so we were unable to always capture this level of detail.

We also heard from representatives of :

- 122 Town, Parish and Rural Parish Council representatives
- 10 Shropshire Councillors
- 81 church and faith groups
- 199 local interest and community groups
- 250 local business or commercial organisations

Responding organisations:

Feedback was received from the following organisations (where provided by the respondent).

Alberbury with Cardeston Parish Council

Albrighton Eye Centre

Albrighton Fish & Chips

Astley Abbots Parish Council

Atcham Parish Council

Bagley ward councillor

Bentleys Wine Merchants

Bridgnorth Chamber of Commerce

Bridgnorth Town Council

Cartway, Friars St and Riverside Residents Action Group

Chester-Shrewsbury Rail Partnership

Chocolate Gourmet

Church Stretton Town Council

Compton Hospice

East Castle St Residents' Association

Edinburgh Woollen Mill

Ellesmere Chamber Of Commerce

Ellesmere Rural Parish Council

Ellesmere Town Council

Ellesmere Town Council

Festival Drayton Centre

Ford Parish Council

Great Hanwood Parish Council

Great Ness and Little Ness Parish Council

Hanwood Parish Council

Home Furnishings

Hordley Parish Council

Just Gents

Lower Broad Street Residents Association

Ludlow 21 STG

Ludlow Assembly Rooms

Ludlow Town Centre Residents Association

Ludlow Town Council

Ludlow Town Guides

Ludlow ward Councillor

Market Drayton Infant School and Nursery

Market Drayton Town Council

Marstons Brewery

Montford Parish Council

Moreton Say Parish Council

MS Surveyors Ltd

Much Wenlock Town Council

Much Wenlock ward councillor

Oswestry Town Council

People for Ludlow

Prees Parish Council

Railway Street Residents Association

Railway Street, Bridgnorth, Residents Association

Sabrina Boat Tours

Salop Leisure

Samuel Wood & Co

Selattyn and Gobowen Parish Council

Severn Dee Travel

Shrewsbury Business Chamber

Shrewsbury Friends of the Earth

Shrewsbury Tourism Association

Shrewsbury Town Council

Shrewsbury-Chester Rail Users' Association

Shropshire Festivals Ltd

Smarti Ludlow Limited

Stokes Estate Agents

The Silver Pear

Tinsley's Takeaway

Tom Dickins Fine Art

TSB Bank

Wem Town Council

Wem Town Council /Economic Forum

Wem ward councillor

Whitchurch Town Council

Whitchurch, Wem and District Senior Citizens Forum

Whixall Parish Council

Woore Parish Council

Worthen & Brockton Parish Council

Results

The following table summarises the feedback received from each of the four consultation survey areas. Also shown is the number of responses received for each proposal and corresponding confidence interval.

		Yes	No	Yes/No Responses	CI (95%)
Pay & Display					
S1.1	Introduction of a set price per hour (known as 'linear' pricing)	22%	78%	1820	2.29 %
S1.2	A standard countywide car parking banding / ranking system	22%	78%	1751	2.34 %
S1.3	Parking tickets for unrestricted periods	43%	57%	1371	2.64 %
S1.4	Linear (set price per hour) charges between 9am and 8pm	7%	93%	1676	2.39 %
S1.5	Extension of on-street loading/taxi bay provision evenings/early a	45%	55%	1254	2.76 %
S1.6	Removal of the 15-minute 'pop and shop' period	14%	86%	1400	2.61 %
S1.7	Extend Raven Meadows multi-storey car park opening hours	87%	13%	1240	2.78 %
Season Tickets & Permits					
S2.1	Weekly tickets	69%	31%	99	9.85 %
S2.2	Season tickets for cars and vans	60%	40%	101	9.75 %
S2.3	Residents' off-street parking permits	42%	58%	93	10.16 %
S2.4	Coach and HGV parking permits	64%	36%	74	11.39 %
Resident parking					
S3.1	Alternative prohibitions, restrictions and/or traffic measurement i	65%	35%	139	8.31 %
S3.2	Feasibility proposal	72%	28%	123	8.83 %
S3.3	Parking spaces greater than properties	71%	29%	114	9.18 %
S3.4	On-street spaces less than properties	77%	23%	117	9.06 %
S3.5	Parking space capacity	64%	36%	115	9.14 %
S3.6	Parking scheme exclusions	68%	32%	105	9.56 %
S3.7	Resident survey questionnaire	73%	27%	108	9.43 %
S3.8	Public exhibition	88%	12%	111	9.3 %
S3.9	Twelve month review	91%	9%	108	9.43 %
Waivers					
S4.1	Proposed changes to the car parking waiver system	28%	72%	72	11.55 %

Summary including qualitative feedback:

Pay & Display	Supporting comments	Main objections
S1.1 There was a high level of objection to introducing linear pricing.	<ul style="list-style-type: none"> Pay for what you use is fairer 	<ul style="list-style-type: none"> Tariffs too high Want to retain current short/long stay systems
S1.2 There was a high level of objection to the proposed countywide banding system	<ul style="list-style-type: none"> Will discourage town centre parking=reducing congestion 	<ul style="list-style-type: none"> Want to retain current pricing bands / bands 1 and 2 are too high Parking should be free Want bespoke town parking system
S1.3 There was almost equal levels of objection and support to introducing unrestricted periods of parking	<ul style="list-style-type: none"> Will mean less rushing about Paying for what's needed is fairer Less confusing 	<ul style="list-style-type: none"> Want to retain current system Want bespoke town parking system Parking spaces may be taken by long stay parkers
S1.4 There were very high levels of objection to the proposal to introduce linear charges 9am to 8pm.	<ul style="list-style-type: none"> Pay evening charges elsewhere, why not in Shropshire 	<ul style="list-style-type: none"> It will harm the night time economy of towns No alternative evening public transport (P&R) available
S1.5 There was almost equal levels of objection and support to extend on street loading / taxi bay provisions into evenings	<ul style="list-style-type: none"> Will make finding a taxi easier Makes sense to align with linear parking times 	<ul style="list-style-type: none"> Want bespoke town parking system Will be confusing Delivery still take place into the evening so must be duel.
S1.6 There were very high levels of objection to the proposal to remove 'pop and shop'	<ul style="list-style-type: none"> Didn't know it existed anyway 15mins was not long enough anyway Must make 10mins grace clear on signage 	<ul style="list-style-type: none"> Want to retain current system First 30mins-2hrs parking should be free 10mins not long enough to do quick shop
S1.7 There were high levels of	<ul style="list-style-type: none"> Will support the town night 	<ul style="list-style-type: none"> Safety and crime concerns –

support for opening Raven Meadows multi storey car park 24 hours a day, seven days a week.	<p>time economy</p> <ul style="list-style-type: none"> • Beneficial to town hotels and rail users 	<p>needs security monitoring and better lighting</p> <ul style="list-style-type: none"> • Will be too expensive to be attractive • Needs updating, spaces too small.
Season Tickets & Permits	Supporting comments	Main objections
S2.1 There was more support than objections for weekly tickets proposals.	<ul style="list-style-type: none"> • Needed in Shrewsbury/Oswestry/Ludlow 	<ul style="list-style-type: none"> • Parking spaces may be taken by workers • Not flexible enough for occasional / day parkers • Too costly
S2.2 There was more support than objections for the proposals for season tickets for cars and vans	<ul style="list-style-type: none"> • The flexibility is welcome • Useful for town workers 	<ul style="list-style-type: none"> • Want bespoke town parking system • Too costly
S2.3 There were slightly more objections than support for residents off-street permit proposals.	<ul style="list-style-type: none"> • Residents without own parking need permits/parking space 	<ul style="list-style-type: none"> • Permit fraud must be addressed • Too costly
S2.4 There was more support than objections for the proposals for HGVs and coaches.	<ul style="list-style-type: none"> • Will help to promote tourism • Charges are reasonable 	<ul style="list-style-type: none"> • Coaches should park free as they bring tourists • HGV daily rate is too high
Resident Parking Scheme	Supporting comments	Main objections
S3.1 There was more support than objections for the proposals regarding alternative prohibitions etc	<ul style="list-style-type: none"> • Alternative prohibitions will also help traffic flow • Campaigned for years for this 	<ul style="list-style-type: none"> • Maintain the current system • Already too many prohibitions (e.g double yellow lines, speed bumps)
S3.2 There was a good level of support for the feasibility proposal	<ul style="list-style-type: none"> • Resident feedback (via Councillor) is important 	<ul style="list-style-type: none"> • This should be a local not Cabinet decided issue • Local Councillor does not always listen to residents • Over the top idea
S3.3 There was a good level of support for the proposal to halt schemes if on street parking capacity is not an issue	<ul style="list-style-type: none"> • Yes dependent on 'small print' terms. 	<ul style="list-style-type: none"> • Need is dependent on number of cars not number of households registered (e.g. multi car properties) • Need to include provision for visitors • Time limited on street parking can be an issue
S3.4 There was a good level of support for the proposal for resident only schemes	<ul style="list-style-type: none"> • Will help residents where parking spaces taken by non residents • Would like to be able to lease a space outside my home • Need to tackle homes with multiple vehicles 	<ul style="list-style-type: none"> • Do not sanction new builds with no parking facility. • Resident parking only after 6pm • Only allow one parking space per property.

	though	
S3.5 There was support for the proposal regarding visitor permits	<ul style="list-style-type: none"> • Yes but dependent on the 'small print' term 	<ul style="list-style-type: none"> • Visitor parking should not be dependent on capacity • Visitors may be essential care givers. • Need visitor spaces – maybe a fixed number available
S3.6 There was support for the proposal regarding exclusions	<ul style="list-style-type: none"> • All policies should be flexible • Will ensure developers include parking in housing schemes 	<ul style="list-style-type: none"> • Do not sanction new builds unless a bedroom+2 parking spaces policy satisfied
S3.7 There was a good level of support for the resident questionnaire proposal.	<ul style="list-style-type: none"> • Include landlords as well as residents • Decisions should be based on residents / association views 	<ul style="list-style-type: none"> • 50% response is too high • 50% response is too low – min of 60% • If less than 50% response then scheme should be scrapped • This should be a local not Council decided issue
S3.8 There was a good level of support for the public exhibition proposal.	<ul style="list-style-type: none"> • Only affected residents should be invited and allowed to comment 	<ul style="list-style-type: none"> • Over the top – just a household flyer needed • Every individual should be visited • Will local comments be listened to?
S3.9 There was a very high level of support for the proposal to include a 12 month review	<ul style="list-style-type: none"> • Include a requirement for periodic reviews (say every 5 years) • Review should include 'modify or remove' – must be actionable. 	<ul style="list-style-type: none"> • Unnecessary • 12 months is too long
Waivers	Supporting comments	Main objections
S4.1	<ul style="list-style-type: none"> • Needs enforcing • As long as allows you to park on double yellow lines without obstruction 	<ul style="list-style-type: none"> • Too expensive • Keep current system • What about emergency calls? (E.g gas/water leak) – tradespeople refuse jobs in town because of parking issues

Recommendations from Report	Suggested options and comments summarised:	Count
The use of standard criteria and setting of standard banding levels (including associated criteria and methodology) for each identified car park	Retain the current system / keep things as they are	261
	Retain long and short stay car park provision - turnover required, parking all day for those that can afford it etc	85
	Provide free parking - promote the market economy, tourism, visitors, workers, residents. Suggestion could be all parking should be free or for certain periods such as the first 2/3 hours (Telford model)	70
	Standard cheap, value for money parking - promote the market economy, tourism, visitors, workers, residents	39
	Different towns have different needs, one size does not fit all, location by location basis, should be independently assessed by town / carpark	36
	Disincentives' short stays and incentivise long stays - decrease hourly rate as stay gets longer (priced to allow workers and visitors to stay all day)	31
	Exclude smaller market towns / villages from the strategy -- promote the market economy, tourism, visitors, workers, residents	30
	Incentivise short stays and disincentives' long stays - increase hourly rate as stay gets longer	13
	Too many bands - (reduce the number of bands from 7 to 5)	12
	Retain maximum stay on street	9
	Each market town should have its own flat rate (market economy, tourism, visitors, workers, residents)	8
	Token charges remain for smaller towns	4
	The price bands should be much closer to each other	3
	On street no, car parks yes	2
The introduction of a set price per hour (known as 'linear' pricing)	<i>Tariffs too high, reduce</i>	234
	<i>Stay the same / fees should not increase (current system ok)</i>	72
	<i>Same rate in all car parks</i>	52
	<i>Cap, long stay options reduced Sunday concessions</i>	44
	<i>Inner/ outer car parks system (inner hourly rate, outer car parks daily rate or similar)</i>	20
	<i>Inflationary rise only</i>	17
	<i>St Julian Friar's and Raven Meadows should be band 4, Frank well should be band 5</i>	11
	<i>Tariffs too low</i>	3
	<i>Maximise on street to £2.00 per hour not £2.50 /top 2 bands overpriced</i>	2
	<i>Round up tariffs, 50p, round pounds</i>	2
	<i>The charge should reflect the average socio-economic background of users.</i>	2
	<i>Ending long stay and short stay parking yes /banding no</i>	1
	<i>Reduce Ellesmere banding</i>	1
	<i>The band for St Julian's should be reduced so that it is the same as Abbey Foregate</i>	1
To introduce charging and pay and display in the following carparks: Gobowen Station, Gobowen	Leave as is -do not charge	14
	Free for commuters / rail season ticket holders	3
	Nominal charge with residents parking scheme	1
	Free 15 min.' for those who wish just to purchase rail tickets	1
To introduce charging and pay and display in the following carparks: Newport Road, Market Drayton	<i>Keep free of charge</i>	4
	<i>Concessions for leisure centre users</i>	4
	<i>Free parking at leisure centres</i>	4
	<i>Charges should be minimum / free for first 2 hours to encourage families to use the leisure facilities where sessions are often up to 2 hours long</i>	1
	<i>Put in to place a charging mechanism to avoid vehicles being left in the car park for long periods (e.g. 1 -2 weeks plus)</i>	1
	<i>The car park is empty on Sundays so why not make this day completely free</i>	1
To introduce charging and pay and display in the following carparks: Crown Hotel, High Street,	No change - leave as is	13
	if it MUST be brought into Band 6, then a 30 minute pop and shop should be introduced, as most people who shop in Albrighton visit multiple outlets.	1

Recommendations from Report	Suggested options and comments summarised:	Count
Albrighton	Free	1
To introduce linear tariffs and charging between 9.00am and 8.00pm.	<i>Retain existing arrangements and keep free after 6.00pm</i>	373
	<i>Free after 7.00pm</i>	15
	<i>Overnight flat rate</i>	10
	<i>Reduced rates for evening parking</i>	9
	<i>Residents and business free, visitor's should pay</i>	7
	<i>Not in the evenings in our local market towns, only where it is busy /day time only</i>	7
	<i>Charging should end at different times in different places</i>	2
	<i>Consideration needs to be given to post 18.00hrs, where residents with permits cannot park due to non</i>	2
	<i>Don't charge/ free after 5.00pm</i>	2
	<i>Charging should be introduced for on-street and car parks in the river loop of Shrewsbury but all others should</i>	2
	<i>Don't charge free after 4.00pm</i>	2
	<i>Don't charge /free after 3.00pm</i>	2
	<i>NOT in small market towns</i>	2
	<i>A different linear payment after 6</i>	1
	<i>Should be free when Park+Ride finishes. We want to keep the evening trade. Charging until 8pm will drive</i>	1
The extension of opening hours in Raven Meadows multi storey car park in Shrewsbury 24 hours a day,	Safety /anti social behaviour concerns	13
	Make safe and secure improve customer experience	8
	Keep it competitive off peak rate	7
	Leave it alone	4
	Extend closing time beyond current 7 pm and open on Sundays	3
	Resident/season-ticket parking	1
	Parking spaces are small	1
	More child parking wider spaces	1
	Incorporate pop and shop	1
	Weekend parking	1
A new trades person waiver system	<i>Maintain current system</i>	4
	<i>£10 per day</i>	3
	<i>Free parking for tradespeople</i>	2
	<i>But only if you can pay for 30 minutes not 1 hour minimum</i>	2
	<i>£15 max</i>	2
	<i>Too expensive</i>	2
	<i>Does not cover the real problems of Town Centre residents. Many tradesmen refuse to work here in areas of no parking. We are a listed building requiring conservation.</i>	1
	<i>Abolish - can not be properly enforced</i>	1
	<i>£20 annual permit</i>	1
<i>Varying date and location to meet inclement weather and inability to park in preferred locations</i>	1	
The removal of restrictions on periods of maximum stay and minimum return subject to	Leave it as it is	36
	Retain maximum stay	4
	Street parking wherever it is should be limited to 4hrs	2
	One size does not fit all	1
	On street should be short stay only to allow for retail pickup from shops. Impossible if business and others park their own cars there all day.	1
	Pricing should be based on the size and value of the vehicle not time and location the bigger the vehicle and higher value the vehicle the higher the charge	1
	Have SOME more long-stay areas in town.	1

Recommendations from Report	Suggested options and comments summarised:	Count
	Unrestricted all day parking at Meters. People seeking long term parking would block the already scarce space availability for residents. The present restricted and time limited arrangement ensures a turnover of parking spaces giving availability and facilitating best use of the parking spaces.	1
Removal of the 15-minute 'pop and shop' period	<i>Retain 15 minute, pop and shop</i>	183
	<i>Leave it as it is</i>	149
	<i>Provide 15 to 30 minute free parking</i>	17
	<i>A free initial 1 to 2 hour period should also operate to allow people to make shorter trips into towns</i>	8
	<i>Extend</i>	8
	<i>Retain 10 minute grace period</i>	7
	<i>5 minute grace period adequate</i>	5
	<i>20 minute pop and shop period required</i>	5
	<i>10 minutes is not long enough</i>	4
	<i>Low rate 1 hour tariff pop and shop - Shrewsbury on Street</i>	2
	<i>Should be instant</i>	2
	<i>High rate Shrewsbury on-street rigorous enforcement traffic management tool</i>	1
	<i>Shrewsbury only</i>	1
Extend times of loading bay restrictions to 8.00pm in line with the proposal to introduce linear tariffs and extend charging until	Keep as is - free parking after 6.0pm	40
	Location by location basis	4
	Should be adjusted for when loading is needed - site specific	1
	There should be no restrictive times	1
	Extend to 7.00pm	1
	Leave them for disabled	1
	Deliveries should be restricted to outside shopping hours.	1
	Loading bays to be used by taxis, but no evening parking charges.	1
To make all existing loading bays available within the Shrewsbury river loop as taxi bays between 8.00	<i>Leave things alone</i>	51
	<i>Just for Shrewsbury</i>	7
	<i>Restrict deliveries to before rush hour and after business hours</i>	2
	<i>load and unload at anytime required</i>	2
	<i>Make loading bays available to taxis during the day</i>	1
	<i>Keep some loading bays loading bays throughout the night</i>	1
	<i>Yes to taxi bays, No to evening charge proposals.</i>	1
	<i>6 month trial</i>	1
	<i>Agree with the lorry bays proposal but not the taxi proposal</i>	1
	<i>Taxis using the Square as a taxi rank needs to stop</i>	1
The introduction of weekly parking	<i>Day Tickets -provision to park all day</i>	36
	<i>Make on-street parking free 24/7 Remove the vast majority of yellow lines, except where safety is seriously</i>	2
	<i>P&D tickets should be valid in all car parks</i>	1
	<i>Exclude type 2 car parks goes against the ethos of the strategy.</i>	1
	<i>Exclude on street parking. Should be a maximum time for on street parking. No more than 2 hours.</i>	1
	<i>Leave alone</i>	1
	<i>Make it £1 all day</i>	1
	<i>Ludlow needs to keep its short term parking, without it you will kill the turn over of cars needed to sustain the</i>	1
	<i>The number of hours charging for weekly tickets too high, cost too high e.g. 4hrs not 8hrs.</i>	1

Recommendations from Report	Suggested options and comments summarised:	Count	
The setting of new standard tariffs and criteria for Season tickets, Coach, HGV and Off-street	One type of residents permit, valid at all times	1	
	Exclude type 2 car parks goes against the ethos of the strategy.	3	
	No maximum time limit if they pay higher hourly rate will deter people from parking there all day, then a	3	
	Token parking rate for all off street parking for residents.	3	
	Tailor to fit - exclude small towns and villages, keep free parking	2	
	A permit should be made for the closest car park available	2	
	Free residents permits	1	
	Exclude on street parking. Should be a maximum time for on street parking. No more than 2 hours.	1	
	DO NOT impose any charge	1	
	Make season tickets expensive within the river loop and cheap outside the river loop	1	
	<i>Coaches should be free up to 3 hours then £5 per hour thereafter to encourage tourism</i>	2	
	<i>Coach parking should be made available to cars during busy times</i>	2	
	<i>Coaches should be free promote tourism</i>	1	
Coach and HGV	<i>Perhaps too expensive</i>	1	
	<i>HGV only / HGV separate consideration</i>	1	
	<i>Residents who have permits have NOWHERE else to park. Doubling the permit prices is unfair and unjustified.</i>	1	
Change of use of the HGV / Coach park, Crossways Church Stretton to	<i>If this Coach Park is to be lost, it is imperative for the local economy that two designated coach parking places</i>	1	
	Leave it alone - promotes tourism.	1	
Additional comments:			
	Retain Sunday concessions, (churchgoers, workers, shoppers)	49	
	Provide more and improve public transport	28	
	Parking as an economic growth tool - free parking - promote tourism workers free	18	
	More pay on exit TECHNOLOGY - promote dwell time	9	
	More enforcement required	7	
	Disabled and mother and toddler spaces on all car parks	6	
	Free parking on Sundays and days with no public transport	6	
	Parking machines need to provide change	4	
	Clear information on banding required	4	
	More evening, Sundays, bank holidays public transport.	4	
	Carry out more research on capacity / provide additional capacity / address parking shortfall	3	
	Free disabled parking in off street car parks	3	
	Levy on chain stores not in the town centre	3	
	More disabled spaces	3	
	Free weekend parking	3	
	Motorhome parking provision required - promote tourism	2	
	More cycle lanes	2	
	Extend park and ride service in line with any evening parking charge extension	1	
	Issue SC staff permits for use in car parks during office hours	1	
	More alternatives, sustainable transport, cycle lanes	1	
	Charge for the actual time parked so if you overrun you are not rushing to get back to the car	1	
	Traders should not be allowed to park their vehicles in the Shirehall car park during evenings and weekends, which does not appear to be enforced.	1	
	Contactless card payments, therefore removing the issue of needing the correct change.	1	
	The higher pricing in town centre penalises those with mobility problems (but who are not severe enough to warrant blue badges)	1	
	Motorcycle parking	1	
	Encourage car park use and discourage on street parking	1	
	Free park and ride for bus pass holders	1	

Recommendations from Report	Suggested options and comments summarised:	Count
	Banding does not help the public. Consistency is irrelevant. It does not make it simpler. No one is going to memorise your bands. Only simple instructions are needed at payment.	1
	Should have discount days when prices are cheaper across the car parks i.e. Tuesday or a Wednesday for example to encourage more shoppers, particularly during periods such as Christmas	1
	Provide businesses with an annual payment system so they are not penalised for operating a business in the Town Centre	1
	By basing the price on demand alone, locations such as Wem (which is dying on its feet) would not suffer such a price hike - resulting in the death of the town. Where a town is struggling, give it a boost through lower	1
	Harmonised end times for paid parking in all neighbouring parking spaces, be they 6pm as at present, 8pm, or any other reasonable time. In harmony then, and not partial.	1
	Charging until 8pm but not in wintertime when more people need to be encouraged into the town centre. It will also put people off parking for mass shopping.	1
	Allocate a whole car park to pop and shop, use logic though and make it close to town	1
	Weekly parking tickets for local shoppers which allows local people to stay for 30 min periods in all car parks.	1
	Yes in long stay car parks but short stay or street parking the system should be left alone.	1
	Have a restricted number of pop and shop bays	1
	You cannot decide on parking and car parks until you get the infrastructure right and in place.	1
	Discrimination against people who can't walk as far into town, but don't have a disability badge.	1
	Use electric vehicles for park and rides and other public transport, rather than raising parking fees in car parks	1
	Make the biggest car parks i.e. the multi story ones FREE for 3 hrs!! folk will use them first and then the on street and surrounding car parks. Have park & ride set up earlier and later for workers so they can use it and	1
	Make Blue Badge holder parking FREE for the first hour instead of giving them an hour longer on their ticket.	1
	Make bus stops into taxi ranks instead	1

Recommendations from Report	Suggested options and comments summarised:	Count
Bridgnorth	Bridgnorth town centre residents parking	1
	Bridgnorth Park and Ride request	1
	Lines in Listley Street car parks (Bridgnorth)	1
	All town centre in Bridgnorth should be short stay only	1
	Taxi bay request Bridgnorth	1
	Lackof Saturday parking space provision	1
	Poor public transport	1
	Air Quality	1
Clee Hill	High Street Clee Hill, need parking restrictions including pop and shop	1
Ellesmere	Reduce Ellesmere banding /keep Ellesmere cheap	1
Ludlow	Ludlow Castle Square must remain at a maximum of 4 hours	7
	Improve Ludlow P&R service	5
	More parking spaces in Ludlow -multi storey	4
	red and blue zones in Ludlow should be amalgamated	3
	3/4 hour maximum stay	1
	Evening charges stay at 6pm , do not extend to 8.00pm	1
	Abolish pop and shop, consider short cheap rate(45 minutes)	1
	More enforement presence	1
	Residents permit blackmarket	1
	Capacity issues (more car parks)	1
	Increase rather than decrease turnover	1
	short cheap rate(45 minutes)	1
	Exemption for car club request	1
	parking shouldbe integral with sutainable transport including Electric car charging points, Park & Ride, retain	1
	Ludlow should not be treated as a cash cow, is a market town accessed by car due to loss of ruralbus service.	1
	Much Wenlock	King Street Much Wenlock - traffic driving at inappropriate speeds down our street
Some car parks in Much Wenlock should be free - e.g. Smithfield Road - so people working in the town can		1
Very few people park at Falcons Court, Much Wenlock. Suggest this car park is used by shop and office workers free of charge to enable visitors to park in the streets for the few hours they visit - as opposed to		1
	Linear may work Back Lane, general concern main car parks not utilised,on street congestion including overflow in to residential areas. Evening charging only to 6.	
Market Drayton	The car parks in Market Drayton are currently free on a Sunday. This 'perk' benefits Argos, Wilkinson's, B & M, Costa, Greggs, Coral and Betfred – all national companies and no local businesses. My proposal is to introduce parking charges on Sunday when the car parks are busy and then reduce the time threshold for charges from 6:00pm until 4:00pm every day. This would increase revenue and at the same time directly benefit every business in the town by providing a free parking option to all their customers / clients.	1
Shrewsbury	More Shrewsbury Park and Ride -Increase frequency, hours / days of service	34
	Promote Shrewsbury Park and Ride, tariffs too low	4
	Belle Vue RPS request (not assessed as a result of recent development)	3
	Shrewsbury charges too high	2
	Abbey Foregate and possibly St Julian's should have a shuttle bus service into town especially during the tourist season	1
	Multi storey in Frankwell	1
	Make Mill Street and Broad Street one side Residents only and the other open parking	1
	Baker Street should be closed and turned into a park - the perfect way to ease congestion	1
	TM scheme to improve access to Shrewsbury station avoiding bridge	1
	Lime St in Coleham residents parking issues	1
	Build more multi level parking perhaps on the English bridge/ Asda car park area faced with wooden uprights to grow planting across An example of this can be seen at Essex university	1
	Residents only parking around the streets of Shrewsbury i.e. castle fields where shoppers park for free sometimes badly, and walk into town	1

Recommendations from Report	Suggested options and comments summarised:	Count
	Shrewsbury desperately needs a proper taxi rank for safety purposes but if that's not possible then this is a step in the right direction.	1
	It would be a good idea to have SOME of the loading bays designated for taxis, particularly in the Barker Street, Smithfield Road area.	1
	Whitehall St & Cherry Orchard - commuter parking conestion	1
	Better waiver availability PR to residents	1
Whitchurch	Do not agree with on-street parking charges. The alternative suggestion is to keep free on-street parking to a 40-minute, no return within the hour, parking.	1
Ellesmere	Season tickets/ weekly tickets only for workers	1
	Sunday parking counter productive	1
	Evening parking to remain at 6.00pm	1
Prees	Carparks should remain free of charge band 7	1

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Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 1: Shrewsbury car park proposals

Car Park	Band	8 hour tariff cap	Sunday / bank holidays concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Shrewsbury On Street	Band 1			✓	✓	✓		✓	✓			
Quarry Swimming & Fitness Centre	Band 2		50%	✓		✓		✓	✓			
4Bridge Street			50%	✓		✓		✓	✓			
St Austin's			50%	✓		✓		✓	✓			
Raven Meadows multi storey		✓	£1.50	24/7		✓			✓			
St Julian's Friars	Band 3		50%			✓		✓	✓	✓		
Frankwell Main, Riverside & Quay	Band 4	✓	Free	✓		✓	✓	✓	✓	✓	✓	
Abbey Foregate	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	✓

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 2: Ludlow car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concession	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Ludlow On Street (Red)	Band 2		50%	✓	✓	✓		✓	✓			
Castle Street	Band 3		50%			✓		✓	✓			
Ludlow On Street (Blue)	Band 4	✓	Free			✓	✓	✓	✓	✓	✓	
Galdeford Zone A	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	
Galdeford Zone B	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	
Smithfield		✓	Free			✓	✓	✓	✓	✓	✓	

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 3: Bridgnorth car park proposals

Car Park	Band	8 hour tariff cap to bands 4,5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Listley Street North & South	Band 3		50%			✓		✓	✓			
Sainsbury's			Free			✓		✓	✓			
Riverside	Band 4	✓	Free			✓	✓	✓	✓	✓	✓	
Smithfield		✓	Free			✓	✓	✓	✓	✓	✓	
Innage Lane	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	✓
Severn Street		✓	Free			✓	✓	✓	✓	✓	✓	✓

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 4: Oswestry car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Festival Square	Band 3		50%			✓		✓	✓			
Beatrice Street	Band 4	✓	Free			✓	✓	✓	✓	✓	✓	
Oswald Road	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	✓
Oak Street		✓	Free			✓	✓	✓	✓	✓	✓	
Lloyd Street	Band 7	Not Applicable										
Gatacre												

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 5: Whitchurch car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Pepper Street	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	
Castle Hill		✓	Free			✓	✓	✓	✓	✓	✓	
Newtown	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	
St John's Street		✓	Free			✓	✓	✓	✓	✓	✓	
Brownlow Street		✓	Free			✓	✓	✓	✓	✓	✓	
Sherrymill Hill	Band 7	Not Applicable										

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 6: Market Drayton car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Frogmore Road	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	
Queen Street		✓	Free			✓	✓	✓	✓	✓	✓	
Towers Lawn	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	
Newport Road	Band 7	Not Applicable										

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Table 7: Ellesmere car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Mere Side on street	Band 3		50%			✓		✓	✓			
Talbot, Cross, Spar bridge	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 8: Much Wenlock car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Back Lane	Band 4	✓	Free			✓	✓	✓	✓	✓	✓	
St Mary's Lane	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	
Falcons Court		✓	Free			✓	✓	✓	✓	✓	✓	
New Road	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	

Table 9: Bishops Castle car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Church Street	Band 7	Not Applicable										
Harley Jenkins												
Auction Yard												

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 10: Wem car park proposals

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
High Street	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	
Leek Street		✓	Free			✓	✓	✓	✓	✓	✓	
Mill Street		✓	Free			✓	✓	✓	✓	✓	✓	

Table 11: Albrighton

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Crown Hotel, High Street	Band 7	Not Applicable										

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 12: Bishops Castle

Car Park	Band	8 hour tariff cap to bands 4,5&6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Church Street	Band 7	Not Applicable										
Harley Jenkins												
Auction Yard												

Table 13: Broseley

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Dark Lane	Band 7	Not Applicable										
Bridgnorth Road												

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table 14: Church Stretton

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Easthope Road	Band 5	✓	Free			✓	✓	✓	✓	✓	✓	
Crossways	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	✓

Table 15: Cleobury Mortimer

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Childe Road East & West	Band 7	Not Applicable										

Appendix 3: Summary of Part 1 Strategy Frame work proposals by town

Table16: Craven Arms

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Corvedale Road Newington Way	Band 7	Not Applicable										

Table 17: Rest of County

Car Park	Band	8 hour tariff cap to bands 4, 5 & 6	Sunday / bank holiday concessions	Extend charging until 8.00pm	Extend times of loading bay to 8.00pm	Pop and Shop	Weekly tickets	Waivers	Revoke maximum stay and minimum return	Resident off street season tickets	Season tickets	HGV tariffs
Gobowen Station	Band 7	Not Applicable										
Clun	Band 7	Not Applicable										
High Street, Highley	Band 7	Not Applicable										
Church Street, Prees	Band 7	Not Applicable										
Prees Heath HGV/Coach/Cars	Band 6	✓	Free			✓	✓	✓	✓	✓	✓	✓

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<u>Committee and Date</u>
Performance Management Scrutiny Committee
28 th March 2018

<u>Item</u>
8

Report from the Rapid Action Group on Refuges for Victims of Domestic Abuse

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1.0 Summary

1.1 This paper presents the report of the Rapid Action Group on Refuges for Victims of Domestic Abuse to the Performance Management Scrutiny Committee. Their work has focussed on the funding available for refuges and support services for victims of domestic abuse, and the impact of changes to funding for all supported housing. The Rapid Action Group has developed its conclusions and recommendations based on the evidence gathered through its work.

2.0 Recommendations

2.1 Recommendation 1

That the Joint Health Overview and Scrutiny Committee explore opportunities for CAMHS to offer acute support to children who were staying in domestic abuse refuges.

2.2 Recommendation 2

That Shropshire Council request that the Joint Health Overview and Scrutiny Committee explore opportunities for working more closely with Telford and Wrekin Council to deliver domestic abuse support services.

2.3 Recommendation 3

That Shropshire Council respond to the government's consultation on housing costs for short-term supported accommodation, asking that the Government postpones these proposals until such time as there is more certainty about the proposed domestic abuse legislation.

REPORT

3.0 Risk Assessment and Opportunities Appraisal

3.1 Assessment of risk

Proposed changes to funding for domestic abuse refuges would mean that refuges would no longer be able to claim housing benefit on behalf of eligible people who were staying in them. They would instead have to rely to a far greater extent on funding from Shropshire Council, who would instead receive block funding for all supported housing. There is no guarantee however that funding would cover all of the needs of the competing refuges and hostels, jeopardising the viability of services.

3.2 Assessment of opportunities

Block funding for all supported housing by Government would give Shropshire Council the ability to co-ordinate and plan local supported housing.

4.0 Financial implications

4.1 Shropshire Council currently provides approximately £185,000 annually to fund domestic abuse support services. As these services are not a statutory obligation, changes to government funding will not necessarily have any financial implications to Shropshire Council. They may however have considerable impact on domestic abuse support services if Shropshire Council can no longer provide the required level of funding.

5.0 Background

5.1 On 14 December 2017 the following motion was proposed to council:

The government proposals to remove Domestic Abuse Refuges and other forms of short-term supported housing from the welfare system.

On average housing benefit makes up 53% of the funding to refuges that provide a vital, sometimes life-saving service to vulnerable women and children fleeing abusive partners.

...

The government proposal will see housing benefit replaced with a grant to local authorities. However there is no proposal to ring fence this for particular forms of short-term supported housing. In addition many people

fleeing domestic violence and abuse need to relocate, and so may stay in areas where they have little or no local connection, with the possibility that the response from local authorities to their short-term housing needs will become uneven at best.

Council resolves to instruct the Chief Executive and Leader to make representations to government calling on them to remove this proposal and retain access to housing benefit for those in short-term supported housing to help secure the future of this vital service.

5.2 Following a debate, Council agreed to the following motion:

Central Government has proposed changes to Housing Benefit for people in women's refuges and temporary accommodation. These have the potential to have a significant impact on those individuals within Shropshire and how Shropshire Council is able to meet their needs.

Shropshire Council believes we need to drill down in to this issue to understand its impact. Therefore this Council resolves to refer this issue to the Welfare Reform Task & Finish Group to review and inform any response we need to make through the setting up of a one-day Rapid Action Group as soon as possible to specifically look into this.

5.3 Accordingly, Overview and Scrutiny set up a Rapid Action Group to:

- Find out more about the nature and prevalence of domestic abuse, both nationally and in Shropshire;
- Learn about the support services available in Shropshire for survivors of domestic abuse and their families;
- gain a deeper understanding of domestic abuse by hearing from survivors of abuse;
- understand how support services are funded, and the proposed changes to government funding; and
- agree recommendations to help ensure the future viability of support services.

6.0 The Rapid Action Group

6.1 The Rapid Action Group met on 16 January 2018. It was chaired by the chair of the Performance Management Scrutiny Committee and consisted of a number of members of Shropshire Council's overview and scrutiny committees.

To assist the group in their work, the following people attended the meeting:

- Committee Officer, Shropshire Council
- Overview and Scrutiny Officer, Shropshire Council
- Community Safety Manager, Shropshire Council
- Benefits Manager, Shropshire Council
- Manager, Shropshire Domestic Abuse Service
- Support Worker, SEEDS Shropshire
- Domestic Abuse Survivor Advocates, SEEDS Shropshire

6.2 As part of its work, it considered the following evidence:

- An overview of the prevalence of domestic abuse, both nationally and within Shropshire.
- Details of proposed changes to funding for short-term supported accommodation
- A presentation from Shropshire Domestic Abuse Service on the history of support for victims of domestic abuse in Shropshire.
- An overview of funding arrangements to tackle domestic abuse in Shropshire.
- Accounts of using support services from survivors of domestic abuse.

7.0 Findings of the Rapid Action Group

7.1 Prevalence of domestic abuse

The group heard that the Crime Survey for England and Wales 2017 calculated that in the year to March 2017 1.9 million adults aged 16-59 experienced some form of domestic abuse, either from their partners or from other family members. Of these, approximately 1.2 million adults were women, and 700,000 were men. This equated to 7.5% of women and 4.3% of men aged 16-59 in England and Wales. Women were twice as likely to experience violence from an intimate partner, and 20% more likely to experience threats or force from a family member.

In the year to March 2017, West Mercia Police recorded 2,186 domestic abuse offences in the borough, concentrated in Shrewsbury, Oswestry, Market Drayton and Ludlow. This was an increase of 22% compared to the previous year. However the Office for National Statistics had noted that “this increase is likely to be, in part, driven by an increase in domestic abuse-related incidents coming to the attention of the police, improvements in crime recording practices and an increased willingness of victims to come forward.” It had pointed out that the Crime Survey for England and Wales did not measure a similar increase.

Across the force area, West Mercia Police pursued 1,703 prosecutions, equivalent to 14% of all criminal prosecutions. Within the police force area there were also 1,352 convictions, equivalent to 79% of all prosecutions for domestic violence made by the police.

- 7.2 The group also considered other evidence concerning the prevalence of domestic abuse. In the year to March 2017, the borough's multi-agency risk assessment conference (MARAC) recorded 319 higher risk cases of domestic abuse. 182 of these were referred by the police, and 61 by health services.

In addition, West Mercia Women's Aid's Independent Domestic Abuse Advisers supported 280 clients in the county of Shropshire. In addition, Shropshire Domestic Abuse Service (SDAS) is commissioned by Shropshire Council to provide a refuge and longer-term outreach service to between 80-100 clients each year. West Mercia Women's Aid's 24 hour Domestic Abuse helpline received 1600 calls in the year to 2018, and made 1300 calls on behalf of clients. It is not clear the extent of the overlap between these three client groups, but it is likely to be significant.

7.3 **Domestic abuse refuge and support services in Shropshire**

SDAS runs a 10-bedroom refuge for women only, as well as two-bedroom property that can accommodate anyone. A further three-bedroom property will become operational in 2018. A family unit typically occupies a single room, irrespective of the size of the family.

- 7.4 Between 1 April and 20 December 2017 42 woman and 55 children used the refuges, only 40% of whom came from within Shropshire. Unlike some local authorities, Shropshire Council did not restrict access to SDAS refuge and support services to those living within the council area. Although people from elsewhere used the service, Shropshire was not a popular destination for people fleeing abuse due to its relative geographical isolation and lack of comprehensive services. Accordingly SDAS were careful to explain life in Shropshire to those coming from larger, more urban, culturally diverse towns and cities.

Members supported the principle that SDAS services were available to those from outside the local authority area, and expressed concern that moving to a service that was commissioned and funded by the local authority may result in the service being available only to Shropshire residents.

- 7.5 As well as refuge space, SDAS also organise a range of support services both for people staying in refuges and the wider population. These services

include support to access housing, training, employment and benefits, as well as counselling and advocacy.

Both West Mercia Women's Aid and SDAS employ independent domestic violence advocates (IDVAs), support workers who specialise in working with victims of domestic abuse who are assessed as being at high risk of harm. IDVAs work closely with agencies such as the police, children's services and legal advisors on behalf of the victim.

7.6 While demand for refuge space is steady, there has been a steady increase in demands for support services. Last year West Mercia Women's Aid's IDVA services represented 280 people, having forecast to support just 200-220 clients. SDAS also reports growing demand which cannot be met with existing services.

7.7 Members discussed whether children who were staying in refuges were able to access NHS Child and Adolescent Mental Health Services (CAMHS) as a priority. SDAS confirmed that there is no priority for such children. Some members felt that there ought to be, due to the acute trauma of sudden domestic upheaval following domestic abuse committed against a parent. Other members disagreed, believing that prioritising one cohort of children could possible disadvantage those with greater or even more immediate need.

The group therefore agreed that the matter should be referred to the relevant overview and scrutiny committee to look at in greater detail.

RECOMMENDATION 1: that the Joint Health Overview and Scrutiny Committee explore opportunities for CAMHS to offer acute support to children who were staying in domestic abuse refuges.

7.8 **Funding domestic abuse services**

Providing a domestic abuse prevention and support service is not a statutory function for local authorities. Nonetheless, since 2008 Shropshire Council has funded domestic abuse refuge and other support services in the county. From April 2017 this service has been contracted to Shropshire Domestic Abuse Service (SDAS), part of Connexus (formerly known as Shropshire Housing Group). The contract is worth £185,000 a year for refuge and support services, and runs for three years until 31 March 2020.

7.9 The refuge funding from Shropshire Council covers non-janitorial support staff wages and expenses. In addition Shropshire Housing claims enhanced Housing Benefit of £270 per week per room in the refuge, covering rent, service charges and intensive housing management. The

people staying in the refuge pay a personal contribution of £16 per week towards heating and lighting, which is not covered by their Housing Benefit. SDAS told the group that these costs were realistic and that they provided a breakdown of the costs when submitting claims for Housing benefit. Because Connexus does not require a rental payment for the lease of the properties to SDAS, the service is able to charge a lower rate of housing benefit than the previous contractors. Accordingly there had been no pressure from the Department for Work and Pensions to reduce these costs.

- 7.10 Based on the 2017 occupancy rate of 82% for the two refuges, SDAS received Housing Benefit income of approximately £130,000 in 2017. In 2018 that will rise to approximately £160,000, assuming a similar occupancy of 15 rooms. Officers advised the group that if the government followed through with its proposal to replace housing benefit for people living in refuges with a block grant, SDAS would require additional funding of approximately £215,000 a year to maintain the current service.
- 7.11 In addition to the funding from Shropshire Council, and housing benefit income, SDAS has funding for a number of mostly time-limited projects:
- £115,000 from the Department for Communities and Local Government (DCLG), to be spent over two years from 2018. This will pay for 1 full-time officer to provide outreach services in Telford and Wrekin, 1 full-time officer to provide specific outreach for black and minority ethnic people throughout Shropshire, and five hours per week of administrative support.
 - £26,000 also from DCLG, to provide specialist psychotherapy services. This award is not time-limited.
 - £124,000 from Children in Need, to be spent over three years until 2019, to pay for 1.5 full-time officers to provide specific support for children.
 - £32,000 from Shropshire Council, to provide 12 hours a week of administrative support to SEEDS, a survivor-led group support project, until March 2020.
- 7.12 In addition, the West Mercia police and crime commissioner (PCC) funds two West Mercia Women's Aid projects, which Shropshire residents can use:
- £35,000 to pay for a specialist support worker for children and young period, for one year until March 2018.
 - £180,000 to increase the capacity of West Mercia Women's Aid's 24 hour Domestic Abuse helpline, for two years until January 2018.

The PCC also commissions the IDVA service from West Mercia Women's

Aid. There are two IDVAs in Shropshire and another post is shared with Telford and Wrekin to provide administrative support.

- 7.13 Members noted that different funding streams applied to different geographical boundaries. Although most funding covered services within the Shropshire Council area, a grant from DCLG funded work across Shropshire. Police and Crime Commissioner funding covered services across the West Mercia area.

Members asked whether there was any opportunity for closer working with Telford and Wrekin Council. Officers advised that Telford and Wrekin Council preferred to run its own services. Members however noted that if domestic abuse services moved to being funded directly by the local authority, it may be more cost-effective to run a single service covering the entire county. Members therefore recommended that Shropshire Council begin to explore this through its joint scrutiny with Telford and Wrekin Council.

RECOMMENDATION 2: That the Joint Health Overview and Scrutiny Committee explore opportunities for working more closely with Telford and Wrekin Council to deliver domestic abuse support services.

7.14 **Listening to survivors of domestic abuse**

Two members of SEEDS, the survivor-led support network, came to the group meeting to talk about their experiences of using domestic abuse support services. Although both women had very different backgrounds, several themes emerged from their stories. Neither woman had wanted to use the refuge, but was forced to do so due to the immediate threat to their safety. Both women described a feeling of loss; of contact with friends and family, of their clothes and other possessions, of work and their daily routines. However for them this loss was more than compensated for by a sense of safety from harm.

- 7.15 Both women were now involved in the SEEDS survivors' network, supporting others who were victims of domestic abuse.

- 7.16 Members asked the members of SEEDS about the support they had received from the local authority and its partners. One survivor told the group that she had received considerable support from the police, who had alerted her to the imminent threat to her safety that caused her to flee. They had also escorted her when she needed to return home to collect possessions.

One of the survivors, because she was not eligible for Housing Benefit as she owned her own home, had to cover all of the costs of her stay at the refuge herself. This limited the time that she was able to stay at the refuge.

Both survivors had completed the Freedom Programme, which aims to help women who are victims of domestic abuse, and found it incredibly useful in teaching them that they were not at fault for the abuse that they suffered. One woman had completed the course previously, while still in an abusive relationship, at the request of her social worker. However, she had not wanted to attend and had not engaged with the course. Once she had recognised the relationship as being abusive, she was much more receptive to taking part in the programme. SDAS told the group that Shropshire Council was far less likely now to compel people to attend the programme.

7.17 Changes to funding for women's refuges

In October 2017 the Department for Communities and Local Government, in conjunction with the Department for Work and Pensions, issued a joint policy statement on funding supported housing. It proposed to replace existing arrangements for funding through Housing Benefit to a local, ring-fenced grant fund for short-term and transitional supported housing, including supported housing for:

- homeless people with support needs
- people fleeing domestic abuse
- people receiving support for drug and alcohol misuse
- offenders and young people at risk and
- care leavers

This change would mean that domestic abuse refuges would no longer be able to claim housing benefit for eligible people who were staying in refuges, and would instead have to rely to a far greater extent on funding from the Council. At the same time as publishing the policy statement, the government had announced a consultation on these proposals.

7.18 Members asked whether people using refuges could apply for funding from the Discretionary Housing Payments fund, rather than apply for Housing Benefit. Officers advised that they could only do so if they were entitled to either Housing Benefit or the housing component for Universal Credit.

7.19 It was noted that the government's proposal to move to a grant-based system would allow the local authority to determine the contribution that each person using the refuge would make. This could mean that people who were not eligible for Housing Benefit would not necessarily have to cover the entire cost of staying at the refuge.

Members expressed concern that such a move could jeopardise the viability of existing services. The grant fund could put refuges in competition for funding with other support services, and there would be no guarantee that the grant fund would cover the needs of every service. In addition, unless the proposed grant fund was not ring-fenced specifically for refuge space, Council could decide at a later date to not fund domestic abuse refuges at all.

- 7.20 The group noted that the government had proposed to introduce a draft domestic violence and abuse bill to parliament. Although the government had given some indications about the contents of the draft bill, it had published neither a draft bill nor a white paper on the proposed legislation. This indicated that the government was proposing significant changes to how it funded domestic abuse before it had decided on changes to underlying legislation. Members felt that the government should therefore delay any changes to the current funding system until the proposed legislation had received royal assent.

RECOMMENDATION 3: That Shropshire Council respond to the government’s consultation on housing costs for short-term supported accommodation, asking that the Government postpones these proposals until such time as there is more certainty about the proposed domestic abuse legislation.

List of Background Papers

- Performance Management Scrutiny Committee Housing Benefit for Refuges Rapid Action Group Terms of Reference
- Rapid Action Group briefing note
- Crime Survey England and Wales 2012-2017
- West Mercia Police reported crime data 2016-2017
- multi agency risk assessment conference (MARAC) 2017 data
- West Mercia Police and Crime Commissioner: grants awarded 2015-2017
- Department for Communities and Local Government and Department for Work and Pensions: Funding Supported Housing – Policy Statement and Consultation
- Shropshire Community Safety, Crime Reduction and Drug and Alcohol Strategy 2017 - 2020

Cabinet Member

Cllr Lee Chapman– Portfolio Holder for Health and Adult Social Care

Local Members All Members
Appendices Shropshire Council response to consultation on funding for supported housing

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Appendix 1: Shropshire Council response to consultation on funding for supported housing

In October 2017 the Department for Communities and Local Government, in conjunction with the Department for Work and Pensions, consulted on proposals to replace existing arrangements for funding through Housing Benefit to a local, ring-fenced grant fund for short-term and transitional supported housing.

The rapid action group responded to this consultation on behalf of Shropshire Council as follows:

Shropshire Council is responding to the proposals for changes to the funding of housing costs for short-term supported housing. We have concerns that these proposals could have a significant impact on the sustainability of refuge provision for victims and their families leaving violent relationships. We would also strongly suggest that this consultation is premature, given the government's proposals to introduce a domestic violence and abuse bill to Parliament later this year.

The element of the proposed changes that will impact upon refuge provision is the establishment of the Local Grant Fund for Short-term and Transitional Supported Housing.

The proposals are designed to place the scale and shape of refuge provision for the victims of domestic abuse entirely within the scope of local decision-making. This will add to the vulnerability currently felt by providers – not because they cannot show both quality and the capacity to meet local need, but because they will be completely dependent upon local authorities at a time when councils themselves have insufficient capacity to meet local need and plan for the future.

The proposal requires the undertaking of further strategic planning by local authorities and partners at a time when their capacity to do so is under immense pressure, in order to produce a supported housing strategic plan that will place all short-term supported housing within the same frame and budget envelope. Local authorities will then be required to prioritise on the basis of local need, placing refuge provision in even greater competition with a range of other supported housing provision than it is at present. This will be at a time when, additional funding notwithstanding, local authority resources are already insufficient to meet local need

This proposal also comes at a time when the Government is simultaneously working on landmark legislation designed to tackle domestic abuse. The

Council believes that until this legislation receives Royal assent, it is inappropriate to make such significant changes to the existing funding arrangements. As well as creating the risk that the changes will not be appropriate for future legislation, it also risks creating instability to services twice over; once with these proposed changes and again when the proposed bill comes into force.

Shropshire Council therefore ask that the Government postpones these proposals until such time as their certainty about the proposed domestic abuse legislation.

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