



Research Report

Parking in New Developments

A report prepared by Warwickshire County Council on behalf of Warwick District Council, looking into the responses received from a questionnaire about parking provision in new developments

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Introduction

Warwick District Council is developing a set of parking standards to influence the amount of off-street parking for cars, cycles and motorbikes in new developments. This will be part of a Supplementary Planning Document on parking that will also contain guidance on parking design, materials and layouts.

In setting these standards we must aim for sufficient off-street parking to:

- enable people to have convenient access to services and facilities;
- support the economy; and
- ensure that any additional on-street parking doesn't pose a threat to road safety.

At the same time, the Authority is keen to encourage the efficient use of land and for people to leave their cars at home and take public transport, walk or cycle, where these options are feasible. These more 'sustainable' modes of travel are part of a wider agenda to tackle traffic congestion, air pollution and to reduce the district's contribution to climate change.

The new standards will cover all major land uses. Parking standards for residential developments will have regard to expected levels of car ownership and the importance of promoting good design and the efficient use of land.

Developments will be expected to provide parking for the disabled in accordance with national guidelines.

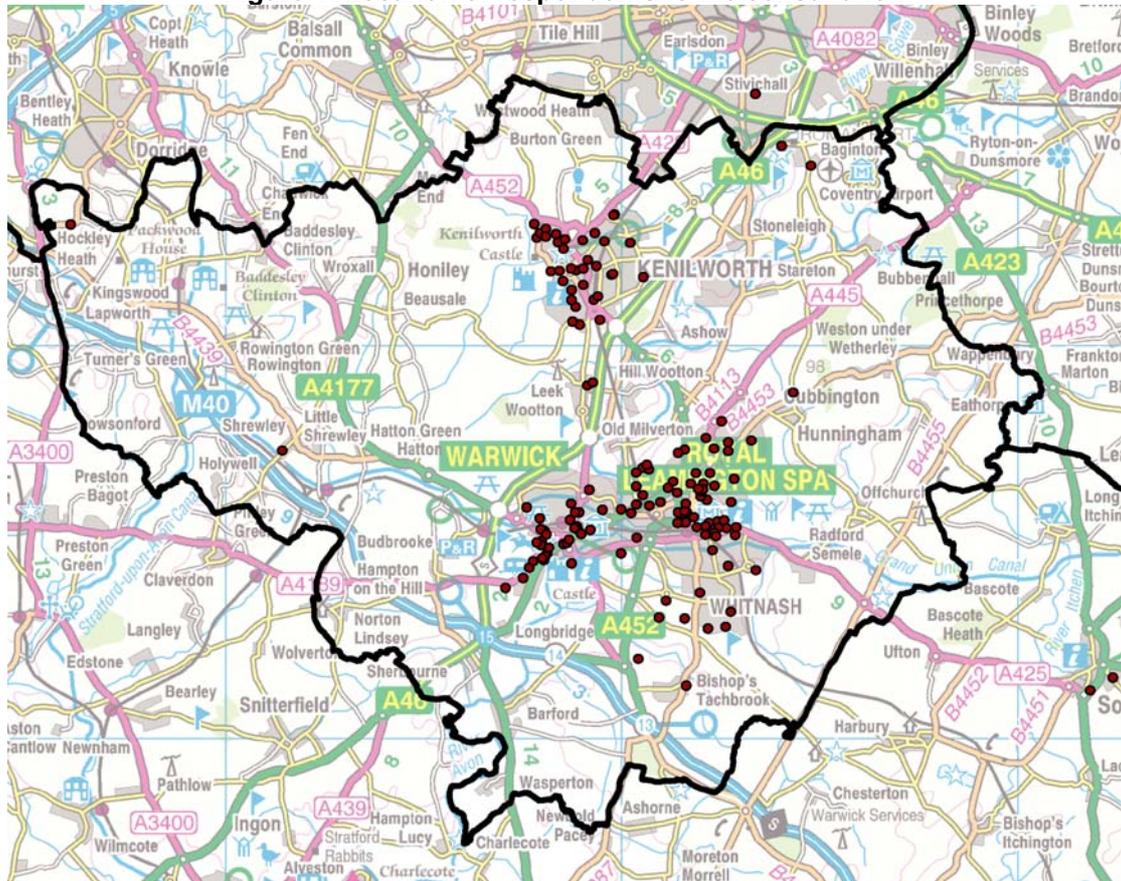
Consultation

A questionnaire was designed by Warwick District Council with the aim of gathering views and information to understand levels of car ownership for different sizes of households and dwellings, and how those households with garages tend to use them. The questionnaire also asked for opinions on the parking standards that should be proposed for residential development in the District. The questionnaire was made available in paper format, and was also available to complete on the Warwick District Council website. A copy of the questionnaire used can be found in Appendix A of this report.

Respondent profile

The questionnaire attracted 263 completed replies. Respondents were primarily from Warwick District, however the consultation was open for anyone to complete, and 7.7% of respondents were from outside the District. The remaining 92.3% of respondents were based mainly in the town centres of Kenilworth, Leamington and Warwick.

Figure 1: Location of respondents to the consultation



To assist in monitoring and fair effective service delivery respondents were asked to answer a number of questions about themselves, a summary of the results can be found below.

- 53% male and 47% female
- 96% white and 4% non-white
- 11% aged under 30, 36% aged between 30 and 49, 44% aged between 50 and 75 and 9% aged over 74
- 5% considered themselves to have a disability as defined by the Disability Discrimination Act 1995.

Results

Section 1 – Parking provision in new residential developments

In order to determine differences between household size and parking availability, respondents were asked how many people aged 17 or over were living in their household, and how many parking spaces / garages they have allocated to them at their residence. Figure 2 shows that generally, households with a greater number of adults within the household have more parking spaces / garages.

Figure 2: Average number of parking spaces, by number of adults in household

| | Average no. of spaces excl. garages | Average no. of spaces incl. garages |
|------------------|--|--|
| 1 adult | 1.11 | 1.85 |
| 2 adults | 1.45 | 2.28 |
| 3 adults | 2.32 | 3.37 |
| 4 or more adults | 1.85 | 2.79 |

Similarly, Figure 3 shows the more bedrooms within a property, the more parking spaces / garages the household has.

Figure 3: Average number of parking spaces, by number of bedrooms in household

| | Average no. of spaces excl. garages | Average no. of spaces incl. garages |
|--------------------|--|--|
| 2 bedrooms or less | 0.68 | 1.10 |
| 3 bedrooms | 1.30 | 2.21 |
| 4 bedrooms | 2.06 | 3.13 |
| 5 or more bedrooms | 2.18 | 3.04 |

Again, Figure 4 shows that the more bedrooms within a property, the more vehicles the household owns.

Figure 4: Average number of vehicles, by number of bedrooms in household

| | Average no. of vehicles at household |
|--------------------|---|
| 2 bedrooms or less | 1.24 |
| 3 bedrooms | 1.44 |
| 4 bedrooms | 1.85 |
| 5 or more bedrooms | 2.08 |

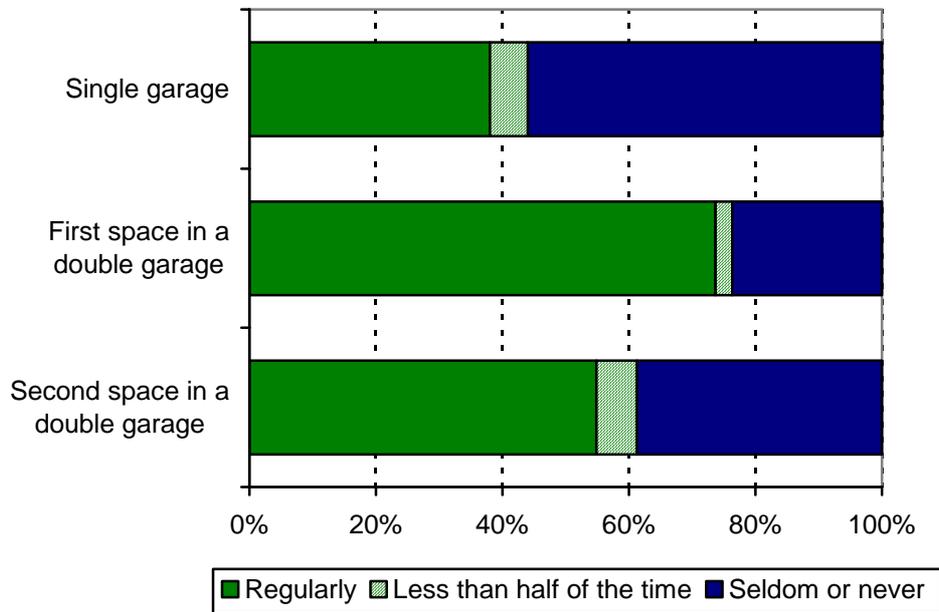
There is also a strong correlation between the type of property and the number of parking spaces / garages available to the household. Properties that are either semi-detached or detached have a greater number of parking spaces / garages compared to flats, maisonettes and terraced properties.

Figure 5: Average number of parking spaces, by type of property

| | Average no. of spaces excl. garages | Average no. of spaces incl. garages |
|--------------------------------|--|--|
| Flat / maisonette | 0.46 | 0.65 |
| Terraced house | 0.41 | 1.02 |
| Semi-detached / Detached house | 2.10 | 3.14 |

Respondents that own a garage were asked how often they use the spaces within it. It appears that households with a double garage are more likely to be using the spaces on a more regular basis. However, only 38% of respondents who own a single garage, report that they use it on a regular basis, whilst 56% report that they seldom or never use their single garage.

Figure 6: Frequency of use of garages, by type of garage space



Respondents were asked for their views on the future policy of residential off-street parking in Warwick District, and specifically how many off-street parking spaces they think should be provided at new dwellings in their area. On average, respondents believe that one bedroom properties should have approximately one parking space, two and three bedroom properties should have around two parking spaces, and that three bedroom properties should have approximately three parking spaces.

Figure 7: Average number of parking spaces properties should have, by size of property

| | Average number of spaces |
|----------------------------|--------------------------|
| 1 bedroom property | 1.21 |
| 2 bedroom property | 1.71 |
| 3 bedroom property | 2.18 |
| 4 or more bedroom property | 2.45 |

Figure 8: Number of parking spaces that should be made available to properties of different sizes, frequency of responses



Comparing these results with the number of spaces that respondents actually have indicates that smaller properties (2 bedrooms or fewer) have got fewer parking spaces than what respondents think appropriate, but larger properties (4 bedrooms or more) have more than respondents think are necessary.

Figure 9 shows the average numbers of parking spaces respondents think should be available for different household sizes, by town centre. There don't appear to be any significant differences between the response for each town, although the results from respondents in Warwick are slightly lower for each house type.

Figure 9: Average number of parking spaces properties should have, by size of property and respondents home town

| | Kenilworth | Leamington | Warwick |
|----------------------------|------------|------------|---------|
| 1 bedroom property | 1.21 | 1.17 | 1.15 |
| 2 bedroom property | 1.59 | 1.75 | 1.55 |
| 3 bedroom property | 2.03 | 2.06 | 1.95 |
| 4 or more bedroom property | 2.44 | 2.43 | 2.25 |

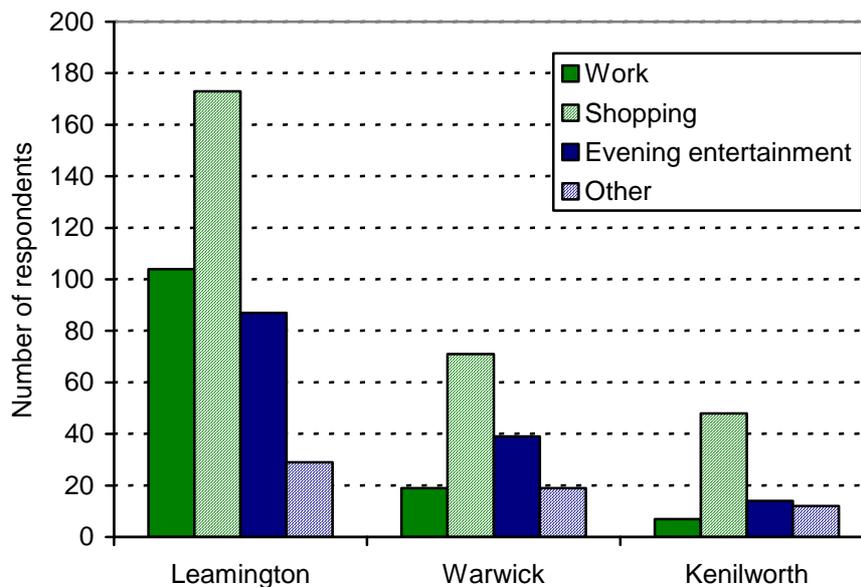
Section 2 – Parking provision in new non-residential developments

Respondents were informed that Warwick District Council are expecting to develop two sets of parking standards for non-residential developments. One for town centres and areas that can be easily accessed, which will have less generous parking provision, and one for all other areas.

More than one-half of respondents, 53%, believe this is a reasonable approach in principle, 39% disagreed with this approach, whilst the remaining 8% of respondents didn't know. The main reason for disagreeing with this approach is the insufficient provision of public transport in the local area. Other reasons mentioned include not attracting new businesses to the town centres, the effect on house prices and the negative effect on tourism. A full set of comments from this question can be found in Appendix B of this report.

Respondents were asked which of the town centres in the District they visit at least once a week, and for what purpose. Of the respondents to the questionnaire, Leamington has more visitors for each of the purposes, compared to the other two towns.

Figure 10: Number of respondents to Warwick District town centres



Section 3 – Journeys to work in one of the town centres

Respondents who reported that they work in one of the town centres were asked what mode of transport they use most often to get to work. Figure 11 shows that nearly two-thirds of respondents drive a car / van to work and park in a space that is not provided by their employer.

Figure 11: Mode of transport to work

| | |
|--|-------|
| Car / van, and park in a space not provided by my employer | 66.2% |
| Car / van, and park in a space provided by my employer | 12.3% |
| On foot / walk | 10.8% |
| Cycle | 4.1% |
| Work at home | 4.1% |
| Public transport | 0.8% |
| <i>Not answered</i> | 1.7% |

Only 4.1% of respondents cycle to work, those that don't were asked if there was anything that would encourage them to cycle to work, the results are shown in Figure 12.

Figure 12: Incentives to cycle to work

| | |
|---|-------|
| Employer provided shower and changing facilities | 18.3% |
| Secure and covered cycle parking in the town centre | 13.5% |
| Secure and covered cycle parking provided by employer | 11.9% |

There were no respondents who reported that they use a motorcycle to get to work. Respondents were asked if there was an incentive to encourage them to do so, Figure 13 shows the results.

Figure 13: Incentives to use a motorbike to get to work

| | |
|--|------|
| Secure and appropriate parking in the town centre | 7.7% |
| Secure and appropriate parking provided by your employer | 4.6% |

Respondents were asked, hypothetically, if they were to work in Leamington, Warwick or Kenilworth town centres, and did not have parking provided by their employer, what would be their preferred means of travel to work.

Figure 14: Preferred mode of travelling to work for Leamington employees

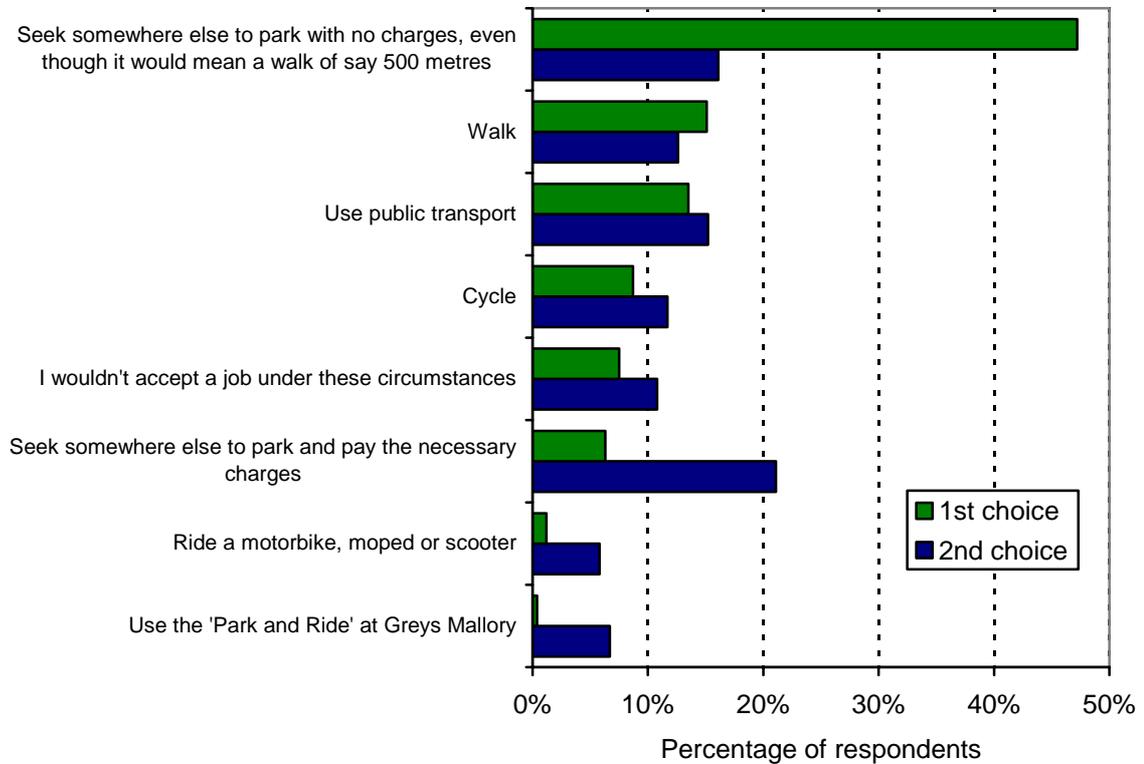


Figure 15: Preferred mode of travelling to work for Warwick employees

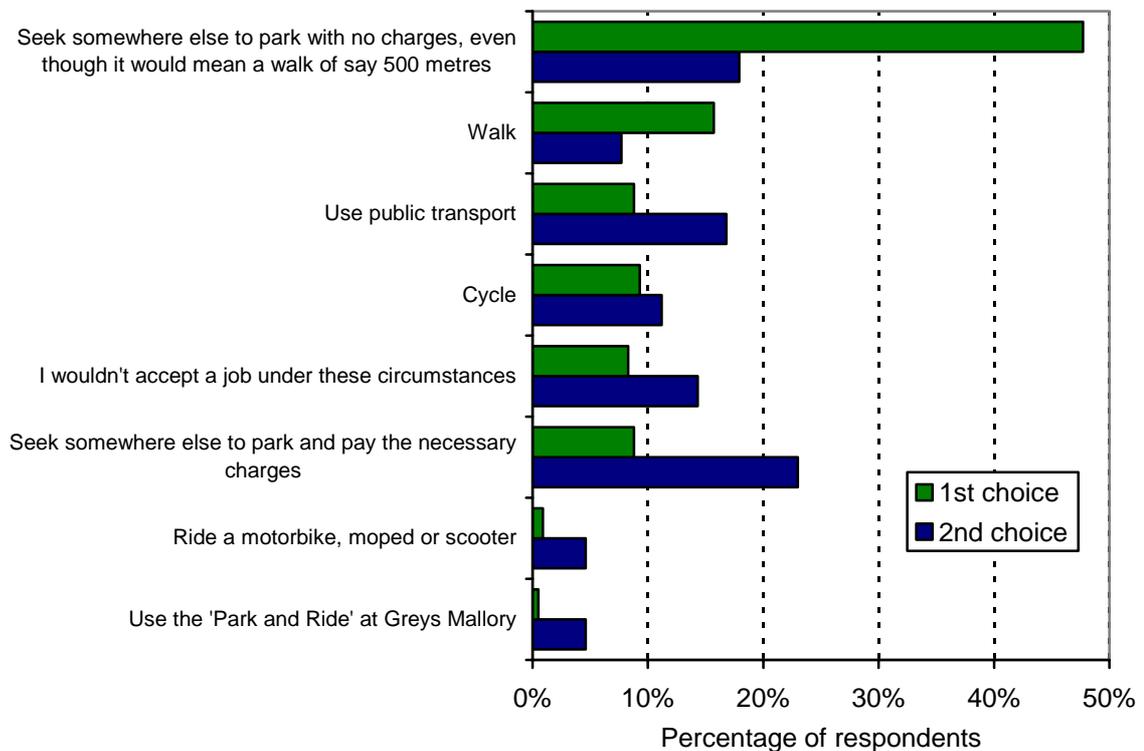
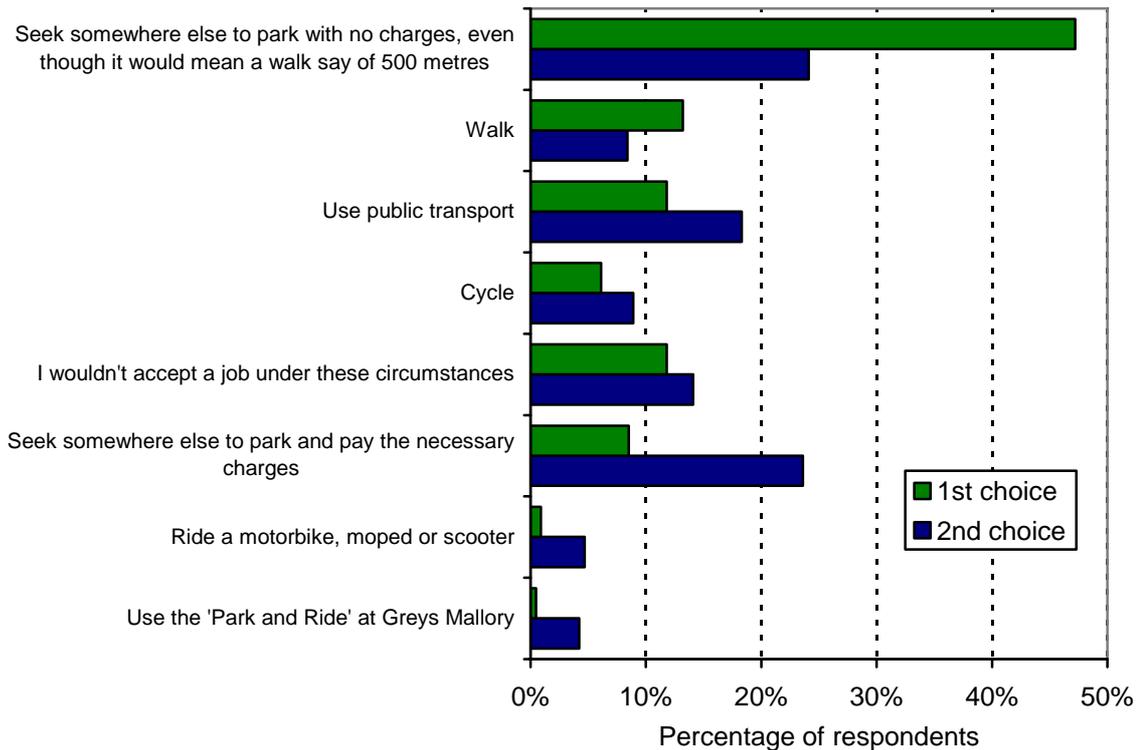


Figure 16: Preferred mode of travelling to work for Kenilworth employees



The first choice for an alternative for each of the town centres is to find somewhere else to park with no charges even though it would mean a walk of 500 metres, with the second choice appearing to be walking to work. Although there don't appear to be any significant differences between the town centres, the following observations have been made:

- Seeking somewhere else to park nearby and paying any necessary charges appeared slightly less popular when travelling to work in Leamington;
- Using public transport appeared less popular when travelling to work in Warwick; and
- Not accepting the job under these circumstances appeared more popular when travelling to work in Kenilworth.

Section 4 – Journeys to the shops and other town centre services

Respondents were asked which town centre within Warwick District they visit most often for shopping. 63% selected Leamington, 20% selected Kenilworth and 17% selected Warwick. Figure 17 shows how respondents travel to each of the town centres to go shopping.

Figure 17: Mode of travel to each town centre, when shopping

| | Kenilworth | Leamington | Warwick | Total |
|------------------|------------|------------|---------|-------|
| Drive and park | 49% | 61% | 34% | 54% |
| Walk | 49% | 35% | 59% | 42% |
| Cycle | 2% | 3% | 2% | 3% |
| Public transport | 0% | 1% | 2% | 1% |
| Get a lift | 0% | 0% | 2% | <1% |

N.B. some of the base numbers within this table are small, so results should be treated with caution

It appears from Figure 17 that when shopping in Leamington respondents are slightly more likely to drive and park, whereas in Warwick they are most likely to walk to the town centre. It appears that in Kenilworth, driving and walking are equally popular.

Respondents were asked that if secure and appropriate facilities for bicycles or motorbikes were provided in the town centre, whether they would be more likely to use these forms of transport. These results appear to show that respondents would be most interested in these facilities, particularly cycling facilities, when travelling to Kenilworth or Warwick.

Figure 18: Facilities that would interest respondents

| | Kenilworth | Leamington | Warwick | Total |
|---|------------|------------|---------|-------|
| Both of these facilities would interest me | 5% | 3% | 0% | 3% |
| Motorbike facilities would interest me | 2% | 4% | 0% | 3% |
| Cycling facilities would interest me | 33% | 18% | 37% | 25% |
| Neither of these facilities would interest me | 52% | 75% | 63% | 68% |

N.B. some of the totals in this table are low, so results should be treated with caution

Many further comments were received from respondents, these have been collated and can be found in Appendix C and Appendix D of this report.

Appendix A – Copy of Questionnaire



Section 1 - Parking provision in new residential developments

In setting parking standards for new developments (including conversions that increase the number of dwellings) it would be helpful to understand levels of car ownership for different sizes of households and dwellings, and how those households with garages tend to use them. Please complete this questionnaire whether or not you live within Warwick District.

Q1 How many people aged 17 or over live in your household (include students living at home in holidays)?

1 2 3 4 5
6 or more (please specify)

Q2 How many bedrooms does your property have?

1 2 3 4 5
6 or more (please specify)

Q3 What type of property you live in?

Flat or maisonette
 Terraced house
 Semi-detached or detached house
Other (please specify)

Q4 How many cars or vans are kept by your household (including company vehicles regularly parked at your dwelling or on the street outside it)?

0 1 2 3
4 or more (please specify)

Q5 How many off-street parking spaces, including car ports, do you have for your dwelling unit (i.e house or individual flat) - excluding garages and any unallocated visitor spaces in flats?

0 1 2 3
4 or more (please specify)

Q6 Do you have a garage at the property?
 Yes, a single garage Yes, a double garage No

If you have answered 'yes' to Question 6 and you own one or more cars, please answer Question 7. If not, please go to Question 8.

Q7a If you have a single garage, and have one or more cars, how often do you park in the garage?
 Regularly (i.e. at least 4 times a week)
 Less than half of the time (i.e. 1, 2 or 3 times a week)
 Seldom or never (i.e. less than once per week)

Q7b If you have a double garage and you own one or more cars, how often do you park in the garage? (Please tick one box in each row)

| | Regularly (at least 4 times a week) | Less than half of the time (1, 2 or 3 times a week) | Seldom or never (less than once a week) |
|--------------|-------------------------------------|---|---|
| First space | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Second space | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q8 Now for your views on future policy, taking account of their effect on the use of land and on the appearance of developments and streets, how many off-street parking spaces do you think should be provided at new dwellings in your area? (Select one option from each row. Include garages as one space and ignore any unallocated spaces in flats).

| | 0 | 1 | 2 | 3 or more |
|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 bedroom property | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 bedroom property | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 bedroom property | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 or more bedroom property | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Q9 Please write in your home postcode below:

Section 2: Parking provision in new non-residential developments

At this early stage of planning, we are expecting that we will develop two sets of parking standards for non-residential developments: one for the town centres and other areas which can be easily accessed by public transport, cycling and walking and will therefore have less generous parking provision; and a second for all other areas.

Q10 Do you consider this overall approach to be a reasonable one in principle?

Yes

No

Don't know

Please make any comments about this approach here:

Q11 Which of the town centres (i.e. the main shopping streets) in the District do you visit at least once per week, and for what purpose? (Please select all that apply)

| | Leamington | Warwick | Kenilworth |
|-----------------------|--------------------------|--------------------------|--------------------------|
| Work | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Shopping * | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Evening entertainment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other purpose | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

(Please specify and state which town)

* including visits to services such as banks, dry cleaners, hairdressers etc.

Section 3: Journeys to work in one of the town centres

If you work in Leamington, Warwick or Kenilworth town centre, please answer Questions 12 - 14. If not, please go straight to Question 15.

Q12 For those who work in one of the town centres, which of the following types of transport do you use most often to get to work?

- On foot / walk
- Cycle
- Motorbike (including moped or scooter)
- Public transport
- Car / van, and park in a space provided by my employer
- Car / van, and park in a space not provided by my employer
- Get a lift to work
- Work at home
- Not applicable
- Other (please specify)

Q13 For those who work in one of the town centres and who do not usually cycle to work, would you be more likely to cycle to work if: (please select all that apply)

- there were secure and covered cycle parking provided by your employer
- there were secure and covered cycle parking provided in the town centre in general
- your employer provided shower and changing facilities

Any other incentive required
(please specify)

Q14 For those who work in one of the town centres and do not usually ride a motorbike to work, would you be more inclined to do so if: (please select all that apply)

- there were secure and appropriate parking for motorbikes provided by your employer
- there were secure and appropriate parking for motorbikes provided in the town centre in general

Any other incentive required
(please specify)

We would now like to ask three hypothetical questions. Please take a little time to answer the following, assuming that you continue to live at your current address. In each case, please give a first and second choice answer.

Q15 If now, or at any time in the future, you were to work in Leamington town centre and not have parking provided by your employer, what would be your preferred means to travel to work? (Please select one option from each column)

| | First choice | Second choice |
|---|--------------------------|--------------------------|
| Seek somewhere else to park nearby and pay any necessary charges | <input type="checkbox"/> | <input type="checkbox"/> |
| Seek somewhere else to park with no charges, even though it would mean a walk of, say, 500 metres from that point | <input type="checkbox"/> | <input type="checkbox"/> |
| Use public transport | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle (assuming secure cycle parking, showers and changing facilities were available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Ride a motorbike, moped or scooter (assuming secure and appropriate parking was available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Use the 'Park and Ride' at Greys Mallory (if available, unlikely before 2008/09) | <input type="checkbox"/> | <input type="checkbox"/> |
| I don't work | <input type="checkbox"/> | <input type="checkbox"/> |
| I wouldn't accept a job under these circumstances | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please specify and state whether first or second choice) | <input type="text"/> | |

Q16 If now, or at any time in the future, you were to work in Warwick town centre and not have parking provided by your employer, what would be your preferred means to travel to work? (Please select one option from each column)

| | First choice | Second choice |
|---|--------------------------|--------------------------|
| Seek somewhere else to park nearby and pay any necessary charges | <input type="checkbox"/> | <input type="checkbox"/> |
| Seek somewhere else to park with no charges, even though it would mean a walk of, say, 500 metres from that point | <input type="checkbox"/> | <input type="checkbox"/> |
| Use public transport | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle (assuming secure cycle parking, showers and changing facilities were available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Ride a motorbike, moped or scooter (assuming secure and appropriate parking was available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Use the 'Park and Ride' at Greys Mallory (if available, unlikely before 2008/09) | <input type="checkbox"/> | <input type="checkbox"/> |
| I don't work | <input type="checkbox"/> | <input type="checkbox"/> |
| I wouldn't accept a job under these circumstances | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please specify and state whether first or second choice) | <input type="text"/> | |

Q17

If now, or at any time in the future, you were to work in Kenilworth town centre and not have parking provided by your employer, what would be your preferred means to travel to work? (Please select one option from each column)

| | First choice | Second choice |
|---|--------------------------|--------------------------|
| Seek somewhere else to park nearby and pay any necessary charges | <input type="checkbox"/> | <input type="checkbox"/> |
| Seek somewhere else to park with no charges, even though it would mean a walk of, say, 500 metres from that point | <input type="checkbox"/> | <input type="checkbox"/> |
| Use public transport | <input type="checkbox"/> | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle (assuming secure cycle parking, showers and changing facilities were available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Ride a motorbike, moped or scooter (assuming secure and appropriate parking was available) | <input type="checkbox"/> | <input type="checkbox"/> |
| Use the 'Park and Ride' at Greys Mallory (if available, unlikely before 2008/09) | <input type="checkbox"/> | <input type="checkbox"/> |
| I don't work | <input type="checkbox"/> | <input type="checkbox"/> |
| I wouldn't accept a job under these circumstances | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (please specify and state whether first or second choice) | <input type="text"/> | |

Section 4 - Journeys to the shops and other town centre services

Q18 Which town centre do you visit most often for shopping (including using services such as banks, dry cleaners, hairdressers)?

- Leamington
- Warwick
- Kenilworth

Q19 Which form of transport do you usually use to get to shopping trips in that town centre? (Please select one only)

- Walk
- Cycle
- Motorbike (including mopeds or scooters)
- Public transport
- Drive and park
- Get a lift
- Other (please specify)

Q20 If you do not usually cycle or ride a motorbike / moped / scooter to that centre to shop, would you be more likely to do so if there were secure and appropriate parking for such vehicles in the town centre?

- Neither of these facilities would interest me
- Cycling facilities only would interest me
- Motorbike facilities only would interest me
- Both of these facilities would interest me

Section 5 - Other comments

Q21

Do you have any other comments about the provision of parking in new developments ...

in the town centres?

elsewhere in the District?

Q22

If you would be interested in being involved in a discussion group to discuss parking in new developments, please provide your name and contact details below. It is likely that only a limited number of people will be invited to the group.

Name:

Contact details:

Reason for wanting to be in the focus group:

Section 6 - Equal Opportunities Monitoring

To assist in monitoring fair and effective service delivery and to develop our policies and practices, we request that you complete the monitoring information below. The information will be treated with the utmost confidence and will be used for monitoring purposes only. No personal information, such as your name or address, will be used in collating statistical data.

Q23

Gender:

- Male Female

Q24

Ethnic origin:

- White - British
 White - Welsh
 White - Scottish
 White - Irish
 White - Other *
 Mixed - White and Black Caribbean
 Mixed - White and Black African
 Mixed - White and Asian
 Mixed - Other *
 Black or Black British - Caribbean
 Black or Black British - African
 Black or Black British - Other *
 Asian or Asian British - Indian
 Asian or Asian British - Pakistani
 Asian or Asian British - Bangladeshi
 Asian or Asian British - Other *
 Chinese
 Other ethnic group *

* If you have indicated an 'other' group, please specify which one:

Appendix B – Further comments about whether the two sets of parking standards is a reasonable approach [Q10]

[Please note that any comments about on-street parking or parking charges should have been put on the County Council's comments form on Decriminalised Parking Enforcement as they are not a matter of planning policy. These comments will be passed on to the County Council. However all comments are repeated here for information.]

“Acceptable - provided adequate provision is made for resident parking, especially as more and more 'homes' are being built in the Town Centre.”

“All developments need parking. Businesses generate demand for parking space.”

“All new builds should provide ample parking provision for its use, irrespective of its location in an urban area.”

“All parking should be free - motorists pay enough money already. Customer satisfaction is what you should be striving for.”

“Although public transport would need to be more reliable – i.e. needs bus priority on-street.”

“As a resident it is difficult enough to park near my flat, restricting the spaces will cause too much difficulty.”

“As I am an elderly driver, not qualified as disabled but unable to walk for long, I require town centre parking.”

“Because of people taking advantage and parking all day.”

“But it doesn't take into account the ageing population that is not on a bus route to town centre.”

“But not everyone can safely cycle for medical reasons / age - so it should just be walking / public transport.”

“But, many workers in Town Centres also need cars - see W.C.C. in Warwick - WDC in Leamington.”

“But, remember such access to a town centre destination depends much on the public transport available from the user's point of departure (which may not have any).”

“Car owners will only use public transport if frequent and cheap. To encourage cyclists have cycle racks near shops and have cyclist only streets with 10 mph speed limit.”

“Depending on the nature of the business, necessary skill sets may only be available across a wider area than that within public transport provision locally.”

“Depends on cost and accessibility.”

“Easing of restrictions in other areas will merely ensure increased moving traffic through the town”

“Fine for those living near town centres and on a bus route and can avoid using the car. But have to use a car from rural areas and need some preferential treatment in these towns.”

“For people living in villages it is not possible to use public transport and it is too far to walk or cycle so we have to use a car.”

“Free parking is needed for those who travel to Leamington.”

"I don't think you can generalise - each situation should be assessed individually."

"I live in Leicester and work in Leamington, near the town centre. Public transport is not available for this journey and the existing car parks are expensive. This will simply mean, park further out of the town centre on the roadside."

"I travel into work from Redditch and am therefore unaware of public transport times/services etc. Totally unreasonable for me personally."

"I work in the town centre and there is already inadequate parking."

"I would like to see residents parking only in residential streets."

"I would love town centre employees to use public transport, but they don't - so we need adequate parking space."

"In principle, yes it's ideal. However, the impact on residents in town that have no parking on their property will be large. Not only will this cause increased costs for residents who have to pay for additional car parking but also will have an effect on re-sale valuations on house prices."

"In Town Centres especially car clubs."

"Inadequate access to public transport from my address. Have young family with pushchair, need boot space."

"It assumes that those who choose to live in town centres will not need to enjoy the advantages of owning cars."

"It depends how you define 'easily accessed by public transport, cycling etc' 2 buses a day does not equal easy access. We have 4 tenants I have included them as our 'household' for the purposes of this survey."

"It is not clear what your approach is going to be."

"It makes more sense to determine parking requirements by looking at volumes of car parking."

"It will encourage out of town developments."

"It will mean that people will not want to work in Leamington Spa since they would find it difficult to travel."

"It will surely add 15-20 mins to my journey each day. I live 20 miles from Leamington Spa."

"Just because you live in the city why be penalised if you have to travel to work."

"Just look at Leamington town centre. In reality shoppers do and will in future use cars to access the town centre unless public transport is revolutionised. Adequate car parks must therefore be provided (not parking in residential streets)."

"Kenilworth Town Centre cannot easily be accessed by bus from all parts of the town."

"Leamington Spa definitely needs much more car parking spaces than is currently available."

"Local policy towards cycle paths needs to be greatly improved."

"Many people commute into Leamington. The question that also needs to be addressed is whether there is adequate/appropriate public transport accessible to them where they live."

"Many people wish to drive to the centre and should expect to be able to park. Your new policy may discourage tourism and trade to the area. This will be bad for retail and general businesses in the area."

"Many workers are not local and public transport or cycling etc may not be an option."

"More cycleways needed, path maintenance required for pedestrians."

"Most people who work in the towns come in from other areas, some from Birmingham for example, and due to limited public transport, drive in - its quicker and cheaper and more reliable."

"Need to be adequate parking for those working in town."

"No need for restrictions in country areas if development strictly controlled."

"No reason to believe people living in town centres less likely to own car/extra pressure on access in/adjacent to town centres from external sources(shoppers/visitors)"

"Not all town centre users are local and require parking facilities, public transport is terrible. By bus from Whitnash - Warwick takes 1 1/2 hours but 10 mins by car."

"Not everyone lives near a train station or a bus route that goes anywhere near where one wants to go - or gets there with reasonable connection times."

"Only if reliable public transport is nearby. Remember the elderly."

"Only if the public transport exists!"

"Park and ride schemes."

"Parking standards should also reflect different non-residential uses (which have varying levels of impact)."

"People living in areas accessed by public transport etc will still own cars for many journeys. They should have full parking (off-street provision)."

"Public transport and access to it must be improved to make this approach to parking problems viable."

"Public transport i.e. buses are dreadful as a parent totally unsuitable to be able to pick up children after school."

"Public transport will never be good enough to support this policy."

"Restricted workplace car parking should apply to all development car usage."

"Still need on-street parking for free on outskirts of immediate town centre."

"Subject to adequate parking in the town centres."

"Takes away choice."

"The approach does not take into account that there needs to be a sufficient level of parking for residents living in town centres or restricted parking will have an adverse affect on trade in town centres."

"The plan should also include a free park and ride system. It should also just introduce restrictions in time for parking in the first instance without steep charges, otherwise the plan will be unpopular."

"The provision of ample free parking near the town centre is a real boost for local shops and businesses."

"The system of public transport and cycle ways will require major improvement for this to work."

"There are almost no streets which have no residents. Everybody needs & pays for car space."

"There has been no thought given to people who work in the town centre having to pay £3.70 per day to park."

"There aren't enough parking areas as it is and the charges are too high."

"There will always be exceptions to such principles."

"There will be a higher demand for parking in town than other areas."

"This is a money making exercise for the council."

"This just makes it much harder for out of towners like me to get to work. I cannot cycle on a round trip of 38 miles a day! And inefficient public transport compounds matters."

"To employ quality staff you need to offer free parking."

"Town centres should not have less parking than elsewhere."

"Using public transport to get to work would increase journey time from 25 mins to 90 mins."

"We are not a big city with all amenities accessible by public transport. Town Centre parking for new developments should be included."

"We need to discourage car use - Global warning, pollution and its effect on health."

"We should not be making it easy to park at out of centre sites, increasing car use and damaging town centre economy."

"Weakness is that people who access town centres etc by foot/cycle need to use a car to travel away from home!"

"Where will office/shop workers park - and what will the cost be."

"Would not attract Business to the area if they thought parking was inadequate."

"You are not taking account of people who travel into town for work and need to drive."

"You can't dictate that people should use public transport."

"You make the false assumption that there is a good public transport system! We do not, and hence the whole issue is flawed."

Appendix C – Further comments about the provision of parking in new developments in the town centres [Q21a]

[Please note that any comments about on-street parking or parking charges should have been put on the County Council's comments form on Decriminalised Parking Enforcement as they are not a matter of planning policy. These comments will be passed on to the County Council. However all comments are repeated here for information.]

"Yes, there should be adequate parking for each flat owner - often there is not."

"With minimum parking you may find you have less visitors. Business would suffer as people would look for new jobs. Retailers would suffer as people would shop elsewhere, where easier/cheaper parking is available. Leamington Spa has a lovely environment/village which may suffer if you reduce parking opportunities."

"Why isn't there more underground parking?"

"Where the Council has approved new development which provides minimal or no parking spaces, using the justification that this is to entice alternative and sustainable forms of transport, parking permits should not be allowed"

"What Parking?"

"Well lit areas. Parking for workers on lower levels of car parks so do not have to go several floors up in the lift."

"We need plenty of parking in Warwick Town Centre."

"We need free parking so we can bring commerce to the town centre. I would choose to work somewhere with a free parking policy"

"We may be at saturation point for residential developments in Leamington, but if not, every development must be forced to provide 2 spaces per 3 units, to allow the Woodwards development to add another 20+ flats and not one single parking space, when they dug down to basement level, was an outrage."

"We could not see the Plans they are far too small."

"We consider the level we have outlined above to be fair and applicable to town centres (we presume it is the total car park provision you are referring to)."

"We are residents in Leamington Spa town centre and own our house on Spencer street. We used to be able to park outside our home until one day without notice there were double yellow lines outside our home. I have a 2 year old daughter and have been reassured by the council that once the residential parking permits are issued then we would also be allocated them too. I just would like some reassurance that we would not be forgotten about and hope that someone will reply back to us. Our address is 3 Spencer street, Leamington Spa, CV31 3NE"

"We already have cars parked in our road all day. If parking was restricted elsewhere nearer the town it would get even more congested. Sometimes we cant get our caravan on the drive because of the parked cars in the road."

"Warwick: The centre Swan St, Brook St, New St, the Market Square should be traffic free but it is not a very good quality shopping centre only buses using it and delivery services to use the area."

"Warwick is a mediaeval town with narrow roads and many houses built before 1930, with no garage provision. New build is not providing adequate off street parking for residents consequently on street, overnight parking is extremely scarce."

"Walk walk walk park out of town - park and ride if you must"

"Urgent need to ensure parking provision for new housing (flats) in the centre of Leamington."

"Unrealistic to expect anyone to use a supermarket for shopping without using the car to take the shopping home"

"Underground parking should be provided."

"Underground parking is best. Any parking in building or underground should be easier - more space for bays, easier turning circles otherwise drivers will have scrapes and be unwilling to use such car parks. (Although expensive, perhaps parking underground could be viewed as bomb shelter/fallout shelter.)"

"This is yet another way of charging people to work near a town centre. Why not provide cheap parking for people who have no choice but to drive to Leamington to work. Public transport is a joke. It is expensive, unreliable and only useful for local journeys."

"There usually is not enough of it"

"There should be spaces provided on the basis that each resident can be expected to own at least one car. Car users should not be discriminated against for weak, politically correct, reasons. Imagine the day when cars are pollution-free and cheap enough for all to own at least one."

"There should be an amount of all day free road parking in all towns that is within walking distance of the town centre."

"There needs to be provision for off-street parking at new in fill developments"

"There is usually not enough for at least 1 space per property & permits are not readily given out"

"There are not enough car parking places in Kenilworth"

"There are fewer and fewer parking spaces. Making less facilities or car free parking means that we would have to move out of the area."

"There are 30 million cars in Britain now. In view of climate changes and expected higher oil prices, number and usage of cars will decline. Provision of further parking spaces should be modest. Consider parks for small cars exclusively - with higher densities consider much better cycle facilities as battery power assisted cycles can be significant in solving congestion and parking difficulties"

"The parking bays in the new Kenilworth abbey end car park layout appear to be narrower than previous."

"The only way to improve local bus services is to reduce provision of cheap parking, but it's a long term strategy."

"The new proposals do not take in to account people who work in a town centre. Many of these people work in the retail trade and work early shifts when multi-storey car parks are closed. Public transport is not an option at that time of the morning, particularly for people who live in the surrounding towns and villages. We cannot park on the street and rush out at 8am to feed a meter - our employers would not be very happy! Also, the cost will be a considerable burden on people who mostly work for the minimum wage."

"The new changes will be a total disaster for me and fellow colleagues who have to drive to work from far distances. Having to pay parking charges would mean working here is not worthwhile and I would seriously have to consider getting another job which will probably be less enjoyable."

"The lack of parking places in new developments (such as ours) causes problems, with not enough car parking for all the cars, hence 'on street' parking is required. If a permit is not granted then the car has to be used in place of walking or using public transport."

"The historic culture of parking free as close as possible to shops or work is no longer sustainable. Drivers should pay the full costs of driving and parking should not be subsidised."

"The fundamental problem with all transport issues is that public transport has to improve first, and be more attractive than private cars, before private car use will reduce."

"Sufficient on site parking should be provided for residents in new developments with the provision of permeable surfaces (stones - not tarmac) to reduce environmental impact PLEASE! Fewer dwellings to reduce environmental damage and great emphasis on preserving and creating GREEN SPACE."

"Strongly recommend you do not endanger the attractiveness by removing free parking."

"Somewhere for people to park that have no parking where they work and should have permits to do so"

"Should have provision for visitor parking"

"Should be sufficient off-road parking for residents and overflow allowance for visitors"

"Secure, free parking needs to be provided for shop/office workers."

"Sale of land or old buildings for more housing is self defeating eg the Dormer site, where new parking areas could be introduced."

"Restricted parking may lose trade to shop/restaurants."

"Residential development needs parking, commercial not."

"Reasonable provision should be made for people employed in the town centres eg reduced rate parking permits - substantially reduced."

"Public transport enhancement is the best way to reduce parking problems in the town centres. Wherever possible new developments should include parking facilities 'off street' to avoid additional congestion"

"Provision needs to be made in, or near, residential developments for groups of visitors (eg voluntary groups often hold meetings in members houses/flats)"

"Provide private parking"

"Pollution damages health and Leamington is one of the most polluted places in the county. The Council has a duty of care to protect people. At the moment our health suffers in order to increase the profits of business. What about global warning?"

"Please make parking slots wider, cars are now wider and include wing mirrors! older people have trouble getting out of car doors."

"Please ensure that disabled spaces are put in more than one position in large car parks so visiting different shops is made easier."

"Perhaps you could reduce parking charges or permit to people who want to park."

"People generally want to have a car for leisure use, even if pricing makes them happy to commute by public transport. So to provide somewhere for them to keep it is fairly essential if there is not to be great ill-feeling between neighbours, and between neighbours and commuters/shoppers"

"Pedestrianise some streets - especially Warwick"

"Paying to park would have a big financial consequence for me. At present I pay approx £120 per month on petrol. if I had to pay for parking as well that would be an approximate extra £150 a month."

"parking would be less of an issue if there were decent public transport and cycle provision."

"Parking should be underground for high density town centre development."

"Parking should be strictly limited and adequate. Public transport should be part of the equation."

"parking should always be considered before planning is granted"

"Parking provision should reflect the number of additional vehicles associated with the new developments to avoid the necessity to compete with existing on street resident parking places"

"Parking provision should be restricted and paid for to ensure comparity with other employees who have to pay."

"Parking in Leamington for access to Dormer Place is already restricted and free parking more so."

"Parking for residents in town must be considered for those people that rely heavily on on-street parking. Not only additional car parking charges but also this will have a large effect on re sale of property and property valuation."

"Out of Town Shopping Centres will boom with free parking. New development/residential parking is not a problem. Town Centre developments are already built and in most cases now unable to supply parking. Good luck in persuading the government to supply parking at new Justice Centre which is totally contrary to National Policy with their development."

"Only effective, safe, frequent public transport will persuade drivers to abandon their cars."

"On street parking adjacent to the rent office must be prohibited"

"Not enough parking and too expensive."

"Not enough parking"

"Not enough disabled parking."

"Not enough consideration has been given to new developments. Mostly it is total overdevelopment and no considerations given to parking"

"Not enough"

"No development should be allowed that does not facilitate sufficient parking. A development should not increase burden on existing parking and access facilities!"

"New developments should be forced to provide adequate off street car parking facilities. People will still own cars for holidays, large items of shopping etc and it is stupid not to believe this."

"New 2,3 and 4 bedroom apartments being built in town areas with one or less car parking spaces do not address the problem."

"Narrow streets such as Woodring street would benefit by being one way system"

"Multi-storey parking is safer?"

"Motorcycle parking should incur no charges."

"Most of the Free parking in Leamington Spa uses unmarked Bays. I think marking bays would aid people in the use of the limited space more efficiently."

"More pay and display, more traffic wardens"

"More parking is needed"

"Modern cars are all front wheel drive and only those with short wheelbases have small turning circles."

"Make underground parking if possible"

"Make sure that there is plenty of on street parking. Parking is already bad enough for residents in fine old Regency and Victorian houses without garages and private parking spaces."

"Make lots of permission for walking and cycling and keep the cars out except for disabled spaces."

"Make greater provision for "off street" parking."

"Look no further than New Street to see the consequences of the current policy."

"Leave things as they are"

"Leamington Spa has the worst car parking facilities I have ever seen in any town. When going to work I am always 5-10 minutes late as a result of trying to find somewhere to park my car. I get paid £13,000 a year and cannot afford to pay for my parking. Leamington Spa needs much more free car parking spaces. Leamington Spa - nice place to visit - terrible place for car parking."

"Kenilworth needs free parking in order to encourage shoppers and visitors. BIG TIME"

"Kenilworth Abbey End - parking spaces are too small - fancy divisions make manoeuvring difficult."

"Kenilworth - new developments v. good parking.... but not aware of plan to combat congestion on surrounding streets. Warwick - TERRIBLE parking provision/costs for parking, particularly for all day parking"

"Keep existing parks then go for park n ride"

"It would be ideal if there were more car parks for no charge"

"It should primarily be underground"

"It is vital all developments have parking facilities."

"It is reasonable that new developments provide new parking provision, including multi-story car-parks. For people making short visits to the town, however, I think that forcing drivers to pay for street-parking in town centres is wrong. It will discourage routine shopping in town centres, and encourage shoppers to use out-of-town shopping developments instead."

"It is my considered opinion that by penalising motorists by parking restrictions you will seriously affect the economy of the district. Many workers like myself live away from the area and driving in and street parking are the only feasible option. Drive us away and you lose staff - no staff - no commerce - town dies. Are WDC so blinkered as not to realise this??? I thank God that retirement looms with a release from petty minded beaucocracy. If you wish to CUT street parking, ENFORCE home garage use or is that too simple an option!!"

"Increasing the areas where parking is restricted will simply move the areas where residential parking is an issue!"

"Inadequate provision - coupled with high charges that are bad for trade & a major disincentive to shoppers"

"If you want town centres to remain the hub of the community you have to provide parking both free and at minimal expense."

"If parking becomes more difficult or more expensive will not be shopping in Warwick or Leamington"

"If I am forced to pay high charges for parking I would seriously consider working elsewhere."

"I'd use public transport. Not sufficient parking places are given in town centres and elsewhere in the district."

"I would support limiting car parking in favour of additional cycling and public transport facilities."

"I realise this is being done to encourage the use of public transport but it is unreliable so I have to use a car."

"I live and work in Leamington town centre. My home has no provision for parking. Parking at my workplace is very limited. I walk to work and to the shops. I have to park approx. 500 metres away from home as there is currently an inadequate provision for parking (long stay) in the town centre. Any proposals to restrict parking further is likely to dissuade people from visiting or shopping in Leamington."

"I live 20 miles away. I have to drive into Leamington to get to work (I sometimes share lifts when possible). If I had to pay for parking, I would need to seek employment elsewhere."

"I have a young child and feel that there should be more parking in the town centre for up to 1 hour so I have time to do a small visit to town. The car parks are sometimes full and I find it very difficult to find somewhere to park. There is too much disabled parking. WE NEED MOTHER & BABY PARKING."

"I especially come to Leamington Spa to shop instead of Coventry because i can park easily near town and its free. This matters more to me than the shops available."

"I don't like change. We pay road tax already. What do you plan to do with the money?"

"I do not think there should be charges for parking in the town at all, especially on streets after 6 pm."

"I currently park in Milverton Hill and I think that areas such as this, which are outside the immediate town centre, should be kept as free street parking. Charging for this or making it residents only would make parking very costly and difficult."

"I am retired but if I were to park in Leamington town centre, I would walk to work (subject to not having to carry heavy or bulky items to and from work)."

"I am concerned that restricting available parking in/near town centres drives motorists to park in surrounding residential areas, creating difficulties for residents."

"I agree that congestion should be cut but, without an efficient cheap public transport network for longer distance commuters like me, extra parking restrictions will just make life a lot harder or more expensive just because I'm trying to work."

"Hundreds of people work in Leamington and I think it is the Council's responsibility to provide parking or there will be no business brought to Leamington."

"Housing and particularly flats should have off street provision"

"Free parking needs to be provided in Leamington to keep the town alive and allow it to prosper."

"For the sake of residents, visitors (i.e. shoppers or workers) should be encouraged to use car parks and actively discouraged from parking in residential streets."

"Don't try to implement something in the name of green issues, when its clearly about making money for the council."

"Cycling would only be of interest if there were safer cycle lanes and an enforced 20mph speed limit."

"Cycling in Town Centres is dangerous. Cycle routes don't help the cyclist at most difficult areas (e.g. Town Centres, road junctions). Cyclists have the least priority. Walking is also a problem by cars parking on pavements - not so much in the day, but evening (take a look down Smith Street, Warwick at night - try taking a wheelchair along there!)."

"Covenants should be placed on town centre developments to make them only available for people locally employed, accordingly no or minimal car parking should be provided"

"Consideration should be given to workers that travel long distances to work in Leamington and spend a lot of money on shopping and other services."

"Concentrate on providing short term parking only (charged, but at a reasonable cost) curb long stay parking."

"Can you please take into account those who have to travel long distances."

"Business needs adequate parking! Families need access to cars."

"Build some multi-storey car parks. People have to drive in anyway, so parking is always a problem in Leamington. Creating more spaces would be more viable."

"At present it is very difficult to find parking in Leamington Town Centre. No parking provided by work, and in winter when it is dark I don't want to walk in therefore parking needed!"

"As a parent I need to be able to drop off my child at school and pick up. Speed to and from work is vital. Cost is also a major issue as a part-time worker."

"Applies to all - Encourage people to walk - cut down obesity, improve on health savings for the NHS. Prevent pollution."

Any parking charge is unfair on motorists. Employers should provide adequate parking for their employees.

“Answers to Q8 should apply to conversions that increase the number of dwellings. Parking standards should be more generous initially to offset the adverse social/environmental effects of so many dwellings built with no or limited off street parking.”

“All new flats in the town centre should have parking provision....parking standards (nationally) are insufficient”

“Adequate parking (at a reasonable price!) should be provided or people will desert Town Centres and use out-of-town (free parking) shopping malls.”

“Ability to garage a car reduces car crime. Need preferential treatment for those not living on a bus route.”

“A recent development in Kenilworth Road has only one parking space for each unit. These are upmarket properties (i.e. 2 car owners) No visitor spaces provide meaning road parking in Northumberland and Kenilworth Road!! Also for blocks of flats visitor spaces should be provided.”

“1. Allow the existing laws of land to curb illegal parking - specifically on pavements. 2. Stop charging for short term parking in town centres. 3. Change laws on Planning permission for use of areas - thereby drawing travel from work to home.”

Appendix D – Further comments about the provision of parking in new developments elsewhere in the District [Q21b]

[Please note that any comments about on-street parking or parking charges should have been put on the County Council's comments form on Decriminalised Parking Enforcement as they are not a matter of planning policy. These comments will be passed on to the County Council. However all comments are repeated here for information.]

"Why are the parking restrictions to be from 8am to 8pm? This will mean people coming in to a town centre of an evening to go to the cinema, theatre, for a meal etc. will be faced with a parking charge in addition to the cost of the evening entertainment. This will discourage people from coming in to the town centre and spending their money (is this what you really want?) Surely, 9am until 6pm would be more sensible?"

"Where the Council has approved new development which provides minimal or no parking spaces, using the justification that this is to entice alternative and sustainable forms of transport, parking permits should not be allowed. This particularly applies to the large number of student-occupied developments in Old Town which are intensively occupied."

"When parkland is not used through the winter, there could be conversion into temporary car parks, e.g. in Myton fields by the river, as winter sees more cars in the town centres."

"There is also not enough parking in new housing estates"

"The idea that people who live near to town centres (& who might therefore walk or use public transport to get to work) need fewer residential parking places is unrealistic. Most people who can afford to do so will own cars & need to park them."

"Sufficient to ensure all can park off road."

"Sufficient parking provision to eliminate on-street parking."

"Should be sufficient off=road parking for residents and overflow allowance for visitors"

"Rural areas should be presumed to need cars and therefore parking due to difficulties with buses and cycling i.e. no street lighting if travelling by bicycle from/to work in winter."

"Residents parking only in residential street"

"reduce parking space to encourage only one car per family"

"People who buy houses without garages or driveways should not be able to unduly influence parking strategies. Buyer beware - if you buy a house without parking then you take your chances, if parking is a priority you should live in the suburbs. These white crosses, painted on roads, restricting parking should not be permitted. If disabled allocated bays should be made with clear signed. An integrated transport strategy should be adopted where buses/trains are so cheap and frequent no right minded person wouldn't use them. It shouldn't cost £5 to get the 2 miles from Leamington to Warwick and it shouldn't take 30 mins."

"Parking in the older residential areas of Kenilworth is awful. We need residents parking schemes and houses with garages where residents are too lazy to take cars round the back should be denied off road parking permits"

"On site should be easier and less costly"

"Off road parking should be provided."

"Not of interest to me"

"Not enough parking, park in silly places"

"Not enough disabled parking."

"Not enough"

"New developments to provide enough parking"

"Motorcycle parking should incur no charges. For commercial developments, there should be a requirement to provide motorcycle parking facilities if there is car parking in the scheme."

"Make greater provision of "off street" parking in residential areas particularly in areas of higher density to reduce chaos, congestion and accident risk as is now the case in Othello Avenue, Warwick Gates!"

"less housing and more parking or again underground parking"

"Leamington and Warwick provide park n ride"

"Inadequate provision"

"Inadequate or no parking is simply a way for developers to make even more money by increasing densities. PARKING IS ESSENTIAL."

"I would be willing to pay a small amount for parking such as £5 a week. I consider that £3.90 per day will make parking very expensive for me as I have no choice but to park in Leamington on a daily basis for work."

"I live in Warwick the proposals are going to cost me £80.00 a year to park outside my property"

"I have no intention, nor the resources to pay the excessive parking charges. I have no choice but to park on the road."

"I have inadequate residential parking in my street and the Council is attempting to limit this further due to our proximity to Warwick Station. Again, improved alternative transport would improve the situation."

"I don't agree with the new parking ideas in Leamington as parking meters will discourage some shoppers coming into Leamington. I shall not use my car as I use the bus as you can rarely find a space except the 2 hours in Newbold Terrace - being only 2 hours you can never find a space. I think it is a mistake to have no free parking at all. (I did visit your stand in the Priors and spoke to your representative - Friday 10th November 2006). Also your plan gave me the impression there were only certain places where permits will be issued. Can Disabled Parking not change parking in other areas as was explained to me."

"I do not want to use a park and ride as I want to choose when I come and go."

"I do not visit Stratford due to inadequate parking/exorbitant costs. In my opinion these plans are a revenue increasing exercise on your part"

"I anticipate it would also affect trade for Leamington."

"I am very concerned about poor parking, often on double yellow lines, in areas outside the proposed parking zone and the potential for this to cause accidents. The areas that are particularly of concern are Nelson Lane and Wharf Street, particularly the part of Wharf Street where the road bends (to the east of Nelson Lane). I would hope that wardens would check on this area as the potential for accidents because of bad, and often illegal, parking is considerable. In the past I have reported the problem to the local police but regrettably it would seem no action is taken."

"I am concerned that I will not be able to park near my house as I work until 10pm and 12pm most nights and I feel it will be dangerous."

"However in some cases, additional space may be required for other areas of the District"

"Extend yellow lines in Randall Road Kenilworth"

"As above, more money needs to be invested in pollution free motoring."

"Any parking charge is unfair on motorists. Employers should provide adequate parking for their employees."

"Allow for one per resident, plus a family car and possibly visitors too."