

FCP has a number of questions relating to the measures that have been outlined and the success criteria to be used in the evaluation of the experiment.

**Quantitative measures (available parking spaces):**

- Who is going to do the counts? It would seem advisable to separate the counting procedure from the enforcement procedure as enforcement officers are likely to be busy dealing with infringements.
- Which streets will be counted? We assume it would be all of the streets inside the experimental area plus all the streets “immediately outside the area”.
- How are streets “immediately outside the area” defined? We assume this means all of the streets shown on the map sent to those likely to be affected by its operation, but there may be some other definition.
- When will counts begin? In order to establish a baseline, counts should take place before the scheme goes live both inside and outside the experimental area.
- When will the counts take place – at what times of day, on which days and in which weeks? Counts would ideally be taken during the morning restricted hour, during an afternoon hour and during an early evening hour. Also, it will be important to take counts in and out of term-time to see the impact of schools, WQE College and University of Leicester.
- What will be counted? It would be appropriate to count the number of parkers and spaces before the experiment but to differentiate between permit parkers and non-permit parkers during the experiment.

**Qualitative measures (attitudes of residents and businesses):**

- How will LCC be prompting for structured feedback? We suggest using the following questions:
  1. What parking problems did you have before the experiment started?
  2. Has the experiment solved them, made them worse, or made no difference?
  3. How could the experiment be changed to improve parking availability within the experimental area?
  4. Would you like to see the experimental area expanded to include your street?
- How will LCC be identifying that comments and feedback come from residents and business within the experimental area or the streets immediately outside the area? To ensure this would mean collecting data such as name, address including postcode, contact details and number of cars in household, although this may have data protection implications.

**Success criteria:**

- What increase in available parking spaces would mean indicate success of the experiment?
- Would a persistent high level of enforcement notices indicate failure of the experiment?
- In the event that there are conflicting attitudes between residents and businesses, how will these be balanced? The streets within the experimental area are primarily residential, so we would expect residents attitudes to carry greater weight as to whether the experiment achieves its aim of easing the parking situation.

**Evaluation of the experiment:**

- When will the evaluation report be published? This should describe the data that was collected as well as the reasoning for deciding whether the scheme will be “ended, continued as is, modified or even extended”?
- For streets outside the experimental area, what does a “clear majority to join the scheme” mean? Does it mean more than 50% of respondents in a street or more than 50% of households/businesses in a street (not just those that respond). If so, will businesses and households carry the same weight?
- What happens if there are streets inside the experimental area that don’t want to be in the scheme? Also, what happens if there are streets outside the experimental area that want to join the scheme but they are separated from the scheme by streets that don’t want to join?