

# 1. Proposals regarding: linear parking; pricing bands; unrestricted parking; evening parking; loading bays; 'pop and shop' parking, and Raven Meadows opening hours

## Proposal 1 - 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.

Band 1	Band 2	Band 3	Band 4	Band 5	Band 6	Band 7
£2.50	£2.00	£1.00	£0.70	£0.50	£0.30	Free

## Proposal 2 - 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.

High Street	Wem	Band 6 30p/hour
Mill Street	Wem	
Leek Street	Wem	

## Proposal 3 – 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.

## Proposal 4 – 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 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.

## Proposal 5 – The extension of on-street loading and taxi bay provision in the evenings and early mornings

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.

## Proposal 6 – 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 10 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 would still have a 10 minute period after parking before a ticket can be issued.

## Proposal 7 – The extension of opening hours in Raven Meadows multi storey car park in Shrewsbury

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

## 2. Proposed new policy and tariff framework for weekly tickets, season tickets, residents' off-street permits, and for coach and HGV parking

### Weekly tickets

We're proposing the provision of weekly season tickets in all off-street Pay & Display and pay on foot car parks (bands 2 to 6), including off-street band 2 car parks within Shrewsbury's river loop. See consultation document one for a list of the proposed bands for each car parks.

To provide maximum flexibility weekly tickets will be valid for any Shropshire Council car park of the same band level, or higher. For example, if a weekly season ticket is purchased for band 3 it will also be valid for use in all Shropshire car park bands 4, 5 and 6.

Band	Hourly Rate	8 hour day	5 day week	Proposal
		(flat rate)		
2	£2.00	£16.00	£80.00	£70.00
3	£1.00	£8.00	£40.00	£35.00
4	£0.70	£5.60	£28.00	£24.00
5	£0.50	£4.00	£20.00	£17.00
6	£0.30	£2.40	£12.00	£10.00

### 2. Season tickets for cars and vans

Season tickets are currently available for 29 of Shropshire Council's 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's there not much consistency across market towns.

- **Proposal a:** Price levels for season tickets be standardised and modelled based on the seven banding levels as identified for car parks
- **Proposal b:** Only one type of season ticket, that will be valid at all times
- **Proposal c:** A standard initial primary discount for season tickets, that assumes usage eight hours a day, 200 days per year.
- **Proposal d:** For standard season tickets (valid all hours), a further standard secondary tiered discount level will be set for the four standard durations of season tickets – one month, three months, six months, and annual - based upon the flat rate hourly linear charge for an eight-hour day in each band.
- **Proposal e:** Season tickets will be valid for all Shropshire Council car parks of the same or lower band level, rather than just at one specified car park.
- **Proposal f:** The proposed new season ticket framework will be introduced at the same time as the programme for proposed hourly linear charges / banding.

	1 Month season ticket		3 Month Quarterly season		6 month <sup>1</sup> / <sub>2</sub> Year season		12 Month Annual season	
Band	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2
Secondary Discount %	13%	0%	25%	13%	38%	25%	50%	38%
Type 1	£292	£333	£750	£875	£1,250	£1,500	£2,000	£2,500
Type 2	£233	£267	£600	£700	£1,000	£1,200	£1,600	£2,000
Type 3	£117	£133	£300	£350	£500	£600	£800	£1,000
Type 4	£82	£93	£210	£245	£350	£420	£560	£700
Type 5	£58	£67	£150	£175	£250	£300	£400	£500
Type 6	£35	£40	£90	£105	£150	£180	£240	£300
Type 7	£0	£0	£0	£0	£0	£0	£0	£0

### 3. Residents' off-street parking permits

- **Proposal a:** All off-street car park residents' permits will be issued and valid for a period of 12 months only. Permits will be available pro-rata for shorter periods in special circumstances
- **Proposal b:** Refunds on cancellation of permits will be available for the number of valid whole calendar months remaining.
- **Proposal c:** Two types of off-street car park residents' permits will be made available, with a discount applied accordingly:
  - i. Residents' permits that are valid all of the time
  - ii. Residents' permits that are only valid from 4pm in the evening until 10am in the morning on weekdays, and at all times on Saturday, Sundays and bank holidays.
- **Proposal d:** Tariff levels for off-street car park residents' permits will be standardised based on the seven banding levels established for each identified car park (see consultation document one)
- **Proposal e:** As with season tickets a standard initial primary (flat rate) discount will be applied that assumes usage 200 days per year.
- **Proposal f:** Off-street car park residents' permits will be subject to a further standard secondary tiered discount level dependent on the type of permit.
- **Proposal g:** A residents' off-street parking permit shall be allocated for use in specified car parks, usually in locations in close proximity of a resident's home.
- **Proposal h:** The programme for introduction of the new proposed off-street residents' permits shall be run alongside the programme for the introduction of the main proposed hourly linear tariff / banding.

**Table: Summary of off-street residents' parking permit proposed tariff options (**

Band	Annual Resident Permit			
	Available all times 24 /7		Evenings and weekends only	
	Option 1	Option 2	Option 1	Option 2
Secondary Discount %	60%	50%	80%	70%
1	£1,600	£2,000	£800	£1,200
2	£1,280	£1,600	£640	£960
3	£640	£800	£320	£480
4	£448	£560	£224	£336
5	£320	£400	£160	£240
6	£192	£240	£96	£144
7	£0	£0	£0	£0

#### 4 - Coach and HGV parking permits

- **Proposal a:** To retain all current HGV and coach parking provision with the exception of Crossways, Church Stretton
  - **Proposal b:** A standard tariff of £10 per 24 hour stay for HGV and coach parking – and that HGV season ticket provision be made available (monthly, six-monthly and annual) at a tariff rate three times that of the smaller vehicle season tickets for the appropriate band type of each car park.
  - **Proposal c:** A coach parking ticket shall be valid to park in any allocated Shropshire Council coach parking facility across the county rather than a 24-hour coach parking tickets for use in a specific car park.
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### 3. Proposed changes to Shropshire's Council's on-street residents' parking permit scheme

**Proposal 1** - Before a residents' parking scheme is considered, the potential for the introduction of alternative prohibitions, restrictions and/or traffic management measures should be considered.

**Proposal 2** - 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.

**Proposal 3** - 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.

**Proposal 4** - 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.

**Proposal 5** - Provision of visitor parking permits within a scheme proposal will only be considered if parking space capacity is considered sufficient.

**Proposal 6** - 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.

**Proposal 7** - 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.

**Proposal 8** - 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.

**Proposal 9** - The effectiveness of a residents' parking scheme will be evaluated and reviewed twelve months after its introduction and, if necessary, modifications will be considered.

#### 4. Proposed changes to the car parking waiver system

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 Shropshire Council's parking service team.

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Questions to answer in relation to each proposal

**Do you agree with our proposals? (please circle/tick)**

Yes

No

**If 'no', do you have any alternative suggestions?**

**Do you have any other comments regarding these proposals?**

