

Recommendations from Report	Suggested options and comments summarised:
The use of standard criteria and setting of standard banding levels (including associated criteria and methodology) for each identified car park	<p>Retain the current system / keep things as they are</p> <p>Retain long and short stay car park provision - turnover required, parking all day for those that can afford it etc</p> <p>Provide free parking - promote the market economy, tourism, visitors, workers, residents. Suggestion could be all parking should be free or for certain periods such as the first 2/3 hours (Telford model)</p> <p>Standard cheap, value for money parking - promote the market economy, tourism, visitors, workers, residents</p> <p>Different towns have different needs, one size does not fit all, location by location basis, should independently assessed by town / carpark</p> <p>Disincentives' short stays and incentivise long stays - decrease hourly rate as stay gets longer (priced to allow workers and visitors to stay all day)</p> <p>Exclude smaller market towns / villages from the strategy - promote the market economy, tourism, visitors, workers, residents</p> <p>Incentivise short stays and disincentives' long stays - increase hourly rate as stay gets longer</p> <p>Too many bands - (reduce the number of bands from 7 to 5)</p> <p>Retain maximum stay on street</p> <p>Each market town should have its own flat rate (market economy, tourism, visitors, workers, residents)</p> <p>Token charges remain for smaller towns</p> <p>The price bands should be much closer to each other</p> <p>On street no, car parks yes</p>
The introduction of a set price per hour (known as 'linear' pricing)	<p><i>Tariffs too high, reduce</i></p> <p><i>Stay the same / fees should not increase (current system ok)</i></p> <p><i>Same rate in all car parks</i></p> <p><i>Cap, long stay options reduced Sunday concessions</i></p> <p><i>Inner/ outer car parks system (inner hourly rate, outer car parks daily rate or similar)</i></p> <p><i>Inflationary rise only</i></p> <p><i>St Julian Friar's and Raven Meadows should be band 4, Frank well should be band 5</i></p> <p><i>Tariffs too low</i></p> <p><i>Maximise on street to £2.00 per hour not £2.50 /top 2 bands overpriced</i></p> <p><i>Round up tariffs, 50p, round pounds</i></p> <p><i>The charge should reflect the average socio-economic background of users.</i></p> <p><i>Ending long stay and short stay parking yes /banding no</i></p> <p><i>Reduce Ellesmere banding</i></p> <p><i>The band for St Julian's should be reduced so that it is the same as Abbey Foregate</i></p>
To introduce charging and pay and display in the following carparks: Gobowen Station, Gobowen	<p>Leave as is -do not charge</p> <p>Free for commuters / rail season ticket holders</p> <p>Nominal charge with residents parking scheme</p> <p>Free 15 min.' for those who wish just to purchase rail tickets</p>
To introduce charging and pay and display in the following carparks: Newport Road, Market Drayton	<p><i>Keep free of charge</i></p> <p><i>Concessions for leisure centre users</i></p> <p><i>Free parking at leisure centres</i></p> <p><i>Charges should be minimum / free for first 2 hours to encourage families to use the leisure facilities where sessions are often up to 2 hours long</i></p> <p><i>Put in to place a charging mechanism to avoid vehicles being left in the car park for long periods (e.g. 1-2 weeks plus)</i></p> <p><i>The car park is empty on Sundays so why not make this day completely free</i></p>
To introduce charging and pay and display in the following carparks: Crown Hotel, High Street, Albrighton	<p>No change - leave as is</p> <p>if it MUST be brought into Band 6, then a 30 minute pop and shop should be introduced, as most people who shop in Albrighton visit multiple outlets.</p> <p>Free</p>
To introduce linear tariffs and charging between 9.00am and 8.00pm.	<p><i>Retain existing arrangements and keep free after 6.00pm</i></p> <p><i>Free after 7.00pm</i></p> <p><i>Overnight flat rate</i></p> <p><i>Reduced rates for evening parking</i></p> <p><i>Residents and business free, visitor's should pay</i></p> <p><i>Not in the evenings in our local market towns, only where it is busy /day time only</i></p> <p><i>Charging should end at different times in different places</i></p> <p><i>Consideration needs to be given to post 18.00hrs, where residents with permits cannot park due to non</i></p> <p><i>Don't charge/ free after 5.00pm</i></p> <p><i>Charging should be introduced for on-street and car parks in the river loop of Shrewsbury but all others should</i></p> <p><i>Don't charge free after 4.00pm</i></p> <p><i>Don't charge /free after 3.00pm</i></p> <p><i>NOT in small market towns</i></p> <p><i>A different linear payment after 6</i></p> <p><i>Should be free when Park+Ride finishes. We want to keep the evening trade. Charging until 8pm will drive</i></p>
The extension of opening hours in Raven Meadows multi storey car park in Shrewsbury 24 hours a day,	<p>Safety /anti social behaviour concerns</p> <p>Make safe and secure improve customer experience</p> <p>Keep it competitive off peak rate</p> <p>Leave it alone</p> <p>Extend closing time beyond current 7 pm and open on Sundays</p> <p>Resident/season-ticket parking</p> <p>Parking spaces are small</p> <p>More child parking wider spaces</p> <p>Incorporate pop and shop</p>

Recommendations from Report	Suggested options and comments summarised:
	Weekend parking
A new trades person waiver system	<p><i>Maintain current system</i></p> <p><i>£10 per day</i></p> <p><i>Free parking for tradespeople</i></p> <p><i>But only if you can pay for 30 minutes not 1 hour minimum</i></p> <p><i>£15 max</i></p> <p><i>Too expensive</i></p> <p><i>Does not cover the real problems of Town Centre residents. Many tradesmen refuse to work here in areas of no parking. We are a listed building requiring conservation.</i></p> <p><i>Abolish - can not be properly enforced</i></p> <p><i>£20 annual permit</i></p> <p><i>Varying date and location to meet inclement weather and inability to park in preferred locations</i></p>
The removal of restrictions on periods of maximum stay and minimum return subject to	<p>Leave it as it is</p> <p>Retain maximum stay</p> <p>Street parking wherever it is should be limited to 4hrs</p> <p>One size does not fit all</p> <p>On street should be short stay only to allow for retail pickup from shops. Impossible if business and others park their own cars there all day.</p> <p>Pricing should be based on the size and value of the vehicle not time and location the bigger the vehicle and higher value the vehicle the higher the charge</p> <p>Have SOME more long-stay areas in town.</p> <p>Unrestricted all day parking at Meters. People seeking long term parking would block the already scarce space availability for residents. The present restricted and time limited arrangement ensures a turnover of parking spaces giving availability and facilitating best use of the parking spaces.</p>
Removal of the 15-minute 'pop and shop' period	<p><i>Retain 15 minute, pop and shop</i></p> <p><i>Leave it as it is</i></p> <p><i>Provide 15 to 30 minute free parking</i></p> <p><i>A free initial 1 to 2 hour period should also operate to allow people to make shorter trips into towns</i></p> <p><i>Extend</i></p> <p><i>Retain 10 minute grace period</i></p> <p><i>5 minute grace period adequate</i></p> <p><i>20 minute pop and shop period required</i></p> <p><i>10 minutes is not long enough</i></p> <p><i>Low rate 1 hour tariff pop and shop - Shrewsbury on Street</i></p> <p><i>Should be instant</i></p> <p><i>High rate Shrewsbury on-street rigorous enforcement traffic management tool</i></p> <p><i>Shrewsbury only</i></p>
Extend times of loading bay restrictions to 8.00pm in line with the proposal to introduce linear tariffs and extend charging until	<p>Keep as is - free parking after 6.0pm</p> <p>Location by location basis</p> <p>Should be adjusted for when loading is needed - site specific</p> <p>There should be no restrictive times</p> <p>Extend to 7.00pm</p> <p>Leave them for disabled</p> <p>Deliveries should be restricted to outside shopping hours.</p> <p>Loading bays to be used by taxis, but no evening parking charges.</p>
To make all existing loading bays available within the Shrewsbury river loop as taxi bays between 8.00	<p><i>Leave things alone</i></p> <p><i>Just for Shrewsbury</i></p> <p><i>Restrict deliveries to before rush hour and after business hours</i></p> <p><i>load and unload at anytime required</i></p> <p><i>Make loading bays available to taxis during the day</i></p> <p><i>Keep some loading bays loading bays throughout the night</i></p> <p><i>Yes to taxi bays, No to evening charge proposals.</i></p> <p><i>6 month trial</i></p> <p><i>Agree with the lorry bays proposal but not the taxi proposal</i></p> <p><i>Taxis using the Square as a taxi rank needs to stop</i></p>
The introduction of weekly parking	<p><i>Day Tickets -provision to park all day</i></p> <p><i>Make on-street parking free 24/7 Remove the vast majority of yellow lines, except where safety is seriously</i></p> <p><i>P&D tickets should be valid in all car parks</i></p> <p><i>Exclude type 2 car parks goes against the ethos of the strategy.</i></p> <p><i>Exclude on street parking. Should be a maximum time for on street parking. No more than 2 hours.</i></p> <p><i>Leave alone</i></p> <p><i>Make it £1 all day</i></p> <p><i>Ludlow needs to keep its short term parking, without it you will kill the turn over of cars needed to sustain the</i></p> <p><i>The number of hours charging for weekly tickets too high, cost too high e.g. 4hrs not 8hrs.</i></p>

Recommendations from Report Suggested options and comments summarised:		
The setting of new standard tariffs and criteria for Season tickets, Coach, HGV and Off-street	One type of residents permit, valid at all times	
	Exclude type 2 car parks goes against the ethos of the strategy.	
	No maximum time limit if they pay higher hourly rate will deter people from parking there all day, then a	
	Token parking rate for all off street parking for residents.	
	Tailor to fit - exclude small towns and villages, keep free parking	
	A permit should be made for the closest car park available	
	Free residents permits	
	Exclude on street parking. Should be a maximum time for on street parking. No more than 2 hours.	
	DO NOT impose any charge	
	Make season tickets expensive within the river loop and cheap outside the river loop	
Coach and HGV	<i>Coaches should be free up to 3 hours then £5 per hour thereafter to encourage tourism</i>	
	<i>Coach parking should be made available to cars during busy times</i>	
	<i>Coaches should be free promote tourism</i>	
	<i>Perhaps too expensive</i>	
	<i>HGV only / HGV separate consideration</i>	
	Residents who have permits have NOWHERE else to park. Doubling the permit prices is unfair and unjustified.	
	Change of use of the HGV / Coach park, Crossways Church Stretton to	<i>If this Coach Park is to be lost, it is imperative for the local economy that two designated coach parking places</i>
		Leave it alone - promotes tourism.
	Additional comments:	
		Retain Sunday concessions, (churchgoers, workers, shoppers)
	Provide more and improve public transport	
	Parking as an economic growth tool - free parking - promote tourism workers free	
	More pay on exit TECHNOLOGY - promote dwell time	
	More enforcement required	
	Disabled and mother and toddler spaces on all car parks	
	Free parking on Sundays and days with no public transport	
	Parking machines need to provide change	
	Clear information on banding required	
	More evening, Sundays, bank holidays public transport.	
	Carry out more research on capacity / provide additional capacity / address parking shortfall	
	Free disabled parking in off street car parks	
	Levy on chain stores not in the town centre	
	More disabled spaces	
	Free weekend parking	
	Motorhome parking provision required - promote tourism	
	More cycle lanes	
	Extend park and ride service in line with any evening parking charge extension	
	Issue SC staff permits for use in car parks during office hours	
	More alternatives, sustainable transport, cycle lanes	
	Charge for the actual time parked so if you overrun you are not rushing to get back to the car	
	Traders should not be allowed to park their vehicles in the Shirehall car park during evenings and weekends, which does not appear to be enforced.	
	Contactless card payments, therefore removing the issue of needing the correct change.	
	The higher pricing in town centre penalises those with mobility problems (but who are not severe enough to warrant blue badges)	
	Motorcycle parking	
	Encourage car park use and discourage on street parking	
	Free park and ride for bus pass holders	
	Banding does not help the public. Consistency is irrelevant. It does not make it simpler. No one is going to memorise your bands. Only simple instructions are needed at payment.	
	Should have discount days when prices are cheaper across the car parks i.e. Tuesday or a Wednesday for example to encourage more shoppers, particularly during periods such as Christmas	
	Provide businesses with an annual payment system so they are not penalised for operating a business in the Town Centre	
	By basing the price on demand alone, locations such as Wem (which is dying on its feet) would not suffer such a price hike - resulting in the death of the town. Where a town is struggling, give it a boost through lower	
	Harmonised end times for paid parking in all neighbouring parking spaces, be they 6pm as at present, 8pm, or any other reasonable time. In harmony then, and not partial.	
	Charging until 8pm but not in wintertime when more people need to be encouraged into the town centre. It will also put people off parking for mass shopping.	
	Allocate a whole car park to pop and shop, use logic though and make it close to town	
	Weekly parking tickets for local shoppers which allows local people to stay for 30 min periods in all car parks.	
	Yes in long stay car parks but short stay or street parking the system should be left alone.	
	Have a restricted number of pop and shop bays	
	You cannot decide on parking and car parks until you get the infrastructure right and in place.	
	Discrimination against people who can't walk as far into town, but don't have a disability badge.	
	Use electric vehicles for park and rides and other public transport, rather than raising parking fees in car parks	
	Make the biggest car parks i.e. the multi story ones FREE for 3 hrs!! folk will use them first and then the on street and surrounding car parks. Have park & ride set up earlier and later for workers so they can use it and	
	Make Blue Badge holder parking FREE for the first hour instead of giving them an hour longer on their ticket.	
	Make bus stops into taxi ranks instead	

Recommendations from Report Suggested options and comments summarised:	
Bridgnorth	Bridgnorth town centre residents parking Bridgnorth Park and Ride request Lines in Listley Street car parks (Bridgnorth) All town centre in Bridgnorth should be short stay only Taxi bay request Bridgnorth Lack of Saturday parking space provision Poor public transport Air Quality
Clee Hill	High Street Clee Hill, need parking restrictions including pop and shop
Ellesmere	Reduce Ellesmere banding /keep Ellesmere cheap
Ludlow	Ludlow Castle Square must remain at a maximum of 4 hours Improve Ludlow P&R service More parking spaces in Ludlow -multi storey red and blue zones in Ludlow should be amalgamated 3/4 hour maximum stay Evening charges stay at 6pm , do not extend to 8.00pm Abolish pop and shop, consider short cheap rate(45 minutes) More enforcement presence Residents permit blackmarket Capacity issues (more car parks) Increase rather than decrease turnover short cheap rate(45 minutes) Exemption for car club request parking should be integral with sustainable transport including Electric car charging points, Park & Ride, retain Ludlow should not be treated as a cash cow, is a market town accessed by car due to loss of rural bus service.
Much Wenlock	King Street Much Wenlock - traffic driving at inappropriate speeds down our street Some car parks in Much Wenlock should be free - e.g. Smithfield Road - so people working in the town can Very few people park at Falcons Court, Much Wenlock. Suggest this car park is used by shop and office workers free of charge to enable visitors to park in the streets for the few hours they visit - as opposed to Linear may work Back Lane, general concern main car parks not utilised, on street congestion including overflow in to residential areas. Evening charging only to 6.
Market Drayton	The car parks in Market Drayton are currently free on a Sunday. This 'perk' benefits Argos, Wilkinson's, B & M, Costa, Greggs, Coral and Betfred – all national companies and no local businesses. My proposal is to introduce parking charges on Sunday when the car parks are busy and then reduce the time threshold for charges from 6:00pm until 4:00pm every day. This would increase revenue and at the same time directly benefit every business in the town by providing a free parking option to all their customers / clients.
Shrewsbury	More Shrewsbury Park and Ride -Increase frequency, hours / days of service Promote Shrewsbury Park and Ride, tariffs too low Belle Vue RPS request (not assessed as a result of recent development) Shrewsbury charges too high Abbey Foregate and possibly St Julian's should have a shuttle bus service into town especially during the tourist season Multi storey in Frankwell Make Mill Street and Broad Street one side Residents only and the other open parking Baker Street should be closed and turned into a park - the perfect way to ease congestion TM scheme to improve access to Shrewsbury station avoiding bridge Lime St in Coleham residents parking issues Build more multi level parking perhaps on the English bridge/ Asda car park area faced with wooden uprights to grow planting across An example of this can be seen at Essex university Residents only parking around the streets of Shrewsbury i.e. castle fields where shoppers park for free sometimes badly, and walk into town Shrewsbury desperately needs a proper taxi rank for safety purposes but if that's not possible then this is a step in the right direction. It would be a good idea to have SOME of the loading bays designated for taxis, particularly in the Barker Street, Smithfield Road area. Whitehall St & Cherry Orchard - commuter parking congestion Better waiver availability PR to residents
Whitchurch	Do not agree with on-street parking charges. The alternative suggestion is to keep free on-street parking to a 40-minute, no return within the hour, parking.
Ellesmere	Season tickets/ weekly tickets only for workers Sunday parking counter productive Evening parking to remain at 6.00pm
Prees	Carparks should remain free of charge band 7

Count
261
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