Watford Parking Strategy objectives and policies matrix

Policy / Objective	General (G1 and G2)	Car (Ca1-Ca4, Ca7, Ca8)	Car (Ca5)	Car (Ca6)	Blue Badge (BB1 and BB2)	Shopmobility (S1)	Powered Two Wheeler (P1 and P2)	Cycle (Cy1-Cy4)	Taxi (T1 and T2)	Coach (Co1)	Freight vehicles (F1)
(policy description)	Street type matrix analysis; on-street space in the town centre	Improvements to town centre, on-street and CPZ parking; implementing modern payment system at pay and display locations; formalising short stay parking provision in the town centre; review of options for the multi-storey car	Use of car parking revenue to fund transport interventions	Work with businesses to encourage employees to commute by alternative modes to ease parking pressure and congestion	Improve Blue Badge parking offer, in the town centre and other key locations	Improved access to Shopmobility Watford	Increase PTW parking at key locations, review existing PTW parking, improved signage/information provision on parking for PTW users	Increase short stay cycle parking at key locations; Developing secure cycle parking facilities (residential [pilot], within the town centre, other	Optimise taxi rank and drop off/pick-up facility provision in the town centre; improve signage to taxi ranks	Coach drop off facility in the vicinity of the town centre; long stay coach parking	Pilot Delivery and Servicing Plan (DSP) for the council
To retain a reasonable level of access by private car.	G	G			G		G				
To enhance access by other modes of transport.			G	G			G	G	G	G	G
To promote a quantity and type of parking stock which is in accordance with the two objectives above.	[on street only]	G			G			G		G	
To allocate space in locations appropriately to achieve the two objectives above (e.g. locating short stay more conveniently than long stay parking).	[on street only]	G			G			G		G	
To ensure parking at new developments achieves these objectives.		G			G			G		G	
To facilitate good access by all modes.	G	G	G	G	G	G	G	G	G	G	G
To manage [car] parking to encourage short stay/leisure or retail visits (rather than commuting) to the town centre and at local shopping destinations.	[on street only]	G		G		G		G			
To set charging to ensure a reasonable balance between supply and demand at all times		G	G								
To ensure parking revenues cover parking costs.		G	G								
To pursue use of shared parking where possible, particularly at new developments.	Y	Y		Y	Y				Y	Y	
To explore where parking controls could be used to ensure road space is used more efficiently e.g. to provide space for bus or cycle lanes.	G	G						G	G		G
To prevent inconsiderate or inappropriate parking activity obstructing other road users.	G	G			G			G	G		
To increase the proportion of parking that is under local authority control.		Y									
To use Travel Plans to reduce demand for private non-residential parking.				Y				Y			
To minimise visual intrusion caused by parked cars.	G	G		G							
To design parking areas, structures, signs and markings so they don't detract from the surrounding environment (and adapting existing ones).	G	G					Y		Y		
To improve the quality and standard of car parking provision.		G			G						
To prevent inconsiderate or inappropriate parking activity endangering other road users.	G	G							G		
To achieve Secured Car Park status for all Watford car parks.		G									
To ensure priority for pedestrian movement over parking at new developments.	G	Y									
To ensure on-street space is used fairly by considering a hierarchy of needs.	G	G			G				G		
To ensure guidance on parking fits within an overall hierarchy for the allocation of space in the town centre which reflect wider objectives.	G	G			G			G	G		
The control and management of residential parking (existing and future)		G						G			
Using parking policy to achieve a reduction in unsustainable car commuting into Watford		G		G							
Ensuring limited town centre kerbside space is allocated to those who need it most	G								G		
Supporting retail viability through parking policy (town centre and local shops)	G	G		G			G	G			
Ensuring the parking strategy enables provision of parking for different modes and space for different kerbside uses	G	G	G	G	G	G	G	G	G	G	

Key

(green)	Policy **expected** to contribute to realising this objective
(yellow)	Policy **could** contribute to realising this objective or include elements which would meet this objective