



m.e.l
research

Parking Survey

London Borough of Sutton

Local Area Report

**Sutton Local Committee Area -
Central, North & West Wards**

July 2018



Project details.....	3
Survey Summary.....	4
Introduction.....	6
Survey Results	9
Appendix A: Questionnaire.....	21
Appendix B: Response by Street	25
Appendix C: Results by Street	31

Project details

Title	Sutton Parking Survey: Local Area Report
Client	London Borough of Sutton
Project number	P18068
Author	Tim Markham
Research Manager	David Chong-Ping

M·E·L Research

2nd Floor, 1 Ashted Lock, Birmingham Science Park Aston, Birmingham. B7 4AZ

Email: info@melresearch.co.uk

Web: www.melresearch.co.uk

Tel: 0121 604 4664



Survey Summary

To inform the Borough Parking Strategy, the Council sent a questionnaire to around 43,000 households, including those in existing Controlled Parking Zones (CPZ) and those in Areas of Parking Pressure (APP). The objective of the survey was to establish residents' experience of parking problems on their street, their current parking arrangements and response to a range of possible solutions.

A total of 5,324 residents responded to the survey, of which **1,893 were from the Sutton Local Committee Area**. Responses were received from 232 different streets within the Local Area, spread across three wards: Central (593), North (625) and West (675).

Key findings for the Local Area are:

Is there a parking problem?

- 68% of Local Area respondents indicated that in the survey that parking problems occurred in their street, whereas 26% felt there was not an issue. For the remainder, 5% of respondents were undecided, with no clear indication and 1% did not reply to the question
- the majority of residents from within the APP (66%) and current CPZ (74%) were likely to report a problem. There were differences between wards, with residents in the Central (73%) and North wards (69%) more likely to report a problem than the West (63%)

Which day is it worst?

- Weekdays are the main concern. 79% of Local Area respondents reported the main parking problems occurring on weekdays
- 84% of those in the APP reported a problem on weekdays, compared to 65% in the CPZ part of the Local Area. In the North (81%) and West wards (85%) weekends as the problem, compared to 71% of residents from the Central ward

What time of day is it hardest to park?

- There were no specific times throughout the day when parking problems occurred. Overall, 76% of all respondents indicated one or more times of day when parking was a problem
- 28% of residents reported difficulties parking all day and 32% in the evenings. Mornings were a problem time for 23% of residents
- APP residents reported problems across a wider time span, including; all day (31%), evenings (26%) and mornings (24%). In the CPZ the main issues are evenings (48%)
- there are differences in the timing of parking problems across the wards. Mornings are more likely to be a problem in the West (28%) than in the Central (19%) or North (20%), whereas, evenings and overnight parking are a problem in the Central and North Wards rather than in the West.

Parking solutions for your street

- 41% of residents favoured CPZs, with 38% of those in the APP in support, compare to 50% of those in an existing CPZ
- within the three wards there were significant differences in the results, with 51% from the Central ward in favour of a CPZ, compared to 37% elsewhere

Support for a Controlled Parking Zone

- 36% of residents in the APP favoured the introduction of a CPZ. There is an even split between those in favour (36%) and those against (36%) a CPZ on their street. A significant percentage of residents were undecided (12%) or did not reply (14%) to the question.
- support for a CPZ is consistent across the wards; Central (41%), North (38%) and West (35%)

Vehicles at the household

- 90% of households responding to the survey had one or more cars.
- 35% of households have 2 + cars, with households in the APP (38%) more likely to be in this position than those in the CPZ (26%)
- there are high levels of car ownership across the three wards; 83% in the Central ward to 93% in both North and West wards
- in the North and West households are more likely to have multiple cars (37%), compared with those in the Central ward (28%)

Parking at home

- In the Local Area, 47% used driveways and 38% parked on the road.
- there are significant differences in parking arrangements between households in the CPZ and APP. In the CPZ, 47% park on the road, with only 26% having access to a driveway and 11% a garage. In contrast, within the APP, there is a far high use of driveways (54%) and garages (15%), with around a third of households (35%) using roadside parking
- there are significant differences in parking arrangement across the three wards. On-street parking is significantly higher in the Central area (52% of households) compared to the North (37%) and West (29%)
- only a quarter of households (25%) in the Central ward are able to use driveways, compared over half of those in the North (54%) and West (58%). Likewise there is limited use of garages in the Central ward (9%) compared with the North (15%) and West (16%).

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. In late 2017/early 2018 the first residents survey on the Parking Strategy was undertaken.

In addition to the main Survey Report, a number of Local Area Reports provide results down to the ward level. This report focusses on the **Sutton Local Committee Area**, comprising: Sutton Central, Sutton North and Sutton West wards.

Local Area Report – Sutton Local committee Area

The analysis presents the key findings, including;

- overall results for the Local Area
- differences between the Local Area and rest of the Consultation Area
- note any difference between those in an existing Controlled Parking Zone (CPZ) or Area of Parking Pressure (APP) in the Local Area
- highlight any differences between the three wards: Central, West and North

Street level analysis:

- count of responses received by street in the Local Area
- percentage breakdown of responses by street
- results by street

Method

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

- Is there a parking problem
- If so, which day is it worst
- What time of day is it hardest to park
- Support for parking solutions on your street
- Support for a Controlled Parking Zone
- Number of vehicles at the household
- Parking at home – on street, driveways, garage, other.

The questionnaire was sent to around 43,000 households in a defined Consultation Area within the Borough (see Map 1).

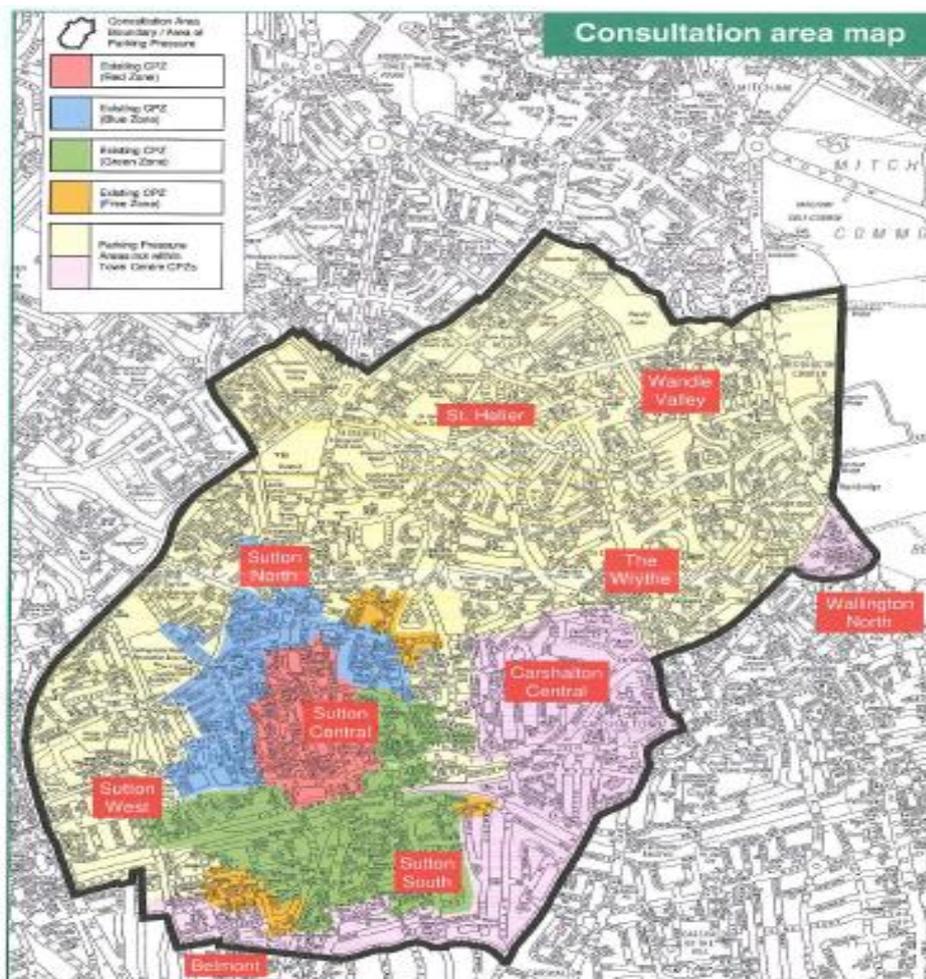
Survey Response

A total of 5,324 completed questionnaires were returned, giving a response rate of 12.4%. Of the completed questionnaires,

- 1,893 (36% of all returns) were from residents within the Local Area
- 523 (27%) of the Local Area returns were in the current CPZ and 73% in the APP
- there is a broadly even spread of responses from across the Local Area, with 31% from the Central Ward, 33% from North and 36% from West ward
- in the Central ward 49% of respondents were in an existing CPZ. In the North (22%) and West wards (14%) the proportion of respondents from a CPZ was relatively low.
- response came from 232 different streets within the Local Area

The count of responses, response rate and percentage breakdown by street is presented in Appendix B.

Map 1. Consultation Area



Local Committee Area - Wards	Responses	Percentage of respondents
Central	593	31%
North	625	33%
West	675	36%
	1,893	100%

Analysis Note

The **base size** shows the total number of respondents included in the analysis for each question. For completeness and comprehension, the base includes No Replies to a question. If all Local Area respondents are asked a question the base size equals 1,893 residents. However, for certain questions, those that were Not Asked to respond have been excluded from the analysis, resulting in a smaller base size. For example, if a resident did not indicate that there was a parking problem on their street, they have been excluded from analysis of the following question concerning which day a problem occurred. The change in base size is noted against relevant questions.

The questionnaire used single response and multi-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%.

Multi-response questions, allow more than one response option per question eg, “which parking solutions would you support - tick all that apply”. The analysis shows the percentage of the base sample that selected each answer code. As some respondents will have selected more than one option, the percentages are not expected to total 100%. For example; 60% of all respondents may have favoured double yellows and 80% of all respondents favoured single yellow lines.

Where there is a **statistically significant difference** between groups, this has been noted in the report as a “significant difference”. However, a significant difference may not necessarily mean that the difference is ‘important’. It will also need to be considered in practical terms i.e. “does the difference matter?”

Sampling errors should be taken into account when assessing the accuracy of any sample base. This allows us to be more specific about how accurate each percentage value is from a survey. The **confidence interval** shown below is reported to give an indication of the precision of the results, but are not an absolute measure. With 1,893 completed surveys, this means that at a confidence level of 95% the results are within +/-2% of the calculated response. For example, a figure where 50% of residents were in support of a CPZ could in reality lie within the range of 48% to 52%.

Survey Results

The analysis presents the key findings, including;

- overall results for the Local Area
- note any differences between the Local Area and other parts of the Consultation Area
- difference between those in a CPZ or APP within the Local Area
- differences between wards: Central, West and North

Street level analysis.

- count, response rate and percentage breakdown by street
- results by street

Parking problems on your street

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

- seven out of ten (68%) residents in the Local Area felt that there was a parking problem on their street
- residents from the current CPZ (74%) were significantly more likely to report a problem than those living in the APP (66%)
- residents in the Central (73%) and North wards (69%) were significantly more likely to report a problem than those in the West (63%)

Table 1. Do you think parking problems exist in your street?

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1893	3431	523	1370	593	625	675
Q1. Do you think parking problems exist in your street?							
Yes	1291 68%	2368 69%	388 74%	903 66%	435 73%	430 69%	426 63%
No	487 26%	865 25%	102 20%	385 28%	114 19%	164 26%	209 31%
Undecided	90 5%	158 5%	23 4%	67 5%	33 6%	26 4%	31 5%
No reply	25 1%	40 1%	10 2%	15 1%	11 2%	5 1%	9 1%

(Base: All respondents)

On what day is parking worst?

All those that indicated in response to the previous question that there was a parking problem (69% of respondents) on their street were asked to indicate on which day was it worst; Weekdays, Saturdays or Sunday.

Only those reporting that parking was a problem (N=1,291) have been included in the analysis to this question. As a multi-tick question, responses do not total to 100% as respondents could tick more than one option.

In the Local Area:

- eight out of ten (79%) residents reported that weekdays are the worst time
- residents also indicated that there were problems on Saturday (22%) and Sunday (27%)
- the overall pattern of responses in the Local Area is similar to the rest of the Consultation Area. However, there are differences to note, with weekday issues being lower and Sunday higher than the rest of the Consultation Area
- there is a significant difference in the experience of those living in the CPZ and APP. In the CPZ, 65% of residents reported a problem on weekdays, compared to 84% of those in the APP
- there are significant differences in what is considered the worst days, from within the three wards, with those in the North (81%) and West (85%) reporting weekends as the problem, compared to 71% of residents from the Central ward.

Table 2. On what day is it worst? (Tick all that apply)

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1291	2368	388	903	435	430	426
Q2. If yes, on what day is it worst?							
Weekdays (Monday to Friday)	1016 79%	2000 84%	253 65%	763 84%	307 71%	347 81%	362 85%
Saturdays	287 22%	507 21%	88 23%	199 22%	97 22%	104 24%	86 20%
Sundays	351 27%	493 21%	145 37%	206 23%	143 33%	130 30%	78 18%
No reply	42 3%	71 3%	11 3%	31 3%	10 2%	19 4%	13 3%

(Base: Excludes those without a parking problem. Multi response question)

What time of day is it hardest to park?

All residents from the Local Area (N=1,893) were asked to indicate which times of day were hardest to park on their street. As a multi-tick question, residents could tick more than one option.

In the Local Area:

- parking problems are not restricted to a particular time of day
- round three in ten residents reported difficulties parking all day (28%) and in the evenings (32%). Mornings were a problem time for 23% of residents. Around one in ten (12%) felt that overnight parking was an issue.
- the majority of those in the 'no reply' group (24%) were not car owners or had not experienced parking problems

There are significant differences between those in the CPZ and outside.

- within the existing CPZ the main issues are evenings (48%), followed by all day (22%) and mornings (18%). In contrast, the APP residents reported problems across a wider time span, with 31% having problems all day, 26% in the evenings and 24% in the mornings.

The survey highlights differences in the timing of parking problems, at the Ward level.

- all day parking problems are similar across the three Wards, ranging from 31% in the Central ward to 28% in the North and 27% in the West
- mornings are significantly more likely to be a problem in the West (28%) than in the Central (19%) or North wards (20%)
- evenings and overnight parking are significantly more likely to be a problem in the Central and North Wards than in the West. Evening parking was a problem for 40% of residents in the Central ward, 35% of those in the North and 22% of those in the West.

Table 3. What time of day is it hardest to park in your street? (Tick all that apply)

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1893	3431	523	1370	593	625	675
Q3. What time of day is it hardest to park in your street?							
Morning (0600 to 1159)	428 23%	874 25%	94 18%	334 24%	111 19%	126 20%	191 28%
Afternoon (1200 to 1759)	127 7%	195 6%	52 10%	75 5%	54 9%	38 6%	35 5%
Evening (1800 to 2359)	606 32%	1031 30%	250 48%	356 26%	240 40%	216 35%	150 22%
Overnight (0000 to 0559)	236 12%	337 10%	96 18%	140 10%	92 16%	93 15%	51 8%
All day	537 28%	1099 32%	117 22%	420 31%	181 31%	173 28%	183 27%
Other	15 1%	16 0%	3 1%	12 1%	8 1%	4 1%	3 0%
No reply	452 24%	774 23%	86 16%	366 27%	93 16%	163 26%	196 29%

(Base: All respondents. Multi response question)

Which parking solutions would you support in your road?

The questionnaire presented residents with a list of four possible parking solutions. All residents (N=1,893) were asked to select one or more of the options.

In the Local Area:

- the most popular solution was CPZs – parking bays in operation and enforced during certain times of the day. Only residents with a paid-for permit and visitor permits can park these bays.
- 41% of residents favoured CPZs
- 38% of those in the APP supported a CPZ, compare to 50% of those in an existing CPZ
- within the three wards there were significant differences in the results, with 51% from the Central ward in favour of a CPZ, compared to 37% of those in both the North and West wards
- the introduction of restricted parking was less popular, with only 15% supporting the use of double yellow lines and 16% in favour of single yellow lines
- single yellow lines had significantly more support in the West (21%) than in either the Central (11%) or North ward (16%)

- no replies (26%) were mainly residents that did not currently experience parking problems.

Table 4. Support for parking solutions

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1893	3431	523	1370	593	625	675
Q4. Which of the following parking solutions would you support in your road?							
Double yellow line waiting restrictions	282 15%	518 15%	82 16%	200 15%	68 11%	107 17%	107 16%
Single yellow line waiting restrictions	309 16%	578 17%	72 14%	237 17%	68 11%	97 16%	144 21%
Loading restrictions	66 3%	89 3%	22 4%	44 3%	29 5%	15 2%	22 3%
Controlled Parking Zones (CPZs) / Resident Parking Scheme	783 41%	1253 37%	259 50%	524 38%	300 51%	231 37%	252 37%
Other	515 27%	905 26%	180 34%	335 24%	186 31%	175 28%	154 23%
No reply	483 26%	953 28%	83 16%	400 29%	103 17%	181 29%	199 29%

(Base: All respondents. Multi response question)

Support for a controlled parking zone in your street?

Local Area respondents that live in the APP (N=1,370) were asked if they would support the introduction of one in their street. The base of 1,370 respondents includes those that do not own a car and those that do not currently experience parking problems.

In the Local Area:

- there is an even split between those in favour (36%) and those against (36%) a CPZ
- a significant percentage of residents in the APP were undecided (12%) or did not reply (14%) to the question
- comments suggest that, before giving a definitive response, these residents require more detailed information about a CPZ on their street eg. operating times, permit cost, permits per house, visitor permits, allocated spaces, enforcement, marking of bays

The breakdown by ward shows some interesting differences.

- the percentage of respondents that are clearly in favour of a CPZ is broadly similar across the three wards; Central (41%), North (38%) and West (35%)
- for Central ward there is a significantly lower proportion that object (25%) compared to the North (41%) and West (39%).

- there is a difference in 'no reply' with Central ward having a high proportion (24%) compared to North (9%) West (14%)
- overall, residents in the Central ward are clearly in favour of a CPZ, whereas in the North and West opinions are evenly divided on such a proposal

Table 5. Support for a controlled parking zone in your street

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1370	3139	-	1370	303	489	578
Q5. If you don't currently live in a Controlled Parking Zone (CPZ) would you support the introduction of one in your street?							
Yes	509 37%	1136 36%	-	509 37%	124 41%	184 38%	201 35%
No	503 37%	1319 42%	-	503 37%	77 25%	202 41%	224 39%
Undecided	160 12%	434 14%	-	160 12%	31 10%	57 12%	72 12%
Other / not applicable	5 0%	15 0%	-	5 0%	1 0%	3 1%	1 0%
No reply	193 14%	235 7%	-	193 14%	70 23%	43 9%	80 14%

(Base: Excludes residents from the current CPZ)

Number of vehicles in the household

All residents in the Local Area were asked to indicate how many cars there were in the household.

- 90% of households had one or more cars
- over half (55%) of all residents had one vehicle at the household, with 28% having two and 7% had three or more
- car ownership is similar for the CPZ (86%) and APP (91%)
- multi car ownership is significantly higher in the APP, with 38% of households having 2+ cars compared to 26% of households in the CPZ
- across the three wards, the majority of residents reported one or more vehicles per household, ranging from 83% in the Central ward to 93% in both North and West wards
- in the North and West households are more likely to have multiple cars (37%), compared with those in the Central ward (28%)

Table 6. Vehicles in the household

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1893	3431	523	1370	593	625	675
Q6. How many vehicles are located at your household?							
One	1050 55%	1836 54%	317 61%	733 54%	326 55%	348 56%	376 56%
Two	522 28%	974 28%	116 22%	406 30%	141 24%	171 27%	210 31%
Three	129 7%	284 8%	21 4%	108 8%	26 4%	61 10%	42 6%
None	152 8%	255 7%	55 11%	97 7%	77 13%	36 6%	39 6%
No reply	40 2%	82 2%	14 3%	26 2%	23 4%	9 1%	8 1%

(Base: All respondents)

Current parking arrangements

Residents were asked to indicate from a list, where they are most frequently parked. Those without a car (N=152) are excluded from the analysis. This was a multi-tick question, where residents could select more than one option.

In the Local Area:

- around half (47%) used driveways and 38% parked on the road
- comments included as 'other', were residents who used allocated parking spaces with flats. The remaining 'other' comments included; car parks, friends/relatives/neighbours, kerbs/off road parking, off street etc.
- residents in the Local Area (38%) are more likely to be using on street parking than the rest of the Consultation Area (34%) and less likely to use driveways (47% and 54% respectively)
- there are significant differences in parking arrangements between households in the CPZ and APP. In the CPZ, 47% park on the road, with only 26% having access to a driveway and 11% a garage. In contrast, within the APP, there is a far high use of driveways (54%) and garages (15%), with around a third of households (35%) using roadside parking

- there are significant differences in parking arrangement across the three wards. on-street parking is significantly higher in the Central area (52%) compared to the North (37%) and West (29%)
- only a quarter of households (25%) in the Central ward are able to use driveways, compared over half of all those in the North (54%) and West (58%). Likewise there is limited use of garages in the Central ward (9%) compared with the North (15%) and West (16%).

Table 7. Where are they most frequently parked when at home? (Tick all that apply)

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	Central, North, West	Other Wards	CNW - CPZ	CNW - APP	Central	North	West
Base	1741	3176	468	1273	516	589	636
Q7. If your household has one or more vehicles, where are they most frequently parked when at home?							
On the road	670 38%	1093 34%	221 47%	449 35%	267 52%	216 37%	187 29%
On driveway	815 47%	1703 54%	123 26%	692 54%	128 25%	317 54%	370 58%
In the garage	237 14%	338 11%	50 11%	187 15%	47 9%	91 15%	99 16%
Other	82 5%	215 7%	27 6%	55 4%	47 9%	10 2%	25 4%
No reply	245 14%	416 13%	96 21%	149 12%	99 19%	69 12%	77 12%

(Base: Excludes non car owners. Multi response question)

Additional comments

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.

Of the 1,893 Local Area respondents who returned a completed questionnaire, (64%) made one or more comments. All comments have been analysed and coded into key themes to reflect the concerns and proposed solutions/calls for action.

Table 8, presents the full set of codes and a breakdown by area. The coded comments are available as a separate excel spreadsheet.

Key themes in the Local Area are:

Concerns

1. Concerns about the impact of non-residents parking in the area (commuters, school drop off, events) and displacement effect of the CPZs/restrictions.
2. Need to address the issue of hospital staff and visitor parking in the residential streets around St Helier hospital.
3. Need to deal with trade and commercial vehicles taking up spaces in residential areas.
4. Concerns that there is an increased demand arising from new developments that do not provide any/enough new parking spaces.
5. Concern about dangerous parking and emergency access.
6. No parking problems

Solutions

1. Positive and negative comments on existing and possible CPZ.
2. Requests for an increase/introduction of resident parking permits.
3. Increase parking spaces by converting off-street areas into parking. eg. use verges, front gardens.
4. Support for the increased use of parking restrictions – yellow lines.
5. Need to enforce the existing parking restrictions.
6. Increased the provision of free parking places.
7. A general call for an increase in the number of public car parking spaces, lower charges and to address the impact arising from the closure of a multi storey car park.

Comparing comments from the CPZ to APP and across the three Wards shows a consistent pattern of responses (as above), with the notable exception, that:

- one in five APP residents (20%) commented on parking pressure from “commuters, schools, events and displacement”, compared to 11% in the current CPZ.

- 22% of residents from the West ward commented on parking pressure from “commuters, schools, events and displacement”, compared to 16% in the North and 14% in the Central ward.

Table 8. Additional comments – themes

	CNW_Other Wards		Local Area: CPZ or APP		Central, North and West_Wards		
	A. Central, North, West	B. Other Wards	A. CNW - CPZ	B. CNW - APP	A. Central	B. North	C. West
Base	1893	3431	523	1370	593	625	675
No reply	679 36%	1201 35%	189 36%	490 36%	225 38%	209 33%	245 36%
Comments - themes							
Commuters, schools, events, displacement	333 18%	541 16%	60 11%	273 20%	81 14%	103 16%	149 22%
Hospital staff/visitors	15 1%	156 5%	2 0%	13 1%	2 0%	11 2%	2 0%
Trade/commercial vehicles	103 5%	184 5%	22 4%	81 6%	19 3%	45 7%	39 6%
Developments without parking	32 2%	50 1%	12 2%	20 1%	14 2%	7 1%	11 2%
Dangerous parking/emergency access	52 3%	88 3%	7 1%	45 3%	7 1%	26 4%	19 3%
No parking problems	70 4%	109 3%	15 3%	55 4%	16 3%	25 4%	29 4%
Controlled Parking Zones	209 11%	288 8%	72 14%	137 10%	85 14%	62 10%	62 9%
Parking permits	191 10%	212 6%	94 18%	97 7%	96 16%	47 8%	48 7%
Use of yellow lines	131 7%	260 8%	42 8%	89 6%	31 5%	56 9%	44 7%
Enforcing parking restrictions	57 3%	100 3%	30 6%	27 2%	24 4%	16 3%	17 3%
Increase free parking	15 1%	35 1%	3 1%	12 1%	5 1%	3 0%	7 1%
More car parking spaces, cheaper, multi storey closure	27 1%	63 2%	16 3%	11 1%	14 2%	3 0%	10 1%
Reducing parking demand, public transport, pollution	12 1%	16 0%	3 1%	9 1%	6 1%	1 0%	5 1%
Convert verges, gardens into parking	189 10%	283 8%	40 8%	149 11%	51 9%	69 11%	69 10%
Ward comments	2 0%	460 13%	- -	2 0%	1 0%	1 0%	- -
Other	47 2%	77 2%	11 2%	36 3%	13 2%	19 3%	15 2%

(Base: All respondents. Multi response question)

Street level analysis

Responses were received from across 232 different streets within the Local Area. The count and percentage breakdown of responses by street is presented in Appendix B.

Given the small sample sizes at the street level, the results should be treated with due caution. Appendix C shows results for each question for those streets with a sample size of 25 or more respondents, broken down by by ward.

Appendix A: Questionnaire

Appendix B: Response by street

Appendix C: Results by street

Appendix A: Questionnaire

London Borough of Sutton

Parking Consultation

We need your feedback

Parking improvements across the borough

With the sixth highest car ownership level in London, many residents have told Sutton Council that parking within the borough is now a major and growing concern. We recognise that there is not enough kerb space for the number of parked cars and our Parking Strategy, adopted in November 2016, aims to offer residents various solutions to meet specific street parking needs across the borough.

This initial review phase of the Parking Strategy is focussed on Sutton (North, South, West & Central), St Helier, The Wrythe, Wandle Valley, and parts of Carshalton Central, Hackbridge and Belmont. By completing the questionnaire within this document, you will help us to better understand your parking concerns and begin to consider potential solutions.

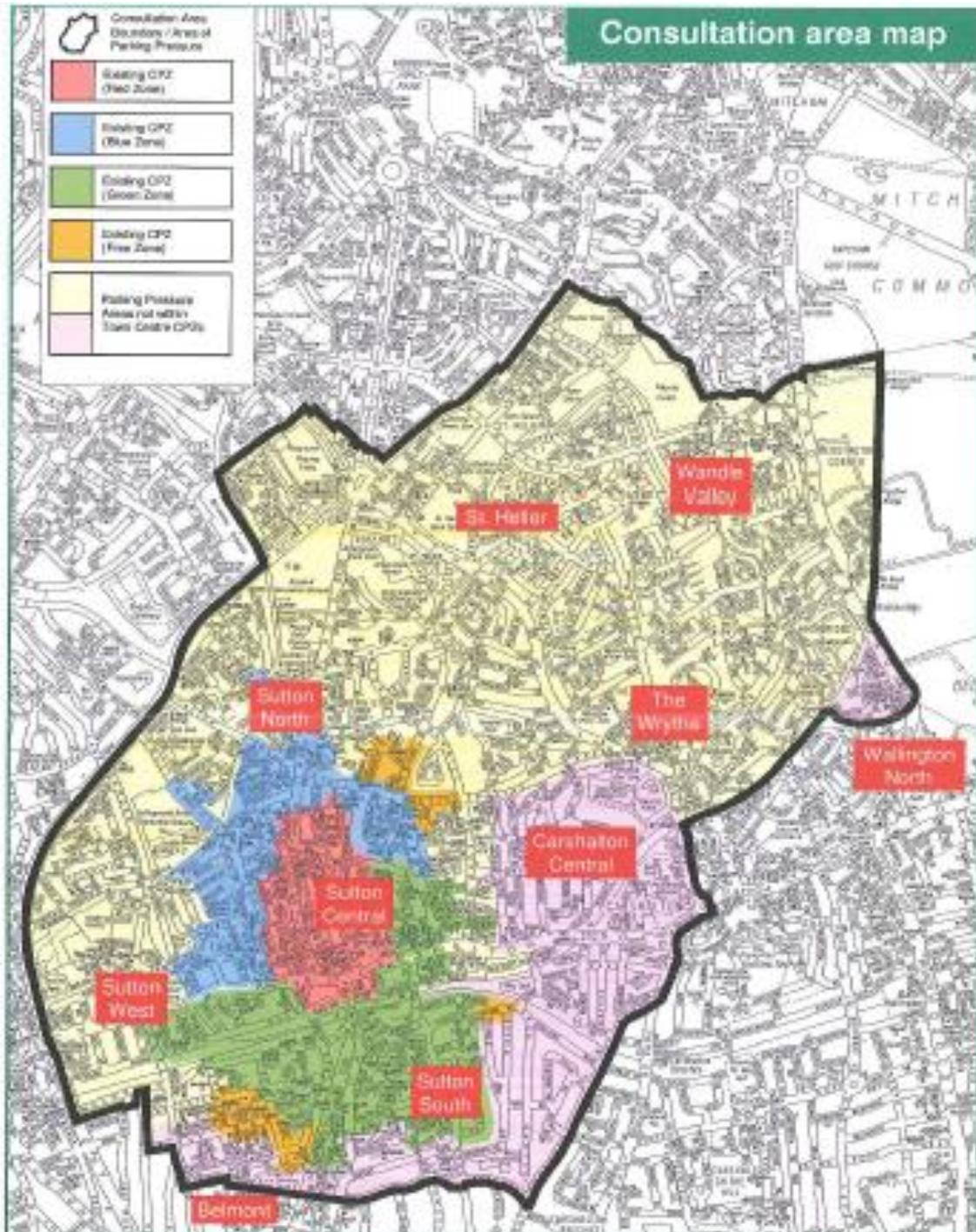
For more information on the Parking Strategy, please go to sutton.gov.uk/parkingstrategy



What does the Parking Strategy cover?

As part of Sutton Council's Parking Strategy we are now assessing and reviewing parking issues across the borough, to provide parking solutions to meet these needs.

The initial review will mainly focus on on-street parking but will also consider off-street parking to ensure any parking problems aren't moved onto neighbouring streets.



What are the parking issues?

As shown in the consultation area map, we are consulting across nine different wards in the borough during the review phase of the Parking Strategy.

Sutton Town Centre

This is a busy town centre with a mixture of residential properties, businesses, shops and restaurants. Demand for parking is high and existing parking controls will be reviewed to help tackle inconsiderate parking and parking problems that have subsequently been moved onto neighbouring streets.



Sutton North

This residential area is in close proximity to Sutton Town Centre and has access to good bus and train links and several schools as well as being within walking distance to St. Helier Hospital. All of these factors increase parking pressures for residents.

Hackbridge

This residential area has seen considerable change including both small and large scale residential developments. Hackbridge Train Station, with direct links to London Victoria and King's Cross stations, adds to this pressure with commuters parking in residential roads thereby increasing parking pressures further.



Sutton South

There is a high demand for commuter parking near to Sutton Train Station and the Town Centre. The fact that part of this area is just outside the Sutton Controlled Parking Zone (CPZ) means that there is even more pressure on local roads, leading to parking problems being moved onto neighbouring streets.



Belmont

Similar to Sutton South, Belmont has a combination of commuter parking, schools, local shops and new small scale developments which have put parking pressure on roads within this area.

Carshalton

With two train stations, a number of schools, an expanded college, busy shopping areas and new residential developments, the demand for parking space in Carshalton has increased substantially, leading to parking pressures on many roads.

St Helier

This area is situated in the North and East of Sutton Town Centre and contains St. Helier Hospital. It experiences major parking issues because of hospital car park charges which mean that staff and visitors often park outside in the surrounding streets, which can cause parking pressures and issues for residents. Many of the roads in question are narrow and a lot of the space is taken up by residents' dropped kerbs.



Parking Strategy Questionnaire



All responses are automatically entered into a prize draw to win £100 in High Street Vouchers

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 us 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 replies 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 (click on Your council, voting and elections).

Name

Address

Postcode

Email (optional) Telephone (optional)

1. Do you think parking problems exist in your street?
(select one option)

- Yes
- No
- Undecided

2. If yes, on what day is it worst? (select one option)

- Weekdays (Monday to Friday)
- Saturdays
- Sundays

3. What time of day is it hardest to park in your street?
(select all that apply)

- Morning (0600 to 1159)
- Afternoon (1200 to 1759)
- Evening (1800 to 2359)
- Overnight (0000 to 0559)
- All day

4. Which of the following parking solutions would you support in your road? (select all that apply)

- Double yellow line waiting restrictions**
Indicating no waiting at any time except when loading and unloading goods and setting down and picking up passengers unless indicated otherwise.
- Single yellow line waiting restrictions**
Indicating waiting restrictions at some time during the day.
- Loading restrictions**
Double kerb markings indicating no loading at any time and single yellow kerb markings indicating no loading during the times shown on the nearby black and white sign.
- Controlled Parking Zones (CPZs) / Resident Parking Scheme**
Parking bays in operation and enforced during certain times of the day. Only residents with a paid-for permit and visitor permits can park in these bays.
- Other solution (please state)

5. If you don't currently live in a Controlled Parking Zone (CPZ) would you support the introduction of one in your street?
(select one option)

- Yes
- No
- Undecided

6. How many vehicles are located at your household?
(select one option)

- 0
- 1
- 2
- 3+

7. If your household has one or more vehicles, where are they most frequently parked when at home? (select all that apply)

- On the road
- On driveway
- In the garage
- Other (please state)

Additional comments

Please return this questionnaire by Monday 18 December 2017.

Thank you for taking the time to complete this questionnaire.

Appendix B: Response by Street

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Albert Road	27	5	18.5%	0.3%
Alberta Avenue	156	21	13.5%	1.1%
Alexandra Avenue	65	5	7.7%	0.3%
Alfred Road	27	1	3.7%	0.1%
All Saints Road	158	27	17.1%	1.4%
Angel Hill	87	4	4.6%	0.2%
Angel Hill Drive	21	6	28.6%	0.3%
Antrobus Close	16	3	18.8%	0.2%
Ashcombe Road	28	5	17.9%	0.3%
Ashleigh Gardens	52	18	34.6%	1.0%
Ashton Close	13	1	7.7%	0.1%
Aultone Way	86	19	22.1%	1.0%
Avon Close	20	3	15.0%	0.2%
Beauchamp Road	78	8	10.3%	0.4%
Beech Tree Place	21	3	14.3%	0.2%
Benfleet Close	74	16	21.6%	0.8%
Benhill Avenue	209	10	4.8%	0.5%
Benhill Road	247	33	13.4%	1.7%
Benhill Wood Road	318	26	8.2%	1.4%
Benhillon Gardens	45	7	15.6%	0.4%
Berwick Gardens	13	2	15.4%	0.1%
Betchworth Close	8	1	12.5%	0.1%
Beulah Road	78	4	5.1%	0.2%
Bishops Close	15	3	20.0%	0.2%
Blenheim Road	40	5	12.5%	0.3%
Bourne Way	28	1	3.6%	0.1%
Bramley Road	20	7	35.0%	0.4%
Brandon Road	26	3	11.5%	0.2%
Bridgefield Road	21	4	19.0%	0.2%
Broomloan Lane	59	6	10.2%	0.3%
Brunswick Road	336	16	4.8%	0.8%
Burford Road	17	3	17.6%	0.2%
Burgess Road	46	10	21.7%	0.5%
Burnell Road	150	3	2.0%	0.2%
Bushey Lane	13	2	15.4%	0.1%
Bushey Road	111	6	5.4%	0.3%
Cadogan Court	46	8	17.4%	0.4%
Calthorpe Gardens	49	5	10.2%	0.3%
Camden Road	54	2	3.7%	0.1%
Carlisle Road	41	14	34.1%	0.7%

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Cecil Road	29	9	31.0%	0.5%
Chaucer Gardens	213	15	7.0%	0.8%
Cheam Road	292	24	8.2%	1.3%
Chester Close	10	1	10.0%	0.1%
Chilworth Gardens	16	5	31.3%	0.3%
Chudleigh Gardens	14	2	14.3%	0.1%
Clarence Road	102	10	9.8%	0.5%
Clensham Lane	86	9	10.5%	0.5%
Cliffe Walk	15	2	13.3%	0.1%
Clowser Close	59	2	3.4%	0.1%
Clyde Road	17	5	29.4%	0.3%
Collingwood Road	438	31	7.1%	1.6%
Conifer Gardens	34	3	8.8%	0.2%
Constance Road	43	11	25.6%	0.6%
Coombe Walk	2	1	50.0%	0.1%
Cornwall Road	104	1	1.0%	0.1%
Cranleigh Gardens	21	5	23.8%	0.3%
Cressingham Grove	160	10	6.3%	0.5%
Crown Road	186	9	4.8%	0.5%
Dale Road	2	1	50.0%	0.1%
Danescourt Crescent	52	5	9.6%	0.3%
Deans Road	15	3	20.0%	0.2%
Denbigh Close	23	2	8.7%	0.1%
Derby Road	40	6	15.0%	0.3%
Dibdin Close	12	1	8.3%	0.1%
Dibdin Road	76	15	19.7%	0.8%
Dovercourt Lane	3	1	33.3%	0.1%
Duchess Close	17	2	11.8%	0.1%
Duke Street	10	3	30.0%	0.2%
Edinburgh Road	24	3	12.5%	0.2%
Elgin Road	35	7	20.0%	0.4%
Elizabeth Close	25	2	8.0%	0.1%
Elm Grove	73	4	5.5%	0.2%
Elmbrook Road	26	4	15.4%	0.2%
Ennerdale Close	38	4	10.5%	0.2%
Evesham Close	8	1	12.5%	0.1%
Fairholme Road	22	3	13.6%	0.2%
Fairlands Avenue	42	8	19.0%	0.4%
Falcourt Close	33	6	18.2%	0.3%
Farrier Place	10	1	10.0%	0.1%
Frederick Close	12	3	25.0%	0.2%
Frederick Gardens	14	3	21.4%	0.2%
Frederick Road	108	16	14.8%	0.8%
Gander Green Lane	323	43	13.3%	2.3%
Gauntlett Road	65	17	26.2%	0.9%

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Glena Mount	24	2	8.3%	0.1%
Gloucester Gardens	28	3	10.7%	0.2%
Godstone Road	17	7	41.2%	0.4%
Greenford Road	35	3	8.6%	0.2%
Greenhill	34	11	32.4%	0.6%
Grennell Close	18	4	22.2%	0.2%
Grennell Road	90	12	13.3%	0.6%
Greyhound Road	67	4	6.0%	0.2%
Grove Road	359	23	6.4%	1.2%
Haddon Road	45	2	4.4%	0.1%
Hallmead Road	51	6	11.8%	0.3%
Hawthorne Close	13	4	30.8%	0.2%
Heather Gardens	8	2	25.0%	0.1%
Heron Close	20	1	5.0%	0.1%
High Street	992	24	2.4%	1.3%
Hilldale Road	95	14	14.7%	0.7%
Hillview Road	68	11	16.2%	0.6%
Homefield Park	228	17	7.5%	0.9%
Hope Close	42	4	9.5%	0.2%
Horse Shoe Green	14	2	14.3%	0.1%
Hove Gardens	22	2	9.1%	0.1%
Hunting Gate Mews	22	2	9.1%	0.1%
Hurstcourt Road	119	11	9.2%	0.6%
Ivydene Close	11	2	18.2%	0.1%
Jeffer Road	29	7	24.1%	0.4%
Kendal Gardens	29	6	20.7%	0.3%
Keswick Close	25	4	16.0%	0.2%
Kirk Rise	45	2	4.4%	0.1%
Kittiwake Place	3	2	66.7%	0.1%
Landseer Road	33	1	3.0%	0.1%
Langley Park Road	251	1	0.4%	0.1%
Lavender Road	13	1	7.7%	0.1%
Leafield Road	25	6	24.0%	0.3%
Lenham Road	129	19	14.7%	1.0%
Lewis Road	92	7	7.6%	0.4%
Lind Road	180	13	7.2%	0.7%
Litchfield Road	39	4	10.3%	0.2%
Lodge Place	11	1	9.1%	0.1%
Longford Gardens	37	9	24.3%	0.5%
Lower Road	112	6	5.4%	0.3%
Lymescote Gardens	60	12	20.0%	0.6%
Manor Lane	33	6	18.2%	0.3%
Manor Park Road	59	5	8.5%	0.3%
Manor Place	26	3	11.5%	0.2%
Marlborough Road	17	3	17.6%	0.2%

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Marlins Close	13	1	7.7%	0.1%
Marshalls Road	33	3	9.1%	0.2%
Meadow Close	21	5	23.8%	0.3%
Milford Grove	20	3	15.0%	0.2%
Milton Road	16	3	18.8%	0.2%
Minster Avenue	5	1	20.0%	0.1%
Monksdene Gardens	24	4	16.7%	0.2%
Montana Gardens	24	4	16.7%	0.2%
Montpelier Road	36	15	41.7%	0.8%
Montrose Gardens	27	4	14.8%	0.2%
Morland Road	52	8	15.4%	0.4%
Mulgrave Road	702	64	9.1%	3.4%
Munslow Gardens	19	2	10.5%	0.1%
Myrtle Road	47	9	19.1%	0.5%
Norman Road	80	28	35.0%	1.5%
Northpoint Close	18	2	11.1%	0.1%
Nursery Road	3	1	33.3%	0.1%
Oak Close	14	3	21.4%	0.2%
Oakhill Road	219	20	9.1%	1.1%
Oakwood Gardens	10	2	20.0%	0.1%
Oldfields Road	55	1	1.8%	0.1%
Oliver Road	41	9	22.0%	0.5%
Orchard Gardens	14	2	14.3%	0.1%
orchard road	63	8	12.7%	0.4%
Osprey Close	10	2	20.0%	0.1%
Overton Road	336	9	2.7%	0.5%
Palmerston Road	67	2	3.0%	0.1%
Parkhurst Road	64	6	9.4%	0.3%
Petersham Close	14	4	28.6%	0.2%
Princes Street	26	6	23.1%	0.3%
Pylbrook Road	14	3	21.4%	0.2%
Quarry Park Road	85	30	35.3%	1.6%
Quarry Rise	26	4	15.4%	0.2%
Ranfurly Road	33	5	15.2%	0.3%
Reading Road	27	4	14.8%	0.2%
Rectory Road	49	9	18.4%	0.5%
Reigate Avenue	102	1	1.0%	0.1%
Revell Road	24	9	37.5%	0.5%
Ripley Gardens	19	1	5.3%	0.1%
Robin Hood Lane	165	10	6.1%	0.5%
Rose Hill	122	8	6.6%	0.4%
Rosebery Gardens	46	8	17.4%	0.4%
Rosebery Road	41	11	26.8%	0.6%
Rosehill Gardens	37	11	29.7%	0.6%
Rosehill Park West	92	25	27.2%	1.3%

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Rosewood Grove	12	2	16.7%	0.1%
Russell Way	14	2	14.3%	0.1%
Salisbury Avenue	71	19	26.8%	1.0%
Saltash Close	12	2	16.7%	0.1%
Sandpiper Road	64	5	7.8%	0.3%
Shearwater Road	14	4	28.6%	0.2%
Sherwood Park Road	209	25	12.0%	1.3%
Silverdale Close	16	1	6.3%	0.1%
Sorrento Road	49	10	20.4%	0.5%
St Albans Road	100	18	18.0%	1.0%
St Barnabas Road	97	19	19.6%	1.0%
St Dunstons Hill	59	1	1.7%	0.1%
St James Avenue	119	27	22.7%	1.4%
St James Road	562	57	10.1%	3.0%
St Johns Road	77	4	5.2%	0.2%
St Nicholas Way	214	1	0.5%	0.1%
Stanley Road	221	7	3.2%	0.4%
Stanmore Gardens	27	2	7.4%	0.1%
Stayton Road	195	24	12.3%	1.3%
Strathearn Road	48	3	6.3%	0.2%
Summerville Gardens	52	15	28.8%	0.8%
Sunningdale Road	81	12	14.8%	0.6%
Sunnyhurst Close	27	8	29.6%	0.4%
Sutton Common Road	270	22	8.1%	1.2%
Sutton Court Road	427	12	2.8%	0.6%
Sutton Park Road	122	6	4.9%	0.3%
Sydney Road	145	20	13.8%	1.1%
Tate Road	35	9	25.7%	0.5%
The Crescent	133	5	3.8%	0.3%
The Green	30	4	13.3%	0.2%
Thicket Crescent	79	17	21.5%	0.9%
Thicket Road	300	17	5.7%	0.9%
Thomas Wall Close	31	1	3.2%	0.1%
Thorncroft Road	13	3	23.1%	0.2%
Throwley Way	254	7	2.8%	0.4%
Tilia Close	11	1	9.1%	0.1%
Tormead Close	15	4	26.7%	0.2%
Turnpike Lane	85	2	2.4%	0.1%
Upper Vernon Road	30	4	13.3%	0.2%
Vale Road	69	12	17.4%	0.6%
Vermont Road	68	6	8.8%	0.3%
Vernon Road	54	8	14.8%	0.4%
Vicarage Road	52	5	9.6%	0.3%
Victoria Road	64	7	10.9%	0.4%
Village Row	39	10	25.6%	0.5%

Street	Properties surveyed	Number of respondents	Street response rate	Percentage of all respondents
Warwick Road	89	19	21.3%	1.0%
Waterloo Road	58	12	20.7%	0.6%
Waverley Avenue	79	26	32.9%	1.4%
West street	256	4	1.6%	0.2%
Western Road	112	7	6.3%	0.4%
Westfield Close	12	2	16.7%	0.1%
Westfield Road	78	6	7.7%	0.3%
William Road	80	15	18.8%	0.8%
Woodend	51	11	21.6%	0.6%
Woodside Road	90	8	8.9%	0.4%
Worcester Road	458	17	3.7%	0.9%
York Road	69	10	14.5%	0.5%
	18032	1893	10.50%	100%

Appendix C: Results by Street

NOTE: Given the small sample sizes, results by street should be treated with due caution.

Results are shown for streets with a sample size of 25 or more respondents. The table below shows the Ward for each street and count of responses from a CPZ and APP.

	Base	Central, North and West_Wards CPZ_APP					
		Central - CPZ	Central - APP	North - CPZ	North - APP	West - CPZ	West - APP
Total	1893	290	303	136	489	97	578
Street View							
Mulgrave Road	64	-	-	-	-	15	49
St James Road	56	-	1	-	-	-	55
Gander Green Lane	43	-	-	-	-	-	43
Benhill Road	33	-	12	-	21	-	-
Collingwood Road	31	10	3	13	5	-	-
Quarry Park Road	30	-	-	-	-	-	30
Norman Road	28	-	-	-	-	-	28
All Saints Road	27	-	-	-	27	-	-
St James Avenue	26	-	-	-	-	-	26
Benhill Wood Road	26	5	5	8	8	-	-
Waverley Avenue	26	-	-	-	26	-	-
Rosehill Park West	25	-	-	-	25	-	-
Sherwood Park Road	25	-	-	-	-	25	-
Other	1453	275	282	115	377	57	347

	Total	Q1. Do you think parking problems exist in your street?			
		Yes	No	Undecided	No reply
Base	1893	1291 68%	487 26%	90 5%	25 1%
Central, North, West- Street View					
Mulgrave Road	64	36 56%	25 39%	3 5%	- -
St James Road	56	43 77%	9 16%	4 7%	- -
Gander Green Lane	43	32 74%	8 19%	2 5%	1 2%
Benhill Road	33	15 45%	16 48%	2 6%	- -
Collingwood Road	31	28 90%	2 6%	1 3%	- -
Quarry Park Road	30	14 47%	16 53%	- -	- -
Norman Road	28	20 71%	5 18%	3 11%	- -
All Saints Road	27	18 67%	8 30%	1 4%	- -
St James Avenue	26	17 65%	7 27%	2 8%	- -
Benhill Wood Road	26	12 46%	9 35%	3 12%	2 8%
Waverley Avenue	26	21 81%	5 19%	- -	- -
Rosehill Park West	25	12 48%	13 52%	- -	- -
Sherwood Park Road	25	18 72%	5 20%	2 8%	- -
Other	1453	1005 69%	359 25%	67 5%	22 2%

	Total	Q2. If yes, on what day is it worst?			
		Weekdays (Monday to Friday)	Saturdays	Sundays	No reply
Base	1291	1016 79%	287 22%	351 27%	42 3%
Central, North, West- Street View					
Mulgrave Road	36	28 78%	3 8%	8 22%	2 6%
St James Road	43	38 88%	15 35%	11 26%	1 2%
Gander Green Lane	32	30 94%	7 22%	4 13%	- -
Benhill Road	15	11 73%	4 27%	5 33%	1 7%
Collingwood Road	28	24 86%	5 18%	5 18%	- -
Quarry Park Road	14	14 100%	- -	- -	- -
Norman Road	20	18 90%	3 15%	1 5%	1 5%
All Saints Road	18	16 89%	1 6%	1 6%	- -
St James Avenue	17	17 100%	3 18%	2 12%	- -
Benhill Wood Road	12	10 83%	1 8%	2 17%	1 8%
Waverley Avenue	21	17 81%	4 19%	8 38%	1 5%
Rosehill Park West	12	11 92%	2 17%	2 17%	1 8%
Sherwood Park Road	18	17 94%	3 17%	1 6%	- -
Other	1005	765 76%	236 23%	301 30%	34 3%

	Total	Q3. What time of day is it hardest to park in your street?						
		Morning (0600 to 1159)	Afternoon (1200 to 1759)	Evening (1800 to 2359)	Overnight (0000 to 0559)	All day	Other	No reply
Base	1893	428 23%	127 7%	606 32%	236 12%	537 28%	15 1%	452 24%
Central, North, West- Street View								
Mulgrave Road	64	11 17%	5 8%	16 25%	4 6%	15 23%	- -	22 34%
St James Road	56	16 29%	6 11%	16 29%	12 21%	19 34%	- -	9 16%
Gander Green Lane	43	18 42%	2 5%	7 16%	1 2%	14 33%	- -	8 19%
Benhill Road	33	3 9%	- -	5 15%	3 9%	8 24%	1 3%	15 45%
Collingwood Road	31	4 13%	3 10%	14 45%	7 23%	9 29%	2 6%	2 6%
Quarry Park Road	30	13 43%	- -	1 3%	- -	2 7%	- -	15 50%
Norman Road	28	6 21%	2 7%	1 4%	1 4%	11 39%	- -	9 32%
All Saints Road	27	13 48%	2 7%	4 15%	2 7%	5 19%	1 4%	7 26%
St James Avenue	26	6 23%	2 8%	5 19%	- -	15 58%	- -	3 12%
Benhill Wood Road	26	3 12%	2 8%	9 35%	3 12%	5 19%	- -	9 35%
Waverley Avenue	26	5 19%	1 4%	9 35%	4 15%	9 35%	- -	4 15%
Rosehill Park West	25	8 32%	- -	2 8%	- -	6 24%	- -	11 44%
Sherwood Park Road	25	9 36%	1 4%	6 24%	1 4%	5 20%	- -	6 24%
Other	1453	313 22%	101 7%	511 35%	198 14%	414 28%	11 1%	332 23%

	Total	Q4. Which of the following parking solutions would you support in your road?					
		Double yellow line waiting res...	Single yellow line waiting rest...	Loading restrictions	Controlled Parking Zones (CPZs...	Other	No reply
Base	1893	282 15%	309 16%	66 3%	783 41%	515 27%	483 26%
Central, North, West- Street View							
Mulgrave Road	64	12 19%	17 27%	1 2%	24 38%	12 19%	21 33%
St James Road	56	5 9%	10 18%	2 4%	30 54%	14 25%	9 16%
Gander Green Lane	43	13 30%	9 21%	2 5%	14 33%	11 26%	9 21%
Benhill Road	33	2 6%	5 15%	- -	7 21%	5 15%	15 45%
Collingwood Road	31	5 16%	6 19%	5 16%	14 45%	12 39%	3 10%
Quarry Park Road	30	2 7%	6 20%	- -	4 13%	7 23%	15 50%
Norman Road	28	5 18%	4 14%	1 4%	16 57%	6 21%	5 18%
All Saints Road	27	3 11%	8 30%	- -	8 30%	6 22%	8 30%
St James Avenue	26	1 4%	5 19%	2 8%	12 46%	10 38%	8 31%
Benhill Wood Road	26	4 15%	4 15%	- -	3 12%	5 19%	13 50%
Waverley Avenue	26	6 23%	8 31%	1 4%	8 31%	14 54%	4 15%
Rosehill Park West	25	7 28%	2 8%	- -	5 20%	7 28%	10 40%
Sherwood Park Road	25	3 12%	3 12%	1 4%	15 60%	7 28%	5 20%
Other	1453	214 15%	222 15%	51 4%	623 43%	399 27%	358 25%

	Total	Q5. If you don't currently live in a Controlled Parking Zone (CPZ) would you support the introduction of one in your street?				
		Yes	No	Undecided	Other / not applicable	No reply
Base	1370	509 37%	503 37%	160 12%	5 0%	193 14%
Central, North, West- Street View						
Mulgrave Road	49	11 22%	14 29%	8 16%	- -	16 33%
St James Road	56	21 38%	16 29%	5 9%	- -	14 25%
Gander Green Lane	43	20 47%	17 40%	4 9%	- -	2 5%
Benhill Road	33	8 24%	19 58%	5 15%	- -	1 3%
Collingwood Road	8	4 50%	3 38%	- -	- -	1 13%
Quarry Park Road	30	6 20%	18 60%	3 10%	- -	3 10%
Norman Road	28	14 50%	10 36%	3 11%	- -	1 4%
All Saints Road	27	9 33%	13 48%	4 15%	- -	1 4%
St James Avenue	26	12 46%	11 42%	3 12%	- -	- -
Benhill Wood Road	13	5 38%	2 15%	- -	- -	6 46%
Waverley Avenue	26	9 35%	13 50%	1 4%	1 4%	2 8%
Rosehill Park West	25	5 20%	16 64%	3 12%	1 4%	- -
Other	1006	385 38%	351 35%	121 12%	3 0%	146 15%

	Total	Q6. How many vehicles are located at your household?				
		One	Two	Three	None	No reply
Base	1893	1050 55%	522 28%	129 7%	152 8%	40 2%
Central, North, West- Street View						
Mulgrave Road	64	36 56%	19 30%	1 2%	4 6%	4 6%
St James Road	56	33 59%	17 30%	5 9%	1 2%	- -
Gander Green Lane	43	29 67%	9 21%	3 7%	1 2%	1 2%
Benhill Road	33	16 48%	14 42%	- -	3 9%	- -
Collingwood Road	31	14 45%	10 32%	2 6%	5 16%	- -
Quarry Park Road	30	13 43%	12 40%	2 7%	3 10%	- -
Norman Road	28	17 61%	9 32%	1 4%	1 4%	- -
All Saints Road	27	12 44%	5 19%	6 22%	2 7%	2 7%
St James Avenue	26	15 58%	6 23%	1 4%	4 15%	- -
Benhill Wood Road	26	9 35%	8 31%	3 12%	5 19%	1 4%
Waverley Avenue	26	13 50%	8 31%	3 12%	1 4%	1 4%
Rosehill Park West	25	8 32%	10 40%	6 24%	1 4%	- -
Sherwood Park Road	25	11 44%	7 28%	4 16%	3 12%	- -
Other	1453	824 57%	388 27%	92 6%	118 8%	31 2%

	Total	Q7. If your household has one or more vehicles, where are they most frequently parked when at home?				
		On the road	On driveway	In the garage	Other	No reply
Base	1741	670 38%	815 47%	237 14%	82 5%	245 14%
Central, North, West- Street View						
Mulgrave Road	60	12 20%	38 63%	7 12%	4 7%	8 13%
St James Road	55	17 31%	21 38%	12 22%	4 7%	7 13%
Gander Green Lane	42	10 24%	29 69%	1 2%	- -	5 12%
Benhill Road	30	13 43%	17 57%	4 13%	1 3%	2 7%
Collingwood Road	26	15 58%	13 50%	4 15%	1 4%	1 4%
Quarry Park Road	27	7 26%	25 93%	3 11%	- -	1 4%
Norman Road	27	15 56%	14 52%	4 15%	- -	2 7%
All Saints Road	25	8 32%	13 52%	4 16%	2 8%	3 12%
St James Avenue	22	8 36%	14 64%	1 5%	1 5%	2 9%
Benhill Wood Road	21	7 33%	9 43%	4 19%	2 10%	3 14%
Waverley Avenue	25	9 36%	17 68%	4 16%	- -	1 4%
Rosehill Park West	24	9 38%	22 92%	3 13%	- -	- -
Sherwood Park Road	22	4 18%	10 45%	7 32%	- -	5 23%
Other	1335	536 40%	573 43%	179 13%	67 5%	205 15%



m·e·l
research

