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Parking Survey: Geographical Area 3

London Borough of Sutton

Overview & Ward Reports:

- Wallington North
- Wallington South
- Beddington North
- Beddington South
- Nonsuch
- Stonecot
- Worcester Park

January 2020

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Project details

Title	Sutton Parking Survey: Area 3- Report 1
Client	London Borough of Sutton
Project number	P19114
Author	Diana Danaila
Research Manager	Tim Markham

M·E·L Research

Somerset House , 37 Temple Street, Birmingham, B2 5DP

Email: info@melresearch.co.uk

Web: www.melresearch.co.uk

Tel: 0121 312 1126



Survey Summary

To inform the Borough Parking Strategy, the Council sent a questionnaire to **32,881** households in the Consultation Area that included seven wards: Wallington North, Wallington South, Beddington North, Beddington South, Nonsuch, Stonecot and Worcester Park. 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 **3,449** households from the Consultation Area responded to the survey – a response rate of 10%, from the seven wards. Responses were received from 470 of the 591 streets within the Consultation Area.

Key findings are:

Is there a parking problem?

- 44% of residents in the Consultation Area felt there was a problem with parking on their street, 50% did not and the rest were undecided.
- Half of all respondents in Worcester Park (52%) and Wallington South (50%) indicating there were problems.
- 46% of respondents in Cheam North and Worcester Park Local Committee indicated there were problems, compared to 41% in Beddington and Wallington Local Committee.

Support for a parking control

- 54% of respondents were against the introduction of parking controls, with 36% in favour and the rest undecided.
- By ward, the highest level of support was in Wallington South (45%), followed by Worcester Park (42%) and Nonsuch (41%).
- 38% of respondents in Cheam North and Worcester Park Local Committee indicated there were problems, compared to 34% in Beddington and Wallington Local Committee.

Support for parking control if one was introduced in a neighbouring street

- The prospect of a CPZ elsewhere in the street or surrounding area has an impact on residents' views on the introduction of such a scheme on their street
- Compared to the previous question (35% in favour), the percentage favouring a CPZ increases by 12 percentage points, to 47%, and undecided to 15%, with those against dropping to 38%

Parking solutions supported

- One in four residents (25%) favoured a CPZ
- A permit parking area was supported by 35% of residents
- 40% supported the free bay solution

Parking on the street

- The majority of respondents (51%) parked one or more vehicles on the highway, with the remaining 49% being able to use off-road parking for all vehicles

- At a ward level, the majority of respondents from Nonsuch (63%), Beddington South (56%) and Stonecot (52%) were able to use off-road parking for all vehicles, while the majority of those in the remaining wards parked one or more vehicles on the highway

Comments

Respondents were asked to add other comments about parking in their street. All comments have been reviewed and a series of findings emerged.

- Most respondents to the question were concerned about dangerous parking, on bends/road junctions and access for emergency vehicles
- Another issue for respondents was the impact of non-residents parking in the area (commuters, school drop off, events) and the number of households with a high number of cars.
- The idea that this proposal might be a money making scheme for the Council, was a concern for respondents and opposition to paying an annual fee in order to park in front of their home.

Introduction

Background

Following adoption of the Parking Strategy in September 2016 the London Borough of Sutton has undertaken a range of information gathering and consultation processes. This survey was undertaken in September-October 2019, with reports for the Geographical Area 3 Consultation Area

- Wallington North
- Wallington South
- Beddington North
- Beddington South
- Nonsuch
- Stonecot
- Worcester Park

Method

The Council designed a questionnaire to understand residents' views on parking in their street, covering the key issues:

- Is there a parking problem?
- Support for parking solutions on your street
- Support for a Controlled Parking Zone on your street
- Support for a Controlled Parking Zone if one is introduced near by
- Number of vehicles at the household
- Comments

A copy of the survey questionnaire and supporting literature (poster, leaflet, covering letter) are presented in Appendix 4 of this report – Consultation Materials.

Survey responses

The Council sent a questionnaire to 32,881 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 **3,449 responses** to the survey from residents of the Consultation Area
- The overall response rate from households was 10%
- There were responses from 470 of the 591 streets in the Consultation Area
- Responses for the Consultation Area were from seven wards: Wallington North (n= 463), Wallington South (n=464), Beddington North (n=504), Beddington South (n=267), Nonsuch (n=614), Stonecot (n=508), Worcester Park (n=614)
- The seven wards included in the survey make up two Local Committee Areas. Total of 1,698 responses were from the Beddington and Wallington local Committee Area and 1,736 were from the Cheam North and Worcester Park Local Committee Area.
- All responses from residents living outside the Consultation Area or duplicate response from a household were excluded from the analysis.
- Of the 3,449 respondents included in the total base size, it was not possible to allocate 15 cases to one of the seven wards for reporting. The 15 unallocated cases make up 0.4% of all responses.

The majority (82%) of the 3,449 respondents had heard about the survey through the letter delivered to their home address. Responses were also generated through a number of other channels, such as; Facebook (5%), Councillors (2%), word of mouth (2%) and the Council’s website (1%).

Ward	Local Committee Area	
	Beddington and Wallington	Cheam North and Worcester Park
Wallington North	463	
Wallington South	464	
Beddington North	504	
Beddington South	267	
Nonsuch		614
Stonecot		508
Worcester Park		614
Total	1698	1736

Reports and analysis

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

- Overall response from residents of the Consultation Area
- Results for the seven wards in the Consultation Area
- Results for the two Local Committee Areas in the Consultation Area
- Number of responses from each street in the Area (Appendix 1)
- Support for a CPZ by street in the Area (Appendix 2)

- Respondent profile, covering age group, gender, disability, ethnic group, caring duties, etc (Appendix 3).

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

Parking problems on your street

Ward residents were asked if they thought there was a parking problem in their street.

- Overall, 44% of residents in the Consultation Area felt there was a problem, 50% did not and the rest were undecided
- There were differences across the consultation Area, with half of all respondents in Worcester Park (52%) and Wallington South (50%) indicating there were problems, compared to 31% in Beddington South (Table 1).
- There were also differences across Local Committee Areas with 46% of respondents in Cheam North and Worcester Park Local Committee indicating there were problems, compared to 41% in Beddington and Wallington (Table 2).

Figure 1. Parking problems in your street

Base size: 3449

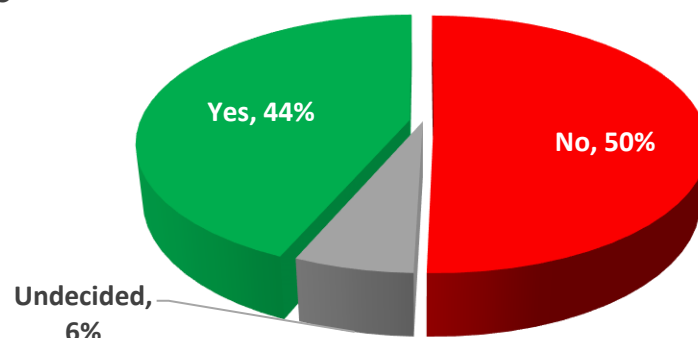


Table 1. Parking problems in your street – by ward

Ward	Yes	No	Undecided
Wallington North (n= 463)	39%	57%	4%
Wallington South (n=464)	52%	40%	9%
Beddington North (n=504)	40%	50%	10%
Beddington South (n=267)	31%	64%	5%
Nonsuch (n=614)	48%	46%	6%
Stonecot (n=508)	40%	48%	12%
Worcester Park (n=614)	50%	43%	6%

Table 2. Parking problems in your street – by Local Committee Areas

Local Committee Area	Yes	No	Undecided
Beddington and Wallington Local Committee (n=1698)	41%	51%	7%
Cheam North and Worcester Park Local Committee (n=1736)	46%	46%	8%

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:

- 54% of respondents were against the introduction of parking controls, with 36% in favour and the rest undecided
- By ward, the highest level of support was in Wallington South (45%), followed by Worcester Park (42%) and Nonsuch (41%), while the lowest level of support was in Beddington South (28%) and 29% in Stonecot (Table 3).
- There were also differences across Local Committee Areas with 38% of respondents in Cheam North and Worcester Park Local Committee supporting controlled parking, compared to 34% in Beddington and Wallington Local Committee (Table 4).

Figure 2. Support for parking controls

Base size: 3449

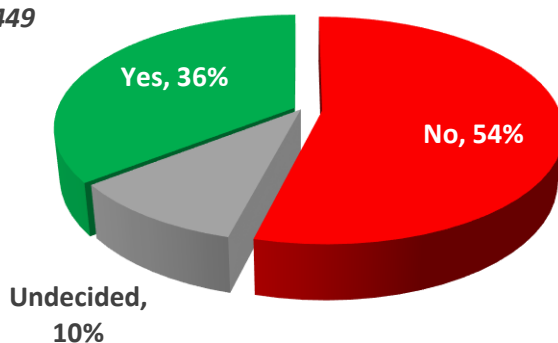


Table 3. Support for parking controls – by ward

Ward	Yes	No	Undecided
Wallington North (n= 463)	30%	59%	11%
Wallington South (n=464)	45%	45%	10%
Beddington North (n=504)	31%	55%	13%
Beddington South (n=267)	28%	64%	8%
Nonsuch (n=614)	41%	49%	10%
Stonecot (n=508)	29%	52%	19%
Worcester Park (n=614)	42%	47%	11%

Table 4. Support for parking controls – by Local Committee Areas

Local Committee Area	Yes	No	Undecided
Beddington and Wallington Local Committee (n=1698)	34%	55%	11%
Cheam North and Worcester Park Local Committee (n=1736)	38%	49%	13%

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 a parking controls on their road, if parking controls had been introduced in a neighbouring street. The response from residents in the Consultation Area shows that:

- The prospect of parking controls introduced in a neighbouring street has an impact on residents' views on the introduction of such a scheme on their street
- Compared to the previous question (35% in favour), the percentage favouring parking controls increases by 12 percentage points, to 47%, and undecided to 15%, with those against dropping to 38%
- By ward, the highest level of support was in Wallington South (55%), followed by Nonsuch (52%), while the lowest level of support was in Stonecot (37%) and 39% in Beddington North (Table 5).
- There were also slight differences across Local Committee Areas with 47% of respondents in Cheam North and Worcester Park Local Committee supporting controlled parking, compared to 45% in Beddington and Wallington Local Committee (Table 6).

Figure 3. Support for parking controls if introduced in a neighbouring street

Base size: 3449

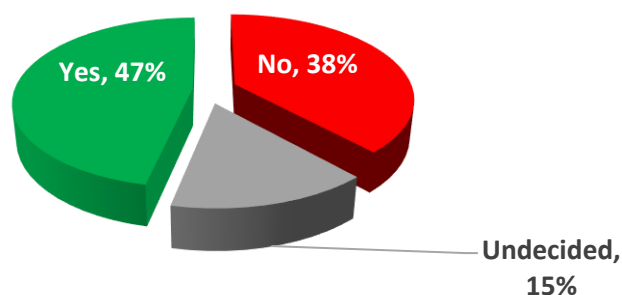


Table 5. Support for parking controls if introduced in a neighbouring street – by ward

Ward	Yes	No	Undecided
Wallington North (n= 463)	43%	41%	16%
Wallington South (n=464)	57%	29%	14%
Beddington North (n=504)	40%	39%	21%
Beddington South (n=267)	43%	42%	15%
Nonsuch (n=614)	52%	33%	15%
Stonecot (n=508)	37%	41%	23%
Worcester Park (n=614)	52%	36%	12%

Table 6. Support for parking controls if introduced in a neighbouring street – by Local Committee Areas

Local Committee Area	Yes	No	Undecided
Beddington and Wallington Local Committee (n=1698)	46%	37%	17%
Cheam North and Worcester Park Local Committee (n=1736)	48%	36%	16%

Which parking solutions would you support in your road?

The questionnaire presented residents with a list of four possible parking solutions. All respondents to the survey were asked to select one of the options.

In the Consultation Area:

- One in four residents (25%) favoured a CPZ. There was some variation in the level of support across the Consultation Area, with the highest support in Nonsuch (31%), followed by 27% in Stonecot, and 26% in Worcester Park and the lowest in Beddington North (18%) and 22% in Wallington North (Table 7).
- There were also differences across Local Committee Areas with 28% of respondents in Cheam North and Worcester Park Local Committee supported the introduction of a CPZ, compared to 22% in Beddington and Wallington Local Committee (Table 8).
- The introduction of restricted parking through a permit parking area was supported by 35% of residents, with 40% supporting the free bay solution.

Figure 4. Supported parking solutions

Base size: 2324

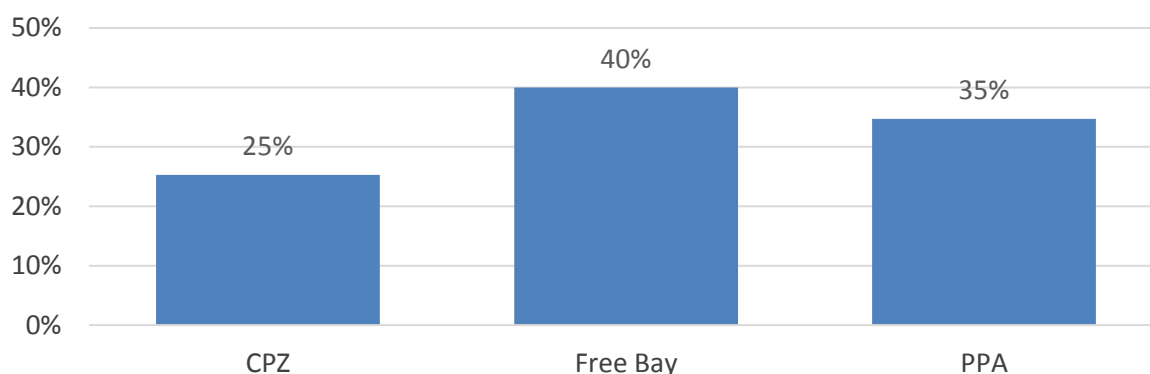


Table 7. Supported parking solutions– by ward

Ward	CPZ	PPA	Free Bay
Wallington North (n= 304)	22%	36%	42%
Wallington South (n=350)	24%	42%	33%
Beddington North (n=322)	18%	40%	42%
Beddington South (n=174)	24%	27%	49%
Nonsuch (n=433)	31%	29%	40%
Stonecot (n=299)	27%	26%	47%
Worcester Park (n=440)	26%	40%	34%

Table 8. Supported parking solutions– by Local Committee Areas

Local Committee Area	CPZ	PPA	Free Bay
Beddington and Wallington Local Committee (n=1150)	22%	38%	40%
Cheam North and Worcester Park Local Committee (n=1172)	28%	32%	39%

Parking on the street

Those with cars or vans available to the household, were asked to indicate how many vehicles they park on the highway. In the Consultation Area:

- The majority of respondents (51%) parked one or more vehicles on the highway, with the remaining 49% being able to use off-road parking for all vehicles
- At a ward level, the majority of respondents from Nonsuch (63%), Beddington South (56%) and Stonecot (52%) were able to use off-road parking for all vehicles, while the majority of those in the remaining wards parked one or more vehicles on the highway (Table 9).
- There were also differences across Local Committee Areas with 55% of respondents in Cheam North and Worcester Park Local Committee being able to use off-road parking for all vehicles, compared to 44% in Beddington and Wallington Local Committee (Table 10).

Figure 5. Vehicles parked on highway

Base size: 3449

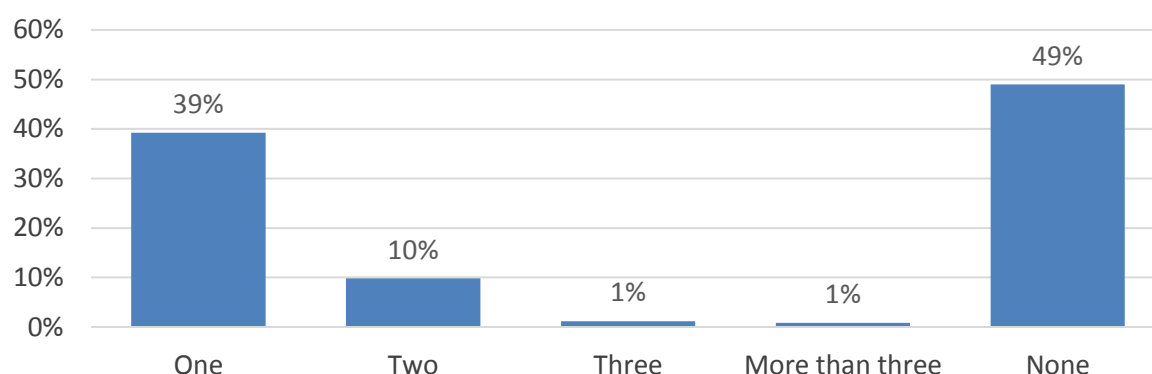


Table 9. Vehicles parked on highway – by ward

Ward	0	1	2	3	3+
Wallington North (n= 463)	42%	44%	10%	2%	2%
Wallington South (n=464)	44%	45%	8%	2%	0%
Beddington North (n=504)	38%	47%	13%	2%	1%
Beddington South (n=267)	56%	31%	9%	1%	2%
Nonsuch (n=614)	63%	30%	7%	1%	1%
Stonecot (n=508)	52%	37%	10%	0%	0%
Worcester Park (n=614)	49%	40%	10%	1%	1%

Table 10. Vehicles parked on highway – by Local Committee Areas

Local Committee Area	0	1	2	3	3+
Beddington and Wallington Local Committee (n=1698)	44%	43%	10%	2%	1%
Cheam North and Worcester Park Local Committee (n=1736)	55%	35%	9%	1%	1%

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 main survey questions and are key points to address in the next stages of the consultation programme.

A review of comments highlights the following themes:

- Most respondents to the question were concerned about dangerous parking, on bends/road junctions, road safety for pedestrians and access for emergency vehicles
- 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.
- The number of flats/households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- 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.
- CPZ and other schemes just moved the problem elsewhere
- Comments for and against the introduction of double/single yellow lines
- Focus on the enforcement of yellow lines
- Against the proposals for controlled parking
- Some respondents did not think there was a problem or indicated that they were not car owners.

Ward Report: Wallington North

- A total of 463 completed questionnaires were received from Wallington North
- 39% of respondents indicated that there were parking problems in their street, 57% had no problems and 4% were undecided
- 30% of respondents from Wallington North expressed support for parking controls, 59% were not in favour and 11% were undecided
- 43% were in support of parking controls, if introduced in a neighbouring street, 41% were against and 16% undecided
- 22% favoured a Controlled Parking Zone (CPZ), 36% the use of Parking Permit Areas (PPA) and 42% Free Bays
- 58% of respondents used the highway for parking, with 44% parking one vehicle, 10% 2 cars and 4% 3 or more cars.

Respondents were asked to add other comments about parking in their street. A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem on their street

Ward Report: Wallington South

- A total of 464 completed questionnaires were received from Wallington South
- 52% of respondents indicated that they felt there were parking problems in their street, 40% had no problems and 9% were undecided
- 45% of respondents from Wallington South expressed support for parking controls, 45% were not in favour and 10% were undecided
- 57% were in support of parking controls on their street, if controls were introduced in a neighbouring street, 29% were against and 14% undecided
- 24% favoured a Controlled Parking Zone (CPZ), 42% the use of Parking Permit Areas (PPA) and 33% Free Bays.
- 56% used the highway to park one or more cars, with 45% parking one vehicle, 8% 2 cars and 2% 3 or more cars.

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem in their street

Ward Report: Beddington North

- A total of 504 completed questionnaires were received from Beddington North
- 40% of respondents indicated that there were parking problems in their street, 50% had no problems and 10% were undecided
- 31% of respondents from Beddington North expressed support for parking controls, 55% were not in favour and 13% were undecided
- 40% were in support of parking controls, if introduced in a neighbouring street, 39% were against and 21% undecided
- 18% favoured a Controlled Parking Zone (CPZ), 40% the use of Parking Permit Areas (PPA) and 42% Free Bays
- 62% of respondents used the highway for parking, with 47% parking one vehicle, 13% 2 cars and 3% 3 or more cars.

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem on their street

Ward Report: Beddington South

- A total of 267 completed questionnaires were received from Beddington South
- 31% of respondents indicated that there were parking problems in their street, 64% had no problems and 5% were undecided
- 28% of respondents from Beddington South expressed support for parking controls, 64% were not in favour and 8% were undecided
- 43% were in support of parking controls, if these were introduced in a neighbouring street, 42% were against and 15% were undecided
- 24% favoured a Controlled Parking Zone (CPZ), 27% the use of Parking Permit Areas (PPA) and 49% Free Bays
- 44% of respondents used the highway for parking cars, with 31% parking one vehicle, 9% 2 cars and 3% 3 or more cars.

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem

Ward Report: Nonsuch

- A total of 614 completed questionnaires were received from Nonsuch
- 48% of respondents indicated that there were parking problems in their street, 46% had no problems and 6% were undecided
- 41% of respondents from Nonsuch expressed support for parking controls, 49% were not in favour and 10% were undecided
- 52% were in support of parking controls, if introduced in a neighbouring street, 33% were against and 15% undecided
- 31% favoured a Controlled Parking Zone (CPZ), 29% the use of Parking Permit Areas (PPA) and 40% Free Bays
- 37% of respondents used the highway for parking cars, with 30% parking one vehicle, 7% 2 or more

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem

Ward Report: Stonecot

- A total of 508 completed questionnaires were received from Stonecot
- 40% of respondents indicated that there were parking problems in their street, 48% had no problems and 12% were undecided
- 29% of respondents from Stonecot expressed support for parking controls, 52% were not in favour and 19% were undecided
- 37% were in support for parking controls if introduced in a neighbouring street, 41% were against and 23% undecided
- 27% favoured a Controlled Parking Zone (CPZ), 26% the use of Parking Permit Areas (PPA) and 47% Free Bays
- 48% of respondents used the highway for parking cars, with 37% parking one vehicle, 11% 2 or more cars

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- parking schemes (CPZ,PPA etc) simply moved the problem elsewhere
- general comments against the proposals for controlled parking
- comments in favour and against the introduction of yellow lines
- focus on enforcement of double/single yellow lines
- parking not being a problem

Ward Report: Worcester Park

- A total of 614 completed questionnaires were received from Worcester Park
- 50% of respondents indicated that there were parking problems in their street, 43% had no problems and 6% were undecided
- 42% of respondents from Worcester Park expressed support for parking controls, 47% were not in favour and 11% were undecided
- 52% were in support for parking controls if introduced in a neighbouring street, 36% were against and 12% undecided
- 26% favoured a Controlled Parking Zone (CPZ), 40% the use of Parking Permit Areas (PPA) and 34% Free Bays
- 51% of respondents used the highway for parking cars, with 40% parking one vehicle and around 11% 2 or more cars

A review of comments from a number of streets in 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, shopping and events.
- households with a high number of cars taking up a disproportionate amount of on-street parking spaces
- that this proposal might just be a money making scheme for the Council
- dissatisfaction about paying in order to park in front of their home / their street.
- 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
- focus on the enforcement of yellow lines
- parking not being a problem

Appendix 1. Wallington North results

Appendix 2. Wallington South results

Appendix 3. Beddington North results

Appendix 4. Beddington South results

Appendix 5. Nonsuch results

Appendix 6. Stonecot results

Appendix 7. Worcester Park results

Appendix 8. Respondent profile

Appendix 9. Consultation material

Appendix 1. Wallington North

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD	Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
ACRE LANE	86	8%	7	3	4	0	2	3	2	5	1	1	3	1	2	1	1	5	1	0	0
ALCESTER ROAD	91	4%	4	4	0	0	1	2	1	2	2	0	0	1	2	1	1	2	0	1	0
ARCADIA CLOSE	25	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ARRAN CLOSE	21	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BAMPFYLDE CLOSE	4	25%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
BELMONT ROAD	155	7%	11	9	2	0	7	3	1	8	2	1	2	6	1	2	4	6	1	0	0
BERNARD ROAD	47	17%	8	5	3	0	4	3	1	6	1	1	2	3	1	2	0	7	1	0	0
BOWMANS MEADOW	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRIDGE ROAD	25	4%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0
BURLEIGH AVENUE	50	20%	10	1	8	1	1	8	1	5	5	0	1	4	0	5	6	3	0	0	1
BUTE GARDENS	48	19%	9	2	7	0	1	6	2	3	4	2	1	2	3	3	1	5	2	1	0
BUTE GARDENS WEST	52	17%	9	3	5	1	3	5	1	4	4	1	1	2	3	3	5	2	2	0	0
BUTE ROAD	192	9%	17	10	5	2	8	7	2	9	4	4	3	7	2	5	1	10	5	0	1
BUTTER HILL	82	5%	4	3	1	0	2	2	0	2	2	0	1	1	1	1	3	1	0	0	0
CALEDON ROAD	23	17%	4	3	1	0	3	1	0	4	0	0	0	4	0	0	1	3	0	0	0
CLARENCE ROAD	32	6%	2	1	1	0	1	1	0	1	1	0	1	0	0	1	1	1	0	0	0
CLIFFORD AVENUE	5	20%	1	1	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0
CLIFTON ROAD	76	14%	11	4	7	0	3	6	2	5	5	1	1	3	4	3	4	7	0	0	0
CROYDON ROAD	193	4%	7	5	2	0	3	1	3	3	1	3	1	1	4	1	5	2	0	0	0
CURRAN AVENUE	44	5%	2	0	2	0	0	2	0	0	2	0	0	0	1	1	0	2	0	0	0

DANBURY MEWS	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DARCY AVENUE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEMESNE ROAD	2	100%	2	0	2	0	0	2	0	0	2	0	0	0	1	1	1	0	1	0	0
DEREK AVENUE	46	15%	7	3	4	0	1	5	1	3	1	3	1	1	3	2	4	3	0	0	0
DEVONSHIRE ROAD	27	4%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0
EASTWAY	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELM GROVE PARADE	10	20%	2	1	1	0	1	1	0	0	1	1	1	0	0	1	2	0	0	0	0
GRASSWAY	14	7%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
GREENWAY	14	21%	3	0	2	1	1	2	0	1	0	2	0	2	1	0	3	0	0	0	0
GROSVENOR ROAD	77	14%	11	4	5	2	4	5	2	6	3	2	2	1	6	2	7	4	0	0	0
HARCOURT AVENUE	56	4%	2	0	2	0	0	2	0	0	1	1	0	0	0	2	1	1	0	0	0
HARCOURT FIELD	23	4%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0
HARCOURT ROAD	179	6%	11	7	3	1	5	4	2	8	2	1	3	4	2	2	5	3	3	0	0
LAKE GARDENS	5	20%	1	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0
LAKESIDE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAVENDER CLOSE	20	20%	4	1	3	0	0	3	1	1	3	0	0	0	2	2	3	1	0	0	0
LAVENDER ROAD	47	11%	5	1	4	0	1	4	0	1	4	0	1	1	1	2	2	1	2	0	0
LEECHCROFT ROAD	49	16%	8	2	6	0	2	5	1	3	3	2	1	1	5	1	1	6	0	1	0
LODGE ROAD	49	14%	7	1	6	0	1	6	0	2	4	1	0	3	1	3	0	5	1	1	0
LONDON ROAD	56	5%	3	1	2	0	3	0	0	3	0	0	2	0	1	0	2	1	0	0	0
LYNDON AVENUE	35	23%	8	1	5	2	3	4	1	6	1	1	2	0	5	1	4	3	1	0	0
MALDON ROAD	280	6%	16	7	8	1	5	10	1	7	6	3	3	4	4	5	6	8	1	1	0
MANOR ROAD	440	3%	13	6	6	1	5	6	2	5	5	3	2	4	4	3	7	5	0	0	1
MANOR ROAD NORTH	26	12%	3	1	2	0	1	1	1	1	1	1	1	1	1	0	3	0	0	0	0
MELBOURNE CLOSE	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MELBOURNE ROAD	142	8%	12	8	4	0	2	9	1	4	8	0	1	2	4	5	4	7	1	0	0
MILLPOND PLACE	46	2%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
MINT ROAD	32	13%	4	1	2	1	1	3	0	2	1	1	0	2	1	1	0	4	0	0	0
MONTAGU GARDENS	85	22%	19	6	13	0	3	14	2	7	9	3	1	4	6	8	8	9	1	0	1
MORTON GARDENS	81	17%	14	6	8	0	5	8	1	6	8	0	5	2	1	6	8	4	2	0	0
NORTHWAY	44	11%	5	2	3	0	1	4	0	1	3	1	0	0	2	3	3	1	1	0	0
OSMOND GARDENS	78	13%	10	3	7	0	2	7	1	3	3	4	1	1	5	3	4	4	2	0	0
OXFORD ROAD	33	6%	2	2	0	0	2	0	0	2	0	0	0	2	0	0	0	1	1	0	0
PARK LANE	215	9%	20	3	17	0	3	15	2	5	11	4	3	3	6	8	8	9	3	0	0
PARK ROAD	119	3%	4	1	2	1	2	2	0	2	1	1	0	2	0	2	3	1	0	0	0
PARKFIELDS CLOSE	12	8%	1	0	1	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0
PARKGATE ROAD	94	10%	9	3	6	0	3	6	0	3	5	1	1	1	3	4	4	3	2	0	0
PASTON CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEENS CLOSE	18	6%	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEENS ROAD	49	14%	7	4	3	0	3	3	1	3	2	2	2	1	3	1	3	2	1	0	1
QUINTON CLOSE	26	19%	5	1	4	0	1	4	0	2	3	0	0	1	0	4	1	3	1	0	0
RAILWAY APPROACH	21	5%	1	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	1
RIVERSIDE CLOSE	16	6%	1	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0
SOUTHWAY	43	16%	7	3	4	0	2	3	2	2	3	2	1	2	3	1	4	2	1	0	0
SPRING GARDENS	8	13%	1	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0
SPRINGFIELD ROAD	98	21%	21	11	10	0	9	9	3	10	9	2	1	8	4	8	7	12	2	0	0
ST CHRISTOPHERS MEWS	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST GEORGE'S ROAD	39	23%	9	3	5	1	1	6	2	5	3	1	1	1	1	6	4	4	1	0	0
ST MARY AVENUE	46	22%	10	0	10	0	0	10	0	2	7	1	2	0	3	5	4	6	0	0	0
STANNET WAY	31	16%	5	2	3	0	2	3	0	2	3	0	1	1	2	1	3	2	0	0	0

TAYLOR ROAD	83	31%	26	5	19	2	7	17	2	9	14	3	4	5	1	16	12	11	2	1	0
THE BRIDLE WAY	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE HOLT	19	21%	4	3	1	0	0	4	0	2	2	0	0	0	1	3	2	2	0	0	0
THE MANOR WAY	31	39%	12	10	2	0	7	4	1	7	2	3	2	3	3	4	7	4	0	1	0
VELLUM DRIVE	112	8%	9	2	7	0	0	6	3	1	4	4	1	2	6	0	3	4	2	0	0
VICTORIA AVENUE	88	16%	14	4	10	0	4	10	0	4	10	0	0	2	5	7	6	5	2	0	1
WALLINGTON CORNER	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WANDLE SIDE	26	15%	4	3	1	0	2	2	0	3	1	0	0	2	1	1	2	2	0	0	0
WESTCROFT ROAD	62	11%	7	2	5	0	2	5	0	3	3	1	2	2	0	3	2	4	1	0	0
WHITEHALL PLACE	3	33%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0
WRIGHTS ROW	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall Response Rate (by PROPERTY)	4623	10%	463	181	265	17	140	271	51	200	190	72	67	110	127	158	195	205	48	7	7
				39%	57%	4%	30%	59%	11%	43%	41%	16%	15%	24%	27%	34%	42%	44%	10%	2%	2%

Appendix 2. Wallington South

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD.	Yes	No	UnD.	Yes	No	UnD.	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
AVENUE ROAD	35	34%	12	3	8	1	3	9	0	5	4	3	0	4	5	3	3	8	1	0	0
BANDON RISE	39	15%	6	5	0	1	5	0	1	6	0	0	0	6	0	0	0	5	1	0	0
BEDDINGTON GARDENS	316	9%	27	16	10	1	13	13	1	16	7	4	7	8	5	7	14	11	0	2	0
BLENHEIM CLOSE	6	17%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0
BLENHEIM GARDENS	142	15%	21	4	16	1	2	15	4	6	10	5	2	4	9	6	14	7	0	0	0
BOUNDARY ROAD	135	13%	17	4	11	2	3	10	4	6	4	7	3	1	5	8	15	1	1	0	0
BRAMBLE BANKS	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRAMBLEDOWN ROAD	199	9%	17	7	8	2	7	9	1	8	9	0	2	4	7	4	6	10	0	0	1
BRIAR BANKS	5	20%	1	1	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0
BRIAR LANE	26	15%	4	1	3	0	1	3	0	2	2	0	1	0	0	3	4	0	0	0	0
CAREW ROAD	214	3%	7	4	3	0	3	4	0	3	3	1	0	1	5	1	1	5	1	0	0
CAVALIER CLOSE	30	3%	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0
CHARLOTTE ROAD	33	12%	4	3	1	0	2	2	0	2	2	0	0	2	0	2	2	2	0	0	0
CLARENDON ROAD	174	7%	12	9	2	1	7	2	3	9	1	2	2	5	3	2	8	3	1	0	0
CLYDE ROAD	94	18%	17	13	3	1	12	4	1	12	3	2	2	8	4	3	5	8	2	2	0
COWPER GARDENS	76	9%	7	5	2	0	2	2	3	2	2	3	0	1	3	3	3	4	0	0	0
CRANLEY GARDENS	85	2%	2	1	1	0	1	1	0	2	0	0	0	2	0	0	1	1	0	0	0
DALMENY ROAD	87	18%	16	6	8	2	6	9	1	8	7	1	5	4	3	4	11	5	0	0	0
DEMESNE ROAD	72	7%	5	3	1	1	3	2	0	4	0	1	1	2	2	0	1	3	1	0	0
DERWENT WALK	16	13%	2	2	0	0	2	0	0	2	0	0	1	1	0	0	1	0	1	0	0
DOWER AVENUE	16	6%	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0

ELGIN ROAD	83	8%	7	6	0	1	7	0	0	7	0	0	1	4	2	0	4	3	0	0	0
ELYSTAN CLOSE	14	29%	4	3	0	1	2	2	0	3	0	1	2	0	0	2	0	3	0	1	0
FRANCIS ROAD	37	5%	2	1	0	1	1	1	0	1	0	1	0	2	0	0	2	0	0	0	0
FRESHWOOD WAY	40	5%	2	2	0	0	2	0	0	2	0	0	0	1	1	0	0	2	0	0	0
GLEN ROAD END	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROSVENOR GARDENS	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HALL ROAD	19	11%	2	1	1	0	1	1	0	0	1	1	0	1	0	1	0	1	1	0	0
HANNAH MEWS	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAWTHORN ROAD	104	12%	12	11	1	0	11	1	0	11	1	0	5	3	3	1	6	6	0	0	0
HAWTHORNE AVENUE	9	11%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
HEATHDENE ROAD	53	23%	12	6	4	2	5	5	2	7	4	1	1	5	2	4	8	3	0	1	0
HILLSIDE GARDENS	74	20%	15	3	9	3	3	10	2	5	8	2	2	3	3	7	7	5	3	0	0
HINTON ROAD	59	5%	3	2	1	0	2	1	0	2	1	0	0	1	1	1	2	1	0	0	0
HOLLY CLOSE	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOLMWOOD GARDENS	126	9%	11	9	2	0	9	2	0	9	2	0	2	5	3	1	2	8	1	0	0
LAVENDER VALE	38	11%	4	1	2	1	1	3	0	1	3	0	1	0	0	3	4	0	0	0	0
LONGACRE PLACE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MARCHMONT ROAD	112	14%	16	4	9	3	3	9	4	8	6	2	5	3	4	4	10	5	1	0	0
MELLOWS ROAD	63	22%	14	13	1	0	8	3	3	10	1	3	2	8	1	3	0	12	2	0	0
MILTON ROAD	62	16%	10	4	5	1	3	7	0	6	2	2	0	4	3	3	2	5	3	0	0
MOUNT CLOSE	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOUNT PARK	53	19%	10	3	6	1	2	6	2	6	3	1	2	2	1	5	6	0	3	1	0
MOUNT WAY	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MULBERRY MEWS	13	8%	1	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0
OAKWOOD	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ONSLow GARDENS	187	12%	22	11	10	1	11	11	0	13	6	3	6	9	3	4	9	11	1	1	0
PARK HILL ROAD	107	12%	13	7	5	1	6	6	1	9	3	1	4	3	2	4	9	3	1	0	0
ROSS PARADE	58	2%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0

ROSS ROAD	246	10%	25	21	2	2	19	4	2	20	2	3	8	11	4	2	6	16	3	0	0
ROSSWOOD GARDENS	22	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SANDY HILL ROAD	7	14%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0
SHIRLEY ROAD	77	9%	7	5	2	0	4	2	1	5	2	0	1	4	2	0	3	3	1	0	0
SHOTFIELD	83	4%	3	2	1	0	1	1	1	1	1	1	0	1	2	0	1	2	0	0	0
SOUTHVIEW GARDENS	14	36%	5	2	3	0	2	3	0	3	0	2	1	1	2	1	2	2	1	0	0
ST MICHAELS ROAD	26	15%	4	3	1	0	3	0	1	4	0	0	0	3	1	0	1	2	1	0	0
STAFFORD ROAD	648	2%	15	4	10	1	2	12	1	2	11	2	2	3	8	2	3	11	0	0	1
STANLEY GARDENS	14	36%	5	4	0	1	2	2	1	3	2	0	1	2	1	1	0	4	0	1	0
STANLEY PARK ROAD	219	3%	6	1	2	3	2	3	1	2	2	2	0	1	4	1	2	3	1	0	0
THE WOOD END	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE WOODLANDS	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TURPIN WAY	12	8%	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0
WALLINGTON SQUARE	53	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WILLOW ROAD	52	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WOODBOURNE GARDENS	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WOODCOTE AVENUE	101	10%	10	0	8	2	2	8	0	3	5	2	0	2	3	5	9	1	0	0	0
WOODCOTE MEWS	18	6%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
WOODCOTE ROAD	699	4%	26	12	13	1	9	13	4	12	11	3	7	3	8	8	12	12	1	1	0
WORDSWORTH ROAD	56	23%	13	9	3	1	9	3	1	10	2	1	4	5	2	2	4	8	0	1	0
Overall Response Rate (by PROPERTY)	5535	8%	464	240	184	40	209	209	46	265	136	63	85	148	117	114	206	210	35	11	2
				52%	40%	9%	45%	45%	10%	57%	29%	14%	18%	32%	25%	25%	44%	45%	8%	2%	0%

Appendix 3. Beddington North

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD.	Yes	No	UnD.	Yes	No	UnD.	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
ALDWICK ROAD	51	14%	7	4	2	1	4	3	0	4	2	1	0	5	1	1	2	5	0	0	0
AMBERWOOD CLOSE	13	8%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0
ARCHWAY CLOSE	23	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BANSTEAD WAY	13	8%	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0
BATH HOUSE ROAD	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEDDINGTON FARM ROAD	39	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEDDINGTON GROVE	79	14%	11	3	5	3	1	7	3	5	5	1	2	3	3	3	6	5	0	0	0
BEDDINGTON LANE	117	3%	3	1	2	0	2	1	0	2	1	0	1	1	1	0	3	0	0	0	0
BEDLOW WAY	14	7%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
BLANDFORD CLOSE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BLOXWORTH CLOSE	47	6%	3	1	2	0	0	2	1	1	0	2	0	0	2	1	2	1	0	0	0
BOND GARDENS	71	21%	15	8	5	2	5	8	2	8	3	4	2	3	5	5	7	6	2	0	0
BRAZIL CLOSE	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRIDGES LANE	72	7%	5	0	5	0	0	4	1	0	4	1	0	0	1	4	5	0	0	0	0
BRIDLE PATH	48	15%	7	3	4	0	2	5	0	2	4	1	2	1	2	2	2	2	3	0	0
BRISTOW ROAD	56	11%	6	3	2	1	1	3	2	3	1	2	0	2	2	2	2	4	0	0	0
BROOKMEAD ROAD	22	18%	4	1	3	0	1	3	0	1	3	0	1	0	1	2	2	1	1	0	0
CAPEL AVENUE	11	18%	2	2	0	0	2	0	0	2	0	0	0	2	0	0	0	1	1	0	0
CEDARS ROAD	44	11%	5	1	3	1	1	3	1	1	4	0	1	0	2	2	2	2	1	0	0
CENTRAL AVENUE	25	4%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0

CHISWICK CLOSE	60	5%	3	2	1	0	2	1	0	2	1	0	0	1	1	1	1	2	0	0	0
CHURCH LANE	35	40%	14	4	7	3	3	9	2	6	8	0	0	4	2	8	5	9	0	0	0
CHURCH PADDOCK COURT	46	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHURCH PATH	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHURCH ROAD	32	22%	7	6	1	0	5	2	0	4	2	1	1	1	1	4	6	1	0	0	0
CINNAMON CLOSE	19	11%	2	2	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	0	0
CLAYDON DRIVE	71	6%	4	1	3	0	1	2	1	2	1	1	1	2	1	0	3	0	1	0	0
CLOUSTON CLOSE	41	2%	1	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0
COLLYER AVENUE	83	11%	9	4	4	1	4	5	0	5	2	2	2	1	4	2	4	5	0	0	0
COOMBER WAY	20	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRICHTON AVENUE	35	20%	7	0	7	0	0	7	0	0	3	4	1	1	1	4	2	4	1	0	0
CRISPIN CLOSE	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRISPIN CRESCENT	100	6%	6	3	3	0	2	3	1	2	3	1	0	2	4	0	2	4	0	0	0
CROYDON ROAD	192	5%	10	3	1	6	3	2	5	3	2	5	2	4	3	1	5	2	2	0	1
DELL CLOSE	12	17%	2	0	2	0	0	2	0	0	1	1	1	0	0	1	2	0	0	0	0
DEMESNE ROAD	174	20%	35	22	2	11	25	2	8	17	8	10	4	6	6	19	17	14	2	2	0
DERRY ROAD	6	17%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0
EAST AVENUE	23	9%	2	2	0	0	1	1	0	1	1	0	1	0	0	1	0	2	0	0	0
ELBERON AVENUE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENDEAVOUR WAY	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVELYN WAY	43	14%	6	0	6	0	0	6	0	0	5	1	0	1	1	4	3	3	0	0	0
FERRERS AVENUE	23	35%	8	2	6	0	3	5	0	3	3	2	3	1	3	1	2	4	2	0	0
FRIMLEY AVENUE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GARRATT CLOSE	16	25%	4	4	0	0	4	0	0	4	0	0	0	2	2	0	0	3	1	0	0
GISBOURNE CLOSE	20	5%	1	1	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0
GODALMING AVENUE	116	17%	20	8	9	3	1	14	5	5	8	7	1	5	7	7	4	12	3	0	1
GOIDEL CLOSE	18	6%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0

GOMSHALL AVENUE	53	15%	8	2	6	0	2	6	0	3	3	2	0	1	4	3	5	3	0	0	0
GREEN LEAF AVENUE	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GUILDFORD WAY	32	13%	4	0	3	1	0	4	0	0	3	1	0	0	0	4	2	2	0	0	0
GUY ROAD	81	36%	29	6	20	3	6	22	1	6	18	5	4	3	6	16	4	18	6	1	0
HAILES CLOSE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HALLOWELL AVENUE	26	8%	2	2	0	0	2	0	0	2	0	0	2	0	0	0	0	2	0	0	0
HARRINGTON CLOSE	35	6%	2	1	1	0	0	1	1	0	1	1	0	1	0	1	0	1	1	0	0
HEADLEY AVENUE	36	19%	7	1	6	0	0	4	3	2	4	1	0	2	2	3	4	2	1	0	0
HIGHVIEW AVENUE	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HILLIERS LANE	40	5%	2	1	1	0	0	1	1	0	0	2	0	0	1	1	1	0	1	0	0
HINDHEAD WAY	11	9%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0
HOMEMEAD ROAD	15	7%	1	1	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
IBERIAN AVENUE	51	16%	8	1	6	1	1	7	0	3	2	3	0	2	4	2	1	4	3	0	0
JESSOPS WAY	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON GARDENS	49	6%	3	3	0	0	1	1	1	1	1	1	0	1	1	1	3	0	0	0	0
KINGSWOOD WAY	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAVINGTON ROAD	50	18%	9	4	5	0	4	5	0	4	4	1	2	2	3	2	3	5	1	0	0
LYTTON GARDENS	14	14%	2	0	2	0	0	2	0	1	1	0	1	0	0	1	0	2	0	0	0
MALLINSON ROAD	30	27%	8	7	1	0	6	1	1	6	1	1	2	4	1	1	2	5	1	0	0
MANATEE PLACE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MELLER CLOSE	45	7%	3	1	1	1	1	1	1	1	0	2	1	0	1	1	1	1	1	0	0
MEREBANK LANE	56	9%	5	2	3	0	1	3	1	3	1	1	0	2	1	2	1	3	0	0	1
MITCHAM ROAD	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MORTLAKE CLOSE	44	5%	2	2	0	0	1	0	1	1	0	1	0	1	1	0	1	1	0	0	0
NICHOLAS ROAD	23	4%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0
OAKLEY AVENUE	24	25%	6	3	3	0	3	3	0	4	1	1	1	2	3	0	1	4	1	0	0
OAKMEAD ROAD	30	10%	3	2	1	0	0	3	0	0	3	0	0	0	3	0	1	0	1	1	0

PLOUGH LANE	120	7%	8	1	6	1	1	6	1	3	5	0	0	3	4	1	7	1	0	0	0
PLOUGH LANE CLOSE	30	7%	2	1	1	0	0	2	0	0	2	0	0	0	0	2	0	1	1	0	0
POTAGER PLACE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PYLON WAY	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEEN ELIZABETHS WALK	33	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEENSWOOD AVENUE	93	17%	16	6	10	0	6	10	0	6	6	4	2	5	3	6	8	6	2	0	0
RALEIGH AVENUE	35	23%	8	2	6	0	1	6	1	2	4	2	0	3	1	4	2	2	2	1	1
RECTORY LANE	100	12%	12	4	8	0	6	6	0	6	5	1	3	3	4	2	2	8	2	0	0
REDHOUSE ROAD	29	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REIGATE WAY	32	9%	3	0	3	0	0	3	0	0	3	0	0	0	0	3	1	1	1	0	0
RICHMOND GREEN	36	3%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0
RICHMOND ROAD	90	10%	9	1	5	3	2	6	1	3	5	1	1	0	3	5	3	5	1	0	0
RIVER VIEW MEWS	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROOKWOOD AVENUE	59	14%	8	1	6	1	0	7	1	1	6	1	1	0	2	5	1	5	2	0	0
ROSEMARY CLOSE	17	6%	1	0	0	1	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0
ROYSTON AVENUE	48	17%	8	0	8	0	0	8	0	1	6	1	0	1	3	4	1	7	0	0	0
SAFFRON CLOSE	18	11%	2	2	0	0	2	0	0	2	0	0	0	1	1	0	1	1	0	0	0
SALCOTT ROAD	40	18%	7	1	4	2	1	6	0	1	4	2	0	1	3	3	1	3	1	1	1
SANDHILLS	37	14%	5	0	5	0	0	5	0	1	2	2	0	0	2	3	2	3	0	0	0
SANDY LANE NORTH	106	11%	12	6	6	0	5	4	3	8	3	1	0	6	3	3	3	7	1	0	1
SHEEN WAY	6	17%	1	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0
SPOONER WALK	15	7%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0
STIRLING WAY	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STREETERS LANE	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THARP ROAD	111	13%	14	9	4	1	3	5	6	7	2	5	1	8	2	3	1	7	6	0	0
THE BRANDRIES	41	5%	2	0	2	0	0	2	0	0	2	0	0	0	1	1	1	1	0	0	0
THE BROADWAY	41	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

THE CHASE	144	12%	17	8	8	1	4	8	5	9	3	5	3	5	3	6	5	10	2	0	0
THERAPIA LANE	23	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THREE ANGELS CLOSE	3	67%	2	2	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	0	0
TREASURY CLOSE	5	20%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0
TRITTON AVENUE	20	10%	2	2	0	0	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0
TWICKENHAM CLOSE	35	9%	3	1	1	1	0	2	1	1	2	0	0	2	1	0	2	0	1	0	0
UPPER ROAD	72	8%	6	4	2	0	3	2	1	3	1	2	1	1	1	3	6	0	0	0	0
WANDLE BANK	14	7%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0
WANDLE COURT GARDENS	27	15%	4	0	4	0	0	4	0	0	3	1	0	1	1	2	1	2	1	0	0
WANDLE ROAD	47	17%	8	8	0	0	6	2	0	7	1	0	1	6	0	1	2	5	1	0	0
WEST AVENUE	62	21%	13	5	8	0	4	8	1	5	4	4	0	5	4	4	6	5	2	0	0
WHELAN WAY	54	4%	2	1	1	0	1	1	0	1	1	0	0	1	1	0	0	1	1	0	0
WILLOUGHBY AVENUE	38	8%	3	2	1	0	2	1	0	2	0	1	1	1	0	1	1	2	0	0	0
WINDSOR GARDENS	6	17%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
Overall Response Rate (by PROPERTY)	4533	11%	504	200	254	50	158	279	67	202	196	106	59	128	135	182	189	236	65	8	6
				40%	50%	10%	31%	55%	13%	40%	39%	21%	12%	25%	27%	36%	38%	47%	13%	2%	1%

Appendix 4. Beddington South

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD	Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
ABINGER CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADASTRA WAY	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ALCOCK CLOSE	34	3%	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0
ALINGTON GROVE	79	14%	11	0	11	0	0	11	0	1	6	4	0	1	5	5	4	5	2	0	0
AMBREY WAY	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AMY CLOSE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APELDOORN DRIVE	76	13%	10	6	3	1	4	4	2	7	2	1	1	1	4	4	7	2	1	0	0
ASCOT MEWS	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVRO WAY	46	4%	2	2	0	0	1	0	1	1	0	1	0	1	1	0	0	2	0	0	0
BARLOW CLOSE	24	4%	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0
BARNARD CLOSE	44	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRABAZON AVENUE	105	3%	3	1	2	0	1	2	0	1	1	1	0	1	2	0	0	1	2	0	0
BRACKLEY CLOSE	64	2%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0
BRISTOL CLOSE	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BROWN CLOSE	50	6%	3	0	3	0	0	3	0	0	3	0	0	0	1	2	1	2	0	0	0
BUCKINGHAM WAY	70	11%	8	0	7	1	1	7	0	3	2	3	1	1	1	5	8	0	0	0	0
CARLETON AVENUE	62	3%	2	0	2	0	0	2	0	0	2	0	0	0	1	1	0	1	1	0	0
CHALICE CLOSE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHURCH HILL	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CIRRUS CLOSE	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLARICE WAY	14	7%	1	0	1	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0
COBHAM CLOSE	26	12%	3	0	3	0	0	3	0	0	2	1	0	0	2	1	0	1	2	0	0

CODY CLOSE	36	3%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
COSDACH AVENUE	16	6%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
COURT CLOSE	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAIMLER WAY	38	11%	4	0	3	1	1	3	0	2	2	0	0	2	0	2	0	4	0	0	0
DAKOTA CLOSE	19	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DE VERE CLOSE	28	7%	2	1	1	0	1	1	0	1	1	0	0	0	2	0	2	0	0	0	0
DEFIANT WAY	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DOUGLAS CLOSE	120	2%	2	2	0	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0
DOVE CLOSE	20	5%	1	1	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0
EAGLE CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENSIGN WAY	21	5%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
FARM CLOSE	13	15%	2	1	1	0	0	1	1	1	1	0	0	0	0	2	2	0	0	0	0
FARM LANE	32	6%	2	0	2	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	0
FORESTERS CLOSE	16	6%	1	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1
FORESTERS DRIVE	144	6%	8	1	7	0	1	6	1	5	2	1	1	3	1	3	5	2	1	0	0
GARDEN CLOSE	25	16%	4	4	0	0	3	0	1	3	0	1	1	1	1	1	3	1	0	0	0
GOLDCREST WAY	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRASSMOUNT	9	22%	2	0	2	0	0	2	0	2	0	0	0	1	0	1	1	1	0	0	0
GREAT WOODCOTE DRIVE	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GREAT WOODCOTE PARK	65	8%	5	1	4	0	2	3	0	3	1	1	1	1	1	2	4	1	0	0	0
HAMILTON WAY	34	3%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
HANDLEY PAGE ROAD	17	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HANNIBAL WAY	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HANNO CLOSE	27	4%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
HARMONY CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HASLEMERE CLOSE	13	8%	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
HENGIST WAY	58	2%	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0
HERON WAY	43	5%	2	1	1	0	1	1	0	1	0	1	1	0	0	1	2	0	0	0	0
HIGH BEECHES CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HILLCREST ROAD	60	5%	3	2	1	0	2	1	0	2	1	0	0	1	0	2	1	1	1	0	0
HILLDEANE ROAD	4	25%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
HORATIUS WAY	48	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HUNTER CLOSE	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HURRICANE ROAD	84	2%	2	2	0	0	2	0	0	1	0	1	1	1	0	0	1	0	1	0	0
INGLEBY WAY	49	14%	7	1	5	1	0	6	1	2	2	3	1	1	1	4	6	0	1	0	0
JEAN BATTEN CLOSE	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LANCASTRIAN ROAD	62	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAVENDER VALE	38	16%	6	2	4	0	2	2	0	2	4	0	1	1	2	1	4	1	0	1	0
LINDBERGH ROAD	40	3%	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0
LINDEN WAY	12	8%	1	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0
LINK LANE	106	13%	14	6	6	2	7	6	1	8	5	1	4	3	4	3	7	4	2	1	0
LORDSBURY FIELD	38	3%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0
MALLARD WAY	14	14%	2	0	2	0	1	1	0	1	1	0	0	0	2	0	2	0	0	0	0
MARIETTE WAY	29	7%	2	2	0	0	1	0	1	1	0	1	0	0	1	1	1	1	0	0	0
MCINTOSH CLOSE	53	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MERLIN CLOSE	35	3%	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0
METEOR WAY	49	2%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
MOLLISON DRIVE	142	4%	5	5	0	0	5	0	0	5	0	0	1	3	1	0	1	2	1	0	1
MOLLISON SQUARE	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MORTON CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOSQUITO CLOSE	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOTH CLOSE	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW BARN CLOSE	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OAKLANDS WAY	34	12%	4	1	2	1	0	4	0	1	2	1	0	0	1	3	4	0	0	0	0
OLLEY CLOSE	88	2%	2	0	1	1	0	1	1	2	0	0	2	0	0	0	1	1	0	0	0
OVERHILL ROAD	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAKS HILL	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PLESMAN WAY	22	14%	3	2	1	0	1	2	0	1	2	0	0	0	2	1	1	2	0	0	0
PLOUGH LANE	120	7%	8	1	6	1	1	6	1	3	5	0	0	3	4	1	7	1	0	0	0

PLUMTREE CLOSE	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REDFORD AVENUE	109	5%	5	0	5	0	0	5	0	1	4	0	0	1	2	2	4	1	0	0	0
REDWING ROAD	80	1%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0
RHEINGOLD WAY	20	15%	3	1	1	1	1	2	0	1	1	1	1	0	1	1	2	1	0	0	0
RIDGE PARK	23	35%	8	1	7	0	1	6	1	4	4	0	2	2	1	3	8	0	0	0	0
ROE WAY	24	8%	2	2	0	0	2	0	0	2	0	0	2	0	0	0	1	0	1	0	0
ROLLS ROYCE CLOSE	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SANDY LANE SOUTH	177	8%	14	4	10	0	5	9	0	6	5	3	4	1	4	5	6	5	2	1	0
SHAW WAY	24	4%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
SOVEREIGN CLOSE	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPARTAN CLOSE	10	10%	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0
SPIRFIRE ROAD	90	3%	3	1	2	0	1	1	1	1	1	1	0	0	3	0	2	1	0	0	0
SPRUCEDALE GARDENS	42	12%	5	2	3	0	3	2	0	3	2	0	1	1	2	1	3	2	0	0	0
STAFFORD ROAD	648	2%	15	4	10	1	2	12	1	2	11	2	2	3	8	2	3	11	0	0	1
STIRLING AVENUE	20	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STRATTON AVENUE	62	8%	5	1	4	0	1	4	0	2	3	0	1	1	0	3	2	3	0	0	0
SUNKIST WAY	59	8%	5	4	1	0	3	1	1	4	1	0	1	2	2	0	3	1	0	0	1
THE DRIVE	66	17%	11	1	10	0	0	9	2	1	8	2	0	0	2	9	7	2	1	0	1
THE MEAD	38	5%	2	0	2	0	0	2	0	2	0	0	0	1	0	1	0	2	0	0	0
THE NEWLANDS	47	15%	7	3	4	0	3	4	0	4	3	0	3	1	2	1	7	0	0	0	0
THE RIDGE	28	11%	3	2	1	0	2	1	0	1	0	2	1	0	2	0	3	0	0	0	0
TIMBERSLIP DRIVE	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOLLHOUSE LANE	10	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUDOR CLOSE	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TYPHOON WAY	41	5%	2	1	1	0	0	1	1	1	0	1	0	0	2	0	0	1	1	0	0
VANGUARD WAY	74	4%	3	2	1	0	1	1	1	2	1	0	1	0	1	1	0	3	0	0	0
VICKERS CLOSE	21	10%	2	1	0	1	2	0	0	2	0	0	1	1	0	0	0	2	0	0	0
VULCAN WAY	28	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WATERER RISE	38	26%	10	1	9	0	1	9	0	4	5	1	1	2	3	4	5	4	1	0	0

WELLINGTON DRIVE	8	13%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0
WOODCOTE DRIVE	4	50%	2	0	2	0	0	2	0	0	2	0	0	0	0	2	2	0	0	0	0
WOODCOTE GREEN	14	14%	2	2	0	0	1	1	0	1	1	0	0	0	1	1	2	0	0	0	0
WOODMANSTERNE LANE	2	100%	2	1	1	0	0	1	1	1	1	0	0	1	0	1	2	0	0	0	0
Overall Response Rate (by PROPERTY)	4834	6%	267	83	171	13	73	170	22	115	112	40	42	47	85	92	150	84	25	3	5
				31%	64%	5%	28%	64%	8%	43%	42%	15%	16%	18%	32%	35%	56%	31%	9%	1%	2%

Appendix 5. Nonsuch results

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD	Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
ABINGDON CLOSE	4	25%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
ASHMERE CLOSE	9	22%	2	0	2	0	0	2	0	0	1	1	0	0	1	1	0	1	0	0	1
BALMORAL ROAD	39	8%	3	2	1	0	2	1	0	2	1	0	1	1	1	0	3	0	0	0	0
BRAEMAR ROAD	97	24%	23	8	14	1	7	13	3	10	8	5	3	5	7	8	17	5	1	0	0
BRIDGEWOOD ROAD	216	19%	40	28	9	3	21	14	5	25	8	7	14	6	11	9	28	11	1	0	0
BUXTON CRESCENT	88	9%	8	3	5	0	2	5	1	2	4	2	0	3	3	2	2	5	1	0	0
CAMBERLEY CLOSE	40	3%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
CARLTON CRESCENT	41	22%	9	6	1	2	6	2	1	7	1	1	2	2	2	3	3	5	1	0	0
CHEAM COMMON ROAD	294	4%	13	4	8	1	8	4	1	8	4	1	3	6	2	2	8	4	1	0	0
CHURCH HILL ROAD	190	14%	27	17	8	2	17	7	3	19	4	4	8	5	11	3	18	9	0	0	0
CHURCHLANDS WAY	13	15%	2	1	1	0	0	2	0	1	1	0	0	0	1	1	1	1	0	0	0
DARCY ROAD	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DONNINGTON ROAD	58	28%	16	12	1	3	11	2	3	14	1	1	5	6	3	2	6	9	1	0	0
DUNDELA GARDENS	44	32%	14	14	0	0	10	0	4	12	0	2	3	4	6	1	14	0	0	0	0
ESHER AVENUE	25	36%	9	1	8	0	1	8	0	1	8	0	0	0	3	6	6	2	1	0	0
FAIRLIGHT CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRIFFITHS CLOSE	35	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HAMPTON ROAD	74	38%	28	25	3	0	19	5	4	22	4	2	8	14	4	2	4	19	4	0	1
HAYES CRESCENT	17	6%	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0
HAYMER GARDENS	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEMINGFORD ROAD	96	13%	12	7	5	0	5	6	1	8	2	2	4	5	1	2	8	3	1	0	0
HILBERT ROAD	40	20%	8	3	4	1	3	4	1	4	2	2	3	1	1	3	7	1	0	0	0
HOBART ROAD	30	10%	3	0	3	0	0	3	0	1	2	0	1	0	1	1	1	2	0	0	0
KENLEY WALK	36	19%	7	5	2	0	4	3	0	5	2	0	1	1	3	2	5	2	0	0	0
KILLESTER GARDENS	37	16%	6	4	2	0	3	1	2	4	1	1	2	1	2	1	5	1	0	0	0
KINGSMEAD AVENUE	161	19%	30	11	16	3	8	18	4	16	13	1	7	6	4	13	22	7	1	0	0
KNOLLS CLOSE	28	25%	7	5	2	0	5	2	0	6	0	1	2	3	2	0	4	2	0	1	0
LATIMER CLOSE	8	13%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
LEICESTER CLOSE	24	13%	3	3	0	0	3	0	0	3	0	0	1	2	0	0	0	2	1	0	0
LONDON ROAD	321	3%	11	4	6	1	4	7	0	3	5	3	1	1	6	3	6	5	0	0	0
LYNWOOD DRIVE	130	13%	17	4	12	1	2	14	1	3	13	1	0	2	6	9	10	4	2	0	1
MALDEN ROAD	156	6%	10	1	8	1	1	8	1	1	7	2	1	0	6	3	7	3	0	0	0
MARLOW DRIVE	136	13%	18	5	12	1	4	13	1	8	8	2	1	2	7	8	16	1	1	0	0
MORETON ROAD	62	37%	23	13	6	4	12	10	1	12	7	4	4	9	0	10	3	14	4	1	1
NEWBOLT AVENUE	73	19%	14	3	11	0	2	11	1	3	8	3	2	0	7	5	10	3	0	1	0
OAKS AVENUE	139	19%	27	7	18	2	5	20	2	7	9	11	3	4	4	16	17	7	2	1	0
PALMER AVENUE	76	22%	17	3	9	5	5	10	2	10	6	1	3	4	4	6	14	2	1	0	0
PRIORY AVENUE	57	16%	9	3	5	1	3	4	2	6	3	0	2	1	3	3	8	1	0	0	0
PRIORY CRESCENT	65	18%	12	12	0	0	11	0	1	12	0	0	5	3	4	0	10	2	0	0	0
PRIORY ROAD	112	12%	13	5	8	0	5	7	1	4	7	2	1	1	7	4	5	7	1	0	0
RICHLANDS AVENUE	29	7%	2	1	1	0	1	1	0	1	1	0	1	1	0	0	2	0	0	0	0
ROSEDALE ROAD	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SANDRINGHAM ROAD	101	17%	17	7	10	0	8	9	0	8	3	6	5	3	6	3	11	5	1	0	0

SENHOUSE ROAD	25	4%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0
SPARROW FARM ROAD	86	5%	4	2	1	1	2	1	1	2	0	2	2	1	0	1	4	0	0	0	0
ST CLAIR DRIVE	111	14%	16	7	7	2	7	7	2	8	5	3	5	1	5	5	13	2	1	0	0
STONE PLACE	1	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STONELEIGH AVENUE	253	8%	20	3	17	0	1	17	2	4	13	3	1	2	11	6	12	5	3	0	0
THE MEADS	16	13%	2	1	1	0	1	1	0	1	1	0	1	0	0	1	2	0	0	0	0
THE MOUNT	42	36%	15	11	2	2	8	4	3	9	3	3	5	0	4	6	10	4	1	0	0
THE RETREAT	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE SPINNEY	32	13%	4	2	2	0	2	2	0	3	0	1	1	1	2	0	0	2	2	0	0
TIMBERYARD MEWS	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUDOR AVENUE	132	9%	12	5	6	1	3	5	4	7	3	2	5	1	1	5	8	3	1	0	0
WICKHAM AVENUE	163	18%	30	11	19	0	10	20	0	12	14	4	6	4	10	10	24	5	1	0	0
WILLOWHAYNE GARDENS	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WINDSOR ROAD	53	8%	4	2	2	0	1	3	0	1	3	0	1	0	2	1	1	2	1	0	0
WOODBINE LANE	25	16%	4	4	0	0	2	1	1	2	1	1	0	2	1	1	4	0	0	0	0
WORDSWORTH DRIVE	152	15%	23	10	13	0	10	12	1	14	6	3	9	4	2	8	10	10	3	0	0
WRAYFIELD ROAD	55	25%	14	6	8	0	6	8	0	7	5	2	1	4	4	5	11	2	1	0	0
YOGA WAY	11	9%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
Overall Response Rate (by PROPERTY)	4436	14%	614	294	282	38	254	300	60	322	200	92	136	124	173	181	384	182	40	4	4
				48%	46%	6%	41%	49%	10%	52%	33%	15%	22%	20%	28%	29%	63%	30%	7%	1%	1%

Appendix 6. Stonecot results

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD	Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
ACACIA DRIVE	42	17%	7	5	1	1	2	2	3	3	2	2	1	1	2	3	2	5	0	0	0
ALCORN CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANDERSON CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ARDLEIGH GARDENS	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ASH ROAD	64	20%	13	4	9	0	4	7	2	5	3	5	2	1	3	7	7	2	4	0	0
BARRINGTON ROAD	112	10%	11	6	2	3	6	4	1	7	3	1	2	2	2	5	3	4	4	0	0
BEECHES ROAD	62	10%	6	3	3	0	2	2	2	3	2	1	2	1	1	2	4	1	1	0	0
BEECHMORE GARDENS	38	8%	3	2	1	0	0	3	0	0	3	0	0	0	2	1	0	2	1	0	0
BROCKS DRIVE	171	20%	35	8	26	1	6	27	2	9	20	6	3	3	10	19	18	17	0	0	0
BURLEIGH ROAD	81	12%	10	5	5	0	5	5	0	5	3	2	1	1	4	4	5	2	3	0	0
CAVERSHAM AVENUE	45	16%	7	5	2	0	3	2	2	5	2	0	3	0	1	3	6	1	0	0	0
CHATHAM CLOSE	28	18%	5	4	1	0	2	2	1	2	1	2	2	0	1	2	3	2	0	0	0
CHERTSEY DRIVE	55	24%	13	1	11	1	2	10	1	4	7	2	1	3	4	5	4	6	3	0	0
EGHAM CLOSE	8	13%	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0
EGHAM CRESCENT	82	23%	19	5	13	1	3	15	1	3	14	2	2	2	6	9	12	6	1	0	0

ELM ROAD WEST	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EPSOM ROAD	106	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FIR ROAD	16	6%	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0
FOREST ROAD	57	11%	6	2	4	0	1	4	1	2	3	1	0	1	2	3	6	0	0	0	0
FOUR SEASONS CRESCENT	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FOXTON WAY	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FROGMORE CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FROGMORE GARDENS	19	5%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
GANDER GREEN LANE	277	5%	13	6	7	0	7	5	1	9	4	0	4	3	4	2	8	5	0	0	0
GILLIAN PARK ROAD	27	22%	6	4	2	0	4	2	0	3	2	1	2	1	1	2	1	5	0	0	0
GLENTHORNE CLOSE	45	9%	4	1	3	0	0	4	0	2	2	0	0	0	2	2	3	1	0	0	0
GLENTHORNE GARDENS	46	9%	4	3	1	0	3	1	0	4	0	0	1	3	0	0	2	2	0	0	0
HAMILTON AVENUE	177	15%	27	11	16	0	9	18	0	9	17	1	5	4	5	13	16	10	1	0	0
HASLAM AVENUE	22	18%	4	3	1	0	3	1	0	3	1	0	1	1	1	1	2	2	0	0	0
HENLEY AVENUE	197	12%	23	4	16	3	2	17	4	4	14	5	1	2	9	11	11	10	2	0	0
HILL TOP	24	17%	4	1	1	2	0	1	3	3	1	0	0	2	2	0	3	1	0	0	0
KEW CRESCENT	66	18%	12	5	6	1	4	7	1	7	3	2	4	2	1	5	8	4	0	0	0
KIMPTON PARK WAY	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KIMPTON ROAD	35	29%	10	10	0	0	1	0	9	1	0	9	1	1	0	8	3	0	7	0	0
KINGSTON AVENUE	101	12%	12	5	7	0	4	8	0	4	7	1	3	1	3	5	6	5	1	0	0

LONDON ROAD	106	1%	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0
MIDWAY	18	17%	3	3	0	0	2	0	1	2	0	1	1	1	1	0	3	0	0	0	0
MINDEN ROAD	28	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MOLESEY DRIVE	52	23%	12	2	10	0	1	10	1	1	9	2	2	0	3	7	5	6	1	0	0
MORDEN WAY	107	6%	6	4	2	0	3	2	1	3	1	2	2	1	3	0	0	5	1	0	0
MORLEY ROAD	37	8%	3	0	3	0	0	3	0	0	2	1	0	0	1	2	1	2	0	0	0
OAKDENE MEWS	21	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OLDFIELDS ROAD	52	2%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
POPLAR ROAD	55	15%	8	3	5	0	3	5	0	4	3	1	1	3	1	3	5	1	2	0	0
RIDGE ROAD	249	8%	20	4	14	2	3	14	3	6	10	4	3	2	8	7	12	5	3	0	0
ROMANY GARDENS	18	6%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0
RUTLAND DRIVE	3	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SANDIFORD ROAD	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SELWOOD ROAD	41	15%	6	2	4	0	1	4	1	2	3	1	3	0	0	3	4	1	1	0	0
SHERBORNE ROAD	30	13%	4	4	0	0	3	0	1	3	0	1	1	2	1	0	2	2	0	0	0
ST CECILIAS CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST MARGARETS AVENUE	112	46%	51	13	1	37	7	2	42	8	4	39	1	5	17	28	30	19	2	0	0
STAINES AVENUE	57	25%	14	6	8	0	4	9	1	4	8	2	1	4	3	6	4	7	3	0	0
STONECOT CLOSE	30	13%	4	1	3	0	1	3	0	1	3	0	0	0	1	3	3	1	0	0	0
STONECOT HILL	185	3%	5	4	0	1	1	4	0	2	3	0	0	1	3	1	0	3	1	1	0
SUNBURY ROAD	31	16%	5	2	3	0	2	3	0	1	3	1	0	1	2	2	2	2	1	0	0

SUTTON COMMON ROAD	266	4%	10	7	3	0	7	3	0	7	3	0	3	3	1	3	6	4	0	0	0
TAUNTON CLOSE	55	15%	8	4	4	0	3	4	1	3	4	1	3	0	2	3	6	1	1	0	0
THE CLOSE	18	11%	2	1	1	0	1	1	0	1	1	0	1	0	0	1	2	0	0	0	0
THOMPSON CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TONFIELD ROAD	100	10%	10	2	8	0	1	8	1	3	6	1	1	0	6	3	4	5	1	0	0
VIOLET CLOSE	18	11%	2	0	2	0	0	2	0	1	1	0	1	1	0	0	1	1	0	0	0
WALTON AVENUE	91	21%	19	5	14	0	4	12	3	7	7	5	2	7	5	5	11	8	0	0	0
WARNER AVENUE	37	24%	9	5	1	3	4	4	1	7	0	2	1	4	2	2	6	3	0	0	0
WATSON AVENUE	29	10%	3	0	3	0	0	3	0	0	2	1	0	0	1	2	1	2	0	0	0
WEALDSTONE ROAD	8	13%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1
WESTBOURNE AVENUE	50	10%	5	2	2	1	2	3	0	2	2	1	1	1	1	2	2	3	0	0	0
WHITTAKER ROAD	65	8%	5	3	2	0	3	2	0	3	1	1	1	1	2	1	3	1	1	0	0
WILLOW WALK	17	6%	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
WINDSOR AVENUE	151	16%	24	16	8	0	10	11	3	11	11	2	5	5	6	8	12	8	3	1	0
WOODSTOCK AVENUE	53	9%	5	3	1	1	2	1	2	2	1	2	2	0	2	1	4	1	0	0	0
WOODSTOCK RISE	39	8%	3	2	1	0	1	1	1	1	1	1	1	0	1	1	3	0	0	0	0
Overall Response Rate (by PROPERTY)	4330	12%	508	203	246	59	145	265	98	186	206	116	80	79	140	209	265	189	51	2	1
				40%	48%	12%	29%	52%	19%	37%	41%	23%	16%	16%	28%	41%	52%	37%	10%	0%	0%

Appendix 7. Worcester Park results

Road Name	Properties in Road	Response Rate	No of responses	Parking problems in your road?			Support parking controls?			Support parking controls based on neighbouring road?			Which parking controls do you prefer?				Vehicles parked on the highway?				
				Yes	No	UnD	Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay	Not Ans.	0	1	2	3	3+
AMESBURY CLOSE	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANDREWS CLOSE	17	18%	3	2	1	0	1	2	0	1	2	0	0	1	2	0	1	2	0	0	0
BEAUMONT DRIVE	120	2%	2	0	1	1	0	1	1	0	1	1	0	0	2	0	1	0	1	0	0
BEDFORD ROAD	16	25%	4	2	2	0	1	2	1	2	1	1	0	2	0	2	2	0	0	1	1
BEVERLEY GARDENS	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEVERLEY ROAD	43	12%	5	3	2	0	2	2	1	2	2	1	2	1	1	1	5	0	0	0	0
BISLEY CLOSE	39	21%	8	4	4	0	2	4	2	5	3	0	1	5	0	2	1	5	2	0	0
BOSCOMBE ROAD	143	12%	17	5	12	0	4	12	1	7	7	3	3	2	4	8	9	5	2	1	0
BRECON CLOSE	11	45%	5	1	4	0	1	4	0	2	3	0	1	1	0	3	4	1	0	0	0
BRINKLEY ROAD	140	11%	15	4	11	0	2	13	0	3	10	2	0	5	4	6	7	6	2	0	0
BROOKSIDE CRESCENT	16	13%	2	1	1	0	1	0	1	1	0	1	0	1	0	1	2	0	0	0	0
BROWNING AVENUE	144	8%	12	5	4	3	3	6	3	6	5	1	2	2	5	3	8	4	0	0	0

BUCKLAND WAY	175	15%	26	10	14	2	8	16	2	12	13	1	4	5	7	10	18	8	0	0	0
BURNHAM DRIVE	67	27%	18	10	8	0	10	8	0	12	5	1	6	4	3	5	9	7	2	0	0
CALDBECK AVENUE	154	15%	23	8	14	1	6	16	1	8	10	5	5	2	5	11	14	8	1	0	0
CANTERBURY CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARTERS CLOSE	54	17%	9	8	1	0	4	1	4	5	1	3	2	4	1	2	3	5	1	0	0
CAVERLEIGH WAY	67	9%	6	2	3	1	1	2	3	3	1	2	2	1	0	3	4	2	0	0	0
CENTRAL ROAD	374	2%	7	5	2	0	1	4	2	2	4	1	0	1	5	1	1	4	1	0	1
CHARMINSTER ROAD	45	7%	3	1	1	1	1	2	0	1	2	0	1	0	1	1	0	2	1	0	0
CHEAM COMMON ROAD	294	4%	13	4	8	1	8	4	1	8	4	1	3	6	2	2	8	4	1	0	0
CHILTERN CLOSE	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLARKES AVENUE	105	6%	6	4	2	0	3	2	1	4	2	0	1	2	0	3	4	2	0	0	0
COLBORNE WAY	105	12%	13	2	9	2	2	7	4	4	5	4	2	1	6	4	7	4	2	0	0
CONRAD DRIVE	59	12%	7	3	3	1	3	3	1	4	3	0	1	2	2	2	3	3	1	0	0
COTSWOLD WAY	177	3%	5	3	2	0	3	2	0	3	1	1	1	0	3	1	2	3	0	0	0
COURTENAY ROAD	49	22%	11	9	1	1	9	1	1	10	1	0	2	7	0	2	7	4	0	0	0
COVEY ROAD	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRESTON WAY	56	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DALEWOOD GARDENS	5	40%	2	1	1	0	1	1	0	1	1	0	0	1	1	0	0	2	0	0	0
DELCOMBE AVENUE	22	27%	6	3	2	1	2	2	2	1	2	3	1	1	2	2	4	2	0	0	0
DORCHESTER ROAD	91	11%	10	7	3	0	6	3	1	8	2	0	3	3	2	2	8	2	0	0	0
DORKING CLOSE	18	6%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0
EBBISHAM ROAD	54	9%	5	1	4	0	1	4	0	2	3	0	0	0	3	2	4	1	0	0	0
EDWARDS CLOSE	16	6%	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0
ELM WAY	45	20%	9	2	6	1	1	6	2	4	4	1	0	2	4	3	3	6	0	0	0
FARM WAY	72	15%	11	2	6	3	3	7	1	5	4	2	4	0	2	5	4	5	2	0	0
FORDHAM CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GARETH CLOSE	8	38%	3	1	2	0	1	2	0	2	1	0	0	1	1	1	1	1	1	0	0
GLYN ROAD	37	11%	4	3	1	0	3	1	0	3	1	0	2	0	1	1	3	1	0	0	0
GRANDISON ROAD	35	20%	7	0	4	3	2	4	1	4	3	0	1	3	2	1	6	0	1	0	0
GREEN LANE	113	17%	19	13	6	0	11	7	1	11	7	1	7	5	6	1	16	2	1	0	0
HAMBLETON CLOSE	20	5%	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0
HANDSIDE CLOSE	25	12%	3	2	0	1	2	1	0	2	1	0	1	1	0	1	0	3	0	0	0
HAZLEMERE GARDENS	42	10%	4	4	0	0	3	1	0	3	1	0	0	3	1	0	1	2	1	0	0
HEATHERLEA GROVE	53	4%	2	0	2	0	0	2	0	0	2	0	0	1	1	0	2	0	0	0	0

HILL CRESCENT	56	16%	9	2	5	2	1	8	0	3	4	2	1	1	2	5	5	1	2	1	0
HUNTINGDON GARDENS	54	11%	6	2	4	0	2	4	0	1	4	1	1	0	2	3	2	2	2	0	0
INVERNESS ROAD	31	13%	4	2	2	0	2	2	0	2	2	0	1	0	2	1	3	1	0	0	0
LANCASTER WAY	60	3%	2	1	1	0	1	1	0	1	1	0	0	1	1	0	0	1	1	0	0
LANGLEY AVENUE	96	17%	16	6	9	1	6	9	1	9	4	3	2	3	6	5	8	7	0	0	1
LAVENDER AVENUE	83	10%	8	5	2	1	5	3	0	6	1	1	0	5	2	1	3	4	1	0	0
LEWISTON CLOSE	44	5%	2	1	1	0	2	0	0	2	0	0	1	1	0	0	2	0	0	0	0
LIBERTY CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LINCOLN ROAD	33	18%	6	4	2	0	4	1	1	5	1	0	0	3	2	1	0	5	1	0	0
LINDSAY ROAD	127	27%	34	16	16	2	12	22	0	12	20	2	4	9	9	12	15	13	6	0	0
LINGFIELD ROAD	19	21%	4	3	1	0	2	1	1	2	1	1	1	2	0	1	3	0	1	0	0
LLOYD ROAD	48	13%	6	3	3	0	2	4	0	2	2	2	2	0	2	2	3	3	0	0	0
LONDON ROAD	290	2%	6	2	4	0	2	3	1	3	2	1	1	0	3	2	2	2	1	0	1
LONGFELLOW ROAD	227	23%	52	42	8	2	36	13	3	37	12	3	9	27	8	8	6	37	9	0	0
MENDIP CLOSE	19	11%	2	0	2	0	0	2	0	0	1	1	0	0	0	2	0	0	2	0	0
MERRILANDS ROAD	56	13%	7	6	0	1	6	1	0	6	1	0	2	3	2	0	4	3	0	0	0
MORNINGSIDE ROAD	33	15%	5	1	3	1	2	3	0	3	1	1	1	1	1	2	4	1	0	0	0

PARKVIEW CRESCENT	37	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEARING CLOSE	8	25%	2	0	2	0	0	2	0	0	1	1	0	0	2	0	2	0	0	0	0
PEMBURY AVENUE	17	18%	3	1	2	0	1	2	0	1	2	0	1	0	0	2	3	0	0	0	0
PONDSIDE AVENUE	27	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORTLAND CLOSE	16	25%	4	1	3	0	1	3	0	1	3	0	1	1	1	1	2	1	1	0	0
QUANTOCK DRIVE	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROSE END	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RUSKIN DRIVE	95	18%	17	6	9	2	6	9	2	7	6	4	4	3	2	8	11	6	0	0	0
SHERBROOKE WAY	141	3%	4	0	4	0	0	4	0	0	4	0	0	0	2	2	3	0	1	0	0
SHRUBLAND GROVE	28	7%	2	2	0	0	2	0	0	2	0	0	0	1	1	0	0	2	0	0	0
SOMERSET CLOSE	14	7%	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0
SOUTHWOOD CLOSE	65	12%	8	8	0	0	4	2	2	4	2	2	2	3	1	2	1	4	3	0	0
ST PHILIPS AVENUE	152	14%	21	12	9	0	9	10	2	10	9	0	4	7	3	7	13	6	2	0	0
STANTON CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUTHERLAND GARDENS	9	11%	1	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0

THAMES AVENUE	41	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFALGAR AVENUE	63	6%	4	2	1	1	2	0	2	2	0	2	1	0	1	2	3	1	0	0	0
TRENT WAY	47	13%	6	0	6	0	0	4	2	3	3	0	2	1	1	2	1	4	1	0	0
WASHINGTON ROAD	199	21%	42	32	8	2	22	14	6	27	9	6	10	17	10	5	14	26	2	0	0
WELLINGTON AVENUE	39	18%	7	3	4	0	6	0	1	6	0	1	1	5	0	1	3	3	1	0	0
WESTMOUNT CLOSE	91	9%	8	3	5	0	3	4	1	3	4	1	2	2	1	3	8	0	0	0	0
WIMBORNE CLOSE	26	27%	7	5	2	0	4	1	2	5	1	1	1	4	1	1	4	2	1	0	0
WINCHESTER MEWS	15	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overall Response Rate (by PROPERTY)	5642	11%	614	309	267	38	260	289	65	319	221	72	115	177	148	174	302	243	61	4	4
				50%	43%	6%	42%	47%	11%	52%	36%	12%	19%	29%	24%	28%	49%	40%	10%	1%	1%

Appendix 8. Repondent profile

Age	No	%
16 - 24 years	21	1%
25 - 34 years	231	7%
35 - 44 years	584	17%
45 - 54 years	630	18%
55 - 64 years	702	20%
65 - 74 years	593	17%
75 - 84 years	218	6%
85+ years	38	1%
Not Answered	170	5%
Prefer not to say	262	8%

Gender	No	%
Female	1427	41%
Male	1516	44%
Not Answered	188	5%
Prefer not to say	308	9%
Prefer to self-describe	10	0%

Ethnicity	No	%
Asian/ Asian British	152	4%
Black/ African/ Caribbean/ Black British	43	1%
Mixed or multiple ethnic groups	47	1%
Not Answered	193	6%
Other ethnic group	56	2%
Prefer not to say	497	14%
White	2461	71%

Disability	No	%
No	2601	75%
Not answered	179	5%
Prefer not to say	301	9%

Caring responsibilities	No	%
No	1593	46%
Not Answered	211	6%
Prefer not to say	376	11%
Yes, Children	844	24%
Yes, Children with disability or additional need	107	3%
Yes, Other dependents	119	3%
Yes, Parent with disability or additional need	112	3%
Yes, Partner with disability or additional need	87	3%

Marital status	No	%
Civil partnership	19	1%
Cohabiting	207	6%
Divorced	153	4%
Married	1895	55%
Not Answered	203	6%
Other	16	0%
Prefer not to say	465	13%
Separated	23	1%
Single	293	8%
Widowed	175	5%

Religion	No	%
Agnostic	122	4%
Atheist	194	6%
Buddhist	17	0%
Christian	1360	39%
Hindu	76	2%
Humanist	11	0%
Jewish	6	0%
Muslim	34	1%
No religion or belief	603	17%
Not Answered	206	6%
Other religion or belief	56	2%
Prefer not to say	759	22%
Sikh	5	0%

Appendix 9. Consultation materials

- **Poster**
- **Leaflet**
- **Letter to residents**
- **Questionnaire**

Poster

HAVE YOUR SAY

PARKING IN SUTTON
sutton.gov.uk/parkingstrategy

Parking consultation for your street

We want your views on parking in your area.

We're consulting residents across the borough as part of our borough-wide parking strategy and we want you to have your say.


The consultation for Geographical Area 3 includes parts of Cheam North, Worcester Park, Beddington and Wallington runs until Thursday 17 October, 2019.

To comment, fill in the online form sutton.gov.uk/parkingstrategy or pick up a leaflet from your local library.

Find the full details sutton.gov.uk/parkingstrategy

Sutton

Leaflet



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 - 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 much would a permit cost?

Resident permit costs are standardised across Sutton and are based on vehicle type, fuel type and CO₂ 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 the 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) 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 **Thursday 17 October, 2019**.

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** or by collecting a survey from your local library.



Find the full details
sutton.gov.uk/parkingstrategy

Letter to residents



Dear Resident

I am writing to you to get your feedback about parking in your street.

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 to identify parking pressures in Sutton. The parking strategy forms part of Sutton's 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.

It is not our intention to cover the borough in parking restrictions, but 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 near railway stations and wide-spread dependency on motor vehicle travel in the borough mean that we need to review our parking controls.

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. At this stage, we just want to know what you think and whether you believe there are issues. We are not proposing any specific parking schemes at this stage.

Our parking strategy is being rolled out in three geographic areas. This is the first stage of consultation for residents in Geographical Area 3 which covers parts of Cheam North, Worcester Park, Beddington and Wallington.



How can I give my views?

Please complete the online survey that closes on Thursday October, 17, 2019. The survey can be found at sutton.gov.uk/parkingstrategy

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** or by picking one up from your local library.

Further Frequently Asked Questions are available on the Council's website sutton.gov.uk/parkingstrategy

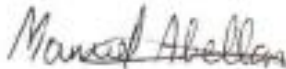
What happens next?

The decision on whether or not to proceed with the next step, will be based on the responses received during this first consultation along with outcomes of our own parking beat surveys.

The responses to this questionnaire will help us understand, in more detail, areas of parking pressures and any concerns from residents about their daily parking issues. We'll then be able to design parking measures specifically for those roads/ areas that are identified in this review.

For more information about the parking strategy, please read the enclosed information leaflet.

Yours sincerely,



Cllr Manuel Abellan
Chair of Sutton Council
Environment and Neighbourhood Committee



Questionnaire

HAVE YOUR SAY

PARKING IN SUTTON
sutton.gov.uk/parkingstrategy

OFFICIAL PARKING DECISIONS ARE BEING MADE FOR YOUR STREET

Help us understand your street's parking

Consultation dates:
Thursday 5 September to Thursday 17 October, 2019.

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

Please return this Parking Survey (Stage 1) – using the pre-paid envelope – by Thursday 17 October, 2019.



The parking strategy forms part of Sutton's 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 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. We know these issues are not felt everywhere but we are keen for residents to give us their perspective as you will know the issues impacting your street.

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

the borough. This survey is for Geographical Area 3, where we'll be consulting with some residents and businesses in the Cheam North, Worcester Park, Beddington and Wallington areas, as shown in the blue areas highlighted on the map below.

This is the first consultation of three that will take place in Geographical Area 3. At this stage we want to understand your general views on parking in your local area.

What are we reviewing?

The Parking Strategy seeks to provide the best-suited solution to the parking issues of each area. Our consultations will take into account resident and business feedback along with consideration of ongoing and future impact of local attractors including railway stations, hospitals, educational institutions, car parks, superstores and high streets. It may be that in your area, nothing will change, because the consensus is that the current arrangements are working satisfactorily. It will only be at future stages that we will consult you about any specific proposals.



If the consensus is that parking is a problem in your street - **what are the possible parking solutions?**

Controlled Parking Zone (CPZ) Permit Scheme

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" scheme

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.

These 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.



SUTTON'S PARKING SURVEY

Take part between Thursday 5 September and Thursday 17 October, 2019.

This questionnaire seeks your views on parking 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. Please provide one response per household. Your details will be kept strictly confidential and will not be shared with a third party. Please note 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 (Click on Events).

1. What is your full name?

2. What is your postal address?

Postcode

3. What is your email address? (optional)

4. What is your telephone number? (optional)

5. Do you feel there is a parking problem in your road?

Please tick one box only.

Yes No Undecided

6. Would you support proposed parking controls in your road? Please tick one box only.

Yes No Undecided

7. Would you support Parking Controls in your road, if you knew that your neighbouring road was getting controls? Please tick one box only.

Yes No Undecided

8. If you support parking controls for your road, which would be your preferred option?

Please tick one box only.

CPZ PPA Free Bay

9. How many vehicles do you usually park on the street? Please tick one box only.

None One Two

Three More than three

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

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.

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

How much would a permit cost?

Resident Permit costs are standardised across Sutton and are based on vehicle type, fuel type and Co2 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 the 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) 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 and return this survey by **Thursday 17 October, 2019.**

Only one submission will be accepted per household.

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. We welcome your comments regarding this consultation, all of which will be considered before the council develops any proposed measures.

Further Frequently Asked Questions are available on the Council's website: sutton.gov.uk/parkingstrategy

What happens next?

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

The responses to this questionnaire will help us understand, in more detail, parking problems residents face on a daily basis. We'll then be able to design any parking measures for your road/area.

We will then carry out further consultation on any proposed measures asking residents to provide feedback on the detailed designs.





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research

