

Report on HLE Parking Consultation - June 2015

Conclusions

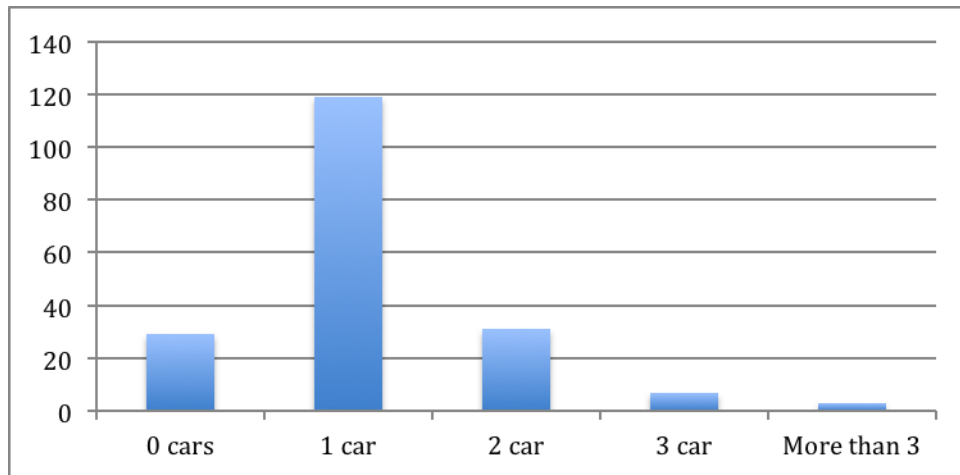
The survey does not give the committee a mandate to change the current system (or specifically to introduce a more formal system of parking management).

The survey should very probably be repeated shortly after the refurbishment/reoccupation of the flats is completed.

Respondents' profile

218 questionnaires were returned (compared to 130 in 2009), of whom 64% came from houses, 36% from flats.

87% of respondents had 2 or fewer cars, including 6% who had no vehicles. Of those with cars, 63% parked one car on the estate roads, 16% two cars, 6% 3+; 15% parked off-road, essentially in driveways.



Is parking a problem – and will it become so?

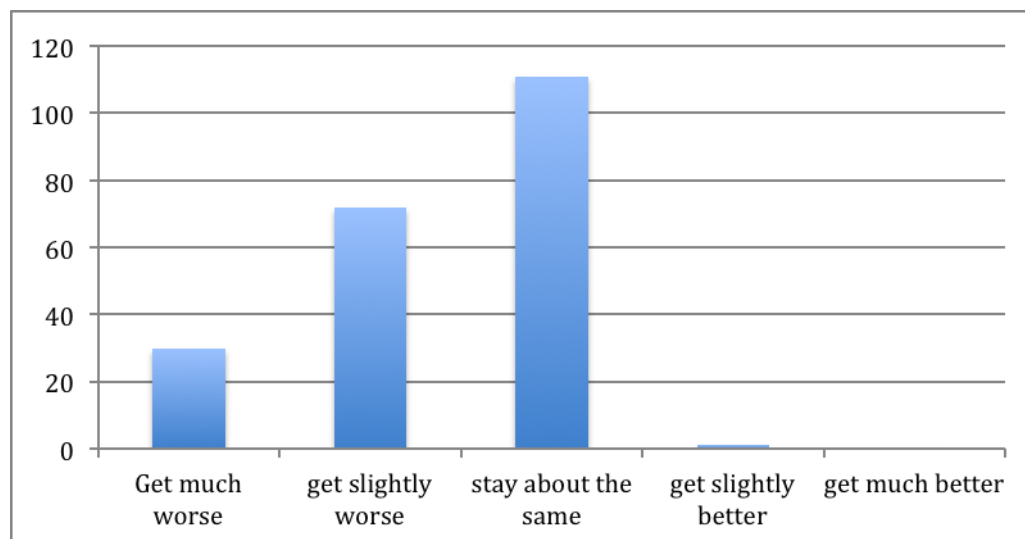
Only a quarter think there is currently a parking problem (abuse of the system often being cited as the reason). Those parking two or more cars on estate roads are less likely to think there is a problem than the average. In 2009 a higher percentage thought there was a problem:-

	All	Parking 2+ cars	in 2009
Agree parking is a problem	27%	13%	42%
Neither/nor	27%	27%	24%
Disagree	46%	60%	34%
	100%	100%	100%

The view of those living on the avenues is comparable to the sample as a whole. However parking is clearly an issue at the bottom of the estate (Bromwich Avenue and the bottom of Hillway) where 53% think parking is a problem (10 out of 19 replies).

Those who answered are divided as to whether the problem will get worse or stay about the same; if anything they are marginally more optimistic than in 2009:-

	All	in 2009
Worse	48%	55%
Same	52%	42%
Better	0%	3%
	100%	100%



What to do about it?

There is disagreement as to whether the Estate's parking rules need modifying (none of these differences is statistically significant). A higher percentage felt the rules needed modifying in 2009:-

	All	in 2009
Agree	33%	42%
Neither/nor	32%	20%
Disagree	35%	38%
	100%	100%

Slightly over half agree there should be a limit to the number of cars that can be parked on the roads (29% in 2009). Not surprisingly, the more cars people park on the Estate roads the less likely they are to support the idea and, if they do support it, the higher they think the limit should be – in other words, a limit is OK as long as the cars I park are OK!:-:-

Cars parked on roads:

	All	One	Two	Three+
Should be a limit	54%	60%	42%	20%* .

Limit should be (% of total):

One	8	11	0	0
Two	30	37	20	0
Three	11	11	14	7*
Four	4	1	8	13*

Limit should be (% of those supporting idea):

One	15	18	0	0
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Two	56	61	48	0
Three	21	19	33	67**
Four	7	2	19	33**

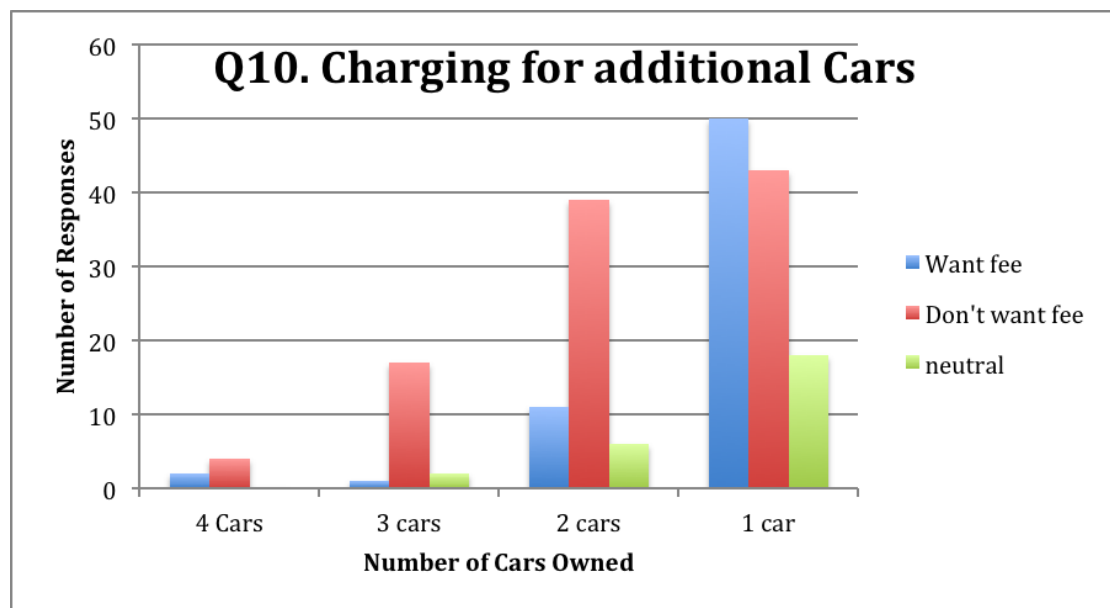
* sample size 10 ** sample size 3

There is widespread opposition to charging a fee for every car parked on the Estate

All	
Agree	14%
Neither/nor	12%
Disagree	74%
<i>(Strongly disagree</i>	53%)

Most of those parking two or more cars are also opposed to charging for a 2nd+ car, but opinions among those with one car or none are more evenly divided:-

	All	Parking 2+ cars	Parking 0 or 1 cars
Agree	35%	17%	46%
Neither/nor	14%	10%	17%
Disagree	51%	73%	37%
	100%	100%	100%



Visitor parking

Only 28% think the current visitor parking system of informal notes is not working (predominantly, verbatim comments suggest, because of either abuse of the system or problems with MET); and only one third consider that a more formal system such as scratch cards would be a good idea. These latter are evenly divided as to whether the number of scratch cards should be limited or not.

There is overwhelming resistance to paying for scratch cards.

'Personal parking problems'

Most frequently cited 'problems' were MET, house refurbishment obstructions, delivery vans, not being able to park near home (and conversely people parking who live in other roads), abuse of the visitor system, the 24/7 enforcement and parking on cross-overs.