

Bridgnorth Town Council

Town Council Meeting 16th October 2017

Agenda item: Additional

Report from the Parking Consultation Task & Finish Group

The Task and Finish Group met on Tuesday 10th October 2017 and formulated a draft response to the standard questions posed by Shropshire Council. The proposed response from Bridgnorth Town Council is attached as Appendix 1 – this sets out the questions as posed in the online questionnaire, the required YES/ NO answer and proposed additional comments.

Members of the Task and Finish Group found the proposals in respect of Residents' off-street parking permits particularly difficult to follow and members may wish to review the table of proposed season ticket and resident off-street parking charges included within the original Cabinet papers (Appendix 2). At present there are 2 resident off-street parking schemes in Bridgnorth, at Severn Street and Riverside, where the cost of parking in a car park for qualifying local residents is £75 per year.

In addition to submitting a response to the standard questionnaire, members of the Task and Finish Group felt that the Council may additionally wish to comment to Shropshire Council on the level of income being generated from Shropshire Council owned car parks in Bridgnorth and future priorities.

A draft prepared by Counc. D Cooper after the meeting is attached as Appendix 3.

Draft Bridgnorth Town Council response to Parking Strategy proposals

Consultation Part 1 (General charging principles and hours)

Q1: The introduction of a set price per hour (known as 'linear' pricing)

We're proposing to introduce a set price per hour in each of our car parks, though the charge will vary between car parks (see proposal 2) depending on their location.

Do you agree with this proposal? YES

Comments: The proposal has the benefit of simplicity and would facilitate "top up" if users change their mind about how long they want to stay. However, it would reduce the possibility of using parking charges for incentive purposes (e.g Sunday shopping)

Q2: A standard countywide car parking banding / ranking system

We're proposing to introduce seven new pricing bands. Each car park and on-street pay and display area will be placed into one of these bands, depending on its location, capacity and the likelihood of finding a parking space.

Do you agree with this proposal? YES

Comments: This proposal appears to be driven by administrative convenience, and has the potential to be confusing for consumers. However, in practice it is proposed that only 3 of the price bands be used in Bridgnorth and this would appear acceptable.

Q3: Parking tickets for unrestricted periods

We're proposing to end the current system of long-stay and short-stay parking by introducing parking tickets that allow you to park without a maximum stay limit in our car parks and on-street pay and display areas.

Do you agree with this proposal? YES

Comments: This option is supported on the basis that pricing will be used to encourage users to go to the car park appropriate to their length of stay and that there is no “paid for” on-street parking in Bridgnorth. However, as a general principle where “paid-for” on-street parking exists in residential areas care must be taken to avoid adverse impacts on residents.

Q4: *Introduce linear (set price per hour) charges between 9am and 8pm*

Evening parking across the county is currently free after 6pm and take-up by both residents, businesses and visitors can be high, which is great for our evening economy, but can cause congestion in our car parks and on-street parking areas, plus additional operational and maintenance costs.

Do you agree with this proposal? **NO**

Comments: We do not consider it appropriate to extend the paid for parking hours to 8 p.m. in the evening on the basis currently proposed. Whilst we acknowledge that car parks in Bridgnorth are used in the evenings by residents and visitors, we are mindful that restrictions on on-street parking currently generally end at 6 p.m. and we do not feel it would be viable to have free unrestricted on-street parking alongside charged-for car parks. We also feel that the dynamics of evening parking are likely to be different from day-time parking demand and that, if charges were introduced for parking beyond 6 p.m. consideration would have to be given to a separate “off peak” tariff. We would like consideration to be given to ceasing charging in the car parks at 5 p.m.

We would support charging hours beginning at 9 a.m. instead of 8 a.m.

Q5: *Extension of on-street loading/taxi bay provision evenings/ early a.m*

Loading bays are provided in our market towns, and the times they can be used for loading and unloading varies from bay to bay and town to town. Outside of these times the bays can generally be used for unrestricted parking. We’re now proposing that the loading bay restriction times should be extended in line with the evening parking charge proposals.

We're also proposing that all existing loading bays within the Shrewsbury river loop are used as taxi bays between 8pm and 7.30am. If this is successful we'd consider introducing similar measures in other market towns.

Do you agree with this proposal? YES

Comments: Most Loading Bays in Bridgnorth are in the vicinity of the High Street and subject to a confusing variety of restrictions, which require rationalisation. Although we do not agree with charged for parking hours being extended to 8 p.m., we would wish to encourage deliveries to be made outside of peak hours (though not at times which may create a nuisance to residents) and would support Loading Bay restrictions generally being in force between 7:30 a.m. and 8 p.m., with a presumption that they be used for parking by residents outside of these hours. However, consideration should be given to the delivery patterns for local businesses. Whilst we support the availability of Taxi's, the provision of Taxi bays should be subject to demand and consultation with the trade locally.

Q6: Removal of the 15-minute 'pop and shop' period

We're planning to end the 'pop and shop' period that allows you to park in all of our pay and display parking areas for 15 minutes without having to pay. If you include the ten minute 'observation period' before a ticket can be issued, people can currently park for free for up to 25 minutes. We're proposing to end this, but you will still have a ten minute period after parking before a ticket can be issued.

Do you agree with this proposal? NO

Comments: We do not agree with the proposition that car park users will think that it is alright to park for a limited period without paying for a ticket, unless this is explicitly stated in the car park tariff. The ability to stop for short periods in a Town Centre environment for purposes such as short shopping trips, using banks and post offices, etc. is valuable and we would resist its loss. In Bridgnorth it is currently possible to park on-street in the vicinity of the High Street and Low Town shops for 40 minutes without charge – these bays can be heavily used at times. We would prefer the “pop and shop” period in the car parks to be retained.

Q7: *Extend Raven Meadows multi-storey car park opening hours in Shrewsbury*

We're proposing to open the car park 24 hours a day, seven days a week.

Do you agree with this proposal? YES

Consultation Part 2 (regular car park users etc.)

Q1: Weekly tickets

We're proposing the provision of weekly season tickets in all off-street pay and display and pay on foot car parks (bands 2 to 6), including off-street band 2 car parks within Shrewsbury's river loop.

Do you agree with this proposal? YES

Comments: We welcome the proposal that parking can be made available for £10 per week in 2 of Bridgnorth's car parks.

Q2: Season tickets for cars and vans

Season tickets are currently available for 29 of our 78 car parks (including on-street parking areas). Very few of the existing 29 locations offer the option to buy for all periods of season tickets – one month, three months, six months, or annual. There are also 19 different charging regimes in place, meaning that there's not much consistency across market towns.

Do you agree with this proposal? YES

Comments: We support the idea that regular users should benefit from a discounted rate, and note that it is proposed that Season Ticket rates should be based on the charge for 200 days a year. We would prefer that pricing be based on Option 1 (discounts of up to 50% for an annual ticket) rather than option 2 (no additional discount for a monthly ticket, and a 38% discount for an annual ticket). We are concerned that problems of space availability may arise on occasions and would ask that the Council consider setting aside sections of its car parks for season or weekly ticket holders only.

Q3: Residents' off-street parking permits.

There are multiple aspects to this proposal. Take a look at the consultation page for more information.

Do you agree with this proposal? YES

Comments: We agree that residents without access to their own off-street parking, or to on-street parking, should be able to purchase residents' permits for use in Council car parks.

At present 2 options are proposed – evening/ weekend and full time. Pricing options suggested for “full time” permits are a 60% discount to the price of parking for 200 days a year under option 1 or 40% under option 2 – given that this compares with generally available annual season ticket rates proposed to be based on a 50% or 38% discount respectively we do not feel that the additional discount offered to residents is sufficient to reflect the lower flexibility of a resident’s permit. We would suggest that full-time residents’ permits are priced at least at a 25% discount to the relevant annual public season ticket rate.

We would also suggest that in reality evening/ weekend tickets are most likely to be used during charging hours, and displace public parking, at weekends and public holidays – these comprise roughly 30% of a year and we would suggest that residents’ evening/ weekend tickets are priced at 30% of the full-time one.

We would appreciate clarification of what facilities might be offered to residents of Bridgnorth High Street under the proposals.

Q4: Coach and HGV parking permits

There are multiple aspects to this proposal. Take a look at the consultation page for more information.

Do you agree with this proposal? YES

Comments: We note that it is proposed to offer HGV and Coach parking at Innage Lane and Severn Street car parks in Bridgnorth at a rate of £10 per 24 hour stay, with the coach ticket being valid in any Shropshire Coach Parking facility for the 24 hour period. We feel that this is reasonable.

HGV season ticket rates are proposed at 3 times light vehicle rates, however we note that the above daily charge equates to over 4 times the light vehicle daily rate (based on an 8 hour day) and suggest that these are brought into line.

Consultation Part 3 (on street residents' parking permit schemes)

Q1:

Before a residents' parking scheme is considered, the potential for the introduction of alternative prohibitions, restrictions and/or traffic management measures should be considered.

Do you agree with this proposal? YES

Comments: N/A

Q2:

A feasibility proposal outlining the properties and streets for inclusion in any residents' parking scheme will be prepared and support for the proposal should be obtained from the local councillor for the area and from the cabinet member for highways and transport. Appropriate funding for scheme development / consultation will also be identified.

Do you agree with this proposal? YES

Comments: N/A.

Q3:

When the number of vehicle parking spaces available in any proposed residents' parking scheme is equal to or greater than the number of properties registered in the area, a scheme won't be taken forward unless there is sufficient evidence of on-street parking by commuters or non-residents.

Do you agree with this proposal? NO

Comments: We question how this would be ascertained in practice, and the nature of the problem experienced is likely to be different in each locality. This proposal appears to be unworkable in practice.

Q4:

When the number of on-street parking spaces available in any proposed residents' parking scheme is less than the number of properties registered in the area a residents-only scheme should be considered.

Do you agree with this proposal? YES

Comments: We agree in principle that resident only schemes should be considered where there is no realistic scope for parking by non-residents, but in practice it would be necessary to consider the number of properties without private parking facilities and patterns of vehicle ownership.

Q5

Provision of visitor parking permits within a scheme proposal will only be considered if parking space capacity is considered sufficient

Do you agree with this proposal? YES

Comments: We agree with the principle, but the question of whether parking space capacity is sufficient is not adequately defined. We would suggest that schemes are based on a hierarchy of need – residents, then others who need access to residents properties (whether for business or social purposes), then others.

Q6

Within a residents' parking scheme, individual properties on roads that are part of the scheme can be excluded from eligibility for residents' parking permits if that exclusion was a specific part of the planning consent for that property, such as part of a section 106 agreement

Do you agree with this proposal? YES

Comments: This proposal appears to address an issue whereby residents' objections to proposed developments based on the impact on parking cannot currently be sustained, and represents a valuable flexibility when development proposals would potentially increase demand in an area (e.g. converting houses to flats).

Q7

Prior to going ahead with a scheme, a survey questionnaire will be distributed to all properties that are proposed to be included, detailing the outline scheme feasibility proposals. If the results of the survey indicate 50% or more support the scheme and less than 50% oppose it, detailed proposals may be further developed. Survey returns expressing a view that is neither for nor against a scheme proposal will be discounted. If the overall response rate is less than 50% of all properties in the area the scheme may only proceed with the support of the cabinet member for highways and transport.

Do you agree with this proposal? YES

Comments: We support the principle that schemes should only take place when there is adequate local public engagement, but have difficulty envisaging the circumstances under which it would be appropriate to take forward a scheme without adequate evidence of public engagement.

Q8

Prior to the start of any formal traffic regulation order consultation for a residents' parking scheme proposal, a public exhibition outlining the detailed scheme proposals will be held and comments invited

Do you agree with this proposal? YES

Q9

The effectiveness of a residents' parking scheme will be evaluated and reviewed twelve months after its introduction and, if necessary, modifications will be considered

Do you agree with this proposal? YES

Comments: It may also be appropriate to specify a requirement for periodic reviews of schemes, e.g. once every 5 or 10 years.

Consultation Part 4 (waivers)

Q:

To simplify and improve the waiver system we're proposing to stop issuing green and red waivers and introduce a new 'tradesperson/work waiver'. Each waiver will cost £20 per vehicle, and will be valid for one day. The fee is to cover the council's administration costs. Each application will be considered and authorised by our Parking team. Take a look at our 'Parking strategy consultation' page for all background information on the strategy.

Do you agree with this proposal? YES

Comments: The justification given for this measure is that there will no longer be a time limit on the use of paid for parking spaces, which will eliminate some of the demand for "green" waivers. However, in Bridgnorth there are a lot of time restricted on – street spaces which would apparently still require a waiver. Under the old system this would have cost £10 per day, and would now cost £20 per day – this appears excessive in the context of what tradespeople in Bridgnorth are able to charge for their work. For works which are likely to take more than 1 day, we would like to see discounted rates available (e.g. weekly).

Table of proposed Season Ticket rates etc from Cabinet Report 12 July
2017

Appendix 11: Off street car park Season ticket and Residents Parking Tariff Proposals

Car Park	Town	Score	Spaces	Band	Flat Primary Discount Rate	1 Month			3 Month			6 Month			12 Month			Residents Season Ticket			Residents Season Ticket		
						Existing	Option 1	Option 2	Quarterly Season Ticket			1/2 Year Season Ticket			Annual Season Ticket			24 Hour Covered			Evening and Weekend		
									Existing	Option 1	Option 2	Existing	Option 1	Option 2	Existing	Option 1	Option 2	Existing	Option 1	Option 2	Existing	Option 1	Option 2
Bridge Street	Shrewsbury	87	54	Type 2	£3,200.00		£232.00	£266.67	£456.10	£600.00	£696.00		£992.00	£1,200.00	£1,519.30	£1,600.00	£1,984.00		£1,280.00	£1,600.00		£640.00	£960.00
St Austins	Shrewsbury	87	48		£3,200.00		£232.00	£266.67	£456.10	£600.00	£696.00		£992.00	£1,200.00	£1,519.30	£1,600.00	£1,984.00		£1,280.00	£1,600.00		£640.00	£960.00
Quarry Fitness Centre	Shrewsbury	81	15		£3,200.00		£232.00	£266.67		£600.00	£696.00		£992.00	£1,200.00		£1,600.00	£1,984.00		£1,280.00	£1,600.00		£640.00	£960.00
St Julians	Shrewsbury	57	272		£3,200.00	£60.00	£232.00	£266.67	£170.00	£600.00	£696.00	£320.00	£992.00	£1,200.00	£600.00	£1,600.00	£1,984.00		£1,280.00	£1,600.00		£640.00	£960.00
Ravens Meadow	Shrewsbury	64	856		£3,200.00		£232.00	£266.67		£600.00	£696.00		£992.00	£1,200.00		£1,600.00	£1,984.00		£1,280.00	£1,600.00		£640.00	£960.00
Castle Street	Ludlow	74	143	Type 3	£1,600.00		£116.00	£133.33		£300.00	£348.00		£496.00	£600.00		£800.00	£992.00		£640.00	£800.00		£320.00	£480.00
Listley	Bridgnorth	74	130		£1,600.00		£116.00	£133.33		£300.00	£348.00		£496.00	£600.00		£800.00	£992.00		£640.00	£800.00		£320.00	£480.00
Sainsburys	Bridgnorth	73	230		£1,600.00		£116.00	£133.33		£300.00	£348.00		£496.00	£600.00		£800.00	£992.00		£640.00	£800.00		£320.00	£480.00
Festival Square	Oswestry	64	23		£1,600.00		£116.00	£133.33		£300.00	£348.00		£496.00	£600.00		£800.00	£992.00		£640.00	£800.00		£320.00	£480.00
Riverside	Bridgnorth	58	6	Type 4	£1,120.00		£81.20	£93.33		£210.00	£243.60		£347.20	£420.00		£560.00	£694.40		£448.00	£560.00		£224.00	£336.00
Beatrice Street	Oswestry	58	100		£1,120.00		£81.20	£93.33		£210.00	£243.60		£347.20	£420.00		£560.00	£694.40		£448.00	£560.00		£224.00	£336.00
Frankwell	Shrewsbury	57	807		£1,120.00	£60.00	£81.20	£93.33	£170.00	£210.00	£243.60	£320.00	£347.20	£420.00	£600.00	£560.00	£694.40	£400.00	£448.00	£560.00		£224.00	£336.00
Smithfield Bridgnorth	Bridgnorth	55	326		£1,120.00	£45.00	£81.20	£93.33	£128.00	£210.00	£243.60	£240.00	£347.20	£420.00	£450.00	£560.00	£694.40		£448.00	£560.00		£224.00	£336.00
Back Lane	Much Wenlock	52	9		£1,120.00		£81.20	£93.33		£210.00	£243.60		£347.20	£420.00		£560.00	£694.40		£448.00	£560.00		£224.00	£336.00
Galdeford Top	Ludlow	50	162	Type 5	£800.00	£72.00	£58.00	£66.67	£204.00	£150.00	£174.00	£384.00	£248.00	£300.00	£720.00	£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Frogmore	Market Drayton	47	74		£800.00		£58.00	£66.67		£150.00	£174.00		£248.00	£300.00		£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Easthope	Church Stretton	46	146		£800.00	£54.00	£58.00	£66.67	£153.00	£150.00	£174.00	£288.00	£248.00	£300.00	£540.00	£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Queen Street	Market Drayton	46	128		£800.00		£58.00	£66.67		£150.00	£174.00		£248.00	£300.00		£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Abbey Foregate	Shrewsbury	43	342		£800.00	£41.00	£58.00	£66.67	£115.00	£150.00	£174.00	£216.00	£248.00	£300.00	£405.00	£400.00	£496.00	£270.00	£320.00	£400.00		£160.00	£240.00
St Marys	Much Wenlock	43	46		£800.00	£45.00	£58.00	£66.67	£128.00	£150.00	£174.00	£240.00	£248.00	£300.00	£450.00	£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Falcons Court	Much Wenlock	43	46		£800.00	£45.00	£58.00	£66.67	£128.00	£150.00	£174.00	£240.00	£248.00	£300.00	£450.00	£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Pepper Street	Whitchurch	40	19		£800.00		£58.00	£66.67		£150.00	£174.00		£248.00	£300.00		£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Castle Hill	Whitchurch	39	34		£800.00		£58.00	£66.67		£150.00	£174.00		£248.00	£300.00		£400.00	£496.00		£320.00	£400.00		£160.00	£240.00
Innage	Bridgnorth	38	175	Type 6	£480.00	£33.00	£34.80	£40.00	£94.00	£90.00	£104.40	£176.00	£148.80	£180.00	£330.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Severn Street	Bridgnorth	38	103		£480.00	£33.00	£34.80	£40.00	£94.00	£90.00	£104.40	£176.00	£148.80	£180.00	£330.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Galdeford Lower	Ludlow	33	100		£480.00	£36.00	£34.80	£40.00	£102.00	£90.00	£104.40	£192.00	£148.80	£180.00	£360.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Oswald Road	Oswestry	33	33		£480.00	£15.00	£34.80	£40.00	£43.00	£90.00	£104.40	£80.00	£148.80	£180.00	£150.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Towers Lawn	Market Drayton	33	208		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Smithfield Ludlow	Ludlow	32	101		£480.00	£30.00	£34.80	£40.00	£85.00	£90.00	£104.40	£160.00	£148.80	£180.00	£300.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Oak Street	Oswestry	31	206		£480.00	£15.00	£34.80	£40.00	£43.00	£90.00	£104.40	£80.00	£148.80	£180.00	£150.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Newtown	Whitchurch	30	56		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
St Johns Street	Whitchurch	30	37		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Brownlow Street	Whitchurch	30	31		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
New Road	Much Wenlock	28	20		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Talbot, Cross, Spar	Ellesmere	26	178		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
High street	Wem	25	247		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Mill, Leek Street	Wem	22	30		£480.00	£27.00	£34.80	£40.00	£77.00	£90.00	£104.40	£144.00	£148.80	£180.00	£270.00	£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Prees Lorry	Prees	22	20		£480.00		£34.80	£40.00		£90.00	£104.40		£148.80	£180.00		£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Gobowen Train	Gobowen	11			£480.00		£34.80	£40.00		£90.00	£104.40		£148.80	£180.00		£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Newport Road	Market Drayton	19			£480.00		£34.80	£40.00		£90.00	£104.40		£148.80	£180.00		£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Crossways (HGV/Coach)	Church Stretton	20			£480.00		£34.80	£40.00		£90.00	£104.40		£148.80	£180.00		£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
High Street, Albright	Albrighton	17	67		£480.00		£34.80	£40.00		£90.00	£104.40		£148.80	£180.00		£240.00	£297.60		£192.00	£240.00		£96.00	£144.00
Harley Jenkins	Bishops Castle	4			Type 7	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00
Dark Lane	Broseley	4		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Clun	Clun	4		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Lloyd Street	Oswestry	4		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
High Street Highley	Highley	4		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Auction Yard	Bishops Castle	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Church Street	Bishops Castle	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Bridgnorth Road	Broseley	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Childe Road	Clebury Mortimer	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Corvedale Road	Craven Arms	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Newington Way	Craven Arms	3		£0.00			£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00		£0.00	£0.00
Gatacre	Oswestry	3		£0.00																			

Suggested Letter from Bridgnorth Town Council (drafted by: Counc. D Cooper)

To: Councillor Steve Davenport – Portfolio Holder for Highways and Transport , Shropshire Council

cc: Counc. Peter Nutting, Leader

Dear Counc. Davenport

Shropshire Parking Strategy

Although Bridgnorth Town Council broadly supports the aims and objectives of the parking strategy which is being consulted on, we have considerable concerns about the financial implications, and about the lack of investment in Bridgnorth.

Information supplied by Shropshire Council has confirmed that in the last financial year Shropshire Council made a surplus of nearly Half a Million Pounds (£488,878) operating car parking in Bridgnorth. The information provided indicated that gross Car Park revenue in Bridgnorth has been:

Historic Car Park revenue in Bridgnorth – per Fol request to Shropshire Council	
2013/14	£675,136
2014/15	£665,453
2015/16	£710,754
2017/18	£732,996

(in addition to the above, Shropshire Council receives revenue from operating a resident permit scheme of about £27,000 p.a.)

It will be seen that revenue has been rising quite sharply. The basis of accounting for the costs of car parking was changed for 2016/17 to include depreciation of the car park surfaces, and now show costs for operating the car parks in Bridgnorth as being £271,166. It would thus appear that Shropshire Council is operating the car parks in Bridgnorth at a high margin (revenue is 2.7 times costs). The most lucrative car parks were at Listley Street, Sainsbury's, and Smithfield, as follows:

Surplus by Car Park in Bridgnorth, 2016/17			
Car Park	Surplus	Spaces	Surplus/ space
Listley St N	£100,021	93	£1,075
Listley St S	£15,112	37	£408
Sainsbury's	£116,933	230	£508
Smithfield N	£221,514	326	£679

Unfortunately we have seen little in the way of investment in our car parks and the upkeep leaves something to be desired. Indeed, we have no information about what the surpluses being generated are being spent on, or whether they are being used to benefit the Bridgnorth area.

In the light of the high returns being generated from parking in Bridgnorth, we cannot see that it would be appropriate to generate additional income from local residents and workers through the adoption of the proposed parking strategy. Thus, while we support the broad thrust of the strategy we would expect pricing to be set in a way which has a broadly neutral effect on the amount of parking revenue being generated in Bridgnorth.

We do feel that there is a pressing need to invest in transport in Bridgnorth, including parking provision. We would remind you that in policy E8 of Shropshire's provisional LTP Strategy 2011 – 2026 your Council commits that : "We will ensure provision of adequate car parking in Shropshire towns and other key visitor locations. We will manage car parking spaces in a way that will make most efficient use of parking space to support local economies and encourage use of alternative travel modes where available, making use of park and ride where viable."

We currently feel that a lack of parking spaces for shoppers and visitors coming into the Town, particularly on a Saturday, is acting as a constraint to the local economy. This is likely to get worse when Shropshire Council finally disposes of its Westgate site (which is currently well used as a free car park by people working in the Town) and if the proposed Smithfield development goes ahead. You will also be aware that under the current Local Plan Review it is being proposed that the Bridgnorth area provides a further 1,500 homes over the next 20 years, which can only exacerbate the problem.

We further have concerns about air quality, and about a level of public transport provision which does not encourage use. We would thus like to see Shropshire Council planning positively for the future development of sustainable transport and parking in Bridgnorth. We would ask that we be kept fully informed of how much revenue is being generated through parking provision in the Town (and is projected to be generated in the light of the proposals), and that we are consulted about how it is to be spent to benefit the local economy.

Yours sincerely