
**NEW FOREST DISTRICT COUNCIL
TRAFFIC MANAGEMENT CONSULTATION
REPORT OF FINDINGS**

1 INTRODUCTION

1.1 This report was commissioned as a conclusion from a consultative exercise on the proposals from the Council to address certain aspects of the growing problems caused by traffic volumes and congestion. A number of organisations such as Chambers of Commerce, and Town and Parish Councils were invited to one of a series of presentations of proposals relating to the management of traffic by the District Council. The meetings were generally held in an evening, in local premises. The meetings consisted of a presentation of the proposals and the background relating to them, followed by a question and answer session. The points which emerged from this discussion were noted as they were made, and are given in Appendix 1, as they were stated. Attendees were asked to submit their views and suggestions in writing to the Council, so that they could be incorporated into this report. These are given in Appendix 2.

2 THE MAIN FINDINGS

- 2.1 The main conclusions from this consultation exercise were that:
- a) Car parking needs to be managed better, and the Council is in the right place to take the lead in this.
 - b) A coordinated approach to the management of parking is necessary between off-street and on-street and between different organisations, to avoid displacement to areas where parking should be prohibited e.g. verges;
 - c) Charging in the car parks is inevitable, and the Council is wasting an opportunity by not charging;
 - d) The Clock is broadly supported as a concept for off-street management;
 - e) The cost of a Clock should be at least £5; many voiced the view that it would not operate as intended unless it cost more.
 - f) The Council must take responsibility for on-street enforcement;
 - g) The time delay between the introduction of car park charging and on-street enforcement should be as short as possible, if they cannot occur together;
 - h) The differentiation into types of car parks e.g. by use of the Clock, is not an issue with the public, but the question of time limits for different car park areas is an issue.
 - i) There is a demand for permit parking schemes in certain areas;
 - j) Public transport is not considered a viable alternative to use of the car;

- k) There is strong desire to be involved in further development of the proposals.

2.2 The major conclusions of this round of consultation broadly accord with, and complement the findings of the survey carried out by questionnaire to most of the households in the District. In particular, that survey found that:

- A majority of respondents want the Council to improve the management of traffic in the New Forest;
- A large majority support the concept of the Council being responsible for the enforcement of parking;
- About half of respondents expressed a need for priority parking in their own streets;
- Of those who supported the concept of the Clock, about half thought that £5 was about the correct amount to charge.

2.3 On the other hand, there were some views expressed through the questionnaire which were not noted in the consultation meetings:

- Over half believe that only visitors should pay for parking;
- Of the methods available to pay to park, the most popular was the Clock, although less than one quarter opted for this solution.
- About half thought that the Clock should only be available to residents.
- About half thought that there should be no space differentiation within car parks for those displaying a Clock.

3 DISCUSSION

3.1 There was general agreement that the impact of the growth in traffic has been noticeably greater in recent years; no-one disputes the fact that the increase is there, and no-one doubts that the issue has to be managed, and that the Council is well placed to address that management need in a number of respects.

3.2 Car parking is an issue right across the New Forest, and any strategy needs to be comprehensive. Tackling the issue with on-street and off-street measures is essential, but is questionable if this will go far enough. The risk is that action in one area of car parking management will have a knock-on impact in other areas, such as in the car parks operated by the Forestry Commission. It is therefore considered that there is a need for a strategy which affects all public parking areas in the Forest.

3.3 Responsibility for managing the on-street traffic regulation orders (TROs) will need skilled resources to determine their design and use. This should be a local responsibility, as on-street enforcement will be a local responsibility. Consideration is required as to how changes to Orders e.g. to provide for coach parking, can be agreed and implemented.

3.4 More car parking capacity is a common theme of the responses; however, it ignores the reality of the lack of available space to permit more

parking, and that more parking implies more traffic on the roads, which is self defeating. The Council should be more active in making alternatives available, in promoting alternatives modes of transport, and responsible car use.

3.5 The use of the individual car parks clearly varies greatly across the area, with some communities reporting few problems with space availability, and others reporting full car parks, and problems of availability of space. In many areas, the current time controls on the duration of stay in the car parks were seen as inappropriate for the needs. The Council needs more information about who uses their car parks, why, when, and for how long they park. This information is relatively easy to collect and analyse, and would do a lot to inform this process of decision making.

3.6 There are a small number of car parks owned and operated by the County Council e.g. at Calshot; it is considered important for public acceptability of the operation that these are brought into the same scheme.

3.7 There is broad support for better management of both on-street and off-street places. There is therefore strong support for the Council to get an agency agreement with HCC to implement decriminalised parking enforcement (DPE). However the timing of these stages is critical. Better enforcement of off-street places will displace drivers onto the on-street spaces. Consequently, the delay in time between Stage 1, with better off-street management, and Stage 2 with on-street enforcement, should be as short as is reasonably possible. It would not be possible to do the two stages simultaneously, as the degree of change for your officers would be too great to manage. However, a delay of over 6 months will start to show in terms of the unfortunate side effects of the lack of on-street enforcement. Discussions with the Police may result in a higher level of attention to such areas for the interim period, but the only sure way to minimise the impact will be to minimise the time delay between these two stages.

3.8 The Council will need to put together a plan to implement DPE; this has already been fully covered in the DPE Study report prepared earlier by this company.

3.9 Many areas reported a desire to have permit management schemes in the streets around the town centres, undoubtedly, this demand is being over-stated in comparison to what the Council could fund or implement. However, it is considered that there are areas where such controls could be successfully implemented in order to protect the parking on-street of residents' vehicles and those of their essential visitors, carers etc. The Council will need to develop a system of prioritisation for the assessment of needs for such permit schemes, and then to evaluate the areas where the greatest demand is being made as to the need, compared to the overall prioritisation. Once this is established, the areas where such schemes are justified can be costed, and as funds become available, the permit schemes can be implemented. This would imply establishing a system for the application for permits, the assessment of applications, and the management of the permits once issued. The norm in this respect is to charge residents for such permits at around the economic cost of the management of the service, excluding the initial costs of implementing the zonal controls. This usually works out around £25 per permit per year, depending upon how complex is the scheme. Such charging is considered

important, as it will certainly modify the demand for the schemes.

3.10 Consideration would have to be given to the needs of other groups to have parking access to such streets. Doctors, visitors, carers, health workers etc will all have some form of claim to also have permits, and the issue will emerge of how much, or if they are to be charged for their permit, and the geographic extent of the applicability of the permits.

3.11 With the powers for DPE, and the making of TROs, the Council needs to design a comprehensive parking strategy for both on and off-street areas.

3.12 The concept of the friendly local traffic warden will diminish with the introduction of Council Parking Attendants; they will not have the discretion available to wardens, and they will have a need to generate income from parking tickets, to be able to demonstrate an on-street account which is in balance.

3.13 The “school run” is a favourite target for criticism. There would seem to be an issue with this in various places, and HHC and the Council may wish to try to work with schools, parents and children to reduce the impact of this.

3.14 There is a general view that public transport is not ready for such changes to car parking; this study has not attempted to identify the issues about the provision of public transport, and it is difficult to understand the extent to which this is a convenient reason for not taking public transport, or where there is a genuine lack of such transport. In one village for example, the bus service was described as inadequate, as there was “only one bus an hour”.

3.15 There is a common perception that any change will reduce the attractiveness of a town as a destination, particularly for shopping; this is a very common view across the country, and ignores that fact that better management of vehicles to many people makes a destination more attractive. It also generates better turnover of vehicles in car parks and parking places, which can increase accessibility.

3.16 The question of the duration of stay permitted in the various car parks seemed to be an issue in several places. There should be a programme of gathering data about the current use of the car parks in the key strategic locations, in order that members can make an informed decision about the current and future demand for parking capacity off-street.

3.17 The use of car parks as commuter pick up points has been objected to in several places. The control of this is complex, and even debatable, as it is form of park and ride. If it is preventing local parking however, the means of controlling it are quite simple, using time limits on the car parks in question, with suitable enforcement.

3.18 The concept of the Clock was widely welcomed, and few voices were in dissent as to its introduction. Indeed, many people thought that at £5 it is too cheap to achieve its objectives, and that if it was only £5, it would be too accessible, and therefore not provide the preferential provision of facility that is being promoted as the basis for its introduction. The general view was that the clock was simple and would be effective, but that it had to apply across the

whole of the New Forest, in all car parks. No one picked up on the issue of using it to restrict parking on-street, but clearly, this could be a development, give suitable regulation orders. At this second stage of the overall implementation, it is suggested that the £5 annual charge would be far too little in comparison to the facility it would offer. Advertising is a possibility on the back of the Clock; this should be left to be arranged by the printers, and a profit share scheme (e.g. 50:50) for the volumes of sales should be agreed.

3.19 There was a widespread view that in general, drivers expect to pay to park in a Council car park, and even that people feel more comfortable if they have paid, as they then feel confident of their right to be there for the period. Many instances were quoted of local people being asked by visitors as to how to pay to park. There is no doubt that drivers now expect to have to pay to park when they come into a town or village car parking facility. Equally, a number of people make the point that they objected to subsidising the use of the car parks through their Council Tax bill, particularly when the subsidy is going to people who can afford to run a vehicle.

3.20 The proposals discussed were largely about car parking, despite the content being titled as “Traffic Management”. The Council needs to consider how to present the changes which will be introduced as a consequence of this consultation. Car parking management is required to achieve aspects of traffic management, but wider scale management of traffic is the responsibility of HCC.

3.21 There was a common view that the public should be consulted and involved as plans develop. If changes to Orders are required, as they will be, this would be the correct way and time to involve the public. The Council should develop a plan for the involvement of the public in such issues over the coming few years until the major changes to parking controls are determined.

3.22 The demography and car ownership of the New Forest has to be considered in any changes to parking management. Controls over the management of the use of disabled badges need to be considered, as well as encouragement to disabled drivers to use the car parks where appropriate, rather than to park on yellow lines.

3.23 The issue of displaced parking could be a major dis-benefit from the additional management of on and off-street areas. Parking on verges where there are restrictions, is enforceable, but where there are no current restrictions, driving (as opposed to parking) on verges is a police matter, which is unlikely to get any attention. The Council may have to consider some other forms of legislation to control parking on verges throughout the Forest. It would be possible to have area wide bans on verge parking, but these need to have normal signage to inform drivers. Other places e.g. Worcester have bye-laws which prohibit verge parking on the District wide basis, and these need zonal signage, it is understood. If verge parking becomes an issue, the Council should have a strategy ready to address the problem.

4 CONCLUSIONS AND RECOMMENDATIONS

4.1 The development of a comprehensive car parking strategy for the

New Forest has been debated and discussed in many forums. However, it still does not exist. The Council should take the lead and organise a programme of discussions to involve those bodies who provide and manage car parking in the Forest, with a view to developing a comprehensive strategy which will apply to all areas of public parking.

4.2 There was a poor response to the public meetings. The public questionnaire also had a relatively small level of response for a issue which is usually topical and concerning to a large number of people. This is considered to be symptomatic of the attitude of the public to this issue; it is not a contentious issue, and people in general are not concerned about the management of the car parking facilities.

4.3 Most consultees recognise the need for car park charging, and many expressed the view that the Council should just “get on with it”.

4.4 The charging for public car parks is widely recognised as a norm, and that subsidising their use from the public purse is no longer an acceptable way ahead.

4.5 The concept of the Clock was widely accepted as a sensible way ahead. Consideration should be given to the common view that £5 was too cheap to result in preferential parking for the target group for the Clock. The implementation should proceed as soon as possible to have it in place for the peak season of 2003.

4.6 The Council should establish a base of information about the use of its car parks across the District. This is essential to plan any changes in time controls, or even in ownership. It is suggested that the Council should do this by survey, using perhaps vacation students to do the data collection as cheaply as possible. Analysis of this data will then identify occupancy of the car parks, the distribution of durations of stay, illegality of parking, and the purposes for which the car park is utilised. From this, the Council should determine a revised policy for the management of the duration of stay within each car park, and the relevance of the Clock to each car park.

4.7 Where it is determined that charging should apply, either instead of or as well as the Clock, a programme of procurement of the necessary equipment, and the preparation of suitable Off-street parking Places Orders should commence. If this is started early in 2003, at least the key car parks could be altered and equipped by the start of the busy tourist season.

4.8 The Council should develop a plan to implement DPE, with as short a gap as possible between the implementation of changes in the car parks and the implementation of on-street enforcement.

4.9 The Council should develop a policy for the implementation of further on-street permit schemes. This should encompass how demand is to be assessed for permit schemes, and how such demand is prioritised for implementation. Budgets for the implementation of the permit schemes should be planned ahead, and clear feedback given to areas where such schemes are being considered, as to the rate of implementation which is possible.

4.10 The Council should consider how best it can promote the availability of bus services in the Forest. Many people said they would use

such services if they were available, though this is a common position, which is often not translated into passenger numbers.

APPENDIX 1: SUMMARY OF VIEWS FROM LOCAL MEETINGS

Lymington (5 public attendees)

One person challenged the need to do anything about car parking; his view was that as he could normally park without a problem, nothing needs to be done.

There is a lack of coach parking capacity.

The management of the use of roads by HGVs is inadequate.

There is support for the Clock principle, and £5 is considered a reasonable sum to charge for a year.

More parking facilities are required.

There was a request to assess the viability of Park and Ride for Lymington.

There is a need for permit management schemes in roads near the Town Centre where displaced parking is occurring, and would be exacerbated by further parking management of the Town Centre.

Summary: a subdued meeting, which was non-controversial and with attendees who were generally agreeable to the plans.

Lymington Chamber of Commerce (4 attendees)

Concern was expressed at the possible generation of traffic as a consequence of the schemes;

Yellow lines need to be reviewed to bring the assessment of need up to date.

Duration of stay in car parks need reviewing;

There is a need to recognise the needs of those who live and work outside of the Town;

There is a need for a comprehensive strategy for on and off-street parking design and controls; they would like to be consulted on the ideas emerging from this.

They objected to the lack of consultation by HCC on street design changes.

They want to be involved in future developments.

Fordingbridge (14 attendees)

The traffic warden is seen as a popular person, who fulfils a useful function;

The school run is a source of congestion; a school bus service is required and is a possible source of investment for surpluses from parking. Work is needed to educate parents to reduce the school run.

There is concern that there should be no discouragement to people to want to come to the town;

One person thought there was no parking problems in the town; others strongly disagreed.

The lack of parking in the town is blamed as the reason for people going elsewhere to shop.

The split between long and short stay is seen as an issue.

One person was strongly of the opinion that car parking charges were needed, and that visitors should pay by the use of pay and display machines.

It was noted that some cars are parked for extended periods while the drivers are collected for onward commuting e.g. to Ringwood;

Some preferred the former system of a free permit per household;

One person strongly opposed the idea as a non-car owning tax payer, that she should subsidise car owners to park;

The timing of deliveries by vehicles should be better thought out and controlled, as permitted delivery times are wrong and inappropriate.

Any scheme should aim to make a surplus to pay for the car parks deficit;
The car parks need improvement to make them more visitor friendly e.g. signage.

Lyndhurst (7 public attendees)

The Chamber are concerned at the use of the car parks by those who commute elsewhere.

There is a need to ensure that Fairs are catered for;

There is a need for better differentiation of duration of stay in the car parks – the current provisions do not meet the need.

The concept of the Clock is welcomed, but it should be restricted to regular users.

If police resources are freed up from enforcement, what will they be used for?

Enforcement of HGVs bans should be possible by the Council, as the Police do not enforce adequately.

A view as expressed that the very short stay car parks should be free, the medium duration should be paid for, and the Clock should be used for the long stay car parks only.

The clock will be good for villages as well as for towns.

Concern was expressed if the clock scheme is not self financing.

Could school busses be subsidised from the on-street income?

How does this address the volumes of moving traffic?

The Council need to consider further yellow lines to make the parking management work.

Foreign HGVs are uncontrollable.

Will Government monies be used to pump prime DPE?

Will the traffic warden service disappear?

The Clock at £5 is too cheap

A way should be found to make visitors pay more than residents;

How will coaches be charged to park, and made to use the facilities?

This scheme is all about car parking and not traffic management.

Will surpluses be used to increase the overall availability of parking spaces?

The Council is wasting an income source by not charging.

The Council needs to tell people the impact charging would have on the Council Tax bill.

New Milton (12 public attendees)

What would happen to the Tesco car parks and their lack of charging?

This scheme must be District wide.

The Clock would be too easy to abuse.

The car parks should have barriers;

The car parks should have the first hour free of charge;

On-street should be limited to 1 hour as a maximum.

There is a general view that attendees should be involved in future development of plans.

The Council could encourage cycling by providing more secure storage for cycles.

There is a huge amount of abuse of the yellow lines;

Will the Council listen to the responses?

This is not about improving the traffic in the town;

There is no Council strategy for the acquisition of new sites for car parking, yet there are sites available now;

Commuters to Dorset towns are a problem.
It is necessary to liaise with rail operator and station management, as their car parks are empty.
The New Forest does not get its share of HCC monies;
There is a lack of provision for powered 2 wheelers;
For how long will the Clock charge be fixed?
Is this being motivated by finance or traffic management?
Enforcement is absolutely essential to make this work
There is a lot of abuse of the regulations
Disabled drivers cause many traffic problems.
The high proportion of retired people results in particular needs for parking and enforcement.
The planning process is out of step with these needs.
House conversions increase the on-street demand.
How will verge parking be avoided if these changes occur?
The Council may be asked to help to manage parking where acts of trespass may be involved.
How would the enforcement staff be financed?
Traffic management will not be improved just by parking controls.
The lack of enforcement is the biggest local issue to do with parking;
The amenity car parks are frequently almost empty while the streets around are clogged. Why aren't street charged for as well around there?
Scratch cards would be better than clocks
All car parks in New Milton should be treated the same.

Totton (5 attendees)

Parking around the station is an issue
£5 for the clock is too cheap to make it work.
There should be an initial period of free parking
This is a good opportunity to take control of on-street parking, and to use it to help the provision of off-street parking.
On-street abuse in Totton is not an issue.
The Town Council will do its own appraisal of the use of the car parks, and the need for controls.
Supermarket car parks are a significant local factor is the possibility of charging for the car parks.
The proximity of Southampton is an issue to be considered in keeping the attractiveness of the town as a shopping destination.
On-street parking is considered an issue by some attendees, particularly where it is used for commuters to Southampton.

Hythe (17 attendees)

On Tuesdays, which is market day, the car parks are full. Otherwise, car parking is described as "adequate".
On the last round of the use of permits for car parks, the car parks emptied onto the streets, and the retailers reported significant drops in turnover.
To encourage visitors to come to Hythe, the first 1 or 2 hours should be free parking.
The local market is very important to the local scene.

The ferry is an important local issue; it requires long term car parking, but the wrong car parks get used for commuters to Southampton. This then conflicts with the needs of the shoppers.

There is concern locally at the possible worsening of this impact if congestion charging goes ahead in Southampton.

The timing of on-street and off-street controls is seen as a major issue.

Any scheme needs to separately identify residents and their needs.

Any scheme must also recognise that society is increasingly cashless.

Separating stages 1 (off-street) and 2 (on-street) is dangerous, and they should be done simultaneously.

Lyndhurst needs very short stay parking in the town centre.

A questionnaire survey should be carried out of where the people live and work who use the car parks.

Will the results of this work be published?

Sway (about 30 attendees)

The roads in the New Forest are not suitable for cycling – it is too dangerous to do so. The plan makes no mention of bikes, horses, pedestrians etc. There is also no mention of issues such as flooding and the impact it has.

There is a lack of bus services to complement this.

This process is a “softening up” for the introduction of car park charges.

The Clock is a good idea, and would be suitable for visitors as well as residents.

One person complained that she would not remember to set the clock, and thought that paying at a machine would be easier to remember.

Note: this meet was the only one which was hostile, right from the start.

Fawley (3 public attendees)

Any scheme must be integrated with the other car parks e.g. ASDA.

Interest was shown in the experience in rural Dorset of DPE.

There is a local problem of footpath crossings

There are problems at specific junctions e.g. the Priory at Holbury, when minimal works could make a significant impact on traffic movement.

The County Council car parks e.g. at Calshot should be integrated into the same scheme.

Brockenhurst (1 attendee)

The only issue voiced here was the need for better public transport within the Forest.

Milford (4 attendees)

Yacht owners have particular needs for car parking, which can conflict with residents and visitors.

There is a need for more space for car parking, and for differentiation between long and short stay.

The size of the delivery lorries in the village cause problems.

Small disabled battery powered vehicles cause problems occupying whole spaces.

Accesses in the High Street can be blocked by selfishly parked vehicles.
The worst abusers of parking provisions in the High Street are the traders; their association recognises the need for the regulations and their enforcement.
Lymington Market causes chaos in the High Street every Saturday, and need better traffic management.
The concept of the Clock is generally supported.
Enforcement is the key to making the scheme work.
Summer season bans and evening controls are ignored, and need enforcing.
There are insufficient spaces for residents to park.
The concept of a Community Warden is supported to help the image of the service.

Beaulieu (7 attendees)

How do locals park their vehicles if there is insufficient space and provision.
This year, parking has got much worse.
There is a need for a unified approach by the Council, HCC and the Forestry Commission on the issue of the policies for the management of parking.
Why does the Council not manage the Forestry Commission car parks? Why could they not utilise a common set of permits or have the clock apply to each type of car park?
Verge parking will be worsened by this measure unless complementary measures are implemented to limit it.
Any controls will damage traders;
Separate cycle tracks are required to make cycling safe.
Could Beaulieu have a large car park on the outskirts of the Village?
There was recognition of the impact on traffic of increasing the car parks.
A sensible investment is to improve the flow of traffic e.g. by reducing the impact of right turns
Signage right out on the M27 could divert traffic away from Lyndhurst.
The volume of vehicles needs to be limited to avoid the impact on the quality of life for the residents.
Lymington has too much long stay parking.
Lyndhurst needs a bypass.
Local decisions are needed on the split between permit holders and use of car parks by visitors
The clock is simple and will be effective.
Walkers need protection on the roads.

Ringwood (8 attendees)

A consistent policy across the District is not possible.
Ringwood is very vulnerable to the impact of car park charges e.g. everyone will go to Ferndown to shop.
Charging is not applicable to Ringwood.
How will the scheme be financed?
New road building is required to take traffic away from Ringwood.
Shopping patterns are now different, and people need their car to shop.
Would the clock be useable in the amenity car parks?
Stage 2 is needed at the same time as Stage 1;

Car sharing is a problem in Ringwood, as commuters go to Bournemouth and other places.

There are no surveys to show what is required.

Public services do not dovetail together, and taxi services are in high demand

The Council must take over the making of new TROs from HCC.

Where do cycleways fit into the plan?

There is an opportunity for a large amount of income going to waste here.

Better controls on on-street parking is more important to traffic than off-street enforcement.

The clock will generate turnover.

The Council have not realised the need to link up services e.g. car parking and bus services, or through ticketing.

Provision for cyclists is lacking.

A coordinated package of measures is required, not isolated bits and pieces of action.

£5 a year is extremely cheap – that would give 1 day in Southampton.

Car parking can exist as “free”, due to the economic benefit the car parks bring to the town.

The Clock will generate space as a result of turnover.

Should the clock be available across county borders?

The last use of car parks charges half emptied the car parks.

The car parks need enforcement in the evenings, and overnight; it would also help deal with anti-social behaviour.

It is essential to have stages 1 and 2 together

How long will the clock cost £5?

Who should the clock not be free?

We should avoid requiring cash in meters.

HGVs cause a problem, particularly with pavement parking.

Parking is a good traffic calming measure

Abuse of disabled spaces is an issue.

The scheme will not work without good enforcement

Will the council be able to deal with abandoned vehicles with the same staff?

Burley (2 attendees)

Their car park is not large enough.

The abuse of the yellow lines is normal

Sundays, year-round, 1pm to 3pm is often chaos and need enforcement.

Turnover is not the issue; the average duration of a visit is 2 hours – it is capacity which is lacking.

A local landowner charges £1 to park in his field, and there is plenty of demand.

The business are losing out due to the lack of parking.

There is no additional space available for parking.

A lot of the shops are operated by people who do not live in the village, but often their employees do live in the village.

Clock must operate across the whole of the Forest.

There is a need for coach parking in the village.

Bransgrove

People are too idle to use the car park provided.

The people who live there want yellow lines, but only if they are enforced.
Vehicles parked on the main road cause traffic hazards.
The re-cycling units in the car park take up valuable spaces.
The clock should be charged at £10 at least, and everyone should pay to use the car parks.
People expect to pay to park.

Ringwood business groups (1 attendee)

The attendee was from Fordingbridge, and most of the comments applied to there.
He was supportive of the need to charge, and suggests that the Council should press ahead, and be prepared for 3 months of criticism.
He did not think it would affect the long term viability of the town.
He thinks people need to be credited with the sense to understand the costs of alternative travel arrangements.
He thinks the Council must give feedback when the towns and villages benefit from any measures resulting from the charging.
He recognises the need for on-street enforcement, and wants changes to loading bans in Fordingbridge – he thinks they should be banned after 10am.

APPENDIX 2: SUMMARY OF VIEWS FROM WRITTEN SUBMISSIONS

The Beaulieu Estate, Beaulieu Parish Council and Beaulieu Resident Association

The Policy paper submitted suggests that restrictions on the use of the Village Car Park would be detrimental to the village. The fear is that encouraging turnover in this car park would cause displacement onto the High Street, verges and other such areas.

It is also felt that restrictions on the High Street would cause more problems than would be solved. The concerns relate to the need for signage of restrictions, and permits for residents of the High Street.

They recognise that demand exceeds supply for parking that there is a need for more long stay capacity, for areas for short stay parking, and that better footpath links to other car parks would encourage the use of these car parks, such as those in the Motor Museum.

Damerham and Rockbourne Parish Councils:

Both described their areas as “deprived”, and implied that travel by car was essential for local residents to use local facilities. Charging would therefore disadvantage them.

They do not believe that charging will have any impact on the volumes of traffic in the Forest.

They do not consider this exercise to be consultative, and argue that the Council has already decided to introduce charging.

They believe that the needs throughout the Forest are diverse, and that one solution will not fit all needs.

If charging is essential, the previous method was preferable.

Ringwood Town Council:

They see merit in the scheme, but defer further approval until the results of the survey are known.

Keith Rose, Brockenhurst:

Brockenhurst College attendees are causing parking problems in the vicinity; the problems seem to relate to congestion and verge damage.

Brockenhurst Primary School has a parking problem associated with the collection of children in the afternoons.

On-street, there are problems of pavement parking, and there is a need for a permit scheme to discourage vehicles from parking on-street.

Totton and Eling Town Council:

There is no problem in the Town with the availability of parking capacity.

Shopping viability must not be affected by any proposals.

The Civic Centre and Windsor Road car parks should be free for up to 3 hours, and all others should be free for up to 2 hours.

There are no major on-street parking problems.

Martin Parish Council:

Supportive of the Clock, to be used in conjunction with paid for parking via a Pay and Display machine. The Council would wish to see the vehicle registration number displayed on the Clock.

They feel the scheme is open to abuse through hoteliers hiring out the Clock to visitors.

Lymington and District Chamber of Commerce:

In their initial submission, the Chamber commented:

The Chamber wants to support the review of traffic management needs. It will not support the introduction of car park charges on their own, but it will support charges as a part of a wider Road Traffic Management Scheme.

The Chamber wants to offer advice in the traffic management review in general. It is concerned at increasing pollution. It wants to make an assessment of the proposals on businesses within the Town. It wants to assess the possible impact on residential parking. It wishes to consider the impact of on-street parking controls. It wants to ensure that those who live, visit and work in the Town enjoy a satisfactory environment. It also wishes to participate in further developments of the strategy.

In a subsequent and much more considered and detailed submission, the Chamber commented:

- The Clock is a “nonsense” in the context of on and off-street traffic management.
- Any scheme should include all Council car parks, including amenity and staff car parks.
- A process of continually reviewing and monitoring the use of the car parks is essential.
- All off-street car park usage should require either a permit or pay and display payment.
- Payment should be required seasonally and between 0830 and 1800, Monday to Saturday.
- Long stay car parks should be those furthest from the Town Centres.

- Town Centre residents should have free permits for use in Long Stay areas of car parks;
- All District residents should received free permits for short stay parking (<4 hours) in all car parks;
- Employers should be able to buy permits for £25 per year for employees;
- All surpluses should be ploughed back into the car parks service;
- All on-street parking should be by permit or pay and display;
- Any on-street parking should have a maximum time limit of 1 hour during working hours;
- On-street parking should cost £0.50 per half hour;
- All residential streets should be controlled by resident permits, Monday to Saturday;
- All resident permits should be free of charge;
- Certain residential streets will allow non-resident parking for £1.50 per hour with a maximum stay of 2 hours.
- All surpluses from on-street parking should be invested in off-street car parks;

New Forest Tourism Association

They support the principle that visitors should pay to park in the Forest.

New Milton Town Council

They express concern at the abuse of the parking regulations, and the dumping of abandoned vehicles;

They believe that car parking charges are necessary to manage traffic better, and the concept of a Clock is acceptable;

The recommend that the Council should explore the possibility of investing car park income in the acquisition of additional areas to use for car parking;

They believe that decriminalisation of enforcement is essential;

They recognise that to make policies work, enforcement is essential.

Road Traffic Management Survey

Autumn 2002

Survey Results

A postal survey was delivered to a large proportion of households within the New Forest district.

The respondents to the survey were placed into sub groups depending on their gender and age and also where they lived. From these sub groups respondents were randomly selected to be included in the survey results. This ensured that the results from the survey closely represent the views of the whole of the New Forest District.

**Analysis for:
Road Traffic Management Survey**

Summary

Question 1 - Improve Traffic Management

77% of the respondents agreed that the New Forest District Council needs to take active steps to improve the management of traffic in the New Forest.

Question 2 - Responsibility for Parking Regulations

The majority (79%) of the respondents thought that the Council should be responsible for ensuring that parking regulations are better observed across the district.

Question 3 - Number of Hours Parking in Council Car Parks

The results indicate that most residents spend a small amount of time each week parked in the Council car parks. Over 80% of the respondents park for up to 5 hours a week in the car parks.

Question 4 - Improving the Car Parks

The two suggestions that had the most support from the respondents for improving the Council owned car parks were; more parking spaces (47%) and both long and short parking bays (44%).

Question 5 - Priority Parking Schemes

Nearly half of the respondents (48%) felt they had a need for a residents priority parking scheme in their street to allow them to park nearer to their homes.

Question 6 - Paying for Parking

Over half (58%) of the respondents believed that only visitors to the district should pay for parking in the Council owned car parks.

Question 7 - Contributing to Maintaining Car Parks

The results don't show a clear preferred method for residents to contribute to the cost of maintaining car parks. However, the most popular method was the 'clock' system (24%) closely followed by the residents not contributing at all (23%) and also through Council Tax (21%).

Question 8 - Paying at Ticket Machines

The most popular amounts were:

For up to 1 hour - 50p (33%) and 20p (28%)

For up to 2 hours - £1 (27%) and 50p (24%)

For up to 3 hours - £1 (26%) and £1.50 (19%)

For over 3 hours - £2 (26%) and £1 (18%)

Question 9 - The 'Clock' System

Nearly half (49%) of the respondents said that the 'clock' system should only be available to residents. Over a quarter (26%) said it should be available to residents and visitors.

49% of the respondents didn't think that there should be separate parking spaces or car park for 'clock' holders.

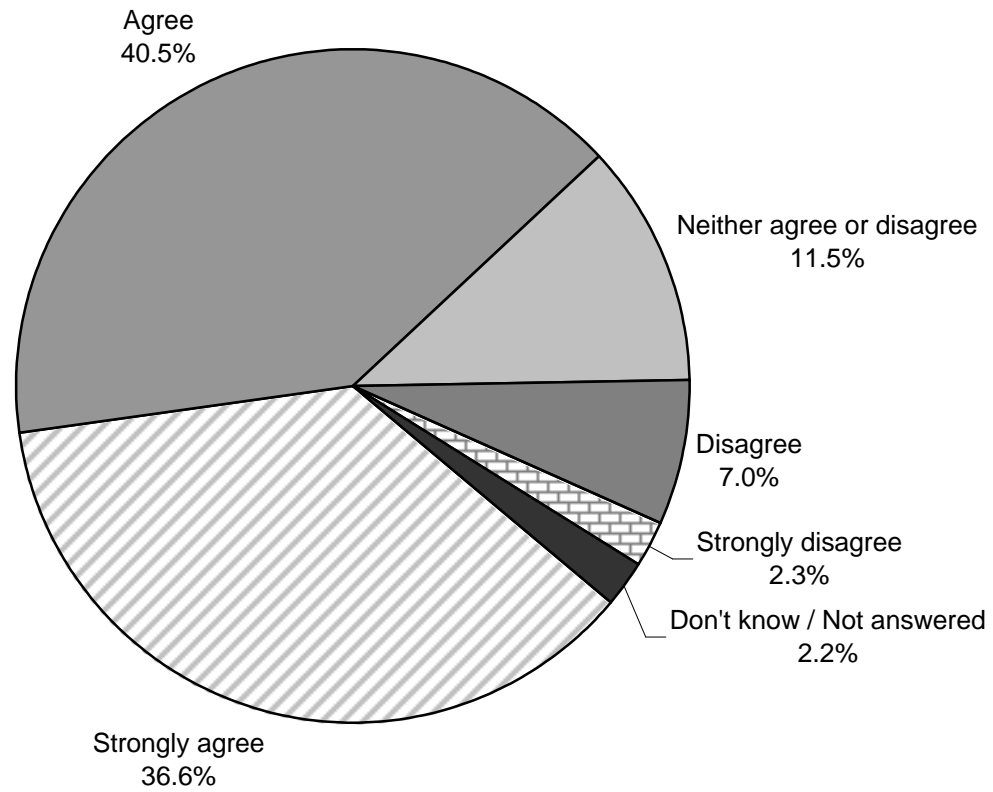
42% of respondents thought that the annual cost per 'clock' should be £5, an additional 21% thought that it should be less than £5.

Question 13 - Vehicles per Household

Most of the households in this district seem to run either 1 car (47%) or 2 cars (42%).

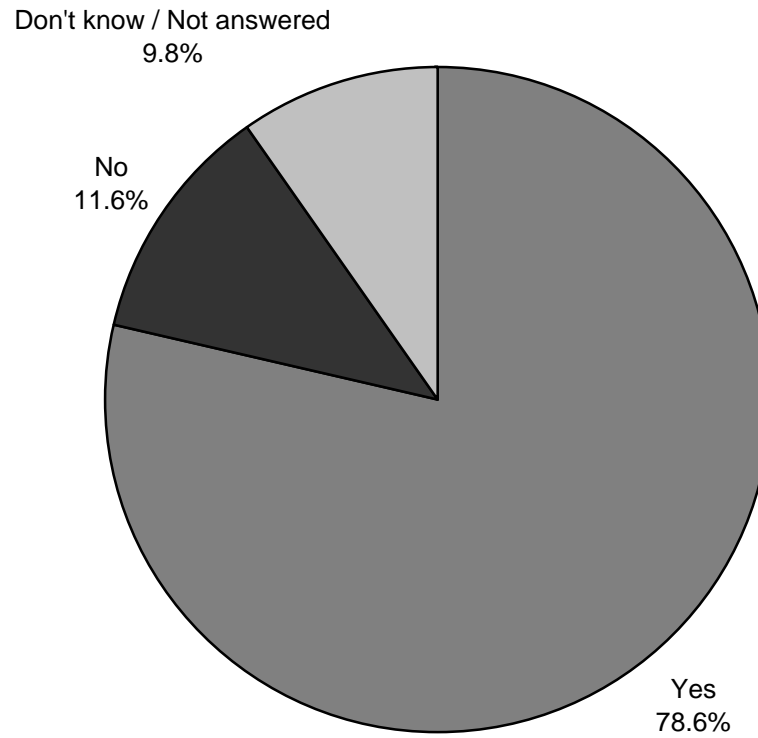
Question 1 - Improve Traffic Management

Do you agree that New Forest District Council needs to take active steps to improve the management of traffic in the New Forest?



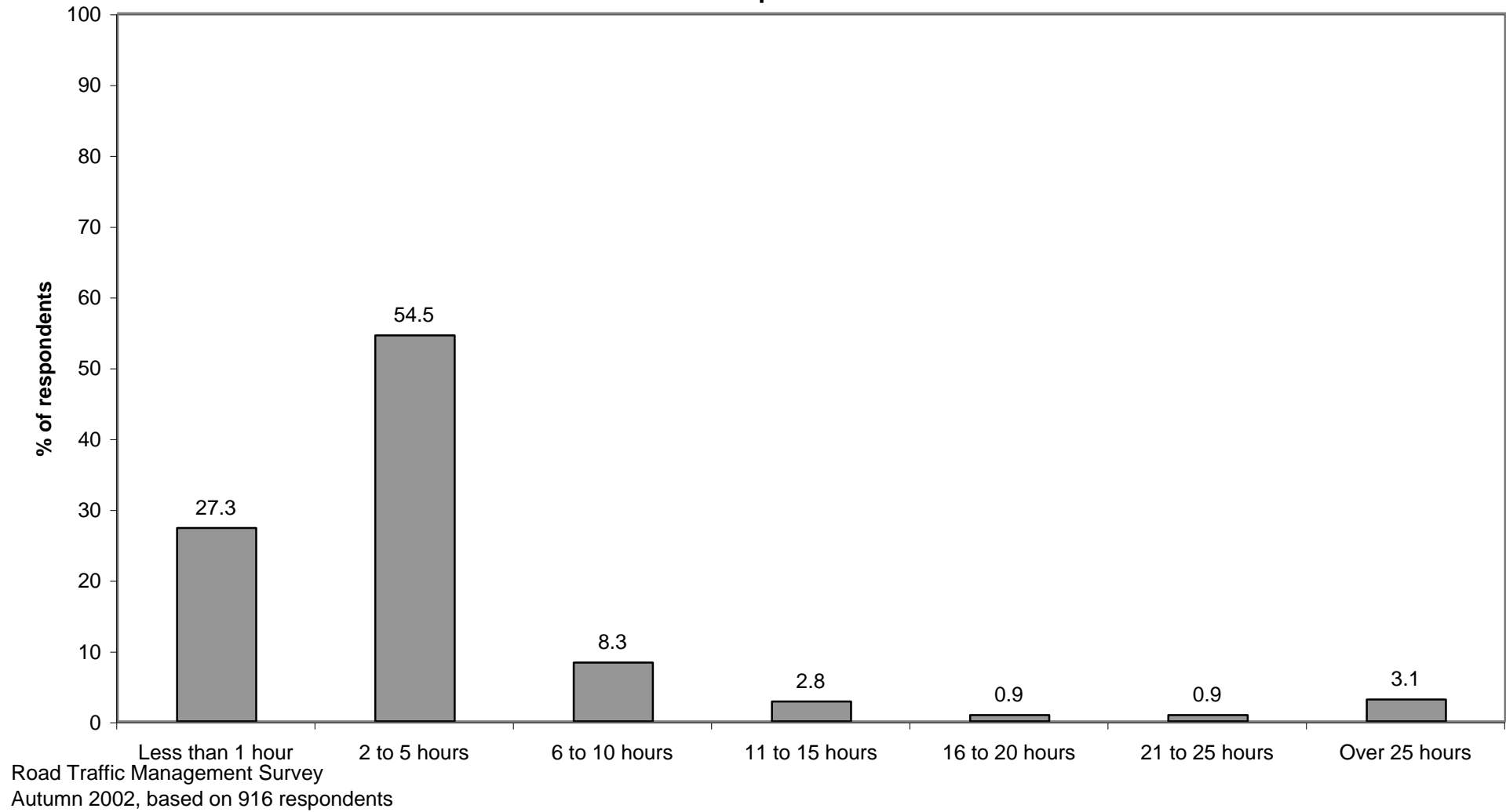
Question 2 - Responsibility for Parking Regulations

Do you think New Forest District Council should be responsible for ensuring that parking regulations are better observed across the district?



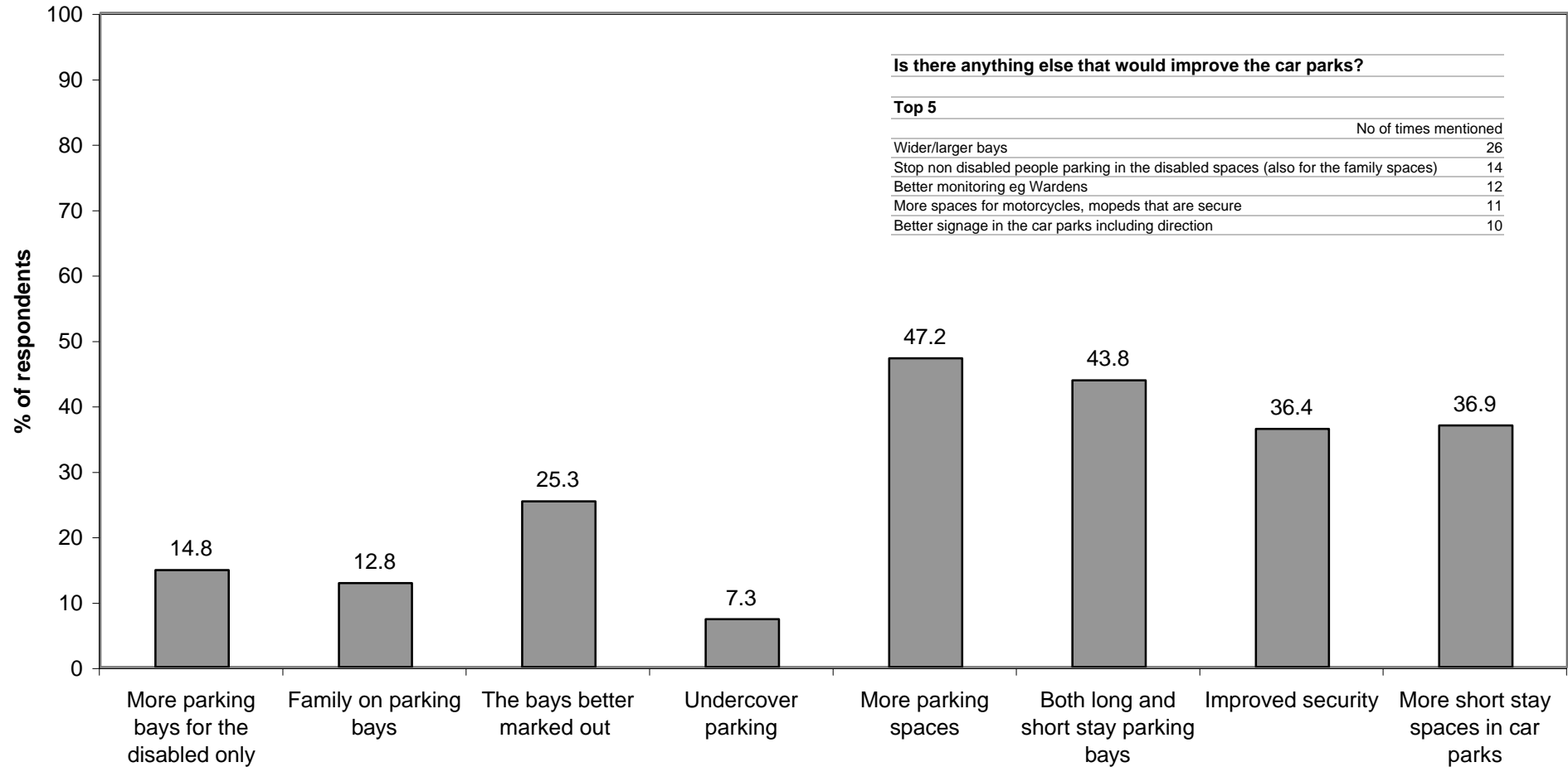
Question 3 - Number of Hours Parked in Council Car Parks

On average how many hours, per week, do you park in Council owned car parks in the district?



Question 4 - Improving the Car Parks

Of the following options, which do you think would improve Council owned car parks?



Is there anything else that would improve the car parks?

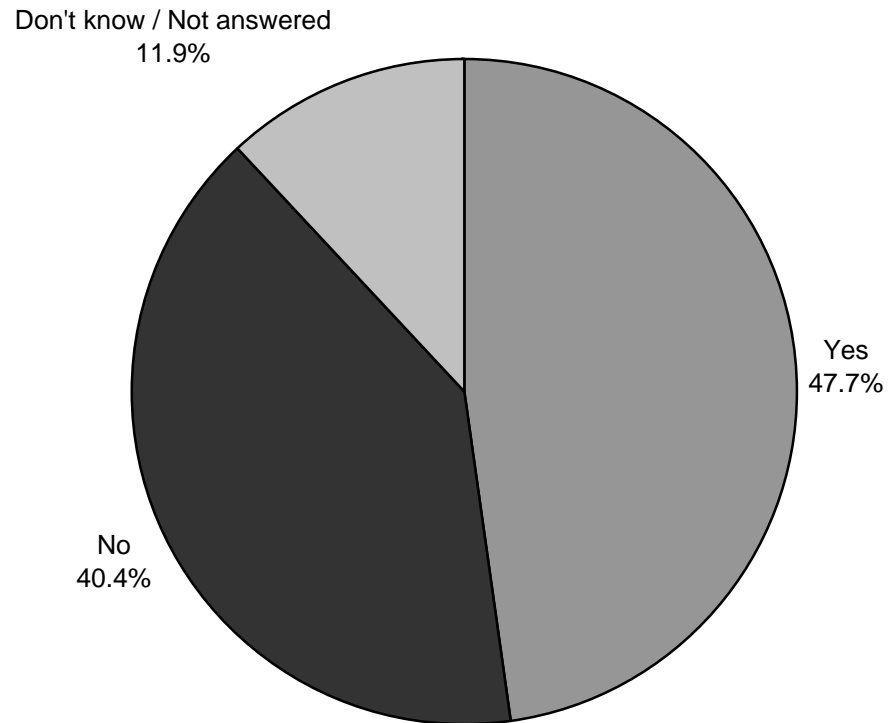
Top 5

	No of times mentioned
Wider/larger bays	26
Stop non disabled people parking in the disabled spaces (also for the family spaces)	14
Better monitoring eg Wardens	12
More spaces for motorcycles, mopeds that are secure	11
Better signage in the car parks including direction	10

Road Traffic Management Survey
Autumn 2002, based on 916 respondents

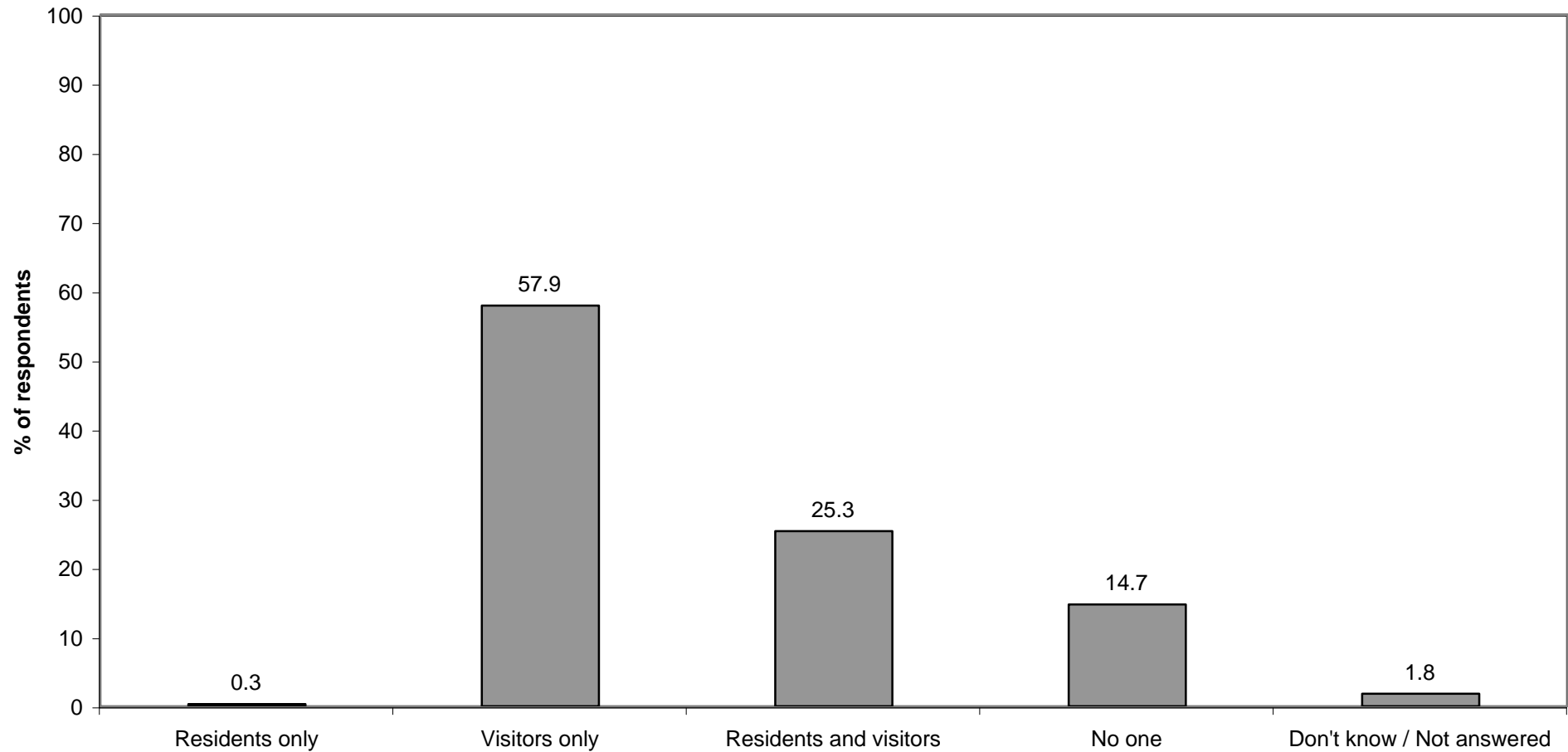
Question 5 - Priority Parking Schemes

Do you feel that there is a need for a residents priority parking scheme to allow you to park in the street near your home?



Question 6 - Paying for Parking

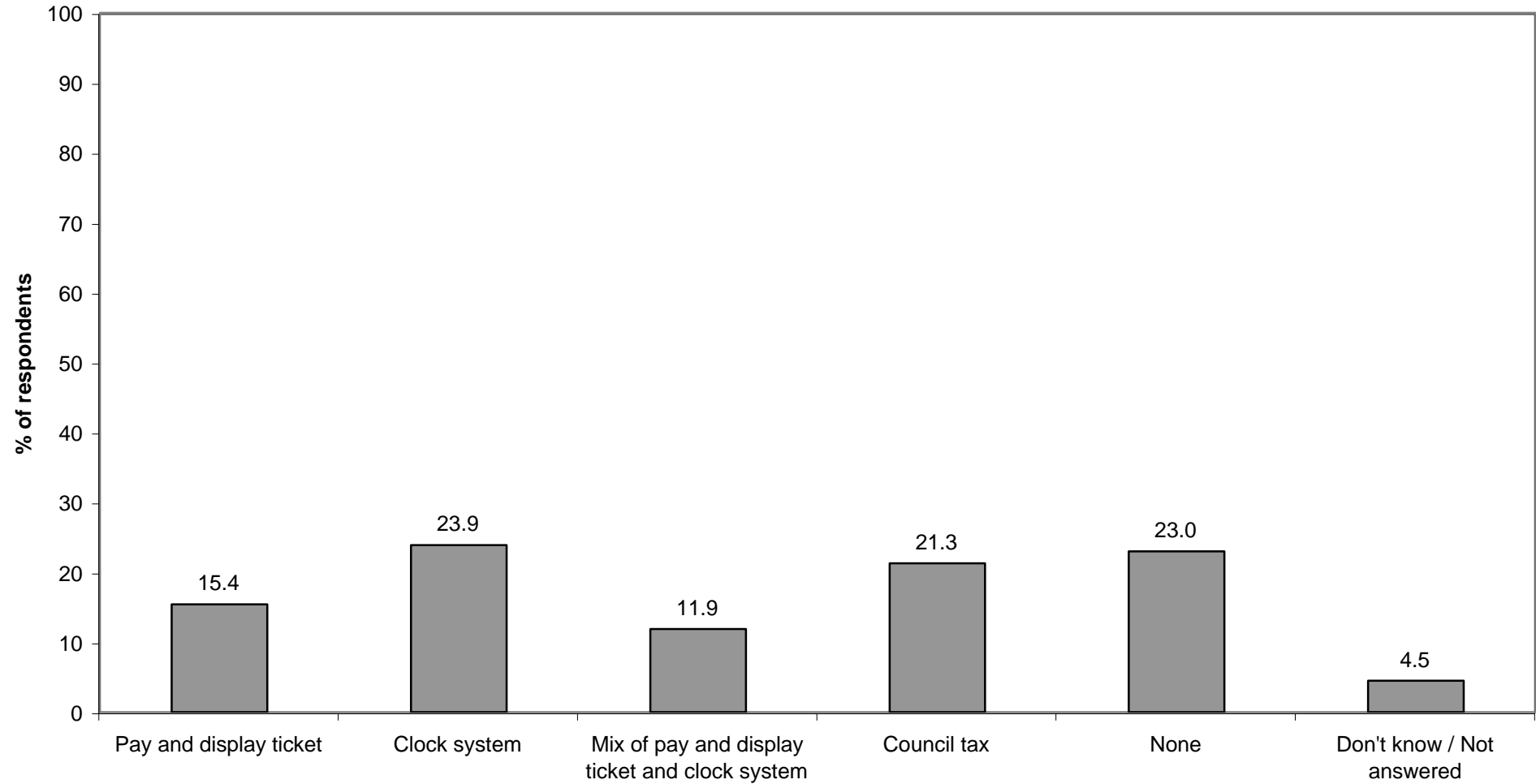
**Who do you think should pay to park in the
New Forest District Council owned car parks?**



Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Question 7 - Contributing to Maintaining Car Parks

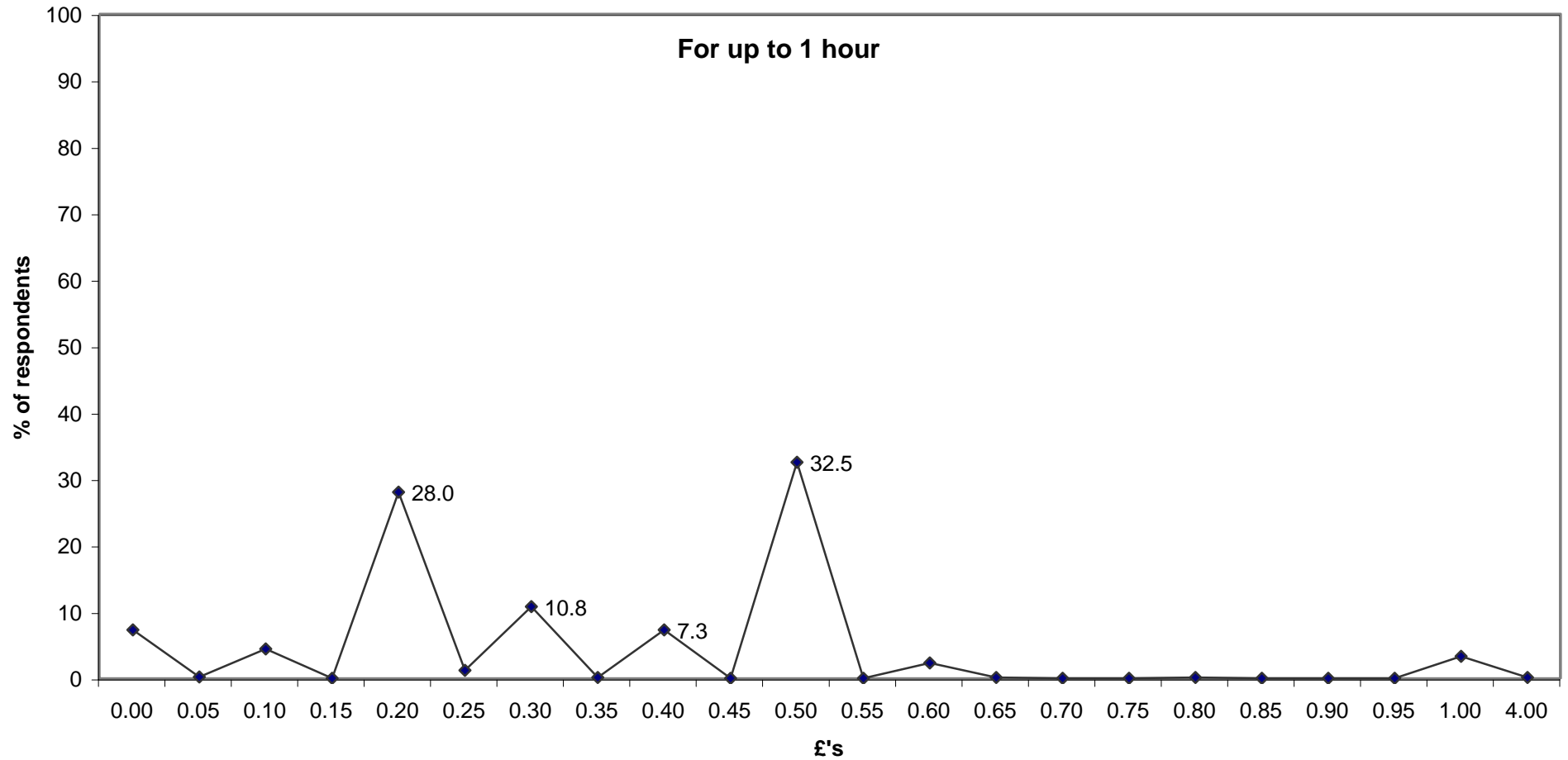
Would you prefer that residents contributed to the cost of maintaining car parks through:



Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Question 8 - Paying at Ticket Machines

If 'pay and display' ticket machines were to be placed in Council car parks, how much do you think should be charged...?

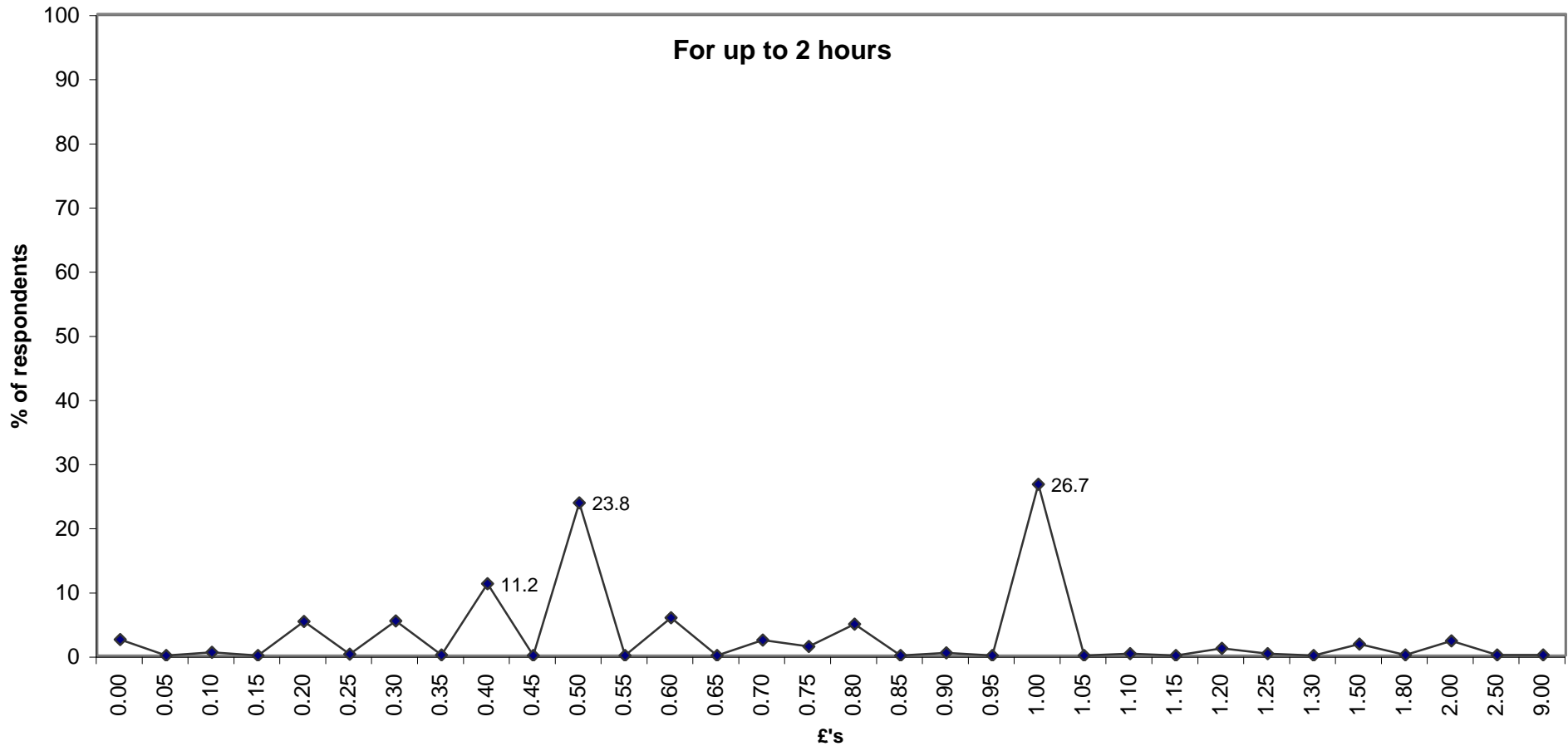


Road Traffic Management Survey
Autumn 2002, based on 916 respondents

The chart only represents respondents that have indicated a charge for at least one of the four time limits in question

Question 8 - Paying at Ticket Machines

If 'pay and display' ticket machines were to be placed in Council car parks, how much do you think should be charged...?

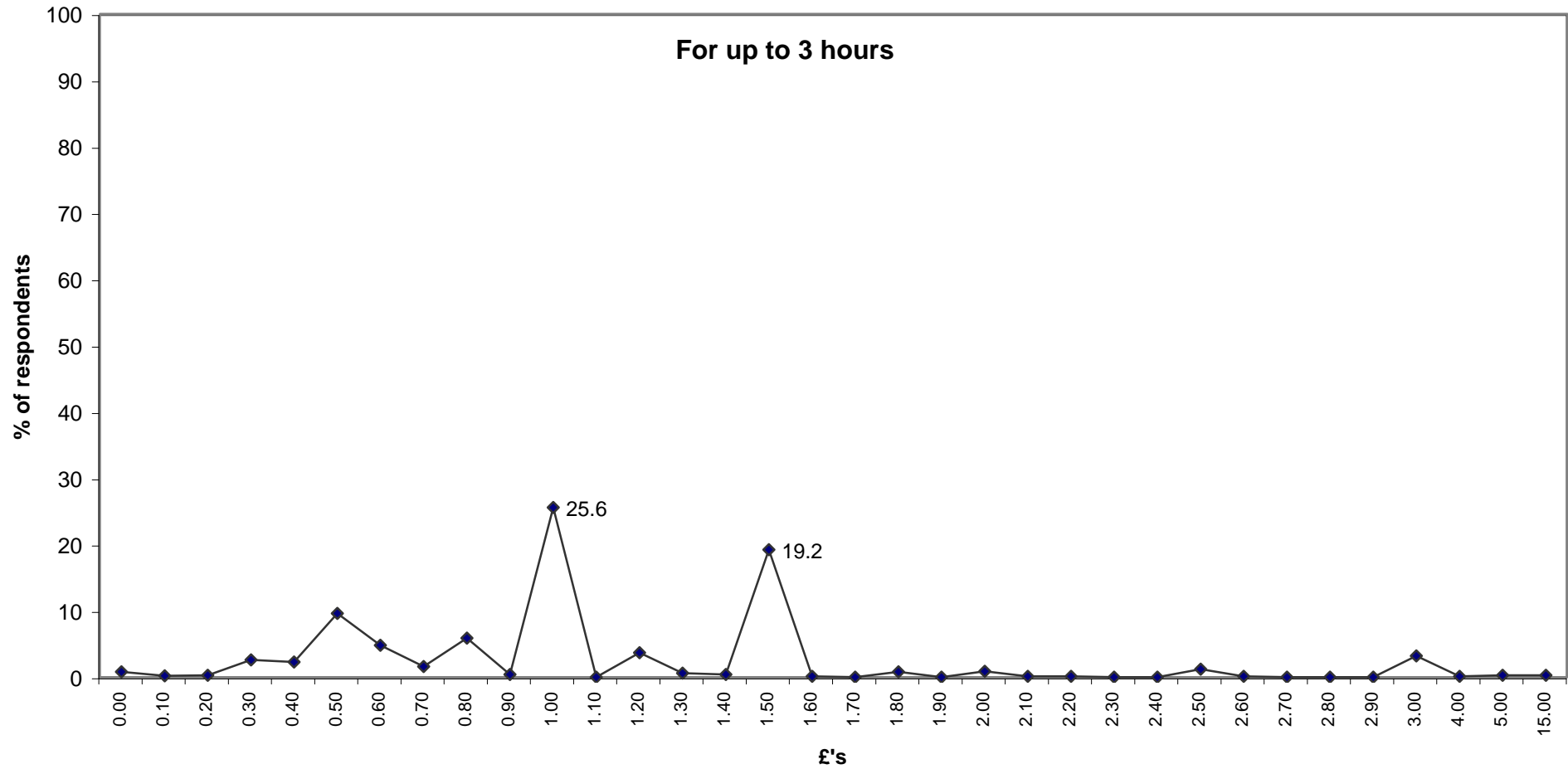


Road Traffic Management Survey
Autumn 2002, based on 916 respondents

The chart only represents respondents that have indicated a charge for at least one of the four time limits in question 8

Question 8 - Paying at Ticket Machines

If 'pay and display' ticket machines were to be placed in Council car parks, how much do you think should be charged...?

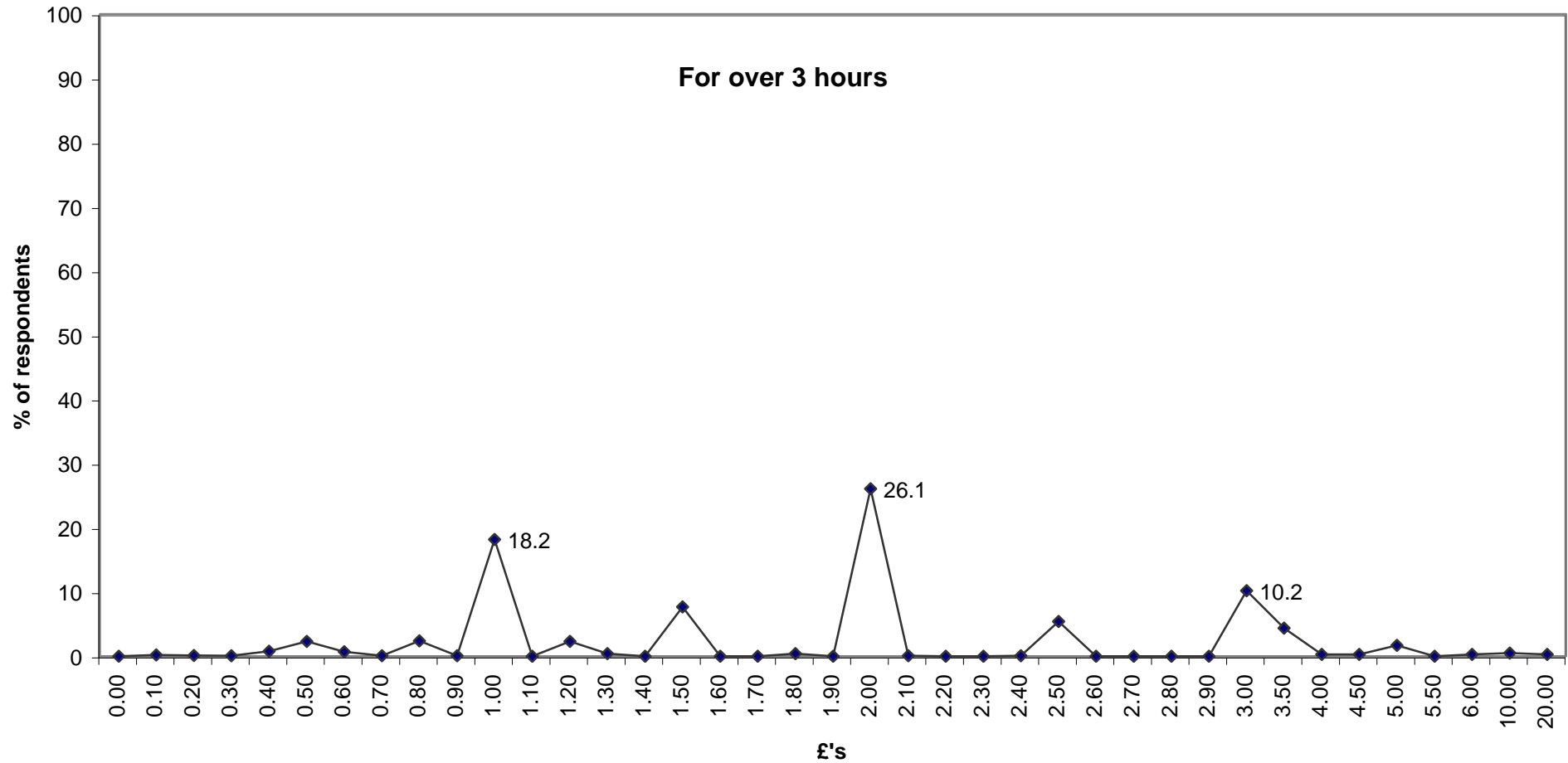


Road Traffic Management Survey
Autumn 2002, based on 916 respondents

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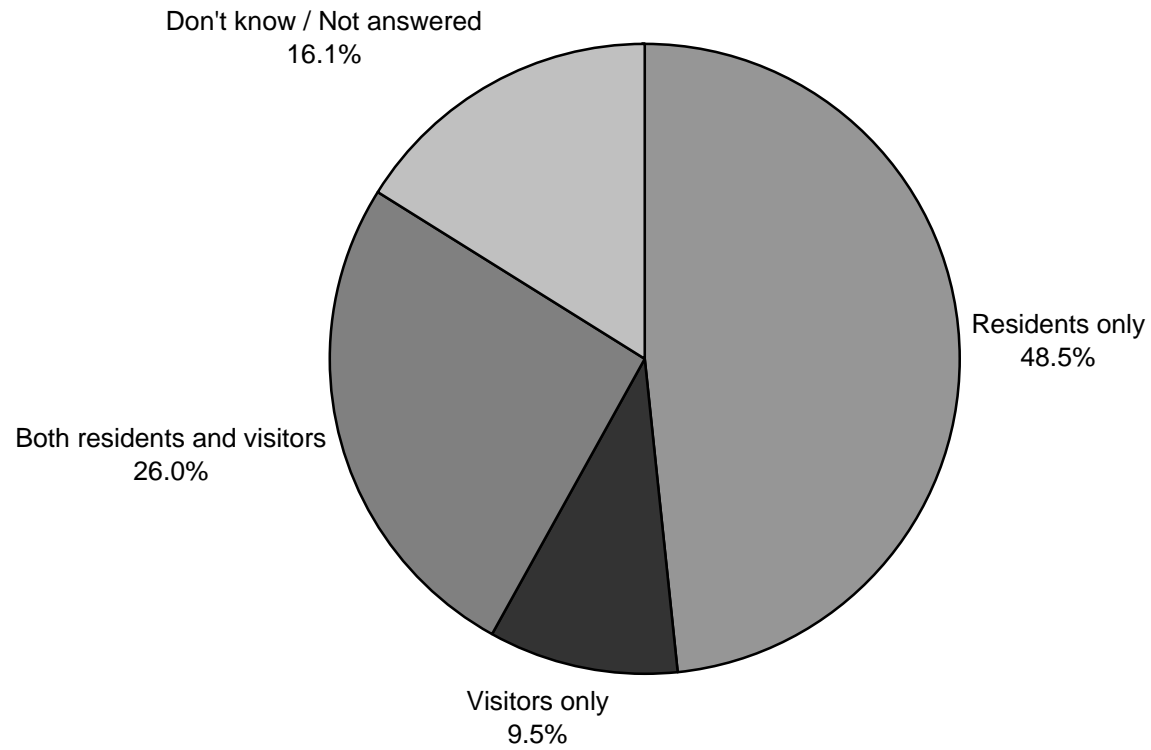
Road Traffic Management Survey
Autumn 2002, based on 916 respondents

The chart only represents respondents that have indicated a charge for at least one of the four time limits in question 8

Question 9a - The 'Clock' System

If there were to be a 'clock' system...

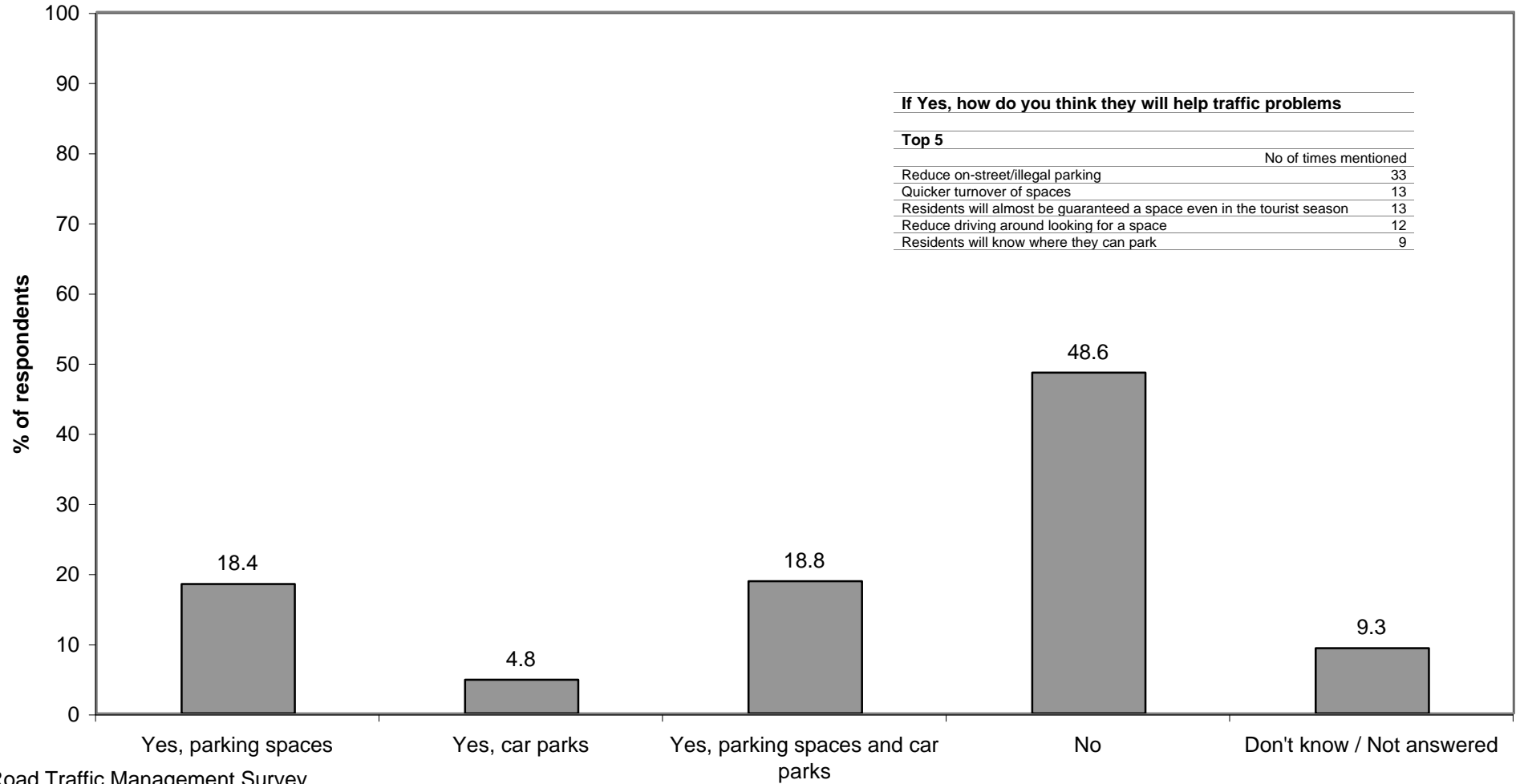
Who do you think the 'clock' system should be available to?



Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Question 9b - The 'Clock' System

Do you think there should be parking spaces and/or car parks for 'clock' holders only to park in?



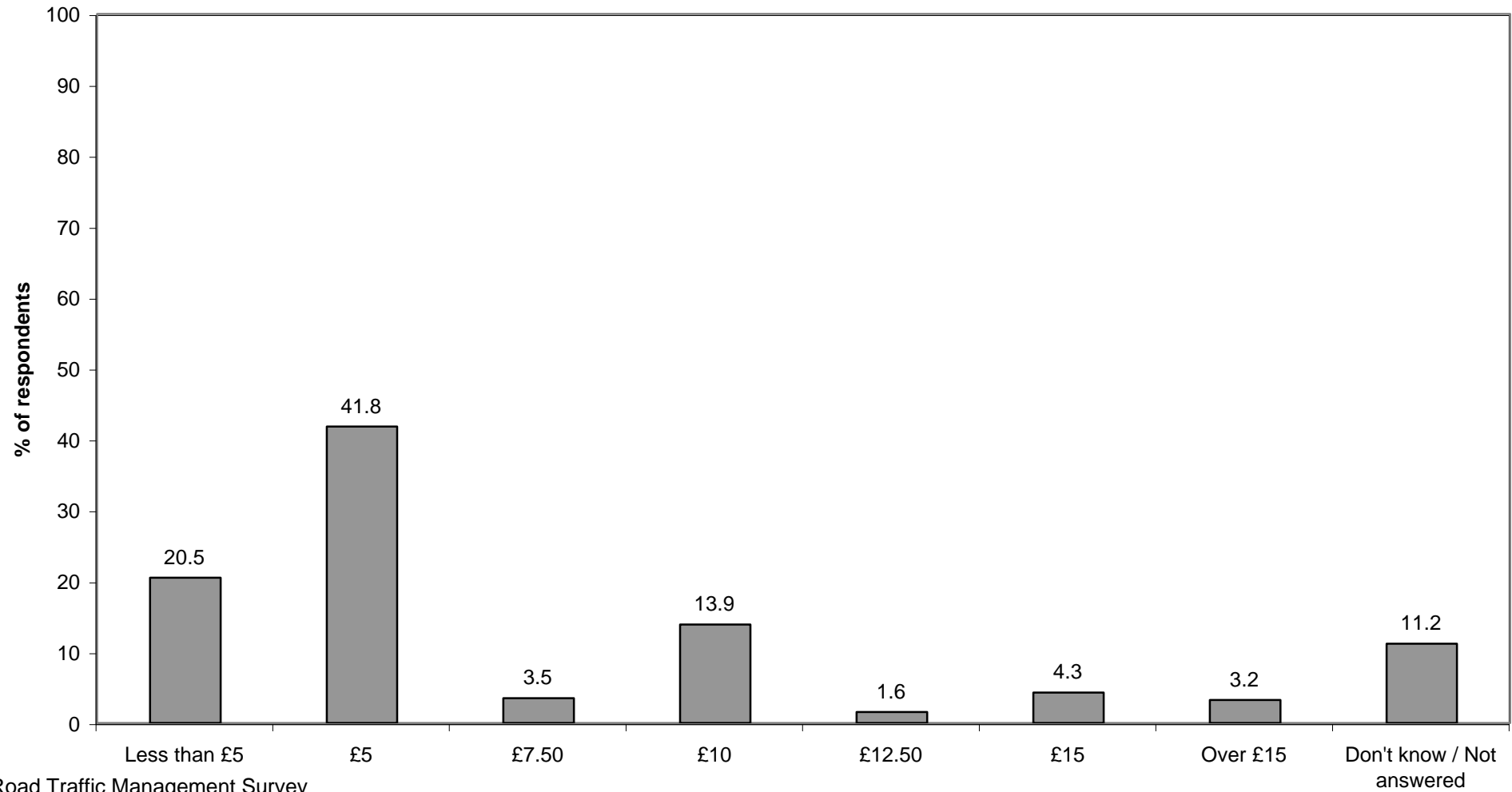
If Yes, how do you think they will help traffic problems	
Top 5	
	No of times mentioned
Reduce on-street/illegal parking	33
Quicker turnover of spaces	13
Residents will almost be guaranteed a space even in the tourist season	13
Reduce driving around looking for a space	12
Residents will know where they can park	9

Road Traffic Management Survey
Autumn 2002, based on 916 respondents

The chart only represents respondents that gave a definite answer to question 9a

Question 9c - The 'Clock' System

How much do you think the annual cost per 'clock' should be?



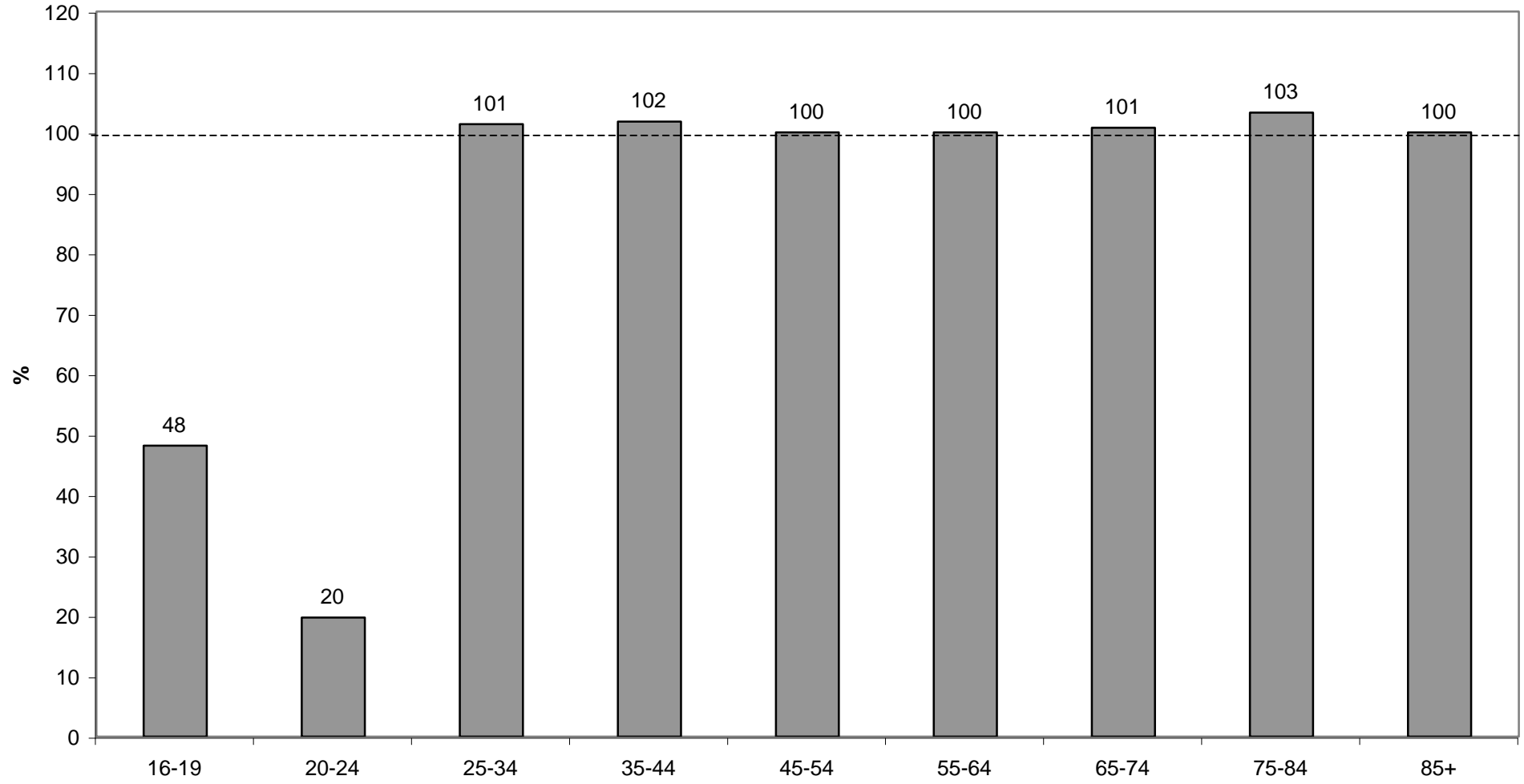
Road Traffic Management Survey
Autumn 2002, based on 916 respondents

The chart only represents respondents that gave a definite answer to question 9a

(Question 10)

Age Profile

% of respondents against the number required



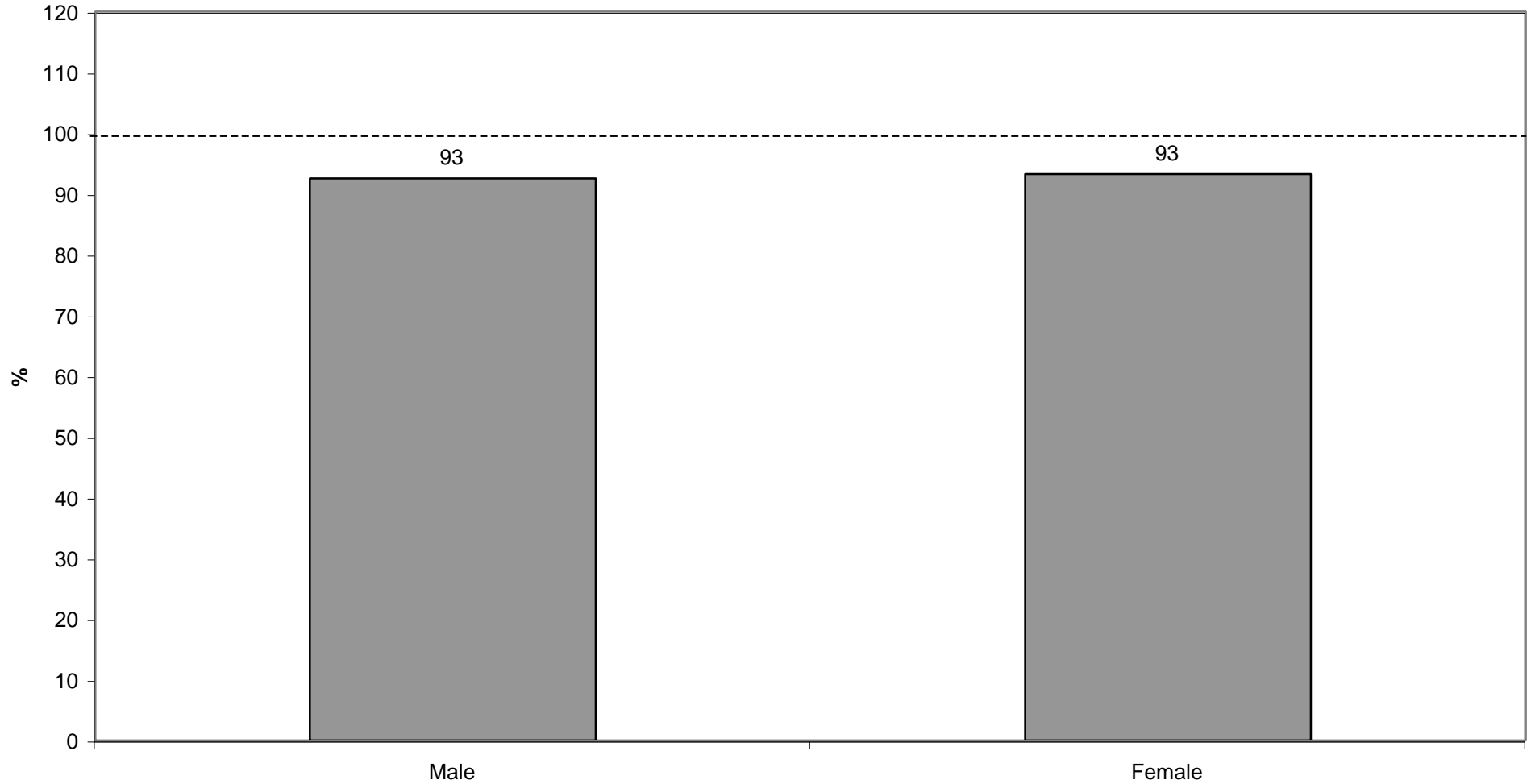
Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Age range

(Question 11)

Gender Profile

% of respondents against the number required



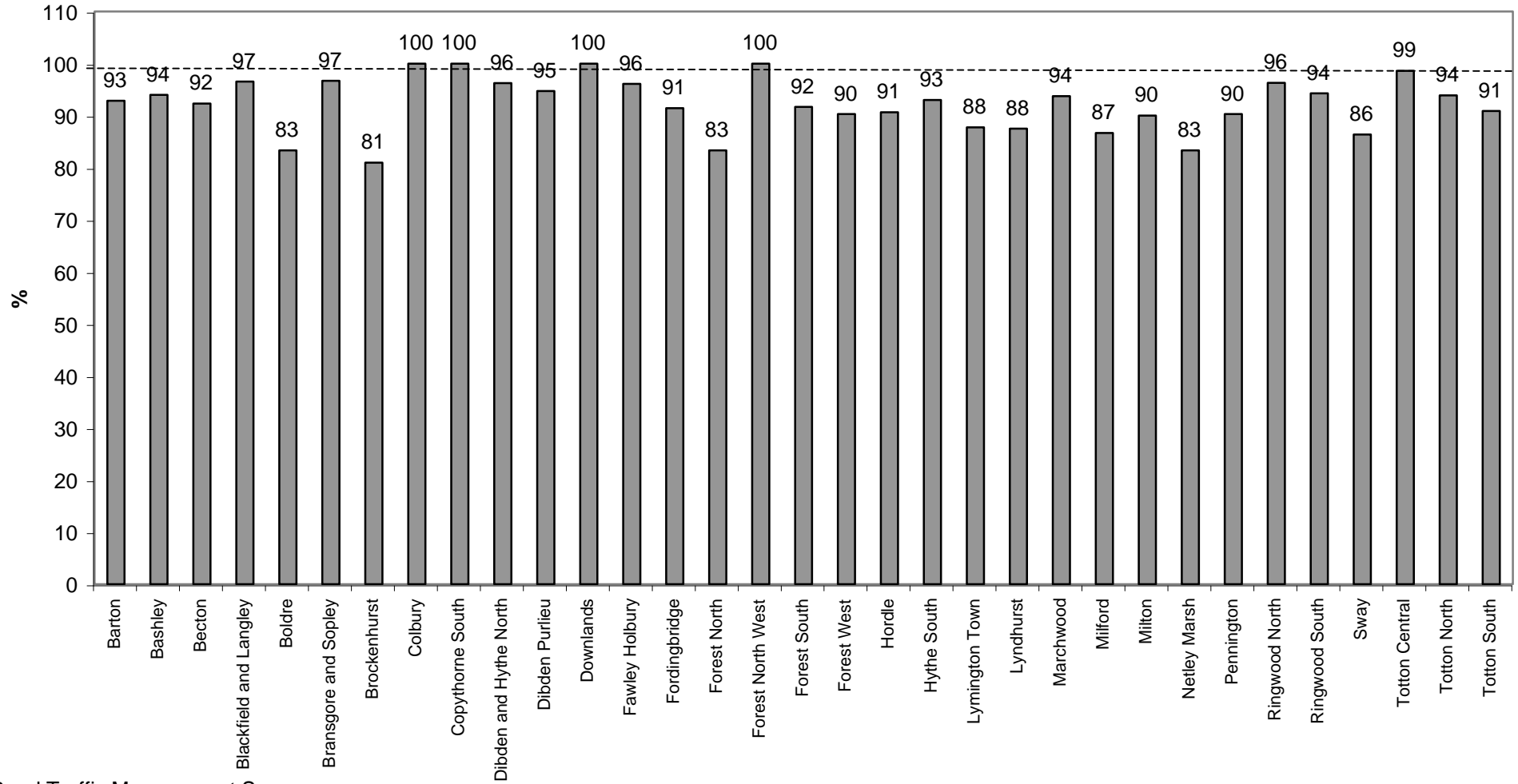
Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Gender

(Question 12 (Postcodes))

Ward Profile

% of respondents against the number required

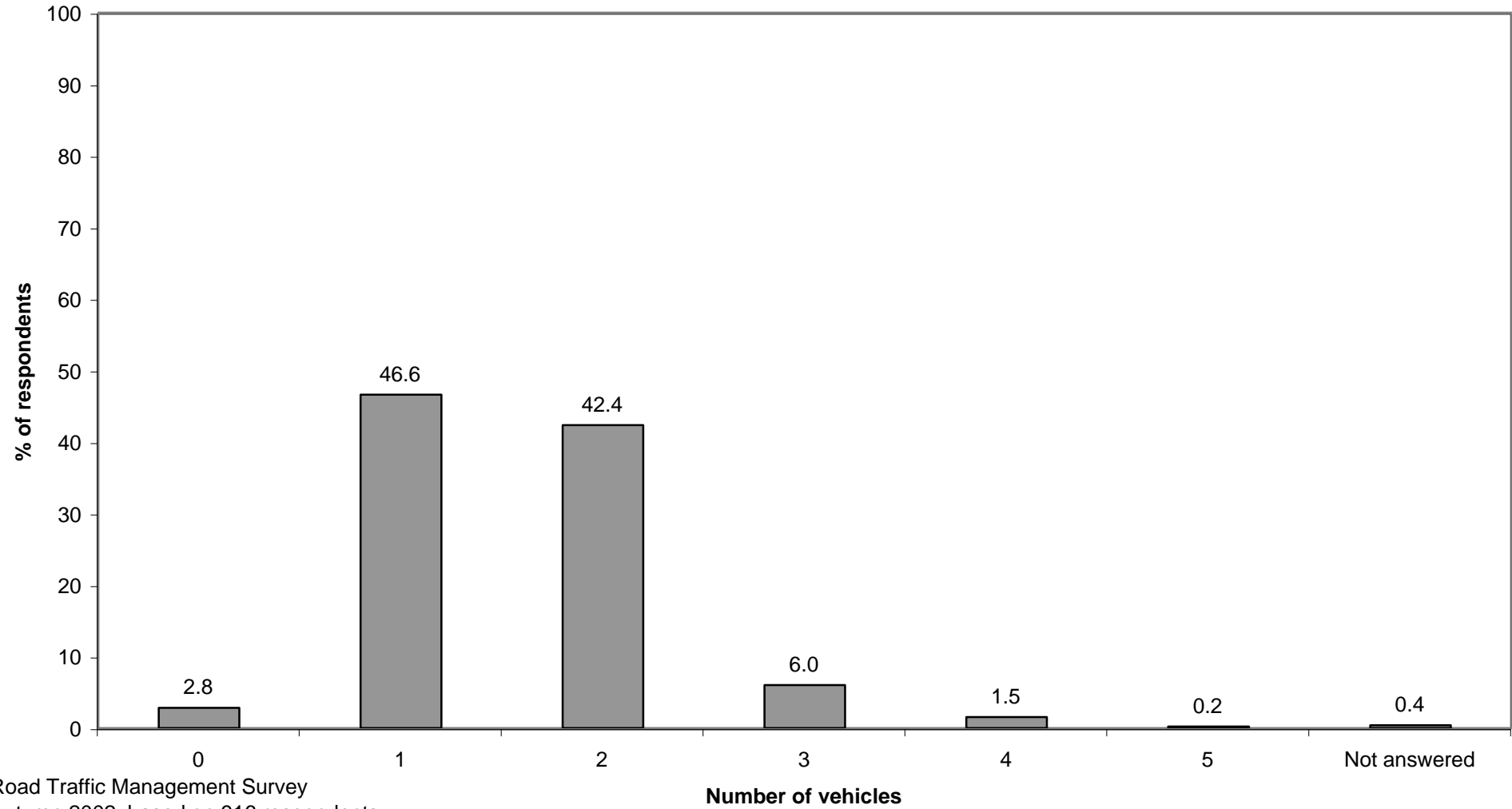


Road Traffic Management Survey
Autumn 2002, based on 916 respondents

Ward

Question 13 - Vehicles per Household

We would also like to know how many vehicles your household runs?



Road Traffic Management Survey
Autumn 2002, based on 916 respondents