Notes on the questionnaire:

Key principles of the Parking and Access Strategy

Closes 6 Feb 2020

https://winchester.citizenspace.com/major-projects/parking-strategy-2020/consultation/subpage.2019-12-04.6892464692/

Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality? *An excellent question, unfortunately not followed up with any proposals on a scale that will do this.*

Strongly agree ✔	Agree	Neither agree nor disagree	Disagree	Strongly disagree

Do you agree or disagree with the principle of adopting a district-wide approach to ensure consistency and clarity on parking availability, charging, and future investment? *Very difficult to object, but without examples not possible to see what will result from this principle.*

Strongly agree ✔	Agree	Neither agree nor disagree	Disagree	Strongly disagree

Objectives of the Parking and Access Strategy

Central Zone Car Parks:

The Brooks, Middle Book Street, Colebrook Street, Guildhall Yard, Friarsgate, Jewry Street, Cossack Lane, Upper Brook Street, St Peters, Tower Street and Gladstone Street

Inner Zone Car Parks:

Chesil, Durngate, The Cattle Market, Worthy Lane, Coach Park, River Park Leisure Centre

Outer Zone Car Parks – Park and Ride:

Barfield and St Catherine's
South Winchester
Pitt

Do you agree or disagree with the objective of managing parking demand through charging by zone to ensure an efficient parking service and better traffic management? *A confused question, more about a method than about an objective. We can guess that it is really only about having a zonal pricing system. A bit emptily bureaucratic, but hard to object.*

Strongly agree	Agree ✔	Neither agree nor disagree	Disagree	Strongly disagree

Do you agree or disagree with the objective of encouraging the use of outer ring car parks through pricing; and through better promotion and provision of information? *'Encouraging the use of outer ring car parks through pricing' is probably an obscure way of saying 'charge less for outer car parks to attract greater use'. The corollary of 'charging more for inner car parks to discourage use' is not mentioned, but both are worth strong support.*

Strongly agree ✔	Agree	Neither agree nor disagree	Disagree	Strongly disagree

Do you agree or disagree with the objective of maintaining investment in parking and traffic management in order to support an efficient, effective and modern service for our customers. *It is really difficult to guess why this question has been asked. It appears to be lobbying for keeping the current parking budget. If you feel that there should be a modal shift away from car access to Winchester and a shrinking of the parking service some sort of disagreement would be appropriate. If the council is short of money, surely parking should not be a priority.*

Strongly agree	Agree	Neither agree nor disagree	Disagree ✔	Strongly disagree

New parking plans

Do you agree or disagree with the development of parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham and based on the principles of tackling the climate emergency and delivering better air quality. *This seems a very good*

development, long overdue. It will be interesting to see what plans emerge: let's hope they are climate positive.

Strongly agree ✔	Agree	Neither agree nor disagree	Disagree	Strongly disagree

Areas for investment

Do you agree or disagree that the strategy has identified the right areas for investment as listed below?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	*Notes*
By providing additional Park & Ride car parks and supporting bus services			✔			*There is a worry that data overstates use of P&R and the cost of new P&R could be used on cycling and walking if the need is not there Our own calculations suggest that well-managed there will be sufficient capacity for cars in Chesil and P&R if central car parks were closed. Better cycling and walking and buses would reduce demand anyway*
By helping to support some key bus services	✔					*Setting up a low carbon access fund using car park profits is a strong new theme that deserves loud support*
By enhancing existing car parks by providing cycle parking facilities	✔					*This is unclear: it's probably not about Park & Cycle facilities to keep a bike overnight at a P&R. More about adding Sheffield stands to central car parks – a good thing and it would reinforce better cycle access routes.*
By providing electric vehicle charging points			✔			*A council report showed there would be low demand for recharging in car parks because journeys to Winchester car parks are well within charging range. Some central car parks could be used for residents' parking and this would be a good way of clearing*

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	*Notes*
						inner streets to make way for better cycle access. If so, charging points would be a good way of electrifying the central residents' fleet.
By providing additional car parking in some areas					✔	*This will not help the District's carbon emissions, was not in the report,and is not at all clear and will give officers a carte blanche..*
By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles			✔			*If it makes administrative sense it should happen anyway. It seems a pity that space is being used to consult us on administrative issues. Perhaps, though, it is really a question about whether we want differential charges for different types of vehicle. Better to let dirty vehicles pay more rather than cleaner vehicles pay less.*

Any Other Comments

Please provide any further comments on the Parking and Access Strategy?

Many of the questions are obtuse and do not stray far from the world of the parking systems administrator. This is a shame for two reasons:

- *It is difficult for the service user to understand what they mean or why they are being asked*
- *There are many other important questions that have not been asked.*

In answering this questionnaire, you could consider giving examples of more important questions. A few quick examples to spark ideas:

- *To build up the city access fund for better walking and cycling infrastructure and lowering bus fares, do you think it would be appropriate overall to double, treble* ✔ *or quadruple parking charges?*

How far do you agree or disagree with a proposal to

- *reduce the incidence of asthma, heart disease, cancer, dementia etc. in central Winchester, amongst those who live visit and work there, by reducing the volume of traffic?* ***Strongly Agree***

- *reduce the level of traffic by restricting parking in central Winchester to blue badge holders and residents?* **Strongly Agree**
- *reduce the level of traffic and fund alternative access facilities by charging a workplace parking levy in central Winchester?* **Strongly Agree**
- *free up central streets in Winchester for pedestrians and cyclists by transferring residential parking from the streets to repurposed central car parks?* **Strongly Agree**
- *consolidate parking zones in Winchester into four inner ones and four outer ones, to enable the council to declare many inner streets 'parking free'* **Strongly Agree**
- *reduce CO_2 emissions in the district and reduce the need for parking facilities by developing a network of high quality electric bus links between all towns and main settlements in the district, by developing better local rail services, and by establishing a district safe cycle network* **Strongly Agree**
- *charge for residents' parking by length of car* **Strongly Agree**
- *replace all single yellow lines with double yellow lines* **Strongly Agree**

About your response

Finally, a couple of questions to help us with the analysis of the survey. These questions are voluntary and if you prefer to skip them just click the next button below to proceed to the submission page.

If you are responding on behalf of an organisation you will be asked for further information about the organisation.

Can you tell us if you are answering as an individual or as a representative of an organisation?

(•) Individual ( ) Organisation ( )

I would prefer not to answer these questions and proceed to the end of the consultation

If you are a resident, it would be helpful for our analysis if you could tell us your postcode

Postcode

[ ]

Do you currently drive a car into Winchester and park in the city?

Yes No Prefer not to say

This seems to imply that replies from people who answer 'yes' will be taken more seriously than from those who answer 'no'. Worth always answering 'yes', just in case. Organisations, and people who drive into other towns in the district, but not Winchester, seem to have been forgotten.