



Committee and Date

Cabinet

25 July 2018

**New Parking Strategy Framework  
Traffic regulation Order (TRO) decision report:  
Ludlow and Shrewsbury - Changes to On-Street Pay  
and Display and Loading**

**Responsible Officer** Chris Edwards, Head of Infrastructure & Communities  
e-mail: [chris.edwards@shropshire.gov.uk](mailto:chris.edwards@shropshire.gov.uk) Tel: 01743 258912

**1.0 Summary**

- 1.1 At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy Framework.
- 1.2 This report relates to Shropshire Council's statutory requirement to advertise proposals to make Traffic Regulation Order (TRO) and give due consideration to the comments and objections received before making an Order. This report considers the responses received during the recent formal consultation relating to proposed changes to on-street pay and display, and loading TRO in Ludlow and Shrewsbury. The existing TRO relating to on street parking is the Shropshire Council (Prohibition and Restriction of Waiting and Parking Places) Order 2011. It is proposed to make an order to amend this TRO.
- 1.3 Managed car parking is important to the vitality of our town centres. Ensuring that customers and visitors have a range of options when choosing to visit and use the town is critical. Encouraging on street parking to be used for quick and convenient access to the town centre for those convenience led trips, allowing regular movement and flow in the town centre and directing longer stay shoppers and workers to the designated car parks will help encourage sustainable use of car parks and encourage more pedestrian movement in and around the town centres.

## **2.0 Recommendations**

- 2.1 It is recommended that approval is given for the making of the required Traffic Regulation Order for the proposed changes to On-Street Pay and Display and Loading in Ludlow and Shrewsbury as follows:
- i. To extend the hours of operation and charging on all on-street pay & display parking places, and the hours of operation of the loading bays to 8pm, within the Shrewsbury town centre river loop.
  - ii. To extend the hours of operation and charging on all shared use pay and display /residents parking permit parking places within the Red Controlled Parking Zone (CPZ) to 8pm within Ludlow town centre.
  - iii. The introduction of standard banding levels and new linear hourly tariffs in Ludlow as proposed within the Red CPZ and Blue area shared use pay and display /residents parking permit on-street parking places.
  - iv. To remove all existing restrictions on periods of maximum stay and minimum return within the Red CPZ and Blue area shared use pay and display /residents parking permit parking places in Ludlow.
  - v. To provide a free 5-minute concessionary parking period in both Shrewsbury and Ludlow town centres, within all the on street pay & display parking places.

## **REPORT**

### **3.0 Risk Assessment and Opportunities Appraisal**

- 3.1 This report only deals with recommendations related to changes to the Traffic Regulation Order (TRO) for Prohibition and Restriction of Waiting and Parking Places in Ludlow and Shrewsbury. A phased rollout of the overall parking strategy is proposed and continuity in delivery of the overall strategy must be maintained if potential efficiencies and influences are to be achieved. Requirements to monitor and review parking capacity and the need to respond effectively with improvements such as the enhancement of the park and ride services in Ludlow and Shrewsbury needs to be recognised.
- 3.2 Identified risks specific to the changes to Traffic Regulation Order (TRO) for Prohibition and Restriction of Waiting and Parking Places in Ludlow and Shrewsbury are detailed in the table below:

<b>Proposal</b>	<b>Risk</b>	<b>Mitigation Measure</b>
Setting of standard banding levels and introduce linear pricing in on-street parking places in Ludlow	Change in parking behaviour is greater or less than anticipated.	Monitor and review following implementation of linear model, consider adjustment to band allocation, band width or tariff.  And /or respond with implementation of additional measures such as improvement to park and ride service.
Removal of existing restrictions on periods of maximum stay and minimum return to on street pay and display parking places in Ludlow	Excessive long stay parking results with a lack of turnover and a continued lack of availability of space for on-street resident parking.	Monitor and review following implementation of linear model, consider adjustment to band allocation, band width or tariff.
Existing permitted concessionary parking period reduced to 5 minutes., meaning that penalties cannot be issued until a minimum period of 15 minutes has elapsed.	Challenge to receipt of Penalty Charge Notices (PCN)	Ensure consistency with enforcement procedures are maintained.  Review code of practice.

#### **4.0 Financial Implications**

4.0 The estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework are detailed within the January 17<sup>th</sup> 2018 Cabinet report.

#### **5.0 Background**

5.1 At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy framework and included a total of 22 recommendations.

5.2 The procedures for making Traffic Regulation Orders are set out in the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 (as amended). In accordance with those procedures

before making the required Traffic Regulation Orders (TRO) to on-street parking places and loading, a formal consultation relating to proposed changes to on-street pay and display, and loading in Ludlow and Shrewsbury was undertaken between the 9<sup>th</sup> and 30<sup>th</sup> May 2018.

- 5.3 This report relates to Shropshire Council's statutory requirements to give due consideration to the comments and objections received during the formal consultation following the publication of the proposed TRO changes.
- 5.4 The proposed changes to on-street pay and display, and loading in Ludlow and Shrewsbury relate to implementation of approved recommendations i, ii, iii, v and viii to x of the 17th January 2018 Cabinet report. The proposed TRO changes formally consulted on are summarised below:
- a) Within the Shrewsbury town centre river loop, it is proposed to extend the hours of operation and charging on all pay & display parking places, and the hours of operation of the loading bays to 8pm.
  - b) Within Ludlow town centre it is proposed to extend the hours of operation and charging on all pay & display parking places within the Red Controlled Parking Zone (CPZ) to 8pm.
  - c) Within all the pay & display parking places in Ludlow town centre (Red controlled parking zone and the Blue area) it is proposed to introduce standard banding levels and new tariffs for parking. This will include the introduction of tariffs charged at a linear hourly rate enabling customers only to have to pay for the period of parking they require.
  - d) Within all the pay & display parking places in Ludlow town centre (Red controlled parking zone and the Blue area) it is proposed to remove all existing restrictions on periods of maximum stay and minimum return.
  - e) In both Shrewsbury and Ludlow town centres, within all the pay & display, on-street parking places, it is proposed to provide a free 5-minute concessionary parking period.
- 5.5 These changes are intended to improve overall parking service provision, promote the efficient use and management of car parks and be a contributing factor in reducing carbon emissions, improving air quality, minimising congestion and improve vibrancy in market towns.
- 5.6 It should be noted that there are two proposals relating to approved recommendations i and ii, of the 17th January 2018 Cabinet report that have been excluded from this round of on-street TRO consultation and are summarised as follows:

- 1) All strategy proposals for the on-street pay and display bays on Mereside, Ellesmere, have been omitted. Following on from approval for this proposal, concerns have been raised with regards to the proposed concessions on Sundays and the need to promote off street parking in nearby off -street carparks. A further round of public consultation on a revised proposal to remove the proposed concessions on Sundays from the Parking Strategy has recently been completed and will be reported to Cabinet in due course.
- 2) The proposals for band 1 linear tariffs and removal of periods of maximum stay and minimum return in the Shrewsbury on-street pay and display bays have been omitted. To improve customer service alternative tariff and minimum vend options are under consideration. Again, a further round of public consultation with options and a revised proposal for the Parking Strategy has recently been completed.

5.7 At the above locations the existing tariffs and restrictions are to remain in the interim and the findings of the public consultation regarding those changes to the Parking Strategy will be reported to Cabinet prior to further TRO consultation to implement any agreed changes to the Parking Strategy.

5.8 Please note that in accordance with the statutory procedures for the implementation of the TRO's, proposed changes relating to off street parking places (car parks) will be considered independently and as such two separate consultations have been undertaken for on and off-street TRO proposals and two separate Cabinet reports have been prepared.

## **6.0 Consideration of comments and objections received to the formal TRO proposals during the consultation period**

6.1 A full list of comments and objections received to the on -street parking places TRO consultations undertaken in relation to the Parking Strategy implementation are shown in appendix 1.

6.2 Proposal to extend the hours of operation and charging on all pay & display parking places, and the hours of operation of the loading bays, to 8pm within the Shrewsbury town centre river loop.

6.2.1 A total of 45 comments have been received relating to these proposals of which 45 are objections.

6.2.2 A total of 30 objections are considered to specifically relate to the extension of hours on all pay & display parking places and a total of 15 objections are considered to specifically relate to the extension of hours of operation of the loading bays.

- 6.2.3 There is concern from residents within the river loop that they and their visitors will no longer be able to park free of charge after 6pm. Currently residents are able to come home after 6pm, and park up overnight. Although concessions are available for residents to park in off street carparks such as St Julian's, there is concern that these carparks can be some distance walk away from their properties and that ferrying children to night time activities for example will become problematic.
- 6.2.4 There is deep concern from businesses that this proposal will be detrimental to the night time economy, damage trade and footfall. Many workers in the hospitality business are within the low-income bracket and rely on free parking in the town.
- 6.2.5 Many express the view that the introduction of evening charges will impact on people's decision to visit the town, that there is a lack of public transport.
- 6.2.6 There is recognition of the potential benefits of the proposals, improving vibrancy, reducing congestion, noise and air pollution.
- 6.2.7 The requirement to retain some free parking to fulfil the needs of visitors, residents and for evening workers was identified during the original public consultation exercise last year and resulted in changes to the proposals to allow free parking after 6.00pm in both St Julian's carpark (within the loop) and Abbey Foregate carpark.
- 6.2.8 There are benefits to extending the hours of operation and charging on all on-street pay & display and loading bays to 8pm. On street parking will be better managed with visitors encouraged to use off street carparks, the potential future availability of Raven Meadows multi storey carpark 24/7 will work hand in hand with this.
- 6.2.9 The original public consultation identified a need to ensure improved availability of loading for night time deliveries and out of hours maintenance works etc.
- 6.2.10 The original public consultation also identified the shortfalls in the existing park and ride service, the need to improve availability of public transport and other options in the evenings. A review of these services was included as a recommendation within the strategy and is programmed to commence in the forthcoming months.
- 6.2.11 A reduction in on-street parking will improve access and availability for Blue badge holders who are able to park unrestricted and free of charge in pay and display bays.
- 6.2.12 It is recommended that approval is granted for the making of the required TRO to extend the hours of operation and charging on all

pay & display parking places, and to extend the hours of operation of the loading bays to 8pm within the Shrewsbury town centre river loop.

6.3 Within Ludlow town centre it is proposed to extend the hours of operation and charging on all pay & display parking places within the red controlled parking zone (CPZ) to 8pm.

- 6.3.1 A total of 28 comments has been received relating to these proposals of which 27 are objections.
- 6.3.2 There is agreement from some residents within the Ludlow Controlled Parking Red Zone (CPZ) that this proposal will improve availability of parking for residents in the evening. Residents sometimes find it impossible to park and can come home after 6pm unable to find a space. However, some residents consider the proposals to extend the hours of operation and charging will penalise those who live in the town.
- 6.3.3 As with Shrewsbury there is concern that this proposal will be detrimental to the night time economy, damage trade and footfall and impact on workers. Ludlow is dependent on people coming in to the town and spending money, and the view is again expressed that the introduction of evening charges will impact on people's decision to visit.
- 6.3.4 There is concern that events and activities held in the town that commence before 8.00pm in the evening, such as films and other events at the Assembly Rooms and concerts at locations such as St Laurence's and the Methodist Church will be penalised. There is also fear that evening charges will deter visitors and the volunteers upon which the Ludlow Assembly Rooms depend.
- 6.3.5 The current lack of public transport in the town after 5.30pm is also highlighted as opposition to this proposal.
- 6.3.6 The local Councillor for the Ludlow North division, which incorporates the town, Councillor Boddington is opposed to the proposed extension of on-street parking restrictions until 8pm in the Red CPZ given the above concerns.
- 6.3.7 There is a view including that of West Mercia Police that the introduction of these extended restrictions and charging could result in people starting to park dangerously to avoid payment.
- 6.3.8 The main benefit to extending the hours of operation and charging on all pay & display and loading bays from 6pm to 8pm is that on-street parking and hence the highway network will be better managed with improved availability for residents and visitors encouraged to use off street carparks.

- 6.3.9 The requirement to retain some free evening parking to fulfil the needs of visitors, people attending events, activities and night time workers was identified during the original consultation exercise last year and resulted in the dropping of proposals to charge for parking between 6.00pm and 8.00pm in all car parks across the county except for Band 2 car parks (car parks within the Shrewsbury river loop excluding St Julian's Friar's) and the 3 Frankwell car parks in Shrewsbury. Hence it is now proposed to allow free parking after 6.00pm in all off -street car parks in Ludlow including Castle Street.
- 6.3.10 Whereas Blue badge holders will continue to be able to park unrestricted and free of charge in on-street pay and display bays with potentially increased availability closer to their intended destination, those people with mobility issues who do not qualify for the Blue badge scheme will be forced to either pay to park on street or use off street car parks further away from their destination.
- 6.3.11 With the introduction of these proposals and given the issue highlighted by West Mercia Police that the introduction of these proposals could result in people starting to park dangerously to avoid payment, there will be a need to both introduce an appropriate level of enforcement and carefully review existing restrictions with due regard afforded to preventing obstruction and maintaining access for emergency vehicles.
- 6.3.12 There is some recognition of the potential benefits of the proposals, reducing congestion, noise and air pollution.
- 6.3.13 It is recommended that approval is granted for the making of the required TRO to extend the hours of operation and charging on all pay & display parking places within the red controlled parking zone (CPZ) from 6pm to 8pm within Ludlow town centre.
- 6.4 Within all the pay & display on-street parking places in Ludlow town centre (Red controlled parking zone and the Blue area) it is proposed to introduce standard banding levels and new tariffs for parking. This will include the introduction of tariffs charged at a linear hourly rate enabling customers only to have to pay for the period of parking they require.
- 6.4.1 A total of 48 comments has been received relating to these proposals all of which are objections.
- 6.4.2 There is concern that the proposed increases in tariffs are being proposed as a revenue generator, the proposed tariff of £1.80/ hour for parking within the shared use pay and display /residents parking permit on-street parking places is considered too expensive and will have a grave impact on the market economy. There are many independent stores in the town that rely on regular visitors not just



tourists and the concerns are that people will no longer visit because it is not worth paying for parking.

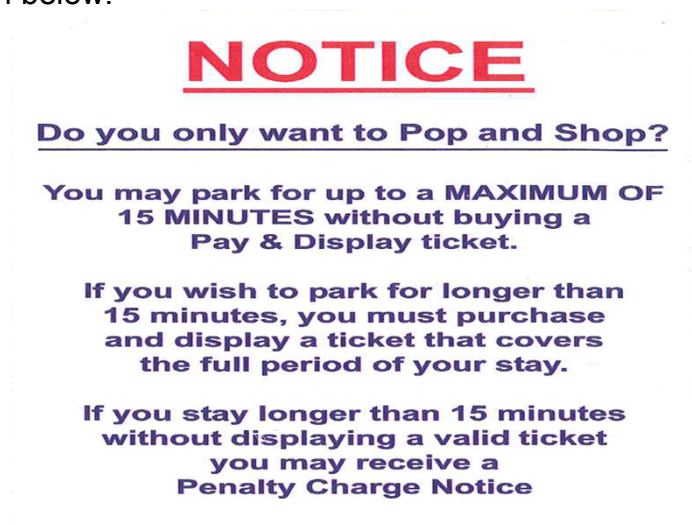
- 6.4.3 There is however support for charging a premium for on street space with recognition from residents that the increase in tariffs will serve to better manage on street parking, promoting the use of off street facilities and freeing up availability for residents.
- 6.4.4 Again, there is a view that the introduction of higher tariffs could result in people starting to park dangerously to avoid payment.
- 6.4.5 Councillor Boddington is also opposed to an increase in the charge to £1.80 an hour in the Red CPZ shared use pay and display /residents parking permit parking places. He considers that the proposed rise in tariffs to £1.80 an hour will discourage shoppers and drive from the town people using banking, medical, ecclesiastical and other services. Councillor Boddington considers a rise to £1 an hour is reasonable.
- 6.4.6 Councillor Boddington has submitted alternative proposals that would expand daytime capacity by improving the park and ride, weekend capacity by expanding the Smithfield car park, and 24-hour capacity in the Upper Galdeford car park and on-street.
- 6.4.7 It is proposed to discontinue tariff discounts on Sundays in both the on-street pay and display, Red controlled parking zone and designated Blue area. The on street pay and display in the Blue area has been determined as a Band 4, with a tariff rate of £0.70 an hour.
- 6.4.8 Councillor Boddington has also made comment with regards Ludlow being open for business on Sundays and advises that trade is not strong except in peak season. Currently parking charges are half the weekday rate and a full rate charge is considered would damage trade, undermine local businesses and penalise churchgoers. He has requested that the current arrangements should be maintained to help keep the town centre attractive to shoppers and visitors.
- 6.4.9 Again, there is concern that the introduction of these proposals could result in people starting to park dangerously to avoid payment. As previously stated, there will be a need to both introduce an appropriate level of enforcement and carefully review existing restrictions with due regard afforded to preventing obstruction and maintaining access for emergency vehicles.
- 6.4.10 The new parking strategy is intended to bring parking service provision in line with the Council's new corporate transport objectives, current and future levels of supply and demand, patterns of use and to utilise technology, which provides the ability to manage car parks in a more efficient way.

- 6.4.11 Complaints are often received from residents unable to park due to the lack of availability of space, issues highlighted during the public consultation included workers routinely parking up, market traders, visitors and large camper vans parking for long periods on-street in the town centre.
- 6.4.12 The proposed tariff of £1.80 an hour for parking within the Red CPZ is intended to promote appropriate use. It is considered that the discounted tariffs in the off-street car parks (Castle Street £1.00 an hour, Galdeford Upper, £0.70 an hour, Galdeford lower and Smithfield £0.50 an hour) will encouraged visitors to gravitate towards parking in the off-street parking rather than parking on-street, an option they will still have providing they pay the appropriate tariff.
- 6.4.13 As with evening parking during the daytime Blue badge holders will continue to be able to park unrestricted and free of charge in on-street pay and display bays with potentially increased availability closer to their intended destination.
- 6.4.14 There is some recognition of the potential benefits of the proposals, reducing congestion, noise and air pollution.
- 6.4.15 Comments have been received with regard to parking in locations such as the Linney which is considered a useful amenity for locals. The pay and display areas on the Linney are within the Blue area designated shared use pay and display /residents permit parking places and have been determined as a Band 4.
- 6.4.16 The removal of Sunday concessions will reduce on-street parking and increase availability for residents, whilst retaining an option for people who do not qualify for residents parking concessions to park upon payment of the appropriate fee.
- 6.4.17 Retention of tariff concessions on Sundays is not considered appropriate. This was previously considered by Cabinet prior to approval of the strategy and no new evidence has been forthcoming with the latest TRO consultation.
- 6.4.18 It is recommended that approval is granted for the introduction of standard banding levels and new linear hourly tariffs as proposed.
- 6.5 Within all the pay & display on-street parking places in Ludlow town centre (Red controlled parking zone and the Blue area) it is also proposed to remove all existing restrictions on periods of maximum stay and minimum return.
- 6.5.1 A total of 3 comments have been received relating to these proposals all of which are objections.

- 6.5.2 There is concern that the proposed removal of all existing restrictions on periods of maximum stay and minimum return will not provide sufficient turnover to provide availability for residents. It is considered that some tourists and visitors will happily pay the extra while others will become even more prey to enforcement. A shortage of convenient off-street capacity and the absence of a proper Park and Ride service is also highlighted as reason visitors will end up paying a premium to park on street in the town for long periods.
- 6.5.3 The standard criteria and setting of standard banding levels has been designed with the intention of encouraging parking in the most appropriate location for the intended length of stay, with respective tariffs set to generally promote sufficient turnover enabling customers to find a space.
- 6.5.4 The option to extend lengths of stay (removal of maximum stay and minimum return) will reduce parking cruising (customers moving and searching for alternative parking when the maximum stay period at that location has expired). Those customers with mobility issues that do qualify for a Blue badge will also have increased availability with the option to park unrestricted in more accessible locations for unrestricted periods should they so wish.
- 6.5.5 It is considered that the tariff level of £1.80 per hour in the Red CPZ and £0.70 per hour will provide respective adequate turnover and increased availability of space for the requirements of residents and their visitors, loading and Blue badge holders.
- 6.5.6 Should adjustment to tariffs be required in the future the option will be available to proceed by formal notice and will not require full TRO consultation. Furthermore, with the provision of the new machine technology tariff changes will be undertaken remotely and any adjustment to on street signage will not be required, enabling any change to be carried out quickly and at low expense.
- 6.5.7 It is recommended that approval is granted for the making of the required TRO to remove all existing restrictions on periods of maximum stay and minimum return within the Red CPZ and Blue area shared use pay and display /residents parking permit parking places in Ludlow.
- 6.6 In both Shrewsbury and Ludlow town centres, within all the pay & display parking places, it is proposed to provide a free 5-minute concessionary parking period.
- 6.6.1 A total of 33 comments have been received relating to these proposals of which 32 are objections.
- 6.6.2 This proposal relates to the original public consultation to remove the existing 15 minute the pop and shop free concessionary parking

provision in its entirety. In addition to the free concessionary period there is also a 10-minute statutory grace period meaning that enforcement cannot be carried out until a total of 25 minutes have elapsed.

- 6.6.3 The results of the public consultation indicated an overwhelming desire for the retention of the 15 minutes 'pop and shop' period.
- 6.6.4 It is now proposed to reduce the free concessionary period from 15 minutes to 5 minutes meaning that together with the 10 minutes statutory grace period, a 15 minute 'pop and shop' period will be retained.
- 6.6.5 There are currently notices on all our pay and display machines as shown below:



- 6.6.6 If the proposed 5 minutes concession revision is introduced an example of what the replacement notices may state is shown below:

**Do you only want to pop and shop and only need a few minutes parking?**

Shropshire Council will only issue a Penalty Charge Notice to a vehicle parked after 15 minutes without payment, this includes a free 5-minute parking period along with the statutory 10-minute grace period in line with current legislation.

- 6.6.7 It is recommended that approval is granted for the making of the required TRO to provide a free 5 minutes concessionary parking period in both Shrewsbury and Ludlow town centres, within all the on street pay & display parking places.

**7.0 Ludlow and Shrewsbury – Summary of changes to On-Street Pay and Display and Loading**

<b>Recommendation</b>	<b>Amendment following TRO Consultation</b>
Extend the hours of operation and charging on all pay & display parking places, and the hours of operation of the loading bays to 8pm within the Shrewsbury town centre river loop.	No change
To extend the hours of operation and charging on pay and display bays within the Red Controlled Parking Zone (CPZ) from 6pm to 8pm in Ludlow.	No change
To remove all existing restrictions on periods of maximum stay and minimum return within the Red CPZ and Blue area pay and display bays in Ludlow.	No change
To provide a free 5-minute concessionary parking period in both Shrewsbury and Ludlow within all the on street pay & display parking places.	No change

## 8.0 Conclusions

- 8.1 Managed car parking is important to the vitality of our town centres. Ensuring that customers and visitors have a range of options when choosing to visit and use the town is critical. Town centres increasingly need to be about experience and car parking is a means to access this experience and is part of the first and last impression of a place. Offering people choice for parking depending on their purpose for visiting and individual preferences needs to part of the plan for a town centre. Quality and ease of access of car parks are also part of the 'experience'.
- 8.2 Encouraging on street parking to be used for quick and convenient access to the town centre for those convenience led trips, allowing regular movement and flow in the town centre and directing longer stay shoppers and workers to the designated car parks will help encourage sustainable use of car parks and encourage more pedestrian movement in and around the town centres. This pedestrian flow should be considered important to businesses in town centres as it means having people walking through and past shop/leisure/food and beverage etc. establishments. Increasingly towns are investing in public realm and public spaces to encourage dwell time and raising the quality of the environment to make it more appealing and attractive to visit.
- 8.3 Vitality, mix and choice is important for town centres and encouraging activity and footfall is key.
- 8.4 Shrewsbury footfall data for the past year recorded by Shrewsbury BID/Springboard UK using two footfall cameras in the town centre shows the town to be performing positively against other benchmarks available. Footfall in Shrewsbury will be monitored closely alongside the implementation of the new car parking strategy.

Average monthly footfall change (year on year) June 2017 to May 2018 Data provided by Shrewsbury BID/ Springboard UK.	
Shrewsbury	- 0.3%
Market Towns*	- 6.4%
West Midlands	- 2.3%
UK	- 2.3%

\* Data available from January 2018.

- 8.5 The evening economy is also increasingly about the 'experience' of the place, for example feeling safe, having choices of where to meet/eat/drink, leisure activities. There are challenges to overcome for our town centres during the day and evening but perhaps arguably encouraging dwell time into the evening (beyond 6pm) is one of the more challenging issues.

- 8.6 After due consideration of the objections and comments received, the Council is not required to undertake further publicity before making the order. When the TRO is formally made and published as a made order it will then come in to force. The necessary practical matters to implement the order on the ground will then be undertaken.
- 8.7 Taking all the above in to account the recommendation is to make the TRO with the changes set out above. The TRO is planned to be implemented in parts and in phases across the county, as follows:

Phase 1	Shrewsbury	September 2018
Phase 2	Ludlow	November 2018
Phase 3	Bridgnorth	December 2018
Phase 4	Oswestry	January 2019
Phase 5	All other areas	February 2019

**List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)**

Shropshire Parking Review (Initial scoping review) – May 2014  
 Report on Shropshire Parking Strategy - Mouchel – January 2015  
 Shropshire Parking Proposal Executive Summary Mouchel - January 2015  
 Shropshire Parking Implementation Plan (Phase 1) Mouchel– November 2015  
 Shropshire Draft Parking Strategy Cabinet Report 12 July 2017  
<http://shropshire.gov.uk/committee-services/documents/g3418/Public%20reports%20pack%2012th-Jul-2017%2012.30%20Cabinet.pdf?T=10>  
 Current Shropshire Parking Strategy Appendix A4 Parking Charge Structure.  
<https://shropshire.gov.uk/media/1360/parking-strategy-Appendix-a4-parking-charge-structure.pdf>  
 New Parking Strategy Framework Part 1 – Implementation of the Linear Model 17th January 2018 Cabinet report  
<http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9>

**Cabinet Member (Portfolio Holder)**

Councillor Steven Davenport – Portfolio Holder for Highways and Transport

**Local Member:** All Shrewsbury and Ludlow Members

**Appendices:** Appendix 1: Comments received to formal TRO consultation