

Appendix C
City-Wide Parking Review
October 2012

Consultation Report

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Background

In October 2011, the council made a commitment to review parking schemes in the city to ensure a fair balance between the needs of residents, business and visitors. The purpose of the review is to improve the way we manage parking and to look at the future of residents parking scheme and whether to consult on new parking schemes or to extend existing schemes.

The first stage of the review involved officers going to community meetings and talking directly with people. Council representatives have attended over 30 meetings all over the city talking directly to over 800 residents. Transport user groups, councillors, business or organisations and disability groups have also been contacted.

The second stage of the review was a survey to find out how well the public perceives the council to be managing parking and to gather suggestions as to how it can be improved. This report gives the findings of this survey.

Headline Findings

- 1842 people responded to the survey with 60% responding by mail and 40% on the online version of the survey.
- 46% of respondents thought that residents parking schemes work well / mostly well for residents and their guests, but 64% of respondents had concerns about how parking for visitors, shoppers and businesses are affected by residents parking schemes.
- Of those in residents parking zones, 51% of respondents agreed / strongly agreed that resident parking schemes have improved the management of parking across the city.
- 84% of those in a parking zone did not want their zone removed from the residents parking scheme.
- 42% of people agreed with the current hours of operation, but another 42% of people wanted to reduce the number of hours. Of those who disagreed with the hours of operation, 83% wanted parking enforcement to end earlier.
- 63% of people agreed / strongly agreed that there should be a limit on the number of permits issued per household in each parking scheme. This method of restricting multiple permits was favoured over charging a higher amount for a second permit, which 48% of people agreed with.

- Only 13% of people reported that they could find no parking at all in the city (at any time of day). There were less participants who reported this in resident parking zones (12%) than those outside (14%).
- Regardless of the time of day, respondents within residents parking schemes said that they were more likely to find a parking space, than those outside a parking scheme.
- Overall, 17% of people said they could not find a space at night-time, but only 13% of people inside a residents parking zone reported they could find no space at night.
- From residents who lived in resident parking zones, 93% reported that they felt that parking was enforced around the streets in their zone.
- 50% of responders agreed that more cycle parking is needed.
- 78% of respondents said they would make use of being able to pay by credit or debit card at pay and display machines.

Methodology

Brighton and Hove City Council Land and Property Gazetteer was used to provide 6000 property addresses split between parking zones and outside parking zones across the city. An information leaflet about the city wide parking review together with a questionnaire and a prepaid envelope for reply was sent to each of these addresses, the consultation ran for X number of weeks in September of 2012.

The questionnaire was also made available online during the same period via the council's consultation portal. Online respondents were asked to give their street name which was linked to the database of parking zone areas and streets.

The city wide parking review was publicised on the council's website and through articles in the local press

The questionnaire was divided into three sections:

1. Parking in general and residents parking schemes
2. Other forms of parking provision and payment
3. Demographics

Full Results

A total of 1842 people responded to the survey with 60% responding by mail and 40% on the online version of the survey. The table shows a breakdown of the number of respondents who responded by mail or via the internet and those who were from a residents parking zone or outside.

	Mail	Online	Total
RPZ	481	275	756
No RPZ	615	407	1022

In this section, the results for each question are broken down and displayed in tables and graphs.

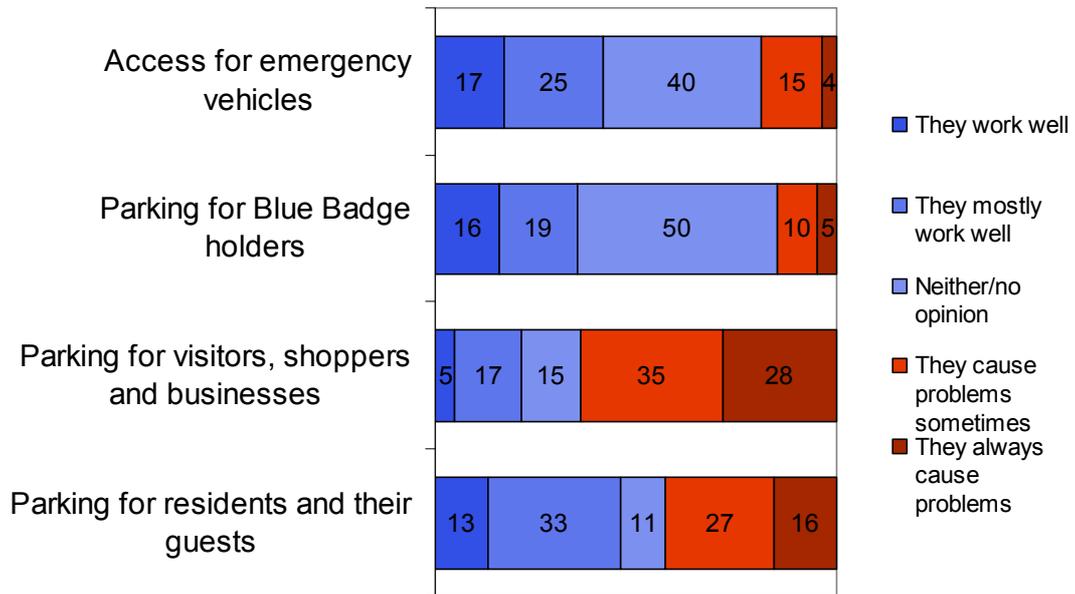
Q1: Please tell us what you think about how well (or not) residents parking schemes work for:

	Work Well ¹		Cause problems	
	Number	%	Number	%
Residents and their guests	829	46	765	43
Visitors, shoppers and businesses	379	22	1113	64
Blue Badge holders	617	35	259	15
Access for emergency vehicles	725	42	325	19

Most concern was for parking for visitors, shopper and business - 64% of people think that residents parking schemes cause problems for visitors, shopper and businesses. This is compared to 43% for residents and guests, 19% for access for emergency vehicles and 15% for blue badge holders.

¹ The table shows all positive and negative responses combined (e.g. Work Well includes 'They work well' and 'They mostly work well')

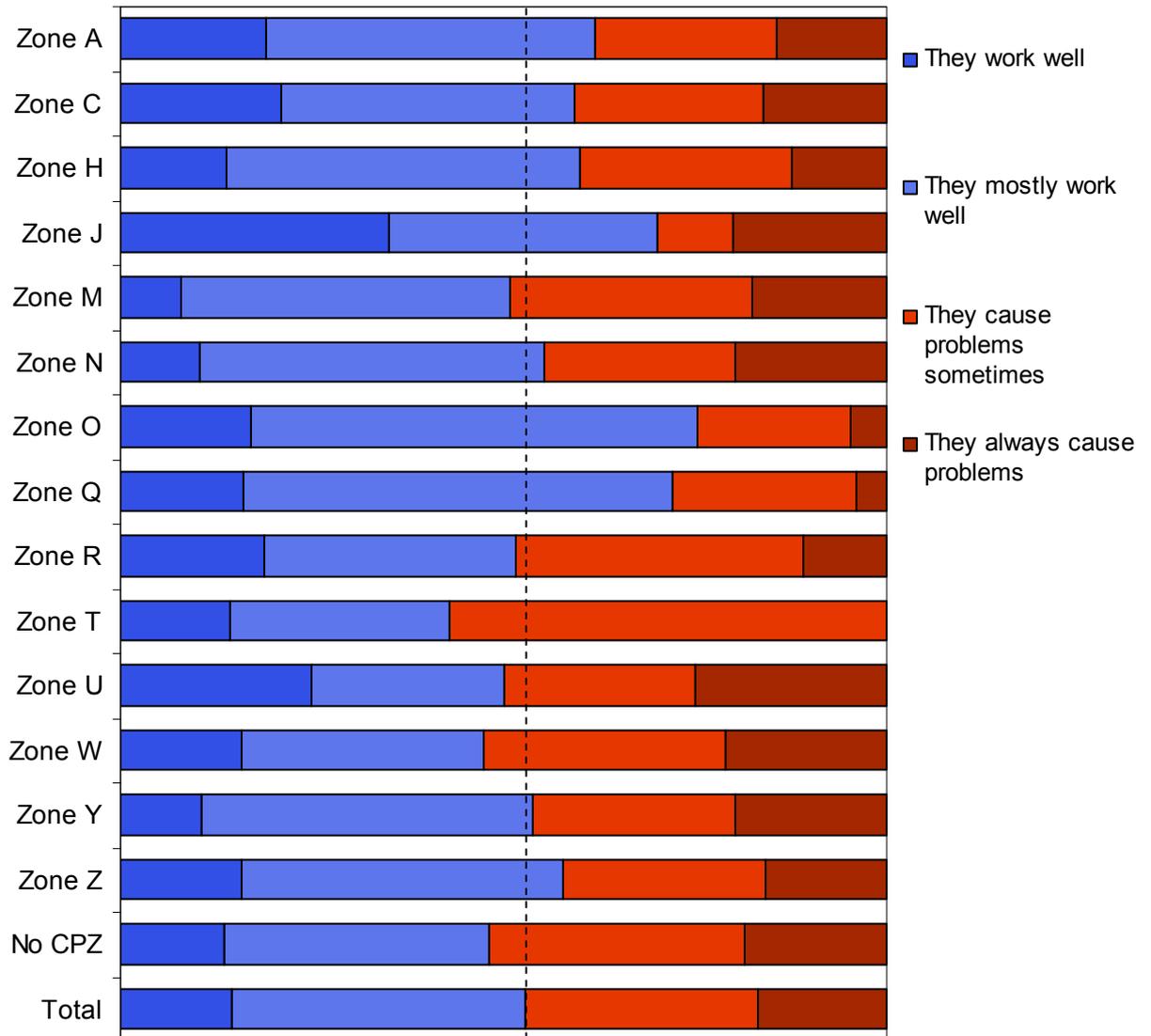
The graph below shows attitudes for all respondents broken down, by percentage:



Below is a table showing positive and negative attitudes to residents parking by zone. Zones are highlighted where the residents thought parking zones caused problems more than the overall average. Of zones with more than 40 responses, Zone R was identified as showing most concern, with 48% of respondents reporting there were problems. This was followed by Zone M with 47% reporting problems. On the whole, more people were positive about parking schemes; there were no zones where more people thought they caused problems than worked well. Zone O (73%) and neighbouring Zone Q (67%) came out with most support. Outside of a controlled parking zone, 43% of respondents thought that parking for residents and guests cause problems.

Area	Zone	% Work Well	% Cause Problems	Number of Respondents
<i>Areas with greater than 40 responses</i>				
St James	Zone C	57	39	84
Kempton	Zone H	58	39	67
Brunswick	Zone M	49	47	53
Central Hove	Zone N	54	44	98
Goldsmid	Zone O	73	24	67
Westbourne	Zone R	51	48	65
Westbourne	Zone W	49	42	84
North Central	Zone Y	54	39	61
South Central	Zone Z	42	45	60
No RPZ		40	43	902
<i>Areas with less than 40 responses</i>				
Preston Park	Zone A	57	35	23
London Road	Zone J	64	27	22
Prestonville	Zone Q	67	26	27
Hove Park	Zone T	43	57	7
St Luke's	Zone U	40	40	5
Grand Total		47	42	1645

The graph below shows the overall attitudes by each zone. Negative attitudes are highlighted in red. The dotted line represents the overall proportion of respondents who believe parking for residents and their guests caused problems. For each zone, if the red bar is to the right of the line then respondents (in that zone) responded more positively about parking for residents and their guests. If the red bar crosses the line (to the left of the chart) then more respondents responded negatively.

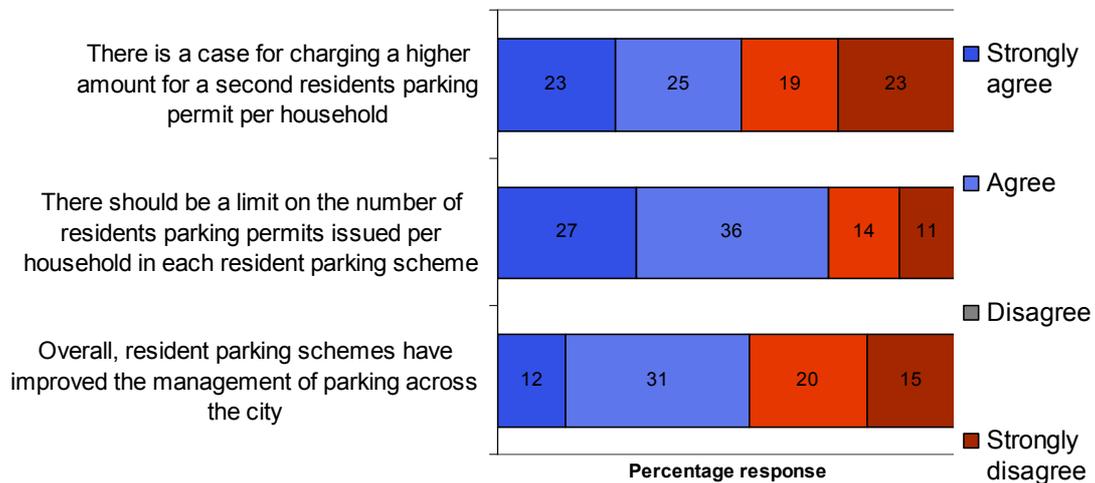


Q2: Please say how much you agree or disagree with the following statements:

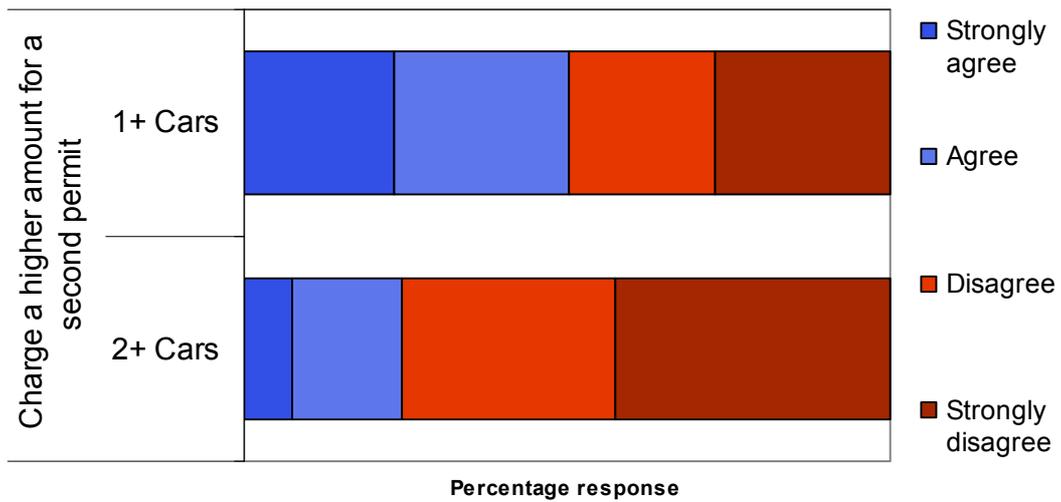
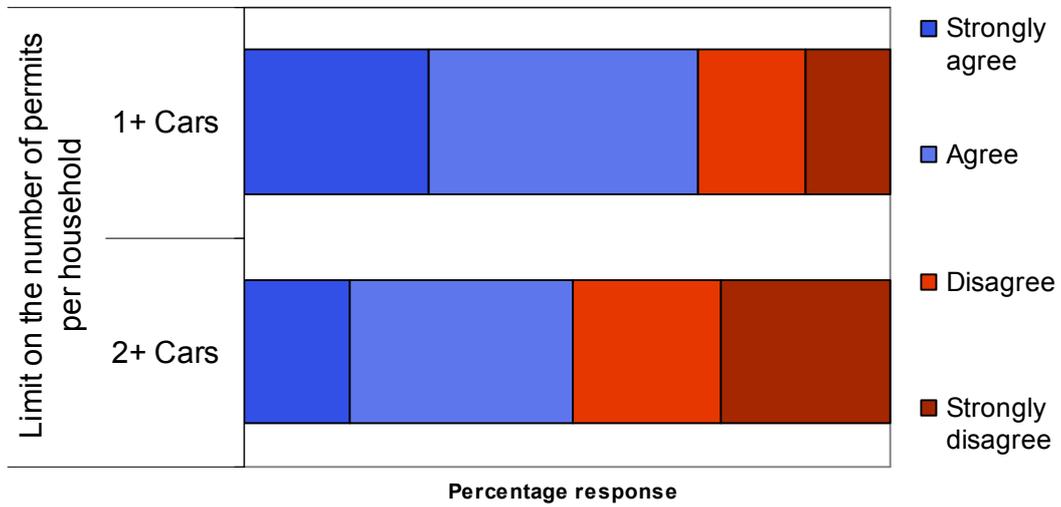
The number and percentage of agreement to statements is shown in the table below. The highest agreement was that 63% agreed that there should be a limit of the number of permits issued per household. The highest disagreement was 42% who disagreed that residents should be charged higher for additional permits.

	Agree		Disagree	
	Number	%	Number	%
Overall, resident parking schemes have improved the management of parking across the city	766	43	626	35
There should be a limit on the number of permits issued per household in each resident parking scheme	1137	63	442	25
There is a case for charging a higher amount for a second residents parking permit per household	867	48	764	42

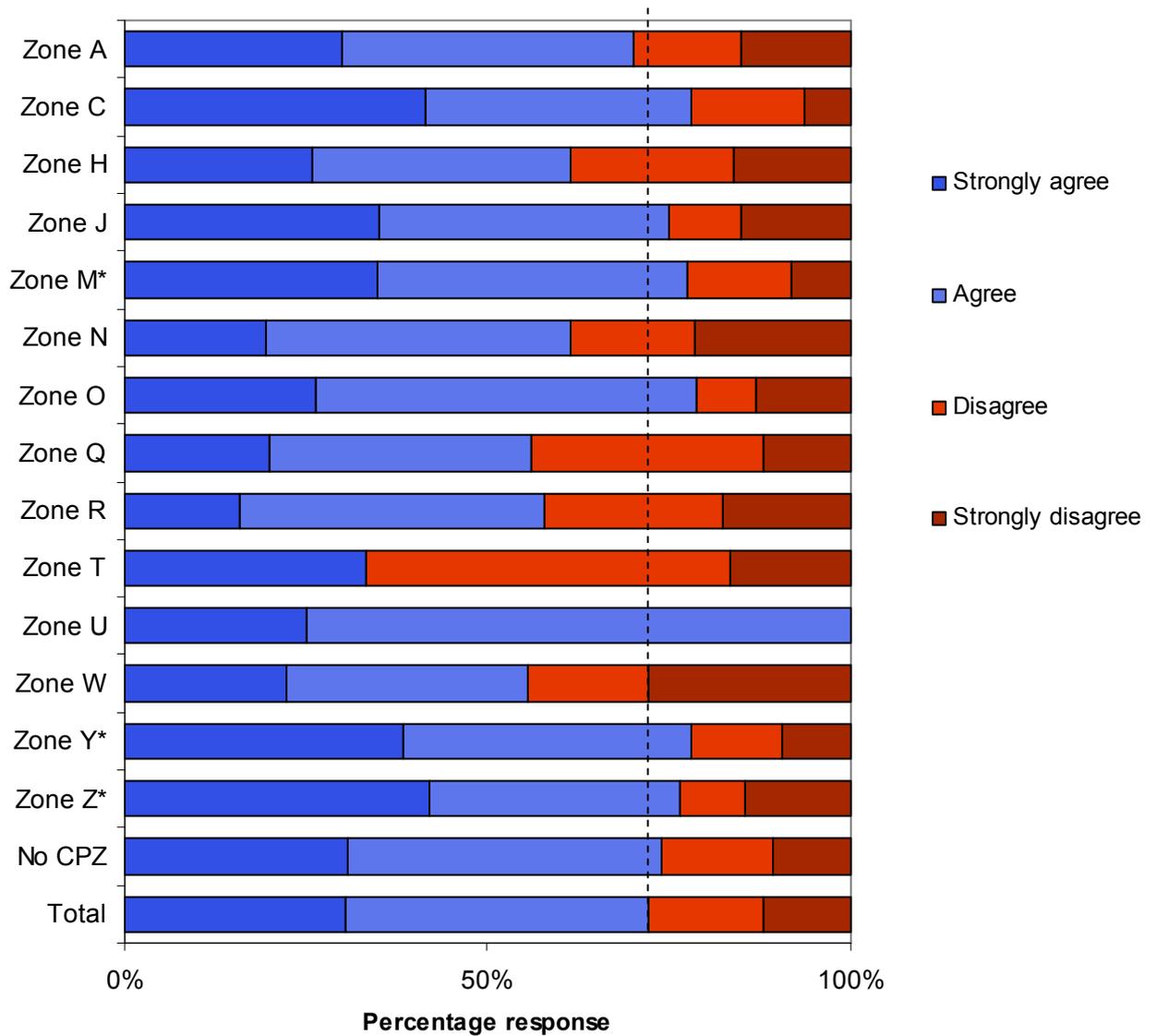
The graph below represents a break-down of the attitudes to each statement, with the shade of the graph representing the attitude:



The graph below represents the break down of attitudes to each statement, when considered by the number of households per car. Those with two or more cars were much more negative about charging a higher amount (69%) than just placing a limit on the number of permits (43%).



The graph below illustrates opinions on whether there should be a limit on the number of permits per household, in each zone. Those who disagree / strongly disagree are coloured in red. The overall level of agreement is marked with a dotted line. Red bars which lie to the right of the dotted line agree more with limiting the number of permits (Zones C, J, M, O, U, Y, Z) and bars which cross the line disagree with limiting permits (Zones A, H, N, Q, R, T, W). Zones M, Y and Z currently have waiting lists for residents' permits.



* Zones that currently have waiting lists.

Q3a: If your street is in a resident parking scheme do you think it should be removed from the resident parking scheme?

The table below shows the amount of people who said yes or no to whether their zone should be removed from the resident parking scheme. The most common answer overall was 'No' with 84% of respondents answering this way. Of zones with more than 40 respondents, zones M,O,Y and Z felt even more positive about keeping the residents parking zone, with zones H,N, and R feeling less positive, but even zone R, the zone with lowest support had 75% of positive responses.

Area	Zone	Yes		No		Number of Respondents
		Number	%	Number	%	
<i>Areas with greater than 40 respondents</i>						
St James	Zone C	11	16	56	84	67
Kempton	Zone H	15	24	48	76	63
Brunswick	Zone M	5	10	46	90	51
Central Hove	Zone N	16	17	78	83	94
Goldsmid	Zone O	5	8	59	92	64
Westbourne	Zone R	16	25	48	75	64
North Central	Zone Y	8	10	69	90	77
South Central	Zone Z	6	13	41	87	47
<i>Areas with less than 40 respondents</i>						
Preston Park	Zone A	6	29	15	71	21
London Road	Zone J	4	18	18	82	22
Prestonville	Zone Q	3	12	22	88	25
Hove Park	Zone T	1	14	6	86	7
St Luke's	Zone U	0	0	5	100	5
Westbourne	Zone W	7	37	12	63	19
Grand Total		82	16	445	84	527

Q3b: If your street is not in a resident parking scheme do you think it should be added to a resident parking scheme?

Streets which had more than three positive responses to this question are listed below, alongside the number of respondents who replied by mail or online.

Street name	Number of addresses in street	Total number of responses	Number in favour
Ewart Street	108	13	12
Tivoli Crescent North	45	8	7
Bute Street	56	8	6
Havelock Road	241	8	6
Marine Avenue	58	6	6
Quebec Street	47	6	6
Bolsover Road	79	6	5
Glendor Road	29	5	5
Beaconsfield Villas	316	5	4
Preston Drove	227	5	4
Toronto Terrace	82	7	4
Waldegrave Road	179	7	4
Bute street	56	4	3
Cornwall Gardens	70	3	3
Cumberland Road	76	4	3
Finsbury Road	99	3	3
Grove Street	60	3	3
Hendon Street	63	5	3
Islingword Place	68	3	3
Islingword Road	221	5	3
Lincoln Street	89	5	3
Portland Avenue	60	3	3
Scotland Street	56	4	3

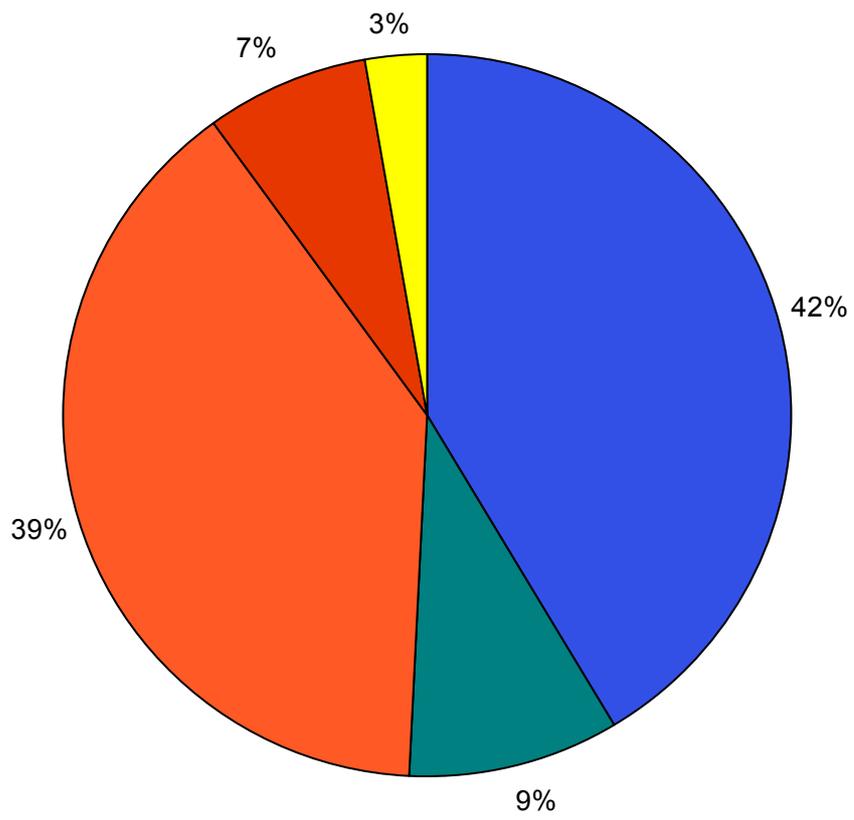
A boost to the answers to Q3b has been given by those actively seeking out the consultation via the council's Consultation Portal. The table below shows streets where there have been more than 5 requests via the consultation portal to be included in a residents parking zone (those who answered Yes to Q3b). The answers have been split into areas where we already know there are parking pressures eg areas currently under consultation and the Hanover area.

Area	Street Names	Number of times "Yes" to Q3b	How did you hear about the consultation?
Bakers Bottom	Bute Street	11	<ul style="list-style-type: none"> • Community newsletter • Friends/ neighbours/ relatives
	Hendon Street	5	<ul style="list-style-type: none"> • Friends/neighbours relatives
London Road Station North (consulted – awaiting decision)	Springfield Road	9	<ul style="list-style-type: none"> • Community newsletter
	Rugby Road	8	<ul style="list-style-type: none"> • Community Newsletter
Round Hill (consulted – awaiting decision)	Princes Road	5	<ul style="list-style-type: none"> • Friends/neighbours relatives
Hanover	Ewart Street	11	<ul style="list-style-type: none"> • Friends/neighbours relatives • Poster in the Hanover area
	Albion Hill	10	<ul style="list-style-type: none"> • Posters in the area
	Montreal Road	8	<ul style="list-style-type: none"> • Poster in the area • Friends/ neighbours/ relatives
	Quebec Street	7	<ul style="list-style-type: none"> • Community newsletter
	Scotland Street	5	<ul style="list-style-type: none"> • Residents flyers • Community newsletter
Wish Park	Marine Avenue	8	<ul style="list-style-type: none"> • Community Facebook page
	Glendor Road	5	<ul style="list-style-type: none"> • Friends/neighbours relatives
Preston Park Station	Tivoli Crescent North	7	<ul style="list-style-type: none"> • Friends/ neighbours/ relatives
Bolsover Road	Bolsover Road	7	<ul style="list-style-type: none"> • Residents association • neighbours
Not consulted	Havelock Road	5	<ul style="list-style-type: none"> • Communications with council
	Waldegrave Road	5	<ul style="list-style-type: none"> • Friends/neighbours relatives

Q4: Most residents' schemes in the city operate 9am-8pm every day. Do you agree with these hours and days of operation?

The table and graph below show the response for this question from people in residents parking zones. 42% agreed with the current hours and days of operation. In addition, 42% of people wanted to reduce the hours of operation (including 3% who wanted to reduce both hours and days).

	Number	%
Yes, I agree	298	41
Extend hours as follows	67	9
Reduce hours as follows	283	39
Fewer days as follows	51	7
Reduce hours and fewer days	21	3

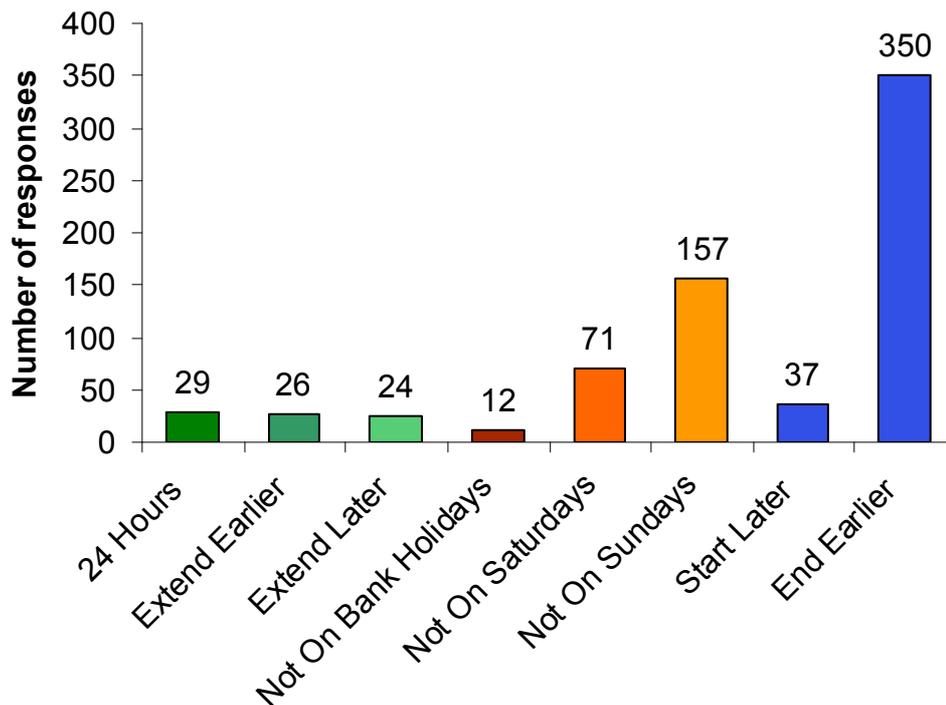


- Yes, I agree
- Extend hours
- Reduce hours
- Fewer days
- Reduce hours and fewer days

People were given space to give more detail about how they'd change their hours. Of those who wanted to change hours, the overall proportion of different responses is detailed below in the table. By far the most popular proposal was to reduce hours, with 83% of respondents putting in an earlier time for their ideal hours of operation to end².

		Number	%
Extend Hours	24 Hours	29	7
	Extend Earlier	26	6
	Extend Later	24	6
Fewer Days	Not On Bank Holidays	12	3
	Not On Saturdays	71	17
	Not On Sundays	157	37
Reduce Hours	Start Later	37	9
	End Earlier	350	83

The graph below shows the number of responses of each type.



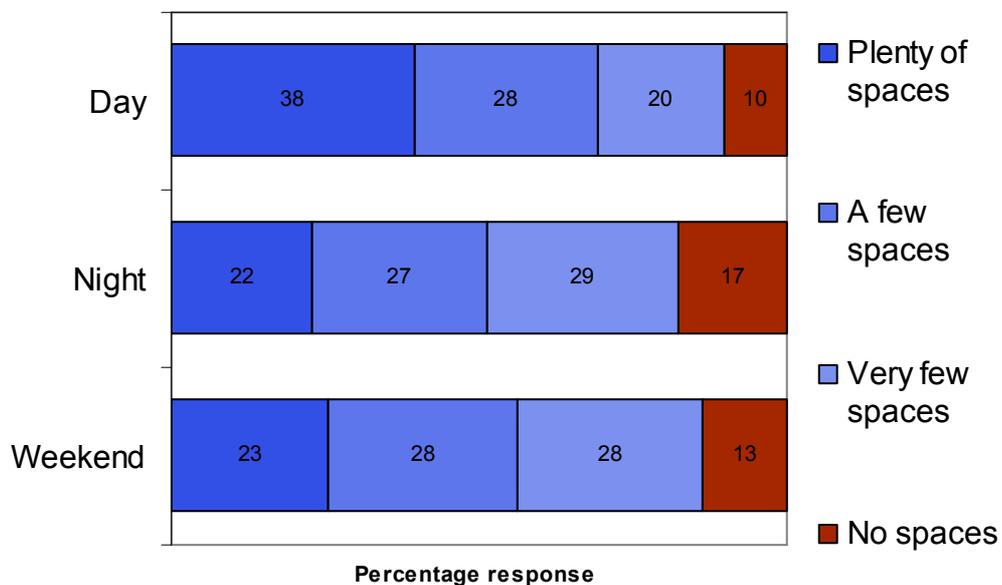
² This number includes those who voted to extend hours, but their end time was before 8pm (the current end time).

Q5: In the streets around your home, what is the level of availability of parking space for residents/visitors?

The table below details the responses to the above question. Day time parking with the least problematic with only 10% reporting they could not find any space. This was followed by weekend parking (13%) and night-time parking (17%). Night-time parking also had the smaller number of respondents who could find at least a few spaces (49%).

	Plenty of spaces		A few spaces		Very few spaces		No spaces		No opinion	
	Number	%	Number	%	Number	%	Number	%	Number	%
Day	685	38	509	28	358	20	174	10	42	2
Night	390	22	484	27	530	29	300	17	38	2
Weekend	423	23	505	28	501	28	226	13	43	2

The graph below gives a breakdown of the types of response for each time frame:



Q6: Is parking enforced in the streets around your home?

Of people who were in a residents parking zone, 93% of people reported that parking was enforced. Per zone, numbers were low for answering 'no' to this question, but zone C had the highest number of 'no' responses (11), making up 13% of the total for that zone. This is detailed in the table below:

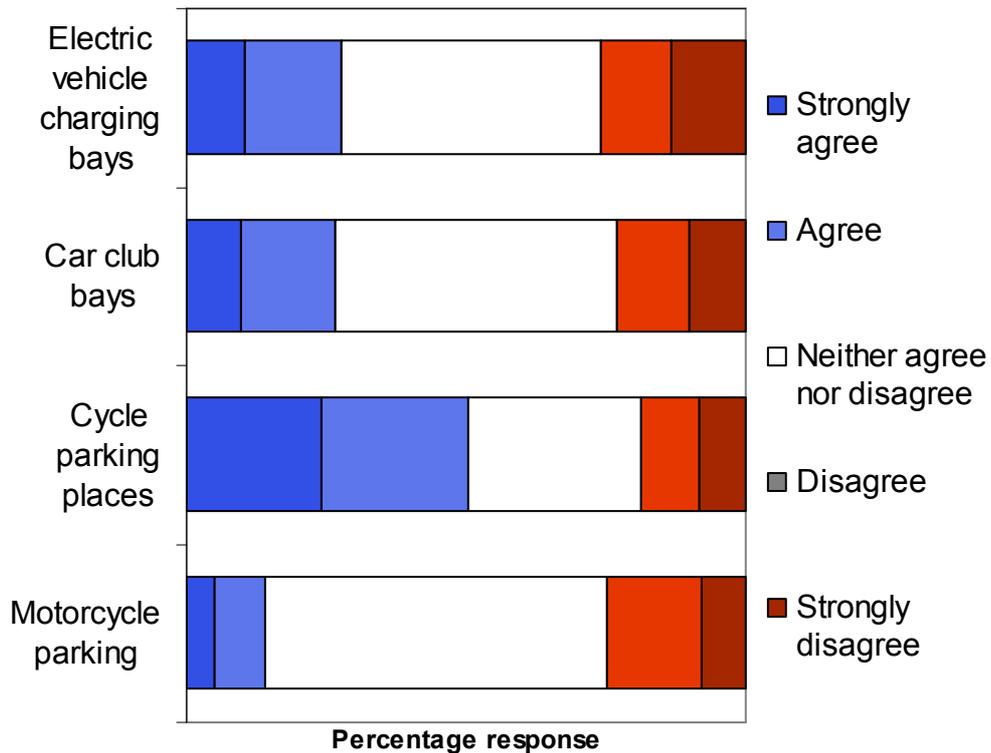
Area	Zone	Yes	No	% Yes
Preston Park	Zone A	22	0	100
St James	Zone C	72	11	87
Kempton	Zone H	62	4	94
London Road	Zone J	22	0	100
Brunswick	Zone M	49	2	96
Central Hove	Zone N	96	3	97
Goldsmid	Zone O	63	4	94
Prestonville	Zone Q	25	1	96
Westbourne	Zone R	65	1	98
Hove Park	Zone T	5	0	100
St Luke's	Zone U	5	0	100
Westbourne	Zone W	19	0	100
North Central	Zone Y	72	9	89
South Central	Zone Z	50	8	86
All in RPZ		676	53	93
No RPZ		192	694	22

Q7, Q8, Q9, Q10: Need for more parking facilities:

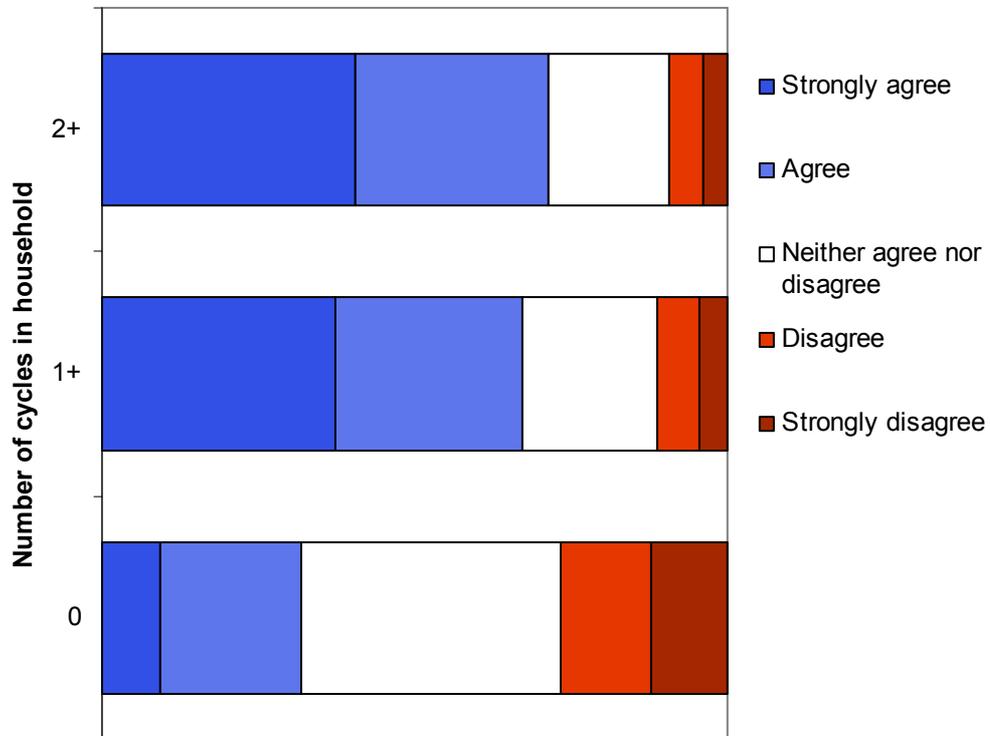
The table below details the number of participants who agree or disagree as to whether there is a need for more parking facilities of each type in Brighton. The responses for strongly agree and agree are combined as well as the responses for disagree and strongly disagree.

Type	Agree		Disagree	
	Number	%	Number	%
Electric vehicle charging bays	504	28	469	26
Car club bays	479	26	415	23
Cycle parking places	912	50	340	19
Motorcycle parking	255	14	445	25

The graph below gives a break down for the above question. 50% of respondents agree or strongly agree that more cycle parking is needed. Since a large proportion of people neither agreed nor disagreed with the need for these facilities, this proportion is represented in white.

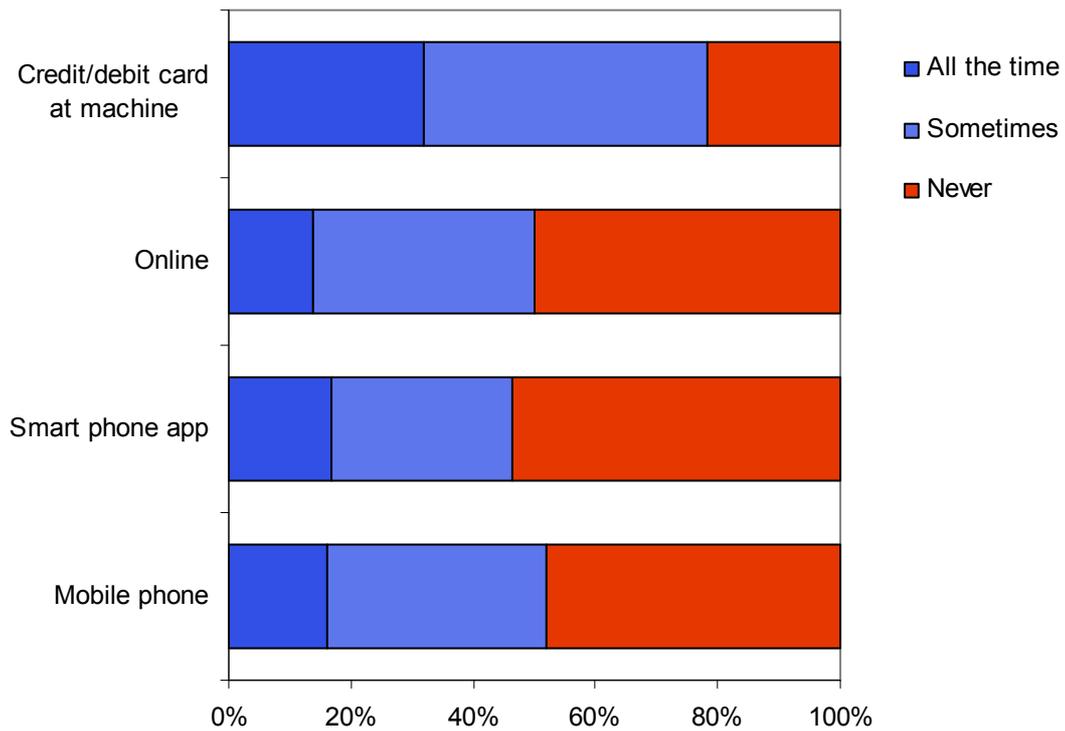


The graph below details the agreement for a need for more cycle parking split by the number of cycles owned per household. For households with one or more bicycles, 67% of respondents agreed or strongly agreed that more parking was needed. This figure increased to 71% for those with 2 or more bicycles. Even for non cyclists agreement for more cycle parking was higher (32%) than disagreement (27%)

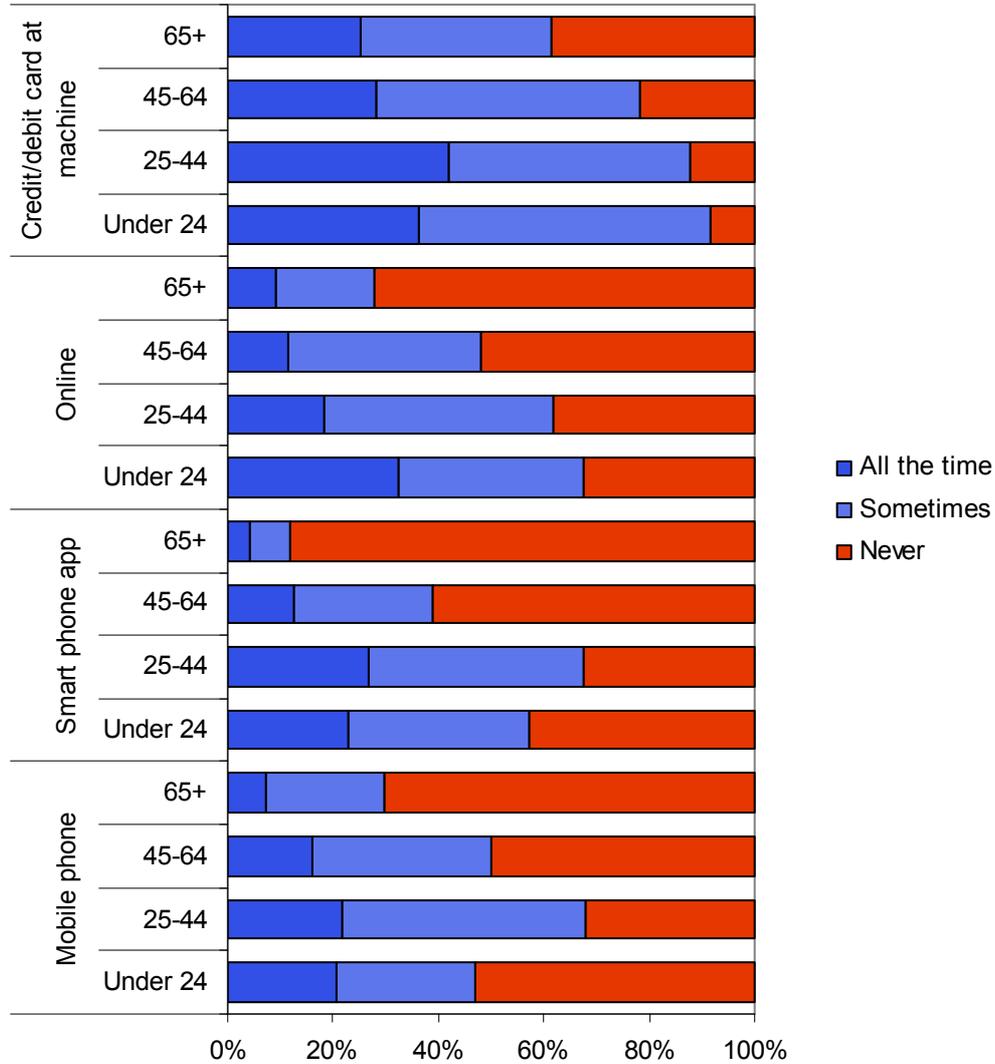


Q11: The council is considering introducing additional payment options for parking e.g. pay by mobile phone, smart phone, online and credit card at the machine. Which of the following additional payment methods would you use?

The most popular alternative payment method was credit/debit card with 78% saying they would use this at least sometimes. This was followed by mobile phone, which 45% of people said they would use at least sometimes.



The following graph offers a breakdown of the popularity for different payment types by broad age groups. Support for mobile and smart phone methods was high amongst younger age groups (Under 44), with 67% of people saying they would use such a method at least some of the time. Respondents above the age of 45 are less likely to make use of mobile or smart phone methods with only 40% of people saying they would use this method.



Q13: How many cars/vans/motorcycles/electric cars/cycles in your household? (Please specify numbers of each)

The table below shows a breakdown of the amount and percentage of households with various forms of transport (e.g. one or more cars, two or more cars, three or more cars). The average number of vehicles of each type per household is also displayed. 94% of households had at least one car, with 25% having two or more. 72% of households also had a bicycle with 48% having two or more.

Residents with one or more of vehicle type:

1+	Number	%
Cars	1577	94
Vans	111	14
Motorcycles	104	13
Electric cars	2	0
Cycles	832	72

Residents with two or more of vehicle type:

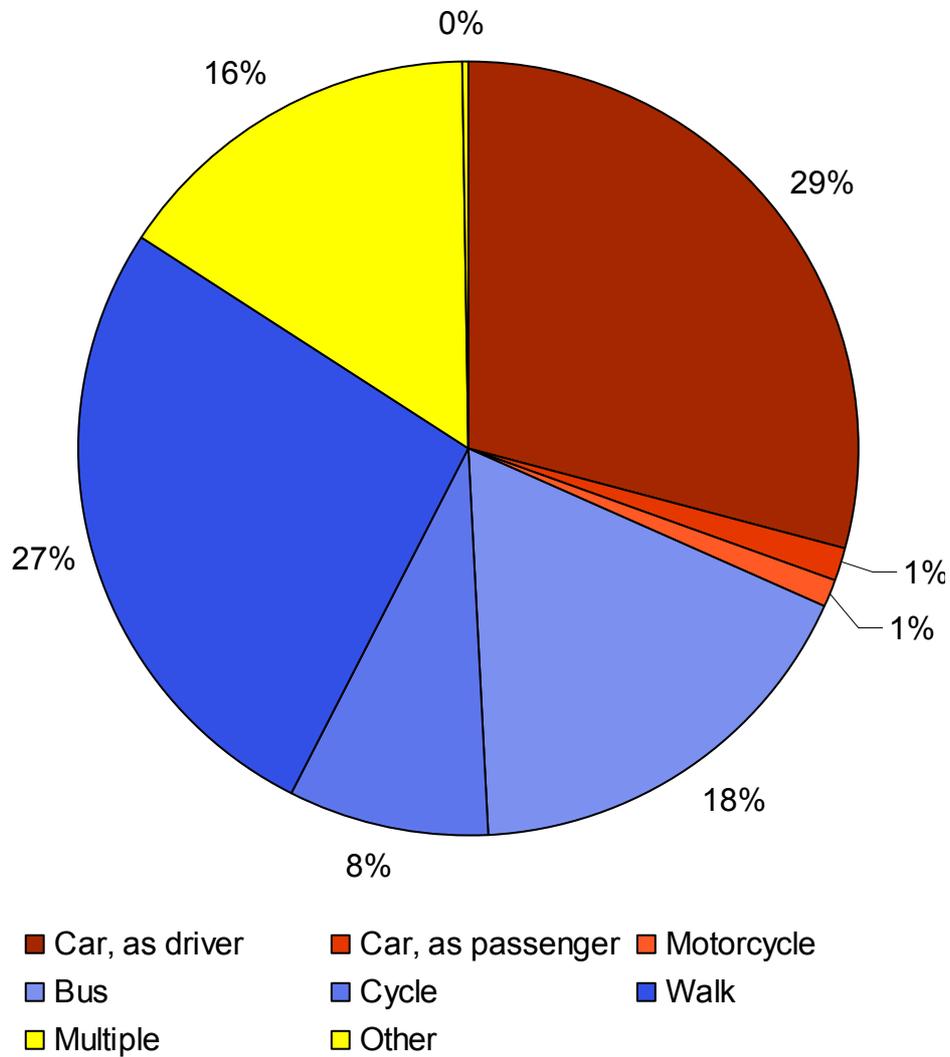
2+	Number	%
Cars	426	25
Vans	3	0
Motorcycles	13	2
Electric cars	1	0
Cycles	556	48

Q14: What is your usual mode of travel around the city? (Please tick one)

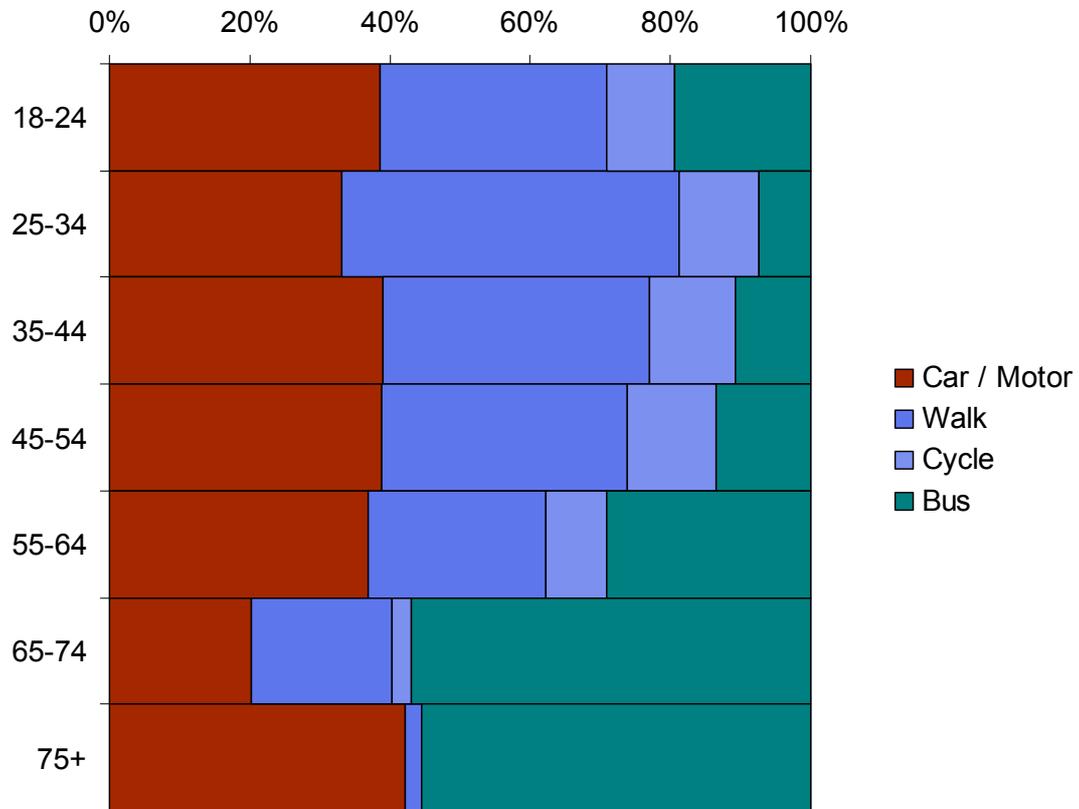
The table below gives the number and percentage for each mode of travel around the city. 52% of respondents usually use sustainable transport (bus / cycle / walk) 30% usually drive by car or motorcycle (as driver or passenger).

Type	Number	%
Car, as driver	532	28
Car, as passenger	25	1
Motorcycle	22	1
Bus	323	17
Cycle	149	8
Walk	490	26
Multiple	284	15
Other	5	0
No Reply	12	1

The graph below illustrates the breakdown of which transport types were preferred. More sustainable transport choices are in blue, car/motorcycles are in red/orange, and other/multiple in yellow.



Below is a chart detailing preferred transport type by age. The peak age range for cycling/walking is 25-34. More people in the 35-44 age range prefer to cycle or walk than 18-24 year olds.



Q15: Does your property have off street parking?

A total of 35% of respondents had access to off street parking.

Q15	Number	%
Yes	647	35.1
No	1164	63.2
No reply	31	1.7

The table belows the answer to this question split by those inside or outside of a controlled parking zone. Those outside of a controlled parking zone were much more likely to have off street parking (45%) than those inside (23%).

Q15	Number	%
RPZ	169	23
No RPZ	452	45

Q16: Please tick if any of the following apply to you:

The table below details the number of respondents who own/manage or work at a business within or outside a resident parking scheme area.

Q16	Number	%
You own or manage a business in a resident parking scheme	140	8
You work within a resident parking scheme	384	21
You own or manage a business outside a resident parking scheme	102	6
You work outside a resident parking scheme	442	24

Inside RPZ		Outside RPZ	
Number	%	Number	%
478	26	523	28

Q17: Comments

Respondents were invited to write comments about on-street parking in the city. A full list of these comments is given in Appendix A. The top ten comments made are shown in the table below. The table below gives the number of times each comment type was raised by each respondent (with a maximum of 1 time per respondent).

Comment	Count
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	385
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	231
Need to deal with displacement better/ displacement is causing problems for us	132
More enforcement is needed	128
Bus fares are too expensive/ improve the alternatives to driving	102
There are not enough parking spaces	79
Parking in Brighton is a cash cow	67
Should be more short term or free parking for picking up goods/ prescriptions etc	65
Need a Park & Ride	56
Resident's permits are expensive	28

231 respondents commented on how the parking charges discourages visitors, is bad for local economy and encourages shopping elsewhere. A selection of these sorts of comments are listed below:

- “Parking schemes do not improve traffic or decrease car use unless of course you keep raising the charges and it will increase as everyone pops off to Eastbourne, Worthing and Crawley. “
- “This is not good for business or for local residents, who like to 'buy locally' as the council scheme tells them to do.”
- “Where I once would have used the local independents and pulled up outside for ten minutes, that is no longer an option.”
- “Too expensive!! Traders are suffering as people can go Worthing or Crawley where parking is much cheaper.”
- “Many, many visitors have this year said they will not return to Brighton in future because of the charges. Eastbourne and Worthing offer free or very cheap seafront parking.”

Below are tables of the top 5 listed by each type of preferred transport (Q13).

Car

Comment	Car
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	154
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	88
Need to deal with displacement better/ displacement is causing problems for us	41
Should be more short term or free parking for picking up goods/ prescriptions etc	33
More enforcement is needed	32

Walk

Comment	Walk
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	77
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	52
Need to deal with displacement better/ displacement is causing problems for us	50
More enforcement is needed	33
Bus fares are too expensive/ improve the alternatives to driving	23

Cycle

Comment	Cycle
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	22
Bus fares are too expensive/ improve the alternatives to driving	19
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	16
Need to deal with displacement better/ displacement is causing problems for us	13
More enforcement is needed	11

Bus

Comment	Bus
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	50
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	34
More enforcement is needed	19
Bus fares are too expensive/ improve the alternatives to driving	17
There are not enough parking spaces	15

Demographics

Gender	Number	%
Male	799	43.4
Female	749	40.7
No Reply	294	15.9
Total	1842	100

Gender ID	Number	%
Same as birth		
Yes	1125	61.1
No	5	0.3
No Reply	712	38.6
Total	1842	100

Disability	Number	%
Yes	168	9
No	1306	71
No Reply	368	20
Total	1842	100

Disability Type	Number	%
Physical impairment	94	5
Long-standing illness	73	4
Sensory impairment	11	1
Mental health condition	14	1
Learning disability	2	0

Ethnicity	Number	%
White English/ Welsh/ Scottish/ Northern Irish/ British	1367	74.2
White Irish	20	1.1
White Gypsy	1	0.1
White Traveller	2	0.1
White Polish	3	0.2
White Portuguese	1	0.1
Any other white background	83	4.5
Asian or Asian British: Indian	5	0.3
Asian or Asian British: Chinese	2	0.1
Asian or Asian British: other Asian background	6	0.3
Black or Black British: African	2	0.1
Black or Black British: Caribbean	1	0.1
Mixed: Asian & White	8	0.4
Mixed: Asian & Black Caribbean	2	0.1
Mixed: White & Black African	1	0.1
Mixed: White & Black Caribbean	4	0.2
Mixed: Any other mixed background	7	0.4
Other ethnic group: Arab	1	0.1
Other Ethnic group	4	0.2
No Reply / Prefer not to say	322	17.5
Total	1842	100

Age	Number	%
Under 18	1	0.1
18-24	35	1.9
25-34	214	11.6
35-44	373	20.2
45-54	363	19.7
55-64	260	14.1
65-74	134	7.3
75+	55	3
No Reply / Prefer not to say	407	22.1
Total	1842	100

Appendix A

Comment	Count
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	385
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	231
Need to deal with displacement better/ displacement is causing problems for us	132
More enforcement is needed	128
Bus fares are too expensive/ improve the alternatives to driving	102
There are not enough parking spaces	79
Parking in Brighton is a cash cow	67
Should be more short term or free parking for picking up goods/ prescriptions etc	65
Need a Park & Ride	56
Resident's permits are expensive	28
Over-zealous enforcement/ traffic wardens are on commission	26
I want some free visitor permits/ visitor permits are too expensive.	24
Large businesses should provide parking or pay for transport for workers	24
I don't have enough visitor permits/ am waiting for a permit/ have to park miles away/ you should be a temporary pass whilst waiting for a permit	23
There is too much blue badge abuse	21
large vehicles, business vehicles etc should not park in residential areas/ RPZs	20
Don't want residents parking/ don't want to pay to park outside my house	19
Car owners with multiple vehicles cause problems/ should be charged more	18
Want a light touch scheme	17
Too much concentration on cycle facilities/ cycle parking	16
Resident permit holders should get discounted parking elsewhere in the city	12
Restrictions notices are ambiguous	11
I want parking spaces to be individually marked out	10
New buildings should provide off-street parking	9
Parking in Preston Park is causing displacement	9
Only need RPZs in the city centre	9
I object to parking around the city's parks	8
Residents should be allowed to park in any zone	7
Not enough parking around the hospital/ use the Marina Car Park for hospital workers	6
I want the P&D machines to give change	5
Visitor's permits should be easier to obtain	5
B&H should allow more chevron parking	4
Residents need to be able to use the seafront parking as not enough local	4

parking at night	
There are too many unnecessary double yellow lines	4
I am a blue badge holder but can't park near my house	3
Carer parking gives an inadequate amount of time	3
If car parks were cheaper then the streets would be clearer for residents	3
Blue badge holders should not have a residents permit too	2
Some RPZ areas are high crime areas, we won't park there and so the rest of the scheme area gets congested	2
A23 roundabout on way out of town is unofficial park & ride	1

