

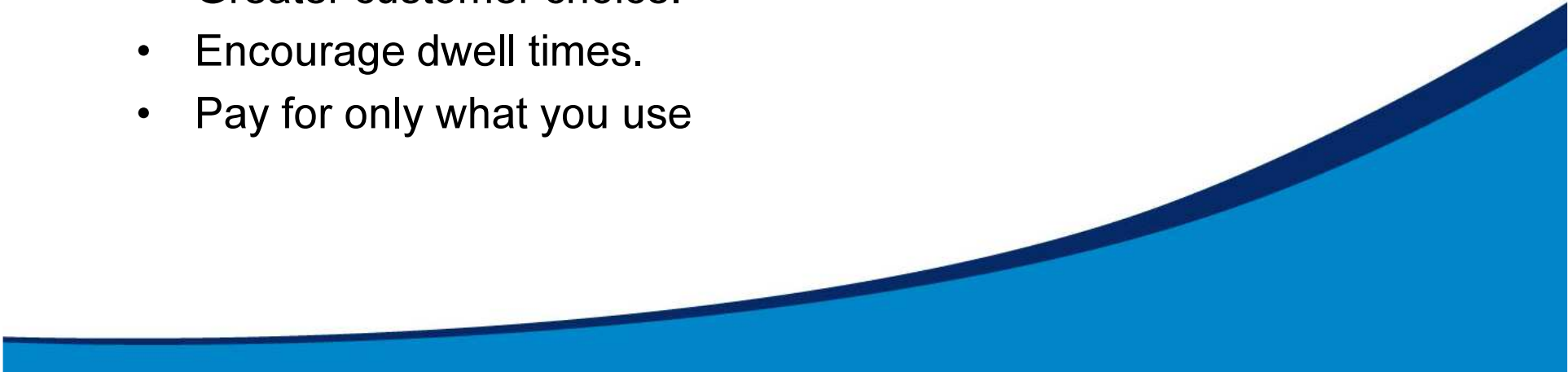
Shropshire Council's Parking Strategy (draft)

Whitchurch LJC

Wednesday 4th October 2017



Why do we need to review current arrangements ?

- Current arrangements have evolved.
 - Ease of understanding - Linear pricing
 - Congestion management and impacts upon air quality.
 - Reinvestment in the fabric of the car parks
 - Reflecting modern trends and use of technology
 - Disparity of arrangements across the county.
 - Greater customer choice.
 - Encourage dwell times.
 - Pay for only what you use
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Proposal 1: The setting of standard banding levels for each identified car park

Each banding level will be dependent on:

1. The market town the particular parking area is located
2. The location, proximity and convenience of the parking area to the main desired destination
3. Desired turnover
4. Likelihood of obtaining a space within the parking area
5. Capacity of the parking area



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

1. Allows the motorist to receive the exact amount of parking time for a uniform charge irrespective as to whether the stay is short or long
2. Linear tariffs are simple to understand, removing the complexities of variants on banded rates,
3. Gives the customer options dependant on the period they wish to park and/or the coinage they have in their pocket



Proposal 3: To introduce charging and pay and display in the following car parks:

1. Gobowen Station, Gobowen
2. Newport Road, Market Drayton

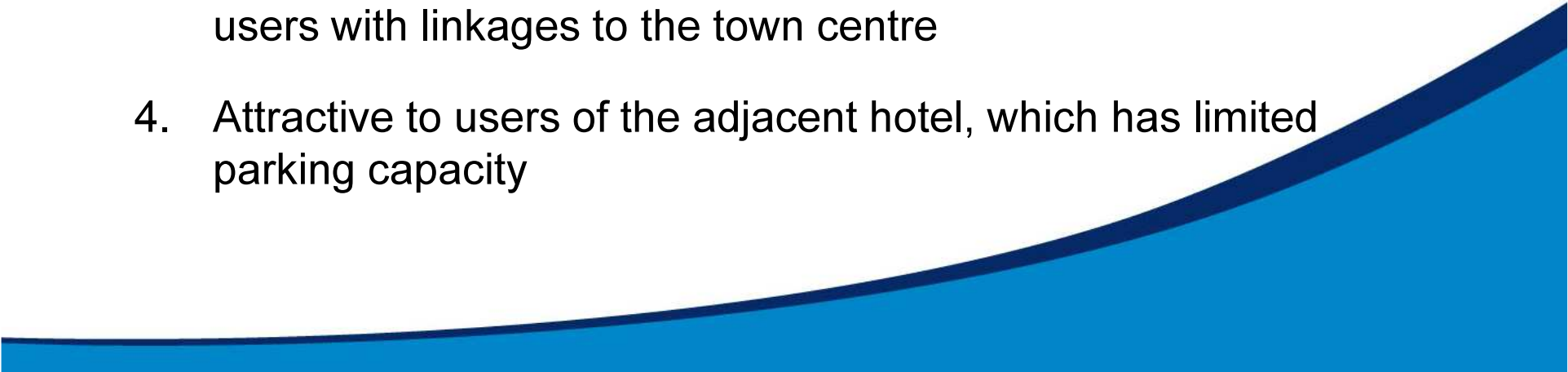


Proposal 4: To introduce linear tariffs and charging between 9.00am and 8.00pm.

1. The extension of the hours to which charging applies in the evenings
2. A relaxation to which charging applies in the mornings
3. Keeping things simple to understand and consistent (one standard tariff) whilst managing transport policy objectives



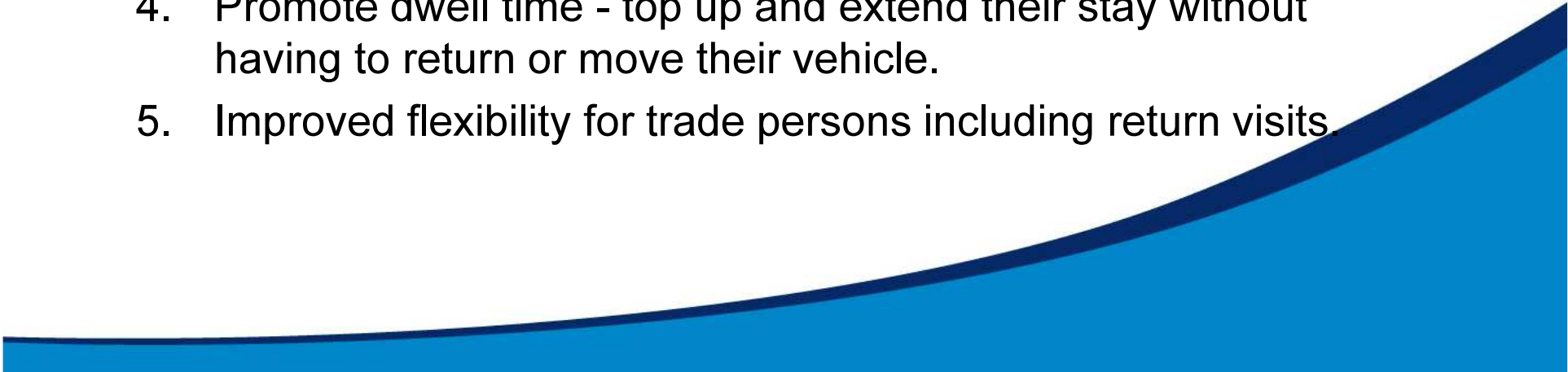
Proposal 5: The extension of opening hours in Raven Meadows multi storey car park in Shrewsbury 24 hours a day, 7 days a week.

1. To meet the demand with the ongoing development of the night-time economy (a safe / secure car park facility in close proximity to the town centre)
 2. As an alternative option to on street parking
 3. To address the current shortfall in appropriate parking for rail users with linkages to the town centre
 4. Attractive to users of the adjacent hotel, which has limited parking capacity
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Proposal 6: A new trades person waiver system

1. Replacement of the existing Red and Green Waiver system and to introduce a Trades Person / Work Waiver each application being assessed for appropriateness
2. Up to five working days' notice prior to the active start date will be required so that site checks can be carried out prior to authorisation being granted or refused

Proposal 7: The removal of restrictions on periods of maximum stay and minimum return subject to purchase of an appropriate ticket

1. Car parks will no longer be designated Long or Short stay carparks (maximum stay will no longer apply)
 2. In keeping with the principles of linear parking-unrestricted periods providing the appropriate tariff for the time they wish to stay
 3. Reduce parking space 'cruising'
 4. Promote dwell time - top up and extend their stay without having to return or move their vehicle.
 5. Improved flexibility for trade persons including return visits.
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Proposal 8: Removal of the 15-minute ‘pop and shop’ period

1. Parking regulations require the operation of a mandatory 10-minute grace period
 2. In addition Shropshire Council, are currently operating a 15-minute “pop and shop” provision.
 3. A free 25-minute period parking period is currently available.
 4. A number of shop and business have a desire to promote dwell time (minimum 1 hour) and not have a period of free parking that makes people rush their retail activity
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Proposal 9: Extend 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.

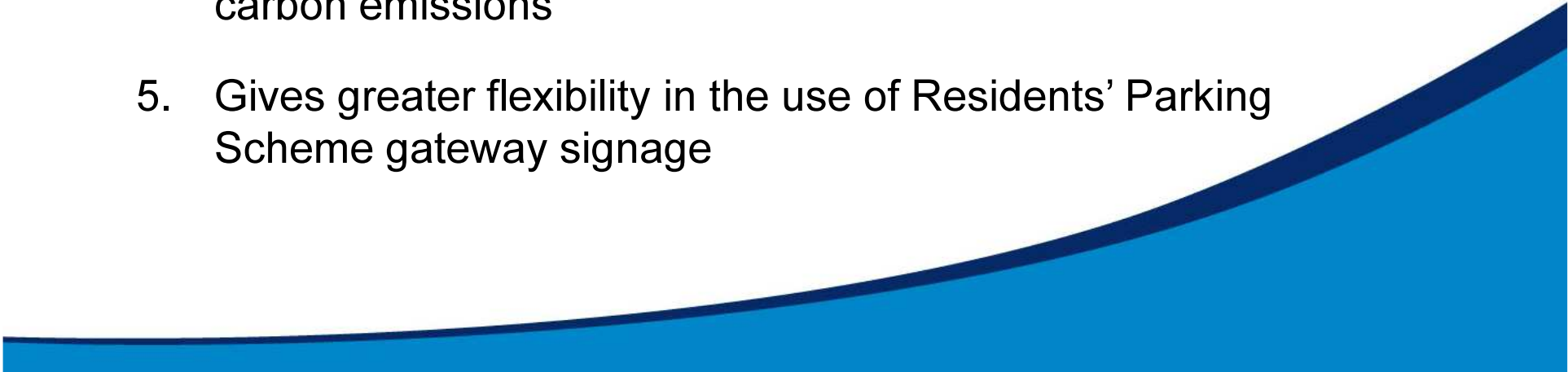
- To retain appropriate provision and allow loading and unloading to be carried out



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.

1. There are far more taxi / hackney carriages operating in Shrewsbury than any other market town
2. There is an identified shortfall of taxi rank provision within the Shrewsbury river loop
3. Aims to encourage existing hackney carriages/taxis to be more visible and available for hire in appropriate places
4. Gives alignment with evening parking proposals supporting the night-time economy, promote safeguarding priorities and to minimise the risk of crime and disorder

Proposal 11: A new On-Street Residents parking policy framework

1. Fully integrated with the new parking strategy proposals
 2. In line with current transport policies and modern technologies
 3. With development proposals will safe guard existing residents on-street parking provision
 4. Will assist in traffic management and the reduction of traffic congestion, thus improving amenity and reducing pollution/ carbon emissions
 5. Gives greater flexibility in the use of Residents' Parking Scheme gateway signage
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On – Street residents parking Proposal

1. Focus on 'on- street' highway space availability and traffic management issues
2. The initial assessments by Traffic Engineers.
3. At least 50% of resident's must support the proposals
4. If the spaces available less than the number of propertie, permit maximum limit of one per property
5. If the spaces available is equal to or greater than the number of properties residents will be entitled to purchase a maximum of 2 permits per property.
6. Each registered property entitled to receive up to 200 hours visitors parking

Proposal 12: The introduction of weekly parking tickets

1. Service enhancement providing additional flexibility to visitors including tourists and holiday makers, a service we have previously been unable to provide despite there being a demand.
2. The proposed rollout of pay by phone, provision of new parking machines and technology will facilitate this service

Proposal 13: The setting of new standard tariffs and criteria for Season tickets, Coach, HGV and Off-street Residents Permits

1. Standardised and modelled based on the proposed banding levels
2. Initial primary discount applied assuming usage requirements of 8 hours a day, 200 days per year with a further variant secondary tiered discount
3. Season tickets - monthly, 3 monthly, 6 monthly and annually
4. Annual Resident's Permits – 2 types
5. A standard 24-hour stay HGV and Coach tariff is proposed on all HGV and Coach Parking areas

Proposal 14: Change of use of the HGV / Coach park, Crossways Church Stretton to a pay and display car park

- Currently no take up of the HGV & Coach Parking provision, therefore looking to make available to others



Implementation Programme (subject to Cabinet approval).

		Start:	Go live:
Phase 1	Shrewsbury	December 2017	May 2018
Phase 2	Ludlow	March 2018	July 2018
Phase 3	Bridgnorth	May 2018	September 2018
Phase 4	Oswestry	June 2018	October 2018
Phase 5	All other areas	July 2018	November 2018

Any Questions?

<http://shropshire.gov.uk/news/2017/07/proposed-parking-changes/>

