

Draft Summary – Parking and Access Strategy Consultation

Overview

The public consultation period ran for seven weeks between 24 December 2019 and 6 February 2020. Views were sought from members of the public and stakeholders on the draft Parking and Access Strategy which proposes a range of changes to the parking management in Winchester city centre and the market towns.

The consultation asked for feedback on the principles, objectives and areas of investment in order to develop the strategy.

Methods of Responding

Respondents were invited to provide feedback by completing the online questionnaire, which was available via the Winchester City Council (WCC) website: www.winchester.gov.uk. Written responses were also accepted via WCC postal address or email: winchestermovementstrategy@winchester.gov.uk.

Promotion / Publicity of Consultation

The primary method for capturing views was via the WCC website where respondents could complete an online questionnaire.

Stakeholders were notified in advance of the public consultation. Stakeholders included business, community and environmental groups. A list of all stakeholders contacted is included in Appendix A.

The consultation was promoted by WCC on both Twitter and Facebook and via a press release.

Responses

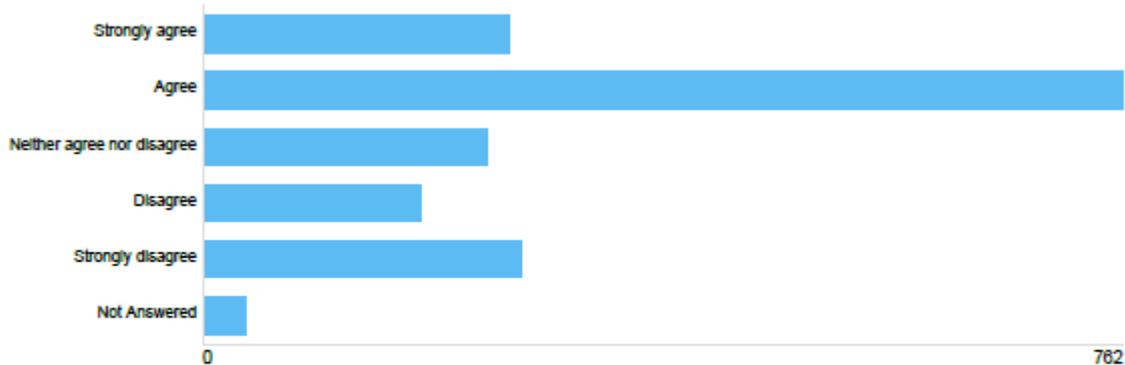
A total of 1,725 people responded to the online questionnaire. While two provided postal responses and six responded by email.

Principles

With regards to developing parking management strategies 56% of respondents stated that they agreed or strongly agreed to developing parking management strategies to help tackle the climate emergency and improve air quality while 26% did not. The remaining responses were neither agree or disagree or did not answer.

Question : Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality?

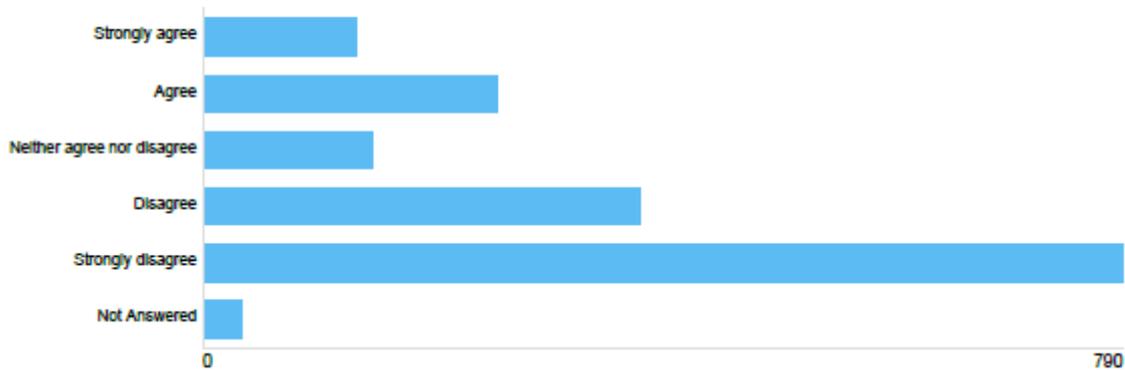
Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality?



However, when it came to considering the principle of adopting a district-wide approach on parking availability, charging and future investment only 22% agreed or strongly agreed, with 67% disagreeing / strongly disagreeing. This is supported through the comments received within the further comments section of the questionnaire and discussed later in the report.

Question : 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?

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?



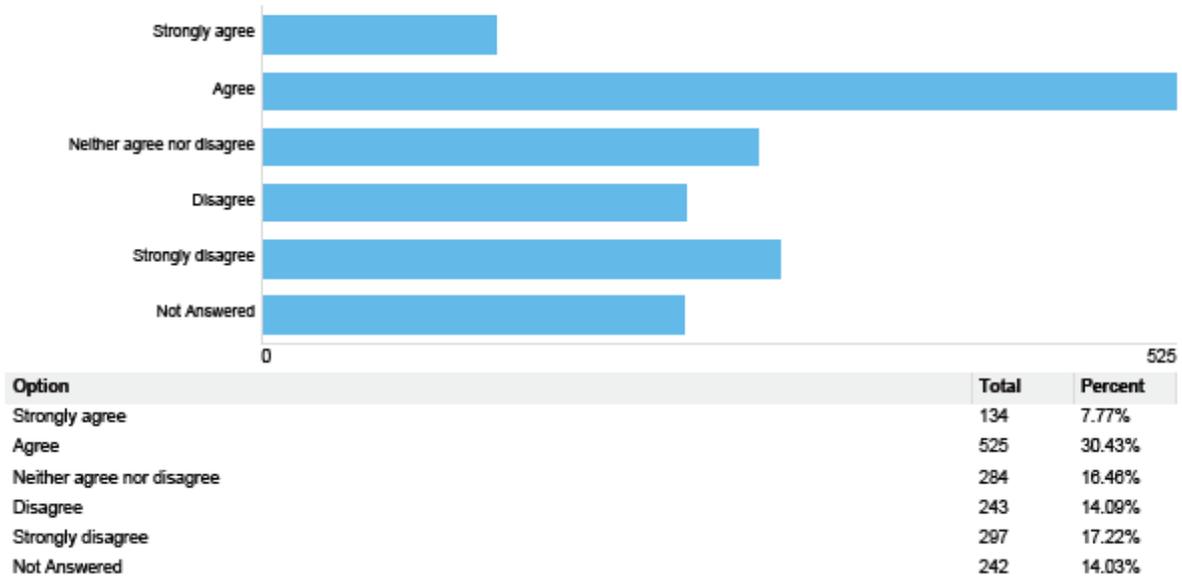
| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 131 | 7.50% |
| Agree | 253 | 14.87% |
| Neither agree nor disagree | 144 | 8.35% |
| Disagree | 374 | 21.68% |
| Strongly disagree | 790 | 45.80% |
| Not Answered | 33 | 1.91% |

Objectives

With regards to managing parking demand through charging by zone to ensure an efficient parking service and better traffic management 38% agreed or strongly agreed with this objective while 31% disagreed/ strongly disagreed.

Question : 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?

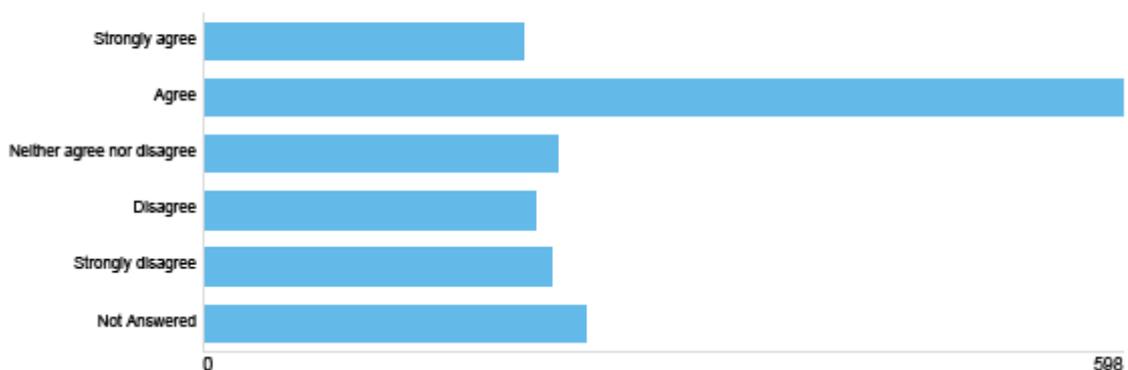
Do you agree or disagree with the objective of managing parking demand through charging by zone to ensure an efficient parking service and better traffic management?



However, with regards to the objective of encouraging the use of outer ring car parks through pricing and through better promotion and provision of information 47% stated they agreed / strongly agreed with this while 26% disagreed / strongly disagreed.

Question : 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?

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?

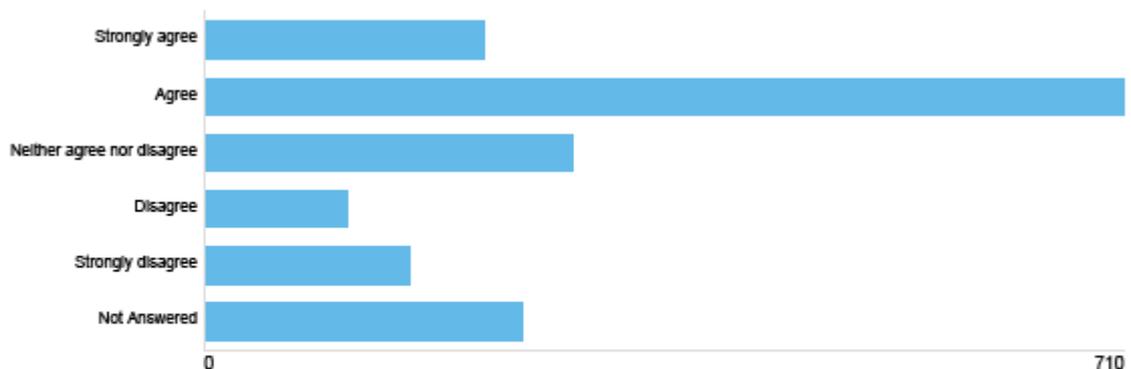


| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 208 | 12.06% |
| Agree | 588 | 34.67% |
| Neither agree nor disagree | 230 | 13.33% |
| Disagree | 215 | 12.46% |
| Strongly disagree | 228 | 13.10% |
| Not Answered | 248 | 14.38% |

With regards to maintaining investment in parking and traffic management 53% of respondents stated they agreed / strongly agreed that the investment was needed to support and efficient, effective and modern service, while 16% disagreed/ strongly disagreed.

Question : 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?

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?

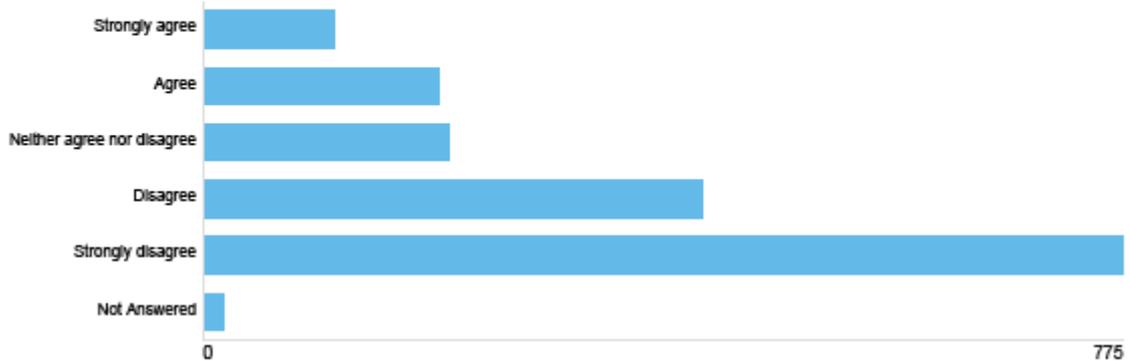


| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 215 | 12.46% |
| Agree | 710 | 41.16% |
| Neither agree nor disagree | 284 | 16.46% |
| Disagree | 111 | 6.43% |
| Strongly disagree | 159 | 9.22% |
| Not Answered | 246 | 14.26% |

When asked about parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham 69% of respondents disagreed / strongly disagreed with their development while only 18% agreed / strongly agreed.

Question : 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?

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?



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 109 | 6.32% |
| Agree | 188 | 11.48% |
| Neither agree nor disagree | 206 | 11.94% |
| Disagree | 420 | 24.35% |
| Strongly disagree | 775 | 44.93% |
| Not Answered | 17 | 0.99% |

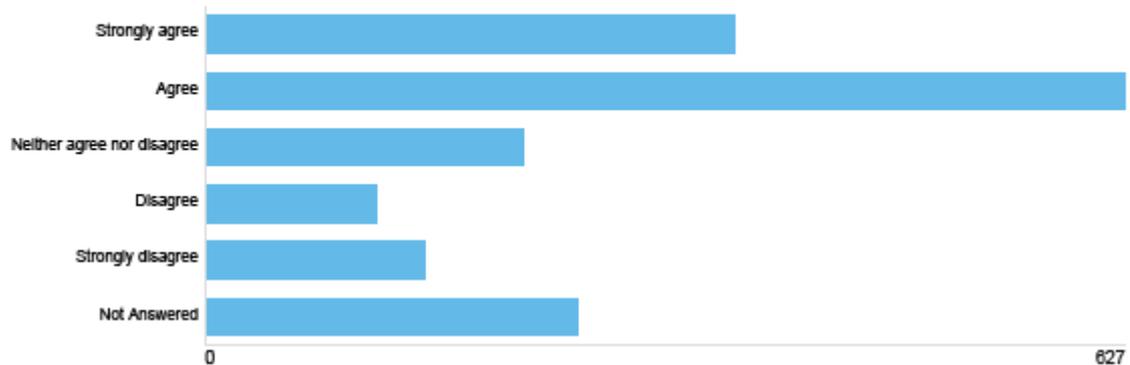
Investment

The questionnaire asked if the strategy had identified the right areas for future investment.

With regards to Park and Ride car parks and buses 57% agreed / strongly agreed while only 15% disagreed / strongly disagreed.

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

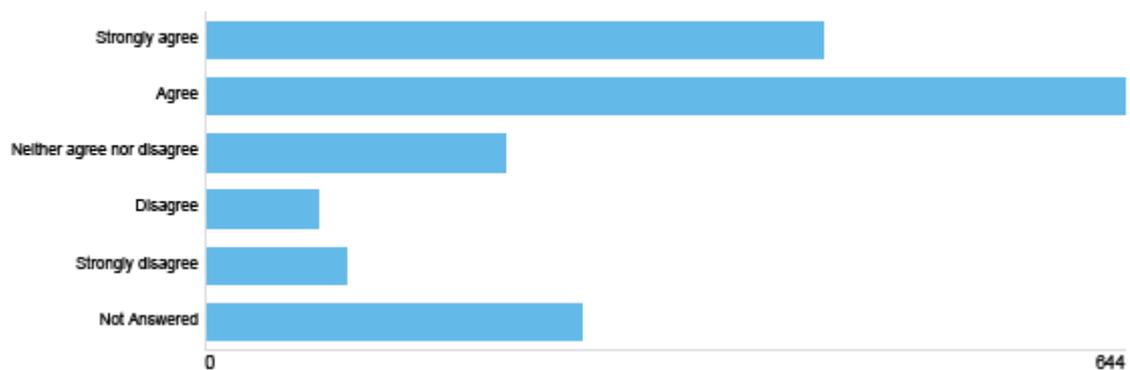
Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By providing additional Park & Ride car parks and supporting bus services



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 361 | 20.93% |
| Agree | 627 | 36.35% |
| Neither agree nor disagree | 217 | 12.58% |
| Disagree | 117 | 6.78% |
| Strongly disagree | 149 | 8.64% |
| Not Answered | 254 | 14.72% |

With regards to helping to support some key bus services 62% of respondents agreed / strongly agreed while only 10% disagreed / strongly disagreed. This is supported by responses received in the further comments section of the questionnaire.

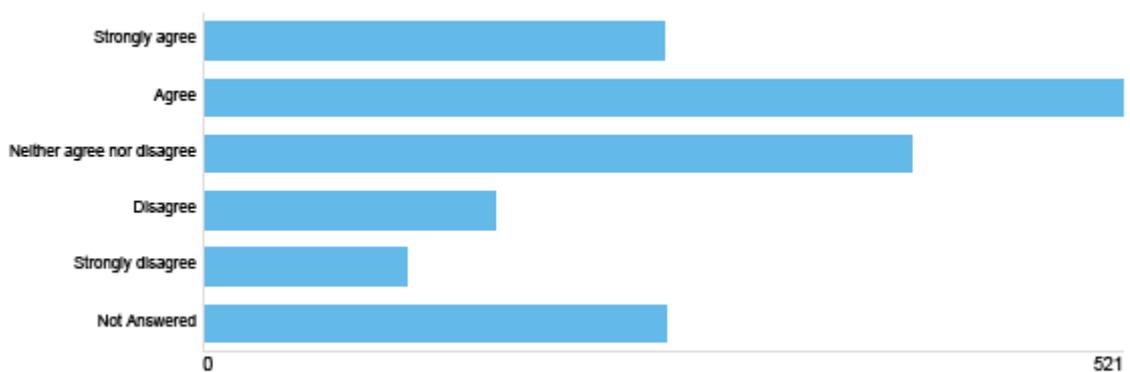
Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By helping to support some key bus services



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 431 | 24.99% |
| Agree | 644 | 37.33% |
| Neither agree nor disagree | 210 | 12.17% |
| Disagree | 78 | 4.52% |
| Strongly disagree | 99 | 5.74% |
| Not Answered | 263 | 15.25% |

When asked to feedback on providing cycle facilities at car parks 45% agreed / disagreed while only 16% disagreed / strongly disagreed.

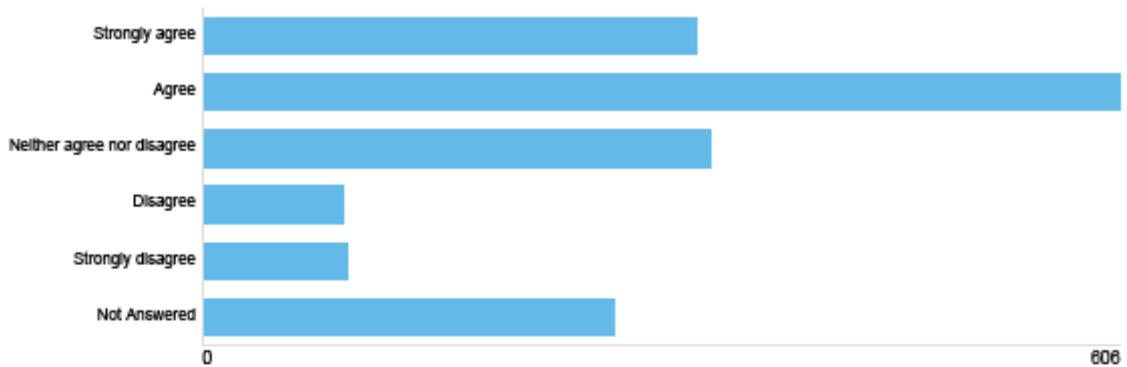
Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By enhancing existing car parks by providing cycle parking facilities



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 261 | 15.13% |
| Agree | 521 | 30.20% |
| Neither agree nor disagree | 401 | 23.25% |
| Disagree | 165 | 9.57% |
| Strongly disagree | 115 | 6.87% |
| Not Answered | 262 | 15.19% |

With regards to providing electric vehicle charging points 54% agreed / strongly agreed with their investment while only 11% disagreed / strongly disagreed.

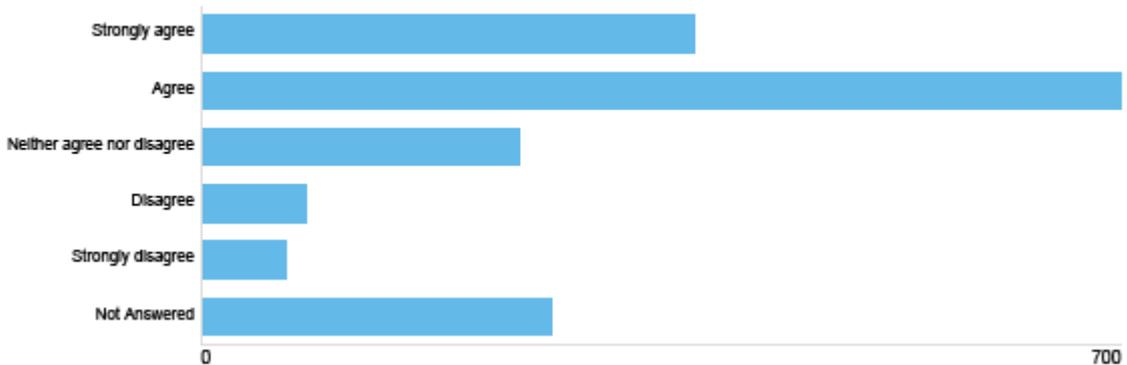
Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By providing electric vehicle charging points



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 326 | 18.90% |
| Agree | 606 | 35.13% |
| Neither agree nor disagree | 335 | 19.42% |
| Disagree | 92 | 5.33% |
| Strongly disagree | 95 | 5.51% |
| Not Answered | 271 | 15.71% |

When asked about providing additional car parking in some areas 62% of respondents agreed / strongly agreed this was an area for investment while only 8% disagreed / strongly disagreed.

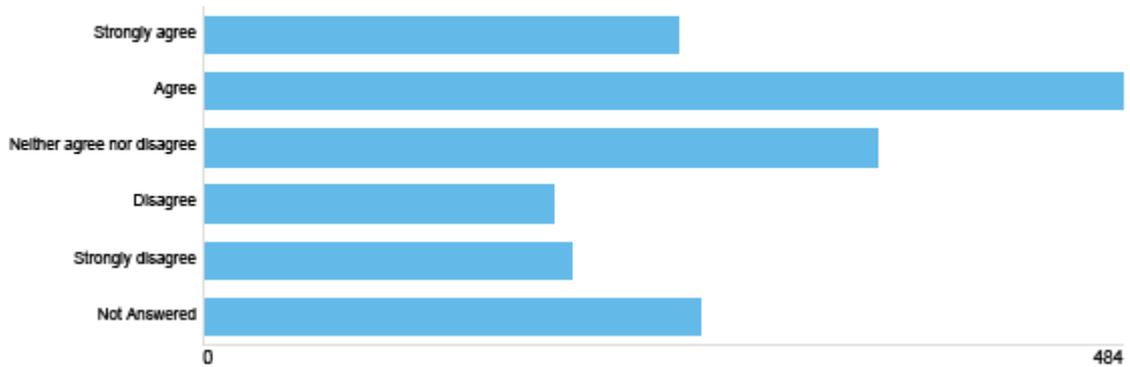
Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By providing additional car parking in some areas



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 374 | 21.68% |
| Agree | 700 | 40.58% |
| Neither agree nor disagree | 242 | 14.03% |
| Disagree | 79 | 4.56% |
| Strongly disagree | 64 | 3.71% |
| Not Answered | 266 | 15.42% |

Finally, when asked if enhancing car parking payment systems to make payment easier and allow for incentivised charging for electric and hybrid vehicles was the right area for investment 42% agreed / strongly agreed while 22% disagreed / strongly disagreed.

Do you agree or disagree that the strategy has identified the right areas for investment as listed below? - By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles



| Option | Total | Percent |
|----------------------------|-------|---------|
| Strongly agree | 249 | 14.43% |
| Agree | 484 | 28.06% |
| Neither agree nor disagree | 354 | 20.52% |
| Disagree | 184 | 10.67% |
| Strongly disagree | 193 | 11.19% |
| Not Answered | 261 | 15.13% |

Table 1 shows a summary of all the Strategy questions and results for the district.

Table 1 – Summary of Strategy Questions and District Wide Results

| | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Not answered |
|---|----------------|-------|---------------------------|----------|-------------------|--------------|
| | % | % | % | % | % | % |
| Principles | | | | | | |
| Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality? | 14.67 | 44.17 | 13.57 | 10.38 | 15.19 | 2.03 |
| 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? | 7.59 | 14.67 | 8.35 | 21.68 | 45.80 | 1.91 |
| Objectives | | | | | | |
| 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? | 7.77 | 30.43 | 16.46 | 14.09 | 17.22 | 14.03 |
| 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? | 12.06 | 34.67 | 13.33 | 12.46 | 13.10 | 14.38 |
| Do you agree or disagree with the objective of maintain investment in parking and traffic management in order to support an efficient, effective and modern service for our customers? | 12.46 | 41.16 | 16.46 | 6.43 | 9.22 | 14.26 |
| Do you agree or disagree with the development of parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham based on the principles of tackling climate emergency and delivering better air quality? | 6.32 | 11.48 | 11.94 | 24.35 | 44.93 | 0.99 |
| Investment | | | | | | |
| Do you agree or disagree that the strategy has identified the right areas for investment as listed below? | | | | | | |
| By providing additional Park and Ride car parks and supporting bus services | 20.93 | 36.35 | 12.58 | 6.78 | 8.64 | 14.72 |
| By helping to support some key bus services | 24.99 | 37.33 | 12.17 | 4.52 | 5.74 | 15.25 |
| By enhancing existing car parks by providing cycle parking facilities | 15.13 | 30.20 | 23.25 | 9.57 | 6.67 | 15.19 |
| By providing electric vehicle charging points | 18.90 | 35.13 | 19.42 | 5.33 | 5.51 | 15.71 |
| By providing additional car parking in some areas | 21.68 | 40.58 | 14.03 | 4.58 | 3.71 | 15.42 |
| By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles | 14.43 | 28.06 | 20.52 | 10.67 | 11.19 | 15.13 |

Summary of Open Question – Further Comments

A total of 1,297 comments were provided as part of the questionnaire. Respondents of the questionnaire were asked to provide comments on the strategy. The comments have been categorised into themes.

The most frequent occurring comments referred to the need for better bus services, more frequent and cheaper fares. The need for a Park and Ride car park to the north of the city centre was also highlighted. Parking for the market towns was highlighted with its importance for the local high streets.

Table 2 presents the main themes highlighted within the questionnaire with a summary of those themes provided beneath.

Table 2 - Main Themes

| Main themes from comments on the strategy | Responses |
|--|-----------|
| Better bus services needed | 25 |
| Need for Park and Ride car park to the north | 13 |
| Impact on the Market Towns | 1,200 |
| Impact on the city centre economy | 14 |
| Traffic into the city centre | 8 |

Better Bus Services

Themed responses regarding the need for better bus services can be summarised as;

- More frequent services are needed
- Lack of services from surrounding villages
- Cheaper fares needed, especially for families
- It should be cheaper to travel by bus than park in the city centre
- Reliability of buses is critical
- There are no late night buses in certain areas

Need for a Park and Ride car park to the north of Winchester

Themed responses regarding the need for a Park and Ride car park and bus service to the north of Winchester can be summarised as;

- No park and ride for those living north of the city
- No Park and Ride to the north means driving twice as far than driving into the city centre
- There are few bus services to the north of Winchester – a Park and Ride service would fill this gap

- Park and Ride to serve car drivers from Littleton, Stockbridge, Newbury, Kings Worthy

Impact on Market Towns

As shown in Table 2, an extremely high number of comments highlighted concerns of changing arrangements in the market towns, in particular Bishop's Waltham, with nearly all stating that a district-wide approach to parking management should not be implemented and that the market towns and villages should be treated individually.

Themed responses regarding market town parking can be summarised as;

- Alresford
Nearby businesses with their own free parking will benefit if parking charges introduced to the centre
Parking charges will put off shoppers
Focus on Winchester and leave the villages alone
More traffic wardens needed
- Bishop's Waltham
Keep half hour and one hour free parking
Free parking is used for the doctor's surgery
The local shops are a lifeline and free parking is vital
- Wickham
Increase free parking time to 60 minutes as in Bishop's Waltham
Public transport is very limited making travel to Winchester by car the only option
Taking away free parking will be detrimental to the local businesses
- Whiteley
Need for a Park and Ride scheme
Whiteley's parking requirements are very different from Winchester
Too much development in the area

Impact on the City Centre Economy

Themed responses regarding the impact on the city centre can be summarised as;

- It's an anti business move
- Sunday charges will discourage people to the farmers market
- Evening charges will discourage attendance at the local theatres
- Increasing charges will encourage more people to shop online
- Lack of parking already puts people off visiting Winchester
- The free 30 minutes parking should remain
- Tiered location pricing is supported

Traffic into the city centre

Themed responses regarding air quality in the city centre can be summarised as;

- Ban petrol and diesel cars to improve air quality in the city centre
- Ban all vehicles into the city centre
- Pavements are too narrow

Other lower ranked themes include protection of blue badge parking, electric vehicles aren't affordable for all at the moment, better sustainable links is needed between villages and protection of cash pay machines for those without smart phones.

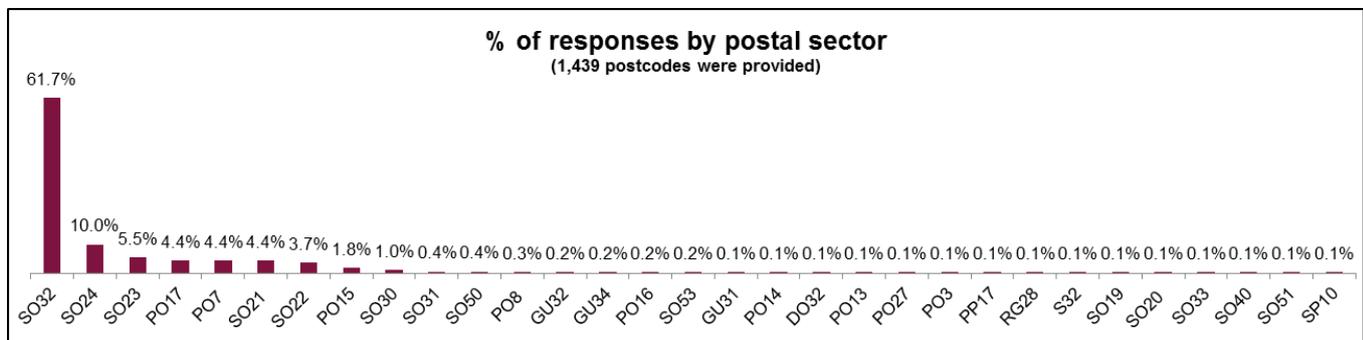
Type of respondent

When asked if they were answering as an individual or a representative of an organisation 94% stated individual, 2% stated organisation and 3% stated would prefer not to say.

Location of Responses

A total of 1,438 postcodes were provided, 83% of the total number of respondents. The postcodes providing responses are shown below in Table 3.

Table 3 - Postcodes Provided



The following section breaks down the responses for the top three responding postcodes, SO32, Bishops Waltham and surrounding villages, SO24, New Alresford and surrounding villages and the city wards SO23 with SO22.

The highest number of responses originated within the SO32 postcode with a total of 888 responses. This includes Bishops Waltham, Corhampton, Droxford, Exton, Meonstoke, Shedfield, Soberton, Swanmore, Upham, Warnford and parts of Wickham.

Appendix C shows the percentage of responses provided from the SO32 postcodes. It can be seen that the majority of respondents agreed / strongly agreed to the principles, objectives and investment with the exception of a district-wide approach

to parking (81% disagreed), the development of parking management plans for the market towns (83% disagreed) and providing additional Park and Ride car parks (83% disagreed).

Responses from postcodes within SO24 totalled 144. This includes Alresford, Cheriton, Tichborne and Ropley.

Appendix D shows the percentage of responses provided from the SO24 postcodes. It can be seen that the majority of respondents agreed / strongly agreed to the principles, objectives and investment with the exception of a district-wide approach to parking (55% disagreed), the development of parking management plans for the market towns (58% disagreed) and providing additional Park and Ride car parks (58% disagreed).

132 responses came from the city postcodes of SO23 and SO22. This includes the city centre, Abbotts Barton, Bar End, Highcliffe, Hyde, St Cross, Winnall, The Worthys, Badger Farm, Fulflood, Hursley, Littleton and Harestock, Oliver's Battery, Pitt, Stanmore and Weeke.

Appendix E shows the percentage of responses provided from the city postcodes. It can be seen that the majority of respondents agree/ strongly agreed with all of the principles, objectives and investment areas.

The high level of responses from the market towns could be attributed to misinterpretation of the development of market town Parking Management Plans. Comments provided from these areas included concerns in implementing or increasing parking charges in those areas. The Parking Strategy and Action Plan does not state these measures and further engagement with the relevant market town representatives will take place to agree a way forward.

Driving into the city centre

Of the 783 respondents who answered if they drove a car into the city centre and parked, 45% said yes and 44% said no while 11% stated they would prefer not to say or did not answer.

Comments via Letters

A total of two letters were received providing feedback on the strategy. Their feedback has been included within the main themes.

Comments via Email

A total of six emails were received providing feedback on the strategy. Their feedback has been included within the main themes.

Appendix A – List of all Stakeholders Contacted

Winchester BID
Chamber of Commerce
Winchester University
Royal County Hampshire Hospital
Peter Symonds College
Winchester School of Art
HM Prison Winchester
Winchester Cathedral
Hampshire County Council
M3 Enterprise
Winchester Business Strategy Group
Theatre Royal
University of Southampton
Winchester College
Winchester Walking Group
Winchester Cycle Group
WINACC
Winchester Access for All
Winchester City Trust
Winchester SALT
Bespoke Biking
Friends of the Earth
Extinction Rebellion
Winchester Green Week
Sustrans
St. John's Winchester
Hampshire Cultural Trust
Federation of Small Businesses
Sustainable Business Network
Wickham Parish Council
Bishop's Waltham Parish Council
Whiteley Town Council
New Alresford Town Council
Denmead Parish Council

Appendix B – Stakeholders Who Responded

Winchester Business Investment District
Alresford Chamber of Commerce
Peter Symonds College
The City of Winchester Trust
Hellards Estate Agents
New Alresford Town Centre
Moda Rosa
Chesil Theatre
Health Space
Confiserie Verdonk
TFA Wealth
R.G.Warwick Trading Ltd
Face and Skin Clinic
JT Sports
WINACC
I.S.L. Office Solutions
Bishop's Waltham Post Office
Wickham Community Association
Bishop's Waltham Society
Extinction Rebellion Winchester
Julia's Kitchen
The Alresford Society
Mange 2 Deli
All Saints Church, Denmead
Ian Judd and Partners
Motor Cycle Action Group
New Alresford Town Council
Friends of the Earth
South Wonston Parish Council

| Postcode - SO32 | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Not answered |
|---|----------------|-------|---------------------------|----------|-------------------|--------------|
| Principles | % | % | % | % | % | % |
| Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality? | 10.1 | 50.0 | 10.9 | 9.5 | 16.9 | 2.6 |
| 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? | 3.9 | 7.5 | 4.5 | 22.0 | 59.7 | 2.4 |
| Objectives | | | | | | |
| 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? | 5.1 | 26.7 | 16.7 | 13.3 | 16.9 | 21.4 |
| 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? | 9.2 | 32.0 | 12.5 | 11.9 | 12.4 | 22.0 |
| Do you agree or disagree with the objective of maintain investment in parking and traffic management in order to support an efficient, effective and modern service for our customers? | 9.9 | 36.6 | 15.8 | 6.6 | 9.3 | 21.7 |
| Do you agree or disagree with the development of parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham based on the principles of tackling climate emergency and delivering better air quality? | 3.5 | 7.9 | 4.2 | 26.9 | 56.3 | 1.2 |
| Investment | | | | | | |
| Do you agree or disagree that the strategy has identified the right areas for investment as listed below? | | | | | | |
| By providing additional Park and Ride car parks and supporting bus services | 3.5 | 7.9 | 4.2 | 26.9 | 56.3 | 1.2 |
| By helping to support some key bus services | 19.6 | 36.3 | 11.6 | 4.5 | 5.2 | 22.9 |
| By enhancing existing car parks by providing cycle parking facilities | 11.0 | 29.6 | 21.7 | 8.3 | 6.5 | 22.9 |
| By providing electric vehicle charging points | 15.7 | 31.8 | 18.6 | 4.8 | 5.6 | 23.5 |
| By providing additional car parking in some areas | 18.4 | 39.5 | 13.3 | 2.69 | 3.11 | 23.0 |
| By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles | 9.8 | 26.7 | 18.9 | 10.6 | 11.3 | 22.7 |

| Postcode - SO24 | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Not answered |
|---|----------------|-------|---------------------------|----------|-------------------|--------------|
| | % | % | % | % | % | % |
| Principles | | | | | | |
| Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality? | 16.7 | 27.8 | 33.3 | 13.2 | 8.3 | 0.7 |
| 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? | 11.1 | 18.1 | 15.3 | 30.6 | 24.3 | 0.6 |
| Objectives | | | | | | |
| 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? | 7.6 | 43.1 | 21.5 | 17.4 | 9.7 | 0.7 |
| 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? | 10.4 | 46.5 | 22.9 | 9.0 | 9.7 | 1.5 |
| Do you agree or disagree with the objective of maintain investment in parking and traffic management in order to support an efficient, effective and modern service for our customers? | 11.1 | 56.9 | 21.5 | 6.9 | 2.8 | 0.8 |
| Do you agree or disagree with the development of parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham based on the principles of tackling climate emergency and delivering better air quality? | 9.0 | 12.5 | 20.1 | 20.1 | 38.2 | 0.1 |
| Investment | | | | | | |
| Do you agree or disagree that the strategy has identified the right areas for investment as listed below? | | | | | | |
| By providing additional Park and Ride car parks and supporting bus services | 9.0 | 12.5 | 20.1 | 20.1 | 38.2 | 0.1 |
| By helping to support some key bus services | 33.3 | 43.8 | 16.0 | 2.8 | | |
| By enhancing existing car parks by providing cycle parking facilities | 19.4 | 36.8 | 27.8 | 11.1 | 4.2 | 0.7 |
| By providing electric vehicle charging points | 21.5 | 43.8 | 27.8 | 3.5 | 2.1 | 1.3 |
| By providing additional car parking in some areas | 34.0 | 44.4 | 16.0 | 4.2 | 0.7 | 0.7 |
| By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles | 15.3 | 34.0 | 29.2 | 13.2 | 7.6 | 0.7 |

| Postcode – City wards | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Not answered |
|---|----------------|-------|---------------------------|----------|-------------------|--------------|
| | % | % | % | % | % | % |
| Principles | | | | | | |
| Do you agree or disagree with the principle of developing parking management strategies to help tackle the climate emergency and improve air quality? | 40.2 | 39.4 | 8.3 | 6.8 | 5.3 | 0 |
| 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? | 21.2 | 40.9 | 15.9 | 15.2 | 6.1 | 0.7 |
| Objectives | | | | | | |
| 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? | 25.0 | 43.2 | 10.6 | 9.8 | 9.8 | 2.6 |
| 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? | 33.3 | 40.2 | 9.1 | 8.3 | 8.3 | 0.8 |
| Do you agree or disagree with the objective of maintain investment in parking and traffic management in order to support an efficient, effective and modern service for our customers? | 24.2 | 45.5 | 18.2 | 5.3 | 6.1 | 0.7 |
| Do you agree or disagree with the development of parking plans for New Alresford, Bishop's Waltham, Whiteley and Wickham based on the principles of tackling climate emergency and delivering better air quality? | 18.2 | 25.0 | 45.5 | 8.3 | 2.3 | 0.7 |
| Investment | | | | | | |
| Do you agree or disagree that the strategy has identified the right areas for investment as listed below? | | | | | | |
| By providing additional park and Ride car parks and supporting bus services | 46.2 | 35.6 | 4.5 | 6.8 | 5.3 | 2.6 |
| By helping to support some key bus services | 46.2 | 35.6 | 4.5 | 6.8 | 5.3 | 2.6 |
| By enhancing existing car parks by providing cycle parking facilities | 46.2 | 35.6 | 4.5 | 6.8 | 5.3 | 2.6 |
| By providing electric vehicle charging points | 36.4 | 35.6 | 15.2 | 5.3 | 3.8 | 3.7 |
| By providing additional car parking in some areas | 28.8 | 29.5 | 21.2 | 15.2 | 4.5 | 0.8 |
| By enhancing car parking payment systems to make payment easier and to allow for incentivised charging for electric and hybrid vehicles | 33.3 | 36.4 | 17.4 | 8.3 | 3.8 | 0.8 |

