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## **London Borough of Sutton**

### **Parking Strategy Consultation:**

### **Geographical Area 3, Stage 2**

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

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

## **FINAL REPORT**

**July 2020**

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## Project details

<b>Title</b>	Sutton Parking Survey: Area 3- Stage 2
<b>Client</b>	London Borough of Sutton
<b>Project number</b>	PR20066
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# Survey Summary

To inform the Borough Parking Strategy, the Council sent a questionnaire to households in Consultation Area 3, that included the following wards: Wallington North, Wallington South, Beddington North, Beddington South, Nonsuch, Stonecot and Worcester Park. The objective of the Stage 2 consultation survey was to obtain resident's feedback on a range of possible parking solutions. In four of the seven wards (Worcester Park, Wallington South, Nonsuch and Stonecot), specific parking schemes were proposed (either Permit Parking Area, Free Bay or Controlled Parking Zone), along with yellow line restrictions at some locations for safety purposes. In the remaining three wards (Beddington North, Beddington South and Wallington North) the proposals were only for yellow lines in some locations for safety purposes and to maintain access.

A total of 535 households from 182 streets across the entire consultation area responded. There were 195 responses from households in the 28 streets where substantive parking schemes have been proposed. The substantive parking proposals are :

- Longfellow Road Area CPZ
- Lingfield Road CPZ extension
- Moreton Road Area PPA
- Barrington Road Area PPA
- Ross Road Area free bay scheme

**The key findings from households where parking schemes are proposed are:**

## **Q. Do you support the proposed Parking Controls or yellow line restrictions that have been designed for your road?**

The response from residents of streets in which the proposed scheme will operate shows:

- In Moreton Road Area, a clear majority of households (57%) supported the scheme proposed for their road, while in Longfellow Road Area there was a slim majority in favour of the scheme (51%)
- Half of respondents from Barrington Road Area (50%) were against the scheme and in Ross Road Area 67% opposed the scheme for their road
- Two residents of Lingfield road responded to the question, one for and one against.

## **Q. Would you be in favour of parking controls in your road IF your neighbouring roads or part of your road were in a proposed controlled parking scheme?**

The prospect of parking controls introduced in a neighbouring street made a modest difference to the response from residents.

- In Moreton Road Area the majority in favour of the scheme increased to 59%
- For Barrington Road Area there is now an even split between those for (47%) and against (47%) the scheme, with 6% undecided
- The majority of residents (59%) in Ross Road Area were still against the proposed scheme
- In Longfellow Road Area those in favour had decreased, to 46%.

**Q. If you are not in favour of these parking controls, which of the following measures would you support?**

For those who did not favour the proposed scheme for their road, but supported an alternative measure, there is somewhat contradictory response, with the majority of these residents indicating support for the scheme that was actually proposed for their street. This response may indicate that these residents did not actively support the scheme, it was considered to be the best of the available options.

- Longfellow Road Area 64% favoured a CPZ and 32% a PPA , 4% Free bays.
- In Moreton Road Area, 82% supported a PPA, 12% Free bays and 6% a CPZ
- In Barrington Road Area, 82% favoured a PPA and 18% a CPZ
- In Ross Road Area for those that did not support the proposals, a PPA was favoured by 44% of respondents, with the Free Bay scheme supported by 37% and A CPZ by 19%.

**Q. If you are in favour of parking controls, which days would you like the controls to operate?**

- In Longfellow Road Area and Lingfield Road Area residents would prefer the scheme to operate every day of the week.
- Moreton Road Area and Ross Road Area residents preference was Monday to Friday.
- In Barrington Road Area the majority (50%) would prefer the proposed scheme to operate from Monday to Saturday.

**Q. If you are in favour of a CPZ or PPA, which hours of operation would you prefer?**

- There is a consistent response from residents, with majority favouring the 8:00am to 6:30pm option for a CPZ or PPA in Moreton Road Area (72%), Longfellow Road Area (62%), Ross Road Area (58%) and Barrington Road Area (55%).

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

- In Moreton Road Area and Ross Road Area the majority of resident supported the operation of Free Bays schemes from 9:00am to Middyay.
- In Barrington Road Area the majority of residents supported the operation of Free Bays schemes from Middyay to 5:00pm.
- Residents of Longfellow Road Area are equally split between the two timeframes.

# Introduction

## Background

Following adoption of the Parking Strategy in September 2016 the London Borough of Sutton has undertaken a range of information gathering and consultations to take stock of parking across the borough and enable residents to 'have their say' on parking on their street. The review of parking has been undertaken in three phases, each one covering a different geographical area. This report is for Geographical Area 3 – Stage 2. The consultation for Geographical Area 3, covers the following wards:

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

The initial Stage 1 consultation for Geographic Area 3 was undertaken in September – October 2019. The results of the Stage 1 consultation have been used to develop specific parking schemes in areas where there are parking pressures. There are proposals for five parking schemes in Area 3, including:

- Controlled Parking Zones (Longfellow Road Area CPZ and Lingfield Road CPZ extension)
- Permit Parking Areas (Moreton Road Area PPA and Barrington Road Area PPA)
- Free bay scheme (Ross Road Area)

The Stage 2 consultation was initially undertaken between 2<sup>nd</sup> March to 17<sup>th</sup> April 2020. Due to the Covid-19 lockdown the consultation was extended from 18<sup>th</sup> April up to the 3<sup>rd</sup> May 2020). The response to the Stage 2 consultation will inform the Council's decision on whether or not to proceed with the proposed schemes.

The table below shows the four wards and streets in which each of the five proposed parking schemes would operate. While there are no proposed schemes in three wards (Beddington North, Beddington South and Wallington North) there are proposals for yellow lines in some locations, for safety purposes.

Worcester Park	Worcester Park	Nonsuch	Stonecot	Wallington South
Longfellow Road Area CPZ	Lingfield Road CPZ Ext	Moreton Road Area PPA	Barrington Road Area PPA	Ross Road Area Free Bay Scheme
Green Lane *	Lingfield Road	Donnington Road	Anderson Close	Bandon Rise
Longfellow Road		Hampton Road	Barrington Road	Carew Road
Hazlemere Gardens		Moreton Road	Sherborne Road	Charlotte Road
Lincoln Road			Thompson Road	Clarendon Road
Sutherland Gardens				Clyde Road
Beverley Gardens				Demesne Road*
Brookside Crescent				Elgin Road
				Francis Road
* Green Lane properties that fall within proposed scheme				Hinton Road
				Mellows Road
				Ross Road
				Rosswood Gardens
				St. Michaels Road
				* Demesne Road properties that fall within proposed scheme

## Survey method

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

- Support for the proposed parking scheme on their street
- Support for the proposed parking scheme on their street, if one was introduced on a neighbouring street/part of your street
- Support for a different parking scheme on their street
- If in favour of parking controls, what days should it operate
- If in favour of a CPZ or PPA what hours should it operate
- If in favour of a Free Bay scheme, what hours should it operate.

Respondents were also given the opportunity to provide any additional comments on parking on their street. The questionnaire included a standard set of equality monitoring questions, the results of which are presented in Appendix 8: Respondent profile.

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

## Survey responses

The Council sent a questionnaire to 35,794 households in Geographical Area 3. The survey accepted one response per household. All responses from residents living outside the Consultation Area or duplicate response from a household were excluded from the analysis. 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.

- There were **535 responses** to the survey from the 35,794 households in the consultation area
- There were responses from **182 streets** in the Consultation Area
- Of the 535 responses, **195 were from households with a substantive parking scheme** – CPZ, PPA or Free Bay.
- The response rate from households that were within the substantive parking scheme areas were as follows:
  - Longfellow Road Area CPZ, 18%
  - Lingfield Road CPZ extension, 11%
  - Moreton Road Area PPA, 22%
  - Barrington Road Area PPA, 24%
  - Ross Road Area free bay scheme, 5%.
- Responses for the Consultation Area were from seven wards: Wallington North (n= 38), Wallington South (n=78), Beddington North (n=41), Beddington South (n=13), Nonsuch (n=155), Stonecot (n=79), Worcester Park (n=131)
- The seven wards included in the survey make up two Local Committee Areas. A total of 170 responses were from the Beddington and Wallington local Committee Area and 365 were from the Cheam North and Worcester Park Local Committee Area.

The majority (63%) of the 535 respondents had heard about the survey through the Council's letter delivered to their home address. Responses were also generated through a number of other channels, such as: Facebook (10%), word of mouth (6%) and the Council's website or from their Councillor (4%).

## Reports and analysis

The survey results have been broken down to show:

- Overall response from all households in the consultation area
- Response from streets in each scheme with a substantive parking scheme – CPZ, PPA or Free Bay. (details in Appendices 1 – 5)
- Summary of results for each ward and local committee area (Beddington and Wallington, Cheam North and Worcester Park). Detail in Appendices 6- 12.
- Respondent profile, covering the equality monitoring questions on age group, gender, disability, ethnic group, caring duties, etc (Appendix 13).

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

# Survey Results

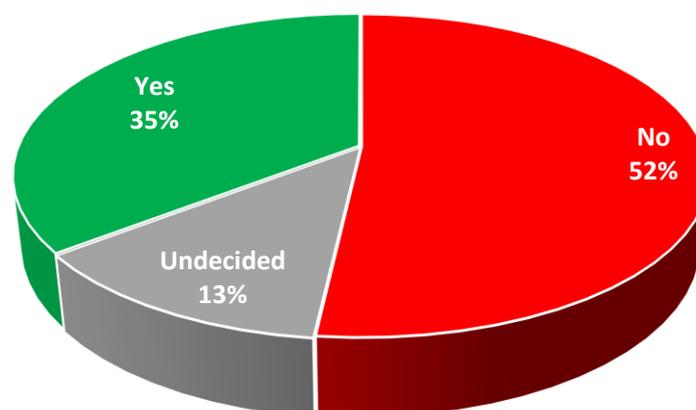
## Support for parking controls in your street?

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

- 52% of respondents were against the introduction of parking controls, with 36% in favour and the rest undecided

**Figure 1. Support for parking controls**

**Base size: 535**



The response from residents of streets in which the proposed scheme will operate shows:

- In Moreton Road Area, a clear majority of households (57%) supported the scheme proposed for their road.
- In Longfellow Road Area there was a slim majority in favour of the scheme (51%)
- Half of respondents from Barrington Road Area were against the scheme and in Ross Road Area 67% opposed the scheme for their road.
- Two residents of Lingfield Road responded to the question, one for and one against.

**Table 1. Support for parking controls – response from streets in schemes**

Response from streets in each scheme	Yes	No	Undecided
Longfellow Road Area CPZ (n=61)	51%	44%	5%
Lingfield Road CPZ ext (n=2)*	50%	50%	0%
Moreton Road Area PPA (n=46)	57%	43%	0%
Barrington Road Area PPA (n=34)	44%	50%	6%
Ross Road Area Free Bays (n=52)	29%	67%	4%

[\* had a low number of respondents for this question - results should be treated with caution.]

At the ward level:

- In two out of the seven wards, the majority of residents **supported** the introduction of parking controls in their street. These are: Beddington North (44%) and Wallington North (42%).
- In the remaining five wards, the majority of residents **opposed** the introduction of parking controls in their street. These are: Beddington South (69%), Nonsuch (61%), Wallington South (60%), Worcester Park (52%) and Stonecot (46%).

**Table 2. Support for parking controls – by ward**

Ward	Yes	No	Undecided
Wallington North (n= 38)	42%	37%	21%
Wallington South (n=78)	31%	60%	9%
Beddington North (n=41)	44%	29%	27%
Beddington South (n=13) *	8%	69%	23%
Nonsuch (n=155)	32%	61%	7%
Stonecot (n=79)	35%	46%	19%
Worcester Park (n=131)	39%	52%	9%

[\*a low number of respondents for this question - results should be treated with caution.]

There were no differences across Local Committee Areas, with 35% of respondents in both Cheam North and Worcester Park Local Committee and Beddington and Wallington Local Committee, supporting parking controls.

**Table 3. Support for parking controls – by Local Committee Areas**

Local Committee Area	Yes	No	Undecided
Beddington and Wallington Local Committee (n=170)	35%	48%	17%
Cheam North and Worcester Park Local Committee (n=365)	35%	55%	10%

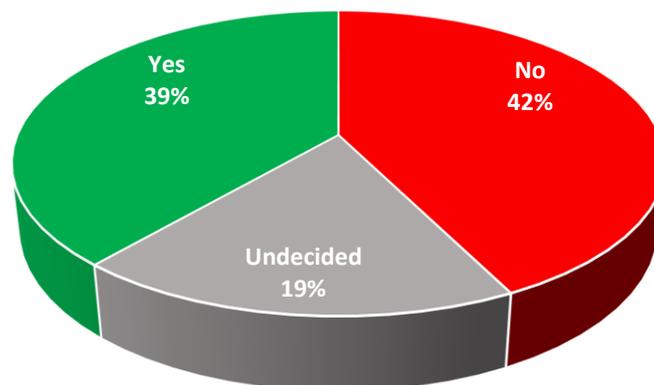
## Support for parking controls on your street if one was introduced in a neighbouring street?

The survey sought to explore the issue of parking controls displacing parking problems into surrounding areas. Respondents were asked if they would support a parking control 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 a small 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 4 percentage points, to 39%; the percentage undecided increased from 13% to 19%, while those against dropped from 52% to 42%

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

**Base size: 535**



The response from residents of streets in which the proposed scheme will operate shows that the prospect of parking controls introduced in a neighbouring street made a modest difference to the response from residents.

- In Moreton Road Area the majority of residents supporting the proposed scheme had increased, if one was introduced in a neighbouring street, to 59%, compared to 57% on the previous question.
- For Barrington Road Area there is now an even split between those for and against the scheme. Those in favour had increased to 47%, up from 44% on the previous question. The proportion against the scheme was also 47%, with 6% undecided.
- Most residents (59%) in Ross Road Area were still against the proposed scheme, even if one were introduced in a neighbouring street. Those in favour, had increased to 33%, from 29% on the previous question.

- In Longfellow Road Area those in favour had actually decreased, to 46%, down from 51% on the previous question.

**Table 4. Support for parking controls if introduced in a neighbouring street – response from streets in schemes**

Response from streets in each scheme	Yes	No	Undecided
Longfellow Road Area CPZ (n=61)	46%	44%	10%
Lingfield Road CPZ ext (n=2)*	50%	50%	0%
Moreton Road Area PPA (n=46)	59%	39%	2%
Barrington Road Area PPA (n=34)	47%	47%	6%
Ross Road Area Free Bays (n=52)	33%	59%	8%

[\* had a low number of respondents for this question- results should be treated with caution.]

The response by ward shows:

- In two out of the seven wards, the majority of residents **supported** the introduction of parking controls in their street. These are: Wallington North (47%), followed by Beddington North (41%).
- In the remaining five wards, the majority of residents **opposed** the introduction of parking controls in their street. These are: Wallington South (59%), Worcester Park (47%), Beddington South (46%), Stonecot (43%) and Nonsuch (40%).
- The prospect of parking controls introduced in a neighbouring street has an impact on residents' views at a ward level, the degree of opposition being lower than those expressed on the previous question.

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

Ward	Yes	No	Undecided
Wallington North (n= 38)	47%	29%	24%
Wallington South (n=78)	35%	59%	6%
Beddington North (n=41)	41%	32%	27%
Beddington South (n=13) *	15%	46%	38%
Nonsuch (n=155)	35%	40%	25%
Stonecot (n=79)	38%	43%	19%
Worcester Park (n=131)	43%	47%	11%

[\* had a low number of respondents for this question- results should be treated with caution.]

There were no differences across Local Committee Areas, with 38% of respondents in both Cheam North and Worcester Park Local Committee and Beddington and Wallington Local Committee, supporting parking controls if introduced in a neighbouring street.

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

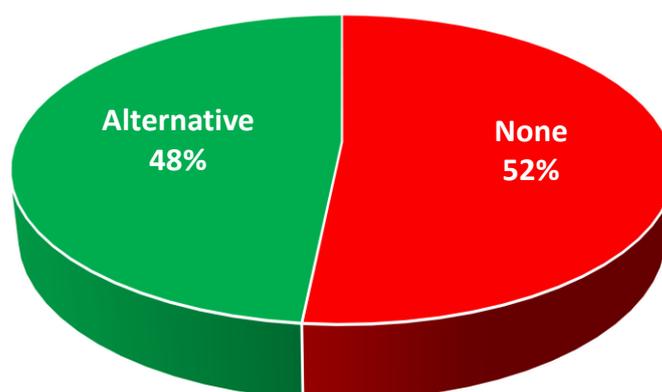
Local Committee Area	Yes	No	Undecided
Beddington and Wallington Local Committee (n=170)	38%	45%	18%
Cheam North and Worcester Park Local Committee (n=365)	38%	43%	19%

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

The questionnaire presented residents with a list of four possible options to choose from if they were not in favour of the proposed scheme for their street: CPZ, PPA, Free Bay, None. Around half (52%) of those that did not support the proposed scheme, did not support any of the alternative measures.

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

*Base size: 465*



The base of 465 respondents excludes those that did not reply to the question.

For those who did not favour the proposed scheme, but supported an alternative scheme, there is somewhat contradictory response, with the majority of these residents indicating support for the scheme that was actually proposed for their street. This response may indicate that while for these residents it was not supported, it was considered to be the best of the available options.

- Longfellow Road Area 64% favoured a CPZ and 32% a PPA , 4% Free bays.
- In Moreton Road Area, 82% supported a PPA, 12% Free bays and 6% a CPZ
- In Barrington Road Area, 82% favoured a PPA and 18% a CPZ
- In Ross Road Area for those that did not support the proposals, a PPA was favoured by 44% of respondents, with the Free Bay scheme supported by 37% and A CPZ by 19%.

**Table 9. Measures supported – response from streets in schemes**

Response from streets in each scheme	CPZ	PPA	Free Bay
Longfellow Road Area CPZ (n=28)	64%	32%	4%
Lingfield Road CPZ ext (n=1)*	100%	0%	0%
Moreton Road Area PPA (n=17)	6%	82%	12%
Barrington Road Area PPA (n=11)	18%	82%	0%
Ross Road Area Free Bays (n=27)	19%	44%	37%

[\* had a low number of respondents for this question- results should be treated with caution.]

Overall, of those that supported an alternative to the proposed scheme (225 respondents) there was no clear favourite, with 28% favouring a Free Bay Scheme, around a third (31%) supporting a CPZ while 40% would favour a PPA.

**Figure 4. Supported measures**

**Base size: 225**



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

- A CPZ was favoured by respondents from Worcester Park (51%)
- A PPA was favoured by respondents from Stonecot (55%), Wallington North (50%), Beddington South (50%), Wallington South (41%)

- Free bays were favoured by respondents from Nonsuch (53%), whilst Beddington South respondents were split between Free bays (33%) and PPA (33%).

**Table 10. Supported parking solutions– by ward**

Ward	CPZ	PPA	Free Bay
Wallington North (n= 14)*	43%	50%	7%
Wallington South (n=34)	21%	41%	38%
Beddington North (n=9)*	22%	33%	33%
Beddington South (n=6)*	17%	50%	33%
Nonsuch (n=70)	14%	33%	53%
Stonecot (n=22)*	32%	55%	14%
Worcester Park (n=67)	51%	42%	7%

[\* had a low number of respondents for this question- results should be treated with caution.]

There was variation in the level of support for alternative proposals by Local Committee Area. A PPA was the most favoured option in both Areas, but slightly higher in Beddington and Wallington (44%) than in Cheam North and Worcester Park (40%).

**Table 11. Supported parking solutions– by Local Committee Areas**

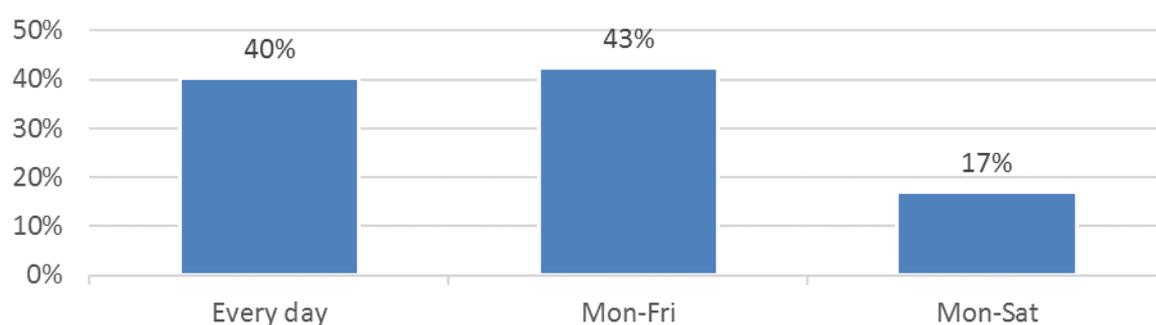
Local Committee Area	CPZ	PPA	Free Bay
Beddington and Wallington Local Committee (n=62)	26%	44%	31%
Cheam North and Worcester Park Local Committee (n=159)	32%	40%	28%

## Days that parking controls should operate

Those in favour of parking controls were asked which days they would like them to operate. Over four out of ten respondents (43%) would support the implementation of parking controls during weekdays (Monday to Friday), four out of ten (40%) would support parking controls every day, while only 17% would support them operating Monday to Saturday.

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

**Base size: 327**



The response from residents of streets in which the proposed scheme will operate shows:

- In Longfellow Road Area and Lingfield Road residents would prefer the proposed scheme to operate every day of the week.
- In Moreton Road Area and Ross Road Area residents would prefer the proposed scheme to operate from Monday to Friday.
- In Barrington Road Area the majority (50%) would prefer the proposed scheme to operate from Monday to Saturday.

**Table 12. Days parking control should operate – response from streets in schemes**

Response from streets in each scheme	Mon-Fri	Mon-Sat	Every day
Longfellow Road Area CPZ (n=42)	36%	19%	45%
Lingfield Road CPZ ext (n=1)*	0%	0%	100%
Moreton Road Area PPA (n=31)	45%	26%	29%
Barrington Road Area PPA (n=20)	40%	50%	10%
Ross Road Area Free Bays (n=31)	48%	13%	39%

[\* had a low number of respondents for this question- results should be treated with caution.]

At the ward level:

- The leading response for four wards is Mon-Fri, with a higher proportion of respondents from Wallington North (54%), Wallington South (51%), Stonecot (43%) and Worcester Park (43%) in favour of controls operating during these days.

- In Beddington South respondents are equally divided between controls operating Mon-Fri (50%) and every day (50%).
- In Beddington North (57%) and Nonsuch (44%), more respondents favour controls operating every day.

**Table 13. Days parking control should operate – by ward**

Ward	Mon-Fri	Mon-Sat	Every day
Wallington North (n= 24)*	54%	8%	38%
Wallington South (n=43)	51%	16%	33%
Beddington North (n=21)*	29%	14%	57%
Beddington South (n=8)*	50%	0%	50%
Nonsuch (n=97)	40%	15%	44%
Stonecot (n=40)	43%	33%	25%
Worcester Park (n=90)	43%	17%	40%

[\* had a low number of respondents for this question - results should be treated with caution.]

There was some variation in the level of support for the days that the alternative proposals should operate, across the Local Committee Area, although both showed slightly higher figures in support of schemes operating from Monday-Friday. The preferred days were as follows:

**Table 14. Days parking control should operate – by Local Committee Areas**

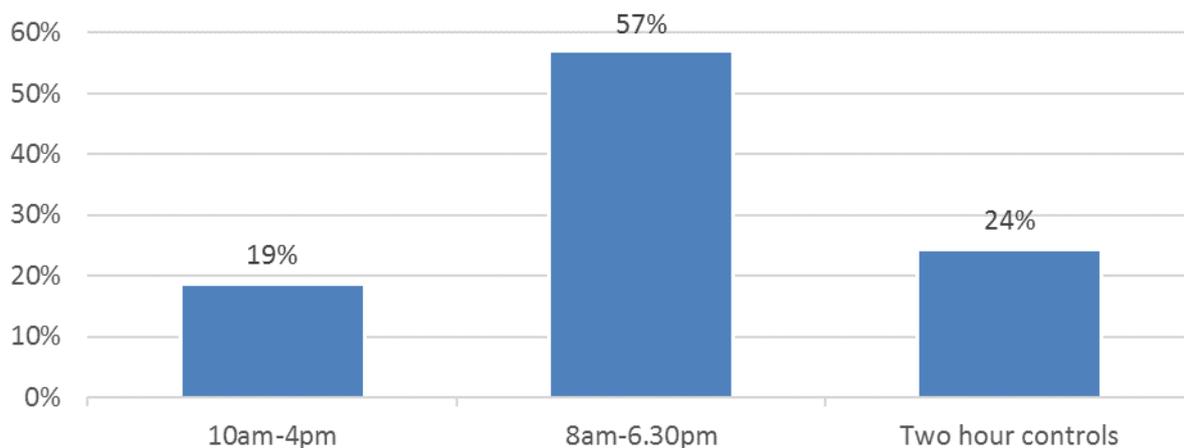
Local Committee Area	Mon-Fri	Mon-Sat	Every day
Beddington and Wallington Local Committee (n=96)	47%	13%	41%
Cheam North and Worcester Park Local Committee (n=227)	42%	19%	39%

## Operating hours of PPA or CPZ

Those in favour of a CPZ or PPA were asked to indicate which hours they would prefer such a scheme to operate. The most supported option amongst respondents (57%) is the implementation of parking controls from 8am – 6:30pm, while around a fifth (19%) would support parking controls between 10am – 4pm. Almost a quarter (24%) support two-hour controls for the proposed schemes.

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

**Base size: 258**



The response from residents of streets in which the proposed scheme will operate shows:

- There was a response to this question from household in four of the five streets. There was no response from residents of Lingfield Road.
- There is a consistent response across the four streets.
- There is a clear majority of respondents in favour of the 8:00am to 6:30pm option for a CPZ or PPA

**Table 15. Operating hours of PPA or CPZ – response from streets in schemes**

Response from streets in each scheme	8am-6:30pm	10am-4pm	Two-hour controls
Longfellow Road Area CPZ (n=39)	62%	18%	21%
Lingfield Road CPZ ext (n=0)*	-	-	-
Moreton Road Area PPA (n=29)	72%	17%	10%
Barrington Road Area PPA (n=20)	55%	30%	15%
Ross Road Area Free Bays (n=26)	58%	31%	12%

The preferred timeframe for six out of the seven wards is the implementation of parking controls between 8am to 6:30pm (ranging between 50% - 67%). In Beddington South, the preference is for two hour controls (57%).

**Table 16. Operating hours of PPA or CPZ– by ward**

Ward	8am-6:30pm	10am-4pm	Two-hour controls
Wallington North (n= 20)*	50%	25%	25%
Wallington South (n=35)	60%	29%	11%
Beddington North (n=12)*	67%	0%	33%
Beddington South (n=7)*	29%	14%	57%
Nonsuch (n=60)	60%	13%	27%
Stonecot (n=37)	54%	19%	27%
Worcester Park (n=84)	58%	20%	21%

[\* had a low number of respondents for this question- results should be treated with caution.]

There was a broadly similar level of support for the hours schemes should operate, across Local Committee Areas. The preferred times were as follows:

**Table 17. Operating hours of PPA or CPZ – by Local Committee Areas**

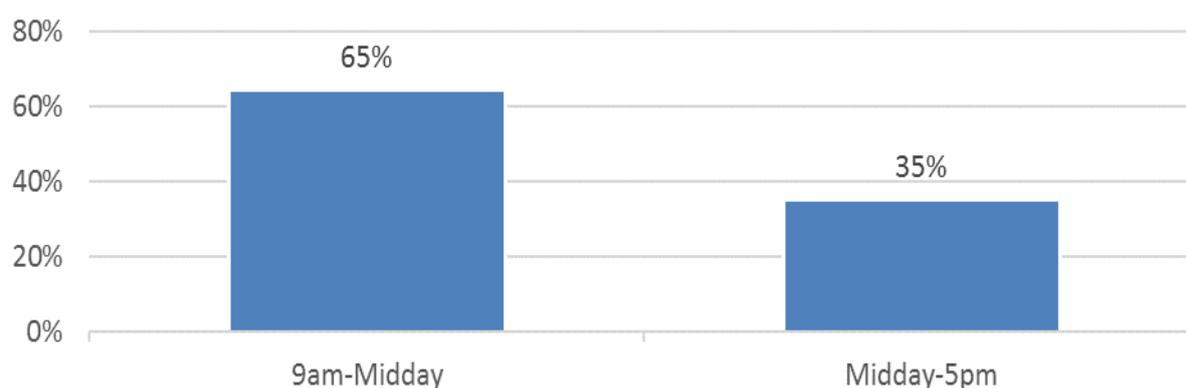
Local Committee Area	8am-6:30pm	10am-4pm	Two-hour controls
Beddington and Wallington Local Committee (n=74)	55%	22%	23%
Cheam North and Worcester Park Local Committee (n=181)	58%	18%	24%

## Operating hours of Free Bay Scheme

Those in favour of a Free Bay scheme were asked to indicate which timeframe they would like the one hour of operation to be within. Most respondents (65%) would like this to be between 9am-Midday, whilst 35% want it to be between Midday- 5pm.

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

**Base size: 164**



The response from residents of streets in which the proposed scheme will operate shows variations:

- In Moreton Road Area and Ross Road Area the majority of resident supported the operation of Free Bays schemes from 9:00am to Midday.
- In Barrington Road Area the majority of residents supported the operation of Free Bays schemes from Midday to 5:00pm.
- Residents of Longfellow Road Area are equally split between the two timeframes.
- There was no response from residents of Lingfield Road.

**Table 18. Operating hours of Free Bay scheme – response from streets in schemes**

Response from streets in each scheme	9am – Mid.	Mid. – 5pm
Longfellow Road Area CPZ (n=14)	50%	50%
Lingfield Road CPZ ext (n=0)*	-	-
Moreton Road Area PPA (n=15)	60%	40%
Barrington Road Area PPA (n=5)*	40%	60%
Ross Road Area Free Bays (n=22)	59%	41%

The preferred timeframe for all wards is the implementation of parking controls within 9am- Midday (ranging between 54% - 78%).

- In Beddington South (75%) and Nonsuch (78%), there is a clear preference for it to operate between 9am -Midday.
- Responses from Wallington North, Wallington South, Beddington North and Worcester Park are similar, showing most in favour of the morning, but with significant levels of support for the afternoon.

**Table 19. Operating hours of Free Bay scheme– by ward**

Ward	9am – Mid.	Mid. – 5pm
Wallington North (n= 7)*	57%	43%
Wallington South (n=32)	59%	41%
Beddington North (n=11)*	55%	45%
Beddington South (n=4)*	75%	25%
Nonsuch (n=58)	78%	22%
Stonecot (n=14)*	64%	36%
Worcester Park (n=37)	54%	46%

[\* had a low number of respondents for this question- results should be treated with caution.]

There was variation in the level of support for the hour that the alternative proposals should operate, across Local Committee Areas. In both Areas the majority of respondents favoured the 9 to Midday slot, although this found greater support in Cheam North and Worcester Park (69%) compared to Beddington and Wallington (59%).

**Table 20. Operating hours of Free Bay scheme – by Local Committee Areas**

Local Committee Area	9am – Mid.	Mid. – 5pm
Beddington and Wallington Local Committee (n=54)	59%	41%
Cheam North and Worcester Park Local Committee (n=109)	68%	32%

## Additional comments

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

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

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

*“I think residents parking a yellow line on corners are very good, but it still does not address width access. Emergency vehicles and refuse collection vehicles cannot always gain access from Sutton Common Road into Sherborne Road. Would like yellow line on one side of the street to ensure access at all times.”*

*“For Priory Crescent we suggest measures are put in place that only allow parking on one side of the road. As our road is narrower than Churchill Road it is sometimes impossible for larger vehicles e.g. emergency services, refuse collection and lorries to gain access due to vehicles parking too closely together. We have even had problems getting through in our own car.”*

### 2. General comments for and against the introduction of double/single yellow lines

*“My greatest concern is parking up to the junctions with Stafford Road - this includes Francis, Charlotte Road and Blenheim Gardens. These junctions need double yellow lines and vigorous enforcement.”*

*“I do not support double yellow lines down one side of Church Hill Road. This would make the road very unsafe as it would enable a straight run for cars and buses to drive at speed down the road.”*

*“We sometimes have problems with people parking very close to the dropped curb which makes getting onto or off our drive difficult, would suggest putting double yellow lines across the drive & extending a little either side.”*

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

*“The parking during the week is especially bad because of Glenthorne School teachers and pupils overshooting the drive and making it difficult to manoeuvre your car to enter and exit your house.”*

*“Quite a lot of NON - Resident and visitors park up on Lavender Avenue, mostly shoppers which parking up for free, very often for whole day. Taking up spaces for us residents.”*

*“Longfellow is a one-way street in close proximity to the Railway Station. Residents are therefore competing with commuters for parking.”*

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

*“Even though we support the above measures in Churchill Road I would be worried that this would encourage more parking in Priory Crescent.”*

*“If you put yellow lines along the full length of Gander Green Lane this would push all the parking into the nearby surrounding roads. The current traffic flow along Gander Green Lane seems to work fine at the moment.”*

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

*“I am happy with the current arrangements & do not see the need to restrict parking.”*

*“We do not need yellow lines on our street. No restrictions are needed on our very small street. Any restrictions should be on Rectory Lane.”*

*“The traffic and parking in Worcester Park seem to be well handled at the moment, with plenty of parking spaces at the Waitrose car park. I don't see a need for additional measures.”*

**6. General support**

*“I am in favour of any type of parking control in my area. I do not own a car, but do occasionally hire one (perhaps, two or three times a year). I do receive visitors, who find it difficult to find a space near my home, because of commuters parking (some from just a few streets away!).”*

*“We therefore welcome parking changes to address this unacceptable problem that claims occupancy of a space that is not owned by property owners”*

**7. 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.**

*“This would appear to be a blatant attempt to charge a stealth tax on park cars outside normal residential house only justification being school drop offs/pickups bled over into the part of the road*

*by the school, twice a day, I see no reason for the local residents to have to pay purely because of some school mums have developed somewhat questionable practices.”*

*“To be honest there was never a problem in the past with parking where I live. Since the traffic wardens have begun fining people for parking outside their own house all vehicle in the area take up the available spaces. It is a problem that has been decided and feels like just another way of control and getting money off the public and my neighbours agree. Slowly lines and bays are everywhere. It's just another thing that makes life harder.”*

## Ward Report: Wallington North

- Wallington North parking scheme proposals included yellow line proposals only.
- A total of 38 completed questionnaires were received from Wallington North.
- 42% of respondents from Wallington North expressed support for parking controls, 37% were not in favour and 21% were undecided.
- 47% were in support of parking controls, if introduced in a neighbouring street, 29% were against and 24% undecided.
- 7% favoured Free Bays, 43% a Controlled Parking Zone (CPZ) and 50% the use of Parking Permit Areas (PPA).
- 54% would like the controls to operate between Mon-Fri.
- 50% would like the controls for CPZ or PPA to operate between 8:00am-6.30pm.
- 57% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- 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.

## Ward Report: Wallington South

- Wallington South included the Free Bay parking scheme proposed for Ross Road area.
- A total of 78 completed questionnaires were received from Wallington South.
- 31% of respondents from Wallington South expressed support for parking controls, 60% were not in favour and 9% were undecided.
- 35% were in support of parking controls, if introduced in a neighbouring street, 59% were against and 6% undecided.
- 38% favoured Free Bays, 21% a Controlled Parking Zone (CPZ) and 41% the use of Parking Permit Areas (PPA).
- 51% would like the controls to operate between Mon-Fri.
- 60% would like the controls for CPZ or PPA to operate between 8:00am-6.30pm.
- 59% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- parking schemes (CPZ,PPA etc. ) simply moved the problem elsewhere;
- comments for and against the introduction of double/single yellow lines;
- parking not being a problem in their street.

## Ward Report: Beddington North

- Beddington North parking scheme proposals included yellow line proposals only.
- A total of 41 completed questionnaires were received from Beddington North.
- 44% of respondents from Beddington North expressed support for parking controls, 29% were not in favour and 27% were undecided.
- 41% were in support of parking controls, if introduced in a neighbouring street, 32% were against and 27% undecided.
- 33% favoured Free Bays, 22% a Controlled Parking Zone (CPZ) and 33% the use of Parking Permit Areas (PPA).
- 57% would like the controls to operate every day.
- 67% would like the controls for CPZ or PPA to operate between 8:00am-6.30pm.
- 55% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- dissatisfaction about paying in order to park in front of their home / their street;
- parking schemes (CPZ,PPA etc. ) simply moved the problem elsewhere;
- comments for and against the introduction of double/single yellow lines;
- parking not being a problem on their street.

## Ward Report: Beddington South

- Beddington South parking scheme proposals included yellow line proposals only.
- A total of 13 completed questionnaires were received from Beddington South.
- 8% of respondents from Beddington South expressed support for parking controls, 69% were not in favour and 23% were undecided.
- 15% were in support of parking controls, if introduced in a neighbouring street, 46% were against and 38% undecided.
- 33% favoured Free Bays, 17% a Controlled Parking Zone (CPZ) and 50% the use of Parking Permit Areas (PPA).
- 50% would like the controls to operate every day, while the other 50% would like them to operate Mon-Fri.
- 57% would like the controls for CPZ or PPA to operate on a two-hour controls schedule.
- 75% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- dissatisfaction about paying in order to park in front of their home / their street;
- comments for and against the introduction of double/single yellow lines.

## Ward Report: Nonsuch

- Nonsuch ward includes the PPA proposed for Moreton Road Area.
- A total of 155 completed questionnaires were received from Nonsuch.
- 32% of respondents from Nonsuch expressed support for parking controls, 61% were not in favour and 7% were undecided.
- 35% were in support of parking controls, if introduced in a neighbouring street, 40% were against and 25% undecided.
- 53% favoured Free Bays, 14% a Controlled Parking Zone (CPZ) and 33% the use of Parking Permit Areas (PPA).
- 44% would like the controls to operate every day.
- 60% would like the controls for CPZ or PPA to operate from 8:00am-6.30pm
- 78% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- 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

- Stonecot ward includes the PPA proposed for Barrington Road Area.
- A total of 79 completed questionnaires were received from Stonecot.
- 35% of respondents from Stonecot expressed support for parking controls, 46% were not in favour and 19% were undecided.
- 38% were in support of parking controls, if introduced in a neighbouring street, 43% were against and 19% undecided.
- 14% favoured Free Bays, 32% a Controlled Parking Zone (CPZ) and 55% the use of Parking Permit Areas (PPA).
- 43% would like the controls to operate Mon-Fri.
- 54% would like the controls for CPZ or PPA to operate from 8:00am-6.30pm.
- 64% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- comments in favour and against the introduction of yellow lines;
- parking not being a problem.

## Ward Report: Worcester Park

- Worcester Park ward includes the Longfellow Road Area CPZ proposal and the Lingfield Road proposal for a CPZ extension.
- A total of 131 completed questionnaires were received from Worcester Park.
- 39% of respondents from Worcester Park expressed support for parking controls, 52% were not in favour and 9% were undecided.
- 43% were in support of parking controls, if introduced in a neighbouring street, 47% were against and 11% undecided.
- 7% favoured Free Bays, 51% a Controlled Parking Zone (CPZ) and 42% the use of Parking Permit Areas (PPA).
- 43% would like the controls to operate Mon-Fri.
- 58% would like the controls for CPZ or PPA to operate from 8:00am-6.30pm.
- 54% would like the controls for Free Bay Scheme to operate between 9:00am-Midday.

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;
- comments for and against the introduction of double/single yellow lines;
- parking not being a problem.

- Appendix 1. Longfellow Road Area CPZ**
- Appendix 2. Lingfield Road CPZ Extension**
- Appendix 3. Barrington Road Area PPA**
- Appendix 4. Moreton Road Area PPA**
- Appendix 5. Ross Road Area Free Bay Scheme**
- Appendix 6. Wallington North results**
- Appendix 7. Wallington South results**
- Appendix 8. Beddington North results**
- Appendix 9. Beddington South results**
- Appendix 10. Nonsuch results**
- Appendix 11. Stonecot results**
- Appendix 12. Worcester Park results**
- Appendix 13. Respondent profile**
- Appendix 14. Consultation material**

## Appendix 1. Longfellow Road Area CPZ - Summary of results

Road Name	Properties in Road	No. of Responses	Response Rate (%)	Support the proposed scheme?						In favour if neighbouring road?					
				Yes	%	No	%	Unsure	%	Yes	%	No	%	Unsure	%
Green Lane*	53 *	6	11%	3	50%	3	50%	0	.	2	33%	3	50%	1	17%
Longfellow Road	227	45	20%	26	58%	16	36%	3	6%	24	53%	16	36%	5	11%
Hazlemere Gardens	42	3	7%	0	.	3	100%	0	.	0	.	3	100%	0	.
Lincoln Road	33	4	12%	1	25%	3	75%	0	.	1	25%	3	75%	0	.
Sutherland Gardens	9	0	.	0	.	0	.	0	.	0	.	0	.	0	.
Beverley Gardens	16	3	19%	1	33%	2	67%	0	.	1	33%	2	67%	0	.
Brookside Crescent	16	0	.	0	.	0	.	0	.	0	.	0	.	0	.
Totals	343	61	18%	31	51%	27	44%	3	5%	28	46%	27	44%	6	10%

\* Green Lane properties that fall within proposed scheme

Road Name	If not in favour of proposed scheme, would prefer					Favoured operational days (parking controls)				Favoured operational hours (CPZ / PPA)				If favour Free Bay scheme, prefer 1hr		
	CPZ	PPA	Free Bay Scheme	None	No Answer	Mon - Fri	Mon - Sat	Everyday	No answer	8.30am - 6.30pm	10am-4pm	Two hour	No answer	9am - Noon	Noon - 5pm	No answer
Green Lane	3	1	0	2	0	2	1	2	1	2	1	2	1	1	2	3
Longfellow Road	13	7	1	14	10	13	7	13	12	19	6	5	15	5	5	35
Hazlemere Gardens	1	0	0	2	0	0	0	1	2	1	0	0	2	0	0	3
Lincoln Road	1	1	0	1	0	0	0	2	2	2	0	0	2	0	0	4
Sutherland Gardens	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Beverley Gardens	0	0	0	3	0	0	0	1	2	0	0	1	2	1	0	2
Brookside Crescent	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	18	9	1	22	10	15	8	19	19	24	7	8	22	7	7	47

## Appendix 2. Lingfield Road CPZ Ext - Summary of results

Road Name	Properties in Road	No. of Responses	Response Rate (%)	Support the proposed scheme?						In favour if neighbouring road?					
				Yes	%	No	%	Unsure	%	Yes	%	No	%	Unsure	%
Lingfield Road	19	2	11%	1	50%	1	50%	0	.	1	50%	1	50%	0	.
Totals	19	2	11%	1	50%	1	50%	0	.	1	50%	1	50%	0	.

Road Name	If not in favour of proposed scheme, would prefer					Favoured operational days (parking controls)				Favoured operational hours (CPZ / PPA)				If favour Free Bay scheme, prefer 1hr		
	CPZ	PPA	Free Bay Scheme	None	No Answer	Mon - Fri	Mon - Sat	Everyday	No answer	8.30am - 6.30pm	10am-4pm	Two hour	No answer	9am - Noon	Noon - 5pm	No answer
Lingfield Road	1	0	0	1	0	0	0	1	1	0	0	0	2	0	0	2
Totals	1	0	0	1	0	0	0	1	1	0	0	0	2	0	0	2

## Appendix 3. Barrington Road Area PPA - Summary of results

Road Name	Properties in Road	No. of Responses	Response Rate (%)	Support the proposed scheme?						In favour if neighbouring road?					
				Yes	%	No	%	Unsure	%	Yes	%	No	%	Unsure	%
Anderson Close	5	0	0	0	.	0	.	0	.	0	.	0	.	0	.
Barrington Road	112	26	23%	10	38%	14	54%	2	8%	11	42%	13	50%	2	8%
Sherborne Road	30	7	23%	4	57%	3	43%	0	.	4	57%	3	43%	0	.
Thompson Road	5	1	20%	1	100%	0	.	0	.	1	100%	0	.	0	.
Totals	152	34	22%	15	44%	17	50%	2	6%	16	47%	16	47%	2	6%

Road Name	If not in favour of proposed scheme, would prefer					Favoured operational days (parking controls)				Favoured operational hours (CPZ / PPA)				If favour Free Bay scheme, prefer 1hr		
	CPZ	PPA	Free Bay Scheme	None	No Answer	Mon - Fri	Mon - Sat	Everyday	No answer	8.30am - 6.30pm	10am-4pm	Two hour	No answer	9am - Noon	Noon - 5pm	No answer
Anderson Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrington Road	1	7	0	12	6	6	6	2	12	9	3	2	12	2	2	22
Sherborne Road	0	2	0	3	2	2	3	0	2	2	2	1	2	0	1	6
Thompson Road	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Totals	2	9	0	15	8	8	10	2	14	11	6	3	14	2	3	29

## Appendix 4. Moreton Road Area PPA - Summary of results

Road Name	Properties in Road	No. of Responses	Response Rate (%)	Support the proposed scheme?						In favour if neighbouring road?					
				Yes	%	No	%	Unsure	%	Yes	%	No	%	Unsure	%
Donnington Road	58	7	12%	1	14%	6	85%	0	.	3	43%	4	57%	0	.
Hampton Road	74	26	35%	19	73%	7	27%	0	.	17	65%	8	31%	1	4%
Moreton Road	62	13	21%	6	46%	7	54%	0	.	7	54%	6	46%	0	.
Totals	194	46	24%	26	57%	20	43%	0	.	27	59%	18	39%	1	2%

Road Name	If not in favour of proposed scheme, would prefer					Favoured operational days (parking controls)				Favoured operational hours (CPZ / PPA)				If favour Free Bay scheme, prefer 1hr		
	CPZ	PPA	Free Bay Scheme	None	No Answer	Mon - Fri	Mon - Sat	Everyday	No answer	8.30am - 6.30pm	10am-4pm	Two hour	No answer	9am - Noon	Noon - 5pm	No answer
Donnington Road	0	1	2	4	0	2	1	1	3	2	0	1	4	4	0	3
Hampton Road	1	12	0	9	4	6	6	7	7	15	3	0	8	3	5	18
Moreton Road	0	1	0	8	4	6	1	1	5	4	2	2	5	2	1	10
Totals	1	14	2	21	8	14	8	9	15	21	5	3	17	9	6	31

## Appendix 5. Ross Road Area Free Bay Scheme - Summary of results

Road Name	Properties in Road	No. of Responses	Response Rate (%)	Support the proposed scheme?						In favour if neighbouring road?					
				Yes	%	No	%	Unsure	%	Yes	%	No	%	Unsure	%
Bandon Rise	39	5	13%	1	20%	3	60%	1	20%	2	40%	3	60%	0	.
Carew Road	214	3	1%	1	33%	2	67%	0	.	1	33%	2	67%	0	.
Charlotte Road	33	2	6%	1	50%	1	50%	0	.	1	50%	1	50%	0	.
Clarendon Road	174	3	4%	1	33%	2	67%	0	.	2	67%	1	33%	0	.
Clyde Road	94	7	7%	1	14%	6	86%	0	.	1	14%	5	72%	1	14%
Demesne Road	54 *	1	2%	0	.	1	100%	.	.	0	.	1	100%	0	.
Elgin Road	83	4	5%	0	.	4	100%	0	.	0	.	4	100%	0	.
Francis Road	37	2	5%	1	50%	1	50%	0	.	1	50%	1	50%	0	.
Hinton Road	59	2	3%	0	.	2	100%	0	.	0	.	2	100%	0	.
Mellows Road	63	4	6%	0	.	4	100%	0	.	0	.	4	100%	0	.
Ross Road	246	16	7%	8	50%	8	50%	0	.	8	50%	6	38%	2	12%
Rosswood Gardens	22	0	.	0	.	0	.	0	.	0	.	0	.	0	.
St. Michaels Road	26	3	12%	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
<b>Totals</b>	<b>1090</b>	<b>52</b>	<b>5%</b>	<b>15</b>	<b>29%</b>	<b>35</b>	<b>67%</b>	<b>2</b>	<b>4%</b>	<b>17</b>	<b>33%</b>	<b>31</b>	<b>59%</b>	<b>4</b>	<b>8%</b>

\* Demesne Road properties that fall within proposed scheme

Road Name	If not in favour of proposed scheme, would prefer					Favoured operational days (parking controls)				Favoured operational hours (CPZ / PPA)				If favour Free Bay scheme, preferred hours		
	CPZ	PPA	Free Bay Scheme	None	No Answer	Mon - Fri	Mon - Sat	Everyday	No answer	8.30am - 6.30pm	10am-4pm	Two hour	No answer	9am - Noon	Noon - 5pm	No answer
Bandon Rise	0	2	2	1	0	3	1	0	1	1	2	0	2	2	0	3
Carew Road	0	0	1	2	0	1	0	1	1	0	0	1	2	1	1	1
Charlotte Road	0	1	1	0	0	0	0	2	0	1	0	1	0	0	1	1
Clarendon Road	0	1	1	1	0	1	0	1	1	1	1	0	1	1	0	2
Clyde Road	1	2	1	3	0	1	1	2	3	2	1	0	4	2	0	5
Demesne Road	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
Elgin Road	3	0	0	1	0	0	0	0	0	3	0	0	0	2	0	0
Francis Road	0	0	1	1	0	1	0	0	1	0	1	0	1	1	0	1
Hinton Road	0	0	0	2	0	1	0	0	1	0	0	1	1	1	0	1
Mellows Road	0	2	0	2	0	0	0	2	2	2	0	0	2	0	0	4
Ross Road	1	2	3	8	2	5	2	3	6	4	2	0	10	3	6	7
Rosswood Gardens	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Michaels Road	0	2	0	1	0	1	0	1	1	1	1	0	1	0	1	2
<b>Totals</b>	<b>5</b>	<b>12</b>	<b>10</b>	<b>22</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>12</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>25</b>	<b>13</b>	<b>9</b>	<b>28</b>





# Appendix 7. Wallington South

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been designed for your road?			Would you be in favour of these parking controls if your neighbouring road/s or part of your road were included?			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of operation to be between;				
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay Scheme	None	Not Ans.	Mon-Fri	Mon-Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Two hour controls	Not Ans.	9am - Mid.	Mid. - 5pm	Not Ans.		
AVENUE ROAD	35	11%	4	1	3	0	1	3	0	0	1	0	3	0	0	0	1	0	3	1	0	0	3	0	0	0	4
BANDON RISE	39	13%	5	1	3	1	2	3	0	0	2	2	1	0	3	1	0	1	1	2	0	2	2	0	0	3	
BEDDINGTON GARDENS	316	1%	3	1	1	1	1	2	0	0	1	0	2	0	0	1	1	1	2	0	0	1	0	2	1		
BLENHEIM CLOSE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BLENHEIM GARDENS	142	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BOUNDARY ROAD	135	1%	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1		
BRAMBLE BANKS	7	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BRAMBLEDOWN ROAD	199	1%	2	1	0	1	1	1	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	2		
BRIAR BANKS	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BRIAR LANE	26	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CAREW ROAD	214	1%	3	1	2	0	1	2	0	0	0	1	2	0	1	0	1	1	0	0	1	2	1	1	1		
CAVALIER CLOSE	30	7%	2	0	2	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	2		
CHARLOTTE ROAD	33	6%	2	1	1	0	1	1	0	0	1	1	0	0	0	0	2	0	1	0	1	0	0	1	1		
CLARENDON ROAD	174	2%	3	1	2	0	2	1	0	0	1	1	1	0	1	0	1	1	1	0	1	1	0	0	2		
CLYDE ROAD	94	7%	7	1	6	0	1	5	1	1	2	1	3	0	1	1	2	3	2	1	0	4	2	0	5		
COWPER GARDENS	76	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRANLEY GARDENS	85	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DALMENY ROAD	87	1%	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0		
DEMESNE ROAD	248	0%	1	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1		
DERWENT WALK	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DOWER AVENUE	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ELGIN ROAD	83	5%	4	0	4	0	0	4	0	3	0	0	1	0	0	0	0	3	0	0	0	0	2	0	0		
ELYSTAN CLOSE	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FRANCIS ROAD	37	5%	2	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	1	0	1	1	1	0	1		
FRESHWOOD WAY	40	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
GLEN ROAD END	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
GROSVENOR GARDENS	14	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HALL ROAD	19	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HANNAH MEWS	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAWTHORN ROAD	104	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAWTHORNE AVENUE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HEATHDENE ROAD	53	4%	2	1	1	0	2	0	0	0	2	0	0	0	1	1	0	0	0	0	2	1	1	1	0		
HILLSIDE GARDENS	74	3%	2	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	2	1	0	0	1		
HINTON ROAD	59	3%	2	0	2	0	0	2	0	0	0	2	0	1	0	0	1	0	0	1	1	1	0	0	1		
HOLLY CLOSE	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
HOLMWOOD GARDENS	126	1%	1	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1		
LAVENDER VALE	76	3%	2	1	0	1	0	2	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	2		
LONGACRE PLACE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MARCHMONT ROAD	112	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MELLOW'S ROAD	63	6%	4	0	4	0	0	4	0	0	2	0	2	0	0	0	2	2	0	2	0	2	0	0	4		
MILTON ROAD	62	2%	1	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	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	0	0	0	0		
MOUNT PARK	53	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MOUNT WAY	2	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MULBERRY MEWS	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0		
ONSLOW GARDENS	187	1%	2	0	2	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	2		
PARK HILL ROAD	107	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ROSS PARADE	58	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
ROSS ROAD	246	7%	16	8	8	0	8	6	2	1	2	3	8	2	5	2	3	6	4	2	0	10	3	6	7		
ROSSWOOD GARDENS	22	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		











# Appendix 10. Nonsuch results

Road Name	Properties in Road	Response Rate	No of responses	Do you support the proposed Parking Controls that have been designed for your road?			Would you be in favour of these parking controls IF your neighbouring roads or part of your road were included?			If you are not in favour of these parking controls, which of the following measures would you support?					If you are in favour of parking controls, which days would you like the controls to operate?				If you are in favour of a CPZ or PPA, which hours of operation would you prefer?				If you are in favour of a Free Bay Scheme would you prefer your one hour of operation to be between;		
				Yes	No	UnD	Yes	No	UnD	CPZ	PPA	Free Bay Scheme	None	Not Ans.	Mon-Fri	Mon-Sat	Every day	Not Ans.	8am-6.30pm	10am-4pm	Two hour controls	Not Ans.	9am - Mid.	Mid. - 5pm	Not Ans.
ABINGDON CLOSE	4	25%	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
ASHMERE CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BALMORAL ROAD	39	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRAEMAR ROAD	97	5%	5	3	2	0	3	0	2	0	2	0	2	1	2	1	1	1	1	0	2	2	0	1	4
BRIDGEWOOD ROAD	216	1%	2	1	1	0	1	1	0	0	0	0	1	1	0	0	0	2	0	0	0	2	0	0	2
BUXTON CRESCENT	88	1%	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
CAMBERLEY CLOSE	40	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARLTON CRESCENT	41	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CENTRAL ROAD	374	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHEAM COMMON ROAD	294	1%	2	1	0	1	1	1	0	0	0	1	1	0	0	0	1	1	1	0	0	1	0	1	1
CHURCH HILL ROAD	190	10%	19	2	17	0	2	2	15	1	1	15	2	0	5	1	11	2	2	0	0	17	15	0	4
CHURCHLANDS WAY	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DALMENY ROAD	87	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DARCY ROAD	27	41%	11	0	10	1	0	7	4	0	0	4	7	0	2	0	3	6	0	0	2	9	4	0	7
DONNINGTON ROAD	58	12%	7	1	6	0	3	4	0	0	1	2	4	0	2	1	1	3	2	0	1	4	4	0	3
DUNDELA GARDENS	44	5%	2	1	1	0	1	1	0	1	0	0	0	1	2	0	0	0	1	1	0	0	1	0	1
ESHER AVENUE	25	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIRLIGHT CLOSE	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRIFFITHS CLOSE	35	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMPTON ROAD	74	35%	26	19	7	0	17	8	1	1	12	0	9	4	6	6	7	7	15	3	0	8	3	5	18
HAYES CRESCENT	17	18%	3	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
HEMINGFORD ROAD	96	2%	2	0	1	1	0	1	1	0	0	0	1	1	0	0	0	2	0	0	0	2	0	0	2
HILBERT ROAD	40	18%	7	2	4	1	2	1	4	1	0	3	2	1	2	0	3	2	0	0	1	6	2	1	4
HOBART ROAD	30	3%	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
KENLEY WALK	36	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KILLESTER GARDENS	37	14%	5	1	3	1	1	3	1	0	0	0	4	1	4	0	0	1	0	0	3	2	0	2	3
KINGSMEAD AVENUE	161	4%	7	1	5	1	3	4	0	1	1	0	4	1	2	1	0	4	3	0	0	4	0	0	7
KNOLLS CLOSE	28	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LATIMER CLOSE	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LEICESTER CLOSE	24	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON ROAD	775	0%	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
LYNWOOD DRIVE	130	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
MALDEN ROAD	156	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MARLOW DRIVE	136	1%	2	1	0	1	1	0	1	0	0	2	0	0	1	0	1	0	0	1	0	1	2	0	0
MORETON ROAD	62	21%	13	6	7	0	7	6	0	0	1	0	8	4	6	1	1	5	4	2	2	5	2	1	10
NEWBOLT AVENUE	73	1%	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
OAKS AVENUE	139	3%	4	3	1	0	1	2	1	1	0	0	2	1	1	0	1	2	0	0	1	3	0	0	4
PALMER AVENUE	76	3%	2	1	1	0	1	1	0	0	1	0	1	0	0	0	1	1	1	0	0	1	0	0	2
PRIORY AVENUE	57	4%	2	0	2	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	2	1	0	1
PRIORY CRESCENT	65	8%	5	1	4	0	2	0	3	1	0	3	0	1	0	0	5	0	1	0	0	4	4	0	1
PRIORY ROAD	112	3%	3	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	0	3	3	0	0
RICHLANDS AVENUE	29	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROSDALE ROAD	4	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SANDRINGHAM ROAD	101	3%	3	0	2	1	0	3	0	0	1	0	2	0	1	0	0	2	0	0	1	2	1	0	2
SENHOUSE ROAD	25	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPARROW FARM ROAD	86	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST CLAIR DRIVE	111	1%	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	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	0	0	0	0
STONELEIGH AVENUE	253	1%	3	0	3	0	1	2	0	0	0	1	2	0	0	0	1	2	0	0	1	2	1	0	2
THE MEADS	16	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE MOUNT	42	2%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
THE RETREAT	13	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THE SPINNEY	32	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIMBERYARD MEWS	9	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUDOR AVENUE	132	1%	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
WICKHAM AVENUE	163	1%	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1
WILLOWHAYNE GARDENS	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WINDSOR ROAD	53	9%	5	0	5	0	4	1	0	1	3	0	1	0	1	1	2	1	2	1	1	1	1	0	4
WOODBINE LANE	25	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WORDSWORTH DRIVE	152	2%	3	0	3	0	0	3	0	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	3
WRAYFIELD ROAD	55	4%	2	1	1	0	1	1	0	0	0	1	1	0	1	0	1	1	0	0	0	1	0	0	2
YOGA WAY	11	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0
SELWOOD ROAD	41	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHERBORNE ROAD	30	23%	7	4	3	0	4	3	0	0	2	0	3	2	2	3	0	2	2	2	1	2	0	1	6
ST CECILIAS CLOSE	5	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST MARGARETS AVENUE	112	2%	2	2	0	0	2	0	0	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	1
STAINES AVENUE	57	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STONECOT CLOSE	30	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STONECOT HILL	185	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUNBURY ROAD	31	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUTTON COMMON ROAD	266	1%	3	1	1	1	2	1	0	1	1	0	1	0	0	1	1	1	2	0	0	1	0	0	3
TAUNTON CLOSE	55	4%	2	0	2	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	2
THE CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THOMPSON CLOSE	5	20%	1	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
TONFIELD ROAD	100	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VIOLET CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALTON AVENUE	91	2%	2	1	1	0	0	1	1	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	2
WARNER AVENUE	37	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WATSON AVENUE	29	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEALDSTONE ROAD	8	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOURNE AVENUE	50	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WHITTAKER ROAD	65	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WILLOW WALK	17	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WINDSOR AVENUE	151	1%	2	0	2	0	0	1	1	1	0	1	0	0	1	1	0	0	1	0	0	1	1	0	1
WOODSTOCK AVENUE	53	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WOODSTOCK RISE	39	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





## Appendix 13. Repondent profile

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

Age	No	%
16 - 24 years	2	0%
25 - 34 years	41	8%
35 - 44 years	101	19%
45 - 54 years	100	19%
55 - 64 years	101	19%
65 - 74 years	74	14%
75 - 84 years	28	5%
85+ years	7	1%
Not Answered	33	6%
Prefer not to say	48	9%

Gender	No	%
Female	225	42%
Male	223	42%
Prefer to self-describe	3	1%
Prefer not to say	49	9%
Not Answered	35	7%

Ethnicity	No	%
Asian/ Asian British	19	4%
Black/ African/ Caribbean/ Black British	5	1%
Mixed or multiple ethnic groups	9	2%
Not Answered	38	7%
Other ethnic group	11	2%
Prefer not to say	75	14%
White	378	71%

Disability	No	%
Yes	159	30%
No	376	70%

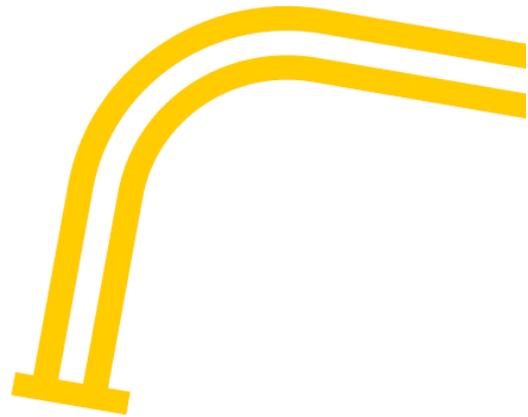
Marital status	No	%
Civil partnership	3	1%
Cohabiting	30	6%
Divorced	15	3%
Married	292	55%
Not Answered	34	6%
Other	3	1%
Prefer not to say	78	15%
Separated	6	1%
Single	51	10%
Widowed	23	4%

Religion	No	%
Agnostic	17	3%
Atheist	33	6%
Buddhist	8	1%
Christian	218	41%
Hindu	6	1%
Muslim	6	1%
No religion or belief	89	17%
Not Answered	37	7%
Other religion or belief	7	1%
Prefer not to say	112	21%
Sikh	2	0%
Agnostic	17	3%
Atheist	33	6%

## Appendix 14. Consultation materials

- Letter to residents
- Leaflet
- Survey questionnaire

## Letter to residents



Dear Resident

Thank you for your continued interest in improving parking in your local area. I am writing to update you about the next stage in the parking consultation for Geographical Area 3, including parts of parts of Cheam North, Worcester Park, Beddington and Wallington.

Following your invaluable feedback to our initial consultation that ended in October 2019, we have now developed proposals for specific parking schemes to address areas of acute parking pressures. We have also published the results from the first consultation on our website for you to view. ([sutton.gov.uk/parkingstrategy](https://sutton.gov.uk/parkingstrategy) - Geographical Area 3).

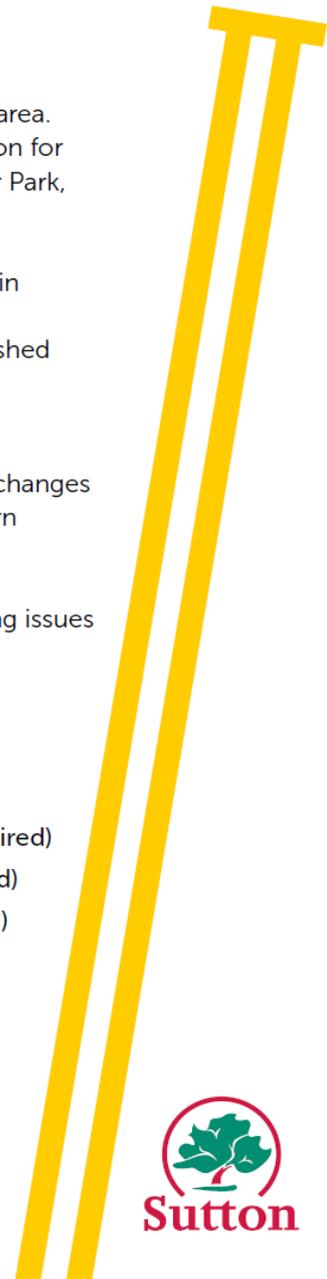
The results mean that for many of you we are not suggesting any major changes where you live. We do, however, need to address areas of parking concern identified through the consultation and our own parking beat surveys.

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

**The main proposals are:**

- Ross Road area - free bay scheme proposal (no permit required)
- Lingfield Road - CPZ extension proposal (resident parking permit required)
- Longfellow Road area - CPZ proposal (resident parking permit required)
- Barrington Road area - PPA proposal (resident parking permit required)
- Moreton Road area - PPA proposal (resident parking permit required)

In a significant number of locations we are also proposing to introduce double yellow lines to improve road safety and maintain access.



### How can I give my views?

We will launch a new consultation for Geographical Area 3 on **Monday, 2 March 2020**.

Residents are encouraged to complete the online survey at [sutton.gov.uk/parkingstrategy](https://sutton.gov.uk/parkingstrategy) (click on the box for live consultations) by **Friday, 17 April 2020**.

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

#### Wallington Library

Shotfield, Wallington SM6 0HY  
Tuesday, 10 March 2020: 4.30pm to 6.45pm  
Wednesday, 11 March 2020: 9.30am to 1pm

#### North Cheam Social Club

660 London Road, SM3 9BZ  
Thursday, 12 March 2020: 4.30pm to 6.30pm

#### Sutton Life Centre

24 Alcorn Cl, Sutton SM3 9PX  
Monday, 16 March 2020: 9.45am to 1pm

#### Worcester Park Library

Stone Place, Windsor Road, Worcester Park, KT4 8ES  
Tuesday, 17 March 2020: 9.30am to 1pm and 4.45pm to 6.45pm

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

Yours sincerely,



**Cllr Manuel Abellan**  
**Chair of Sutton Council**  
**Environment and Neighbourhood Committee**



## PARKING STRATEGY CONSULTATION

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

Consultation date: Monday, 2 March to Friday, 17 April 2020

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

Our review of parking is being rolled out in three phases, with each phase covering different locations across the borough. This consultation is for Geographical Area 3, covering parts of Cheam North, Worcester Park, Beddington and Wallington (as shown on the map in this leaflet).

### What are the parking issues?

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

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

This is the second consultation for Geographical Area 3, following a six week consultation which closed in October 2019.

Our first consultation in Geographical Area 3 provided feedback from 3,449 households representing 470 of 591 streets in the consultation area. The survey identified that 50% of respondents had no parking problems in their street, 44% felt there was a parking problem and 6% were undecided.



### How can I give my views?

Please complete the online survey that closes on **Friday, 17 April 2020**.

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

#### Wallington Library

Shotfield, Wallington SM6 0HY  
Tuesday, 10 March 2020: 4.30pm to 6.45pm  
Wednesday, 11 March 2020: 9.30am to 1pm

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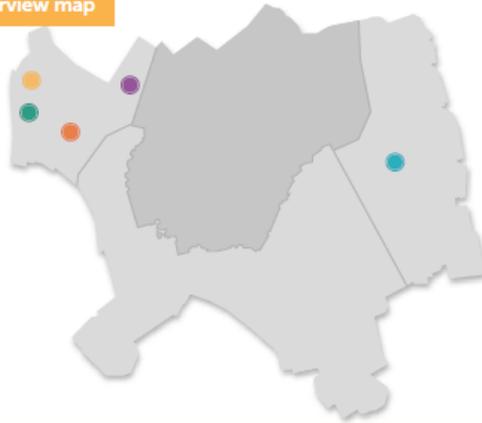
If you're not able to get online, you can request a paper version of the questionnaire by calling **020 8770 5000**.

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

# PROPOSED PARKING SOLUTIONS FOR GEOGRAPHICAL AREA 3

Stage 2 consultation  
2 March - 17 April  
2020

Overview map

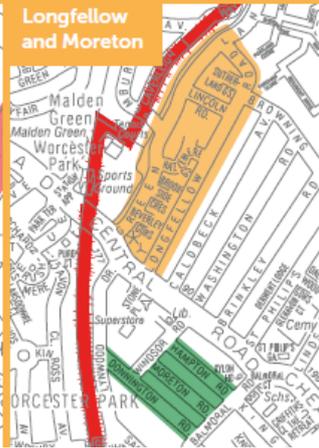


- Ross Road area - free bay scheme proposal (no permit required)
- Lingfield Road CPZ extension proposal (permit required)
- Longfellow Road area - CPZ proposal (permit required)
- Barrington Road area - PPA proposal (permit required)
- Moreton Road area - PPA proposal (permit required)

Lingfield



Longfellow and Moreton



Barrington



Ross



Existing CPZ

## Questionnaire

HAVE YOUR SAY >

# PARKING IN SUTTON

[sutton.gov.uk/parkingstrategy](http://sutton.gov.uk/parkingstrategy)

## OFFICIAL PARKING DECISIONS ARE BEING MADE FOR YOUR STREET

Help us understand your  
street's parking

**Consultation dates:**  
Monday, 2 March to Friday, 17 April 2020.

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

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

Please return this Parking Survey (Stage 2) – using the pre-paid envelope. Geographical Area 3 parking survey closes on Friday, 17 April 2020.



**Sutton**

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

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

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

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

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

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

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

This is the second consultation for Geographical Area 3, following a six week consultation which closed on October 17, 2019.

Our first consultation in Geographical Area 3 provided feedback from residents representing 470 of 591 streets in the consultation area.

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

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



## Consultation Areas:

- Area 1
- Area 2
- Area 3 (Consultation closes 17 April, 2020)

## Consultation Areas:

### Geographical Area 1

Includes parts of Belmont, Carshalton Central, St.Helier, Sutton Central, Sutton North, Sutton South, Sutton West, The Wrythe, Wallington North and Wandle Valley.

### Geographical Area 2

Includes parts of Cheam and Belmont, Carshalton Central, Carshalton South and Clockhouse.

### Geographical Area 3

Includes parts of Cheam North, Worcester Park, Beddington and Wallington.



Please note, however, that while we are not proposing comprehensive parking controls in many areas, we will still seek to introduce double yellow lines at a significant number of locations throughout the consultation area to improve road safety and maintain access.

It may be useful to visit our website ([sutton.gov.uk/parkingstrategy](https://sutton.gov.uk/parkingstrategy)) to identify full yellow line proposals.

## What are the parking issues?

3,449 households responded to the consultation, representing a 10% response rate.

The survey identified that 50% of residents who responded had no identified parking problems in their street, 44% felt there was a parking problem and 6% were undecided.

Of those asked, 36% supported parking solutions in their street, while the remaining 54% did not want any action. When taking into consideration potential displacement of parking, if controls were introduced to a neighbouring street, support for parking solutions increased to 47% in favour of parking solutions and 38% against.

Of those who responded 51% need to park one or more of their vehicles on the public highway, while 49% are able to park all their vehicles off the street.

Respondents raised concerns about dangerous parking, particularly on bends, and access for emergency vehicles. Concern was also raised about non-resident parking, along with the number of flats/households with a high number of cars taking up a disproportionate amount of on-street parking spaces.

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

## How can I give my views?

Please complete the online survey that closes on **17 April 2020**.

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

### Wallington Library

Shotfield, Wallington SM6 0HY  
Tuesday, 10 March 2020: 4.30pm to 6.45pm  
Wednesday, 11 March 2020: 9.30am to 1pm

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Monday, 16 March 2020: 9.45am to 1pm

### Worcester Park Library

Stone Place, Windsor Road, Worcester Park, KT4 8ES  
Tuesday, 17 March 2020: 9.30am to 1pm and 4.45pm to 6.45pm

Only one submission will be accepted per household.

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

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

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

## Why We Are Consulting

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



# What are the possible parking solutions?

## Controlled Parking Zone (CPZ)

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

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

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

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

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

## Permit Parking Area (PPA)

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

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

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

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

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

## “Free Bay”

A Free Bay scheme will look very similar to a CPZ. Single yellow lines, double yellow lines and parking bays are still marked out on the carriageway like a CPZ, however, no permit is required to park in the marked bays. Therefore, no permit signs or posts are required. The single yellow line operating times in a Free Bay scheme generally operate for only an hour during the week e.g. Mon-Fri, 11am-Midday. (The exact timings for the proposed Free Bay schemes in Geographical Area 3 will be determined once we confirm the parking solutions for nearby streets).

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

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

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

All day controls (8am to 6.30pm)

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

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

#### Part-time controls (10am – 4pm)

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

#### Minimum controls (two hours)

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

### Operational Days

#### Monday to Friday

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

#### Monday to Saturday

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

#### Every day

This option protects residents the most, as it covers weekends too. However, it does make it more costly for their visitors to park, and can be restrictive on businesses who might rely on weekend trade. Guests of any residents in the road would need to make use of

visitor vouchers or pay and display to park and visitors to the businesses in the area would also need to pay for short-term parking.

### How do parking controls work?

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

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

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

### How much would a permit cost?

Resident permit costs are standardised across Sutton and are based on vehicle type, fuel type and 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.

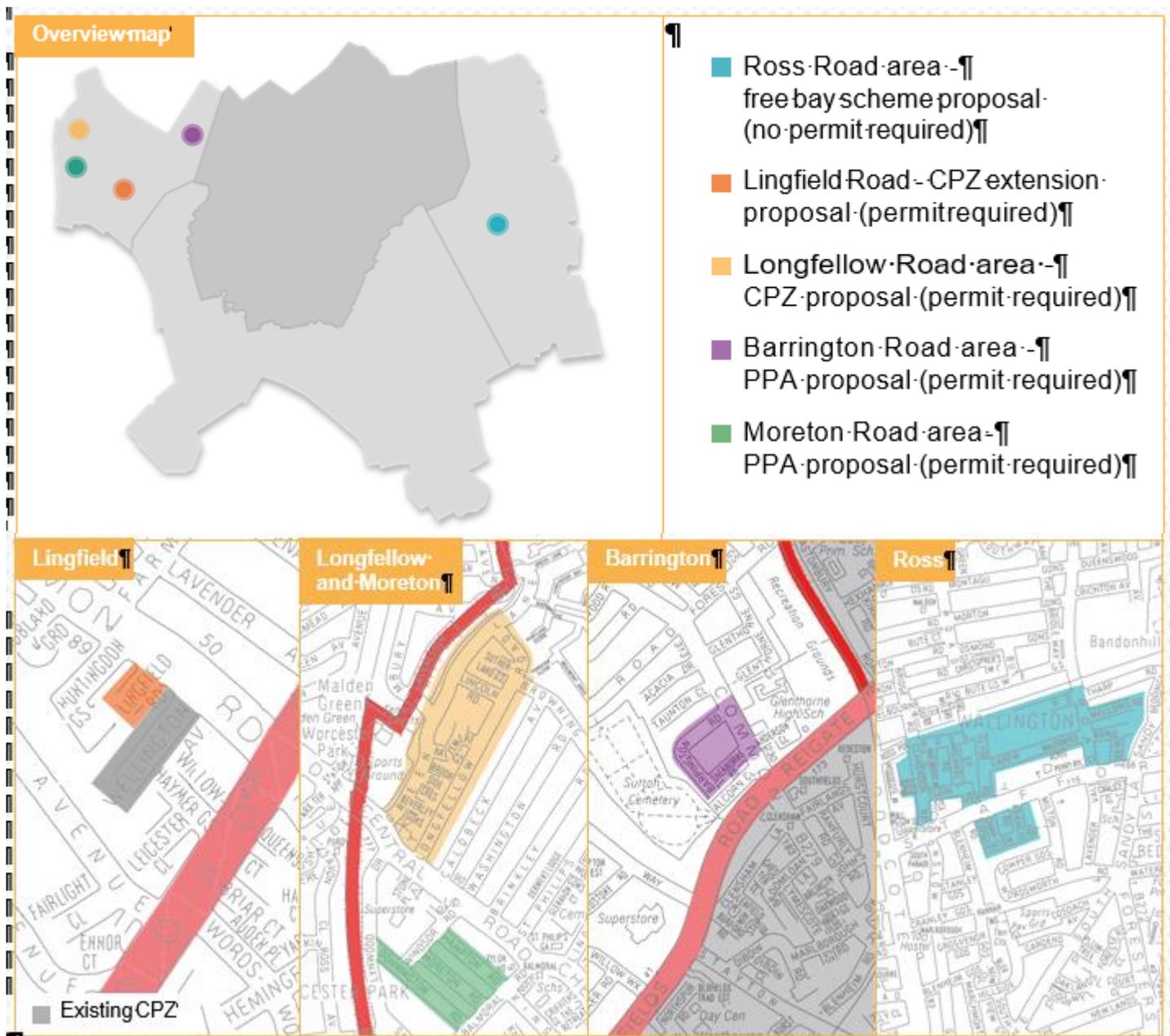
### Displacement

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

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

# PROPOSED PARKING SOLUTIONS FOR GEOGRAPHICAL AREA 3

Formal consultation 2 March - 17 April 2020



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

# SUTTON'S PARKING SURVEY

Monday, 2 March 2020 to Friday, 17 April 2020.

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

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

Before completing the survey you can review the proposed parking solutions online for Geographical Area 3. A series of designs including CPZ, Free Bay and PPA proposals have been suggested to alleviate parking concerns in some streets. Double yellow lines are also proposed at numerous locations throughout the consultation area to improve road safety and maintain access.

1. What is your full name?

.....

2. What is your road name?

.....

Postcode

.....

3. What is your email address(Optional)

.....

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

Yes  No  Undecided

Please leave comments for yellow lines in Question 10.

5. Would you be in favour of parking controls in your road IF your neighbouring roads or part of your road were in a proposed controlled parking scheme? (Required)

Yes  No  Undecided

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

CPZ  PPA  
 Free Bay Scheme  None

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

Mon-Fri  Mon-Sat  Every day

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

8am-6.30pm  10am-4pm  2 hour controls

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

9am-Midday  Midday-5pm

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

# EQUALITY MONITORING

These questions are for monitoring and analysis purposes only. We are asking them so that through this consultation we are able to give due regard to our residents' protected characteristics under the Equality Act 2010.

**It is not compulsory** to answer these questions, any information you provide will be kept strictly confidential.

**11. In which age group are you?** Please tick one box only.

- Under 16 years     16–24 years     25–34 years  
 35–44 years     45–54 years     55–64 years  
 65–74 years     75–84 years     85+ years  
 Prefer not to say

**12. How would you describe your ethnic group or background?** Please tick one box only.

- Asian/ Asian British  
 Black/ African/ Caribbean/ Black British  
 Mixed or multiple ethnic groups  
 White  
 Other ethnic group  
 Prefer not to say

**13. Do you consider yourself to have a disability?**

(A physical or mental impairment which has a long-term adverse effect on your ability to carry out normal day to day activities – The Equality Act 2010). Please tick all that apply.

- No                                     Yes, affecting mobility  
 Yes, affecting hearing             Yes, affecting vision  
 Yes, a learning disability         Yes, mental ill-health  
 Yes, another form of disability    Prefer not to say

**14. Which of the following best describes your gender?**

Please tick one box only.

- Female                                 Male  
 Prefer to self-describe             Prefer not to say

**15. What is your faith/ religion/ belief?**

Please tick one box only.

- Agnostic     Atheist     Buddhist  
 Christian     Hindu     Humanist  
 Jewish     Muslim     Sikh  
 Other religion or belief     No religion or belief  
 Prefer not to say

**16. Are you pregnant or on maternity leave, or have you recently returned from maternity leave (within the last year)?**

Please tick one box only.

- Yes     No     Prefer not to say

**17. Do you have any caring responsibilities?**

Please tick all that apply.

- Yes, Children  
 Yes, Children with disability or additional need  
 Yes, Parent with disability or additional need  
 Yes, Partner with disability or additional need  
 Yes, Other dependents  
 No  
 Prefer not to say

**18. What is your marital status?** Please tick one box only.

- Cohabiting     Civil partnership     Divorced  
 Married     Single     Separated  
 Widowed     Other     Prefer not to say

**19. How did you hear about this consultation?**

Please tick one that most applies.

- Letter delivered to my home     Sutton Council Website  
 Sutton Scene e-bulletin     Facebook  
 Twitter     Word of mouth  
 From my library     From my Councillor  
 Other, please state below:

.....  
.....

**Thank you for taking part in our Parking Survey**

**Please return this Parking Survey (Stage 2) – using the pre-paid envelope – by Friday, 17 April 2020.**



m.e.l  
research

