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## **London Borough of Sutton**

### **Parking Strategy Consultation:**

### **Geographical Area 2, Stage 2**

#### **Overview & Ward Reports:**

- **Belmont**
- **Carshalton Central**
- **Carshalton South & Clockhouse**
- **Cheam**

**April 2020**

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## Project details

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<b>Client</b>	London Borough of Sutton
<b>Project number</b>	P20045
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# Survey Summary

To inform the Borough Parking Strategy, the Council sent a questionnaire to 14,513 households in Consultation Area 2, that included four wards: Belmont, Carshalton Central, Carshalton South & Clockhouse and Cheam. The objective of the survey was to establish residents' experience of parking problems on their street and their response to a range of possible solutions. A total of 1,323 households from the Consultation Area responded to the survey – a response rate of 10%, from the four wards. Responses were received from 176 streets within the Consultation Area.

## Key findings are:

### Support for the proposed parking scheme on your street

- 74% of respondents were against the introduction of parking controls, with 19% in favour and the rest undecided.
- The highest level of support was in Carshalton Central (33%), followed by Belmont (23%) and Carshalton South & Clockhouse (19%), while the lowest level of support (16%) was in Cheam

### Support for parking scheme if one was introduced in a neighbouring street/other part of your street

- The prospect of a scheme in a neighbouring street made little difference to the response of residents when compared to the previous question.
- 71% would still not support a scheme on their street, 21% were in favour and the rest were undecided.

### Alternative schemes for your street

- 58% of those who did not support the proposed scheme would not support any alternative measure.
- Out of those that supported an alternative to the proposed scheme, 50% favoured a Free Bay Scheme, around a third (34%) favoured a PPA while 18% would support a CPZ.
- The level of support for alternative proposals varied from one ward to another. In Carshalton Central and Carshalton South & Clockhouse there was a mixed response to alternative measures, in Cheam there was clear support for Free Bays and in Belmont the preference was for PPA.

### Days that parking controls should operate

- 64% of those in favour of parking controls, would support the implementation Mon – Fri, 25% support parking controls every day and 11% favoured Mon – Sat.
- There are differences by ward. The responses are similar for Carshalton Central, Carshalton South & Clockhouse and Cheam, with between 63% - 69% in favour of Mon- Fri. In Belmont, there is a mixed response, with 45% favouring Mon-Fri and 40% every day.

### **Operating hours of PPA or CPZ**

- 45% of those in favour of a CPZ or PPA supported controls from 8am – 6:30pm, 19% supported the use from 10am – 4pm and 36% support other operating hours.
- There are differences by ward. In Belmont, 70% favour 8am-6.30pm, in Cheam, the leading response (49%) was in favour of other minimum controls and 35% supported the 8am-6.30pm option. The responses from Carshalton Central and Carshalton South & Clockhouse is similar, showing a mixed response.

### **Operating hours of Free Bay Scheme**

- 69% of those in favour of a Free Bay scheme would like this to operate in the morning, and 31% of respondents are in favour of afternoon operating hours.
- There are differences in views by ward. In Cheam, 78% of respondents favoured the morning. In Carshalton South & Clockhouse and Cheam, most (56% to 60%) favour the morning, but with significant levels of support for the afternoon.

# Introduction

## Background

Following adoption of the Parking Strategy in September 2016 the London Borough of Sutton has undertaken a range of information gathering and consultations to take stock of parking across the borough and enable residents to 'have their say' on parking on their street. The review of parking has been undertaken in three phases, each one covering a different geographical area. This report is for Geographical Area 2 – Stage 2. The consultation for Geographical Area 2, covers parts of four wards:

- Belmont
- Carshalton Central
- Carshalton South & Clockhouse
- Cheam

A map of Geographic Area 2 is presented in Appendix 6.

The initial Stage 1 consultation for Geographic Area 2 was undertaken in February-March 2019. The results of the Stage 1 consultation have been used to develop specific parking schemes in areas where there are parking pressures. Parking schemes included:

- Controlled Parking Zones (CPZ)
- Parking Permit Areas (PPA)
- Free Bays

The Stage 2 consultation on parking and the proposed schemes was undertaken, 13<sup>th</sup> January to the 24<sup>th</sup> February 2020. The response to the Stage 2 consultation will inform the Council's decision on whether or not to proceed with the proposed schemes.

## Method

The consultation for Stage 2 included a resident's survey. The Council designed a questionnaire to gather the views of residents and businesses on the proposed parking schemes in their street. The consultation documents set out details of the proposed schemes and a questionnaire, inviting residents views on the following key issues:

- Support for the proposed parking scheme on your street
- Support for the proposed parking scheme on your street, if one was introduced on a neighbouring street/part of your street
- Support for a different parking scheme on your street

- If in favour of parking controls, what days should it operate
- If in favour of a CPZ or PPA what hours should it operate
- If in favour of a Free Bay scheme, what hours should it operate

Respondents were also given the opportunity to provide any additional comments on parking on their street. The questionnaire included a standard set of equality monitoring questions.

The Council sent a letter and leaflet about parking to all 14,513 households in the consultation area, inviting them to give their views on parking proposals, via an online questionnaire. Residents also had the option of requesting a paper version of the questionnaire. Residents from the Area were invited to review street design proposals either online or at one of seven drop-in sessions held at local community venues with the Council's parking team. A copy of the survey questionnaire and supporting literature (leaflet, covering letter) are presented in Appendix 6 of this report – Consultation materials.

## Survey responses

The Council sent a questionnaire to **14,513 households** in the Consultation Area. The survey accepted **one response per household**. If there was a duplicate response from the same person or another individual from the same address, only the last response was accepted for analysis. Any additional responses from a household were not included for analysis. Any responses from outside the Consultation Area were also excluded from the analysis.

Overall,

- There were a total of **1,323 responses** to the survey from the 14,513 households in the consultation area
- The overall response rate from households was **10%**
- There were responses from **176 streets** in the Consultation Area
- Responses for the Consultation Area were from four wards: Belmont (n= 175), Carshalton Central (n=166), Carshalton South & Clockhouse (n=640), Cheam (n=332).
- The total includes 10 valid cases (not duplicates) from within the area but did not provide sufficient information to match to a particular Ward.

The majority (65%) of the 1,323 respondents had heard about the survey through the Council's letter delivered to their home address. Responses were also generated through a number of other channels, such as: word of mouth (14%), Facebook (9%) and the Council's website (4%).

## Reports and analysis

In this **Area Report**, the survey results have been broken down to show:

- Overall response from households in the consultation area
- Results for the four wards
- All responses for each ward (Appendix 1- 4)
- Respondent profile, covering the equality monitoring questions on: age group, gender, disability, ethnic group, caring duties, etc (Appendix 5).

The **base size** (n=) shows the total number of respondents included in the analysis for each question. The questionnaire used single response questions. The percentage response for single response questions will total to 100%. For readability, percentages are rounded to a whole number, which means in some tables/charts the total may not always sum to exactly 100%.

# Survey Results

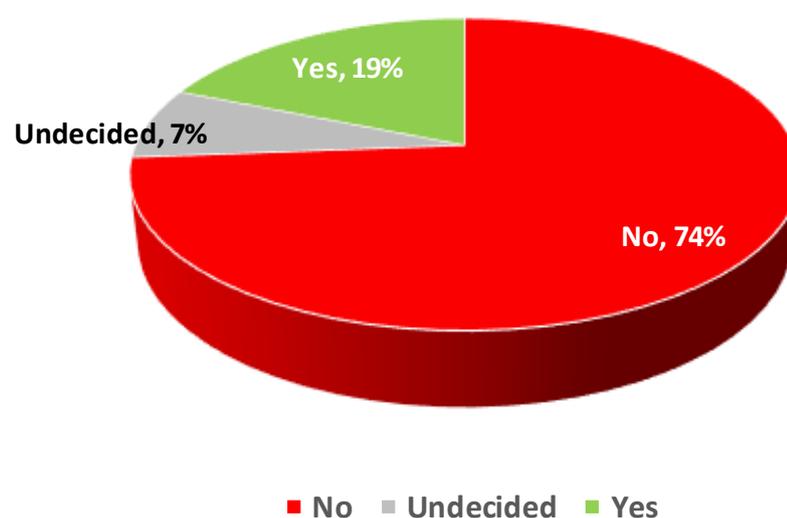
## Support for parking controls in your street?

All respondents were asked specifically about support for the introduction of parking controls in their street. In the Consultation Area:

- 74% of respondents were against the introduction of parking controls, with 19% in favour and the rest undecided

**Figure 1. Support for parking controls**

**Base size: 1,323**



- In each ward, the majority of residents do not support the introduction of parking controls in their street.
- The highest levels of opposition were in Cheam (74%) and Carshalton South & Clockhouse (75%), followed by Belmont (70%) and Carshalton Central (58%).
- The highest level of support was in Carshalton Central (33%), followed by Belmont (23%) and Carshalton South & Clockhouse (19%), while the lowest level of support (16%) was in Cheam
- Relatively few respondents (6% to 11%) were undecided

**Table 1. Support for parking controls – by ward**

Ward	Yes	No	Undecided
Belmont (n= 175)	23%	70%	7%
Carshalton Central (n=166)	33%	58%	9%
Carshalton South & Clockhouse (n=640)	19%	75%	6%
Cheam (n=365)	16%	74%	10%

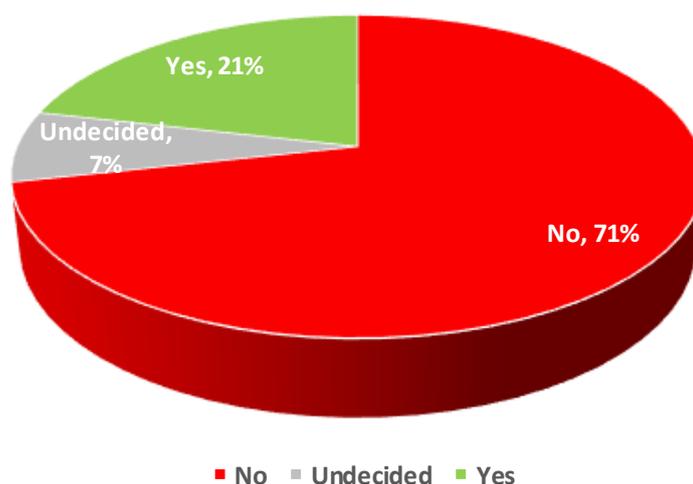
## Support for parking controls on your street if one was introduced in a neighbouring street?

The survey sought to explore the issue of parking controls displacing parking problems onto surrounding areas. Respondents were asked if they would support parking controls on their road, if parking controls had been introduced in a neighbouring street or other parts of their own street. The response from residents in the Consultation Area shows that:

- The prospect of parking controls being introduced in a neighbouring street made no significant difference to the response from residents about the introduction of such a scheme on their street
- Compared to the previous question (20% in favour), the percentage favouring parking controls increases by just 1 percentage point, to 21%, with those against dropping from 72% to 71%.

**Figure 2. Support for parking controls if introduced in a neighbouring street**

Base size: 1,323



- The response by ward shows a consistent pattern to the previous question, with the majority in each area rejecting a scheme on their street.
- The highest levels of opposition were in Cheam (72%) and Carshalton South & Clockhouse (72%), followed by Belmont (66%) and Carshalton Central (53%).
- By ward, the highest level of support was in Carshalton Central (37%), followed by Belmont (28%) and Carshalton South & Clockhouse (21%), while the lowest level of support (16%) was in Cheam.

**Table 2. Support for parking controls if introduced in a neighbouring street – by ward**

Ward	Yes	No	Undecided
Belmont (n= 175)	28%	66%	6%
Carshalton Central (n=166)	37%	53%	10%
Carshalton South & Clockhouse (n=640)	21%	72%	7%
Cheam (n=365)	16%	72%	10%

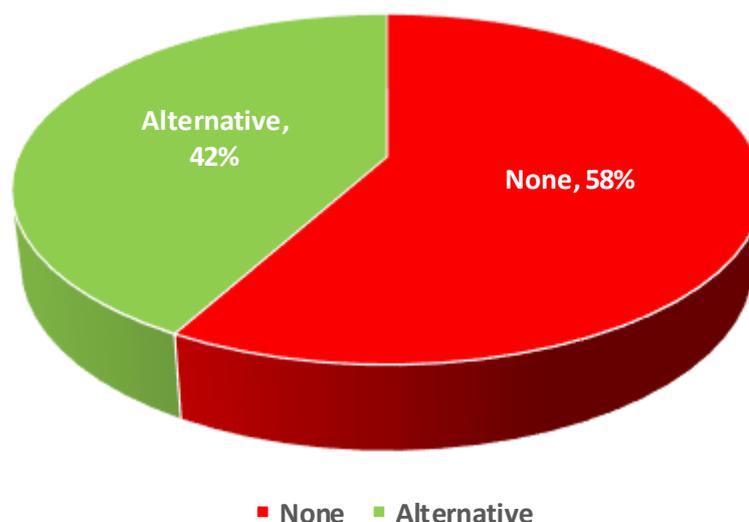
## Measures supported in their road, if not in favour of parking controls.

The questionnaire presented residents with a list of four possible options to choose from if they were not in favour of the proposed scheme for their street: CPZ, PPA, Free Bay, None. Respondents were asked to select one of the proposals if they did not favour the proposed scheme.

- 58% of those that did not support the proposed scheme, did not support any of the alternative measures.

**Figure 3. Support for alternative parking controls**

**Base size: 1,237**



The base of 1,237 respondents excludes those that did not reply to the question.

Out of those that supported an alternative to the proposed scheme (521 respondents):

- 50% favoured a Free Bay Scheme, around a third (34%) favoured a PPA while 18% would support a CPZ.

**Figure 4. Supported measures**

**Base size: 521**



There was some clear variation in the level of support for alternative proposals across the Consultation Area. Out of those that supported an alternative to the proposed scheme:

- In Belmont, the leading option was a PPA (57%), followed by a CPZ (29%) with only 14% favouring Free Bays.
- In Cheam there is a clear preference for the use of Free Bays (83%), with few supporting a CPZ (7%) or PPA (10%).
- In Carshalton Central there is mixed response, with 56% favouring a PPA, 23% Free Bays and 21% Free Bays.
- In Carshalton South & Clockhouse equal proportions of residents supported PPA (39%) and a Free Bay Scheme (39%).

**Table 3. Supported measures – by ward**

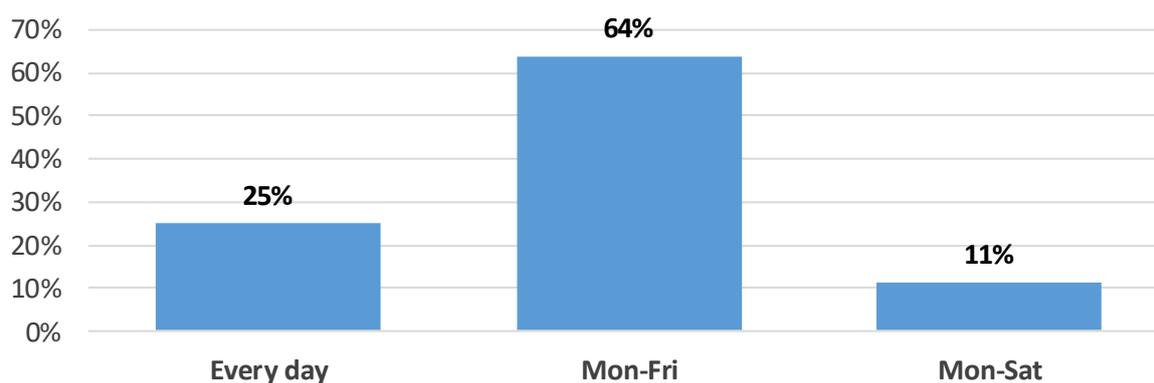
Ward	CPZ	PPA	Free Bay
Belmont (n= 92)	29%	57%	14%
Carshalton Central (n=61)	23%	56%	21%
Carshalton South & Clockhouse (n=171)	22%	39%	39%
Cheam (n=162)	7%	10%	83%

## Days that parking controls should operate

Those in favour of parking controls were asked which days they would like them to operate. Most respondents (64%) would support the implementation of parking controls during weekdays (Monday to Friday), a quarter would support parking controls every day, while 11% would like to have them operate between Monday to Saturday.

**Figure 5. Days parking controls should operate**

**Base size: 566**



- The leading response across all four wards is Mon-Fri.
- The responses for three wards are broadly similar, with 63% – 68% of respondents from Carshalton Central, Carshalton South & Clockhouse and Cheam in favour of controls operating Mon- Fri.
- In Belmont, while most respondents favour Mon-Fri (45%), there is a clear difference to the rest of the consultation area, with a significantly higher level of support for controls that are in place every day (40%).
- Across all four wards, the lowest level of support is for the use of controls from Mon-Sat.

**Table 4. Days parking control should operate – by ward**

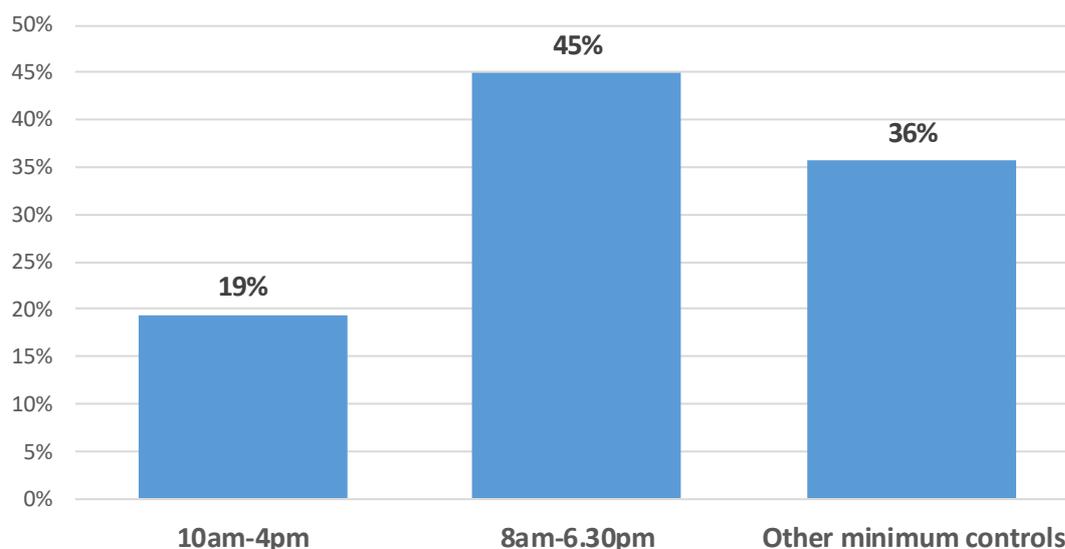
Ward	Mon-Fri	Mon-Sat	Every day
Belmont (n= 119)	45%	9%	40%
Carshalton Central (n=88)	65%	17%	18%
Carshalton South & Clockhouse (n=228)	68%	11%	21%
Cheam (n=156)	63%	12%	26%

## Operating hours of PPA or CPZ

Those in favour of a CPZ or PPA were asked to indicate which hours they would like such a scheme to operate. Most respondents (45%) would support the implementation of parking controls from 8am – 6:30pm, while around a fifth (19%) would support parking controls between 10am – 4pm. A little over one third (36%) support other operating hours for the proposed schemes.

**Figure 6. Operating hours of PPA or CPZ**

**Base size: 510**



The preferred timeframe for three out of four wards (Belmont, Carshalton Central and Carshalton South & Clockhouse) is the implementation of parking controls from 8am to 6:30pm (44% - 70%). In Cheam, the preference is for other minimum controls (49%).

- There are significant variations in the preferred operating hours by ward.
- In Belmont, there is a clear preference for the 8am-6.30pm operating hours (70%)
- In Cheam, the preference is for other minimum controls (49%) with 35% in favour of the 8am-6.30pm option
- The responses from Carshalton Central and Carshalton South & Clockhouse is similar, showing a more mixed response, with significant levels of support for each option.

**Table 5. Operating hours of PPA or CPZ– by ward**

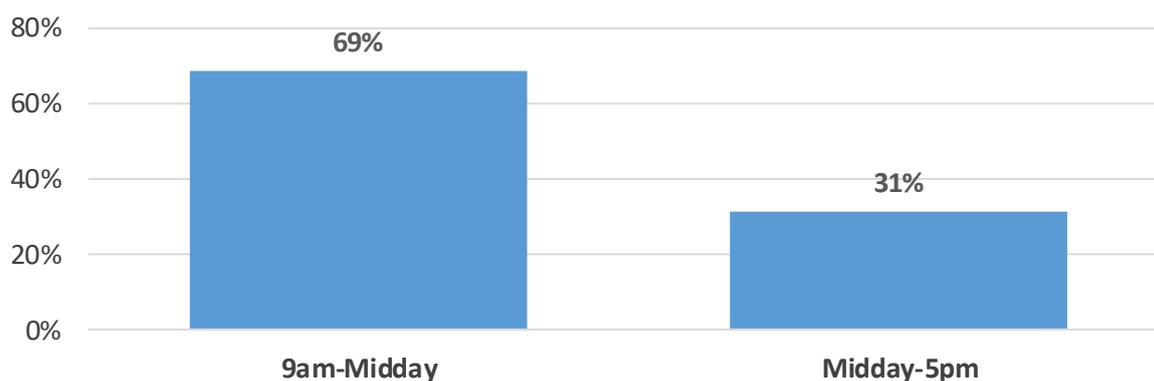
Ward	8am-6:30pm	10am-4pm	Other minimum controls
Belmont (n= 115)	70%	14%	17%
Carshalton Central (n=92)	47%	21%	33%
Carshalton South & Clockhouse (n=214)	44%	23%	33%
Cheam (n=107)	35%	17%	49%

## Operating hours of Free Bay Scheme

Those in favour of a Free Bay scheme were asked which when they would like their one hour of operation to be. Most respondents (69%) would like this to be in the morning, from 9am – Midday, with 31% want it to be in the afternoon, from Midday – 5pm.

**Figure 7. Operating hours of Free Bay scheme**

**Base size: 388**



The preferred timeframe for all four wards is the implementation of parking controls from 9am – Midday (56% - 78%). At the ward level, there are significant variations in the preference for the introduction of a Free Bay scheme, operating hours.

- In Cheam, there is a clear preference for the morning, 9am -Midday (78%)
- The responses from Carshalton South & Clockhouse, Carshalton Central and Belmont the response is similar, showing most in favour of the morning, but with significant levels of support for the afternoon.

**Table 6. Operating hours of Free Bay scheme– by ward**

Ward	9am – Mid.	Mid. – 5pm
Belmont (n= 40)	60%	40%
Carshalton Central (n=34)	56%	44%
Carshalton South & Clockhouse (n=127)	59%	41%
Cheam (n=150)	78%	22%

## Additional comments

Respondents were asked to add other comments about parking in their street. Additional comments provide a valuable insight into the issues and concerns that have guided the response to the survey questions and are a useful reference for informing decisions on the introduction of the proposed schemes.

A review of comments revealed ten leading themes, which in order of frequency were:

### 1. The impact of non-residents taking up parking spaces in the area, including comments about commuters, school drop off, trade/commercial vehicles, shopping and events.

*“Living on the road with a train station means as a resident I rarely ever have parking near my home. It is filled with commuters’ vehicles all year around.”*

*“The parking restrictions for the Cheam Village area should be designed to discourage day commuters from parking...”*

*“Commuter parking/school drop off parking is the main problem. A time slot during school pick up/drop off would prevent commuter parking.”*

### 2. Most respondents to the question were concerned about dangerous parking, on bends/road junctions, road safety for pedestrians, access for emergency and refuse vehicles

*“...needs parking measures desperately. People park on double yellow lines, on pavements, on greenery, over drives, in disabled bays and anywhere they can find to be honest. It is ridiculous and dangerous, especially when going round corners at these junctions.”*

*“We regularly have people parking right up to the edge of the junction day/night to go to the shops and causing danger. No one cares.”*

### 3. Respondents were concerned that introducing new schemes such as a CPZ were not addressing the underlying cause(s) of the parking problems and were only moving the problem to a neighbouring area that did not have controls.

*“My street appears to be OK at present with the existing controls, but some of the controls proposed elsewhere will naturally lead to displacement parking which will create future parking problems elsewhere. For goodness sake consider what WILL happen as an area solution. You are creating a problem rather than solving one.”*

*“Displacement of parking is already obvious in my road. With the restrictions as planned this will increase, just shifting the problem to here. How many years will it be before the same exercise will become a necessity for my road and we shall be doing this all over again?”*

### 4. Council should focus on the enforcement of existing yellow line parking controls

*“If there were ACTUALLY traffic wardens that ticketed the cars that park school time over the existing double yellow lines, crossing the roads would be less dangerous, and the dustmen and buses would have less aggravation.”*

*“Existing parking restrictions e.g. double yellow lines are NOT enforced so people park there any way”*

*“These roads do not need parking permits they are only congested at school drop off / pick up times and would be better served with a traffic warden.”*

*“If more double yellow lines are painted will there be traffic wardens? I've lived in my road 30+ years and haven't seen one in all that time.”*

**5. Concerns that the proposed schemes will have a detrimental impact on the retail areas (High streets) as shoppers are deterred from parking.**

*“The high street would lose a lot of people coming into the village!”*

*“This will kill the high street and all the businesses will suffer leaving no high street or shops !!”*

**6. Some respondents did not think there was a problem or indicated that they were not car owners.**

*“I do not believe there are currently parking issues in my road.”*

*“I am not sure why there is a need to introduce restricted parking near my house , I am not aware that it is difficult to park “*

*“The parking arrangements already in place work well and do not need to change.”*

**7. General points, against the proposals for controlled parking.**

*“The current parking restrictions work well and do not need adjusting.”*

*“Keep the parking as free and uncontrolled.”*

**8. The number of flats/households with a high number of cars taking up a disproportionate amount of on-street parking spaces.**

*“There are flats who do not have parking and need to park in the road. Some households have more than one car.”*

*“Why does the Council give planning permission for buildings in High Street to converted to Flats etc., that have minimal or no parking provision, and thereby making a problem which previously didn't exist? “*

*“Given the huge number of flats that have gone up over the past few years without adequate parking it makes a mockery of those decisions to then stop your own residents from being able to park their car.”*

**9. There were comments for and against the introduction of double/single yellow lines.**

*“ Double yellow lines on bends would help”*

*“Residents should also be able to use the single yellow lines during restricted times.”*

*“Several years ago double yellow lines were put outside our house so we could no longer park on our drop curb.”*

- 10.** The idea that this proposal might be a money-making scheme for the Council was an issue noted by respondents, as was dissatisfaction about paying in order to park in front of their home / their street.

*“We do pay road tax to park on our road. We don’t need another tax.”*

*“I do not think the council introducing parking controls will help in my street and is just a money-making exercise.”*

## Ward Report: Belmont

Responses to the consultation from residents of Belmont ward are set out in Appendix 1 of this report, with results for each question, for each street.

A total of 175 completed questionnaires were received from Belmont ward, from 37 different streets

- 23% of respondents from Belmont expressed support for parking controls, 70% were not in favour and 7% were undecided.
- 28% were in support of parking controls, if introduced in a neighbouring street, 66% were against and 6% undecided.
- For those who did not support the proposed scheme on their street, 29% favoured a Controlled Parking Zone (CPZ), 57% the use of Parking Permit Areas (PPA) and 14% Free Bays.
- For those supporting the use of parking controls, 45% favoured parking controls from Monday to Friday, 40% every day and 9% from Monday to Saturday.
- For those supporting the use of a CPZ or PPA, 70% favoured parking controls from 8am to 6:30pm, 14% from 10am to 4pm, while the remaining 17% favoured other minimum controls.
- For those supporting the use of Free Bays, 60% favoured a one-hour Free Bay scheme from 9am to Midday, while the remaining 40% favoured a one-hour Free Bay from Midday to 5pm.

Respondents were asked to add other comments about parking in their street. A review of comments from across the ward indicate that there were similar concerns to those expressed for the wider area, namely;

- dangerous parking, on bends/road junctions, road safety for pedestrians and access for emergency vehicles
- non-residents taking up parking spaces in the area, including comments about commuters, school drop off.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- parking schemes (CPZ, PPA etc. ) were simply moved the problem elsewhere
- general comments against the proposals for controlled parking
- the focus should be on the enforcement of parking controls eg. no parking on yellow lines
- that parking was not actually a problem on their street

## Ward Report: Carshalton Central

Responses to the consultation from residents of Carshalton Central ward are set out in Appendix 2 of this report, with results for each question, for each street.

- A total of 166 completed questionnaires were received from Carshalton Central, from 23 different streets.
- 33% of respondents from Carshalton Central expressed support for parking controls, 58% were not in favour and 9% were undecided.
- 37% were in support of parking controls on their street, if controls were introduced in a neighbouring street, 53% were against and 10% undecided.
- For those who did not support the proposed scheme on their street, 23% favoured a Controlled Parking Zone (CPZ), 56% the use of Parking Permit Areas (PPA) and 21% Free Bays.
- For those supporting the use of parking controls, 65% favoured parking controls from Monday to Friday, 18% every day and 17% from Monday to Saturday.
- For those supporting the use of a CPZ or PPA, 47% favoured parking controls from 8am to 6:30pm, 21% from 10am to 4pm, while the remaining 33% favoured other minimum controls.
- For those supporting the use of Free Bays, 56% favoured a one-hour slot from 9am to Midday, while the remaining 44% favoured a one hour Free Bay from Midday to 5pm.

Respondents were asked to add other comments about parking in their street. A review of comments from across the ward indicates that there were similar concerns to those expressed for the wider area, namely;

- non-residents taking up parking spaces in the area, including comments about commuters, school drop off etc.
- parking schemes (CPZ,PPA etc. ) simply moved the problem elsewhere
- general comments against the proposals for controlled parking
- comments for and against the introduction of double/single yellow lines
- the focus should be on the enforcement of existing parking controls ie. yellow lines
- parking not being a problem in their street

## Ward Report: Carshalton South & Clockhouse

Responses to the consultation from residents of Carshalton South and Clockhouse ward are set out in Appendix 3 of this report, with results for each question, for each street.

- A total of 640 completed questionnaires were received from Carshalton South & Clockhouse, from 59 different streets.
- 19% of respondents from Carshalton South & Clockhouse expressed support for parking controls, 75% were not in favour and 6% were undecided
- 21% were in support of parking controls on their street, if controls were introduced in a neighbouring street, 72% were against and 7% undecided
- For those who did not support the proposed scheme on their street, 22% favoured a Controlled Parking Zone (CPZ), 39% the use of Parking Permit Areas (PPA) and 39% Free Bays.
- For those supporting the use of parking controls, 68% favoured parking controls from Monday to Friday, 21% every day and 11% from Monday to Saturday.
- For those supporting the use of a CPZ or PPA, 44% favoured parking controls from 8am to 6:30pm, 23% from 10am to 4pm, while the remaining 33% favoured other minimum controls.
- For those supporting the use of Free Bays, 51% favoured a one-hour Free Bay from 9am to Midday, while the remaining 41% favoured a one-hour Free Bay from Midday to 5pm.

Respondents were asked to add other comments about parking in their street. A review of comments from across the ward indicates that there were similar concerns to those expressed for the wider area, namely;

- dangerous parking, on bends/road junctions, road safety for pedestrians and access for emergency vehicles
- non-residents taking up parking spaces in the area, including comments about commuters, school drop off, shopping and events.
- that this proposal might just be a money making scheme for the Council
- parking schemes (CPZ,PPA etc.) would simply move the problem elsewhere/not a solution
- general comments against the proposals for controlled parking
- that parking was not a problem on their street

## Ward Report: Cheam

Responses to the consultation from residents of Cheam ward are set out in Appendix 4 of this report, with results for each question, for each street.

- A total of 332 completed questionnaires were received from Cheam, from 57 different streets.
- 16% of respondents from Cheam expressed support for parking controls, 74% were not in favour and 10% were undecided.
- 16% were in support of parking controls on their street, if controls were introduced in a neighbouring street, 72% were against and 10% undecided.
- For those who did not support the proposed scheme on their street, 7% favoured a Controlled Parking Zone (CPZ), 8% the use of Parking Permit Areas (PPA) and 83% Free Bays.
- For those supporting the use of parking controls, 63% favoured parking controls from Monday to Friday, 26% every day and 12% from Monday to Saturday.
- For those supporting the use of a CPZ or PPA, 35% favoured parking controls from 8am to 6:30pm, 17% from 10am to 4pm, while the remaining 49% favoured other minimum controls.
- For those supporting the use of Free Bays, 78% favoured a one-hour Free Bay from 9am to Midday, while the remaining 22% favoured a one-hour Free Bay from Midday to 5pm.

Respondents were asked to add other comments about parking in their street. A review of comments from across the ward indicates that there were similar concerns to those expressed for the wider area, namely;

- households with a high number of cars taking up a disproportionate amount of on-street parking spaces.
- parking schemes (CPZ, PPA etc ) would simply move the problem elsewhere/not addressing the problem.
- general comments against the proposals for controlled parking.
- that the Council should focus on the enforcement of existing controls, such as parking on yellow lines.
- that parking was not a problem.

**Appendix 1. Belmont results**

**Appendix 2. Carshalton Central results**

**Appendix 3. Carshalton South & Clockhouse results**

**Appendix 4. Cheam results**

**Appendix 5. Respondent profile**

**Appendix 6. Consultation material**



DORSET ROAD	53	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DOWN ROAD	87	1%	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
DUNSBURY CLOSE	19	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIRWAY	55	9%	5	3	1	1	3	2	0	4	0	0	1	0	4	0	0	1	1	2	1	1	1	1	3
FELBRIDGE CLOSE	20	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FURZEDOWN ROAD	68	4%	3	2	1	0	1	2	0	2	0	1	0	0	2	0	0	1	1	1	0	1	1	2	0
GATTON CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HADLEIGH DRIVE	40	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HARDEGRAY CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HATFIELD CLOSE	23	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEATH DRIVE	29	69%	20	0	20	0	0	20	0	0	19	0	1	0	3	3	14	0	19	0	1	0	0	0	20
HILLSIDE ROAD	58	16%	9	5	3	1	6	3	0	1	0	0	0	0	1	0	1	0	2	2	5	0	0	2	2
HOLLAND AVENUE	131	2%	2	1	0	1	1	0	1	1	0	0	0	1	0	0	1	1	1	0	0	1	1	0	1
HOMELAND DRIVE	25	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HULVERSTON CLOSE	180	1%	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
KINGS ROAD	54	41%	22	5	16	1	6	15	1	1	0	0	9	0	7	2	5	8	11	1	2	8	3	1	18
KINGSWOOD DRIVE	106	2%	2	1	1	0	1	1	0	0	0	0	1	1	1	0	0	1	0	1	0	1	1	0	1
KNOCKHOLT CLOSE	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LYMBOURNE CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAPLE WALK	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOORE WAY	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOTTISTONE GROVE	17	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NETTLECOMBE CLOSE	54	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHDOWN ROAD	19	5%	1	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0
PATRICIA GARDENS	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PELTON AVENUE	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PENSHURST WAY	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORCHFIELD CLOSE	19	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEENS ROAD	67	7%	5	2	3	0	2	3	0	1	0	1	3	0	0	1	1	3	1	0	0	4	0	1	4
RIVERHEAD DRIVE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROOKLEY CLOSE	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROSEWOOD	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SACKVILLE ROAD	46	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEVENOAKS CLOSE	84	1%	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
SINCLAIR DRIVE	17	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STATION APPROACH	97	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STATION ROAD	124	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNNYMEDE AVENUE	49	8%	4	2	1	1	4	0	0	0	1	3	0	0	4	0	0	0	0	1	2	1	3	1	0

TEGAN CLOSE	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE BYWAY	22	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE CAUSEWAY	20	15%	3	0	3	0	0	3	0	0	3	0	0	0	0	3	0	3	0	0	0	0	0	3
THE CRESCENT	103	15%	15	3	12	0	4	11	0	1	3	1	8	2	2	1	3	9	4	1	1	9	3	12
THE GALLOP	66	2%	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
THE HIGHWAY	52	21%	11	0	11	0	1	10	0	0	11	0	0	0	2	0	9	0	11	0	0	0	0	11
THE LINKWAY	11	18%	2	0	2	0	0	2	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	2
VINCENT AVENUE	13	15%	2	0	2	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2
WESTERHAM CLOSE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTMORELAND DRIVE	39	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTOVER CLOSE	26	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WOODBURY DRIVE	47	4%	2	1	1	0	1	1	0	0	0	0	1	1	1	0	0	1	0	1	0	1	0	2
WYNDHAM CLOSE	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YARBRIDGE CLOSE	21	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORK ROAD	128	1%	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1

# Appendix 2. Carshalton Central

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been designed for your road?			Would you be in favour of these parking controls IF your neighbouring road/s or part of your road were included?			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of		
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	None	Not Ans.	Mon- Fri	Mon- Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Other minimum controls	Not Ans.	9am- Mid.	Mid- 5pm	Not Ans
Ashcombe Road	28	7%	2	0	2	0	0	2	0	0	0	1	1	0	1	0	0	1	0	0	1	1	0	1	
Beynon Road	46	2%	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	
Blakehall Road	63	17%	11	2	8	1	3	5	3	0	4	0	7	0	3	1	0	7	2	2	0	7	0	11	
Brookside	18	33%	6	3	3	0	3	3	0	0	2	0	3	1	1	1	3	2	1	0	3	1	4		
Carshalton Park Road	185	16%	29	15	13	1	17	11	1	5	10	2	8	4	18	3	0	8	8	6	6	9	19		
Carshalton Place	16	31%	5	4	1	0	4	1	0	0	2	0	1	2	0	0	4	1	4	0	1	0	5		
Cator Road	6	17%	1	1	0	0	1	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1		
Cedar Close	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Church Hill	24	4%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1		
Corbould Close	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Deroy Close	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Doral Way	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Gordon Road	103	22%	23	14	7	2	14	8	1	1	6	1	8	7	10	5	2	6	11	2	3	7	15		
High Street - Carshalton	191	4%	7	0	7	0	0	6	1	0	0	1	6	0	1	0	0	6	0	1	3	3	7		
Hill Road	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lakin Close	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Park Avenue	12	8%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1		
Park Close	14	7%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1		
Park Hill	169	1%	1	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0		
Park Lane	62	10%	6	0	6	0	0	6	0	0	0	0	6	0	0	0	6	0	0	1	5	0	6		
Pound Street	44	20%	9	0	6	3	1	6	2	0	1	0	6	2	3	0	0	6	0	1	2	6	9		
Rayner Close	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Rotherfield Road	27	11%	3	0	2	1	0	2	1	0	0	2	1	0	0	1	2	1	0	1	1	0	3		
Ruskin Road	99	4%	4	1	2	1	0	3	1	0	1	0	3	0	0	2	2	1	0	1	2	0	3		
Salisbury Road	96	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1		
Scawen Close	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Seymour Road	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Talbot Road	33	15%	5	3	2	0	2	2	1	0	1	0	2	2	1	1	2	2	0	1	2	0	5		
The Park	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
The Square	25	36%	9	1	7	1	1	7	1	0	0	1	7	1	2	0	7	0	0	2	7	1	8		
Wallace Crescent	71	24%	17	9	7	1	7	8	2	1	6	2	6	2	8	1	2	6	6	3	2	6	13		
Willmot Road	14	7%	1	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1		
Woodstock Road	56	39%	22	0	19	3	7	13	2	7	1	3	11	0	8	2	1	11	3	3	5	11	17		

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been designed for your road?			Would you be in favour of these parking controls IF your neighbouring road/s or part of your road were included?			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of		
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	None	Not Ans.	Mon-Fri	Mon-Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Other minimum controls	Not Ans.	9am-Mid.	Mid-5pm	Not Ans
Ashcombe Road	28	7%	2	0	2	0	0	2	0	0	0	1	1	0	1	0	0	1	0	0	1	1	0	1	
Beynon Road	46	2%	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	
Blakehall Road	63	17%	11	2	8	1	3	5	3	0	4	0	7	0	3	1	0	7	2	2	0	7	0	11	
Brookside	18	33%	6	3	3	0	3	3	0	0	2	0	3	1	1	1	1	3	2	1	0	3	1	4	
Carshalton Park Road	185	16%	29	15	13	1	17	11	1	5	10	2	8	4	18	3	0	8	8	6	6	9	6	19	
Carshalton Place	16	31%	5	4	1	0	4	1	0	0	2	0	1	2	0	0	4	1	4	0	0	1	0	5	
Cator Road	6	17%	1	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	
Cedar Close	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Church Hill	24	4%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	
Corbould Close	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Deroy Close	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Doral Way	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gordon Road	103	22%	23	14	7	2	14	8	1	1	6	1	8	7	10	5	2	6	11	2	3	7	4	15	
High Street - Carshalton	191	4%	7	0	7	0	0	6	1	0	0	1	6	0	1	0	0	6	0	1	3	3	0	7	
Hill Road	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lakin Close	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Park Avenue	12	8%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	
Park Close	14	7%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	
Park Hill	169	1%	1	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	
Park Lane	62	10%	6	0	6	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	1	5	0	6	
Pound Street	44	20%	9	0	6	3	1	6	2	0	1	0	6	2	3	0	0	6	0	1	2	6	0	9	
Rayner Close	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Rotherfield Road	27	11%	3	0	2	1	0	2	1	0	0	2	1	0	0	0	1	2	1	0	1	1	0	3	
Ruskin Road	99	4%	4	1	2	1	0	3	1	0	1	0	3	0	0	0	2	2	1	0	1	2	1	3	
Salisbury Road	96	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	
Scawen Close	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Seymour Road	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Talbot Road	33	15%	5	3	2	0	2	2	1	0	1	0	2	2	1	1	1	2	2	0	1	2	0	5	
The Park	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
The Square	25	36%	9	1	7	1	1	7	1	0	0	1	7	1	2	0	0	7	0	0	2	7	1	8	
Wallace Crescent	71	24%	17	9	7	1	7	8	2	1	6	2	6	2	8	1	2	6	6	3	2	6	2	13	
Wilmot Road	14	7%	1	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	
Woodstock Road	56	39%	22	0	19	3	7	13	2	7	1	3	11	0	8	2	1	11	3	3	5	11	3	17	

# Appendix 3. Carshalton South & Clockhouse

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been			Would you be in favour of these parking controls IF your neighbouring			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of operation to be between;			
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay Schem	None	Not Ans.	Mon-Fri	Mon-Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Other minimum	Not Ans.	9am - Mid.	Mid. - 5pm	Not Ans	
Alexandra Gardens	52	10%	5	0	4	1	1	4	0	0	1	2	2	0	0	0	0	2	3	2	0	0	3	1	1	3
Anglesey Court Road	44	18%	8	2	6	0	2	5	1	1	0	1	6	0	4	0	0	4	3	0	1	4	0	2	6	
Anglesey Gardens	37	41%	15	4	11	0	4	11	0	1	1	1	11	1	3	1	2	9	2	1	3	9	3	1	11	
Balfour Road	12	25%	3	0	3	0	0	3	0	0	0	1	2	0	2	0	0	1	0	1	0	2	1	0	2	
Barrow Avenue	33	9%	3	0	3	0	0	3	0	0	0	1	2	0	0	0	0	3	0	0	1	2	1	0	2	
Barrow Hedges Close	12	17%	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	2	
Barrow Hedges Way	32	50%	16	6	9	1	6	7	3	1	4	2	7	2	6	1	3	6	6	2	1	7	1	1	14	
Beeches Avenue	107	16%	17	6	10	1	6	10	1	1	3	5	8	0	7	0	2	8	2	1	6	8	4	2	11	
Beeches Walk	37	8%	3	1	2	0	1	1	1	0	1	1	1	0	0	1	1	1	1	1	0	1	1	0	2	
Beechwood Avenue	69	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Burns Close	36	19%	7	3	2	2	2	3	2	1	1	1	4	0	2	0	1	4	0	1	2	4	1	1	5	
Carshalton Road	42	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Central Way	44	45%	20	3	17	0	7	13	0	1	1	3	12	3	11	0	0	9	1	7	3	9	3	1	16	
Corrigan Avenue	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Courtney Crescent	117	7%	8	1	5	2	1	6	1	0	0	2	6	0	0	0	1	7	0	1	1	6	1	1	6	
Cranfield Road East	21	52%	11	1	10	0	0	10	1	1	0	0	10	0	1	0	0	10	1	0	0	10	0	0	11	
Cranfield Road West	20	15%	3	1	1	1	1	2	0	1	0	1	1	0	2	0	0	1	0	0	1	2	1	0	2	
Crichton Road	41	66%	27	6	20	1	7	19	1	1	5	1	18	2	6	2	1	18	2	6	2	17	2	1	24	
Croydon Lane	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Damson Way	65	14%	9	0	8	1	2	6	1	0	1	6	2	0	3	0	1	5	2	1	0	6	3	3	3	
Diamond Jubilee Way	45	9%	4	1	3	0	0	4	0	0	2	0	2	0	2	2	0	0	2	0	0	0	1	0	3	
Dingwall Road	30	7%	2	0	2	0	0	2	0	1	0	0	1	0	0	0	1	1	1	0	0	1	0	0	2	
Downland Close	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Downside Road	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
East Drive	51	10%	5	1	4	0	0	5	0	0	0	3	2	0	1	0	0	4	0	0	2	3	0	3	2	
Fairlawn Road	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Farmdale Road	16	50%	8	2	6	0	3	5	0	0	1	1	5	1	3	0	0	5	2	0	0	6	0	1	7	
Fir Tree Grove	19	53%	10	1	9	0	1	9	0	1	1	0	8	0	4	0	0	6	2	0	2	6	2	1	7	
Forelle Way	34	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fountain Drive	21	14%	3	0	3	0	1	2	0	0	1	1	1	0	2	0	0	1	1	0	1	1	1	0	2	
Fryston Avenue	44	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fullerton Road	22	14%	3	2	1	0	1	1	1	1	0	0	2	0	2	0	0	1	1	0	1	1	0	0	3	
Gaynesford Road	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gordon Road	103	32%	33	19	11	3	18	13	2	2	7	1	12	9	15	5	3	9	12	3	6	11	8	4	20	
Grosvenor Avenue	138	7%	9	2	4	3	3	4	2	2	3	0	4	0	5	0	0	4	2	3	0	4	0	2	7	
Grove Lane	92	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Harbury Road	36	11%	4	0	4	0	1	3	0	0	0	0	4	0	0	0	1	3	0	0	0	4	0	0	4	
Hillcrest Parade	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ingleton Road	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
June Close	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Kenny Drive	57	5%	3	2	1	0	2	1	0	1	0	0	1	1	0	0	1	2	0	0	0	3	0	0	3
Kings Avenue	27	11%	3	1	1	1	0	1	2	0	0	2	1	0	0	0	0	3	0	0	1	2	2	0	1
Lawson Walk	20	5%	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	
Little Woodcote Lane	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lloyd Avenue	20	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Longlands Avenue	72	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
North Avenue	20	45%	9	4	5	0	5	4	0	1	3	0	4	1	1	0	3	5	3	0	0	6	0	0	9
Northwood Road	39	41%	16	3	13	0	3	13	0	1	1	0	13	1	1	1	1	13	3	0	1	12	0	1	15
Oakhurst Rise	20	20%	4	1	2	1	1	3	0	0	0	1	2	1	1	0	1	2	1	0	0	3	0	2	2
Oaks Track	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Oaks Way	35	20%	7	1	6	0	0	6	1	1	1	0	5	0	3	1	0	3	2	1	1	3	2	0	5
Parkview Close	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pembury Close	20	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pine Crescent	8	13%	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	
Pine Ridge	86	45%	39	0	36	3	5	31	3	0	0	8	30	1	6	0	3	30	0	1	5	33	6	5	28
Pine Walk	84	12%	10	1	8	1	0	8	2	0	0	1	9	0	1	0	0	9	0	0	1	9	0	1	9
Princes Avenue	38	11%	4	2	2	0	1	3	0	0	0	0	4	0	1	0	0	3	0	1	0	3	0	1	3
Queen Marys Avenue	7	14%	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
Radcliffe Gardens	75	31%	23	1	21	1	2	20	1	1	1	1	19	1	8	0	2	13	3	2	5	13	6	2	15
Redford Avenue	40	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Richland Avenue	40	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Richmond Road	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roman Way	26	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sandown Drive	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Avenue	20	55%	11	3	7	1	3	6	2	0	4	0	7	0	3	1	1	6	3	1	1	6	1	0	10
South Rise	32	6%	2	1	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	2	0
Southdown Road	20	5%	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Southway	53	25%	13	5	8	0	4	8	1	3	1	1	6	2	7	0	0	6	4	1	2	6	5	2	6
Stanhope Road	58	33%	19	2	16	1	2	16	1	0	1	2	16	0	2	0	0	17	0	0	1	18	1	1	17
Stanley Park Road	207	11%	22	3	17	2	1	17	4	1	0	2	18	1	2	0	1	19	0	2	2	18	2	1	19
Stanley Road	215	33%	70	4	64	2	4	61	5	0	5	5	57	3	5	1	5	59	6	2	3	59	4	3	63
Stanley Square	53	8%	4	0	4	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	4	0	0	4
Staplehurst Road	14	21%	3	0	3	0	1	2	0	1	0	0	2	0	2	0	0	1	1	0	1	1	1	0	2
Sussex Road	44	57%	25	8	15	2	9	15	1	2	7	3	10	3	9	4	2	10	7	4	3	11	2	3	20
Telegraph Track	26	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The Close	16	13%	2	0	2	0	0	2	0	0	0	0	2	0	1	0	0	1	0	0	1	1	0	0	2
The Mount	118	1%	1	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
The Warren	46	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upper Pillory Down	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warnham Court Road	85	58%	49	5	44	0	5	43	1	5	4	4	33	3	9	1	3	36	5	2	6	36	6	0	43
Waverley Way	31	16%	5	1	4	0	2	3	0	1	0	0	3	1	3	0	0	2	1	1	1	2	0	1	4
Wellfield Gardens	36	19%	7	3	3	1	1	5	1	0	0	1	5	1	0	0	1	6	0	0	0	7	0	0	7
West Way	34	3%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
Whitethorn Avenue	56	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whittlebury Close	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Windborough Road	79	39%	31	4	25	2	7	24	0	1	2	0	26	2	3	2	2	24	5	1	1	24	1	0	30
Woodcote Grove	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodcote Road	61	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodfield Avenue	19	32%	6	3	3	0	3	3	0	0	3	0	2	1	1	1	2	2	4	0	0	2	1	0	5
Woodmansterne Lane	48	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Woodmansterne Road	107	8%	9	2	4	3	1	4	4	0	0	0	8	1	1	1	0	7	1	0	1	7	0	2	7

# Appendix 4. Cheam

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been designed for your road?			Would you be in favour of these parking controls IF your neighbouring road/s or part of your road were included?			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of		
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	None	Not Ans.	Mon-Fri	Mon-Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Other minimum controls	Not Ans.	9am Mid.	Mid. 5pm	Not Ans
ABBOTTS ROAD	118	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ALDRICH GARDENS	13	8%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
ANNE BOLEYN'S WALK	66	21%	14	3	10	1	2	11	1	1	0	10	2	1	9	2	0	3	1	1	6	6	9	2	3
ARUNDEL ROAD	38	8%	3	0	3	0	0	3	0	1	0	2	0	0	3	0	0	0	1	0	0	2	2	0	1
BANSTEAD ROAD	95	14%	13	3	8	2	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BELMONT RISE	76	3%	2	1	0	1	1	0	1	1	0	1	0	0	7	1	4	9	8	1	4	8	2	2	17
BURDON LANE	184	9%	16	1	13	2	0	15	1	0	1	2	13	0	2	0	1	13	0	1	0	15	2	0	14
BURDON PARK	6	17%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
CHALGROVE ROAD	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHAMPNEYS CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHARTWELL GARDENS	48	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHARTWELL PLACE	36	6%	2	1	1	0	1	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	0	0	2
CHATSWORTH ROAD	112	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHEAM PARK WAY	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHELSEA GARDENS	48	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHESHAM CLOSE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHEYHAM WAY	42	12%	5	3	2	0	3	2	0	0	0	1	4	0	1	0	0	4	0	0	1	4	0	0	5
CHURCH FARM LANE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHURCH HILL ROAD	116	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHURCH ROAD	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COOKES LANE	15	13%	2	1	1	0	1	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0
CUDDINGTON PARK CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CUDDINGTON WAY	39	13%	5	1	4	0	1	3	1	0	0	0	4	1	0	0	0	5	0	0	0	5	0	0	5

DALLAS ROAD	10	10%	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	
DEVON ROAD	62	18%	11	3	7	1	2	7	2	0	1	2	0	1	2	1	2	6	0	1	4	6	4	0	7
DOWNNS SIDE	40	13%	5	0	3	2	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	
EWELL ROAD	121	3%	4	1	3	0	1	3	0	1	0	2	1	0	1	0	2	1	2	0	1	1	1	2	1
FIELDSEND ROAD	52	6%	3	0	3	0	0	3	0	0	0	1	2	0	0	1	0	2	0	0	0	3	1	0	2
FORGE LANE	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FROMONDES ROAD	48	2%	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
GANDER GREEN LANE	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GILHAMS AVENUE	71	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GLEBE ROAD	46	67%	31	2	29	0	2	29		0	1	22	6	2	15	1	2	13	0	3	5	23	18	5	8
GODOLPHIN CLOSE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GOLF SIDE	51	6%	3	0	3	0	0	3	0	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	3
HANOVER CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HIGH STREET - CHEAM	158	1%	2	0	2	0	0	2	0	0	0	1	1	0	2	0	0	0	0	1	1	0	2	0	0
HIGH VIEW	35	9%	3	1	2	0	1	2		0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	3
HIGHER DRIVE	111	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JUBILEE ROAD	28	11%	3	2	1	0	2	1	0	1	1	1	0	0	2	0	1	0	3	0	0	0	2	0	1
KILLICK MEWS	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSDOWN ROAD	73	3%	2	0	2	0	0	1	1	0	1	1	0	0	0	0	1	1	1	0	0	1	0	1	1
KINGSWAY ROAD	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOVE LANE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LUMLEY GARDENS	14	7%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
LUMLEY ROAD	51	2%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
MALDEN ROAD	204	6%	12	0	12	0	1	10	1	0	1	4	7	0	1	1	2	8	1	2	1	8	3	2	7
MANOR ROAD	54	13%	7	0	4	3	0	6	1	1	0	3	3	0	1	1	0	5	1	0	0	6	1	0	6
MATLOCK CRESCENT	153	1%	2	1	1	0	0	1	1	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	2
MATLOCK GARDENS	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MATLOCK PLACE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MEADOWSIDE ROAD	39	10%	4	2	0	2	2	0	2	0	0	0	3	1	0	0	1	3	0	0	1	3	0	1	3
MICKLEHAM GARDENS	106	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
NETLEY CLOSE	53	4%	2	0	2	0	0	1	1	1	0	0	1	0	0	1	0	1	0	0	1	1	1	0	1
NORTHDOWN ROAD	19	5%	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHEY AVENUE	50	4%	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHFIELD CRESCENT	23	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OLD BARN CLOSE	8	13%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
ONSLow AVENUE	37	14%	5	2	3	0	2	3	0	0	0	2	3	0	0	0	2	3	0	1	1	3	1	0	4
PARK LANE	62	10%	6	0	6	0	2	0	1	0	1	1	0	1	2	1	0	0	1	1	0	1	0	0	3
PARK ROAD	78	4%	3	2	0	1	2	0	1	0	1	1	0	1	2	1	0	0	1	1	0	1	0	0	3
PARKSIDE	17	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEACHES CLOSE	76	25%	19	10	6	3	11	6	2	1	7	3	3	5	8	2	6	3	10	2	3	4	5	3	11

POND HILL GARDENS	75	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
QUEENS ACRE	20	10%	2	0	0	2	0	1	1	0	0	1	1	0	2	0	0	0	1	0	0	1	1	1	0
ROBERTS CLOSE	14	7%	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
SANDY LANE	170	8%	13	2	10	1	2	10	1	0	0	5	7	1	1	1	2	9	0	0	2	11	4	2	7
SCARBOROUGH CLOSE	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCOTSDALE CLOSE	23	48%	11	0	10	1	0	10	1	0	0	9	1	1	8	0	0	3	0	0	3	8	9	0	2
SHIRLEY AVENUE	44	20%	9	0	8	1	0	8	1	0	0	0	8	1	1	0	0	8	0	1	0	8	1	0	8
SOUTH DRIVE	47	17%	8	1	7	0	0	8	0	0	0	5	3	0	1	0	2	5	0	0	3	5	5	0	3
SPRINGCLOSE LANE	32	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST DUNSTANS HILL	136	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STAFFORD CLOSE	20	10%	2	0	2	0	0	2	0	0	0	1	1	0	0	1	0	1	0	0	2	0	1	1	0
STATION APPROACH	97	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STATION WAY	159	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
STOUGHTON AVENUE	81	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
TABOR GARDENS	69	26%	18	0	18	0	2	14	2	1	0	14	3	0	7	0	3	8	1	0	3	14	11	3	4
THE AVENUE	59	17%	10	1	7	2	1	8	1	0	0	4	6	0	1	0	1	8	1	0	0	9	1	0	9
THE BROADWAY	119	2%	2	0	1	1	1	0	1	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	2
THE CRESCENT	103	9%	9	2	7	0	3	6	0	1	0	0	0	0	2	1	1	5	2	1	1	5	3	0	6
THE DENE	35	11%	4	0	3	1	0	3	1	0	0	1	3	0	1	1	0	2	0	0	1	3	2	0	2
THE DRIVE	59	5%	3	0	3	0	0	3	0	0	0	1	2	0	0	0	0	3	0	0	0	3	0	0	3
THE GLADE	9	11%	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0
THE LAWNS	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TILEHURST ROAD	52	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUDOR CLOSE	47	2%	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0
UPPER MULGRAVE ROAD	150	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VILLIERS GROVE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALNUT TREE CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WARREN AVENUE	26	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEST DENE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEST DRIVE	60	52%	31	2	28	1	2	28	1	0	0	29	1	1	12	0	3	16	0	1	6	24	20	7	4
WHYTE MEWS	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WILBURY AVENUE	33	15%	5	0	2	3	0	4	1	0	1	3	1	0	3	0	1	1	1	0	1	3	2	1	2
WRAY ROAD	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Appendix 5. Repondent profile

The survey questionnaire included a standard set of questions for equality monitoring.

Which of the following best describes your gender?	Count	%
Female	603	54%
Male	522	46%
Prefer to self-describe	1	0%
Grand Total	1126	100%

In which age group are you?	Count	%
16 - 24 years	17	1%
25 - 34 years	90	8%
35 - 44 years	282	25%
45 - 54 years	262	23%
55 - 64 years	226	20%
65 - 74 years	175	15%
75 - 84 years	77	7%
85+ years	14	1%
	1143	100%

How would you describe your ethnic group or background?	Count	%
Asian/ Asian British	64	6%
Black/ African/ Caribbean/ Black British	16	2%
Mixed or multiple ethnic groups	12	1%
Other ethnic group	19	2%
White	928	89%
	1039	100%

Do you consider yourself to have a disability?	Count	%
No	1001	75%
Yes, affecting mobility	58	4%
Yes, affecting hearing	14	1%
Yes, affecting vision	6	0%
Yes, a learning disability	4	0%
Yes, mental ill-health	14	1%
Yes, another form of disability	14	1%
	1329	

Do you have any caring responsibilities?	Count	%
No	497	37%
Yes, Children	440	33%
Yes, Children with disability or additional need	47	4%
Yes, Parent with disability or additional need	32	2%
Yes, Partner with disability or additional need	29	2%
Yes, Other dependents	57	4%
	1329	

What is your marital status?	Count	%
Civil partnership	7	1%
Cohabiting	68	7%
Divorced	37	4%
Married	782	75%
Other	2	0%
Separated	12	1%
Single	72	7%
Widowed	65	6%
	1045	100%

Are you pregnant or on maternity leave, or have you recently returned from maternity leave (within the last year)?	Count	%
No	1023	96%
Yes	43	4%
	1066	100%

What is your faith/ religion/ belief?	Count	%
Agnostic	41	4%
Atheist	63	7%
Buddhist	3	0%
Christian	539	59%
Hindu	26	3%
Humanist	4	0%
Jewish	3	0%
Muslim	12	1%
No religion or belief	212	23%
Other religion or belief	15	2%
Sikh	1	0%
	919	100%

## Appendix 6. Consultation materials

**11.** Letter to residents

**12.** Leaflet

**13.** Questionnaire

## Letter



Dear Resident

Thank you for your continued interest in improving parking in your local area. I am writing to update you about the next stage in the parking consultation for Geographical Area 2, including parts of Cheam, Belmont, Carshalton Central, Carshalton South and Clockhouse.

Following your invaluable feedback to our initial consultation that ended in March 2019, we have now developed proposals for specific parking schemes to address areas of acute parking pressures. We have also published the results from the first consultation on our website for you to view. ([sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy) - Geographical Area 2)

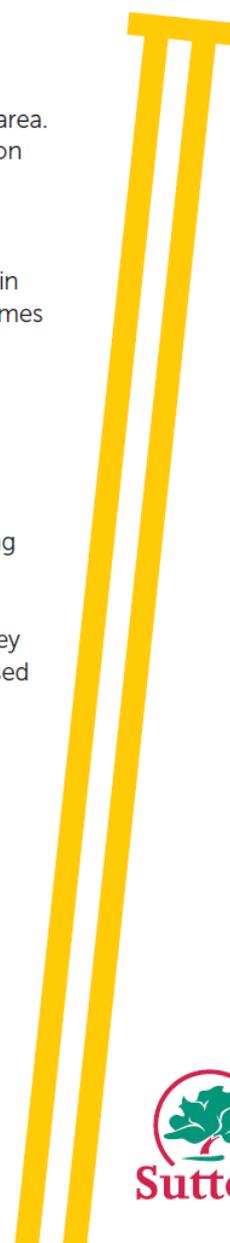
The results mean that for many of you we are not suggesting any major changes where you live. We do, however, need to address areas of acute parking pressures identified through the consultation and our own parking beat surveys.

We have designed targeted schemes to address parking issues in those key locations and we are now seeking feedback from residents to the proposed parking solutions.

**The three main options proposed are:**

- Controlled Parking Zones - permit required.
- Permit Parking Area - permit required.
- Free Bay Scheme - no permit required.

In some areas we may seek to introduce double yellow lines at key locations to improve road safety and maintain access.



### How can I give my views?

We will launch a new consultation for Geographical Area 2 on **Monday, 13 January 2020**.

Residents are encouraged to complete the online survey at [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy) by **Monday, 24 February 2020**.

You can also view the street design proposals on our website using our street search and mapping tools. Alternatively you can come to one of our face-to-face events and talk to our parking team at a local drop-in session.

### Good Shepherd Church

Queen Mary's Avenue, Carshalton Beeches, SM5 4NP

Monday, 20 January 2020: 9am to 1pm

Monday, 27 January 2020: 5pm to 8pm

### Cheam Library

Church Road, Cheam, Sutton, SM3 8QH

Tuesday, 21 January 2020: 9.30am to 1pm

### Whitehall Museum

1 Malden Road, Cheam, Surrey SM3 8QD

Tuesday, 21 January 2020: 5pm to 7.45pm

### Sutton Library

St Nicholas Way, Sutton, SM1 1EA

Wednesday, 22 January 2020: 5pm to 8pm

### Westcroft Library

Westcroft Road, Carshalton, SM5 2TG

Thursday, 23 January 2020:

9.30am to 1pm and 5pm to 8pm

### Sutton Tennis and Squash Club (Belmont)

19 Devonshire Road, Sutton, SM2 5HH

Monday, 27 January 2020: 9am to 1pm

You can find out more information about the proposals for your area in the enclosed information leaflet. Please take the time to complete the consultation, as your views are important to us.

Yours sincerely,

**Cllr Manuel Abellan**

**Chair of Sutton Council**

**Environment and Neighbourhood Committee**



## PARKING STRATEGY CONSULTATION

Have your say online - [sutton.gov.uk/parkingstrategy](https://sutton.gov.uk/parkingstrategy)

Consultation date: Monday, 13 January to Monday, 24 February 2020

The Parking Strategy consultations aim to take stock of parking across the borough and enable you to "have your say" about parking on your street.

Our review of parking is being rolled out in three phases, with each phase covering different locations across the borough. This consultation is for Geographical Area 2, covering parts of Cheam, Belmont, Carshalton Central, Carshalton South and Clockhouse (as shown on the map in this leaflet).

### What are the parking issues?

Emergency services and waste collection contractors have reported issues gaining access to some streets. Ongoing growth in population with new housing developments, commuter

parking pressures and wide-spread dependency on motor vehicle travel in the borough mean that we need to review our parking controls.

This is the second consultation for Geographical Area 2, following a six week consultation which closed in March 2019.

Our first consultation in Geographical Area 2 identified that 98% of respondents have at least one car in their household with 57% having two or more cars. While a majority of respondents (63%) can park all their vehicles off the street, around four in ten households (37%) needs to park one or more of their vehicles on the public highway.



Of those asked, 60% of residents supported parking solutions in their street, while the remaining 40% did not want any action.

The results from the first consultation have been published on our website and have been used to develop specific parking schemes in areas where there are parking concerns.

For many of you we are not suggesting any major changes where you live. But it is our intention to develop targeted schemes that will address areas of acute parking pressures.

We are now asking residents to provide feedback on the design proposals which have been developed to help alleviate those areas where parking concerns that have been identified.

It may be useful to visit our website ([sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)) to see if schemes from adjacent roads or areas are being introduced, potentially causing parking displacement into your road/area.

### How can I give my views?

**Please complete the online survey that closes on Monday, 24 February 2020.**

View the street design proposals either online or alternatively you can talk to our parking team at a local drop-in session ([sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy) click on Events).

#### Good Shepherd Church

Queen Mary's Avenue,  
Carshalton Beeches, SM5 4NP  
Monday, 20 January 2020: 9am to 1pm  
Monday, 27 January 2020: 5pm to 8pm

#### Cheam Library

Church Road, Cheam, Sutton, SM3 8QH  
Tuesday, 21 January 2020: 9.30am to 1pm

#### Whitehall Museum

1 Malden Road, Cheam, Surrey SM3 8QD  
Tuesday, 21 January 2020: 5pm to 7.45pm

### What is being proposed?

The key objective of managing parking is to help manage the scarce resource of parking space by prioritising certain types of parking - usually to assist residents and visitors rather than commuters, for example.

**Three main options for parking solutions are:**

- Controlled Parking Zones - permit required.
- Permit Parking Area - permit required.
- Free Bay Scheme - no permit required.

In some areas we may also seek to introduce double yellow lines at key locations to improve road safety and maintain access.



#### Sutton Library

St Nicholas Way, Sutton, SM1 1EA  
Wednesday, 22 January 2020: 5pm to 8pm

#### Westcroft Library

Westcroft Road, Carshalton, SM5 2TG  
Thursday, 23 January 2020:  
9.30am to 1pm and 5pm to 8pm

#### Sutton Tennis and Squash Club (Belmont)

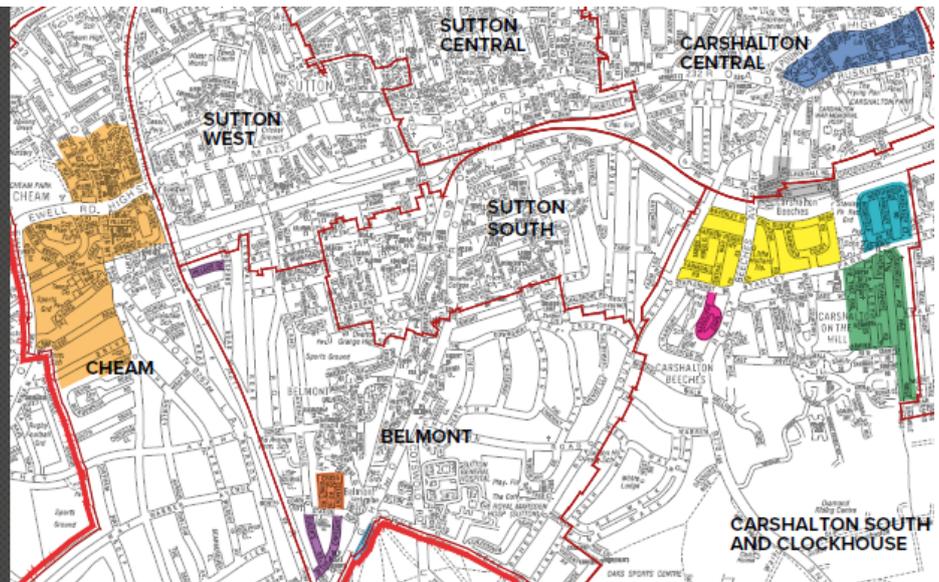
19 Devonshire Road, Sutton, SM2 5HH  
Monday, 27 January 2020: 9am to 1pm

If you're not able to get online, you can request a paper version of the questionnaire by calling **020 8770 5000**.

**Further Frequently Asked Questions are available on the Council's website: [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)**

## PROPOSED PARKING SOLUTIONS FOR GEOGRAPHICAL AREA 2

Stage 2 consultation  
13 January -  
24 February 2020



- |   |  |   |
|---|--|---|
|  PPA - Talbot Road area      |  PPA - Radcliffe Gardens  |  CPZ extension                           |
|  PPA - Gordon Road area      |  CPZ - Belmont Road area  |  Free Bay scheme<br>(no permit required) |
|  PPA - Anglesey Gardens area |  CPZ - Cheam area         |   |
|  PPA - Stanley Road area     |  PPA - Carshalton Beeches |   |

For more detail on the proposed schemes visit [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

## Questionnaire



**HAVE YOUR SAY** 

**PARKING  
IN SUTTON**  
[sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

**OFFICIAL  
PARKING  
DECISIONS  
ARE BEING MADE  
FOR YOUR STREET**

Help us understand your  
street's parking

**Consultation dates:  
Monday, 13 January to Monday, 24 February 2020.**

With resident surveys consistently identifying on-street parking as one of the issues of most concern to residents in the borough, the council has adopted a borough-wide Parking Strategy.

You can also complete our Parking Survey online via [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

Please return this Parking Survey (Stage 2) – using the pre-paid envelope. Geographical Area 2 parking survey closes on Monday, 24 February 2020.



## The parking strategy forms part of our overall five-year plan Ambitious for Sutton.

Both plans seek to take a cohesive, cross-borough view of parking options and future-proof Sutton's parking availability to help residents in the years to come.

Put simply, there are some areas in Sutton where there are simply too many cars and if we don't do something soon, we will run out of space for everybody to park their car.

Emergency services and waste collection contractors have reported issues gaining access to some streets. Ongoing growth in population with new housing developments, commuter parking pressures and wide-spread dependency on motor vehicle travel in the borough mean that we need to review our parking controls.

The Parking Strategy consultations seek to take stock of parking across the borough and enable residents to "have their say" on proposals for parking in their streets.

Our parking strategy is being rolled out in three phases, with each phase covering different locations across

This consultation is for Geographical Area 2, where we'll be consulting with some residents and businesses in Belmont, Carshalton Central, Cheam, Carshalton South and Clockhouse areas, as shown in the blue area highlighted on the map below.

This is the second consultation for Geographical Area 2, following a six week consultation which closed in March 2019.

Our first consultation in Geographical Area 2 has identified that 98% of respondents have at least one car in their household with 57% having two or more cars. While a majority of respondents (63%) can park all their vehicles off the street, around four in ten households (37%) needs to park one or more of their vehicles on the public highway.

The results from the first consultation have been published on our website and have been used to develop specific parking schemes in areas where there are parking pressures.



These results mean that for many of you we are not suggesting any major changes where you live. It is our intention to develop targeted schemes that will address areas of acute parking pressures.

It may be that in some areas, even if we have not proposed comprehensive parking controls, we will still seek to introduce double yellow lines at key locations to improve road safety and maintain access.

### What are the parking issues?

1,641 households responded to the consultation, representing a 12% response rate.

There were responses from 252 of the 326 streets in the consultation area, with nearly half of respondents (49%) identifying parking problems on their street, while 44% said they didn't have any problems.

Of those asked, 60% supported parking solutions in their street, while the remaining 40% did not want any action.

View the street design proposals either online or alternatively you can talk to our parking team at a local drop-in session.

#### Good Shepherd Church

Queen Mary's Avenue, Carshalton Beeches, SM5 4NP  
Monday, 20 January 2020: 9am to 1pm  
Monday, 27 January 2020: 5pm to 8pm

#### Cheam Library

Church Road, Cheam, Sutton, SM3 8QH  
Tuesday, 21 January 2020: 9.30am to 1pm

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1 Malden Road, Cheam, Surrey SM3 8QD  
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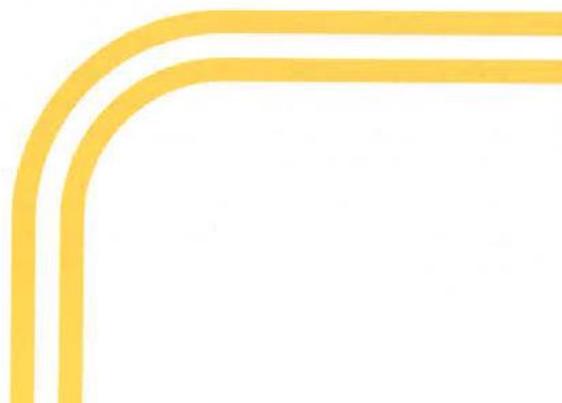
Westcroft Road, Carshalton, SM5 2TG  
Thursday, 23 January 2020:  
9.30am to 1pm and 5pm to 8pm

#### Sutton Tennis and Squash Club (Belmont)

19 Devonshire Road, Sutton, SM2 5HH  
Monday, 27 January 2020: 9am to 1pm

**Only one submission will be accepted per household.**

If you're not able to get online, you can request a paper version of the questionnaire by calling **020 8770 5000**.



We've taken the feedback from the first round of consultation and we are now asking residents to provide feedback on the design proposals which have been developed to help alleviate those areas where parking concerns that have been identified.

It may be useful to visit our website ([sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)) to identify if schemes from adjacent roads or areas are being introduced, potentially causing parking displacement into your road/area.

### How can I give my views?

Please complete the online survey that closes on **24 February 2020**.

We regret that due to the number of responses received during a public consultation of this size it will not be possible to individually reply to each respondent.

Further Frequently Asked Questions are available on the Council's website: [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

### Publishing/ Privacy Statement

Through participating in this consultation we will be publishing your responses. Your responses will remain confidential and we will not attribute responses to you personally, unless you self identify or include information about yourself in your response.

# What are the possible parking solutions?

## Controlled Parking Zone (CPZ)

A CPZ is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised.

It is normal practice in a CPZ to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide single yellow lines (effective during the CPZ hours of operation) where the kerb is lowered, i.e. at crossovers for driveways. Parking bays are marked on the carriageway to indicate to motorists where they can park.

In a CPZ the operational times for the single yellow lines are indicated on signs as you enter the zone. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable.

To minimise street clutter, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs.

In a CPZ, residents and their visitors are given priority to use the appropriate parking places by displaying a valid permit or voucher in respect of that zone. However, a parking permit does not give the holder the right to park outside a particular premises, and does not guarantee an available parking space. There is a charge for permits.

## Permit Parking Area (PPA)

A PPA is an alternative to a CPZ scheme. In a PPA all streets are subject to parking controls and vehicles may park only when displaying a valid permit for that PPA during the operational hours.

The operational times of the PPA are indicated on entry signs as you enter the area/zone with residents and their visitors being given priority throughout the hours of operation.

A PPA generally allows for slightly more parking capacity as bays are not formally marked and residents are able to park across their dropped kerbs (vehicle crossovers) during the operational hours with a valid permit. However they are not always suitable for every location, depending on the street layout.

Double yellow lines will still be used for safety reasons, for example at junctions, bends, cul-de-sacs etc. There are generally no marked bays in a PPA, however additional bays can be introduced, or retained where they already exist, such as time limited free bays, loading bays or disabled bays. These bays will be marked out and signed appropriately.

A parking permit does not give the holder the right to park outside a particular premises, and does not necessarily guarantee an available parking space. There is a charge for permits.

## “Free Bay”

A Free Bay scheme will look very similar to a CPZ. Single yellow lines, double yellow lines and parking bays are still marked out on the carriageway like a CPZ, however, no permit is required to park in the marked bays. Therefore, no permit signs or posts are required. The single yellow line operating times in a Free Bay scheme generally operate for only an hour during the week e.g. Mon-Fri, 11am-Midday. (The exact timings for the proposed Free Bay schemes in Geographical Area 2 will be determined once we confirm the parking solutions for nearby streets).

The times will be shown on the entry signs as you enter the zone. These types of controls are most effective in roads that have a high amount of off-street parking, meaning that residents can generally park their vehicle/s in their driveway. Anybody can park in the marked bays, with no need for a permit.

The disadvantages of a Free Bay scheme is that it does not remove short-term commuters, residents will have to compete with commuters for parking bays and residents will be unable to park across their driveways during Free Bay operational times. However, residents do not need to purchase a permit.

## What are the proposed times for parking controls in my road?

### All day controls (8am to 6.30pm)

This provides maximum protection to residents by removing short and long-term parking. It is, however,

less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in permit holder bays.

#### **Part-time controls (10am – 4pm)**

These operating times offer less restrictions on residents and their visitors than 'all day' controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non-residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

#### **Minimum controls (at least two hours)**

This minimum restriction offers more flexibility to residents and their visitors than part-time day controls. It reduces the amount of visitors' vouchers they would need to obtain, and is still effective in restricting long-term parking. However, it may encourage other short-term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non-residents may also work their way around the minimum controls by moving their vehicles and then returning to park for the rest of the day.

### **Operational Days:**

#### **Monday to Friday**

This model of parking offers flexibility to residents and their visitors over the weekend. However, there is a drawback in that visitors to the area might reduce parking availability for residents at weekends.

#### **Monday to Saturday**

This option still protects residents during the week and covers part of the weekends too. Like the previous option though, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade, as parking will only be free in the area on Sundays. Guests of any residents in the road would need to make use of visitor vouchers or pay and display bays (if available) to park and visitors to the businesses in the area may also need to pay for short-term parking.

#### **Monday to Sunday**

This option protects residents the most, as it covers weekends too. However, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade. Guests of any residents in the road would need to make use of visitor vouchers or pay and display to park and visitors to the businesses in the area would also need to pay for short-term parking.

### **How do parking controls work?**

The key objective of managing parking is to help manage the scarce resource of parking space by prioritising certain types of parking - usually to assist residents and visitors rather than commuters for example. Within any Permit Scheme (CPZ and PPA), only those residents within the zone are entitled to permits. Those without permits will not be able to park within the permit bays or permit area during the operational times.

Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents and the safety of all road users.

### **How much would a permit cost?**

Resident Permit costs are standardised across Sutton and are based on vehicle type, fuel type and CO<sub>2</sub> emissions. Annual permit prices start at £40, with Sutton parking permit prices amongst the lowest in London. Residents can also obtain visitor permits. | We offer up to 50 hours of free visitor permits per year, if you need more than this you can purchase them.

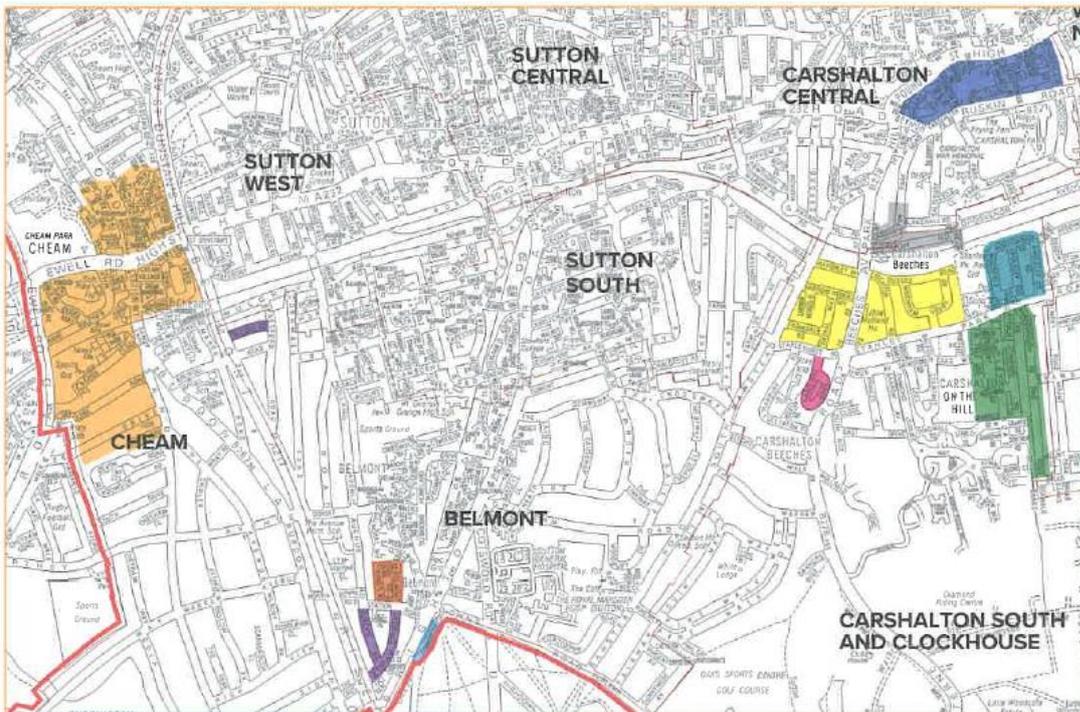
### **Displacement**

When responding to this survey please take into account that if parking controls are introduced in neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from neighbouring roads could increase pressure for parking on your road if your road is not included in the parking controls.

It may be useful to visit our website ([sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)) to identify if schemes from adjacent roads or areas are being introduced, potentially causing parking displacement into your road/area.

# PROPOSED PARKING SOLUTIONS FOR GEOGRAPHICAL AREA 2

Formal consultation 13 January - 24 February 2020



For more detail on the proposed schemes visit [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

# WHY WE ARE CONSULTING

The decision on whether or not to proceed with the next step, will be based on the responses received during this second consultation along with information from our parking beat surveys and other technical considerations.

This questionnaire seeks your views on parking proposals in your street. The information you provide will only be used for this project and analysed to help understand parking issues and possible solutions on individual streets across the borough. Your details will be kept strictly confidential and will not be shared with a third party. **Please note, however, that responses cannot be considered without a name, address and postcode being provided.**

Feedback on the results of this consultation will be provided at an upcoming Local Committee meeting in your area. For details of venues and dates go to [sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy) (Click on Events).

Before completing the survey you can review the proposed parking solutions online. A series of designs including CPZ, Free Bay and PPA proposals have been suggested to alleviate parking concerns in some streets.

Double yellow lines are also proposed at key locations to improve road safety and maintain access.

## 1. What is your full name? (Required)

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## 2. What is your road name? (Required)

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Property number/name

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Postcode

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## 3. What is your email address (Optional)

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## 4. Do you support the proposed Parking Controls that have been designed for your road? (Required)

Yes  No  Undecided

## 5. Would you be in favour of these parking controls IF your neighbouring road/s or part of your road were included? (Required)

Yes  No  Undecided

## 6. If you are not in favour of these parking controls, which of the following measures would you support? (Please tick one box only) (Optional)

CPZ  PPA  
 Free Bay Scheme  None

## 7. If you are in favour of parking controls, which days would you like the controls to operate? (Optional)

Mon-Fri  Mon-Sat  Every day

## 8. If you are in favour of a CPZ or PPA, which hours of operation would you prefer? (Optional)

8am-6.30pm  10am-4pm  
 Other minimum controls

## 9. If you are in favour of a Free Bay Scheme would you prefer your one hour of operation to be between;

9am-Midday  Midday-5pm

## 10. Are there any additional comments that you would like to make about parking in your street? If so, please use the box below.





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research

