



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

Date: Tuesday, 28 August 2018

**Committee: Cabinet**

**Date: Wednesday, 5 September 2018**

**Time: 11.00 am**

**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 Cabinet**

Peter Nutting (Leader)  
Steve Charmley (Deputy Leader)  
Joyce Barrow  
Lezley Picton  
David Minnery  
Robert Macey  
Nic Laurens  
Nicholas Bardsley  
Lee Chapman  
Steve Davenport

**Deputy Members of Cabinet**

Dean Carroll  
Rob Gittins  
Roger Hughes  
Elliott Lynch  
Alex Phillips  
Simon Harris

Your Committee Officer is:

**Jane Palmer** Senior Democratic Services Officer

Tel: 01743 257712

Email: [jane.palmer@shropshire.gov.uk](mailto:jane.palmer@shropshire.gov.uk)

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# AGENDA

## 1 Apologies for Absence

## 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 (Pages 1 - 10)

To approve as a correct record and sign the Minutes of the Cabinet meeting held on 25 July 2018.

## 4 Public Question Time

To receive any questions or petitions from members of the public, notice of which has been given in accordance with Procedure Rule 14. Deadline for notification for this meeting is no later than 24 hours prior to the start of the meeting i.e. by 11am on Tuesday 4 September 2018.

## 5 Member Questions

To receive any questions of which members of the Council have given due notice, the deadline for notification for this meeting is 5.00pm on Friday 31 August 2018.

## 6 Scrutiny Items

To consider any scrutiny matters from Council or from any of the Scrutiny Committees.

## 7 Parking Strategy Framework - Proposed Revisions - Reduction of Charging Hours in Ludlow and Shrewsbury (Pages 11 - 22)

Lead Member – Councillor S Davenport – Portfolio Holder for Transport and Highways

Report of the Head of Infrastructure and Communities

Contact: Chris Edwards Tel: 01743 258912

## 8 New Parking Strategy Framework - Traffic Regulation Order - Changes to On Street Parking Places in Shrewsbury (Pages 23 - 30)

Lead Member – Councillor S Davenport – Portfolio Holder for Transport and Highways

Report of the Head of Infrastructure and Communities

Contact: Chris Edwards Tel: 01743 258912

**9 New Parking Strategy Framework - Traffic Regulation Order - Changes to Off Street Parking Places Shrewsbury (Pages 31 - 38)**

Lead Member – Councillor S Davenport – Portfolio Holder for Transport and Highways

Report of the Head of Infrastructure and Communities

Contact: Chris Edwards Tel: 01743 258912

**10 Exclusion of Public and Press**

To resolve that, in accordance with the provisions of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (3) of the Council's Access to Information Rules, the public and press be excluded from the meeting during consideration of the following item/s.

**11 Exempt Minutes (Pages 39 - 40)**

To approve as a correct record and sign the Exempt Minutes of the Cabinet meeting held on 25 July 2018.



## Committee and Date

Cabinet

5 September 2018

## **CABINET**

**Minutes of the meeting held on 25 July 2018 in the Shrewsbury Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND  
12.30 pm - 1.30 pm**

**Responsible Officer:** Jane Palmer  
Email: jane.palmer@shropshire.gov.uk Tel: 01743 257712

### **Present**

Councillor Peter Nutting (Leader)  
Councillors Steve Charmley (Deputy Leader), Joyce Barrow, Lezley Picton,  
David Minnery, Nic Laurens and Steve Davenport

### **25 Apologies for Absence**

Apologies for absence were received from Councillors N Bardsley, L Chapman and R Macey.

### **26 Disclosable Pecuniary Interests**

No interests were declared.

### **27 Minutes**

#### **RESOLVED:**

That the Minutes of the Cabinet meeting held on 4 July 2018 be approved as a correct record and signed by the Leader.

### **28 Public Question Time**

There were no questions from members of the public.

### **29 Member Questions**

The Leader stated that the questions raised by Councillor Boddington relating to the proposals for car parking in Ludlow would be considered at the appropriate point in the meeting, during consideration of agenda item 10.

### 30 **Scrutiny Items**

There were no scrutiny matters for consideration.

### 31 **Treasury Management Update Quarter 4 2017/2018**

The Portfolio Holder for Finance presented a report from the Head of Finance, Governance and Assurance (Section 151 Officer) outlining the treasury management activities of the Council during the last quarter. Responding to a Member's concern regarding the level of return on investment, the Portfolio Holder explained that investment plans for the future were being developed to generate risk free income in future.

The Leader added that there were restrictions on Council investments that had to be adhered to. The Head of Finance, Governance and Assurance drew attention to the Council's Treasury Policy and stated that a higher level of risk would be generated by a higher level of return.

#### **RESOLVED:**

That the position as detailed in the report, be accepted.

### 32 **Minimum Income Guarantee - Outcome of Consultation**

In the absence of the Portfolio Holder for Adult Services, Health and Social Housing, the Portfolio Holder for Culture and Leisure presented a report from the Director of Adult Services on the level of Minimum Income Guarantee [MIG] set by the Council. It was noted that Councils could set the MIG higher than the statutory minimum but could not go below it. With the increasing costs of adult social care and the rises predicted in future years, the Council was seeking to maximise its income in a fair and transparent manner. The Portfolio Holder stressed that the proposals would only affect those who had been assessed and deemed able to afford their care.

A Member commented on the fairness of the proposals particularly those people who fell just above the MIG. Another Member added that the Council had tough decisions to make; the issue had also been considered by scrutiny. The Leader added that the proposal would bring the Council in line with other authorities and was in accordance with Government guidelines.

#### **RESOLVED:**

That the Council set the Minimum Income Guarantee for people of pensionable age in line with the Government's statutory Minimum Income Guarantee level in order for the Council to be seen as consistent in its approach to charging for care.

**33 Development of Specialist Educational Needs and Disability Resource Provision Within Schools**

In the absence of the Portfolio Holder for Children and Young People, the Deputy Leader presented a report from the Director of Children's Services.

The Deputy Portfolio Holder for Education was present and drew attention to the funding available to increase the number of school places for those with SEND [children and young people aged 0-25]. He added that an extensive consultation was being undertaken and four schools had been identified so far to provide additional school places in accordance with the conditions of the grant. The Director of Children's Services added that this was a positive development that would allow the children concerned to be nearer home and be with their peers.

Responding to a Member's query and referring to page 19 of the 'Specialist Provision Strategic Review and Development Plan 2018-22', the Director of Children's Services stated that a new Free school for pupils with Social Emotional and Mental Health difficulties and associated Autism Spectrum conditions was actively being pursued. Members noted that an outline proposal would be submitted to the DfE in mid-October.

**RESOLVED:**

- i. That the recommendations outlined in the Specialist Provision Strategic Review and Development Plan 2018-22 be acknowledged and approved, as attached at Appendix 2.
- ii. That it be noted that the ongoing consultation at Whittington CE Primary School ends on the 29th July 2018 and delegates authority to the Director of Children's Services in consultation with the Portfolio Holder for Children and Young People to determine, subject to the results of the consultation, the proposed prescribed alterations.
- iii. That the consultation on the remaining projects set out in paragraph 4.1 from September 2018 be approved and authority be delegated to the Director of Children's Services in consultation with the Portfolio Holder for Children and Young People to determine, subject to the statutory consultations, the proposed prescribed alterations.
- iv. That a further report will be made to Cabinet as appropriate, to update on the progress of this work.

**34 New Parking Strategy Framework - Traffic Regulation Order - Ludlow and Shrewsbury - Changes to On-Street Pay and Display and Loading Bays**

The Portfolio Holder for Transport and Highways presented a report from the Head of Infrastructure and Communities that considered the responses received during the recent formal consultation relating to proposed changes to on street pay and display and loading Traffic Regulation Order in Ludlow and Shrewsbury.

Councillor Andy Boddington stated that he, together with the Mayor of Ludlow, had met the Portfolio Holder in Ludlow to discuss the proposed changes to parking charges. He added that the Portfolio Holder had stated that, after the Ludlow meeting, he had proposed changes to the parking regime to Officers. The Portfolio Holder responded that it was now proposed that the hours of operation and charging on all shared use pay and display/residents' parking permit parking places within the Red Controlled Parking Zone within Ludlow town centre be retained i.e. to 6.00pm.

Some Members were concerned that the Portfolio Holder had not had a similar walk round and discussion of the issues with the local Members in Shrewsbury. The Portfolio Holder stated that changes had been made as a result of the consultation process.

Referring to paragraph 6.3.7 of the report, a Member queried whether more Enforcement Officers would be employed as the introduction of extended restrictions and charging could result in people starting to park dangerously to avoid payment. The Leader commented that scrutiny had the option of examining the impact of the proposed changes in 6 to 12 months' time.

**RESOLVED:**

That approval is given for the making of the required Traffic Regulation Order for the proposed changes to On-Street Pay and Display and Loading in Ludlow and Shrewsbury as follows:

- i. To extend the hours of operation and charging on all on-street pay & display parking places, and the hours of operation of the loading bays to 8pm, within the Shrewsbury town centre river loop.
- ii. To retain the hours of operation and charging on all shared use pay and display /residents parking permit parking places within the Red Controlled Parking Zone (CPZ) at 6.00pm within Ludlow town centre.
- iii. The introduction of standard banding levels and new linear hourly tariffs in Ludlow as proposed within the Red CPZ and Blue area shared use pay and display /residents parking permit on-street parking places.
- iv. To remove all existing restrictions on periods of maximum stay and minimum return within the Red CPZ and Blue area shared use pay and display /residents parking permit parking places in Ludlow.
- v. To provide a free 5-minute concessionary parking period in both Shrewsbury and Ludlow town centres, within all the on street pay & display parking places.

**35 New Parking Strategy Framework - Traffic Regulation Order - Changes to Off Street Parking Places around the County**

The Portfolio Holder for Transport and Highways presented a report from the Head of Infrastructure and Communities to consider the responses received during the recent formal consultation relating to proposed changes to off-street car parks across the county.

**RESOLVED:**

That approval be granted for the making of the required Traffic Regulation Order for the proposed changes within off-street parking places as follows:

- i. That the tariffs and banding levels to all off-street parking places listed in appendix 3 to this report are implemented.
- ii. That 8-hour tariff caps to all bands 4, 5 and 6 off-street parking places listed in appendix 3 to this report are implemented.
- iii. That the hours of operation and charging are extended until 8.00pm on all band 2 off-street parking places listed in appendix 3 of this report.
- iv. That the opening hours in Raven Meadows multi storey car park in Shrewsbury are extended to 24 hours a day on Mondays to Saturdays and include a 3-hour cap on the linear tariff of 3 hours for parking periods on Mondays to Saturdays between the hours of 8.00pm and 8.00am.
- v. That except in the Frankwell Riverside off street parking place, all existing restrictions on periods of maximum stay and minimum return on all off-street parking places listed in appendix 3 of this report are removed.
- vi. That a free 5 minutes concessionary parking period in all pay and display off-street parking places across the county is introduced.
- vii. That, except in the Frankwell Quay and Riverside carparks, weekly tickets are introduced in all off-street parking places listed as bands 4, 5 and 6 carparks in appendix 3 of this report.
- viii. That, except in the Frankwell Quay and Riverside carparks, season tickets are introduced / retained in all off-street parking places listed as bands 4, 5 and 6 in appendix 3 of this report.
- ix. That off-street resident permits are introduced / retained in St Julian's Friars carpark and all off-street parking places listed as bands 4, 5 and 6 in appendix 3 of this report except for Frankwell Quay and Riverside carparks.
- x. That HGV tariffs are implemented on all designated off-street parking places HGV parking areas. This will include a £10 per 24-hour stay and HGV season ticket tariff options as specified in appendix 3, table 6 of this report.
- xi. That pay and display parking provision for cars and small vans within the Crossways, Church Stretton off-street parking place are introduced.
- xii. That free parking on Sundays and Bank holidays is introduced on all Bands 4, 5, 6 off-street parking places listed in appendix 3 of this report.
- xiii. That except for Raven Meadows multi storey carpark, Shrewsbury, 50% concessions on Sunday and Bank holidays shall be introduced on all Bands 2 & 3 off-street parking places listed in appendix 3 of this report.

### 36 **New Parking Strategy Framework - Additional Revisions**

The Portfolio Holder for Transport and Highways presented a report from the Head of Infrastructure and Communities relating to proposed revisions and fine tuning to Part 1 of the Parking Strategy Framework.

Further to the comments made earlier in the meeting Councillor Boddington commented on the fragility of the success of the Ludlow market and the need to ensure the parking regime did not put this in jeopardy and urged that the existing car parking concessions to market traders be retained. Members accepted his representations and agreed that the Ludlow concessions for market traders be retained. Cabinet further agreed that the whole gamut of car parking changes should be considered by scrutiny after a suitable timescale had elapsed in order to assess the impact.

#### **RESOLVED:**

That approval be granted for the revision of Part 1 of the new Parking Strategy Framework as follows:

- i. To allow the proprietor or manager of a hotel, guest house, bed and breakfast, self-catering or holiday let establishments to apply for season tickets for use by their guests in specified Shropshire Council car parks listed as bands 4, 5 and 6.
- ii. That the 50% concessions on Sundays, Bank and Public holidays proposed to be introduced on all Bands 2 & 3 car parks listed in in part 1of the Parking Strategy (recommendation xvi of the report to Cabinet on 17 January 2018) are not applied to the on-street parking at Mereside, Ellesmere.
- iii. The removal of all existing concessions for market traders with the exception of Ludlow where the existing concessions shall remain.
- iv. To allow unlimited periods of parking on Sundays, Bank and Public holidays in Raven Meadows multi storey car park Shrewsbury for the flat rate of £1.50 per day.
- v. To reduce the proposed Band 1 tariff to £2.40 per hour.
- vi. To revoke from the on-street parking places TRO the part that relates to the former on-street resident voucher scheme in Shrewsbury.
- vii. Remove the provision of weekly tickets, residents' permits and season tickets in Frankwell Riverside & Quay car parks in Shrewsbury.
- viii. To reduce Falcon's Court carpark, Much Wenlock from a band 5 to a band 6.

### 37 **Proposed Shropshire Council Better Regulation and Enforcement Policy**

The Portfolio Holder for Communities, Waste and Regulatory Services presented a report from the Director of Public Health on the proposed Better Regulation and

Enforcement Policy that had been the subject of an eight-week consultation period to which one single comment in support of the Policy had been received.

**RESOLVED:**

That the proposed Better Regulation and Enforcement Policy, as detailed in Appendix A to the report, be adopted with effect from 1<sup>st</sup> September 2018.

**38 Review of the Public Spaces Protection Order for Shrewsbury Town Centre**

The Portfolio Holder for Communities, Waste and Regulatory Services presented a report from the Director of Public Health that provided an update on the Shrewsbury Town Centre Public Spaces Protection Order (No.1) 2017 after its initial twelve-month period of operation.

Responding to comments by a local Member, the Portfolio Holder stated that consideration would be given to the possibility of extending the Order to fringe areas of the town centre that were now being frequented by those with drug/alcohol issues that had moved from areas currently covered by the Order. Cabinet noted that the Order was not targeting the rough sleeping community in the town centre but there was an expectation that they would adhere to the same behavioural standards as other people in the town centre.

**RESOLVED:**

- i) That the position detailed in the report be accepted;
- ii) That the Shrewsbury Town Centre Public Spaces Protection Order (No.1) 2017, as detailed in Appendix A to the report, remain in effect in accordance with the provisions of the said Order.

**39 Shrewsbury Big Town Plan - Big Town Plan Vision and Framework**

The Portfolio Holder for Economic Growth presented a report from the Head of Economic Growth summarising the content of the Shrewsbury Big Town Plan and providing information on the extensive public engagement undertaken to date.

He made particular tribute to the joint working between the Council, Shrewsbury Town Council and the Shrewsbury Business Improvement District operating as the Big Town Plan Team that had resulted in the co-creation of the Shrewsbury Big Town Plan final draft. Thanks were also conveyed for the positive feedback received from the Council's Place Overview Committee and for the work undertaken by Officers within the Economic Growth team.

**RESOLVED:**

- i) That Shropshire Council continues to be an active, lead partner in the Big Town Plan alongside Shrewsbury Town Council and Shrewsbury BID to coordinate the action planning and implementation of the development opportunities detailed with the Big Town Plan (Appendix 1). This aligns with Shropshire Council's direct involvement in the delivery of development

opportunities, subject to the necessary financial appraisals, due diligence and necessary approvals.

- ii) That the Shrewsbury Big Town Plan – Final Draft be made available for public consultation for a three-week period. A summary of this consultation along with the final version of the Big Town Plan to be considered at a future Cabinet meeting.
- iii) That the final version of the Big Town Plan (post public consultation) will form part of the evidence base to inform the emerging review of the Local Plan; and the principal of using the Big Town Plan as a material consideration in decision making on relevant planning applications can be established.

**40 Exclusion of Public and Press**

**RESOLVED:**

That, in accordance with the provisions of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (3) of the Council’s Access to Information Rules, the public and press be excluded from the meeting for the following items.

**41 Paul's Moss Development, Whitchurch**

The Deputy Leader and Portfolio Holder for Corporate and Commercial Report presented the confidential report from the Head of Business Enterprise and Commercial Services relating to the Pauls Moss development at Whitchurch.

**RESOLVED:**

That the three recommendations detailed in the confidential report, be approved.

**42 Tannery Development - Tenant Fit-Out**

The Deputy Leader and Portfolio Holder for Corporate and Commercial Report presented the confidential report from the Head of Business Enterprise and Commercial Services relating to the tenant works at the Tannery development, Shrewsbury.

**RESOLVED:**

That the four recommendations detailed in the confidential report be approved.

Signed ..... (Leader)

Date: .....



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## Committee and Date

Cabinet

5 September 2018

## **Parking Strategy Framework: Proposed revisions – Reduction of Charging Hours in Ludlow and Shrewsbury**

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

### **1. Summary**

At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy Framework.

This report relates to the approval of potential revisions to Part 1 of the Parking Strategy Framework to:

- i. allow implementation of the decisions made by Cabinet on 25 July in relation to the proposed retention of existing hours of charging on all on street pay & display parking places in Ludlow;
- ii. to address concerns subsequently raised in response to the decisions made by Cabinet on 25 July relating to the proposed extension of the hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm but to retain the hours of charging on all pay and display on-street at 6.00pm within Ludlow town.

### **2. Recommendations**

That Cabinet give consideration to:

- i. the amendment of the Parking Strategy Framework as is required to reflect the decision already made to retain the existing hours of charging on all on street pay & display parking places in Ludlow;
- ii. the subsequent concerns raised and amend the Parking Strategy Framework as is required and deemed appropriate to reflect the retention of the existing hours of charging on all on street pay & display parking places within the Shrewsbury town centre river loop.
- iii. the subsequent concerns raised and amend the Parking Strategy Framework as is required and deemed appropriate to reflect the retention of the existing hours of charging at Bridge Street, St Austin's Street and

Quarry Leisure Centre pay & display parking places within the Shrewsbury town centre river loop.

## REPORT

### 3. Risk Assessment and Opportunities Appraisal

Identified risks specific to possible revisions of the Parking Strategy Framework are shown in the tables below:

*Table 1: Identified risks -Ludlow*

Possible Strategy Revision	Risk	Mitigation Measure
Retention of the hours of charging on all pay and display on-street parking places to 6.00pm within the Red controlled parking zone (CPZ) in Ludlow.	Parking after 6.00pm will remain unregulated with continued congestion and limited management to promote parking hierarchy thus incentivise the use of off street car parks.	Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.
	Blue badge holders and none blue holders with mobility issues may be unable to park on-street within a reasonable distance of their final destination.	Monitor and review following implementation. Consider the replacement of existing pay and display parking places with additional disabled parking bays. Give priority to implementation of new residents parking policy hence improving and legitimising permit management.
	Residents parking permit holders will continue to be displaced by night time workers and visitor parking with continued inconvenience of not being able to park within a reasonable distance of their home, despite having paid for a service concession to allow them to do so.	

*Table 2: Identified risks - Shrewsbury*

Possible Strategy Revision	Risk	Mitigation Measure
Retention of the hours of charging on all pay and display on-street	Parking after 6.00pm will remain unregulated with continued	Monitor and review following implementation.

<p>parking places to 6.00pm within the Shrewsbury town centre river loop.</p>	<p>congestion and limited management to promote parking hierarchy thus incentivise the use of off street car parks.</p> <p>Blue badge holders and none blue holders with mobility issues may be unable to park on-street within a reasonable distance of their final destination.</p>	<p>Reconsider proposal to extend hours of operation and charging if deemed appropriate.</p> <p>Monitor and review following implementation. Consider the replacement of existing pay and display parking places with additional disabled parking bays.</p>
<p>Retention of the hours of charging to 6.00pm within the Bridge St, St Austin's and Quarry Leisure Centre, off street, pay and display car parks, Shrewsbury.</p>	<p>Parking after 6.00pm will remain unregulated with continued congestion and limited management. The incentive to use none prime car parks and hence reduce the number of vehicles/ traffic within the river loop will be lost. Limited turnover in prime car parks, hence late on arrivals displaced.</p>	<p>Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.</p>
<p>Retention of the hours of charging to 6.00pm on all on street P&amp;D parking places within Shrewsbury and in the Bridge St, St Austin's and Quarry Leisure Centre, car parks, Shrewsbury.</p>	<p>Drivers will choose to park in the available free parking areas rather than use Raven Meadows multi storey car park, where additional funding is being allocated to facilitate extended hours of opening on the assumption that this proposal will be at least cost neutral.</p>	<p>Undertake benefit cost analyses on extending the hours of opening of Raven Meadows multi storey car park.</p>

#### 4. Financial Implications

The estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework are detailed within the January 17<sup>th</sup>, 2018 Cabinet report.

## 5. Background

- 5.1 At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy framework this included a total of 22 recommendations.
- 5.2 Recommendation V of the 17th January 2018 Cabinet report included that the hours of charging using linear tariffs be extended until 8.00pm on all Bands 1 and 2 car parking as listed below:

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	

- 5.3 At its meeting on 25th July 2018 Cabinet resolved that approval is given for the making of the required Traffic Regulation Order for the proposed changes to On-Street Pay and Display and Loading in Ludlow and Shrewsbury as follows:
- i. To extend the hours of operation and charging on all on-street pay & display parking places, and the hours of operation of the loading bays to 8pm, within the Shrewsbury town centre river loop.
  - ii. To retain the hours of operation and charging on all shared use pay and display /residents parking permit parking places within the Red Controlled Parking Zone (CPZ) at 6.00pm within Ludlow town centre.
- 5.4 The retention of the existing hours of operation and charging was a change to what had been approved in the parking strategy on 17th January and to that recommended in the report to Cabinet on 25th July.
- 5.5 On Friday 3rd August correspondence was received from the Shrewsbury BID (see Appendix 1 of this report) calling for the removal of all evening charges in Shrewsbury from the proposals.
- 5.6 A meeting chaired by the Leader of the Council was held with representatives of the Shrewsbury BID on Tuesday 7th August. The

Deputy Leader of the Council and the Cabinet Portfolio Holder for Highways and Transport along with officers also attended.

- 5.7 At this meeting it was agreed that the Council would seek authority to retain the existing hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop.
- 5.8 This report relates to the approval of potential revisions to Part 1 of the Parking Strategy Framework to:
- i. allow implementation of the decisions made by Cabinet on 25<sup>th</sup> July in relation to the proposed retention of existing hours of charging on all on street pay & display parking places in Ludlow;
  - ii. to address concerns subsequently raised in response to the decisions made by Cabinet on 25<sup>th</sup> July relating to the proposed extension of the hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm but to retain the hours of charging on all pay and display on-street at 6.00pm within Ludlow town centre.

## **6. Consideration of proposed revisions to Part 1 Strategy framework**

- 6.1 Managed car parking is important to the vitality of our town centres. Ensuring that customers and visitors have a range of options when choosing to visit and use the town is critical.
- 6.2 Town centres increasingly need to be about experience and car parking is a means to access this experience and is part of the first and last impression of a place. Offering people choice for parking depending on their purpose for visiting and individual preferences needs to part of the plan for a town centre. Quality and ease of access of car parks are also part of the 'experience'.
- 6.3 There is no doubt that the retention of free parking after 6.00pm made available closer to their chosen destination will encourage more use of the town centre facilities in the evening.. However, there is a risk that this convenience will be limited to the first wave of early evening arrivals, who are more likely to occupy that space all evening.
- 6.3.1 The introduction of charging in the evenings in the prime locations was intended to encourage those who wished to park for longer periods to park in the less prime locations, encourage turnover and improve availability for those less mobile as well as reduce the number of vehicles and hence traffic congestion in the evenings.

- 6.4 It was hoped to encourage on street parking to be used for quick and convenient access to the town centre for those convenience led trips, allowing regular movement and flow in the town centre and directing longer stay shoppers and workers to the designated car parks will help encourage sustainable use of car parks and encourage more pedestrian movement in and around the town centres.
- 6.5 Cabinet proposal to retain existing hours of charging on all on street pay & display parking places in Ludlow
- 6.5.1 In the 25<sup>th</sup> July Cabinet report- New Parking Strategy Framework -Traffic Regulation Order (TRO) decision report Ludlow and Shrewsbury - Changes to On-Street Pay and Display and Loading, it was recommended that approval be granted for the making of the required TRO to extend the hours of operation and charging on all pay & display parking places within the red controlled parking zone (CPZ) from 6pm to 8pm within Ludlow town centre.
- 6.5.2 Prior to the Cabinet meeting on 25<sup>th</sup> July, the Portfolio Holder for Highways and Transport met with the Local member for Ludlow and agreed to examine concessions for Ludlow. It was considered that the effect of the additional 6.00 pm to 8.00 pm car parking charges, on the future of Ludlow Assembly Rooms, the Towns evening economy and on local residents in nearby streets where no off road parking is available, would all be negative.
- 6.5.3 At its meeting on 25<sup>th</sup> July Cabinet resolved with regards to the TRO, to retain the existing hours of charging on all on street pay & display parking places in Ludlow.
- 6.5.4 The proposed change to the TRO does not reflect the strategy and the change to the strategy is now needed to ensure the 2 are consistent. The risks associated with this proposal are highlighted within section 3 of this report.
- 6.6 Consideration of request received from the Shrewsbury BID subsequent to the Cabinet decision 25<sup>th</sup> July 2018 to retain the existing hours of charging on all pay and display on-street parking places at 6.00pm within the Shrewsbury town centre river loop.
- 6.6.1 In the 25<sup>th</sup> July Cabinet report- New Parking Strategy Framework -Traffic Regulation Order (TRO) decision report Ludlow and Shrewsbury - Changes to On-Street Pay and Display and Loading, it was recommended that approval be granted for the making of the required TRO to extend the hours of operation and charging on all pay & display parking places within the Shrewsbury town centre river loop.

- 6.6.2 At its meeting on 25<sup>th</sup> July Cabinet resolved to extend the hours of charging from 6.00pm to 8.00pm.
- 6.6.3 The Shrewsbury BID considers the concessions agreed for Ludlow by Cabinet on 25<sup>th</sup> July on evening charging has undermined the consultation process and the linear principle of the whole strategy resulting is an unbalanced and unfair strategy which penalises Shrewsbury. Businesses in Shrewsbury have made it clear that free on-street parking plays a significant role in the success of the night time economy. The strategy has been devised to be linear - therefore concessions given to Ludlow for on-street evening car parking should also apply to Shrewsbury.
- 6.6.4 Shrewsbury town centre is covered by an Air Quality Management Area due to pollution levels exceeding legislative levels of air pollutant There is concern that the removal of incentives for edge of town parking in the evenings from the Strategy Framework will continue to promote vehicle movements into the town centre at times when congestion often exists. Anything that encourages town centre driving, is seen as a potential negative impact on the health of the population living in the town centre.
- 6.6.5 There is a need for a careful balance in both allowing access into the heart of the town centre for vehicles to support the economy and ensuring the experience of the town is not dominated by vehicle movements, again to support the economy. The Shrewsbury Big Town Plan considers this. This must be an important consideration both in implementing the car parking strategy and delivering transformation of the town centre. In allowing on street car parking, the overall experience for the pedestrian in the town centre should be managed positively with important details like public spaces.
- 6.6.6 The risks associated with this revised proposal are highlighted within section 3 of this report.
- 6.7 Consideration of request received from the Shrewsbury BID subsequent to the Cabinet decision 25<sup>th</sup> July 2018 to retain the existing hours of charging on all pay and display on-street parking places at 6.00pm within the Bridge St, St Austin's and Quarry Leisure Centre, car parks, Shrewsbury.
- 6.7.1 In the 25<sup>th</sup> July Cabinet report- New Parking Strategy Framework Traffic Regulation Order (TRO) decision report, changes to off street parking places around the county, it was recommended that approval be granted for the making of the required TRO to

extend the hours of operation and charging on all band 2 pay & display parking places within the Shrewsbury town centre river loop (Bridge St, St Austin's and Quarry Leisure Centre, car parks).

- 6.7.2 At its meeting on 25<sup>th</sup> July Cabinet resolved to extend the hours of charging from 6.00pm to 8.00pm.
- 6.7.3 The reasoning relating to the benefits or not of providing free parking after 6.00pm, offering managed car parking, choice etc. equally apply in both Ludlow and Shrewsbury.
- 6.7.4 The recommendation in the 25<sup>th</sup> July Cabinet report to extend the hours of charging on-street was considered appropriate given that all evening parking in the towns off street carparks is to be free of charge. Again, incentivising visitors to use the off-street carparks hence improve availability for those less mobile and reduce the number of vehicles and hence traffic congestion in the evenings on street.
- 6.7.5 There is also an additional issue in Ludlow with regards to residents parking. A residents parking scheme allows concessions for residents to park on-street. Residents are frequently unable to park on return in the evening due to parking bays being occupied by visitors.
- 6.7.6 The risks associated with this proposal are highlighted within section 3 of this report.

## 7 Conclusion

After due consideration of the additional request received from the Shrewsbury BID, Cabinet are required to consider any appropriate changes to the Parking Strategy Framework relating to all 3 potential revisions considered in section 6 of this report. After completion of the required outstanding TRO consultations and approvals it is advised that a summary of the agreed and modified Parking Strategy Framework is published on the Councils web site.

**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>

New Parking Strategy Framework Part 1 – Implementation of the Linear Model 17th January 2018 Cabinet report

[http://shropshire.gov.uk/committee-](http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9)

[services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9](http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9)

New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Ludlow and Shrewsbury - Changes to On-Street Pay and Display and Loading, Cabinet report 25 July 2018.

New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county, Cabinet report 25 July 2018.

**Cabinet Member (Portfolio Holder)**

Councillor Steven Davenport – Portfolio Holder for Highways and Transport

**Local Member**

Shrewsbury and Ludlow local Members

**Appendices**

Appendix 1 – Statement received from the Shrewsbury BID subsequent to the Cabinet decision 25th July 2018 to retain the existing hours of charging in Shrewsbury.

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## **Statement from Shrewsbury BID on Evening Car Parking Charges**

The last-minute car parking amendments agreed at Shropshire Council Cabinet on 25<sup>th</sup> July has significant implications for Shrewsbury.

As a key strand of our business plan, Shrewsbury BID has been lobbying Shropshire Council on changes to the new car parking strategy for the past year.

The concessions agreed for Ludlow on evening charging has undermined the consultation process and the linear principle of the whole strategy.

The result is an unbalanced and unfair strategy which penalises Shrewsbury.

Businesses in Shrewsbury have made it clear to us that free on-street parking plays a significant role in the success of the night time economy. The strategy has been devised to be linear - therefore concessions given to Ludlow for on-street evening car parking should also apply to Shrewsbury.

The BID Board strongly urges Shropshire Council to withdraw all charging proposals after 6pm and retain existing loading bay arrangements for Shrewsbury.

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## Committee and Date

Cabinet

5 September 2018

## **New Parking Strategy Framework - Traffic Regulation Order - Changes to On Street Parking Places, Shrewsbury**

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

### **1. Summary**

At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved approval be granted for the making of the required Traffic Regulation Order (TRO) to:

- i. to extend the hours of operation and charging on all on-street pay & display parking places within the Shrewsbury town centre river loop.
- ii. to retain the hours of operation and charging on all shared use pay and display /residents parking permit parking places within the Red Controlled Parking Zone (CPZ) at 6.00pm within Ludlow town centre.

After the above decisions concerns have continued to be raised relating to the proposed extension of the hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm. A request has recently been received from the Shrewsbury BID to retain the current hours of charging on all pay and display on-street at 6.00pm within the Shrewsbury river loop.

If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm) on all on street pay and display parking places in Shrewsbury, Cabinet will also need to revisit the decision made on 25 July 2018 regarding the changes to the TRO.

The existing TRO relating to on street parking is the Shropshire Council (On-Street Parking Places) Order 2011. Shropshire Council has a statutory requirement to advertise proposals to make a Traffic Regulation Order (TRO) and give due consideration to the comments and objections received before making an Order

## 2. Recommendation

That if Cabinet resolves to amend the Parking Strategy to retain the existing hours of charging on- street parking places in Shrewsbury and Ludlow the approval granted at Cabinet on 25 July 2018 for the making of the required Traffic Regulation Order relating to the implementation of the Parking Strategy be amended to retain the hours of operation and charging on all on-street pay & display parking places within Shrewsbury town centre river loop. Meaning that charging shall continue to only apply until 6.00pm.

## REPORT

### 3. Risk Assessment and Opportunities Appraisal

This report only deals with recommendations related to the Traffic Regulation Order (TRO) for on-street parking places within Shrewsbury town centre river loop, and the possible retention of the existing hours of charging at 6.00pm. Identified risks specific to the potential changes to Traffic Regulation Order (TRO) for off-street parking places car parks are shown in the table below:

*Table 1: Identified risks -Shrewsbury*

<b>Proposal</b>	<b>Risk</b>	<b>Mitigation Measure</b>
Retention of the hours of charging at 6.00pm within Shrewsbury town centre river loop.	<p>Parking after 6.00pm will remain without regulation with continued congestion and limited ability to manage.</p> <p>Blue badge holders and none blue holders with mobility issues may be unable to park within a reasonable distance of their destination.</p> <p>The incentive to use off street car parks and hence reduce the number of vehicles/ traffic within the river loop will be lost. Limited turnover, hence late on arrivals displaced Drivers will choose to</p>	<p>Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate. Monitor and review following implementation. Consider the replacement of existing pay and display parking places with additional disabled parking bays. Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.</p> <p>Undertake benefit cost</p>

	<p>park in the available free parking areas rather than use Raven Meadows multi storey car park, where additional funding is being allocated to facilitate extended hours of opening on the assumption that this proposal will be at least cost neutral.</p>	<p>analyses on extending the hours of opening of Raven Meadows multi storey car park.</p>
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#### 4. Financial Implications

- 4.1 The estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework are detailed within the January 17<sup>th</sup>, 2018 Cabinet report.

#### 5. Background

- 5.1 At its meeting on 17<sup>th</sup> January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy framework this included a total of 22 recommendations.
- 5.2 Recommendation v of the 17<sup>th</sup> January 2018 Cabinet report included that the hours of charging using linear tariffs be extended until 8.00pm on the Shrewsbury pay and display on-street parking bays listed below:

Car Park	Town	Band
Shrewsbury On Street	Shrewsbury	Band 1

- 5.3 At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved that approval be granted for the making of the required Traffic Regulation Order for the proposed extension to the hours of charging until 8.00pm on all on-street pay & display parking places within the Shrewsbury town centre river loop until 8.00pm.
- 5.4 Cabinet also resolved to retain the hours of operation and charging (8.00am to 6.00pm) on all shared use pay and display /residents parking permit parking places within the Red Controlled Parking Zone (CPZ) within Ludlow town centre and therefore not to make changes to the relevant Traffic Regulation Order in that regard. .
- 5.5 The procedures for making Traffic Regulation Orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). In accordance with those procedures,

before making any required Traffic Regulation Order (TRO) a formal consultation relating to proposed changes needs to be undertaken.

- 5.6 Following approval of the Parking Strategy framework by Cabinet at its meeting on 17<sup>th</sup> January 2018 a TRO consultation exercise was undertaken between the 9<sup>th</sup> May 2018 and the 6<sup>th</sup> June 2018.
- 5.7 Shropshire Council has a statutory requirement to give due consideration to the comments and objections received during the formal consultation.
- 5.8 Consideration of all comments and objections received to the on-street parking places TRO consultation are considered in the July 25<sup>th</sup> Cabinet -New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Ludlow and Shrewsbury - Changes to On-Street Pay and Display and Loading.

## **6 Review of decisions, comments and objections received to the formal TRO proposals relating to the changes to On-Street Pay and Display charging periods within the Shrewsbury town centre river loop.**

- 6.1 A total of 31 objections to the TRO proposals were considered to specifically relate to the proposed extension of hours on all pay & display parking places within the Shrewsbury town centre river loop.
- 6.2 At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved to extend the hours of operation and charging on all on-street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm.
- 6.3 Since this decision opposition to the evening charges proposal has continued to be received. A request has recently been received from the Shrewsbury BID to retain the current hours of charging on all pay and display on-street at 6.00pm within the Shrewsbury river loop. See Appendix A
- 6.4 If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm on all on-street pay & display parking places within the Shrewsbury town centre river loop, Cabinet will need to resolve to amend their previous resolution to make an Order to amend the TRO to extend the hours implementation.
- 6.5 The risks associated with this potential amendment are highlighted within section 3 of this report.

## 7 Conclusions

- 7.1 The evening economy is increasingly about the 'experience' of the place, for example feeling safe, having choices of where to meet/eat/drink, leisure activities. There are challenges to overcome for our town centres encouraging dwell time into the evening (beyond 6pm) is one of the more challenging issues. The potential amendment does give response to the objections/ comments received.
- 7.2 The Council is not required to undertake further publicity before making the order. When the TRO is formally made and published as a made order it will then come in to force. The necessary practical matters to implement the order on the ground will be undertaken.
- 7.3 Taking all the above in to account if Cabinet approve an amendment to the Parking Strategy to retain the existing hours of charging for the on-street car parking referred to in this report the recommendation is to make the TRO as approved by Cabinet on 25<sup>th</sup> July with an amendment to retain the hours of operation and charging on all on-street pay & display parking places within and Shrewsbury town centre river loop. Meaning that charging shall continue to only apply until 6.00pm.
- 7.4 The TRO is still planned to be implemented in parts and in phases across the county. Implementation in Shrewsbury is now programmed for October 2018.

### **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

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Current Shropshire Parking Strategy Appendix A4 Parking Charge Structure.

<https://shropshire.gov.uk/media/1360/parking-strategy-Appendix-a4-parking-charge-structure.pdf>

New Parking Strategy Framework Part 1 – Implementation of the Linear Model 17th January 2018 Cabinet report

<http://shropshire.gov.uk/committee->

[services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9](http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9)

New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county. July 25<sup>th</sup> Cabinet report

New Parking Strategy Framework - Traffic Regulation Order - Ludlow and Shrewsbury - Changes to On Street Pay and Display and Loading Bays. July 25<sup>th</sup> Cabinet report.

**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 A : Statement from Shrewsbury BID on Evening Car Parking Charges

## **Statement from Shrewsbury BID on Evening Car Parking Charges**

The last-minute car parking amendments agreed at Shropshire Council Cabinet on 25<sup>th</sup> July has significant implications for Shrewsbury.

As a key strand of our business plan, Shrewsbury BID has been lobbying Shropshire Council on changes to the new car parking strategy for the past year.

The concessions agreed for Ludlow on evening charging has undermined the consultation process and the linear principle of the whole strategy.

The result is an unbalanced and unfair strategy which penalises Shrewsbury.

Businesses in Shrewsbury have made it clear to us that free on-street parking plays a significant role in the success of the night time economy. The strategy has been devised to be linear - therefore concessions given to Ludlow for on-street evening car parking should also apply to Shrewsbury.

The BID Board strongly urges Shropshire Council to withdraw all charging proposals after 6pm and retain existing loading bay arrangements for Shrewsbury.

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## Committee and Date

Cabinet

5 September 2018

## **New Parking Strategy Framework - Traffic Regulation Order – Changes to Off Street Parking Places, Shrewsbury**

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

### **1. Summary**

At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved that approval be granted for the making of the required Traffic Regulation Order (TRO) for the proposed extension to the hours of charging until 8.00pm on all band 2 off street parking places.

After the above decisions, concerns have continued to be raised relating to the proposed extension of the hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm. A request has recently been received from the Shrewsbury BID to retain the current hours of charging on all pay and display at 6.00pm within the Shrewsbury river loop

If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm) on all band 2 off street pay and display parking places, Cabinet will also need to revisit the decision made on 25 July 2018 regarding the changes to the TRO.

The existing TRO relating to off street parking is the Shropshire Council (Off-Street Parking Places) Order 2011. Shropshire Council has a statutory requirement to advertise proposals to make a Traffic Regulation Order (TRO) and give due consideration to the comments and objections received before making an Order.

### **2. Recommendation**

That if Cabinet resolves to amend the Parking Strategy to retain the existing hours of charging on all band 2 off street pay and display parking places, the approval granted at Cabinet on 25 July 2018 for the making of the required Traffic Regulation Order relating to the implementation of the Parking Strategy is amended to retain the existing hours of charging on all band 2 off street pay and display parking places. Meaning that charging in the Bridge Street, St

Austin’s and Quarry Leisure Centre, off street, pay and display car parks, Shrewsbury, shall continue to only apply until 6.00pm.

## REPORT

### 3. Risk Assessment and Opportunities Appraisal

This report only deals with recommendations related to changes to the Traffic Regulation Order (TRO) for off-street parking places, in relation to the possible retention of the existing hours of charging on all band 2 off street pay and display parking places.

Identified risks specific to the potential changes to Traffic Regulation Order (TRO) for off-street parking places carparks are shown in the table below:

<b>Proposal</b>	<b>Risk</b>	<b>Mitigation Measure</b>
Retention of the hours of charging at 6.00pm within the Bridge St, St Austin’s and Quarry Leisure Centre, off street, pay and display car parks, Shrewsbury.	<p>Parking after 6.00pm will remain unregulated. congestion and limited ability to manage.</p> <p>Ongoing financial commitment to car park service provision in the evenings enforcement / additional maintenance.</p> <p>Blue badge holders and none blue holders with mobility issues may be unable to park within a reasonable distance of their destination.</p> <p>The incentive to use none prime car parks and hence reduce the number of vehicles/ traffic within the river loop will be lost.</p>	<p>Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.</p> <p>Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.</p> <p>Monitor and review following implementation. Consider the replacement of existing pay and display parking places with additional disabled parking bays.</p> <p>Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging</p>

	<p>Limited turnover in prime car parks, hence late on arrivals displaced.          Drivers will choose to park in the available free parking areas rather than use Raven Meadows multi storey car park, where additional funding is being allocated to facilitate extended hours of opening on the assumption that this proposal will be at least cost neutral.</p>	<p>if deemed appropriate.           Undertake benefit cost analyses on extending the hours of opening of Raven Meadows multi storey car park.</p>
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#### 4. Financial Implications

The estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework are detailed within the January 17<sup>th</sup>, 2018 Cabinet report.

#### 5. Background

- 5.1 At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy framework this included a total of 22 recommendations.
- 5.2 Recommendation V of the 17th January 2018 Cabinet report included that the hours of charging using linear tariffs be extended until 8.00pm on all Band 2 pay and display car parks as listed below:

Car Park	Town	Band
Quarry Swimming & Fitness Centre	Shrewsbury	Band 2
Bridge Street	Shrewsbury	
St Austin's	Shrewsbury	

- 5.3 All 3 of the car parks listed are located within the Shrewsbury town centre river loop.
- 5.4 At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved that approval be granted for the making of the required Traffic Regulation Order for the

proposed extension to the hours of charging until 8.00pm on all band 2 off street parking places.

- 5.5 This report only deals with recommendations related to the potential amendment to the Cabinet resolution regarding the Traffic Regulation Order (TRO) to facilitate the retention of the existing hours of charging on the Quarry Swimming & Fitness Centre, Bridge Street and St Austin's off street pay and display parking places between 8.00am and 6.00pm.
- 5.6 The procedures for making Traffic Regulation Orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). In accordance with those procedures, before making any required Traffic Regulation Order (TRO) a formal consultation relating to proposed changes needs to be undertaken.
- 5.7 Following approval of the Parking Strategy framework by Cabinet at its meeting on 17th January 2018 a TRO consultation exercise was undertaken between the 9<sup>th</sup> May 2018 and the 6<sup>th</sup> June 2018.
- 5.8 Shropshire Council has a statutory requirement to give due consideration to the comments and objections received during the formal consultation.
- 5.9 Consideration of all comments and objections received to the off-street parking places TRO consultation are considered in the July 25<sup>th</sup> Cabinet -New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county.

## **6 Review of decisions, comments and objections received to the formal TRO proposals relating to the proposed extension of hours of charging to 8.00pm on all Band 2 off-street parking places, Shrewsbury.**

- 6.1 A total of 62 comments received where considered to be objections to the proposal to extend the hours of charging to 8.00pm.
- 6.2 The recommendation approved by Cabinet on 17<sup>th</sup> January 2018 relaxed the proposal for the extension of the hours of evening charges until 8.00pm on all pay and display off street parking places across the county except for Band 2 off street parking places (all carpark within the Shrewsbury river loop are band 2 except for St Julian's Friar's carpark) and on all 3 Frankwell off-street parking places.
- 6.3 The recommendation approved by Cabinet on 25<sup>th</sup> July 2018 further relaxed the proposal with the withdrawal of the proposed extension of evening charges in the 3 Frankwell off-street parking places.

- 6.4 At its meeting on 25 July Cabinet resolved to make changes to the TRO to extend the hours of charging from 6.00pm to 8.00pm on all band 2, off street pay and display parking places, Bridge Street, St Austin's and the Quarry Leisure Centre carparks, Shrewsbury.
- 6.5 Since this decision opposition to the evening charges proposal has continued to be received.
- 6.6 If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm) on all band 2 off street pay and display parking places, Cabinet will need to resolve to amend their previous resolution to make an Order to amend the TRO to extend the hours.
- 6.7 The risks associated with this potential amendment are highlighted within section 3 of this report.

## 7 Conclusions

- 7.1 The evening economy is increasingly about the 'experience' of the place, for example feeling safe, having choices of where to meet/eat/drink, leisure activities. There are challenges to overcome for our town centres encouraging dwell time into the evening (beyond 6pm) is one of the more challenging issues but the potential amendment does give response to the objections/ comments received.
- 7.2 The Council is not required to undertake further publicity before making the order. When the TRO is formally made and published as a made order it will then come in to force. The necessary practical matters to implement the order on the ground will be undertaken.
- 7.3 Taking all the above in to account if Cabinet approve an amendment to the Parking Strategy to retain the existing hours of charging for the off street car parks referred to in this report the recommendation is to make the TRO as approved by Cabinet on 25<sup>th</sup> July with an amendment to retain the existing hours of charging on all band 2 off street pay and display parking places.
- 7.4 The TRO is still planned to be implemented in parts and in phases across the county. Implementation in Shrewsbury is now programmed for October 2018.

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New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county. July 25<sup>th</sup> Cabinet report

New Parking Strategy Framework - Traffic Regulation Order - Ludlow and Shrewsbury - Changes to On Street Pay and Display and Loading Bays. July 25<sup>th</sup> Cabinet report.

**Cabinet Member (Portfolio Holder)**

Councillor Steven Davenport – Portfolio Holder for Highways and Transport

**Local Member**

County wide initiative – impacts on all local Members

**Appendices**

None

## **Statement from Shrewsbury BID on Evening Car Parking Charges**

The last-minute car parking amendments agreed at Shropshire Council Cabinet on 25<sup>th</sup> July has significant implications for Shrewsbury.

As a key strand of our business plan, Shrewsbury BID has been lobbying Shropshire Council on changes to the new car parking strategy for the past year.

The concessions agreed for Ludlow on evening charging has undermined the consultation process and the linear principle of the whole strategy.

The result is an unbalanced and unfair strategy which penalises Shrewsbury.

Businesses in Shrewsbury have made it clear to us that free on-street parking plays a significant role in the success of the night time economy. The strategy has been devised to be linear - therefore concessions given to Ludlow for on-street evening car parking should also apply to Shrewsbury.

The BID Board strongly urges Shropshire Council to withdraw all charging proposals after 6pm and retain existing loading bay arrangements for Shrewsbury.

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