

APPENDIX A – SUMMARY OF CONSULTATION RESPONSES RECEIVED

General Comments related to this Consultation

- There is a need to clarify who will create the parking policy, eg. the Executive.

Comments related to Sustainability

- Parking should support less private car ownership and use, but support trips utilising MaaS (Mobility as a Service) models
- Less residential parking and less parking spaces required in towns
- Parking should support air pollution Action Plan
- We should actively encourage transport sustainability through parking
- Low emission routes need to be put in place now and then expanded later

Comments related to the Future & Technology

- Need to develop infrastructure that is ready for self-driving vehicles.
- Pay and Display is outdated and causes shoppers to rush their shopping and not linger longer. Pay-on-exit with ANPR with or without barriers.
- Wider use of metred parking spaces across on/off street parking provision
- WBC already provides Electric Cars charging points, possibly no need for the widespread rollout of electric charging points
- As more electric cars come onto the roads there may be a case to increase the number and locations
- Support electric charging points in keeping with the growth in electric cars
- Provision should not come at a cost to the Council Tax payer, but these should be on a commercial basis.
- Electric charging points & parking can be located at out of town location / industrial parks.
- We should promote and provide options for electric cars across the borough. We should publicise electric charging locations to make residents aware
- Charging points could be a building regs requirement
- On street points would have to be considered against all sorts of implications from who pays, to theft to road width to fights as to who can hook up

Comments related to Pricing, Tariffs & Incentives

- Need a review on what types of charging regimes we should have.
- Has the CPE business plan been in line with forecasts at the time of assessing bids to undertake CPE, and subsequent budgets
- Many councils have a higher charge for parking inside a town than on the outskirts. Should car parks near stations be charging a premium - car park charges in Reading can be £5 for 2 hours and in Bracknell £2.50
- Parking prices should be reviewed to ensure we are not undercutting other providers eg. the railway station and privately owned car parks in Wokingham.
- Need to determine whether all time slots be available to all car parks

- The concept of supporting local economies through incentives is broadly supported, encouraging town centre parking to support residents and shops
- Examples recommended - eg. a scheme where we refund parking to anyone using a local shop or restaurant/ 1 hours free parking in Wokingham Town with a qualifying purchase/ free parking with voucher from shops where spend exceeds £5/ two hours free to encourage longer stay/spend in shops
- Concern about financial implications of incentives - proposal would need to be self-financing
- Suggestion that passing local car parking responsibility/income to Town Councils, allowing each to tailor charges to their need.
- The suggestion that Town Councils should set car park prices has no merit as they do not receive the income. It would be very easy for the Town Councils to set low or zero charges to encourage visitors at the expense of WBC.

Comments related to Park & Ride

- Park & Ride Strategy needs critical review, needs to consider its relationship of rail travel eg at Winnersh Triangle
- What are we trying to achieve with P&R – seems to take residents away from Wokingham and Woodley town centres into Reading and Bracknell?
- Reconsider the need for additional park and rides at Coppid Beech and Thames Valley Park. These should be reconsidered as they will only attract more shoppers away from Wokingham, etc., and be costly to establish and maintain
- P&R can only be justified if run commercially and at a substantial profit. Users should pay.
- Higher charges needed for Park and Ride, no subsidies and no discounts for, say, disabled drivers.
- All SDL sites should have local P&R built in, providing rapid transport to nearest railway station in peak periods.

Comments related to On Street Parking Management

- Parking needs to be responsive to localities, not one rule for all locations.
- Visitor & trade parking is a contentious area - areas in the town centres where short term (i.e. half hour parking) is appropriate for shoppers. Case exists for expanded/improved town parking for residents/traders
- If there is sufficient room to accommodate non residents then a scheme where residents buy vouchers which will allow non-residents to park could be introduced. Otherwise visitors and trade vehicles should use the car parks
- Review loading/unloading restrictions where shops have service roads and rear entrances and there should be no need for on-street unloading between certain hours
- Parking on-street reduces road width and can contribute to congestion - assumption that residents have a right to park on the street when they have no, or inadequate off street parking in their own grounds.
- Increasing case for resident permit parking schemes where demand exceeds supply of spaces

- Expand the areas currently covered by resident parking permits. Offer season tickets for town centre car parks for overspill
- Parking on verges and half on/half off pavements should be banned. This causes obstructions for pedestrians (who should be encouraged to continue to walk) and churns up the verges.
- Half parking on pavement to accommodate overspill in new developments is unacceptable

Comments related to Civil Parking Enforcement (CPE)

- Generally considered to have been a good change.
- Much more civil parking enforcement is required - more frequent patrols in Wokingham would help reduce further illegal parking.
- We need to enforce parking restrictions properly. There is a perception of regular car parking problems sites due to drivers ignoring restrictions
- More targeted enforcement at school times would be helpful

Comments related to Parking Meters

- Some form of metered parking could be introduced on selected roads near railway stations to raise income.
- If civil parking enforcement is working there should be no need for parking meters.

Comments related to Off Street Parking Management

- Perception that, in order to increase footfall in towns, more parking spaces will be needed.
- Car parks need to be better defined and sign posted to include the number of spare places available at any one time.
- Wokingham town centre ones car parks should all be designated short stay during the day and allow for overnight parking by residents. Other town centre car parks can accommodate longer term parking as well as overnight parking.
- Parking at Shute End continues to cause confusion, restrictions to one car park/ empty spaces during the day/difficulty for members to park nearby when working at Shute End.
- Concern over parking regimes for staff at WBC.

Comments related to the Planning of New Developments and Appropriate Parking

- Disabled parking spaces are well located in Wokingham town following the refurbishment of the Market Place.
- So many disable car parking spaces by Shute End reception - discriminates against elderly residents with no blue badge and parents with children.
- The right place for blue badge holders is a variable
- As Govt increases the availability of blue badges then the number of spaces required will increase
- New schools must have more parking spaces

- It should be a standard requirement when granting planning permission for any size of development that adequate off street parking is incorporated in the plans. This should take into account demographics and local car ownership rates.
- On street parking in new developments should not be an option, although designated parking spaces could be an option, if roads are kept clear to avoid causing congestion
- New Developments should provide adequate parking for residents and visitors. However they should only be located where there are sustainable transport options
- Min of 2 off road spaces per house plus road widths to be sufficiently wide to allow for a parked car to be passed by another ideally a fire engine.