



Place Overview  
Committee

22<sup>nd</sup> March 2018

10.00 am

Item

**3**

Public

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

**Responsible Officer:** Julie Fildes

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**Present**

Councillor Gwilym Butler (Chairman)

Councillors Rob Gittins, Simon Harris, Paul Milner, William Parr, Harry Taylor and Paul Wynn

**32 Apologies for Absence**

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

**33 Declarations of Interest**

None were disclosed.

**34 Public Question Time**

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

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

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

**35 Member Question Time**

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

**Question from Councillor Andy Boddington**

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

**The Director of Place and Enterprise gave the following response:**

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

**Question from Councillor Roger Evans**

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

**The Director of Place and Enterprise provided the following response:**

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

**36 Call In: Parking Strategy**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**RESOLVED:**

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

Signed ..... (Chairman)

Date: