| Road/Location | No . ofAddresses | Response Rate |  | Q1 |  |  |  |  | Q2 |  |  |  |  | Q3 |  |  |  |  | Q4 |  |  |  |  | Q |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | It hink there is a parking problem in my road. |  |  |  |  | I think my road should be subject to formal parking controls. |  |  |  |  | I think there is a parking problem in a neighbouring road(s). |  |  |  |  | If parking controls were introduced in neighbouring roads, I would want my road to be subject to parking controls as well. |  |  |  |  | If parking controls are introduced in my road, they should be: |  |  |  |  |  |  |
|  |  | No. | \% | Strongly Agree | Tend to Agree | Neither Nor | Tend to Disagree | Strongly Disagree | $\begin{gathered} \text { Strongly } \\ \text { Agree } \end{gathered}$ | Tend to Agree | Neither Nor | $\begin{array}{\|l\|l\|} \hline \text { Tend to } \\ \text { Disagre } \end{array}$ | Strongly Disagree | $\begin{array}{\|c} \hline \text { Strongly } \\ \text { Agree } \end{array}$ | Tend to Agree | Neither Nor | Tend to Disagree | $\begin{array}{\|l\|l\|} \hline \text { Strongly } \\ \text { Disagree } \end{array}$ | $\begin{gathered} \text { Strongly } \\ \text { Agree } \end{gathered}$ | Tend to Agree | $\begin{aligned} & \text { Neither } \\ & \text { Nor } \end{aligned}$ | $\begin{gathered} \text { Tend to } \\ \text { Disagree } \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Strongly } \\ \text { Disagree } \end{array}$ | Yellow Lines | Formal Bays | $\begin{array}{\|l} \hline \text { Comb. of } \\ \text { yellow } \\ \text { lines and } \\ \text { formal } \end{array}$ | CPZ | Residents Parking | $\begin{aligned} & \text { Don't } \\ & \text { know } \end{aligned}$ | Other |
| Brocks Drive | 70 | 34 | 48.6\% | 18.8\% | 18.8\% | 3.1\% | 12.5\% | 46.9\% | 6.5\% | 9.7\% | $3.2 \%$ | 9.7\% | $71.0 \%$ | 20.6\% | 29.4\% | 5.9\% | 14.7\% | 29.4\% | 9.1\% | 24.2\% | 0.0\% | 6.1\% | 60.6\% | 65.5\% | 3.4\% | 3.4\% | 3.4\% | 3.4\% | 6.9\% | 13.8\% |
| Brooke Forest | ${ }_{25}^{55}$ | 33 <br> 13 <br> 13 | 60.0\% | ${ }^{9.4 \%} 15$ | ${ }^{18.8 \%}$ | - $3.1 \%$ | $\frac{12.5 \%}{23.1 \%}$ | ${ }^{56.3 \%}$ | 9.4\% ${ }_{\text {77\% }}$ | ${ }^{\text {18.8\% }} 0$ | ${ }^{3.1 \%}$ | $\frac{12.5 \%}{23.1 \%}$ | ${ }^{56.3 \%}$ | ${ }^{22.60}$ | ${ }^{22.6 \%}$ | ${ }^{6.5 \%}$ | ${ }^{19.44 \%}$ | ${ }^{29.0 \%}$ | 21.2\% | - | ${ }^{\text {9.1\% }} 10$ | $\frac{12.1 \%}{8.3 \%}$ | 48.5\% | ${ }^{48.5 \%}$ | - | 9.1\% | - | 6.1\% | 9.1\% | $18.2 \%$ <br> $18.2 \%$ |
| Envis Way | 107 | 53 | 49.5\% | 28.0\% | 18.0\% | 18.0\% | 20.0\% | 16.0\% | 13.7\% | 17.6\% | 3.9\% | 9.8\% | 54.9\% | 26.0\% | 32.0\% | 14.0\% | 10.0\% | 18.0\% | 15.4\% | 25.0\% | 5.8\% | 5.8\% | 48.1\% | 53.1\% | 2.0\% | 8.2\% | 6.1\% | 2.0\% | 6.1\% | 22.4\% |
| Fairlands Avenue | 46 | 24 | 52.2\% | 8.7\% | 26.1\% | 4.3\% | 26.1\% | 34.8\% | 8.3\% | 16.7\% | 4.2\% | 12.5\% | 58.3\% | 13.0\% | 30.4\% | 21.7\% | 13.0\% | 21.7\% | 8.7\% | 17.4\% | 4.3\% | 21.7\% | 47.8\% | 43.5\% | 0.0\% | 0.0\% | 4.3\% | 4.3\% | 34.8\% | 13.0\% |
| Fairlands Road | 37 | 17 | 45.9\% | 0.0\% | 11.8\% | 0.0\% | 35.3\% | 52.9\% | 0.0\% | 0.0\% | 0.0\% | 6.7\% | 93.3\% | 18.8\% | 37.5\% | 12.5\% | 18.8\% | 12.5\% | 6.3\% | 0.0\% | 12.5\% | 12.5\% | 68.8\% | 75.0\% | 0.0\% | 0.0\% | 0.0\% | 6.3\% | 6.3\% | 12.5\% |
| Gumbrells Close | 34 | 18 | 52.9\% | 5.6\% | 0.0\% | 11.1\% | 11.1\% | 72.2\% | 5.6\% | 0.0\% | 11.1\% | 5.6\% | 77.8\% | 22.2\% | 22.2\% | 5.6\% | 11.1\% | 38.9\% | 11.1\% | 5.6\% | 5.6\% | ${ }^{5.6 \%}$ | ${ }^{72.2 \%}$ | 27.8\% | 0.0\% | 5.6\% | 11.1\% | 5.6\% | 11.1\% | 38.9\% |
| Kiln Meadows | ${ }^{23}$ |  | 60.9\% | 0.0\% | ${ }^{0.0 \%}$ | 15.4\% | 23.1\% | ${ }^{61.5 \%}$ | 0.0\%\% | $\frac{0.0 \%}{1030}$ | 0.0\% | $\frac{14.3 \%}{133 \%}$ | $\frac{85.7 \%}{}$ | ${ }^{143 \%}$ | 28.6\% | ${ }^{14.3 \%}$ | 14.3\% | ${ }^{28.46 \%}$ | 8.3\% | 0.0\% | 0.0\% | ${ }^{16.7 \%}$ | $\frac{75.0 \%}{50.6}$ | 50.0\% | $\frac{0.0 \%}{103}$ | 10.0\% | 0.0\% | ${ }^{0.0 \%}$ | 0.0\% | 40.0\% |
| Litlefield Close | 11 | 7 | 63.9\% | 42.9\% | 0.0\% | 0.0\% | 42.9\% | 14.3\% | 28.6\% | 14.3\% | 0.0\% | 14.3\% | 42.9\% | 57.1\% | 0.0\% | 14.3\% | 14.3\% | 14.3\% | 28.6\% | 42.9\% | 0.0\% | 0.0\% | 28.6\% | 42.9\% | 14.3\% | 0.0\% | 28.6\% | 0.0\% | 0.0\% | 14.3\% |
| Littefield Way | 16 | 9 | 56.3\% | 11.1\% | 22.2\% | 11.1\% | 22.2\% | 33.3\% | 0.0\% | 0.0\% | 25.0\% | 12.5\% | 62.5\% | 12.5\% | 25.0\% | 37.5\% | 0.0\% | 25.0\% | 11.1\% | 11.1\% | 11.1\% | 33.3\% | ${ }^{33.3 \%}$ | 75.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 25.0\% |
| Louis Fields | 35 | 17 | 48.6\% | 60.0\% | 20.0\% | 0.0\% | $6.7 \%$ | 13.3\% | 31.3\% | 6.3\% | 12.5\% | 31.3\% | 18.8\% | 43.8\% | 31.3\% | 6.3\% | 6.3\% | 12.5\% | 50.0\% | 0.0\% | 18.8\% | 18.8\% | 12.5\% | 50.0\% | 0.0\% | 6.3\% | 6.3\% | 6.3\% | 6.3\% | 25.0\% |
| Quakers Way | $\stackrel{20}{75}$ | 12 <br> 18 | 60.0\% | 0.0\% | - | -0.0\% | 8.3\% | 832.3\% | ${ }^{0.0 \%} 5$ | ${ }^{0.0 \%}$ | 0.0\% 0 | ${ }^{25.0 \%}$ | ${ }^{75.0 \%}$ | 8.3\% $11.4 \%$ | ${ }^{25.0 \%}$ | 8.3\% | $\frac{16.7 \%}{20.0 \%}$ | $\frac{417 \% \%}{37.1 \%}$ | ${ }^{9.18 \%}$ | - $0.0 \%$ | - $0.0 \%$ | ${ }_{\text {27.3\% }}^{2.9 \%}$ | 79.6\% ${ }^{69.4}$ | 60.0\% $48.4 \%$ | ${ }^{0.0 \%}$ | $\frac{0.0 \%}{3.2 \%}$ | - ${ }^{0.0 \%}$ | 0.0\% | 10.0\% <br> $3.2 \%$ | 30.0\% |
| Sandpit Heath | 4 | 3 | 75.0\% | 0.0\% | 33.3\% | 0.0\% | 33.3\% | 33.3\% | 0.0\% | 0.0\% | 0.0\% | 33.3\% | 66.7\% | 33.3\% | 33.3\% | 0.0\% | 0.0\% | 33.3\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% | 100.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Wallace Close | 13 | 9 | 69.2\% | 22.2\% | 44.4\% | 0.0\% | 0.0\% | 33.3\% | 25.0\% | 12.5\% | 0.0\% | 0.0\% | 62.5\% | 33.3\% | 11.1\% | 11.1\% | 11.1\% | 33.3\% | 33.3\% | 11.1\% | 0.0\% | 0.0\% | 55.6\% | 12.5\% | 0.0\% | 0.0\% | 12.5\% | 25.0\% | 25.0\% | 25.0\% |
| with directly | 573 | 299 | 52.2\% | 16.7\% | 13.7\% | 6.0\% | 16.7\% | 42.8\% | 9.0\% | 8.7\% | 3.7\% | 12.0\% | 62.9\% | 21.1\% | 24.7\% | 11.0\% | 13.7\% | 26.1\% | 14.0\% | 11.4\% | 6.4\% | 10.0\% | 54.5\% | 47.2\% | 1.7\% | 4.3\% | 4.7\% | 4.0\% | 8.4\% | 20.7 |
| Unknown/ Other | N/A | 61 | N/A | 6.8\% | 15.3\% | 8.5\% | 18.6\% | 50.8\% | 3.5\% | 1.8\% | 3.5\% | 7.0\% | 84.2\% | 8.8\% | 22.8\% | 10.5\% | 7.0\% | 50.9\% | 5.3\% | 7.0\% | 12.3\% | 3.5\% | 71.9\% | 64.9\% | 0.0\% | 1.8\% | 1.8\% | 3.5\% | 10.5\% | 17.5\% |
| OVERALL | 634 | 360 | 56.8\% | 15.5\% | 14.3\% | 6.6\% | 18.1\% | 45.6\% | 8.3\% | 7.8\% | 3.7\% | 11.5\% | 68.7\% | 19.8\% | 24.9\% | 11.5\% | 12.9\% | 30.9\% | 13.2\% | 10.9\% | 7.4\% | 9.5\% | 59.0\% | 54.1\% | 1.5\% | 4.2\% | 4.8\% | 4.2\% | 9.3\% | 21.9\% |
|  |  |  |  | Times issues occur: <br> School times - 92 Shop opening times - 3 Evenings and weekends - 1 All the time - 3 |  |  |  |  |  |  |  |  |  | Adjacent roads with issues: Brocks Drive - 24 |  |  |  |  |  |  |  |  |  | Comments Them |  |  |  |  |  |  |
| $\frac{\mathrm{Key}}{\text { Agree }}$ T ${ }_{\text {do\% or less }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Additional Parking - 2 <br> Enforcement-3 |  |  |  |  | Bus Service / Bus Stops (parking causes issues to) - 15 Community centre car park (use of) - 11 |  |  |  |  |  |  |
| Agreegel 1 -59\% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Agree $\mathrm{CbSO}_{\text {S }}$ \% or more |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Free to residents / Cost of measures - 2 Grass verges - 3 |  |  |  |  |  |  |  |  |  |  |  |
| Mostregered option |  |  |  | All the ime |  |  |  |  |  |  |  |  |  | Fairlands Avenue - 30 |  |  |  |  | Grass verges ${ }^{\text {a }}$ -NochaneOne |  |  |  |  | Free to residents $/$ Cost of measures |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | Fairlands Road - 20Fairland (in general) - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Other Highway Issues - 1 School-35 |  |  |  |  | - bollards -8 Improved disabled parking facilities - $30^{\text {a }}$ |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Improved disabed parking tacilites - 3No Chanese 71One-way system -4 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | Kititefeield Close - 5 |  |  |  |  | - School bus service - 6 Shops - 4 |  |  |  |  | One-way system - 4 ( ${ }^{\text {Other }}$ Lighway Issues (e.g maintenance, , lighting, access on/off estate, speed) - 24 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | Litilefelid Way - 11Louis Fields -56 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | Louakers Way -1 |  |  |  |  | Shops - 4 Uf-street Parking - 2 |  |  |  |  | - enforcement- 10 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | St Michael's Avenue - 1 Sandpit Heath - 11 |  |  |  |  |  |  |  |  |  | - improved parking |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | School (area in general) - 73 <br> Shops (area in general) - 37 |  |  |  |  |  |  |  |  |  | Shoss -59 ${ }_{\text {- Improved parking facilities - } 15}$ |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Surgery - 8 <br> Use of Off-street Parking - 9 |  |  |  |  |  |  |

