Parking Questionnaire

Methodology.

The questionnaire was designed jointly by the Connétable, a marketing consultant and Deputy Ferguson.

It was divided into three sections to cover matters particular to the residents of the village, matters relating to visitors to the village and matters common to both. The term "visitor" was applied to people not living in the village and was used as a synonym for "non resident of the village".

The draft questionnaire was then submitted to the Statistics department of the States in order to obtain an independent opinion. The Chief Statistician reviewed it for clarity, omissions and suitability for purpose. Following this, amendments were made to improve collation and analysis.

Questionnaires were distributed to all households in the Parish with the Newsletter; surplus questionnaires were retained at the Parish Hall and were issued on demand.

The completed questionnaires were submitted to First Research for collating, this being the company recommended by the Tourism Department.

There were 318 replies: 86 were from residents of the village and 232 were from visitors to St Aubin. The original analysis was performed on the initial 298 replies. The analysis was reviewed for the increase in replies but no material differences were made to the results.

Conclusions

Most of the respondents who are residents of the village are family units who have lived there for more than 5 years. Virtually all of them have cars and 66% have parking at home. However, in total, 75% of respondents either have parking at home or pay for parking, with most of these renting at St Aubin on the Hill or by the tunnels.

Residents were mainly in favour of pedestrianising the Bulwarks but not in favour of removing the parking in front of the Parish Hall.

A significant number of non resident respondents, 71%, visited St Aubin daily or once a week. Of these, 75% visited the restaurants and pubs, 60% came for shopping, 39% Parish business.

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The majority, 90% come by car but only 12% would favour the use of scratch cards. It is therefore possible that removing free parking would encourage use of public transport where available. However, it might reduce visitors coming to the village other than to visit the Parish Hall.

Over half the visitors reckoned that they had few or no problems when parking in St Aubin. However the majority stated that, when they had problems, it was mainly at weekends, in the evening and in the summer. More visitors than residents felt they had problems parking but this may be due to the fact that residents will come home earlier than visitors, who may not visit restaurants or pubs until later in the evening.

There were three suggested solutions to parking. Overall, respondents were equally divided between Chevron parking and reclamation. However residents favoured chevron parking and park and ride as opposed to visitors who favoured reclamation and chevron parking.

Respondents were also asked for their suggestions for solutions. The most mentioned were reclamation and discreet multi-storey. Overall residents and visitors were equally divided between these two alternatives. However, considering the subgroups, residents were twice as much in favour of the multi-storey solution as land reclamation whilst the reverse was true for visitors.

The respondents indicate that, whilst parking is perceived as a perpetual problem, it is an actual problem in the evenings, at weekends and in the summer.

Summary of Results

The detailed results are shown in the attached report.

Part 1:Residents:

42% of the respondents have lived in the village for more than 5 years and 28% have lived in the village for more than 10 years with 62% living in houses rather than flats.

The bulk of the respondents, 58%, are family units. Of these, 93% have 1 or more cars (the average was 1.7 cars per household), and 66% had parking at home. 75% of respondents either had parking at home or rented private parking. Of those renting private parking, 50% of these rented at St Aubin on the Hill. Of those not renting, the most commonly used areas are:

- around the Parish Hall,
- the Landslip car park and
- at the top of Rue de Croquet.

54% of those with no parking would pay for a designated space – i.e. 19% of residents in total would pay for a designated space.

57% would want more pedestrianisation of the Bulwarks, but only 43% would want parking removed from in front of the Parish Hall.

Part 2:Visitors

A significant number of respondents, 71%, visited St Aubin daily or once a week.

Of these, 75% visited the restaurants and pubs, 60% came for shopping, 39% Parish business.

The majority, 90% come by car but only 12% would use scratch cards. It is therefore possible that removing free parking would encourage use of public transport where available. However, it might reduce visitors coming to the village other than to visit the Parish Hall.

Part 3:Residents and Visitors

Q 18 Do you have parking problems in St Aubin

56% stated that they rarely or never have parking problems. However this could be divided:

- Residents - 69% said rarely or no problems – compared with the 66% with parking at home in Q5. In effect those with their own parking or reserved parking have few problems.
- Visitors – 50% only have difficulty rarely or have no problems

Q 19. Is there any particular time of day when you have most problems?

59% of the total found most difficulty in parking between 6pm and midnight. However, this subdivided into:

- Residents – 53%
- Visitors 60%

This may be due to the fact that residents come home before visitors come down to the pubs and restaurants.

Q20 Is there any particular day of the week when you have more problems?

The main replies referred to weekends, evenings and the summer as being a problem.

Q21 Would you support any of the proposed solutions to the St Aubin parking problem?

Overall replies were mainly split between reclamation (44%) and Chevron parking along la Neuve Route (42%).

However, when analysing the subgroups, only 36% of residents wanted reclamation as against 46% of visitors. Residents favoured Chevron parking (50%), followed by Park and Ride (45%). This contrasts with visitors favouring reclamation (46%) followed by Chevron parking (38%).

During the workshop, some groups mentioned the park and ride alternatives but could not identify a suitable area for locating the relevant parking apart from the multistories in St Helier.

Q 22 Can you suggest a solution to the parking problems in St Aubin.

Not all respondents answered this question. Of those who did, the most mentioned solutions were reclamation and discreet multi-storey.

The overall numbers, based on the number of replies were 24% for reclamation and 22% for discreet multi-storey parking and 13% against land reclamation. However, the comparison of residents vis á vis visitors showed a divergence of views.

Residents were twice as much in favour of the multi-storey solution as land reclamation whilst the reverse was true for visitors. Also, 5% of visitors were against land reclamation whilst only 2% of residents made the same statement.