

Appendix 2: Officer Comments and Recommendations following Parking Consultation October 2019 on proposed amendments to parking strategy

Proposal 1 Changes to the geographical boundaries for qualification for residents on-street permits to the existing Red zone and Blue area residents parking schemes in Ludlow are assessed and implemented if after full consultation any changes are deemed appropriate.

Recommendation: Implement

Reason: 86% of returns agree with this proposal, no substantive objection to the proposal identified.

Proposed action

Officers work with the local Member for Ludlow North to undertake a detailed review and residents consultation on proposed changes. Items for consideration should include:

- i. Merging the existing Red zone and Blue area residents parking scheme in to one large town centre zone. Merging the 2 parking schemes would facilitate traffic movement with residents having greater flexibility and improved options to find a space. However, blue area residents being able to park in the Red zone could have implications for the town centre economy, pay and display tariffs and discrepancies with regards to variable times of availability of concessions.
- ii. Combining availability of both the blue area and red zone bays for residents of Dinham
- iii. In certain locations, to change certain residential properties permit qualification from the Red zone to the Blue area and vice versa. Detailed consideration needs to be given to residents of the Linney, Upper Linney and College Street being able to park in bays close to their homes.
- iv. The provision of additional parking bays for resident permit holders in areas that are currently unrestricted highway within both the Red Zone and Blue area.
- v. The adoption of shared use resident permit holders/ loading bays so as to allow the provision of additional on street parking bays for residents overnight in loading bays.

Proposal 2 To introduce concessions that allow, in appropriate circumstances entitlement by residents who hold on-street parking permits to also park within approved specified car parks that are in close proximity to on-street residents parking schemes.

Recommendation: Implement

Reason: 82% of returns agree with this proposal, no substantive objection to the proposal identified.

Proposed action

To amend the parking strategy accordingly.

To give consideration to the use of this option during development of and review of existing on street residents parking schemes.

Proposal 3 That all loading bays across the county excluding shared use bays should operate 24 hours a day, seven days a week.

Recommendation: Not to implement

Reason: Opinion on this proposal was very much divided with 53% in agreement and 47% in disagreement. The consultation has raised a number of issues and there are a number of ongoing concerns with regards to the provision of loading facilities, times of operation, usage and entitlement. Recent discussions have also highlighted the need to review historic signing following the introduction of new signing regulations in 2018.

Proposed action

A detailed review of loading bay provision and times of operation on a town by town basis commencing with Shrewsbury. The review in Shrewsbury should also address the outdated historic 1,2 and 3 peak loading ban provision that are in place both within and outside the restricted zone and signing requirements.

Proposal 4 That when the number of on-street parking spaces available in any residents' parking scheme is less than the number of properties, the on-street residents' parking permit criteria restricting allocation to one permit per property, registered in the scheme, be increased to two permits per property, subject to the completion of a residents survey where 51% or more of the returns indicate a preference and the local councillor/s is/are in support.

Recommendation: Implement

Reason: 62% of returns agree with this proposal, no substantive objection to the proposal identified.

Proposed action

To amend the parking strategy accordingly, any implementation will first be subject to the required residents surveys and local councillor support, followed by formal Traffic Regulation Order procedures (TRO).

The residents survey in Ludlow can be incorporated within the consultation for proposal 1 above. The residents survey for other areas commencing with Bridgnorth can be incorporated within the residents consultation for each proposed revised or new residents parking scheme as the proposals are rolled out.

Proposal 5 To assist with the excessive demand for season tickets in some popular car parks it is proposed that the specified maximum number of resident permit and season ticket thresholds for all off street car parks are combined to give an overall maximum threshold for each car park.

Recommendation: Implement

Reason: 71% of returns agree with this proposal, no substantive objection to the proposal identified.

Proposed action

That the required formal consultation for amendment to the Traffic Regulation Order (TRO) is carried out and subject to addressing any comments received the proposal is implemented as soon as possible.

Proposal 6 That annual permit concessions for holiday let properties located within an on-street residents parking scheme be provided. Entitlement to be one digital permit per holiday let property at a cost of £100 per permit which is equivalent to the cost of a residents on street permit.

Recommendation: Implement

Reason: 70% of returns agree with this proposal, no substantive objection to the proposal identified.

Proposed action

That the required formal consultation for amendment to the Traffic Regulation Order (TRO) is carried out and subject to addressing any comments received the proposal is implemented as soon as possible.

Proposal 7a That the times of operation of the evening /overnight tariffs on Mondays to Saturdays in Raven Meadows multi storey car park, Shrewsbury are brought forward by two hours to apply between the hours of 6pm and 8am.

Proposal 7b That on Mondays to Saturdays in Raven Meadows multi storey car park, Shrewsbury a two-hour rather than the existing three- hour tariff cap to the evening/overnight tariffs should apply.

There was overall support for proposals 7a and 7b

Recommendation: Implement

Reason: There was overall support for proposals 7a and 7b with only 12 people (18%) disagreeing, no substantive objection to the proposal identified.

Proposed action

That the required formal consultation for amendment to the Traffic Regulation Order (TRO) is carried out and subject to addressing any comments received the proposal is implemented as soon as possible.