



Watford High Level Parking Review

Public Consultation

Report



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Appendices

APPENDIX A Consultation Questionnaire Forms

1 Introduction

Overview

- 1.1 JMP Consultants Ltd (JMP) was commissioned by Watford Borough Council ('the Council') to undertake a high level consultation exercise to assess residents and businesses views of the Controlled Parking Zone (CPZ) restrictions across Watford.
- 1.2 There are currently 15 controlled parking zones across Watford, operating a range of parking restrictions during different times of the day and week. These can be summarised, as follows:
- Zones A, B, C, D, and G operate on Mondays to Saturdays (including bank holidays) between 8am and 6.30pm.
 - Zones E, F, J, K, L, S, and T also operate on Mondays to Saturdays (including bank holidays) between 8am and 6.30pm but, in addition, parking restrictions are also in place on first team match days for Watford Football Club. This extends the controls to include weekday evenings, Sunday afternoons.
 - Zone M/N operate match day controls on first team match days of Watford Football Club during weekday evenings (6pm to 10pm), Saturdays and Sunday afternoons (1pm to 6.30pm), and Bank Holiday afternoons (1pm to 6.30pm).
 - Zone V restricts parking from Monday to Friday between 10.30am and 2.30pm but only from 1st September to 30th June to co-inside with the local college term times.
- 1.3 The last zone in this list, Zone V, has been subject to relatively recent consultation exercises and so has been omitted from this current assessment process.
- 1.4 In order to take into account the current variation in parking controls across Watford, five different questionnaires were designed for distribution to local residents and businesses.
- 1.5 The consultation process was undertaken during the period of Wednesday 19th June through to Wednesday 18th September 2013. It involved the distribution of questionnaires incorporating a range of questions relating to the operation of existing CPZs and potential future changes.

Report Structure

- 1.6 The consultation exercise has collected and collated a significant range of data across a large geographical area of Watford. In order to present this in a manageable and accessible format, the report sets out summary data collected via each of the five questionnaire types.
- 1.7 Where data is considered to have a specific geographical link, e.g. the operating hours of a CPZ, this has been presented by individual zone. More generic data, e.g. support for emissions-based permit charges, is presented in aggregate by questionnaire type.
- 1.8 Sections 3 to 7 present the results for each of the questionnaire types. Section 8 presents a stand-alone summary of the most relevant findings from across all of the survey work and leads into the recommendations presented in Section 9.
- 1.9 The overall report is therefore structured as follows:
- Section 2 presents an overview of each questionnaire, the distribution process and the number of percentage of responses

- Section 3 presents a summary of the results from Questionnaire One (Q1) that was sent to residents in streets currently outside the CPZ's.
- Section 4 presents a summary of the results from Questionnaire Two (Q2) that was sent to residents within the full Monday to Saturday CPZ (Zones A, B, C, D, and G) with sections 1 and 2 of the questionnaire presented by individual zone and sections 3 to 7 presented for the whole sample.
- Section 5 presents a summary of the results from Questionnaire Three (Q3) that was sent to residents within the full Monday to Saturday CPZ and the Match Day restrictions (Zones E, F, J, K, L, S, and T) with sections 1 and 2 of the questionnaire presented by individual zone and sections 3 to 7 presented for the whole sample.
- Section 6 presents a summary of the results from Questionnaire Four (Q4) that was sent to residents within the Match Day restrictions only (Zone M/N).
- Section 7 presents a summary of the results from Questionnaire Five (Q5) that was sent to businesses located within CPZs across Watford.
- Section 8 presents a summary of the key findings from each of the questionnaires and is written as a standalone section for those readers wishing to understand the key findings from the overall survey work. It includes graphical representations of the overall responses (from all question types) to the generic questions, e.g. support for emissions-based permit charges.
- Section 9 sets out some recommendations based upon the key findings from the survey work.

1.10 A copy of the questionnaire forms are provided in **Appendix A**.

2 Questionnaire Responses

Overview

- 2.1 The consultation exercise was undertaken to invite feedback on the current operation of the Controlled Parking Zones (CPZs) across Watford, as well as potential future operations.
- 2.2 Five different types of questionnaire were distributed to separate groups of streets in order to reflect the individual parking controls currently in place and allow more targeted questioning. The five types of questionnaire can be summarised as follows:
- Q1 = Residential streets with no existing parking controls
 - Q2 = Residential streets with standard Monday to Saturday, 8am to 6.30pm parking restrictions
 - Q3 = Residential streets with standard parking controls and match day restrictions
 - Q4 = Residential streets with match day restrictions only
 - Q5 = A business questionnaire

Distribution

- 2.3 The questionnaire leaflets were hand delivered to all properties across the Controlled Parking Zones (CPZs) within Watford, as well as some streets currently outside of the CPZs. This accounted for a total of 9,203 properties.
- 2.4 A breakdown by questionnaire type and zone is provided in Table 2.1.

Table 2.1 Questionnaire distribution

Questionnaire	CPZ Zones	No. of Streets	Properties
Q1	No CPZ	4	316
Q2	A, B, C, D, G	81	3,796
Q3	E, F, J, K, L, S, T	53	3,622
Q4	M/N	11	979
Q5	<i>Various</i>	<i>Various</i>	490
Total	All	149	9,203

Responses

Overall responses by zone

- 2.5 A total of 1,502 properties responded to the consultation process, representing around 16% of those consulted, with the Table 2.2 providing a breakdown by questionnaire type and CPZ zone.

Table 2.2 Overall Questionnaire Responses

Questionnaire	CPZ Zones	Responses	Response Rate
Q1	No CPZ	82	25.9%
Q2	A, B, C, D, G	538	14.2%
Q3	E, F, J, K, L, S, T	586	16.2%
Q4	M/N	251	25.6%
Q5	Various	45	9.2%
Total	All	1,502	16.3%

Socio-economic breakdown of sample

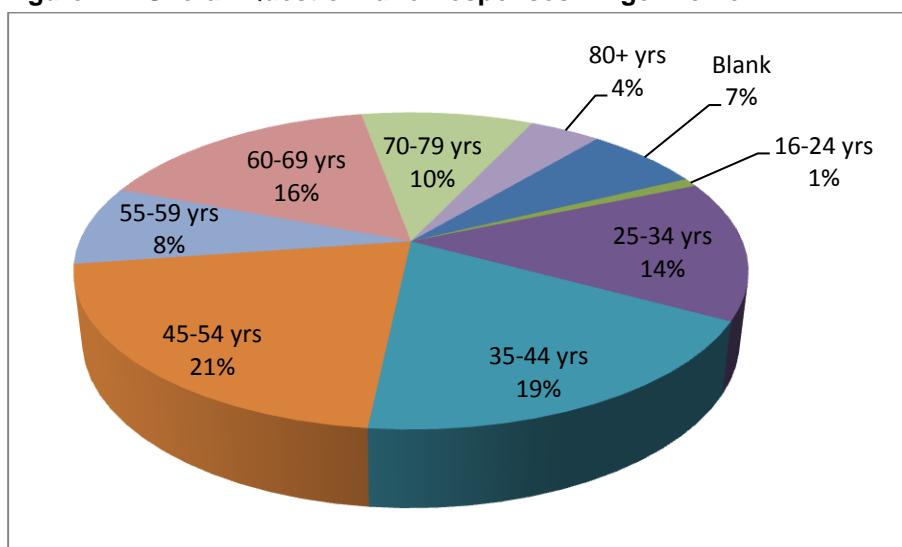
- 2.6 The gender profile of the sample is presented in Table 2.3.

Table 2.3 Overall Questionnaire Responses - Gender

Gender	Response	Response Rate
Male	706	47.0%
Female	702	46.7%
Not Specified	94	6.3%
Total	1,502	100.0%

- 2.7 The age profile of the sample is presented in Figure 2.1 below

Figure 2.1 Overall Questionnaire Responses – Age Profile



2.8 The ethnicity profile of the sample is presented in Table 2.4.

Table 2.4 Overall Questionnaire Responses – Ethnicity

Ethnicity	Response	Response Rate
White English	1,080	71.9%
Other White	63	4.2%
Pakistani	60	4.0%
Indian	47	3.1%
Other Asian	4.1	2.7%
Black (Caribbean)	25	1.7%
Irish	25	1.7%
Black (African)	19	1.3%
Mixed White and Black Caribbean	7	0.5%
Eastern Europe	7	0.5%
Polish	6	0.4%
Arab	2	0.1%
White and Asian	1	0.1%
Not Specified	116	7.9%
Total	1,502	100.0%

2.9 Respondents were asked whether their day to day activities are limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months. The responses are presented in Table 2.5.

Table 2.5 Overall Questionnaire Responses – Mobility Impairment

Gender	Response	Response Rate
Yes, activities are impaired a lot	95	6.3%
Yes, activities are impaired a little	119	7.9%
No	1,086	72.3%
Not Specified	202	13.4%
Total	1,502	100.0%

3 Questionnaire One Analysis

Introduction

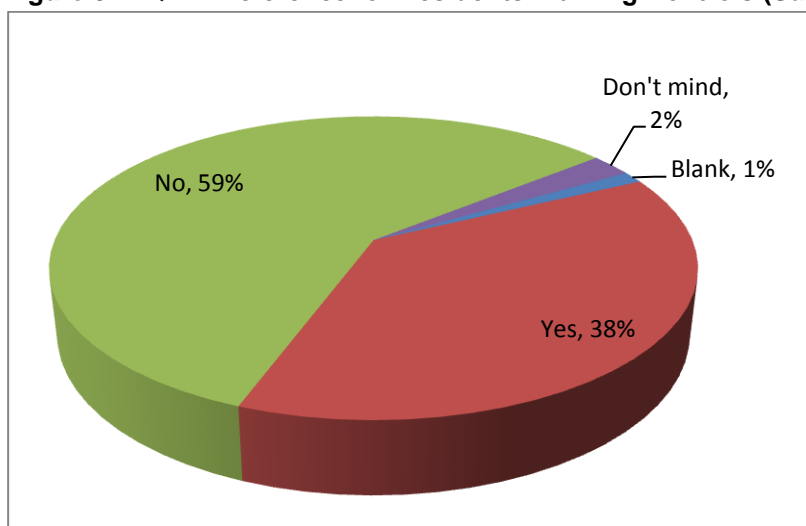
- 3.1 This section presents a summary of the responses to questionnaire Q1, which was sent to residents in streets that are currently not in a Controlled Parking Zone.
- 3.2 The total sample size for Q1 responses is 82, representing 25.9% of the residents who were sent the questionnaire.

Q1 Analysis

Residents' Parking Controls

- 3.3 Respondents were asked to state whether they support the principle of introducing a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 3.1.

Figure 3.1 Q1 – Preference for Residents' Parking Controls (Sample [S] = 82)



- 3.4 The majority of respondents (59%) were against the introduction of residents' parking controls in their street, although 38% were in favour.
- 3.5 Analysing the results by individual street, the following percentages of respondents were in favour of introducing residents' parking controls:
 - Kelmscott Close = 50% (out of 12 respondents)
 - King Georges Avenue = 41% (out of 37 respondents)
 - Kelmscott Crescent = 28% (out of 32 respondents)
- 3.5.1 This indicates that there is no outright majority preference for the introduction of parking controls in any of the surveyed streets.

Monday to Saturday Parking Restrictions

3.6 Respondents were asked a series of questions about the potential operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- Controls on Sundays

3.7 Those respondents who were against the introduction of parking measures were not required to answer these questions and so a large proportion were left blank. These responses are included within the graphs below for transparency.

3.8 Figures 3.2 and 3.3 present a summary of respondents' preferences for start and end times, respectively.

Figure 3.2 Q1 – Preference for Monday to Saturday restrictions start time (S = 82)

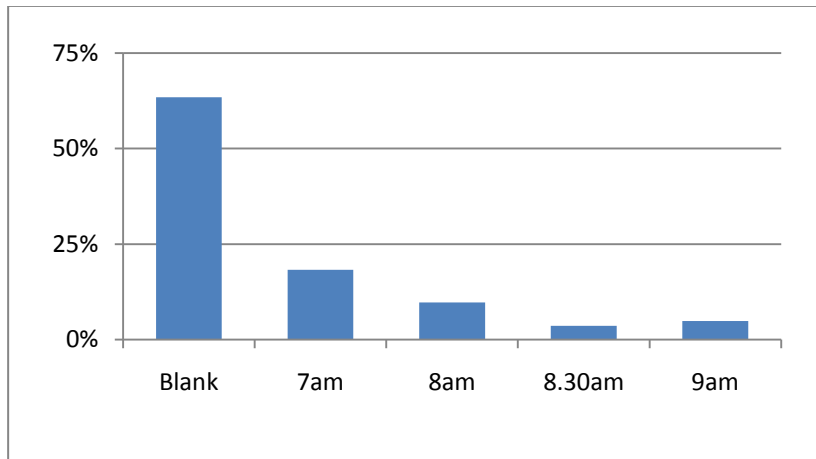
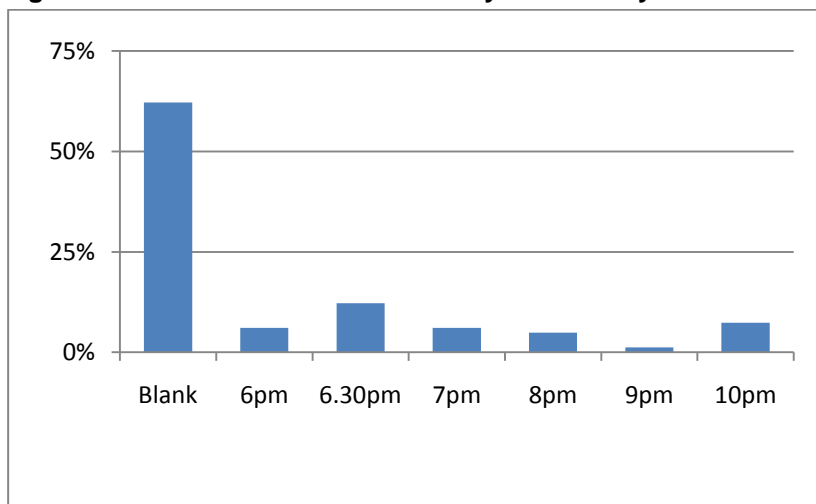


Figure 3.3 Q1 – Preference for Monday to Saturday restrictions end time (S = 82)



3.9 Amongst respondents who provided a preference and are in favour of introducing a CPZ, the highest number favoured a start time of 7am and an end time of 6.30pm.

3.10 Figures 3.4 and 3.5 present a summary of respondents' preferences for Bank Holiday and Sunday parking restrictions, respectively.

Figure 3.4 Q1 – Preference for Bank Holiday restrictions (S = 82)

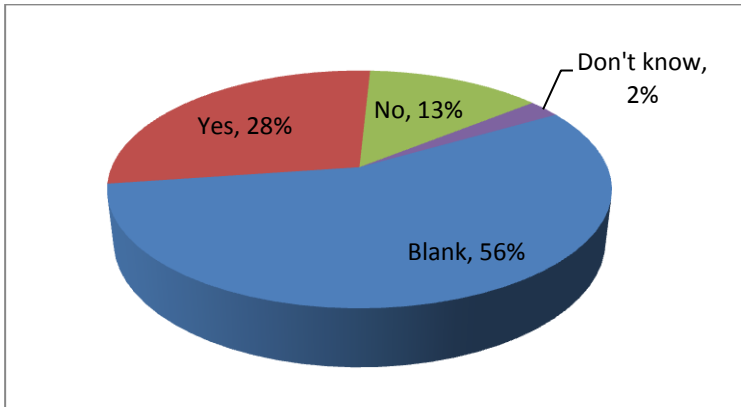
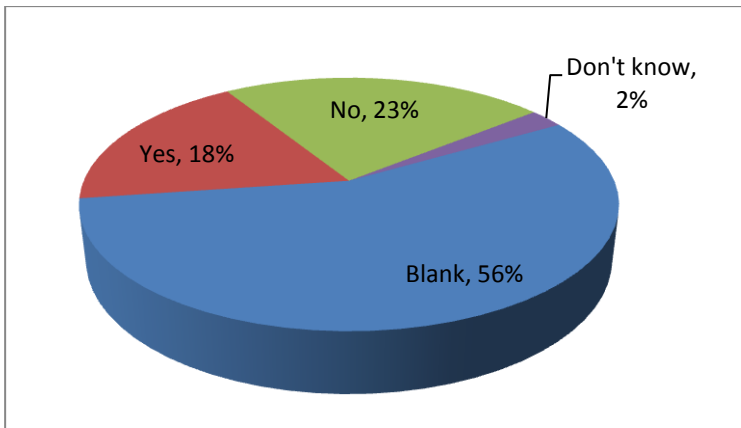


Figure 3.5 Q1 Responses – Preference for Sunday restrictions (S = 82)

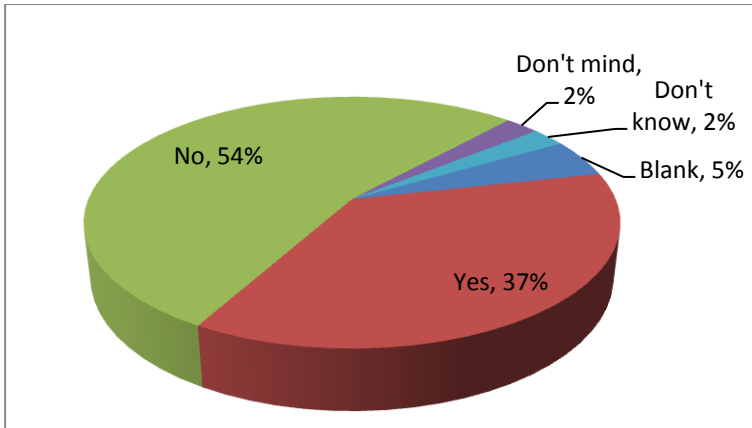


3.11 Amongst respondents who provided a preference and are in favour of introducing a CPZ, the majority were in favour of Bank Holiday restrictions but not Sunday restrictions.

Match Day Restrictions

3.12 Respondents were asked if they would like to Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 3.6 presents the responses.

Figure 3.6 Q1 – Preference for Match Day restrictions (S = 82)

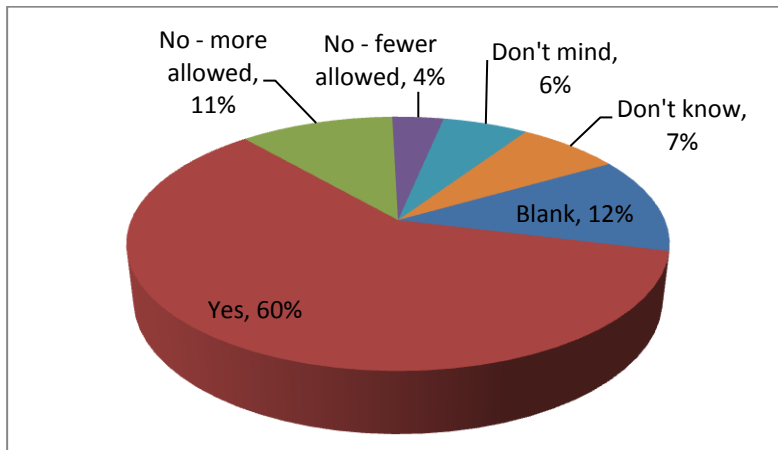


- 3.13 The majority of respondents (54%) were against the introduction of Match Day restrictions in their street, although 37% were in favour.
- 3.14 Again there were no streets where an outright majority of respondents indicated that they wished to see the introduction of Match Day controls.

Residents' Parking Permits

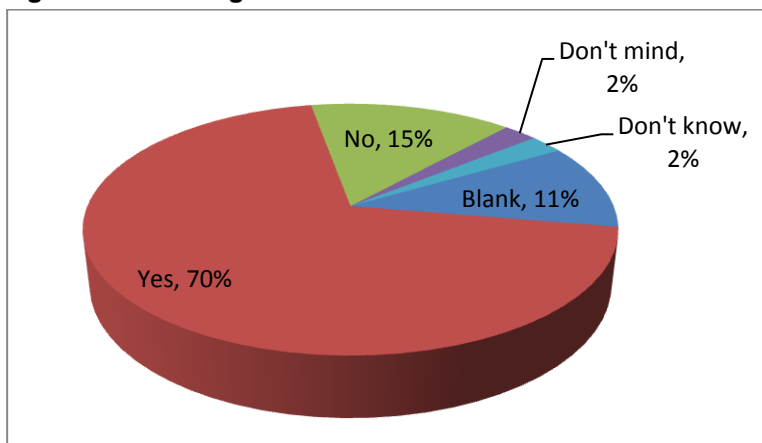
- 3.15 Respondents were asked whether they agree with the number of residents' permits allowed per household (currently two). Figure 3.7 presents a summary of the responses.

Figure 3.7 Q1 – Agreement with current residents' parking permit limit (S = 82)



- 3.16 The majority of respondents (60%) indicated that they agree with the current number of residents' parking permit limits. Around 11% felt that there should be more allowed.
- 3.17 In addition, respondents were asked if they support the restriction that doesn't allow residents with vehicles over 5.25 metres in length to buy permits for these vehicles.
- 3.18 Figure 3.8 presents a summary of the responses.

Figure 3.8 Q1 – Agreement with restriction on vehicles over 5.25 metres (S = 82)

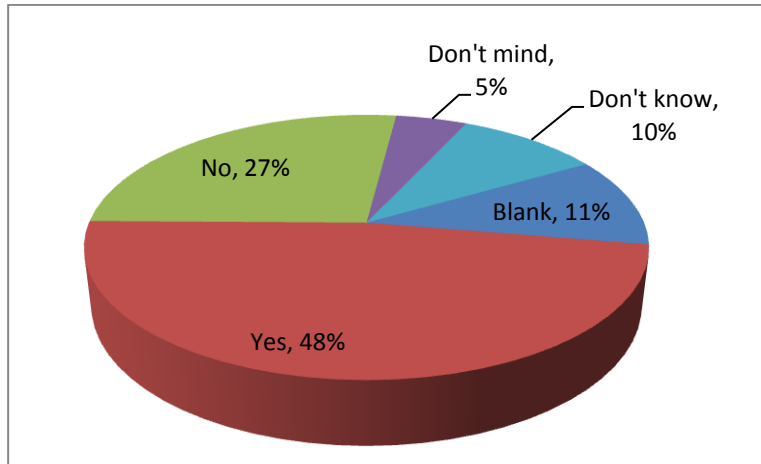


- 3.19 The majority of respondents (70%) indicated that they agree with the current restriction on vehicles over 5.25 metres in length.

Design and Enforcement of Parking Controls

- 3.20 Respondents were asked whether, if parking restrictions were introduced, there should be 'shared use' pay and display areas in residential roads around shops. Figure 3.9 presents a summary of the responses.

Figure 3.9 Q1 – Support for additional 'shared use' pay and display bays (S = 82)

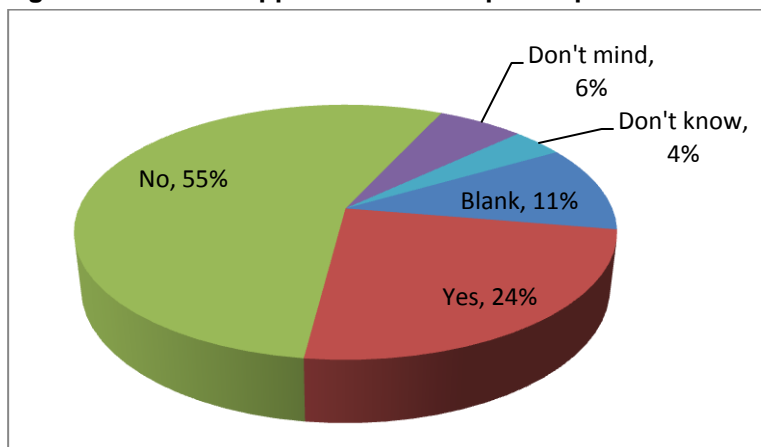


- 3.21 Nearly half of respondents supported the concept of additional 'shared use' pay and display areas in residential roads. Given that these residents do not currently have a CPZ in their street, these responses will relate to accessing parking elsewhere in CPZs across Watford.

Parking and the Environment

- 3.22 Respondents were asked whether they support charging more for parking permits for those vehicles that are more harmful to the environment, in terms of the levels of CO₂ they emit. Figure 3.10 presents a summary of the responses.

Figure 3.10 Q1 – Support for variable permit prices based upon CO₂ emission levels (S = 82)

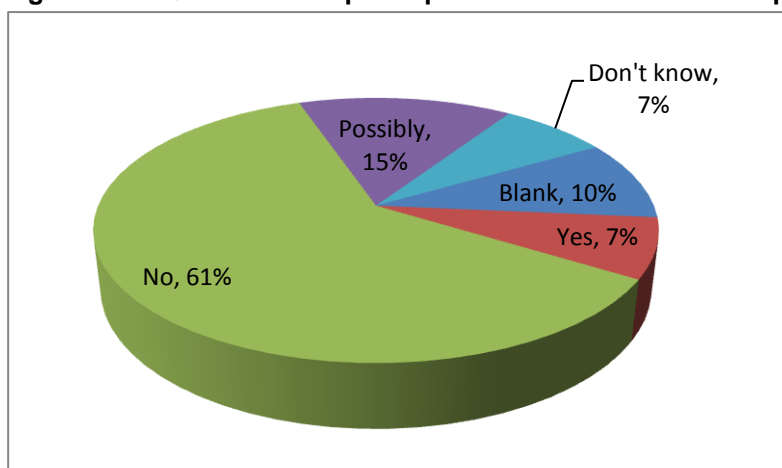


- 3.23 Over half of all respondents were against the concept of variable permit prices based upon CO₂ emissions, with around a quarter in favour.

Car Clubs

- 3.24 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 3.11 presents a summary of the responses.

Figure 3.11 Q1 – Potential participation in a car share or car pool scheme (S = 82)



3.25 The majority of respondents indicated that there would be unlikely to participate within a car share; however, around 22% suggested that they would, or possibly would, participate.

Other Comments

3.26 Around 55% of Q1 respondents took the opportunity to provide additional comments or suggestions about parking services in Watford. A high proportion of these responses came from residents in Kelmscott Close and Kelmscott Crescent.

3.27 In general, respondents were extremely against the idea of controlled parking and felt that they were being coerced in to accepting the measures by being included in a large town-wide parking survey (in which their opinions would form only a small percentage of responses).

3.28 A number of respondents pointed out that they had been questioned on a number of previous occasions regarding CPZ introduction and had turned the idea down each time.

3.29 Conversely, a smaller minority of residents on the street were in favour of introducing a CPZ.

4 Questionnaire Two Analysis

Introduction

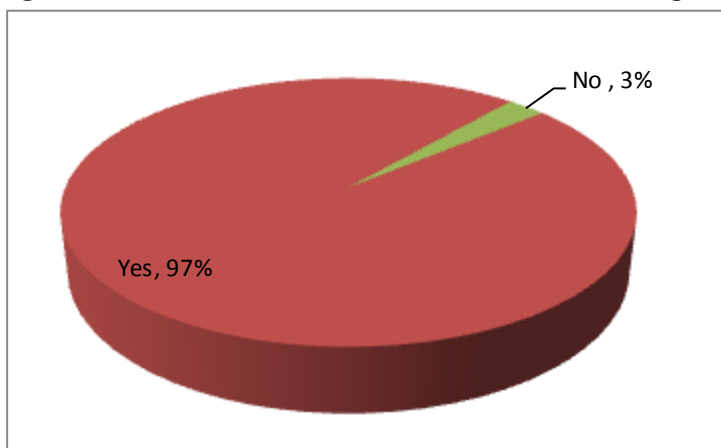
- 4.1 This section presents a summary of the responses to questionnaire Q2, which was sent to residents in streets that are currently in a Controlled Parking Zone (CPZ) with Monday to Saturday restrictions.
- 4.2 The total sample size for Q2 responses is 538, representing 14.2% of residents who were sent the questionnaire. This encompassed residents' within five separate CPZ zones.
- 4.3 For the purposes of the analysis, Sections 1 and 2 of the questionnaire have been analysed on a zone-by-zone basis, as the responses may be directly related to the circumstances in each zone. Conversely, Sections 3 to 7 of the questionnaire are analysed for the sample as a whole, as these issues are unlikely to be zone specific.

Zone A Analysis – Section 1 and 2

Residents' Parking Controls

- 4.4 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 4.1.

Figure 4.1 Zone A – Preference for Residents' Parking Controls (Sample [S] = 39)



- 4.5 Nearly all of the respondents (97%) support the Monday to Saturday controls, with only a small proportion (3%) against.

Monday to Saturday Parking Restrictions

- 4.6 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:
- Start times in the morning
 - End times in the evening
 - Controls on Bank Holidays
 - The need to review the boundaries of Zone A

4.7 Figures 4.2 and 4.3 present a summary of respondents' preferences for start and end times, respectively.

Figure 4.2 Zone A – Preference for Monday to Saturday restrictions start time (S = 39)

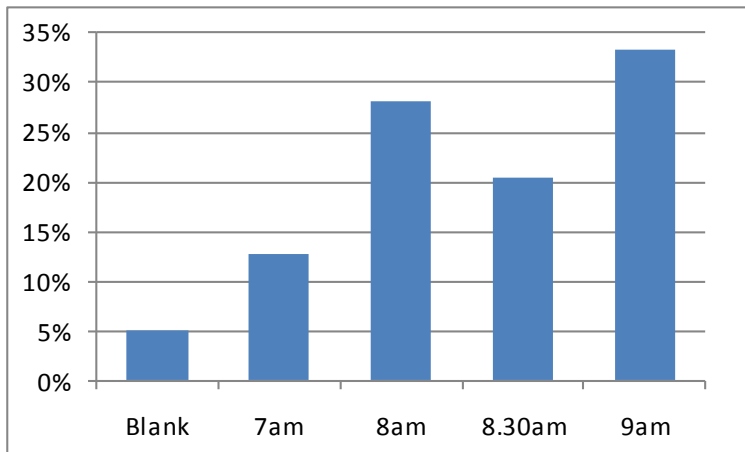
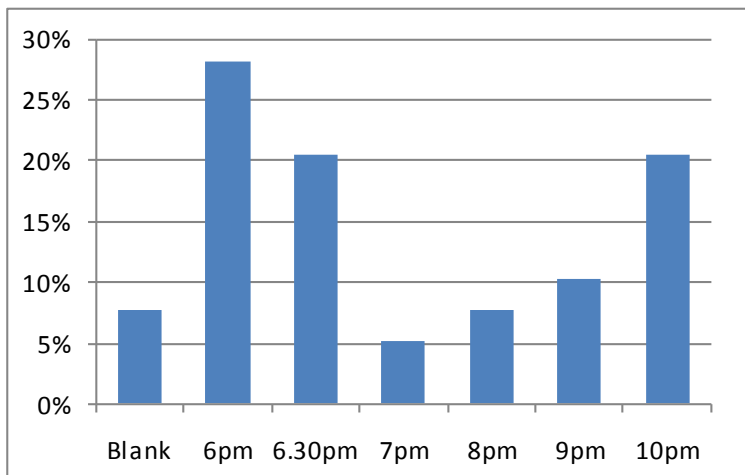


Figure 4.3 Zone A – Preference for Monday to Saturday restrictions end time (S = 39)



4.8 The results suggest that there is strong support for having a start time of 9am (33% in favour), but that 8am is also popular among some residents (28%).

4.9 In terms of the end time, 6pm is the most popular choice (28%) followed by 6.30pm and 10pm, both with over a fifth of votes.

4.10 Figures 4.4 and 4.5 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone A, respectively.

Figure 4.4 Zone A Responses – Preference for Bank Holiday restrictions (S = 39)

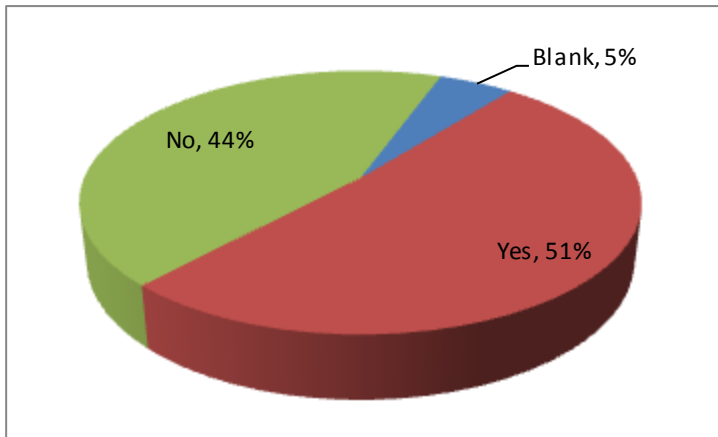
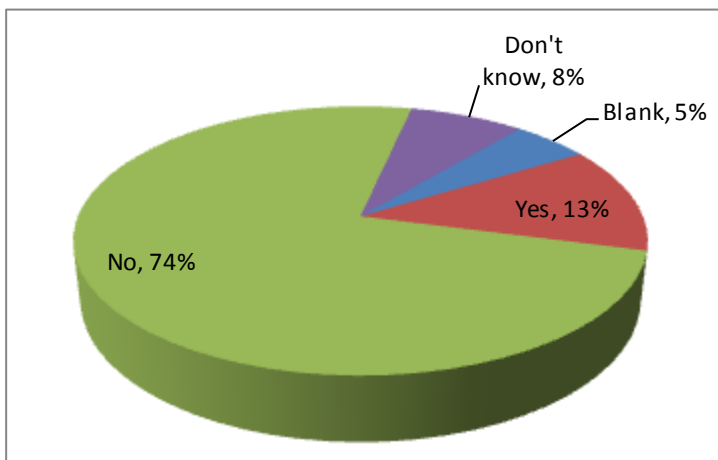


Figure 4.5 Zone A Responses – Preference for reviewing Zone A boundaries (S = 39)

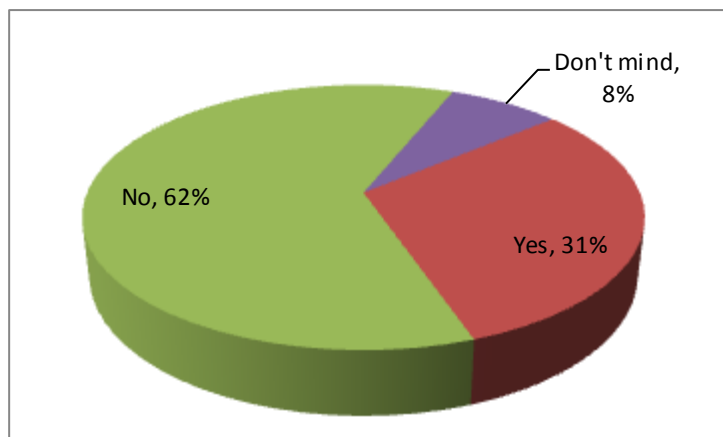


- 4.11 The results indicate that a marginal majority of respondents (51%) were in favour of maintaining Bank Holiday parking restrictions as part of the CPZ, but that a large proportion of respondents (44%) were also against these controls.
- 4.12 The majority of respondents (74%) do not believe the current Zone A boundaries require reviewing, with only 13% considering a review necessary.

Sunday Restrictions

- 4.13 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well.
- 4.14 Figure 4.6 presents a summary of the results.

Figure 4.6 Zone A Responses – Preference for Sunday restrictions (S = 39)

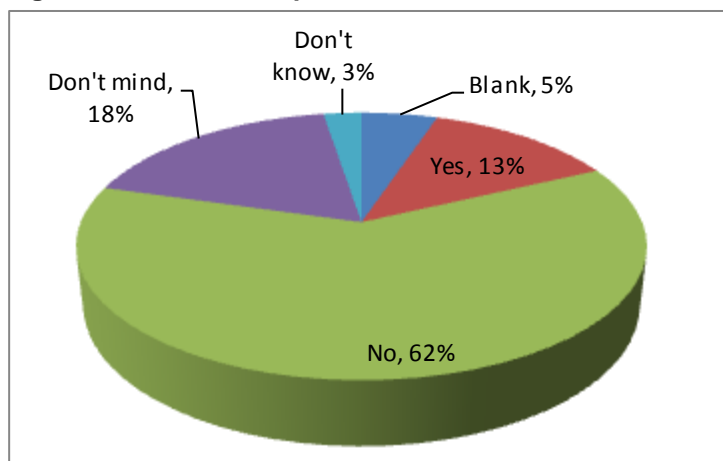


4.15 The results indicate that the majority of respondents (62%) are not in favour of introducing Sunday parking restrictions, as opposed to one third (31%) would like to see them introduced.

Match Day Restrictions

4.16 Respondents were asked if they would like Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 4.7 presents the responses.

Figure 4.7 Zone A Responses – Preference for Match Day restrictions (S = 39)



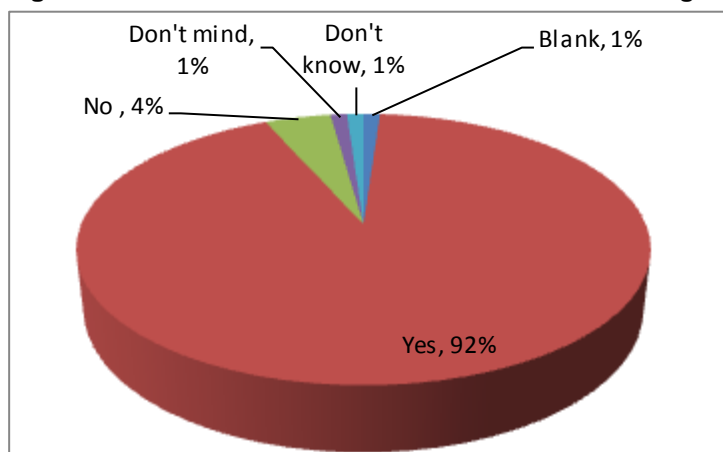
4.17 The results indicate that the majority of respondents (62%) are not in favour of introducing match day parking restrictions, with a further 18% having no preference whether they are introduced or not. Only 13% specifically support the introduction of these controls.

Zone B Analysis – Section 1 and 2

Residents' Parking Controls

- 4.18 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 4.8.

Figure 4.8 Zone B – Preference for Residents' Parking Controls (Sample [S] = 90)



- 4.19 Nearly all respondents (92%) support the controls, with just a small proportion (4%) against.

Monday to Saturday Parking Restrictions

- 4.20 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone B

- 4.21 Figures 4.9 and 4.10 present a summary of respondents' preferences for start and end times, respectively.

Figure 4.9 Zone B – Preference for Monday to Saturday restrictions start time (S = 90)

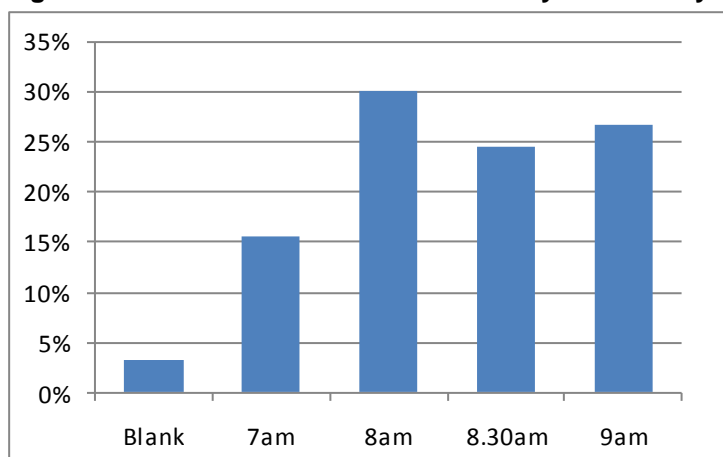
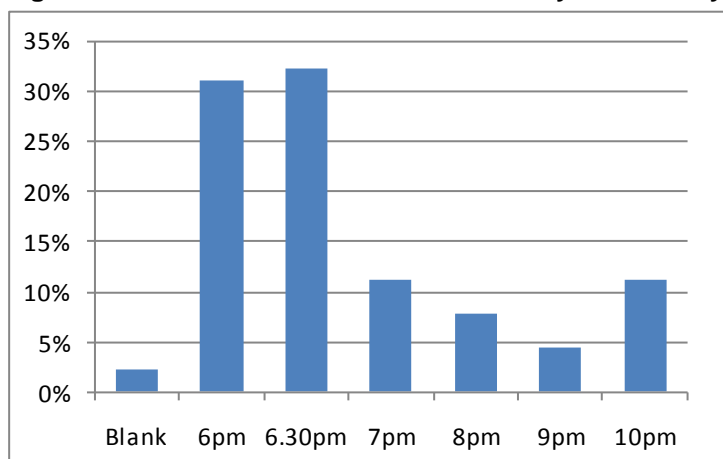


Figure 4.10 Zone B – Preference for Monday to Saturday restrictions end time (S = 90)



- 4.22 The results suggest that there is strongest support for having a start time of 8am (30% in favour), but that 8:30am and 9am are also popular among residents (24% and 27%, respectively). In terms of the end time, 6:30pm is the most popular choice (32%), albeit only just ahead of 6pm (31%).
- 4.23 Figures 4.11 and 4.12 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone B, respectively.

Figure 4.11 Zone B – Preference for Bank Holiday restrictions (S = 90)

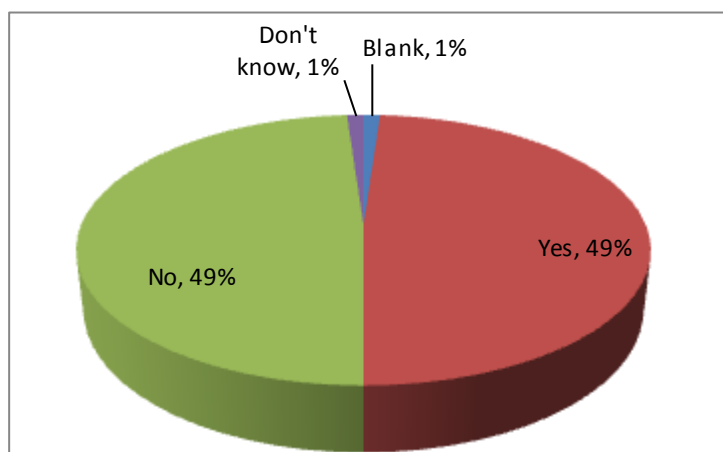
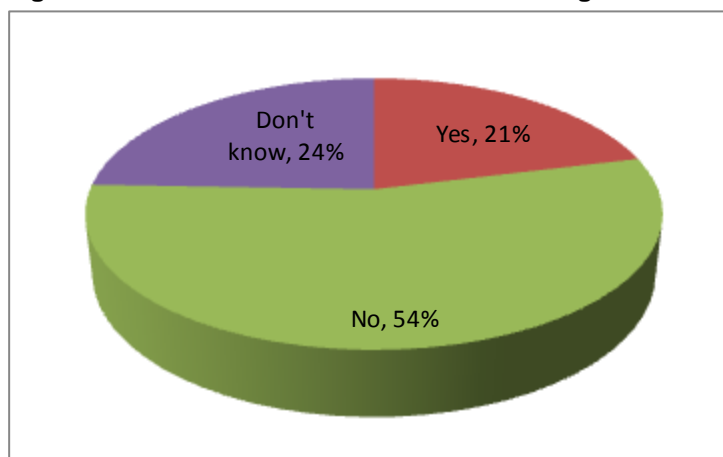


Figure 4.12 Zone B – Preference for reviewing Zone B boundaries (S = 90)

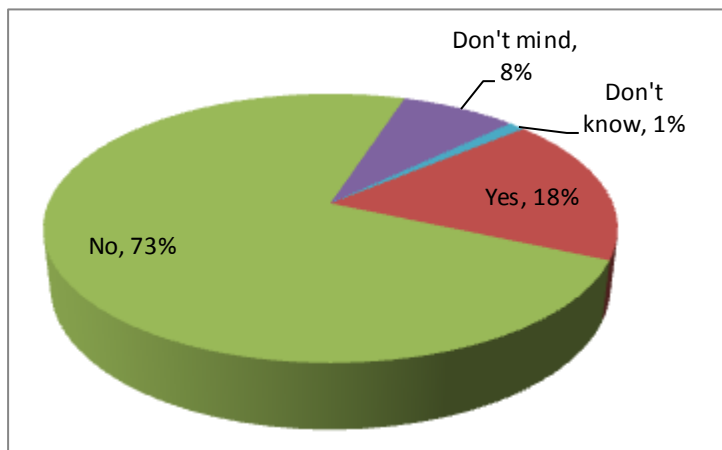


- 4.24 The results indicate that the proponents and opponents of bank holiday parking restrictions are evenly matched in number, with 49% of respondents voting for each option.
- 4.25 A marginal majority of respondents (54%) do not consider the current Zone A boundaries require reviewing, as opposed to 21% who do.

Sunday Restrictions

- 4.26 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 4.13 presents a summary of the results.

Figure 4.13 Zone B – Preference for Sunday restrictions (S = 90)

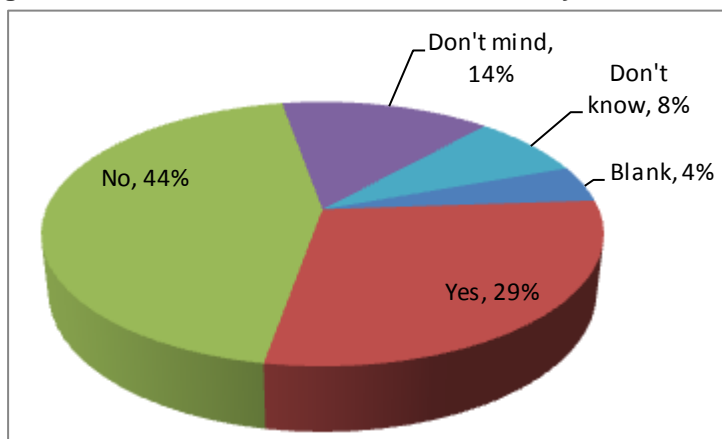


- 4.27 The results indicate that the majority of respondents (73%) are not in favour of introducing Sunday parking restrictions, against around a fifth of respondents who would like to see them introduced.

Match Day Restrictions

- 4.28 Respondents were asked if they would like Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 4.14 presents the responses.

Figure 4.14 Zone B – Preference for Match Day restrictions (S = 90)



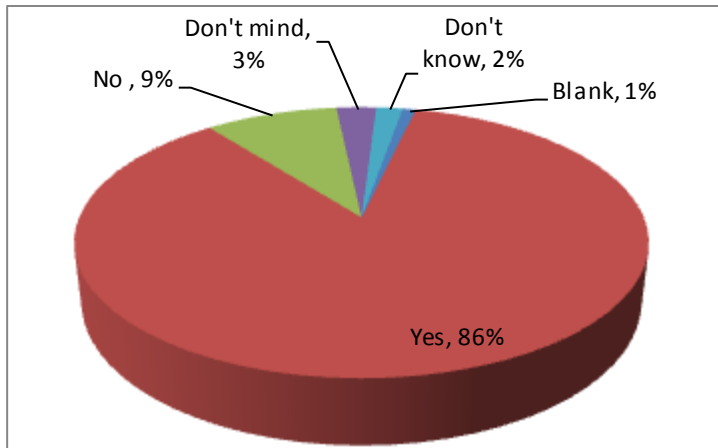
- 4.29 The results indicate that the largest group of respondents (44%) are not in favour of introducing match day parking restrictions, although over a third (39%) would like them and 18% have no strong preference either way.

Zone C Analysis – Section 1 and 2

Residents' Parking Controls

- 4.30 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 4.15.

Figure 4.15 Zone C – Preference for Residents' Parking Controls (Sample [S] = 112)



- 4.31 A large majority of respondents (86%) support the controls, with only a small proportion (9%) against.

Monday to Saturday Parking Restrictions

- 4.32 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone C

- 4.33 Figures 4.16 and 4.17 present a summary of respondents' preferences for start and end times, respectively.

Figure 4.16 Zone C – Preference for Monday to Saturday restrictions start time (S = 112)

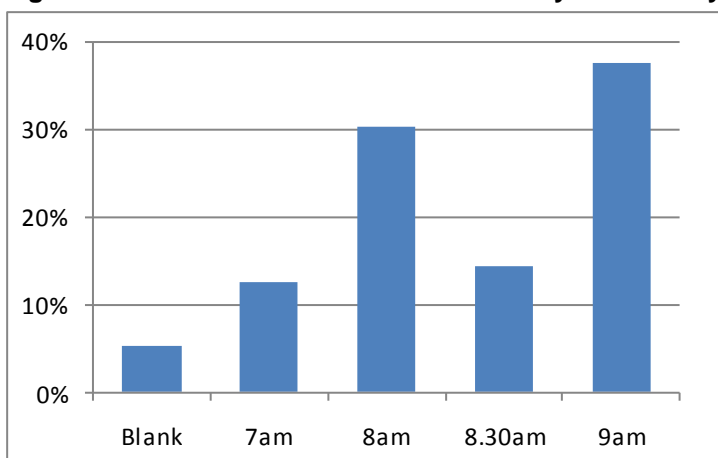
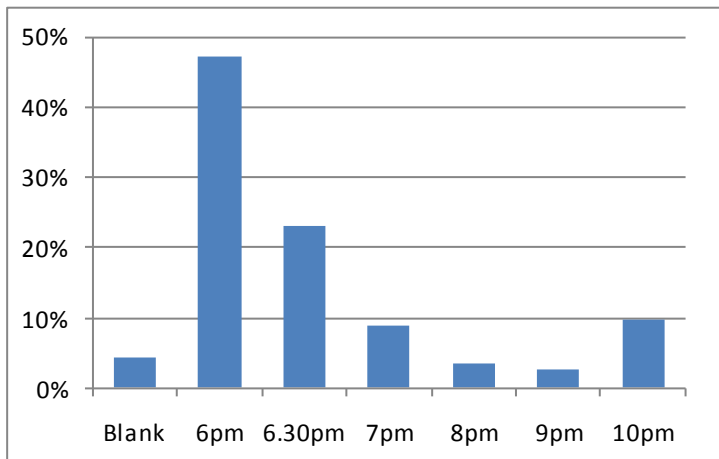


Figure 4.17 Zone C – Preference for Monday to Saturday restrictions end time (S = 112)



4.34 The results suggest that there is strongest support for having a start time of 9am (38% in favour), but that 8am is also popular among residents (30%) In terms of the end time, 6:00pm is by far the most popular choice (47%), with the next most popular time being 6:30pm (23%).

4.35 Figures 4.18 and 4.19 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone C, respectively.

Figure 4.18 Zone C – Preference for Bank Holiday restrictions (S = 112)

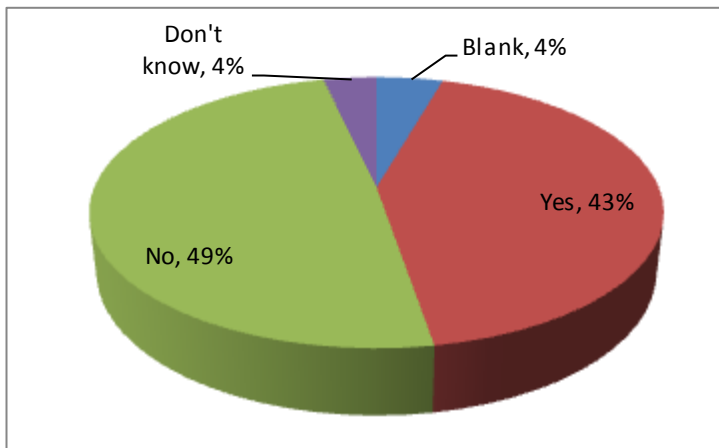
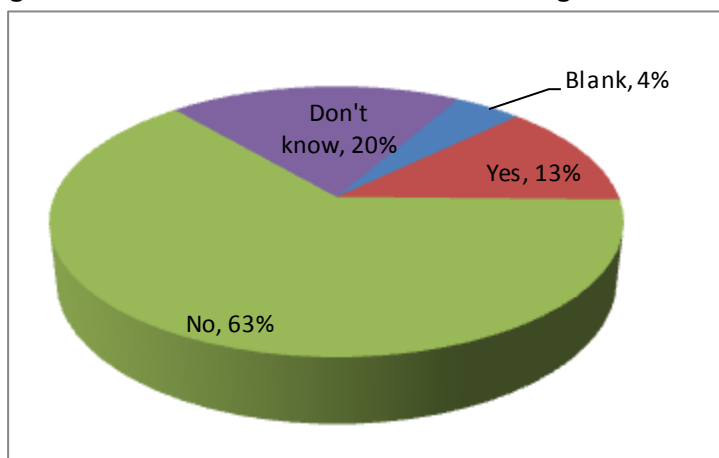


Figure 4.19 Zone C – Preference for reviewing Zone C boundaries (S = 112)



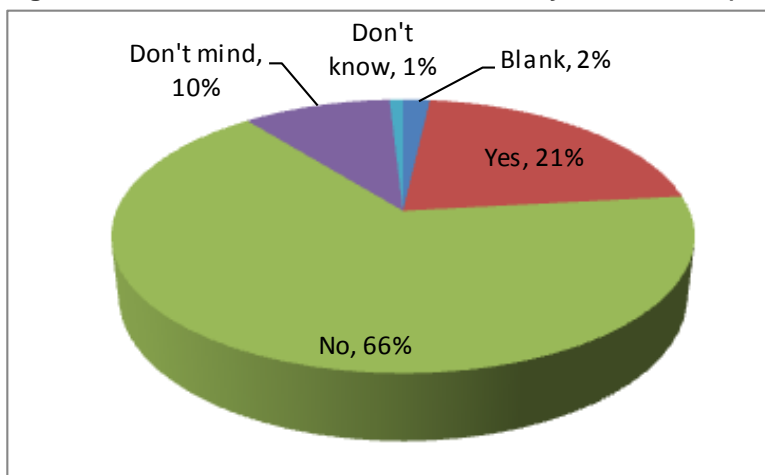
4.36 The results indicate that opponents of bank holiday parking restrictions are marginally more numerous (49%), although those in favour of the change do constitute a large proportion of respondents (43%).

4.37 The majority of respondents (63%) do not consider that the Zone A boundaries require reviewing, as opposed to 13% who do.

Sunday Restrictions

4.38 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 4.20 presents a summary of the results.

Figure 4.20 Zone C – Preference for Sunday restrictions (S = 112)

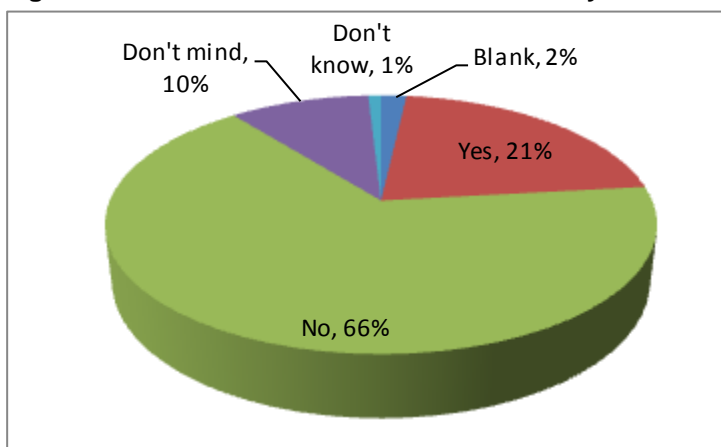


4.39 The results indicate that the majority of respondents (66%) are not in favour of introducing Sunday parking restrictions, although over one fifth (21%) would like to see them introduced.

Match Day Restrictions

4.40 Respondents were asked if they would like Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 4.21 presents the responses.

Figure 4.21 Zone C – Preference for Match Day restrictions (S = 112)



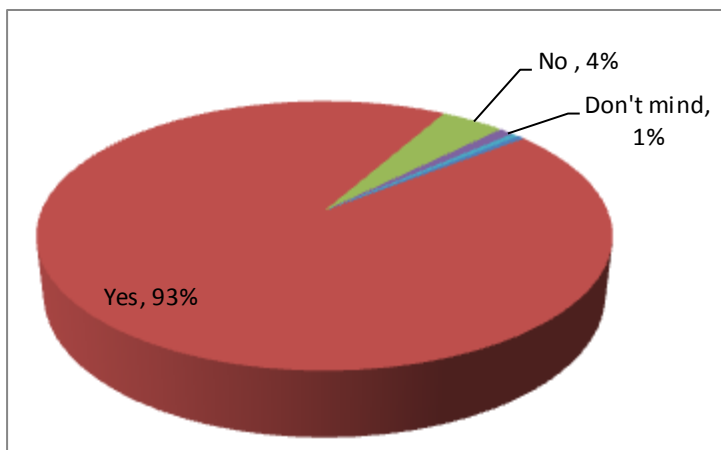
4.41 The results indicate that the majority of respondents (66%) are not in favour of introducing match day parking restrictions, although 21% would like them and 10% have no strong preference.

Zone D Analysis – Section 1 and 2

Residents' Parking Controls

- 4.42 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 4.22.

Figure 4.22 Zone D – Preference for Residents' Parking Controls (Sample [S] = 211)



- 4.43 Nearly all of the respondents (93%) support the current parking controls, with just a small proportion (4%) against.

Monday to Saturday Parking Restrictions

- 4.44 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone D

- 4.45 Figures 4.23 and 4.24 present a summary of respondents' preferences for start and end times, respectively.

Figure 4.23 Zone D – Preference for Monday to Saturday restrictions start time (S = 211)

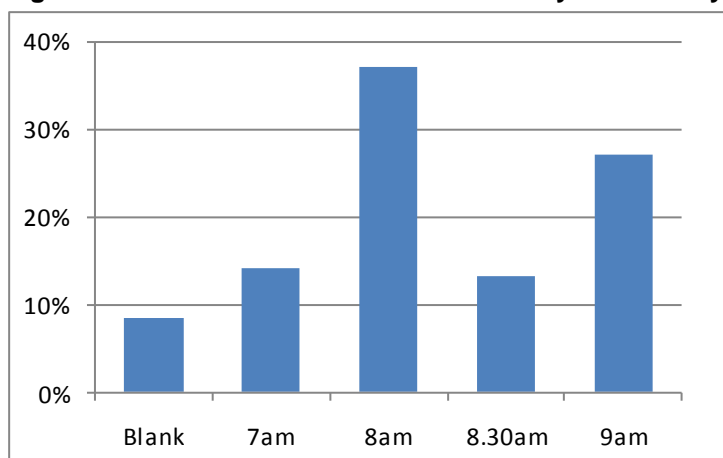


Figure 4.24 Zone D – Preference for Monday to Saturday restrictions end time (S = 211)
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4.46 The results suggest that there is strongest support for having a start time of 8am (37% in favour), but that 9am is also popular among residents (27%). In terms of the end time, 6pm is by far the most popular choice (38%), with the next most popular time being 6:30pm (25%).

4.47 Figures 4.25 and 4.26 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone D, respectively.

Figure 4.25 Zone D – Preference for Bank Holiday restrictions (S = 211)

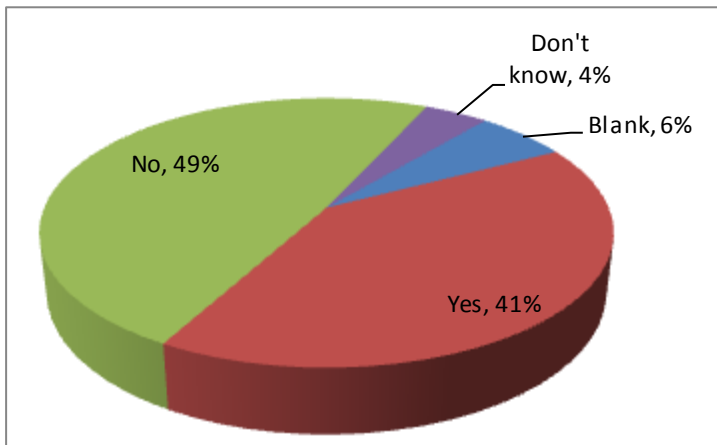
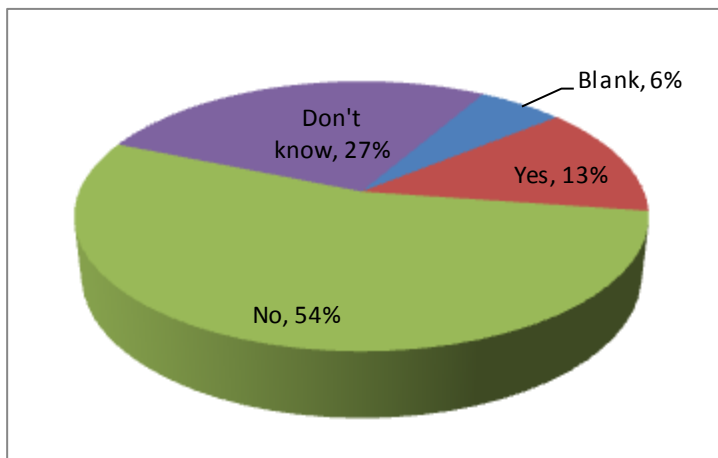


Figure 4.26 Zone D – Preference for reviewing Zone D boundaries (S = 211)



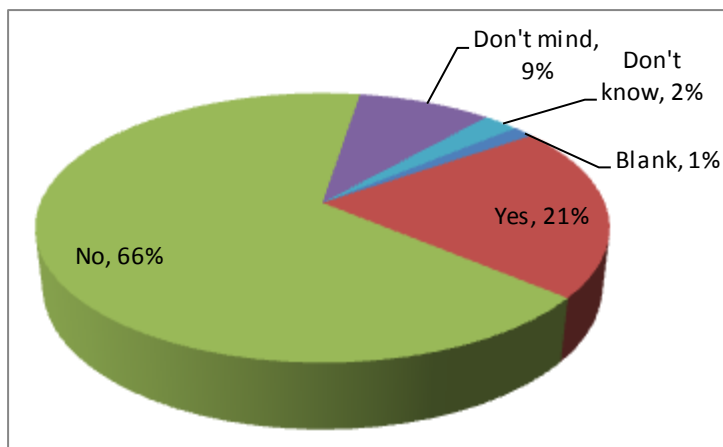
4.48 The results indicate that opponents of bank holiday parking restrictions are marginally more numerous (49%), although those in favour of the change do constitute a large proportion of respondents (41%).

4.49 A marginal majority of respondents (54%) do not consider that the current Zone A boundaries require reviewing, opposed to 13% who do. Over one quarter (27%) were undecided.

Sunday Restrictions

4.50 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 4.27 presents a summary of the results.

Figure 4.27 Zone D – Preference for Sunday restrictions (S = 211)

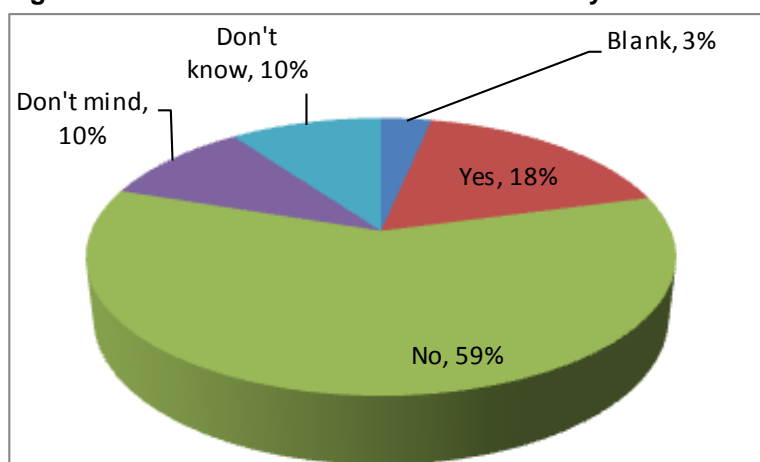


4.51 The results indicate that the majority of respondents (66%) are not in favour of introducing Sunday parking restrictions, although over one fifth (21%) would like to see these introduced.

Match Day Restrictions

4.52 Respondents were asked if they would like Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 4.28 presents the responses.

Figure 4.28 Zone D – Preference for Match Day restrictions (S = 211)



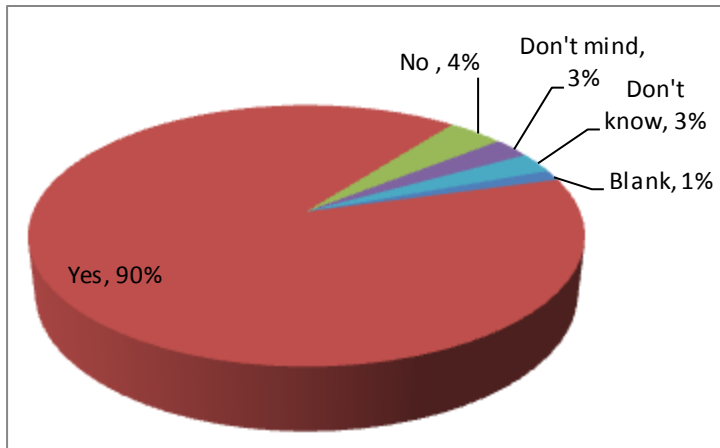
4.53 The results indicate that the majority of respondents (59%) are not in favour of introducing match day parking restrictions, although 18% would like them and 10% have no strong preference either way.

Zone G Analysis – Section 1 and 2

Residents' Parking Controls

- 4.54 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 4.29.

Figure 4.29 Zone G – Preference for Residents' Parking Controls (Sample [S] = 78)



- 4.55 A large majority of respondents (90%) support the current parking controls, with only a small proportion (4%) against.

Monday to Saturday Parking Restrictions

- 4.56 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone G

- 4.57 Figures 4.30 and 4.31 present a summary of respondents' preferences for start and end times, respectively.

Figure 4.30 Zone G – Preference for Monday to Saturday restrictions start time (S = 78)

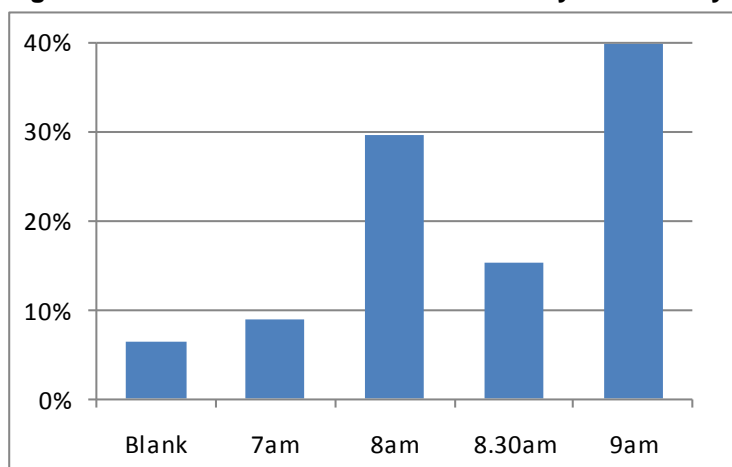
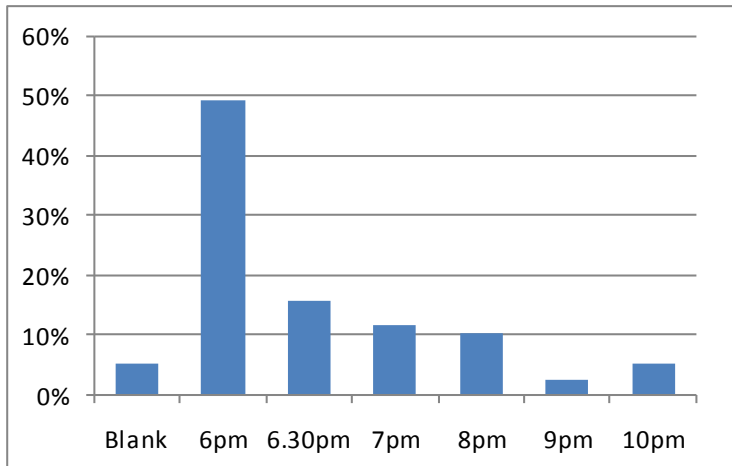


Figure 4.31 Zone G – Preference for Monday to Saturday restrictions end time (S = 78)



4.58 The results suggest that there is strongest support for having a start time of 9am (40% in favour), although there is also significant support for 8am among residents (29%). In terms of the end time, 6pm is by far the most popular choice (49%).

4.59 Figures 4.32 and 4.33 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone G, respectively.

Figure 4.32 Zone G – Preference for Bank Holiday restrictions (S = 78)

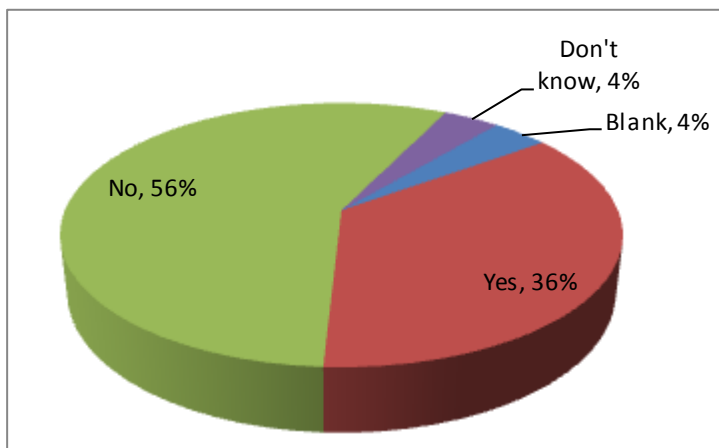
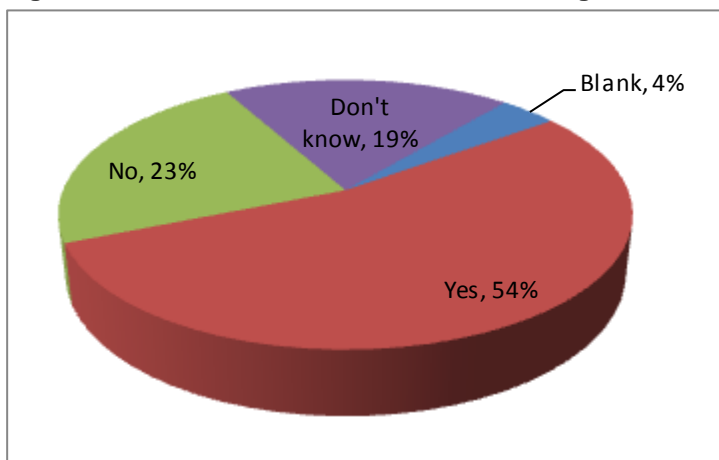


Figure 4.33 Zone G – Preference for reviewing Zone G boundaries (S = 78)



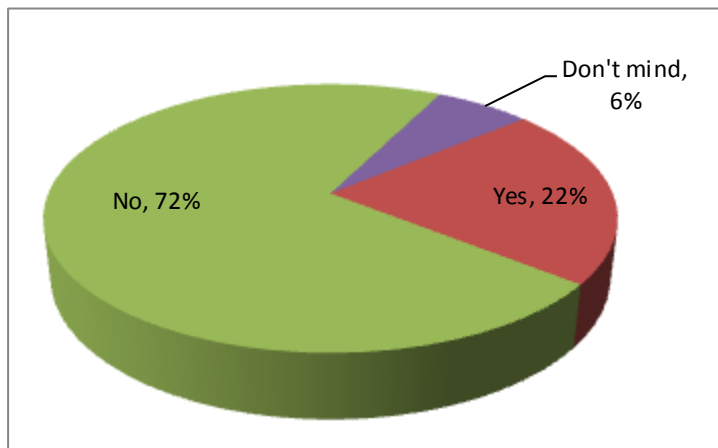
4.60 The results indicate that opponents of bank holiday parking restrictions are marginally more numerous (56%), although those in favour of the change do constitute a large proportion of respondents (36%).

4.61 A marginal majority of respondents (54%) do not consider the current Zone G boundaries require reviewing, as opposed to 23% who do. Nearly one fifth (19%) were undecided.

Sunday Restrictions

4.62 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 4.34 presents a summary of the results.

Figure 4.34 Zone G – Preference for Sunday restrictions (S = 78)

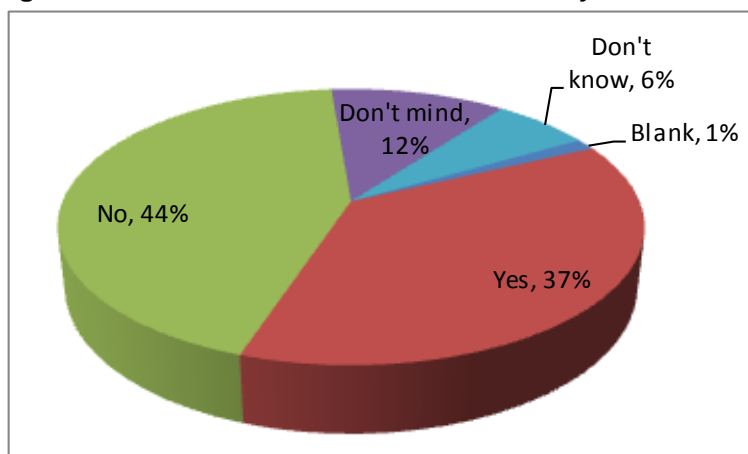


4.63 The results indicate that the majority of respondents (72%) are not in favour of introducing Sunday parking restrictions, although over one fifth (22%) would like to see them introduced.

Match Day Restrictions

4.64 Respondents were asked if they would like Match Day restrictions (1pm to 6.30pm Saturdays, Sundays and bank Holidays and 6pm to 10pm on weekdays) to apply in their street. Figure 4.35 presents the responses.

Figure 4.35 Zone G – Preference for Match Day restrictions (S = 78)



4.65 The results indicate that the largest group of respondents (44%) are not in favour of introducing match day parking restrictions, although 37% would like them and 12% have no strong preference.

General Q2 Analysis – Sections 3 to 7

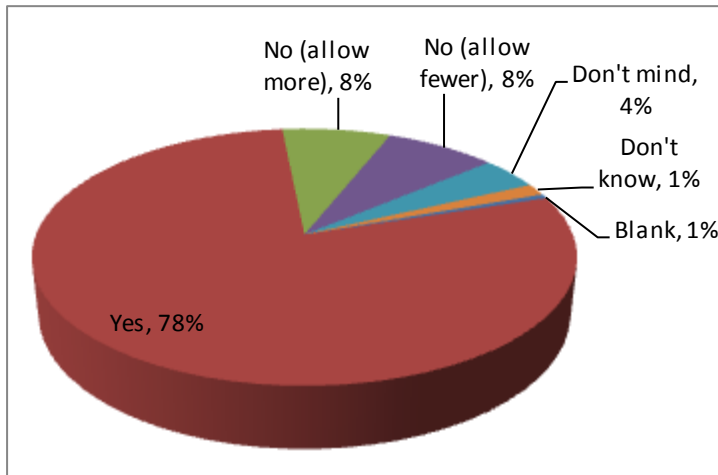
Introduction

4.66 This section presents a summary of the responses to all questions in Sections 3 to 7 for the whole sample of questionnaire Q2.

Residents' Parking Permits

4.67 Respondents were asked whether they agree with the number of residents' permits allowed per household (currently two). Figure 4.36 presents a summary of the responses.

Figure 4.36 Q2 – Agreement with current residents' parking permit limit (Sample [S] = 538)



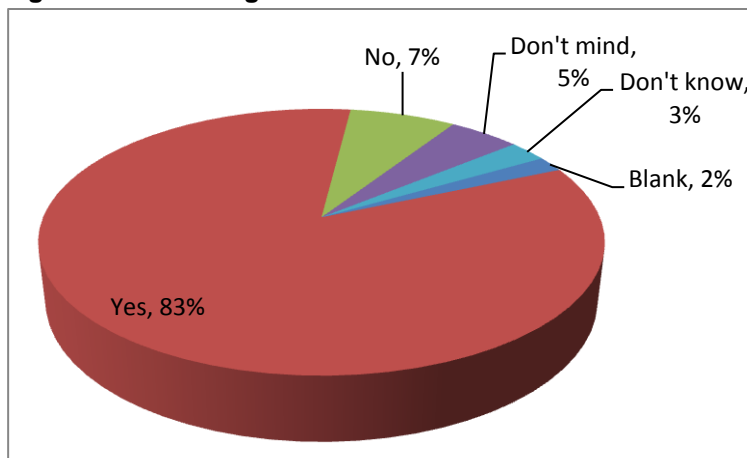
4.68 Over three quarters (78%) of residents agree with leaving the current allowance of permits per household at two. Around 8% of respondents would like more permits allowed, whilst another 8% would prefer fewer permits.

4.69 Residents in Zone G indicated the most concern with the number of permits allowed with 17% stating that fewer permits should be allowed.

4.70 In addition, respondents were asked if they support the restriction that doesn't allow residents with vehicles over 5.25 metres in length to buy permits for these vehicles.

4.71 Figure 4.37 presents a summary of the responses.

Figure 4.37 Q2 – Agreement with restriction on vehicles over 5.25 metres (S = 538)

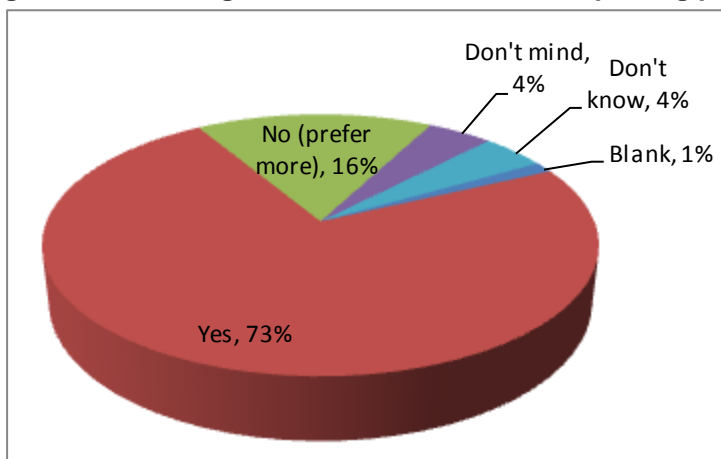


4.72 The vast majority (83%) agree with current restriction applicable to vehicles over 5.25 metres in length. This was consistent across all zones.

Visitor Parking Permits

4.73 Respondents were asked whether they agree with the number of visitor permits permitted per household per annum (currently 400). Figure 4.38 presents a summary of the responses.

Figure 4.38 Q2 – Agreement with current visitor parking permit limit (S = 538)



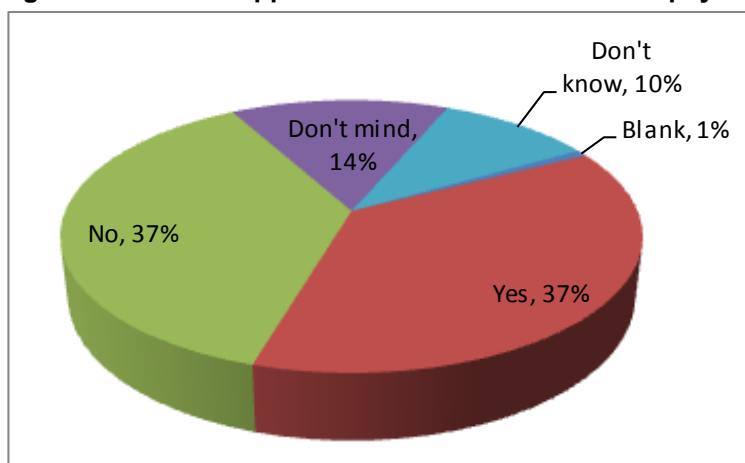
4.74 Nearly three quarters of respondents (73%) agree with the current annual visit parking permit limit. Around 16% of respondents would prefer more to be provided.

4.75 Residents in Zone C indicated the most concern with the number of permits allowed with 24% stating that more visitor permits should be allowed.

Design and Enforcement of Parking Controls

4.76 Respondents were asked whether there should be more 'shared use' pay and display areas in residential roads around shops. Figure 4.39 presents a summary of the responses.

Figure 4.39 Q2 – Support for additional 'shared use' pay and display bays (S = 538)

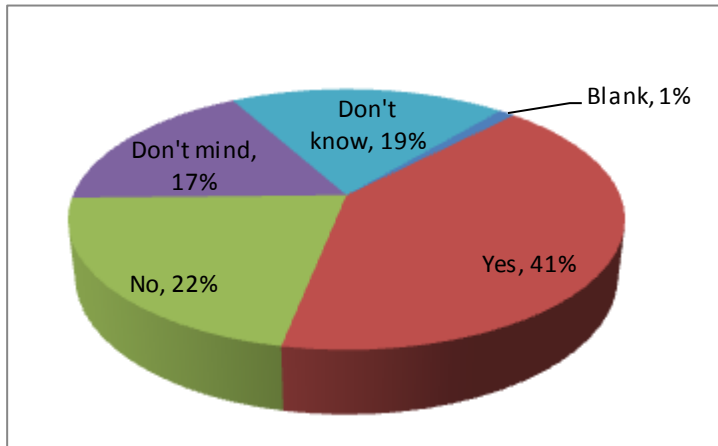


4.77 Those for and against the provision of additional 'shared use' pay and displays each represent 37% of respondents.

4.78 Residents in Zone D were most in favour of additional 'shared use' bays with 44% supporting the measure. Residents in Zone G were most against the proposal with 51% disagreeing.

4.79 Respondents were asked whether they consider there should be more enforcement around school areas at the start and end of the day. Figure 4.40 presents a summary of the responses.

Figure 4.40 Q2 – Support for more enforcement around schools (S = 538)



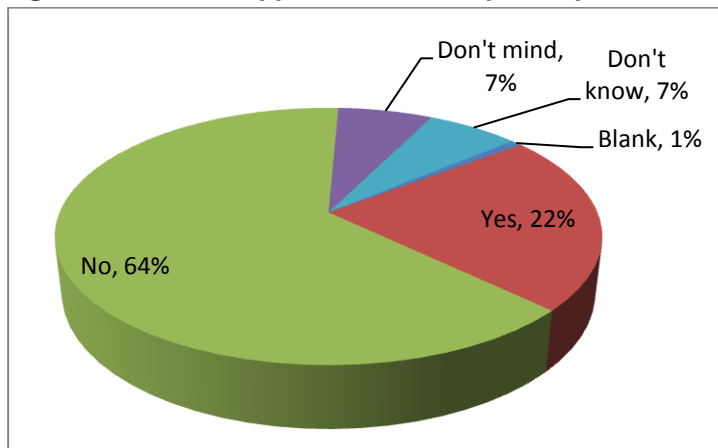
4.80 The largest proportion of respondents (41%) support additional parking enforcement around schools, as opposed to 22% who do not think this is necessary.

4.81 Residents in Zone D tended to consider more enforcement around schools most necessary with 44% in favour, albeit with 29% also against.

Parking and the Environment

4.82 Respondents were asked whether they support charging more for parking permits for those vehicles that are more harmful to the environment, in terms of the levels of CO₂ they emit. Figure 4.41 presents a summary of the responses.

Figure 4.41 Q2 – Support for variable permit prices based upon CO₂ emission levels (S = 538)

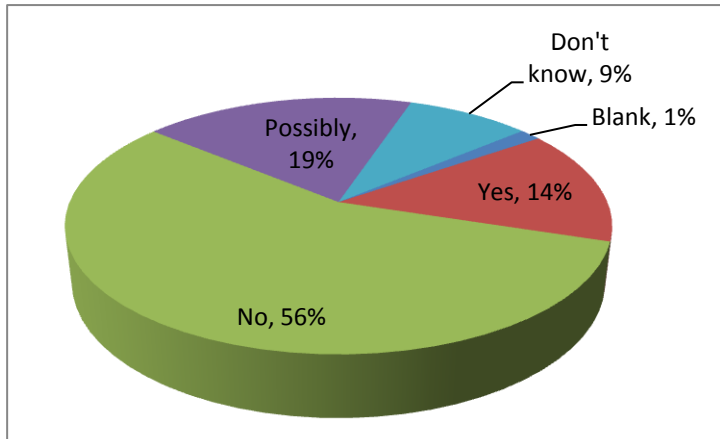


4.83 Nearly two thirds of respondents were against variable permit prices based upon CO₂ emission levels, as opposed to around one fifth in favour.

Car Clubs

4.84 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 4.42 presents a summary of the responses.

Figure 4.42 Q2 – Potential participation in a car share or car pool scheme (S = 538)



4.85 Over half (56%) of respondents would not consider joining a car club. Those who either would, or possibly would, make up a third of respondents.

Other Comments

4.86 Around 45% of Q2 respondents took the opportunity to provide additional comments or suggestions about parking services in Watford.

4.87 These comments generally related to conflicts that occurred in these zones regarding newly built flats. A number of respondents complained of new houses being built in an area with already limited parking space.

4.88 There were a number of respondents who specifically asked that the flats on Derby Road receive more permits.

4.89 A more detailed assessment of specific comments will be undertaken in relation to identified issues in each zone, as required.

5 Questionnaire Three Analysis

Introduction

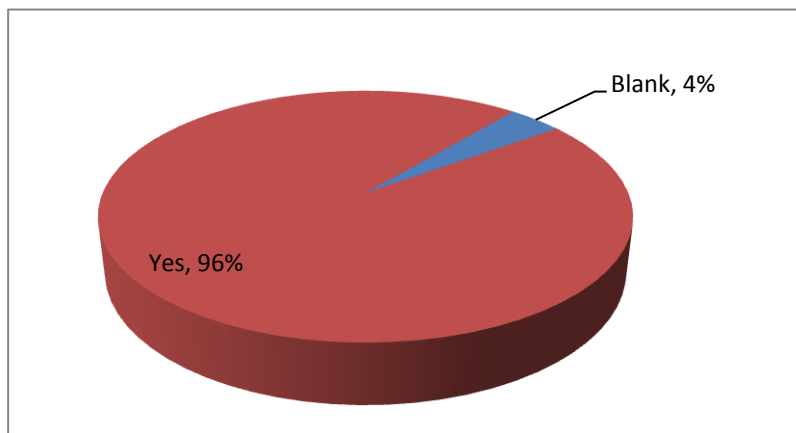
- 5.1 This section presents a summary of the responses to questionnaire Q3, which was sent to residents in streets that are currently in a Controlled Parking Zone (CPZ) with Monday to Saturday restrictions, as well as Match Day parking restrictions.
- 5.2 The total sample size for Q3 responses is 586, representing 16.2% of residents. This encompassed residents' within seven separate CPZ zones.
- 5.3 For the purposes of the analysis, Sections 1 and 2 of the questionnaire have been analysed on a zone-by-zone basis, as the responses may be directly related to the circumstances in each zone. Conversely, Sections 3 to 7 of the questionnaire are analysed for the sample as a whole, as these issues are unlikely to be zone specific.

Zone E Analysis – Section 1 and 2

Residents' Parking Controls

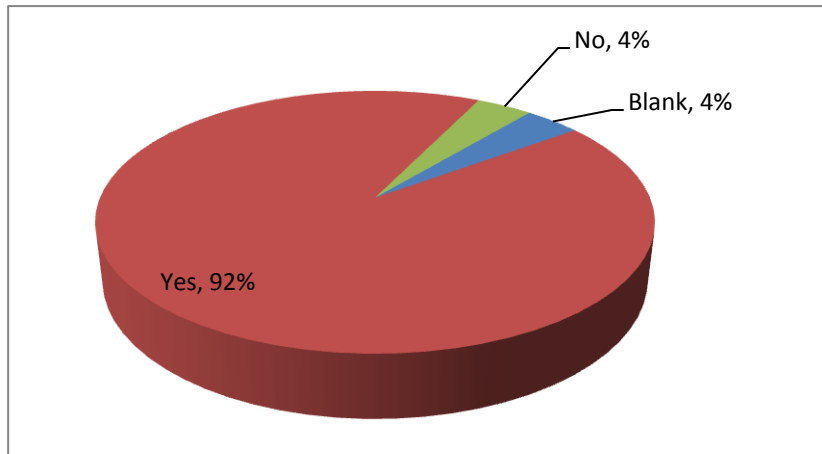
- 5.4 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.1.

Figure 5.1 Zone E – Preference for Residents' Parking Controls (Sample [S] = 26)



- 5.5 Nearly all respondents (96%) support the Monday to Saturday controls.
- 5.6 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.2.

Figure 5.2 Zone E – Preference for Match Day Parking Controls (S = 26)



5.7 Again, nearly all respondents (92%) support the Match Day controls.

Monday to Saturday Parking Restrictions

5.8 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone E

5.9 Figures 5.3 and 5.4 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.3 Zone E – Preference for Monday to Saturday restrictions start time (S = 26)

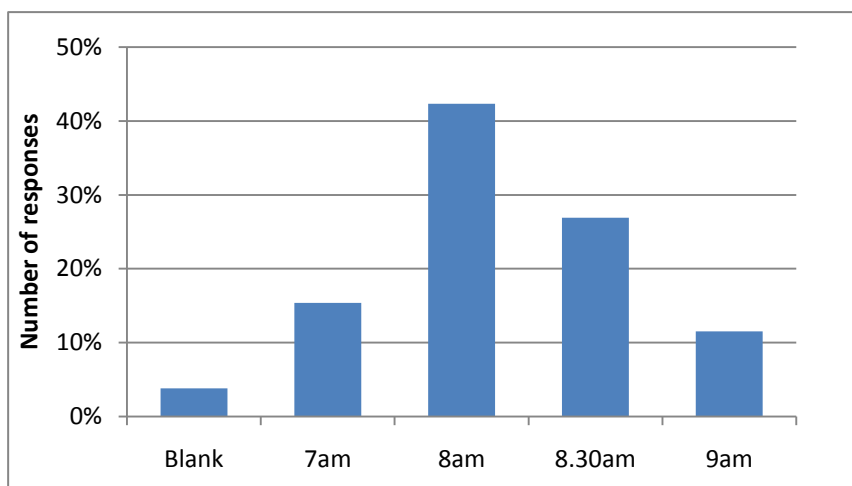
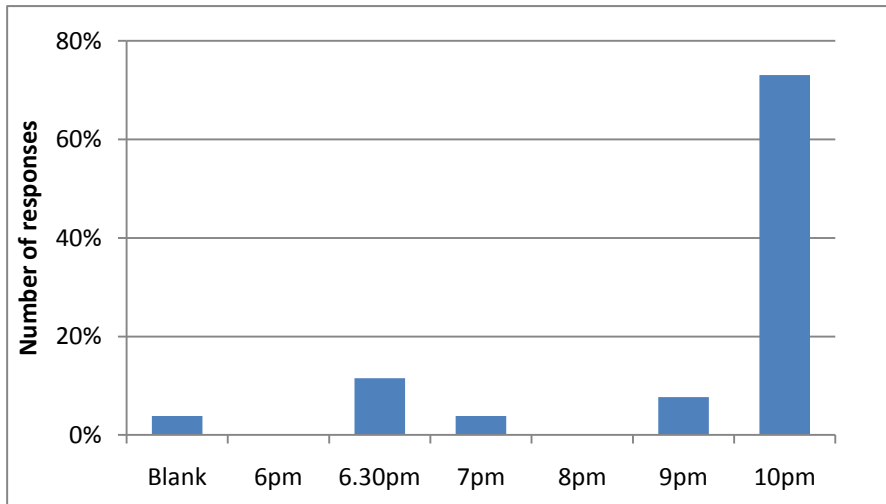


Figure 5.4 Zone E – Preference for Monday to Saturday restrictions end time (S = 26)



5.10 The results suggest that there is majority support for maintaining the current 8am start time, but for the operating hours of the restrictions to be extended until 10pm.

5.11 Figures 5.5 and 5.6 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone E, respectively.

Figure 5.5 Zone E – Preference for Bank Holiday restrictions (S = 26)

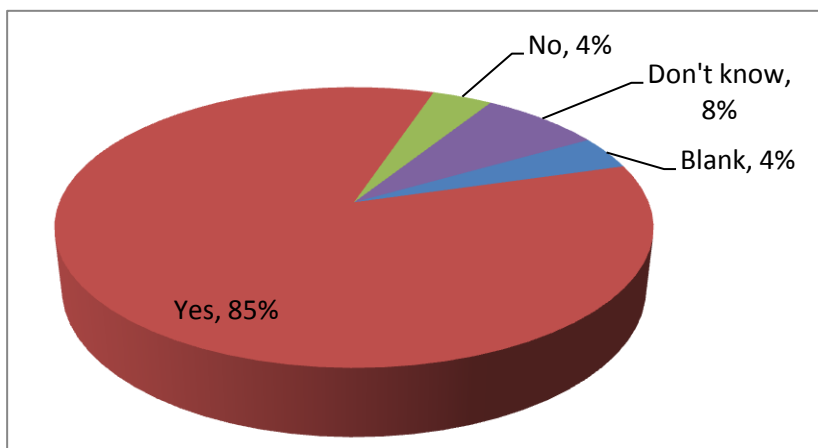
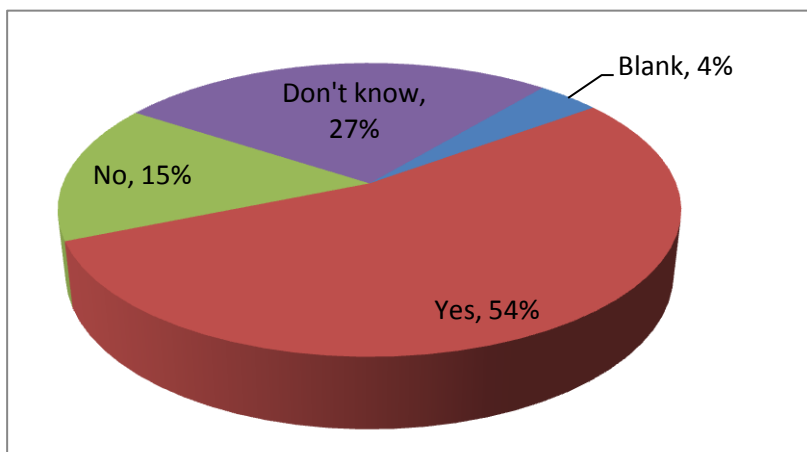


Figure 5.6 Zone E – Preference for reviewing Zone E boundaries (S = 26)

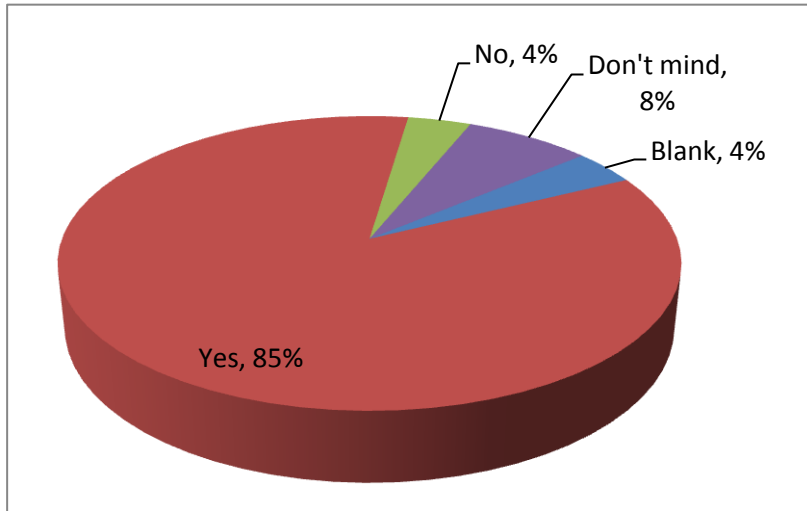


- 5.12 The results indicate that the majority of respondents (85%) were in favour of maintaining Bank Holiday parking restrictions, with only one respondent (4%) against.
- 5.13 A marginal majority of respondents (54%) would like the current Zone E boundaries to be reviewed, with 27% uncertain and 15% indicating there is no requirement.

Sunday Restrictions

- 5.14 Respondents were asked whether they would prefer the residents parking controls to operate on Sundays as well. Figure 5.7 presents a summary of the results.

Figure 5.7 Zone E – Preference for Sunday restrictions (S = 26)



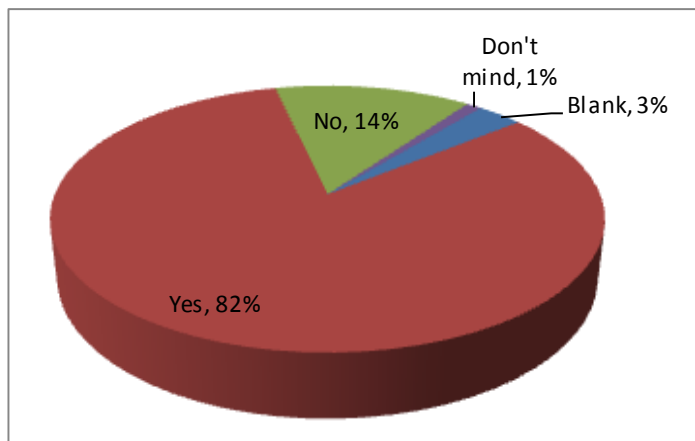
- 5.15 The results indicate that the majority of respondents (85%) are in favour of introducing Sunday parking restrictions, with only one respondent (4%) against.

Zone F Analysis – Section 1 and 2

Residents' Parking Controls

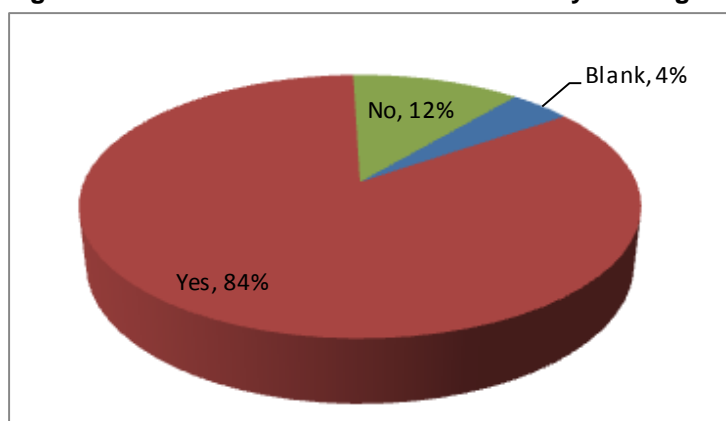
- 5.16 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.8.

Figure 5.8 Zone F – Preference for Residents' Parking Controls (Sample [S] = 95)



- 5.17 The vast majority of respondents (82%) support the controls. Around 14% of respondents oppose the current Monday to Saturday controls.
- 5.18 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.9.

Figure 5.9 Zone F – Preference for Match Day Parking Controls (S = 95)



- 5.19 Again, the vast majority of respondents (84%) support the Match Day controls.

Monday to Saturday Parking Restrictions

- 5.20 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:
- Start times in the morning
 - End times in the evening
 - Controls on Bank Holidays
 - The need to review the boundaries of Zone F

5.21 Figures 5.10 and 5.11 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.10 Zone F – Preference for Monday to Saturday restrictions start time (S = 95)

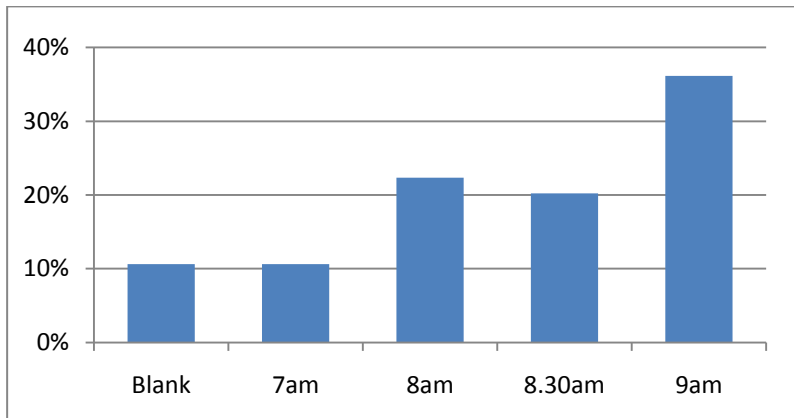
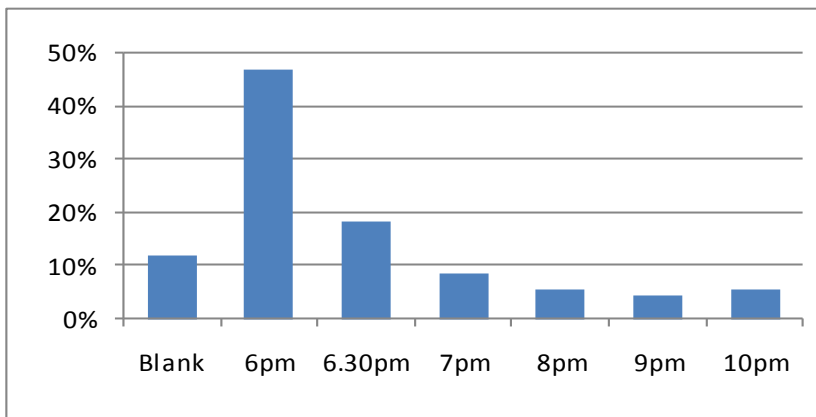


Figure 5.11 Zone F – Preference for Monday to Saturday restrictions end time (S = 95)



5.22 The results suggest that whilst there is reasonable support for maintaining the current 8am start time (22%), a 9am start time would be the most popular choice (36%). There is reasonable support (18%) for maintaining the current 6.30pm end time, although an end time of 6pm would be far more popular (47%).

5.23 Figures 5.12 and 5.13 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone F, respectively.

Figure 5.12 Zone F – Preference for Bank Holiday restrictions (S = 95)

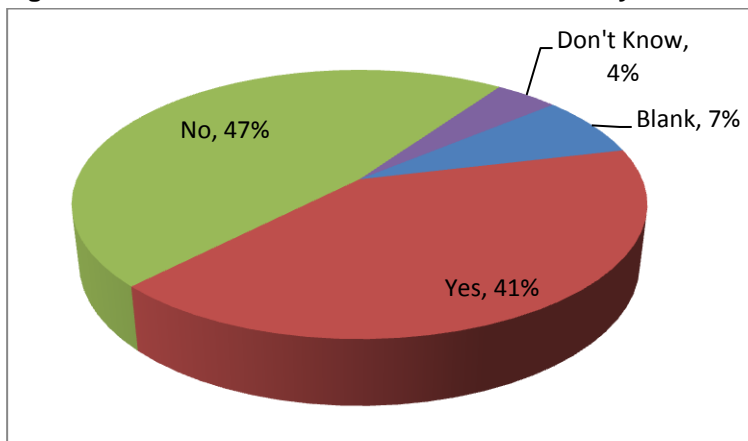
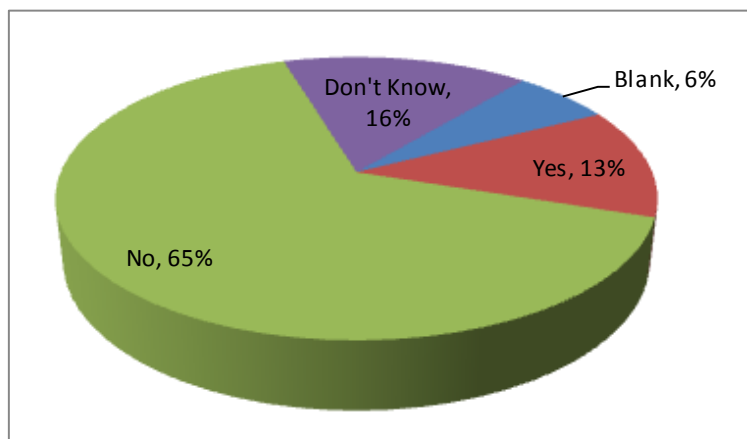


Figure 5.13 Zone F – Preference for reviewing Zone F boundaries (S = 95)



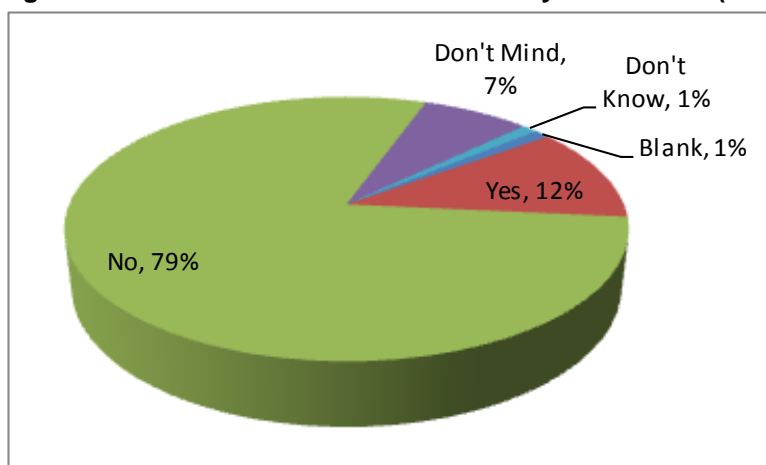
5.24 The results indicate that whilst a large proportion of respondents (41%) are in favour of maintaining Bank Holiday parking restrictions, a larger proportion (47%) would prefer them to be discontinued.

5.25 A majority of respondents (65%) do not consider the current Zone F boundaries require reviewing.

Sunday Restrictions

5.26 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.14 presents a summary of the results.

Figure 5.14 Zone F – Preference for Sunday restrictions (S = 95)



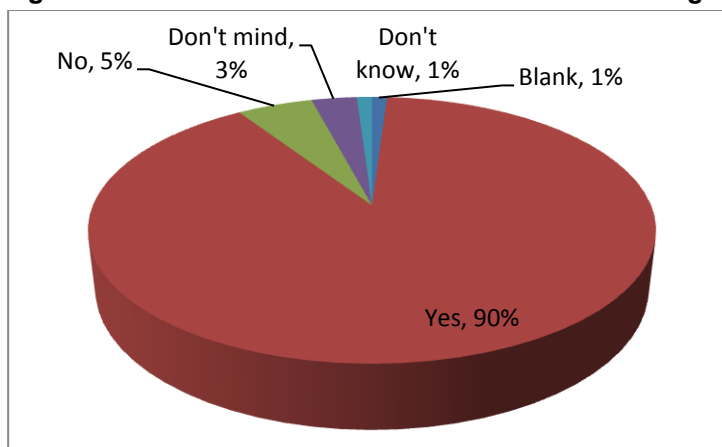
5.27 The results indicate that the majority of respondents (79%) are against introducing Sunday parking restrictions.

Zone J Analysis – Section 1 and 2

Residents' Parking Controls

5.28 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.15.

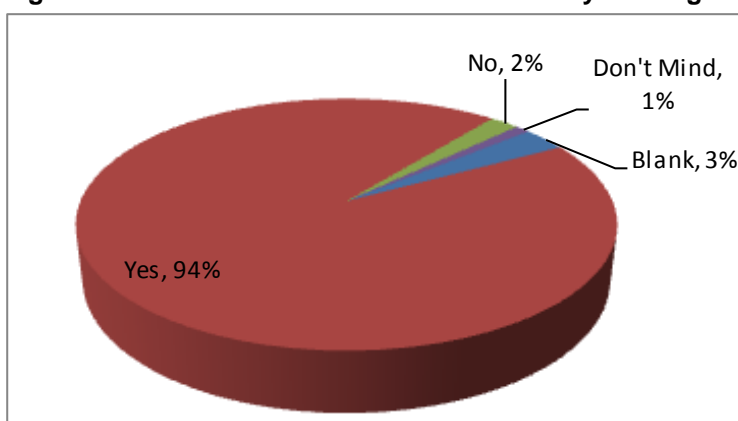
Figure 5.15 Zone J – Preference for Residents' Parking Controls (Sample [S] = 97)



5.29 A large majority of respondents (90%) support the Monday to Saturday controls, with only a small proportion (5%) against.

5.30 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.16.

Figure 5.16 Zone J – Preference for Match Day Parking Controls (S = 97)



5.31 Again, nearly all respondents (94%) support the Match Day parking restrictions.

Monday to Saturday Parking Restrictions

5.32 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone J

5.33 Figures 5.17 and 5.18 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.17 Zone J – Preference for Monday to Saturday restrictions start time (S = 97)

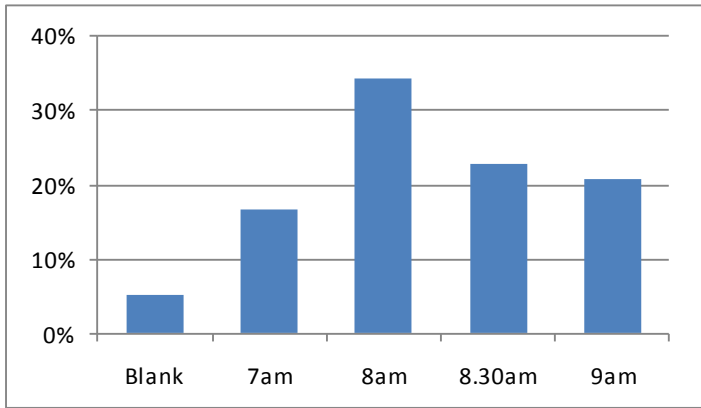
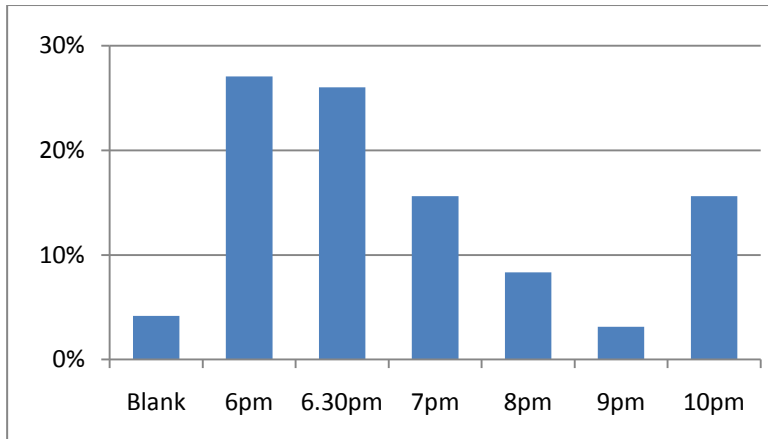


Figure 5.18 Zone J – Preference for Monday to Saturday restrictions end time (S = 97)



5.34 The results suggest that there is strong support for maintaining the current 8am start time, but in terms of the end time show that 6pm (27%) and 6.30pm (26%) are fairly evenly matched in their support from respondents.

5.35 Figures 5.19 and 5.20 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone J, respectively.

Figure 5.19 Zone J – Preference for Bank Holiday restrictions (S = 97)

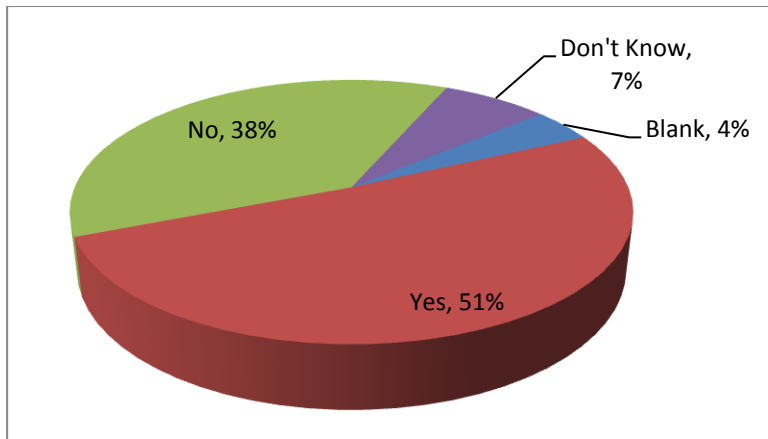
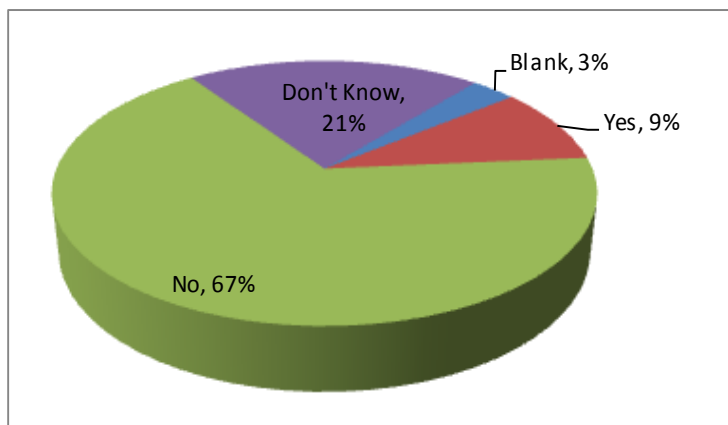


Figure 5.20 Zone J – Preference for reviewing Zone J boundaries (S = 97)



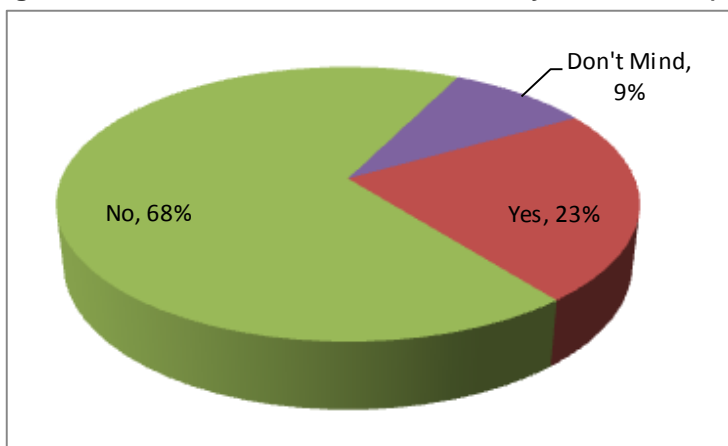
5.36 The results indicate that a marginal majority of respondents (51%) are in favour of maintaining Bank Holiday parking restrictions, but with a significant proportion (38%) against.

5.37 A majority of respondents (67%) do not consider the current Zone J boundaries require reviewing.

Sunday Restrictions

5.38 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.21 presents a summary of the results.

Figure 5.21 Zone J – Preference for Sunday restrictions (S = 97)



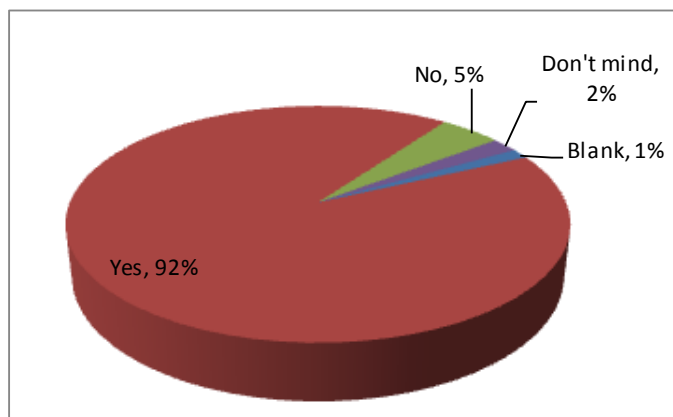
5.39 The results indicate that the majority of respondents (68%) are not in favour of introducing Sunday parking restrictions, although nearly one quarter (23%) would like to see these introduced.

Zone K Analysis – Section 1 and 2

Residents' Parking Controls

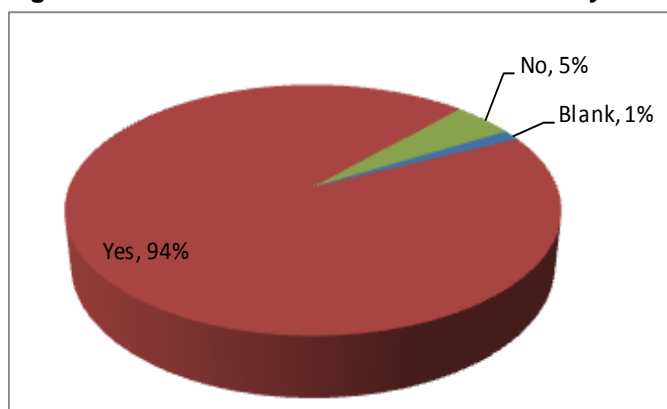
- 5.40 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.22.

Figure 5.22 Zone K – Preference for Residents' Parking Controls (Sample [S] = 150)



- 5.41 A large majority of respondents (92%) support the Monday to Saturday controls, with just 5% against.
- 5.42 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.23.

Figure 5.23 Zone K – Preference for Match Day Parking Controls (S = 150)



- 5.43 Again, a large majority of respondents (94%) support the Match Day restrictions, with just 5% against.

Monday to Saturday Parking Restrictions

- 5.44 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:
- Start times in the morning
 - End times in the evening
 - Controls on Bank Holidays
 - The need to review the boundaries of Zone K

5.45 Figures 5.24 and 5.25 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.24 Zone K – Preference for Monday to Saturday restrictions start time (S = 150)

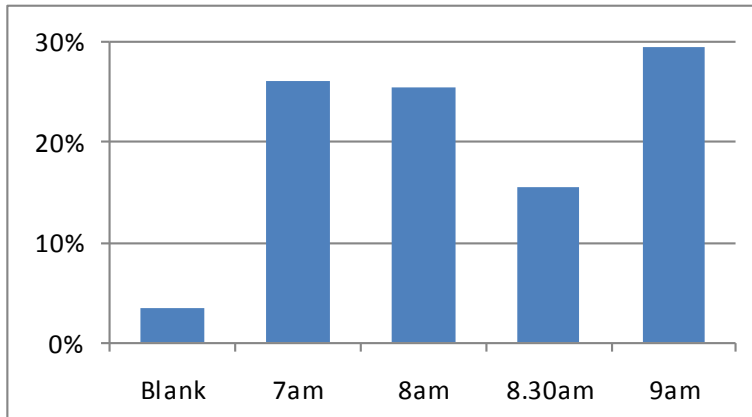
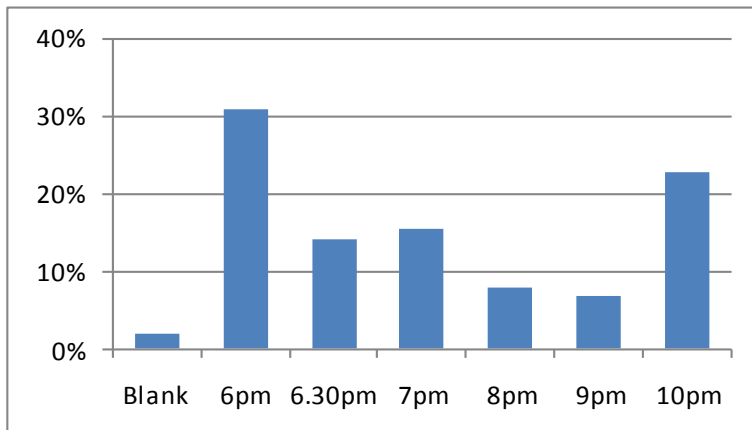


Figure 5.25 Zone K – Preference for Monday to Saturday restrictions end time (S = 150)



5.46 The results suggest that there is strong support for having a start time of 9am (30% in favour), but that 7am and 8am would also be popular among residents (26% apiece). In terms of the end time, 6pm is the most popular choice (31%) followed by 10pm (23%).

5.47 Figures 5.26 and 5.27 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone K, respectively.

Figure 5.26 Zone K – Preference for Bank Holiday restrictions (S = 150)

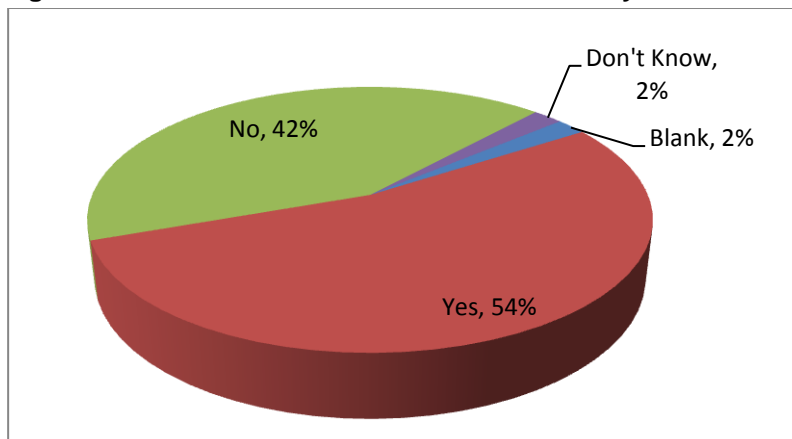
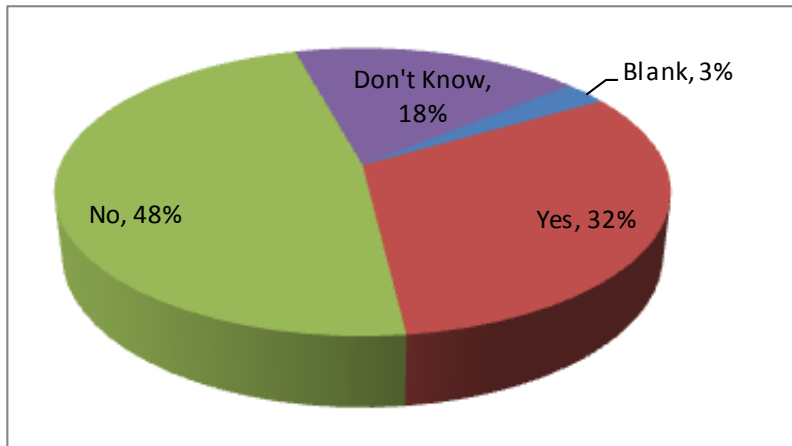


Figure 5.27 Zone K – Preference for reviewing Zone K boundaries (S = 150)



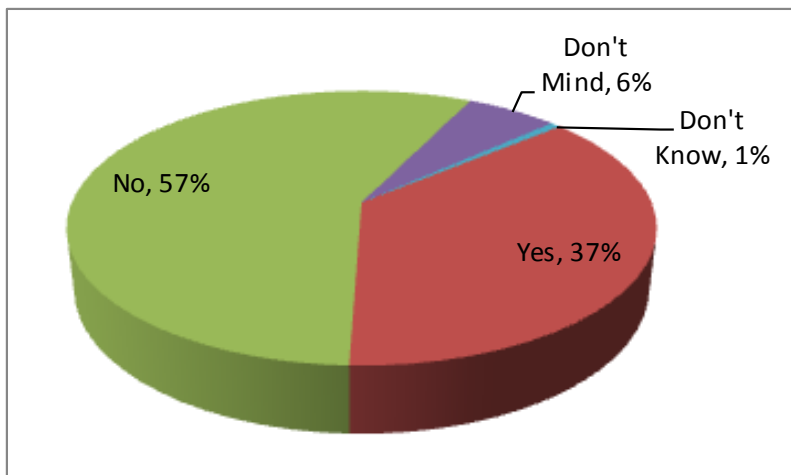
5.48 The results indicate that a marginal majority of respondents (54%) are in favour of maintaining Bank Holiday parking restrictions, but with a significant proportion (42%) against.

5.49 A large proportion of respondents (48%) do not consider the current Zone K boundaries require reviewing. Around one third (32%) would like to see a review, while nearly a fifth (18%) are unsure.

Sunday Restrictions

5.50 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.28 presents a summary of the results.

Figure 5.28 Zone K – Preference for Sunday restrictions (S = 150)



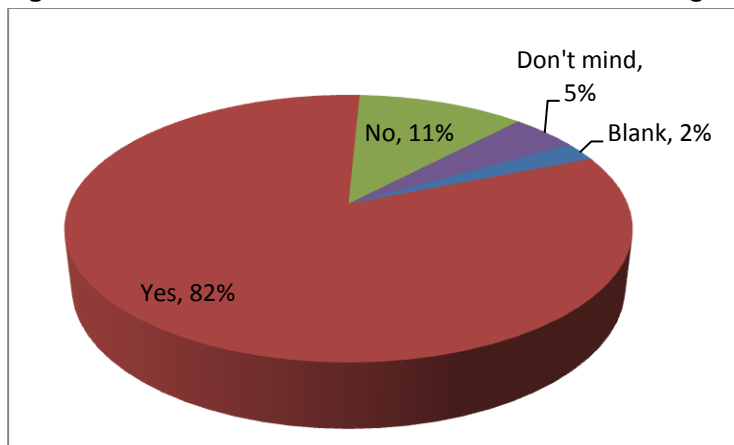
5.51 The results indicate that the majority of respondents (57%) are not in favour of introducing Sunday parking restrictions, although over one third (37%) would like to see these introduced.

Zone L Analysis – Section 1 and 2

Residents' Parking Controls

5.52 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.29.

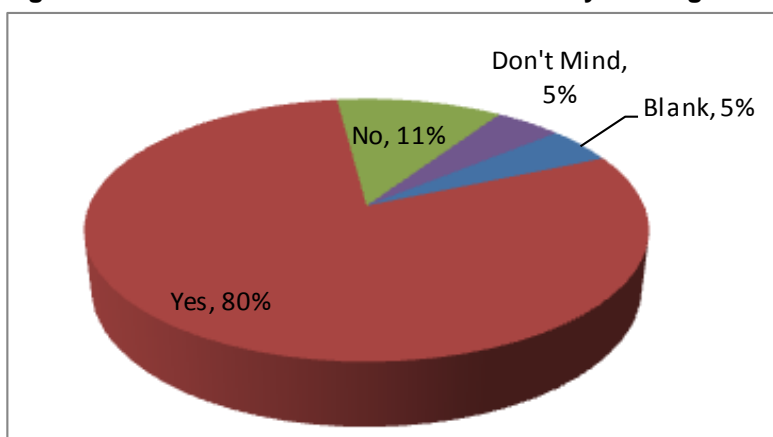
Figure 5.29 Zone L – Preference for Residents' Parking Controls (Sample [S] = 44)



5.53 A large majority of respondents (82%) support the Monday to Saturday controls, although 11% area against.

5.54 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.30.

Figure 5.30 Zone L – Preference for Match Day Parking Controls (S = 44)



5.55 Again, a large majority of respondents (80%) support the Match Day restrictions, with 11% against.

Monday to Saturday Parking Restrictions

5.56 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone L

5.57 Figures 5.31 and 5.32 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.31 Zone L – Preference for Monday to Saturday restrictions start time (S = 44)

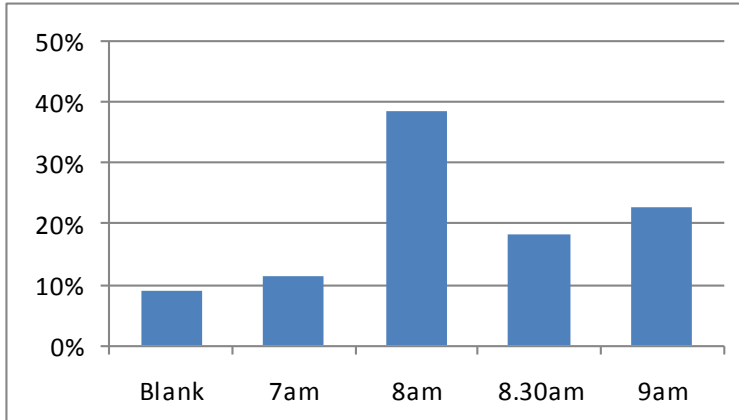
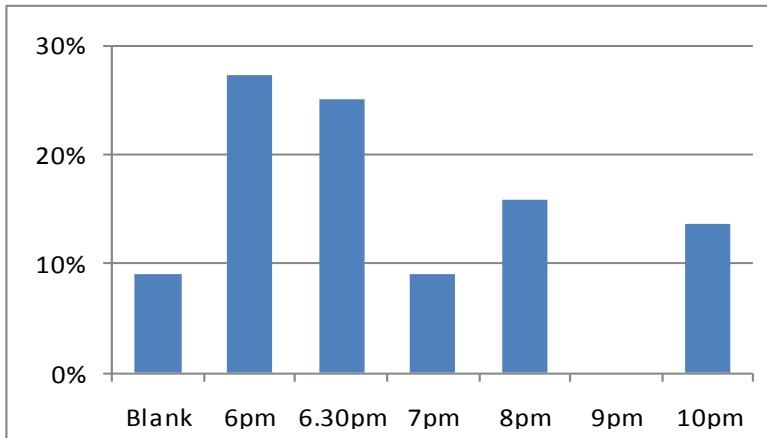


Figure 5.32 Zone L – Preference for Monday to Saturday restrictions end time (S = 44)



5.58 The results suggest that there is strong support for having a start time of 8am (39% in favour), but that 8.30am and 9am would also be popular among residents (18% and 23% respectively). In terms of the end time, 6pm is the most popular choice (27%) followed by 6.30pm (25%).

5.59 Figures 5.33 and 5.34 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone L, respectively.

Figure 5.33 Zone L – Preference for Bank Holiday restrictions (S = 44)

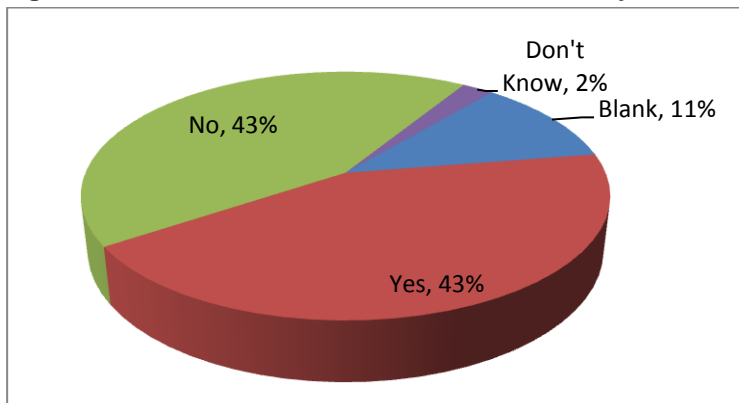
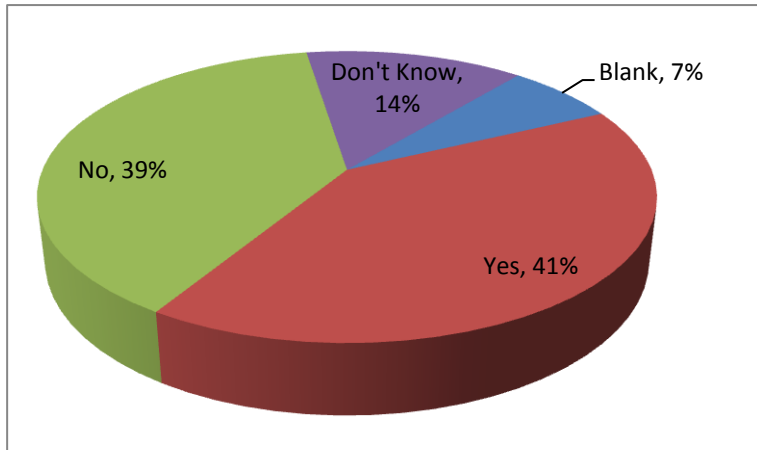


Figure 5.34 Zone L – Preference for reviewing Zone L boundaries (S = 44)



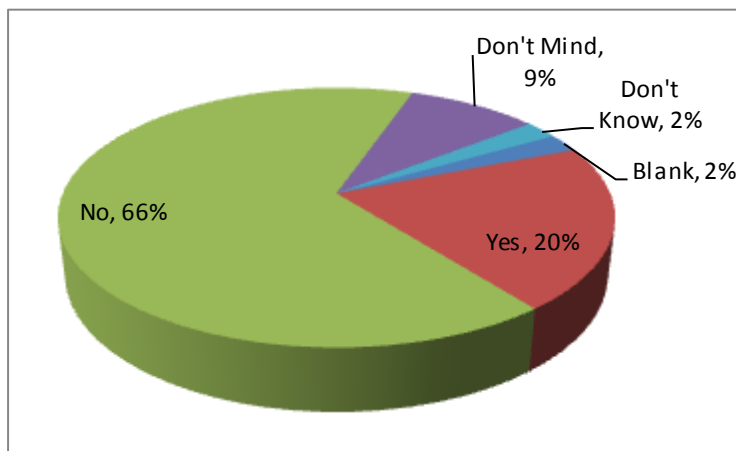
5.60 The results indicate that the opinions for and against maintaining residents' parking controls on Bank Holidays are balanced (with 43% of the vote apiece).

5.61 Around 41% of respondents would like to see the current Zone L boundaries reviewed, but 39% do not consider this to be necessary,

Sunday Restrictions

5.62 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.35 presents a summary of the results.

Figure 5.35 Zone L – Preference for Sunday restrictions (S = 44)



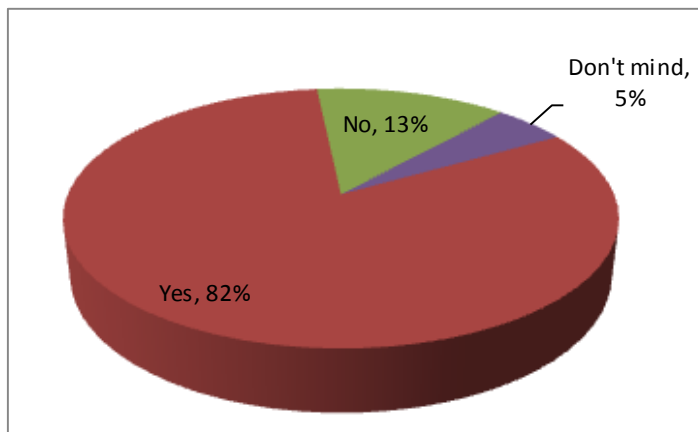
5.63 The results indicate that the majority of respondents (66%) are not in favour of introducing Sunday parking restrictions, although one fifth would like to see these introduced.

Zone S Analysis – Section 1 and 2

Residents' Parking Controls

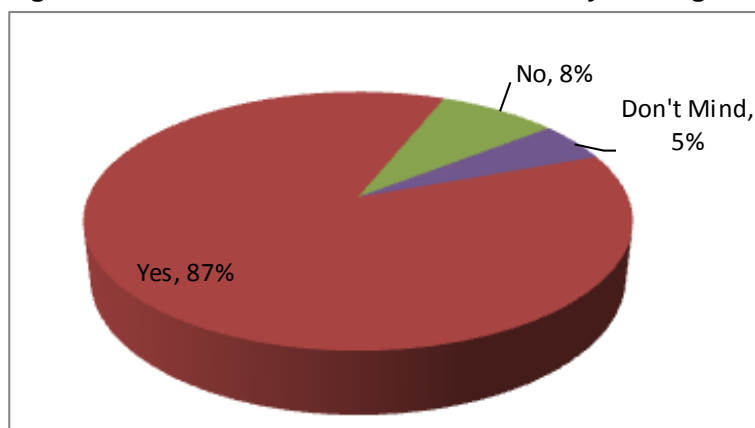
- 5.64 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.36.

Figure 5.36 Zone S – Preference for Residents' Parking Controls (Sample [S] = 60)



- 5.65 A large majority of respondents (82%) support the Monday to Saturday controls, although around 13% were against.
- 5.66 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.37.

Figure 5.37 Zone S – Preference for Match Day Parking Controls (S = 60)



- 5.67 Again, a large majority of respondents (87%) support the Match Day restrictions, with 8% against.

Monday to Saturday Parking Restrictions

- 5.68 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:
- Start times in the morning
 - End times in the evening
 - Controls on Bank Holidays
 - The need to review the boundaries of Zone S

5.69 Figures 5.38 and 5.39 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.38 Zone S – Preference for Monday to Saturday restrictions start time (S = 60)

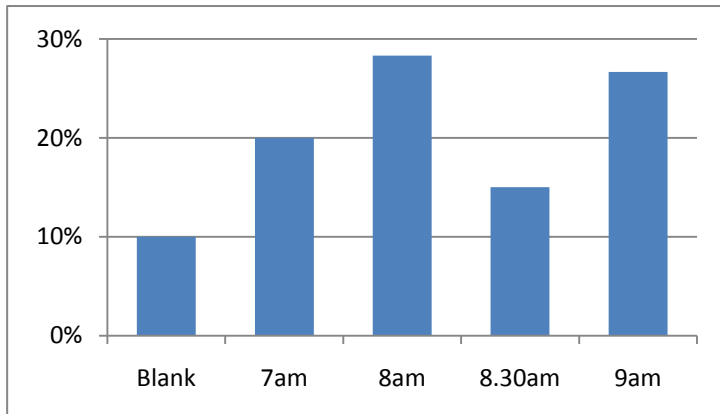
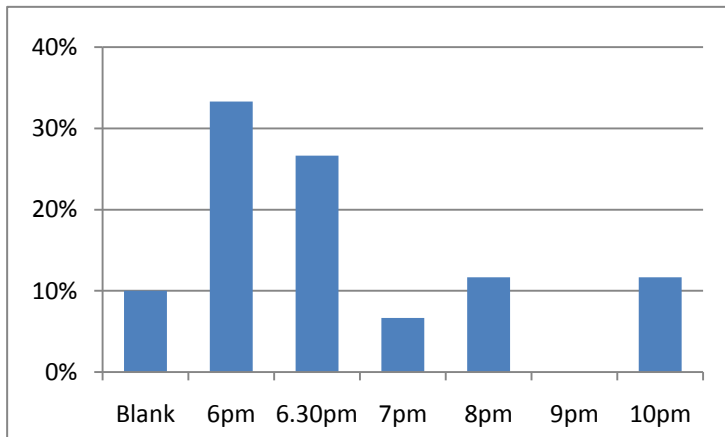


Figure 5.39 Zone S – Preference for Monday to Saturday restrictions end time (S = 60)



5.70 The results suggest that there is strong support for having a start time of 8am (28% in favour), but that 9am would also be popular among residents (27%). In terms of the end time, 6pm is the most popular choice (33%) followed by 6.30pm (27%).

5.71 Figures 5.40 and 5.41 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone S, respectively.

Figure 5.40 Zone S – Preference for Bank Holiday restrictions (S = 60)

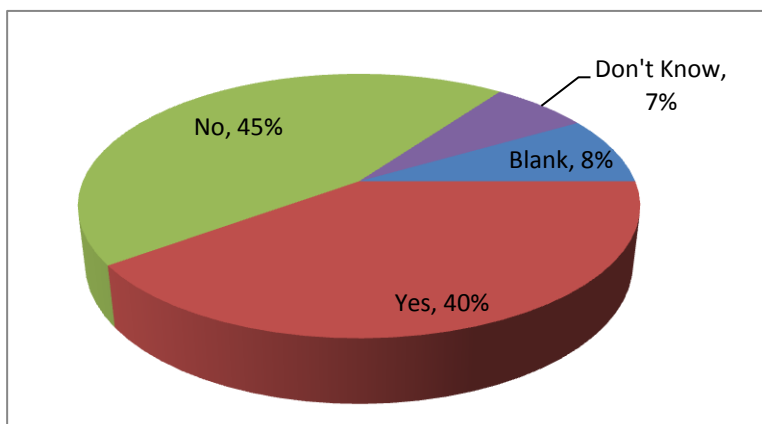
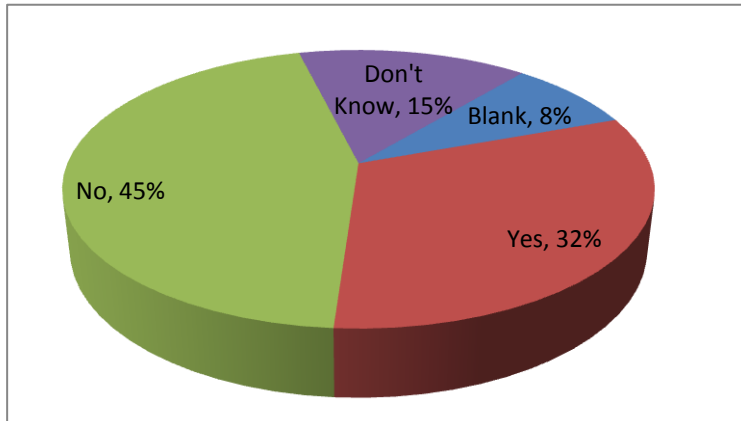


Figure 5.41 Zone S – Preference for reviewing Zone S boundaries (S = 60)



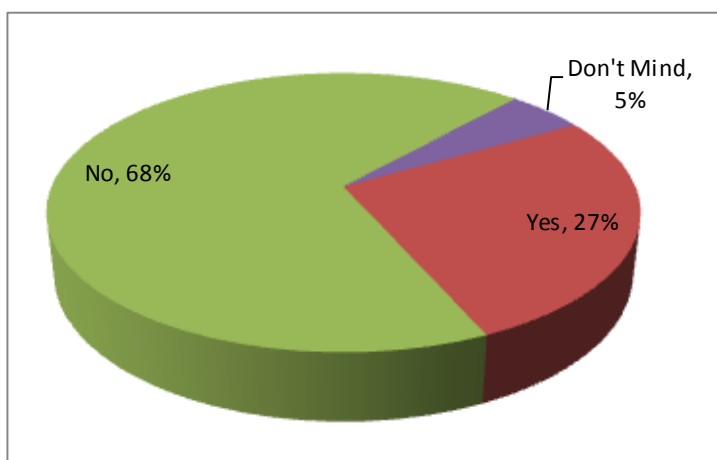
5.72 The results indicate that support for and against maintaining residents' parking controls on Bank Holidays is relatively balanced with 40% of residents in favour of retaining these controls, whilst 45% are against.

5.73 A large proportion of respondents (45%) do not consider the current Zone J boundaries require reviewing., but around one third (32%) would like to see a review..

Sunday Restrictions

5.74 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.42 presents a summary of the results.

Figure 5.42 Zone S – Preference for Sunday restrictions (S = 60)



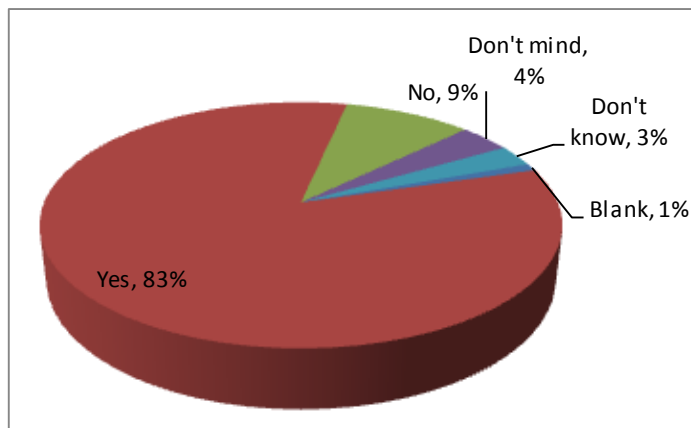
5.75 The results indicate that the majority of respondents (68%) are not in favour of introducing Sunday parking restrictions, although over one quarter would like to see these introduced.

Zone T Analysis – Section 1 and 2

Residents' Parking Controls

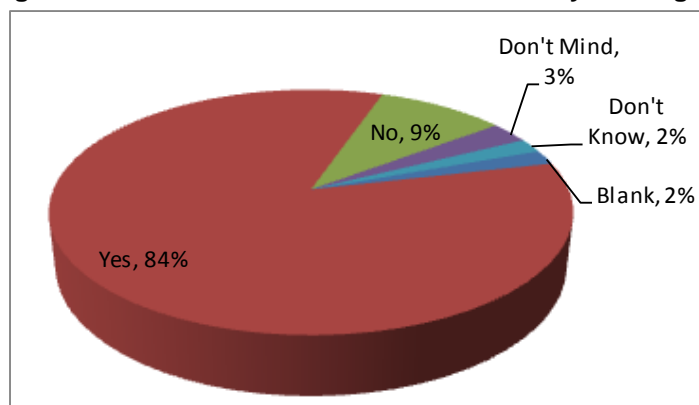
- 5.76 Respondents were asked whether they support the on-going principle of a residents' parking scheme from Mondays to Saturdays in their road. The responses are presented in Figure 5.43.

Figure 5.43 Zone T – Preference for Residents' Parking Controls (Sample [S] = 106)



- 5.77 A large majority of respondents (82%) support the Monday to Saturday controls, with 13% against.
- 5.78 Respondents were also asked to state whether they support the on-going principle of Match Day restrictions in their road. The responses are presented in Figure 5.44.

Figure 5.44 Zone T – Preference for Match Day Parking Controls (S = 106)



- 5.79 Again, a large majority of respondents (87%) support the Match Day restrictions, with 11% against.

Monday to Saturday Parking Restrictions

- 5.80 Respondents were asked a series of questions about the operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:

- Start times in the morning
- End times in the evening
- Controls on Bank Holidays
- The need to review the boundaries of Zone T

5.81 Figures 5.45 and 5.46 present a summary of respondents' preferences for start and end times, respectively.

Figure 5.45 Zone T – Preference for Monday to Saturday restrictions start time (S = 106)

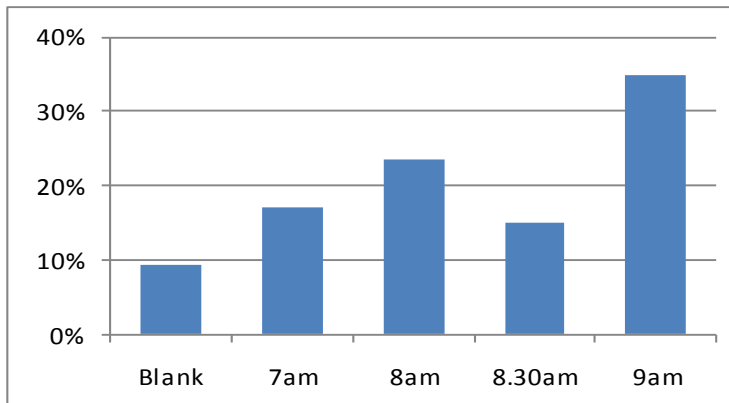
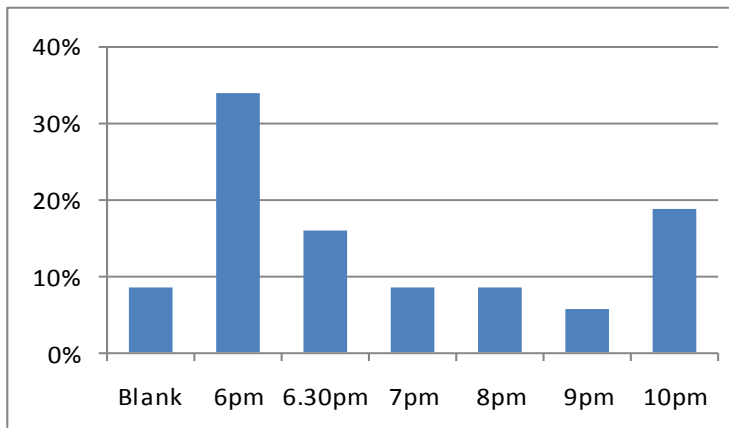


Figure 5.46 Zone T – Preference for Monday to Saturday restrictions end time (S = 106)



5.82 The results suggest that there is strong support for having a start time of 9am (35% in favour), but that 8am is also popular among residents (24%). In terms of the end time, 6pm is by far the most popular choice (34%) followed by 10 pm (19%).

5.83 Figures 5.47 and 5.48 present a summary of respondents' preferences for Bank Holiday and the need to review the boundaries of Zone T, respectively.

Figure 5.47 Zone T – Preference for Bank Holiday restrictions (S = 106)

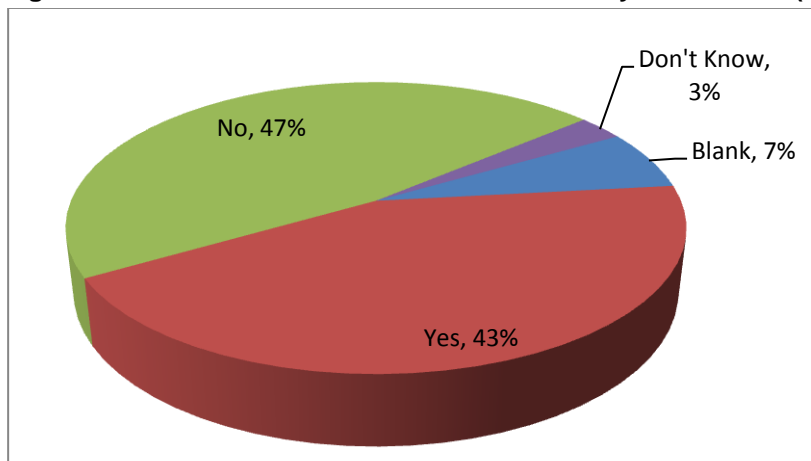
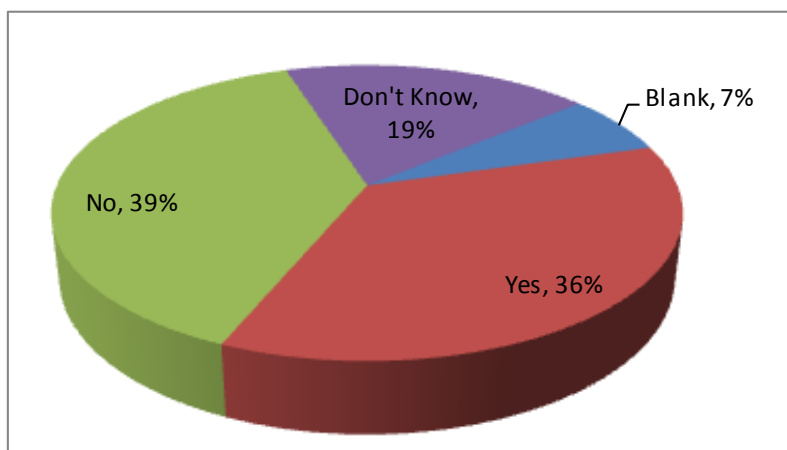


Figure 5.48 Zone T – Preference for reviewing Zone T boundaries (S = 106)



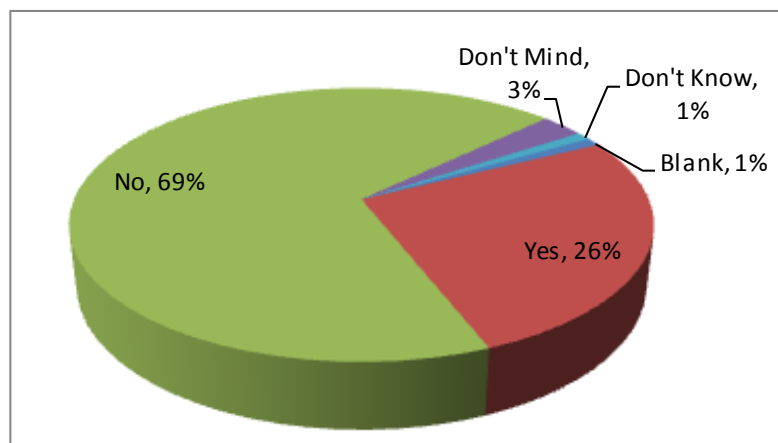
5.84 The results indicate that support for and against maintaining residents' parking controls on Bank Holidays is relatively balanced with 43% of residents in favour of maintaining these controls and 47% against.

5.85 A large proportion of respondents (39%) do not consider the current Zone J boundaries require reviewing. A slightly fewer proportion (36%) would like to see a review, while nearly a fifth (19%) remain unsure.

Sunday Restrictions

5.86 Respondents were asked whether they would prefer the residents' parking controls to operate on Sundays as well. Figure 5.49 presents a summary of the results.

Figure 5.49 Zone T – Preference for Sunday restrictions (S = 106)



5.87 The results indicate that the majority of respondents (69%) are not in favour of introducing Sunday parking restrictions, although around a quarter would like to see them introduced.

General Q3 Analysis – Sections 3 to 7

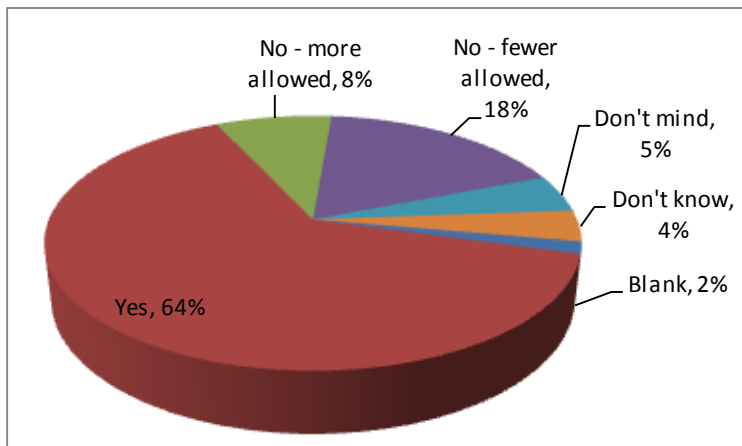
Introduction

- 5.88 This section presents a summary of the responses to all questions in Sections 3 to 7 for the whole sample of questionnaire Q3.

Residents' Parking Permits

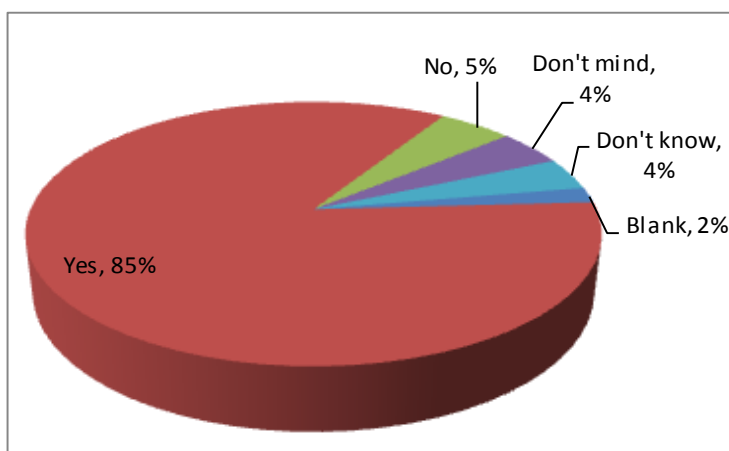
- 5.89 Respondents were asked whether they agree with the number of residents' permits allowed per household (currently two). Figure 5.50 presents a summary of the responses.

Figure 5.50 Q3 – Agreement with current residents' parking permit limit (sample [S] = 586)



- 5.90 Nearly two thirds (64%) of respondents agreed with the principle of maintaining the current maximum number of permits allowed per property. Of those who wanted a change; 18% wished to see fewer permits, whilst 9% would prefer more.
- 5.91 Residents in Zone K indicated the most concern with the number of permits allowed with 25% stating that fewer permits should be allowed.
- 5.92 In addition, respondents were asked if they support the restriction that doesn't allow residents with vehicles over 5.25 metres in length to buy permits for these vehicles. Figure 5.51 presents a summary of the responses.

Figure 5.51 Q3 – Agreement with restriction on vehicles over 5.25 metres (S = 560)

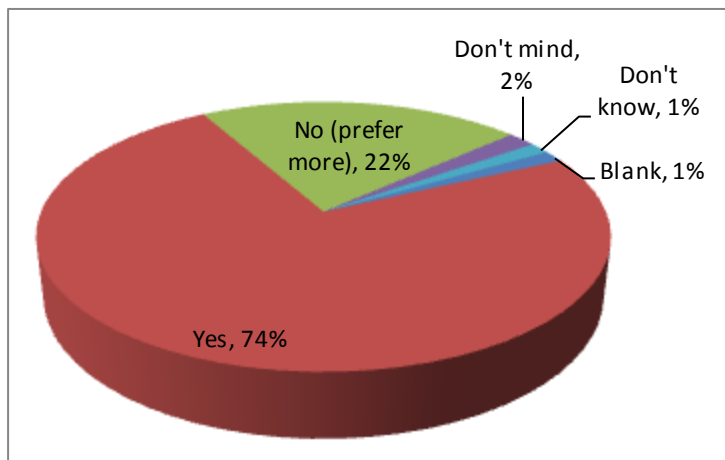


- 5.93 A large majority (85%) of respondents agreed with the current vehicle length restrictions.

Visitor Parking Permits

5.94 Respondents were asked whether they agree with the number of visitor permits permitted per household per annum (currently 400). Figure 5.52 presents a summary of the responses.

Figure 5.52 Q3 – Agreement with current visitor parking permit limit (S = 560)



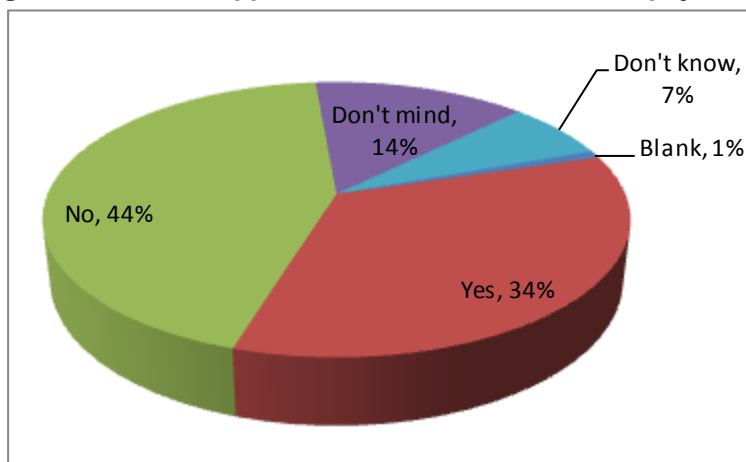
5.95 Nearly three quarters of respondents stated that the current annual maximum number of visitor vouchers (400) was adequate for their needs, while 22% stated that they would prefer more.

5.96 Residents in Zone S indicated the most concern with the restriction on permits with 37% stating that more visitor permits should be allowed.

Design and Enforcement of Parking Controls

5.97 Respondents were asked whether there should be more 'shared use' pay and display areas in residential roads around shops. Figure 5.53 presents a summary of the responses.

Figure 5.53 Q3 – Support for additional 'shared use' pay and display bays (S = 560)



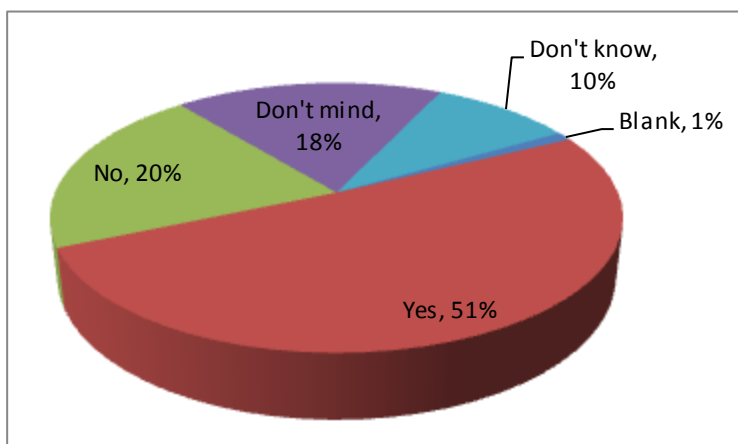
5.98 Around 43% were against the idea of increasing the number of 'shared use' pay and display areas, slightly outweighing levels of support (35%).

5.99 Residents in Zones S and T indicated the most support for additional 'Shard use' bays with 42% and 40%, respectively in each zone, stating that more of these bays should be provided.

5.100 Conversely, around 70% of respondents in Zone E considered that there should definitely be no more 'shared use' bays.

5.101 Respondents were asked whether they consider there should be more enforcement around school areas at the start and end of the day. Figure 5.54 presents a summary of the responses.

Figure 5.54 Q3 – Support for more enforcement around schools (S = 560)



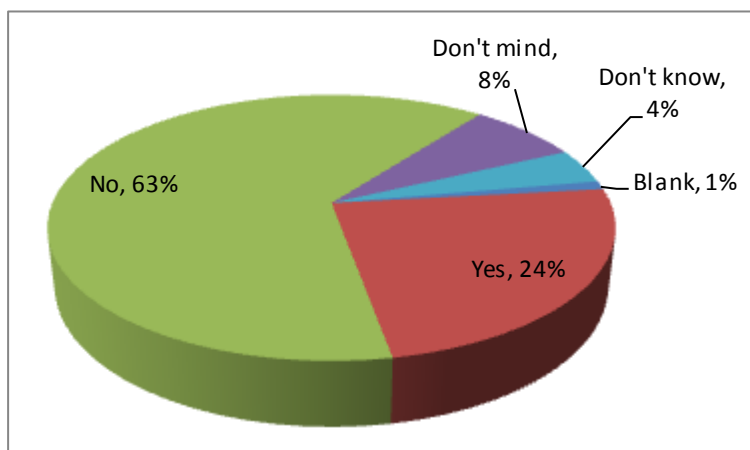
5.102 The majority of respondents were in favour of increasing enforcement around schools at the start and end of the day, although around a fifth were against this principle.

5.103 Residents in Zones E strongly supported (73%) more enforcement around schools, whilst residents in Zones J and T, did not consider this to be such a priority (41% and 43% support, respectively)

Parking and the Environment

5.104 Respondents were asked whether they support charging more for parking permits for those vehicles that are more harmful to the environment, in terms of the levels of CO₂ they emit. Figure 5.55 presents a summary of the responses.

Figure 5.55 Q3 – Support for variable permit prices based upon CO₂ emission levels (S = 560)

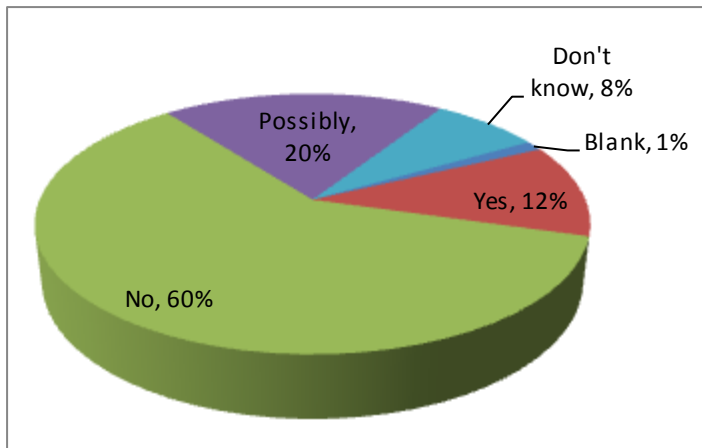


5.105 The majority of respondents (64%) were against the idea of linking the price of parking permits to vehicle emissions, although nearly one quarter (24%) were in favour.

Car Clubs

5.106 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 5.56 presents a summary of the responses.

Figure 5.56 Q3 – Potential participation in a car share or car pool scheme (S = 560)



5.107 The majority of respondents (60%) indicated that they would not be interested in participating in such schemes. Combining those definitely in favour (12%) with those possibly in favour (20%) suggests that nearly one third of residents could potentially participate in such a scheme.

Other Comments

5.108 Around 52% of Q3 respondents took the opportunity to provide additional comments or suggestions about parking services in Watford. These comments generally related to the view that parking spaces are often very limited within the CPZ areas, for example on Belgrave Road, and that many streets are considered to be over-used by commercial vehicles to park.

5.109 There was suggestion that some residents have been 'reserving' spaces outside their homes by placing wheelie bins on the road – often for hours at a time – restricting availability for other road users.

5.110 There were a number of requests for additional painted parking bays and for stricter enforcement of parking restrictions.

5.111 A more detailed assessment of specific comments will be undertaken in relation to identified issues in each zone, as required.

6 Questionnaire Four Analysis

Introduction

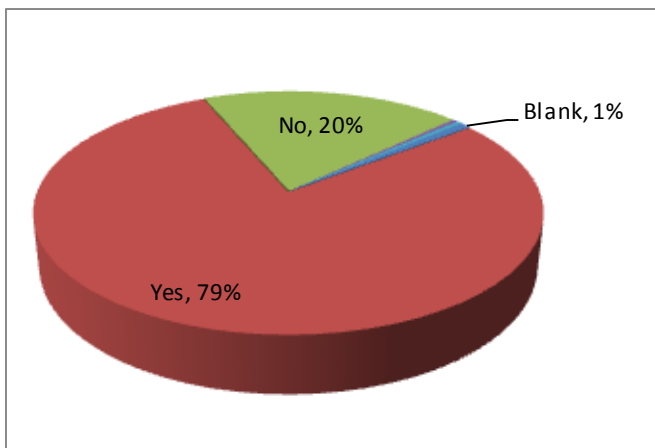
- 6.1 This section presents a summary of the responses to questionnaire Q4, which was sent to residents in streets that are currently in a Controlled Parking Zone (CPZ) with Match Day restrictions only.
- 6.2 The total sample size for Q4 responses is 251, representing 25.6% of residents who were sent the questionnaire.

Q4 Analysis

Match Day Parking Controls

- 6.3 Respondents were asked to state whether they support the on-going principle of a residents' parking scheme on Match Days in their road. The responses are presented in Figure 6.1.

Figure 6.1 Q4 – Preference for Match Day Parking Controls (Sample [S] = 251)

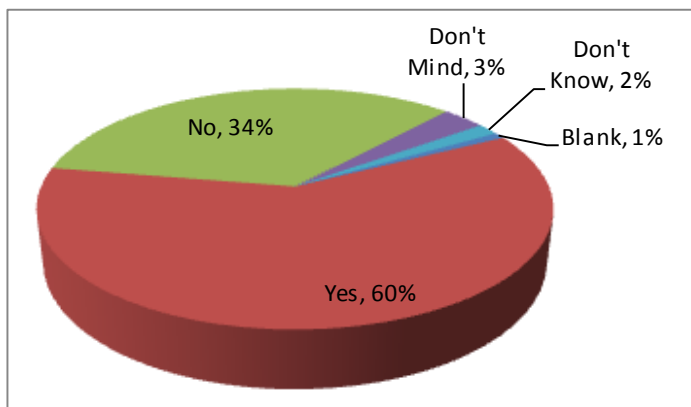


- 6.4 The vast majority (79%) of respondents supported the principle of on-going match day parking restrictions in their area, while 20% were against.

Monday to Saturday Parking Restrictions

- 6.5 Respondents were also asked to state whether they support the principle of introducing Monday to Saturday parking restrictions in their road. The responses are presented in Figure 6.2.

Figure 6.2 Q4 – Preference for Monday to Saturday Parking Controls (S = 251)



- 6.6 The majority of residents (60%) were in favour of introducing Monday to Saturday parking controls introduced on their roads, although just over one third (34%) were against.
- 6.7 Respondents were then asked a series of questions about the potential operation of the Mondays to Saturday parking restrictions in their road. These included their preference for:
- Start times in the morning
 - End times in the evening
 - Controls on Bank Holidays
 - Controls on Sundays

6.8 Those respondents who were against the introduction of parking measures were not required to answer these questions and so a large proportion of responses (around one third) were left blank. For transparency, these responses are presented within the graphs below.

6.9 Figures 6.3 and 6.4 present a summary of respondents' preferences for start and end times, respectively.

Figure 6.3 Q4 – Preference for Monday to Saturday restrictions start time (S = 251)

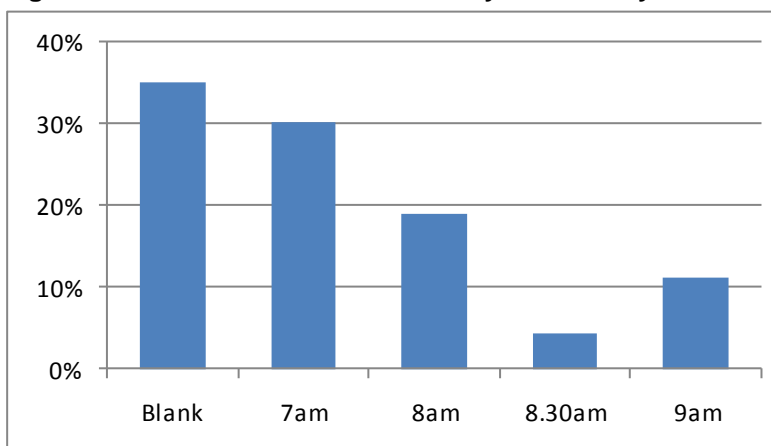
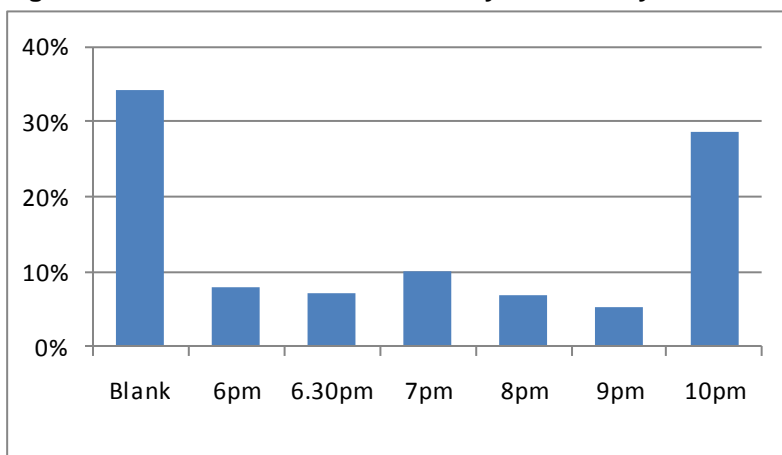


Figure 6.4 Q4 – Preference for Monday to Saturday restrictions end time (S = 251)



6.10 The results indicate that, amongst those residents in favour of introducing Monday to Saturday parking controls, 7am (30%) would be the most popular start time, whilst 10pm (29%) would be the most popular end time.

6.11 Figures 6.5 and 6.6 present a summary of respondents' preferences for Bank Holiday and Sunday parking restrictions, respectively.

Figure 6.5 Q4 – Preference for Bank Holiday restrictions (S = 251)

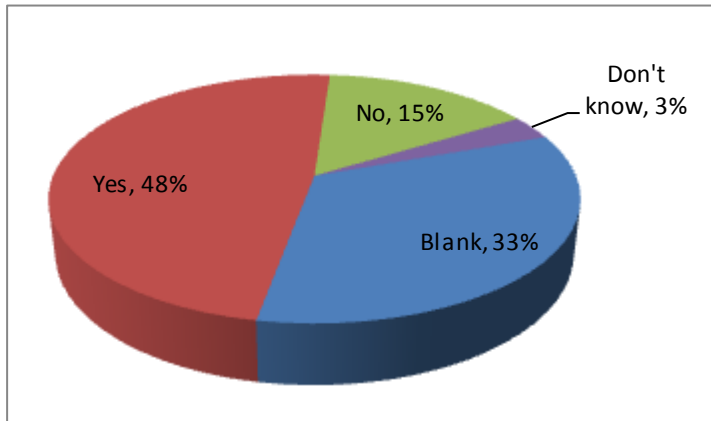
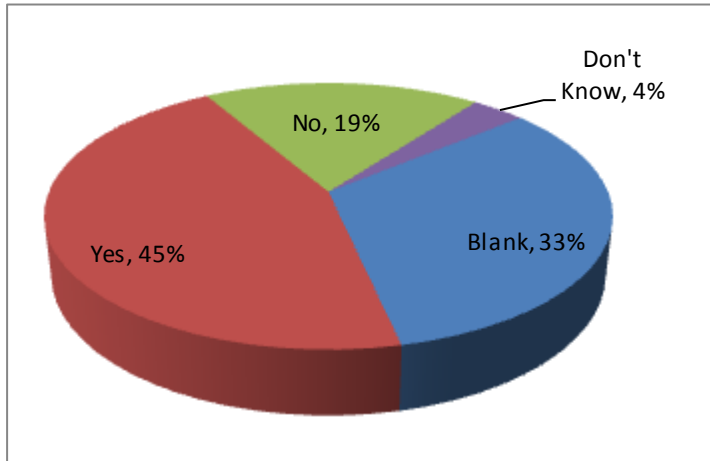


Figure 6.6 Q4 – Preference for Sunday restrictions (S = 251)



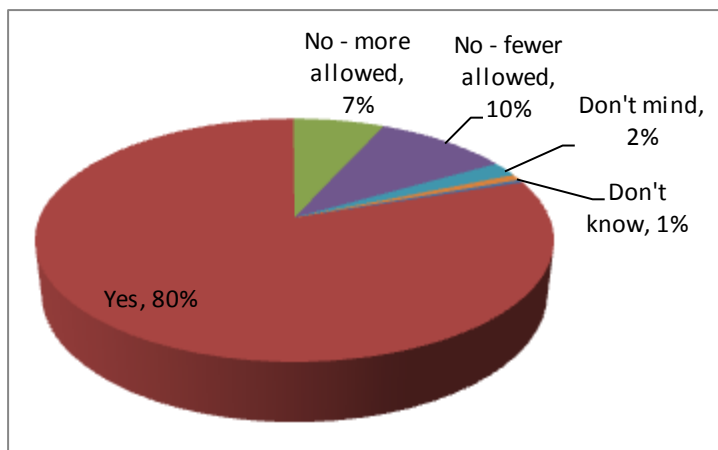
6.12 Residents who are in favour of introducing Monday to Saturday parking controls are also, generally, supportive of these restrictions being in force on bank holidays (ratio 3:1 in favour).

6.13 Similarly, residents in favour of introducing Monday to Saturday parking controls are also, generally, supportive of Sunday restrictions (ratio 2½ :1 in favour).

Residents' Parking Permits

6.14 Respondents were asked whether they agree with the number of residents' permits allowed per household (currently two). Figure 6.7 presents a summary of the responses.

Figure 6.7 Q4 – Agreement with current residents’ parking permit limit (S = 251)

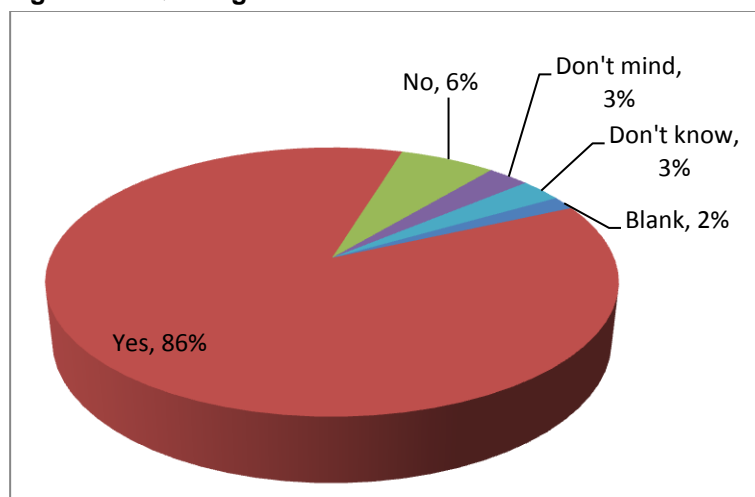


6.15 A large majority (80%) of respondents agreed with leaving the current maximum number of permits per household unchanged, with just 7% asking for more, and 10% asking for fewer.

6.16 In addition, respondents were asked if they support the restriction that doesn't allow residents with vehicles over 5.25 metres in length to buy permits for these vehicles.

6.17 Figure 6.8 presents a summary of the responses.

Figure 6.8 Q4 – Agreement with restriction on vehicles over 5.25 metres (S = 251)



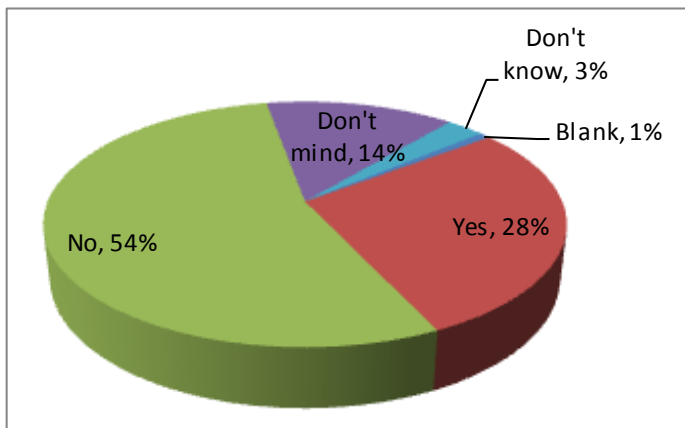
6.18 A large majority of respondents (86%) agree with the current policy of restricting access to permits to vehicles under 5.25 metres in length, with just 6% in disagreement.

Visitor Parking Permits

6.19 The current number of visitor permits allowed per household is currently 30 per year. In view of the departure of Saracens Rugby Club from Vicarage Road Stadium, respondents were asked whether they agree that the number of annual permits should be reduced.

6.20 Figure 6.9 presents a summary of the responses.

Figure 6.9 Q4 – Agreement with reducing visitor parking limit in view of the departure of Saracens Rugby Club (S = 251)

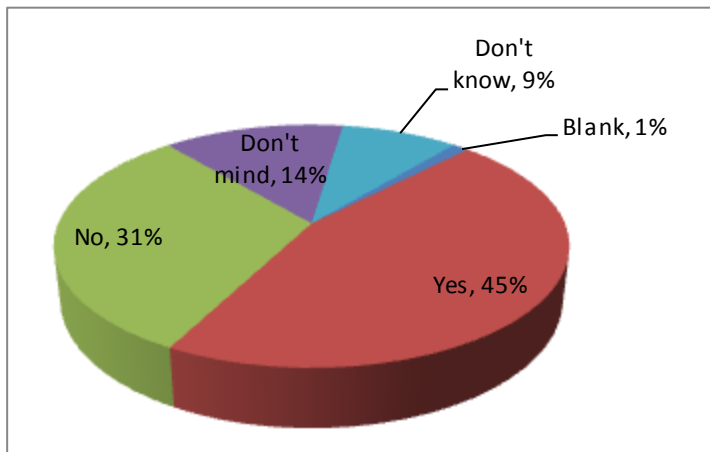


6.21 A majority of respondents (54%) disagree with the principle of reducing the number of visitor permits in the zone, although, in contrast around one quarter (28%) are in favour.

Design and Enforcement of Parking Controls

6.22 Respondents were asked whether, there should be additional 'shared use' pay and display areas in residential roads around shops. Figure 6.10 presents a summary of the responses.

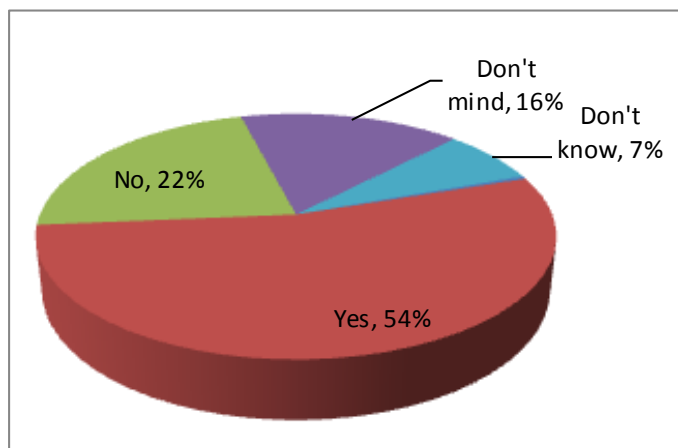
Figure 6.10 Q4 – Support for additional 'shared use' pay and display bays (S = 251)



6.23 A large proportion (45%) of respondents thought that there should be additional 'shared use' areas in residential roads, although a relatively large proportion of respondents felt differently that there should be no additional 'shared use' areas (31%).

6.24 In addition, residents were asked whether they thought there should be more enforcement of parking regulations around school areas at the start and end of the day. Figure 6.11 presents a summary of the responses.

Figure 6.11 Q4 – Support for additional enforcement around school areas at the start and end of each day (S = 251)

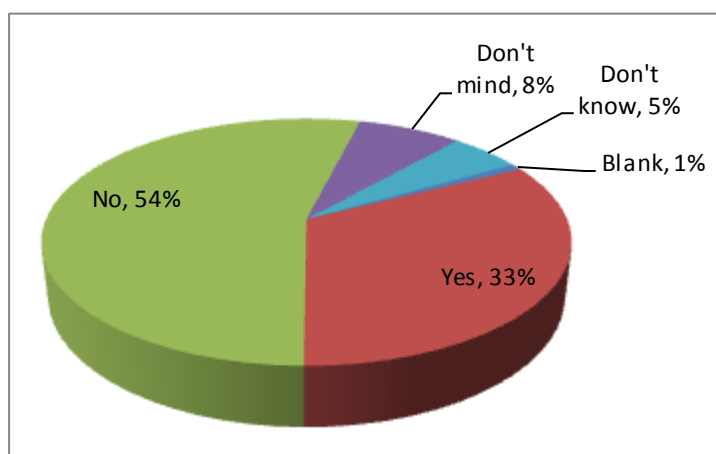


6.25 A majority (54%) of respondents indicated that they would like to see increased enforcement around schools at these times. In contrast 22% indicated that they thought this was not necessary.

Parking and the Environment

6.26 Respondents were asked whether they support charging more for parking permits for those vehicles that are more harmful to the environment, in terms of the levels of CO₂ they emit. Figure 6.12 presents a summary of the responses.

Figure 6.12 Q4 – Support for variable permit prices based upon CO₂ emission levels (S = 251)

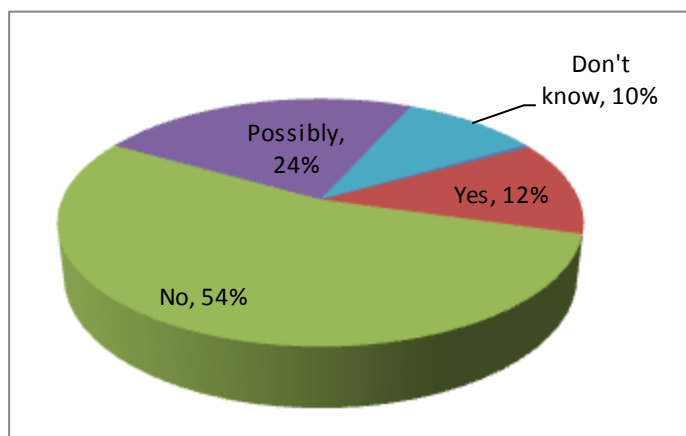


6.27 A majority (54%) of respondents said that they were against the concept of charging more for high emission vehicles, although almost one third (33%) of respondents indicated that they would be in favour of this policy.

Car Clubs

6.28 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 6.13 presents a summary of the responses.

Figure 6.13 Q4 – Potential participation in a car share or car pool scheme (S = 251)



6.29 A majority (54%) of respondents indicated that they would not be interested in using a car club scheme. Those who would either definitely, or possibly, use this type of scheme accounted for around 35% of the sample.

Other Comments

6.30 Around 50% of Q4 respondents took the opportunity to provide additional comments or suggestions about parking services in Watford. These comments generally related to residents complaints of parking wardens not enforcing double yellow line infringements and the number of drivers who park dangerously on road corners.

6.31 A more detailed assessment of specific comments will be undertaken in relation to identified issues in each zone, as required.

7 Questionnaire Five Analysis

Introduction

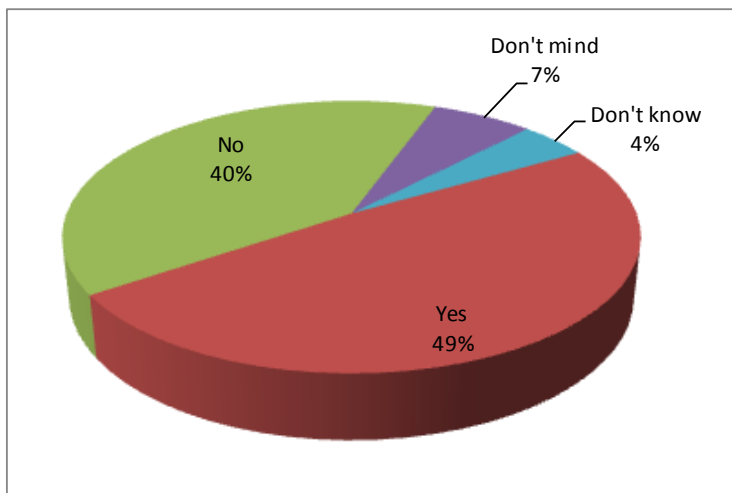
- 7.1 This section presents a summary of the responses to questionnaire Q5, which was sent to businesses in streets that are currently in a Controlled Parking Zone (CPZ).
- 7.2 The total sample size for Q5 responses is 45, representing 9.2% of businesses who were sent the questionnaire.

Q5 Analysis

Business Parking Permits

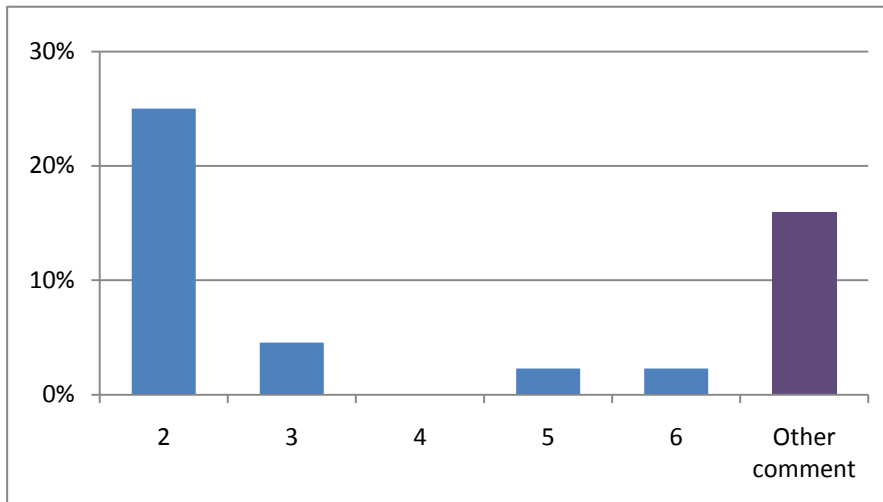
- 7.3 Respondents were asked whether they agree with the single business permit currently allowed per business for use in an operational vehicle (defined as a vehicle that is essential for the business because they are needed for deliveries and collections on an intermittent daily basis). Figure 7.1 presents a summary of the responses.

Figure 7.1 Q5 – Agreement with current business parking permit approach (Sample [S] = 45)



- 7.4 Nearly half (49%) of the respondents confirmed they agree with the current approach; however, a large proportion (40%) were also unsupportive.
- 7.5 Those respondents who disagreed with the current provision of business permits were asked to state how many permits they consider should be allowed. Figure 7.2 presents the relative level of support for different numbers of business permits

Figure 7.2 Q5 – Preferred level of business permits (S = 45)



7.6 The majority of respondents consider there should be two permits allowed per business. Other comments included suggestions to relate the number of permits to the number or type of business, not to impose a limit at all, or to provide vouchers instead of permits.

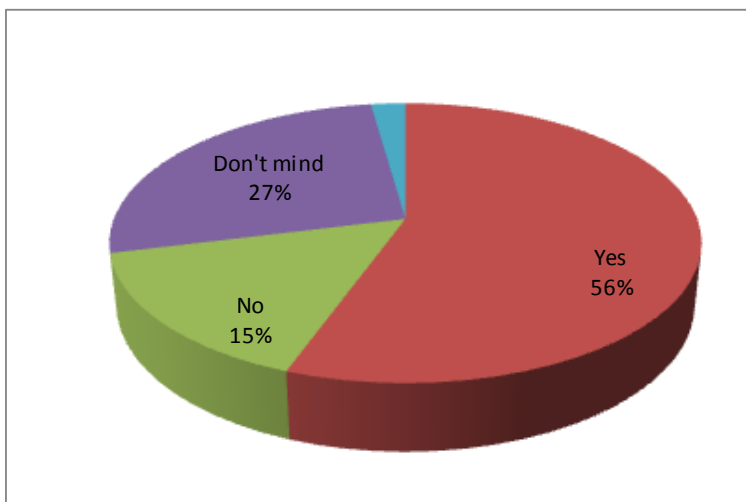
7.7 On average, (including those respondents who support a single permit only) the survey sample indicates that there is a preference for 1.6 permits to be allowed per business, suggesting the business community, as a whole, would prefer an allowance of two permits per business rather than the current one.

Vehicle Restrictions

7.8 Respondents were asked if they support the restriction that doesn't allow businesses with vehicles over 5.25 metres in length and 2.3 metres in height to buy permits for these vehicles.

7.9 Figure 7.3 presents a summary of the responses.

Figure 7.3 Q5 Responses – Agreement with restriction on vehicles over 5.25 metres (S = 45)

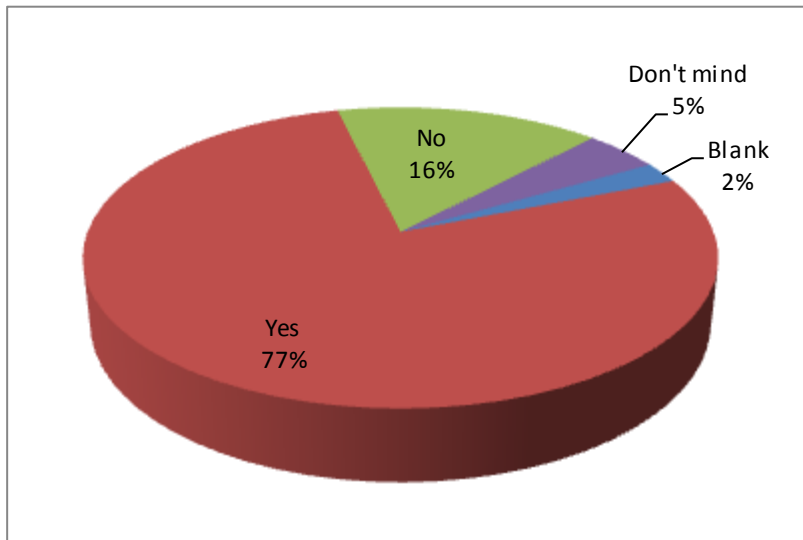


7.10 The majority (56%) of respondents agreed with the current restrictions on vehicle length and height; however, around 15% were opposed.

Design and Enforcement of Parking Controls

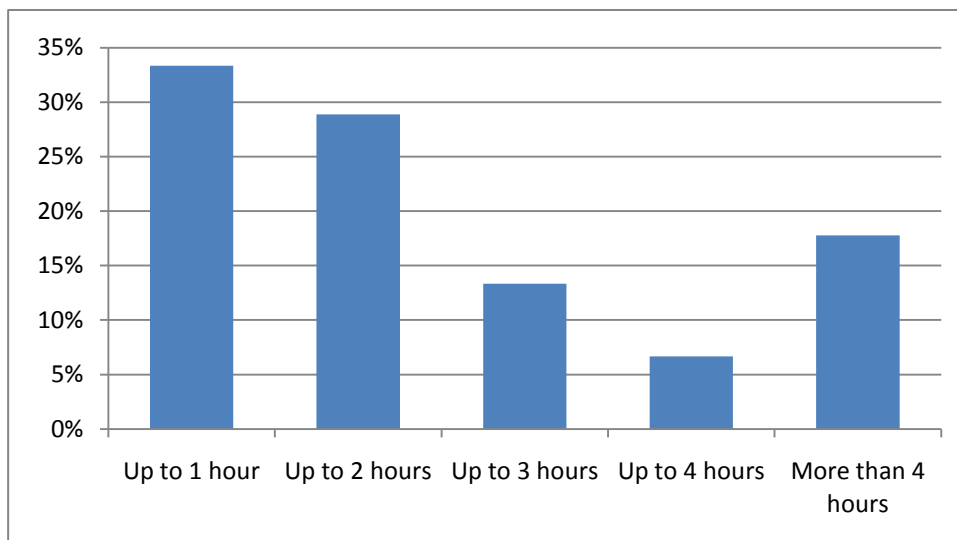
- 7.11 Respondents were asked whether there should be more 'shared use' pay and display bays close to their business to cater for customers and business visitors. Figure 7.4 presents a summary of the responses.

Figure 7.4 Q5 – Support for additional 'shared use' pay and display bays (S = 45)



- 7.12 Over three quarters of respondents indicated that there should be more 'shared use' pay and display areas made available.
- 7.13 Respondents were also asked how long they think customers should be able to park close to their business. Figure 7.5 presents a summary of the responses.

Figure 7.5 Q5 4 – Preferred maximum duration of stay for customer parking (S = 45)

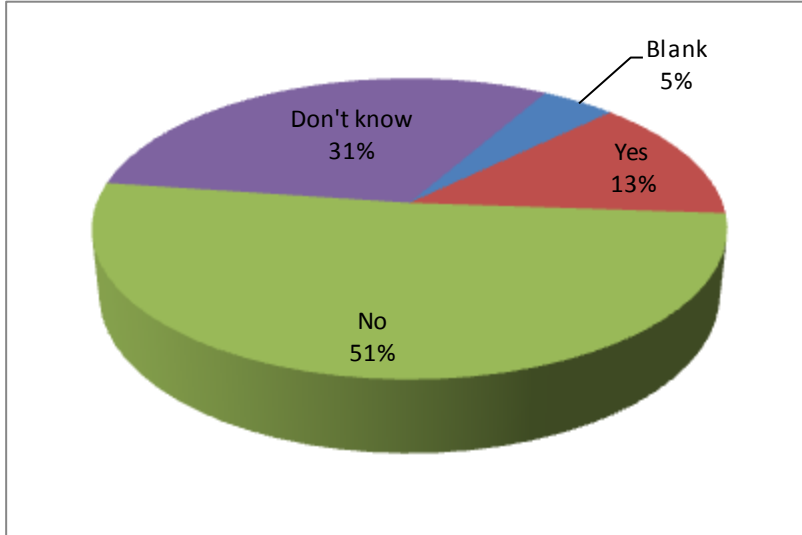


- 7.14 Around a third of business respondents supported maximum parking durations of up to 1 hour for customer parking, with 'up to 2 hours' supported by a further 29%. Around 18% consider that customer parking of more than 4 hours should be permitted.

Car Clubs

7.15 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 7.6 presents a summary of the responses.

Figure 7.6 Q5 – Potential participation in a car share or car pool scheme (S = 45)

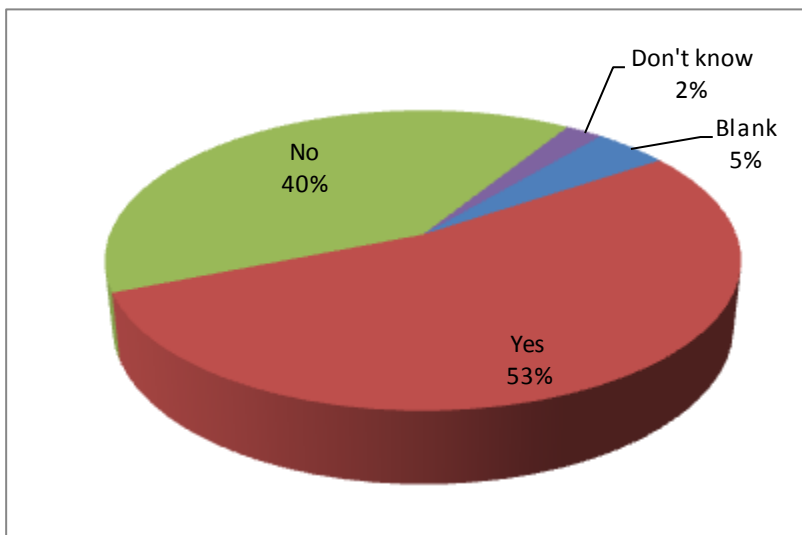


7.16 A majority (51%) of respondents indicated that their businesses would not be interested in participating in a car share or car pool scheme. Around 13% of businesses indicated they would potentially participate, with a further 31% uncertain.

Parking Congestion

7.17 Respondents were asked whether they experience difficulties in accessing their premises for deliveries because of parking congestion. Figure 7.7 presents a summary of the responses.

Figure 7.7 Q5 – Experience of parking congestion restricting access to premises (S = 45)



7.18 A majority (53%) of respondents indicated that they do experience difficulty accessing their premises due to parking congestion. A further 40% said that they did not experience these problems.

Other Comments

- 7.19 Around 51% of Q5 respondents took the opportunity to provide additional comments or suggestions about parking services in Watford. These comments generally related to the importance of parking capacity for businesses. As examples, a garage owner stressed the need to park cars near his business, while a dentist stated that customers often went elsewhere due to lack of parking outside his practice.
- 7.20 A more detailed assessment of specific comments will be undertaken in relation to identified issues in each zone, as required.

8 Summary

Introduction

8.1 This section provides a brief summary of the key findings presented within the previous sections and is intended to be a stand-alone overview of the most relevant issues identified.

Streets currently outside a CPZ (Q1)

8.2 Questionnaire Q1 sought to gather views on parking controls from residents living in streets currently outside a CPZ.

8.3 In total there were 538 Q1 responses, representing a 25.9% response rate. The following key summary points, that link specifically to the current parking controls, are provided::

- The majority of Q1 respondents (59%) were **against the introduction of a resident's parking scheme**, with 38% in favour
- The only street with a split (50% / 50%) opinion was Kelmscott Close; however, it would be difficult to introduce a scheme in this street without also including Kelmscott Crescent and the majority of those respondents were against parking controls.
- The majority of Q1 respondents (54%) were **against the introduction of a Match Day parking controls**, with 37% in favour

Streets within Full Zone (Q2)

8.4 Questionnaire Q2 sought to gather views on parking controls from residents living in streets currently within the Full Zone CPZ areas, incorporating Zones A, B, C, D, and G.

8.5 In total there were 538 Q2 responses, representing a 14.2% response rate. The following key summary points, that link specifically to the current parking controls, are provided:

- The overwhelming majority of Q2 respondents are **in favour of retaining a Resident's parking scheme**;
- The majority of Q2 respondents are **against the introduction of Match Day restrictions**
- The majority of Q2 respondents are **against the introduction of Sunday restrictions**
- The majority of Q2 respondents **do not consider a review of their zone boundary is required**, with the **exception of residents in Zone G**.
- The **preferred start time in each Q2 zone varied between 8am and 9am** (see Table 8.1) suggesting an overall preferred start time for the Full Monday to Saturday CPZ controls of 8.30am
- The **preferred end time in was 6pm** in most Q2 zones (see Table 8.1) with the exception of Zone B that had a largest preference for 6.30pm.
- Overall for Q2 there was a greater **preference for Bank Holidays to be excluded** from the parking restrictions, with the exception of Zone A and, potentially, Zone B (see Table 8.1).

Table 8.1 Q2 – Summary of Preferred Operating Hours

Element	Options	Zone A	Zone B	Zone C	Zone D	Zone G
Start Time	Preferred	9am	8am	9am	8am	9am
	Alternative *	8am	9am	8am	9am	8am
End Time	Preferred	6pm	6.30pm	6pm	6pm	6pm
	Alternative *	-	6pm	-	6.30pm	-
Bank Holiday	Yes	51%	49%	43%	41%	36%
	No	44%	49%	49%	49%	56%

* 'Alternative' listed if within 5% of 'preferred' choice or >25% of respondents

Streets within Full Zone and Match Day Zone (Q3)

8.6 Questionnaire Three sought to gather views on parking controls from residents living in streets currently within the Full Zone (Monday to Saturday) and the Match Day CPZ areas, incorporating Zones E, F, J, K, L, S, and T.

8.7 In total there were 586 Q3 responses, representing a 16.2% response rate. The following key summary points, that link specifically to the current parking controls, are provided:

- The overwhelming majority of Q3 respondents are **in favour of retaining a resident's parking scheme**;
- The majority of Q3 respondents are **in favour of retaining Match Day restrictions**
- The majority of Q3 respondents are **against the introduction of Sunday restrictions**, with the **exception of residents in Zone E** who are strongly in favour.
- The majority of Q3 respondents **do not consider a review of their zone boundary is required**, with the **exception of residents in Zones E, L and, potentially, T**.
- The **preferred start time in each Q3 zone varied between 8am and 9am** (see Table 8.2) suggesting an overall preferred start time for the Full Monday to Saturday CPZ controls of 8.30am
- The **preferred end time in was 6pm** in most Q3 zones (see Table 8.2) with the exception of Zone E that had a strong preference for 10pm.
- Overall for Q3 there was a greater **preference for Bank Holidays to remain included** within the parking restrictions, with the exception of Zone F and, potentially, Zone L (see Table 8.2).

Table 8.2 Q3 – Summary of Preferred Operating Hours

Element	Options	Zone E	Zone F	Zone J	Zone K	Zone L	Zone S	Zone T
Start Time	Preferred	8am	9am	8am	9am	8am	8am	9am
	<i>Alternative</i>	<i>8.30am</i>	-	-	<i>7/8am</i>	-	<i>9am</i>	-
End Time	Preferred	10pm	6pm	6pm	6pm	6pm	6pm	6pm
	<i>Alternative</i>	-	-	<i>6.30pm</i>	-	<i>6.30pm</i>	<i>6.30pm</i>	-
Bank Holiday	Yes	85%	41%	51%	54%	43%	45%	47%
	No	4%	47%	38%	42%	43%	40%	43%

* 'Alternative' listed if within 5% of 'preferred' choice or >25% of respondents

Streets within Match Day Zone (Q4)

8.8 Questionnaire Four sought to gather views on parking controls from residents living in streets currently within the Match Day CPZ areas, incorporating Zone M/N.

8.9 In total there were 251 Q4 responses, representing a 25.6% response rate. The following key summary points, that link specifically to the current parking controls, are provided:

- The majority of Q4 respondents are **in favour of retaining Match Day restrictions**
- The majority of Q4 respondents (60%) are **in favour of introducing a resident's parking scheme**;
- The favoured **start time** for Monday to Saturday restrictions in Zone M/N is **7am**
- The favoured **end time** for Monday to Saturday restrictions in Zone M/N is **10pm**
- The majority of Q4 respondents **support the inclusion of Bank Holiday**
- The majority of Q4 respondents **support the inclusion of Sundays**
- The majority of Q4 respondents **are against the proposed reduction in Visitor Permits**

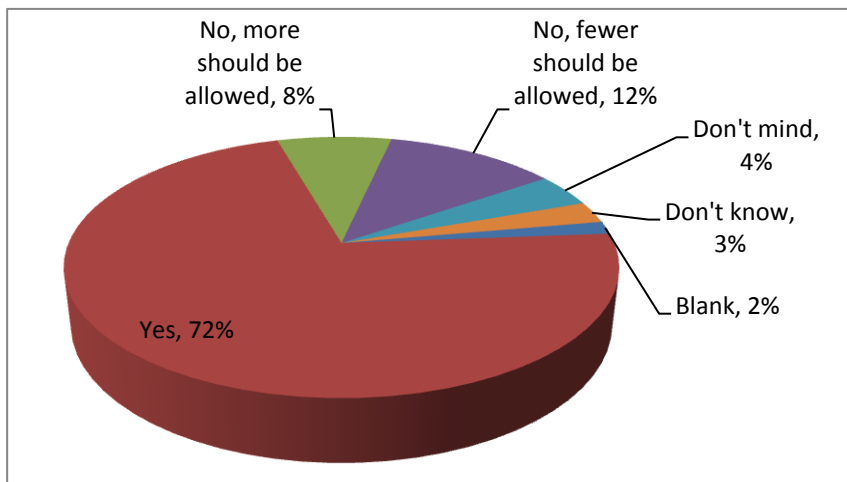
General Residents Views

8.10 Questionnaires Q1 to Q4 incorporated some generic questions about CPZs within Watford. In total there were 1,457 responses, representing a 16.7% response rate. A summary of the responses is provided below.

Residents' Parking Permits

8.11 Respondents were asked whether they agree with the number of residents' permits allowed per household (currently two). Figure 8.1 presents a summary of the responses.

Figure 8.1 All Residents Responses – Agreement with current residents’ parking permit limit (Sample [S] = 1,457)



8.12 The majority of resident respondents consider the current number of resident permits to be acceptable.

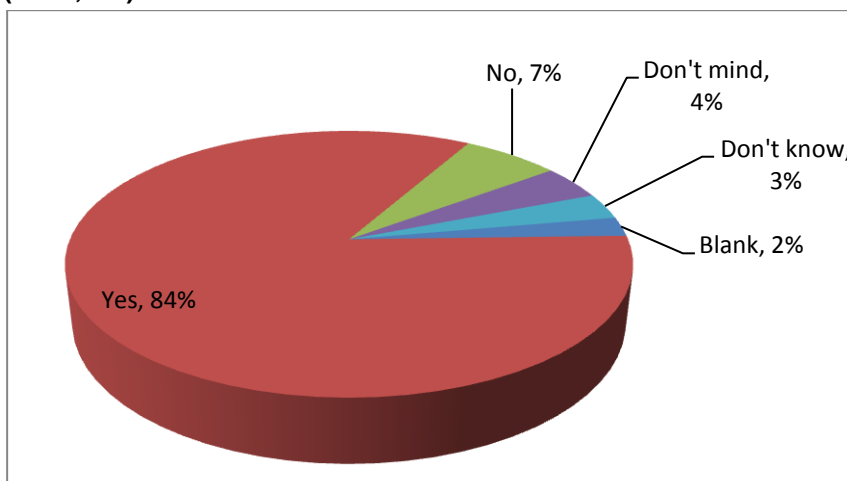
8.13 Zone C has a higher proportion of residents who would prefer to have more residents permit allowed.

8.14 Zones G, J, K, L, S and T have a higher proportion of residents who would prefer to have fewer residents permit allowed.

Vehicle Lengths Permitted

8.15 Respondents were asked if they support the restriction that doesn't allow residents with vehicles over 5.25 metres in length to buy permits for these vehicles. Figure 8.2 presents a summary of the responses.

Figure 8.2 All Residents’ Responses – Agreement with restriction on vehicles over 5.25 metres (S = 1,457)



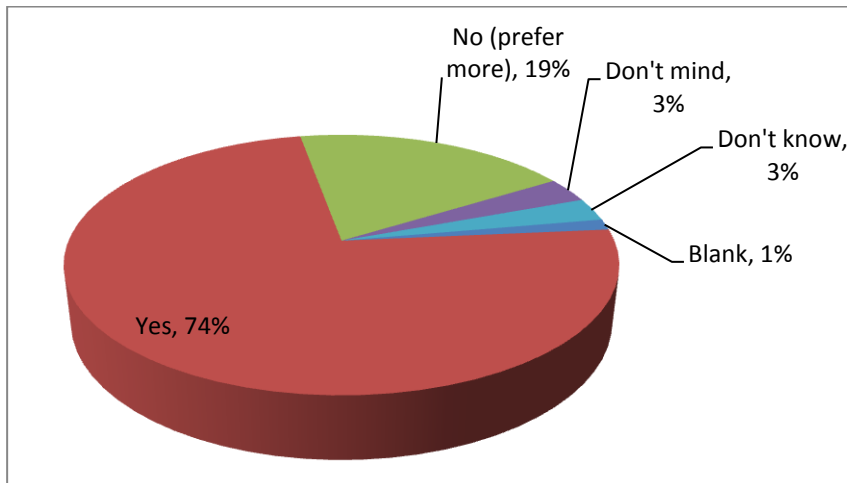
8.16 The majority of resident respondents consider the current vehicle restrictions to be acceptable.

8.17 Zones C, and S have a higher proportion of residents who don't support the restrictions.

Number of Visitor Permits

8.18 Respondents were asked whether they agree with the number of visitor permits permitted per household per annum (currently 400). Figure 8.3 presents a summary of the responses.

Figure 8.3 All Residents' Responses – Agreement with current visitor parking permit limit (S = 1,457)



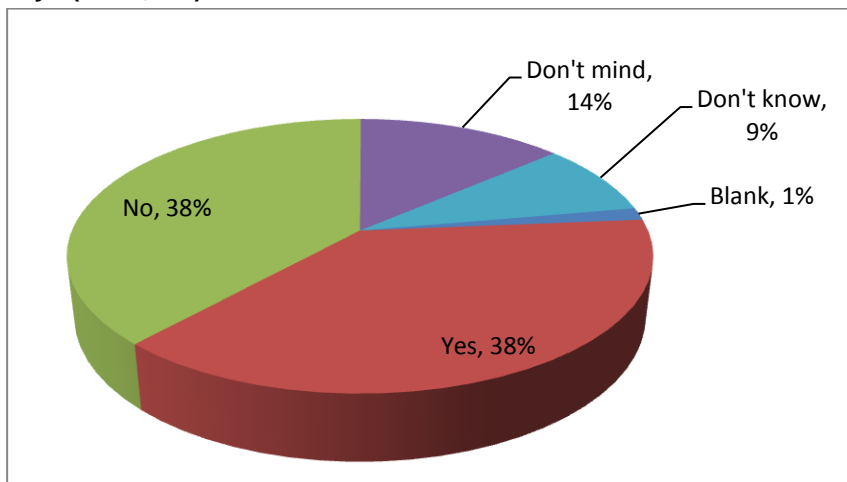
8.19 The majority of resident respondents consider the current number of visitor permits to be acceptable, although 18% would prefer more.

8.20 Zones C, F, and S have a higher proportion of residents with a preference for more visitor permits.

Shared Use Pay & Display bays

8.21 Respondents were asked whether there should be more 'shared use' pay and display areas in residential roads around shops. Figure 8.4 presents a summary of the responses.

Figure 8.4 All Residents' Responses – Support for additional 'shared use' pay and display bays (S = 1,457)



8.22 Around 38% of resident respondents would prefer there to be more shared use pay and display bays in residential streets, but similarly 38% would be against any additional bays of this type.

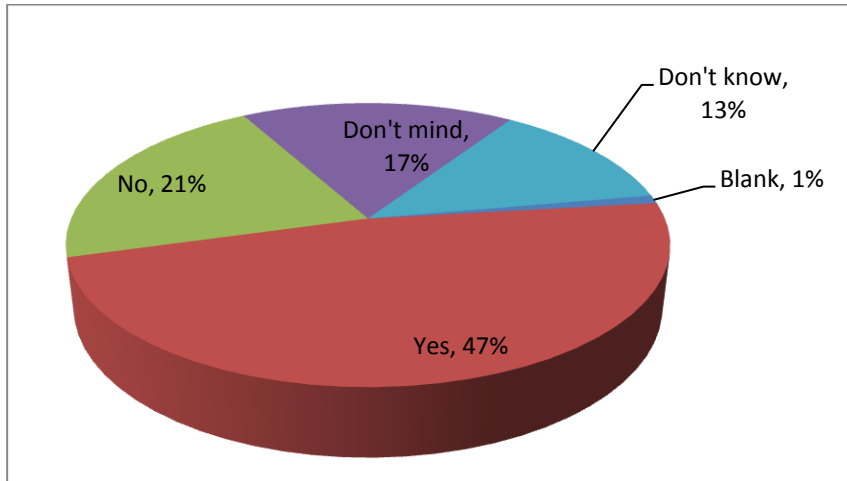
8.23 Zones E and G have a higher proportion of residents who would prefer additional shared use bays.

8.24 Zones D, J and M/N have a higher proportion of residents who are against additional shared use bays.

School Enforcement

8.25 Respondents were asked whether they consider there should be more enforcement around school areas at the start and end of the day. Figure 8.5 presents a summary of the responses.

Figure 8.5 All Residents' Responses – Support for more enforcement around schools (S = 1,457)



8.26 Just under half of all resident respondents support the concept of additional enforcement around schools, with only 21% against the concepts.

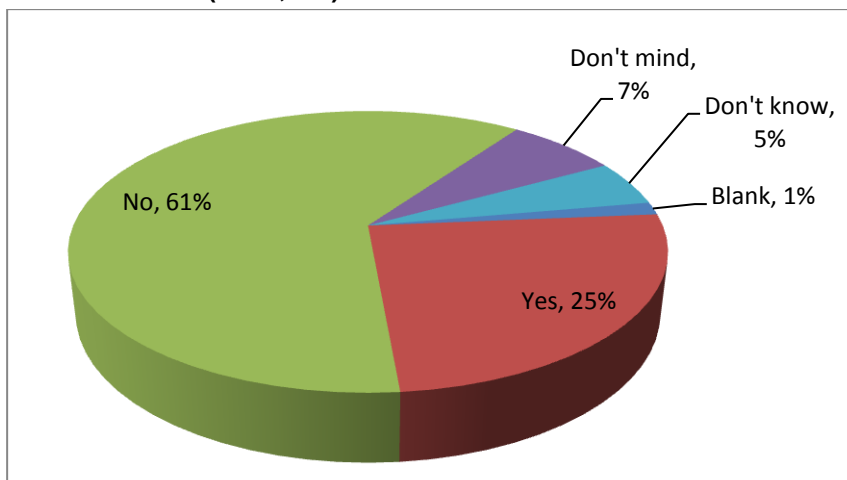
8.27 Zones E, F, K, M/N and S have a higher proportion of residents who would prefer additional enforcement around schools

8.28 Zones G has a higher proportion of residents who would do not consider it necessary to have additional enforcement around schools.

Emissions-based Permit Charges

8.29 Respondents were asked whether they support charging more for parking permits for those vehicles that are more harmful to the environment, in terms of the levels of CO₂ they emit. Figure 8.6 presents a summary of the responses.

Figure 8.6 All Residents' Responses – Support for variable permit prices based upon CO₂ emission levels (S = 1,457)

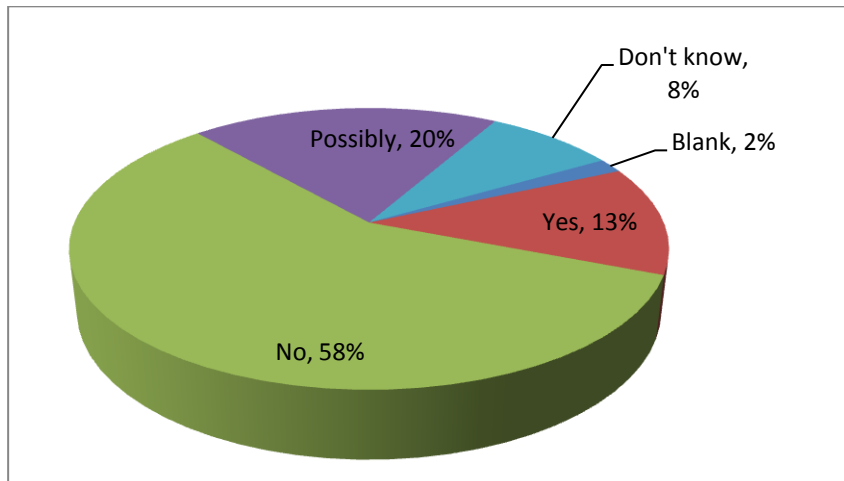


8.30 The majority of resident respondents do not support the concept of varying permit prices based upon vehicle emissions. Around 25% do support the concept.

Car Clubs

8.31 Respondents were described a potential car share or car pool scheme that the Council is considering introducing. Respondents were then asked whether they would consider participating in such a scheme. Figure 8.7 presents a summary of the responses.

Figure 8.7 All Residents' Responses – Potential participation in a car share or car pool scheme (S = 1,457)



8.32 The majority of resident respondents considered it unlikely that they would utilise a car share or car pool scheme if it were introduced.

8.33 Around 13% stated that they would be likely to use this type of scheme, with a further 20% suggesting that it there is a possibility that they might use it. If these responses are extrapolated across the wider Watford population then this would indicate that there is a potentially large target market to warrant investigating the introduction car club scheme.

General Business Views (Q5)

8.34 Questionnaires Q5 focused specifically on some of the parking issues that impact upon businesses. A summary of the responses for the whole sample is provided below.

- Around 49% of businesses consider one permit per business to be sufficient; however, 46% of respondents did not agree believing more permits should be allowed
- The responses from businesses indicated, on average, a preference for 1.6 permits per business
- The majority of businesses respondents agreed with the vehicles length restrictions
- The majority of businesses respondents agreed there should be more 'shared use' pay and display bays
- Around a third of business respondents felt that customer parking should be up to 1 hour, with a further 29% indicating it should be up to 2 hours
- Around half of business respondents would be unlikely to join a car club scheme, although 31% didn't know at this stage.
- Over half of business respondents stated that parking congestion did cause access issues to their premises, with 40% indicating that it does not.

9 Recommendations

9.1 On the basis of the key findings from the consultation exercise, the following recommendations are put forward for consideration:

1. Consider the introduction of the 'full' Monday to Saturday residents' parking restrictions in Zone M/L, that currently only has Match Day restrictions.
2. Maintain unrestricted parking in Kelmscott Crescent, Kelmscott Close and King Georges Avenue.
3. Consider revising the standard daily operating hours of the Monday to Saturday restrictions to become 8.30am to 6pm (rather than the current hours of 8am to 6.30pm).
4. Propose extended operating hours in Zone E to include the early evening period (up to 10pm) and Sundays.
5. Maintain unrestricted parking on Sundays across all zones, with the exception of Match Day restrictions and Zone E.
6. Review the continued operation of restrictions on Bank Holidays, albeit recognising that residents are marginally in favour of retaining these restrictions.
7. Undertake a review of the zone boundaries for Zones E, G, L and T to determine if any improvements can be made to benefit residents.
8. Maintain the current level of residents permits per household
9. Consider the impacts of increasing the number of permits allowed per business.
10. Maintain the current restrictions of vehicle length and height in relation to eligibility for permits
11. Maintain the current level of annual visitor permit per household, with the possible exception of Zone E if the zone operating hours are extended.
12. Assess the opportunities to increase short-stay (1 hour max) 'shared-use' pay & display bays around shops and service sector premises, without notable detrimental impact upon the availability of residents' parking bays.
13. Consider the implications for increasing enforcement of parking controls around schools at the start and end of the school day, including enforcement costs.
14. Investigate opportunities to reduce parking congestion impacting upon businesses being able to access their premises.
15. Investigate the opportunities to introduce a commercially sustainable car club-type scheme based upon the expressed levels of interest indicated (between 13% and 33% of sample residents respondents, between 13% and 44% of sample business population)

Appendix A

Consultation Questionnaire Forms

Job No	Report No	Issue no	Report Name	Page
ST13296	1	1	Watford High Level Parking review	A1

