

Herne Hill Second Stage Controlled Parking Zone Consultation Report.

Background

Following implementation of the Herne Hill 'N' CPZ in February 2009, the Council made a commitment to re-consult the area to the south. This was due to inconclusive second stage consultation results.

Residents in the yellow area on the plan (see Appendix H) were consulted in September 2009 about their parking problems and on whether they would like a CPZ in their road. Roads adjoining the existing CPZ were majority in favour of inclusion, but there was less interest in roads further south.

Roads around Herne Hill Station (orange on the plan- see Appendix H) were sent an information letter, but not consulted in September 2009, since they were included in the detailed consultation for the original CPZ.

Since the last consultation a new CPZ has been implemented in Southwark and parking activity in the area may have changed. The second stage consultation for both the middle area and the south area of Herne Hill took place between 11May to 17June 2011.

This consultation formed part of a combined neighbourhood improvement scheme which will also include tree planting and street de-cluttering.

As part of engaging with the public, we had two exhibitions during the consultation period on Saturday 28th May from 11am to 12pm outside Jessop Primary School and from 12pm to 1pm at Milkwood Road at the junction of Shardcroft Avenue. We also had a weekday exhibition outside Jessop Primary School from 6pm to 7pm and from 7pm to 8pm at Milkwood Road at the junction of Shardcroft Avenue.

Response Rate

1772 consultation documents were sent out and we received 368 responses, which gives an overall response rate of 21%. This is an above average response rate for this type of consultation. A response rate of 10 to 12% would be typical. A full count of the response rate is found in Appendix A.

97% (358) identified themselves as local residents. 3% (7) were owners or employees of a local business or organisation. 2% (4) did not state whether they were a local resident or business.

Car Ownership

A majority of them 66% had one car. 19% had two cars and 1% had 3 cars. 12% had no car. 7% have a least one motor cycle.

Table 1 below shows the breakdown of car ownership

How many of the following vehicles does your business (if local) or household own?	
One Car	66% (243)
Two Cars	19% (69)
Three Cars	1% (5)
More than three cars	1% (5)
Blank	12% (46)
Total	369

CPZ RESPONSE

Table 2 shows the response to the question does your household want a CPZ in your street. The full count is found in Appendix B. A full count of the response rate is found in Appendix A.		
Streets where the majority of respondents were not in favour of parking controls	Streets where the majority of respondents were in favour of parking controls	Streets with a 50:50 response
Brantwood Road	Heron Road	Dorchester Drive
Cosbycote Avenue	Osborne Close	Shardcroft Avenue
Dorchester Court	Poplar Walk	Woodquest Avenue
Fawnbrake Avenue	Rollscourt Avenue	
Gubyon Avenue		
Herne Hill		
Kestrel Avenue		
Lowden Road		
Milkwood Road		
Tudor Stacks		

The data from **Table 2** above shows that more streets were not in favour of a control parking zones in their street than were in favour.

In question 7 we asked if residents would change their minds about not wanting a CPZ if a CPZ was installed in the next or neighbouring street. All of the streets with the exception of Cosbycote Avenue stated that they would not change their mind even if a CPZ was installed in the next or neighbouring street

Operation Times

Days of Operation:

Only those streets with that were in favour of parking controls (or were evenly split) are shown in **table 3.** The full table is shown in **Appendix C.**

Table 3 shows the results from Q8, in which we asked residents, should a CPZ be implemented in their street or a neighbouring street what days would they like it to operate . Key = * Streets that were evenly split on decision for a CPZ
Monday to Friday
Dorchester Drive*
Heron Road
Poplar Walk
Rollscourt Avenue
Shardcroft Avenue*
Tudor Stacks
Woodquest Avenue*

The data from **Table 3** above shows that should a CPZ be implemented, all the roads that wanted a CPZ would want a CPZ from Monday to Friday.

All Day or Two-hour Days

Only those streets with that were in favour of parking controls (or were evenly split) are shown in **table 5**. The full table is shown in **Appendix D**.

Table 5 shows the results from Q9 in which we asked which period of operating times for the proposed CPZ parking bays would consultees preferred (All day or two-hour period). Key = * The street marked with an asterisk (*) shows the street that are evenly split about a decision for a CPZ. The full count is shown in Appendix D

2 Hour Option
Dorchester Drive*
Heron Road
Osborne Close
Poplar Walk
Rollscourt Avenue
Shardcroft Avenue
Tudor Stacks
Woodquest Avenue*

Table 5 above shows that all streets in favour of a CPZ would prefer a two hour operation of a CPZ rather than all day.

Start and Finish Times

ALL DAY

Table 6 shows the result from Q10 in which we asked what start time residents preferred if they had selected the all-day option. Only those streets with that were in favour of parking controls (or were evenly split) are shown in table 6. Key = * The street marked with an asterisk (*) shows the street that are evenly split about a decision for a CPZ. The full count is in Appendix E

Name of street	8.30	%	9.30	%	10:00	%	12:00	%	Blank	%
		8.30		9.30		10:00		12:00		Blank
Dorchester Drive*	1	100								
Heron Road			2	100						
Poplar Walk	6	75	2	25						
Rollscourt Avenue	5	63			2	25	1	12		
Shardcroft Avenue*	1	100								
Woodquest Avenue*										
Total	13	65	4	20	2	10	1	5		

The data from **table 6** show that the majority of streets that wanted an all day option (or were evenly split) preferred a 8.30 am start time. Osborne Avenue and Woodquest Avenue did not respond.

Table 7 shows the results from Q11 in which we asked what finish time consultees preferred if they chose the all day option and the results are shown in table 7. Only those streets that were in favour of parking controls (or were evenly split) are shown in table 7. Key = * The street marked with an asterisk (*) shows the street that are evenly split about a decision for a CPZ. The full count is in Appendix F.

Name of street	3.00	% 3.00	5.30	% 5.30	6:30	% 6:30	8:30	% 8:30	Blank	% Blank
Heron Road			1	50	1	50				
Poplar Walk	1	12	3	38	3	38	1	12		
Rollscourt Avenue	3	43	4	57						
Shardcroft Avenue					1	100				
Total	4	22	8	44	5	28	1	6		

The data from **table 7** shows that the streets that preferred the all day option (or were evenly split) preferred a 5.30 finish. The streets that was 50:50 in their response about whether they wanted a CPZ or not did not respond to this question.

TWO HOURS

Table 8 shows the results from Q12 in which we asked what operating times residents preferred if they chose the two hour option. Only those streets with that were in favour of parking controls (or were evenly split) are shown in table 8. The full count is in Appendix G.

Name of street	10-12	%10-12	11:00 to 1:00	%11:00 -1:00	12:00- 2:00	%12:00- :2:00	1:00- 3:00	%1:00- 3:00
Dorchester Drive					1	50	1	50
Heron Road			1	33	2	67		
Oborne Close					1	100		
Poplar Walk	5	31	10	63			1	6
Rollscourt Avenue	3	23			10	77		
Shardcroft Avenue					4	100		
Tudor Stacks			1	50	1	50		
Woodquest Avenue			2	40	3	60		
Total	8	17	14	30	22	48	2	4

The data from **table 8** shows that the streets that preferred a 2 hour period for enforcement favoured 12pm to 2pm.

In response to **question 13** in which we asked residents whether they wanted a motor cycle bay in their street. Only residents in Dorchester Court are in the majority about having a motor cycle bay in their street. The full count is found in **Appendix H**.

Table 9 shows the result from Q14 in which we asked residents whether they were satisfied with the proposed bays in their street. Only the streets that want the CPZ are shown. Key * =streets that were equally split about whether they are satisfied about the proposed bay in their streets. The full count is found in Appendix I.

Streets that are satisfied or (equally split) with the proposed bays in their streets
Dorchester Drive*
Heron Road*
Poplar Walk
Rollscourt Avenue
Shardcroft Avenue*
Woodquest Avenue*

The table above shows the result from Q14 that states the streets that were satisfied with the proposed bays.

Response from Association of British Drivers – London Regional Co-ordinator

We received a response from a representative of the Association of British Drivers, and since it is a non-residential response it is shown separately. The association is against a CPZ but will change their mind if a CPZ was introduced in the next or neighbouring street. The representative from the association stated dissatisfaction with the proposed bays however no specific reason was given about why there was dissatisfaction. The additional comment from the association is stated in quotes below.

“CPZs do not solve parking problems and should not be installed. This is a typical example of a ‘creeping’ zone where vehicles move to another unrestricted area, where a CPZ is then justified. It’s simply pointless bureaucracy.”

Comments about proposed bays in response to Q15

COMMENTS OF THOSE THAT WERE NOT SATISFIED WITH THE PROPOSED BAYS IN THEIR STREET	
Brantwood Road	<ul style="list-style-type: none"> <i>I do not want a bay in my street or ugly ticket machines which attract vandalism.</i> <i>Visitors bays should be at either end of the street not just the Poplar Walk end. The Fawnbrake Road end of the street is already largely used by visitors and is the appropriate location as there are few houses fronting that end of the street. This keeps the road overall quieter and safer and is much more convenient for the mid-stretch of house</i>
Gubyon Avenue	<ul style="list-style-type: none"> <i>There are no parking bays indicated at the end of Gubyon Avenue on the left hand side. This space needs to be used too (2)</i>
Herne Hill	<ul style="list-style-type: none"> <i>We have 9 doctors who all need their cars to carry out their work. We employ 16 members of staff, two of whom are disabled and 6 who rely on their cars to get to work. We additionally have 6 other healthcare professionals who work here, but are not employed by us. There will not</i>

	<p><i>be enough parking to accommodate their needs even if the cost of the permits can be met. Parking is already a problem.</i></p> <ul style="list-style-type: none"> <i>There aren't enough bays marked on the south end of Gubyon Avenue to allocate the residents of this road, the houses on Herne Hill itself and those teachers from the school at St Pauls Church. I would therefore like to see all the bays on Gubyon Avenue for residents ONLY. Pay and display spaces should be provided on Kestral Avenue for the shops at the top of Herne Hill and on Milkwood Road for shops & station at the bottom of Herne Hill.</i>
Milkwood Road	<ul style="list-style-type: none"> <i>More Resident Bays are needed in Milkwood Road</i>
Shardcroft Avenue	<ul style="list-style-type: none"> <i>We would prefer that there was no pay and display on the road (Shardcroft Avenue). The machines are unsightly; we do not wish to provide any encouragement to commuters who habitually cram every space on our road.</i>

Other comments in response to question 16

MISCELLANEOUS COMMENTS AND THEMES	
Brantwood Road	<ul style="list-style-type: none"> <i>This is a money making scheme and a stealth tax (4)</i> <i>We do not have a parking problem (4)</i>
Cosbycote Avenue	<ul style="list-style-type: none"> <i>Traffic calming measures are not required, we are a small "L" shaped road! (2)</i>
Dorchester Court	<ul style="list-style-type: none"> <i>There are no parking issues Dorchester Court (2)</i> <i>This is a money making scheme and a stealth tax (2)</i>
Dorchester Drive	<ul style="list-style-type: none"> <i>Traffic calming" (ie "agitation") has many undesirable affects. 1) It increases pollution enormously. 2) Encourages people to drive 4x4's because ordinary cars are damaged. 3) Increases danger to children because drivers attention is divided.</i>
Fawnbrake Road	<ul style="list-style-type: none"> <i>We do not want a CPZ (9)</i> <i>This is a money making scheme and stealth tax (6)</i> <i>There are no parking issues (8).</i>
Gubyon Avenue	<ul style="list-style-type: none"> <i>There is no justification for introducing a CPZ in this area, residents have previously voted against it (3)</i> <i>One requirement is weight restriction at either end of Gubyon Avenue to restrict HGV traffic from using the avenue as a cut-through</i> <i>We are in favour of a CPZ (2)</i> <i>There is no need for traffic calming the council should stop wasting money on this.</i>
Herne Hill	<ul style="list-style-type: none"> <i>Parking is not such a serious issue that resident bays are required</i> <i>Any roads who vote in favour of CPZ should get it – it should not be all or nothing</i>

Kestrel Avenue	<ul style="list-style-type: none"> • <i>The cost of permits are too high (9)</i> • <i>We do not have parking problems (2)</i>
Lowden Road	<ul style="list-style-type: none"> • <i>No issues with parking on our street (4)</i> • <i>Money Making scheme</i> • <i>Please do not tax us residents anymore. We already pay too much council tax. Please change Jessop School sign with the words no parking School days only.</i> • <i>We do not want any changes whatsoever or traffic calming or more money wasted on sending letters. Spend the money re-surfacing Poplar Road which has so many potholes and dangerous to cycle in</i>
Milkwood Road	<ul style="list-style-type: none"> • <i>There is a problem with commuter parking so there is a problem with getting a parking space during the day. It is difficult to get a parking space (2)</i> • <i>I do not believe there is are issues with parking that warrant the introduction of a CPZ (3)</i> • <i>Money making scheme (2)</i>
Poplar Road	<ul style="list-style-type: none"> • <i>Parking is out of control and used mainly by people avoiding the congestion charge. It is used as a garage and residents do not have a change to park in the road especially during the day, never mind outside of your house. So please introduce CPZ (2).</i> • <i>Parking is manageable without CPZ. Speeding is not a major issue- sinusoidal humps create it's own problem and impact on drivers. Drivers are determined</i>
Rollscourt Avenue	<ul style="list-style-type: none"> • <i>There is no need for traffic calming measures in Rollscourt Avenue (2)</i>
Shadcroft Avenue	<ul style="list-style-type: none"> • <i>Needed ASAP</i> • <i>Charges are high</i> • <i>No parking issues. It is always easy to find parking</i>
Woodquest Avenue	<ul style="list-style-type: none"> • <i>Woodquest Avenue is not shown/marked on your map (2)</i>

All specific comments are sent to the project engineer for consideration.

Conclusion

Most resident were not in favour of having a CPZ in their street. The streets that do not want a CPZ would not change their mind even if a CPZ was implemented in their street or a neighbouring street. Should a CPZ be implemented, most respondents prefer a Monday to Friday CPZ with a two hour CPZ operation. Most streets were satisfied with the proposed parking bay than dissatisfied. Most of those who were dissatisfied were also not in favour of the proposed CPZ. Some of those who were dissatisfied with the proposed bays felt bays on the road would result in a loss of parking space. They also felt that pay and display machines would reduce the general aesthetic of the roads. Other general comments were people felt that this was a 'stealth tax', the charges were too high and there was no real problem with parking.

Appendix A shows which streets responded and the response rate for each street.

Street Name	No of Respondent	No of Addresses	Response Rate %
BRANTWOOD ROAD	26	72	36
COSBYCOTE AVENUE	11	24	46
DORCHESTER COURT	5	96	5
DORCHESTER DRIVE	4	19	21
DYLAN ROAD	0	3	0
FAWNBRAKE AVENUE	72	228	32
GUBYON AVENUE	33	129	26
HERNE HILL	23	274	8
HERON ROAD	9	63	14
KESTREL AVENUE	49	124	40
LOWDEN AVENUE	25	146	17
MATLOCK CLOSE	1	24	4
MILKWOOD ROAD	32	304	11
OBORNE CLOSE	2	28	7
POPLAR WALK	28	56	5
ROLLSCOURT AVENUE	21	68	31
SHARDCROFT AVENUE	11	24	46
TUDORSTACKS DORCHESTER	3	70	4
WOODQUEST AVENUE	6	15	40
NO ADDRESS STATED	8	-	
TOTALS	369	1767	

Appendix B shows the full count of the response to Q6 - does your household want a CPZ in your street.

STREETS	Yes	% Yes	No	% No	No Opinion	% No Opinion	Blank	% Blank	Total
BRANTWOOD ROAD	7	26	17	65	1	4	1	4	
COSBYCOTE AVENUE	4	36	7	64					
DORCHESTER COURT			5	100					
DORCHESTER DRIVE	2	50	2	50					
FAWNBRAKE AVENUE	15	21	57	79					
GUBYON AVENUE	13	39	19	58	1	3			
HERNE HILL	5	22	16	70	1	4	1	4	
HERON ROAD	5	55	3	33			1	11	
KESTREL AVENUE	17	35	31	63	1	2			
LOWDEN AVENUE	9	36	16	64					
MATLOCK CLOSE					1	100			
MILKWOOD ROAD	6	19	24	75	1	3	1	3	
OBORNE CLOSE	1	50			1	50			
POPLAR WALK	16	57	12	43					
ROLLSCOURT AVENUE	16	76	5	24					
SHARDCROFT AVENUE	5	50	5	50					
TUDORSTACKS DORCHESTER	2	67	1	33					
WOODQUEST AVENUE	3	50	3	50					
NO ADDRESS STATED	2	25	5	63	1	12			
TOTALS	129		228		8	178	4		

Appendix C shows the response to Q8 in which we asked residents should a CPZ be implemented in their street or a neighbouring street what days would they like it to operate.

Key: BI=Blank, MF=Monday to Friday, MS=Monday to Saturday, MSu=Monday to Sunday

Street Name	MF	MF%	MS	MS%	MSu	MSu%	BI	BI%	Total
BRANTWOOD ROAD	24	92					2	8	26
COSBYCOTE AVENUE	8	73					3	27	11
DORCHESTER COURT	5	100							5
DORCHESTER DRIVE	2	50	1	25			1	25	4
FAWNBRAKE AVENUE	57	79	2	3			13	18	72
GUBYON AVENUE	21	64	1	3			12	36	33
HERNE HILL	16	70			1	4	6	26	23
HERON ROAD	5	56	1	11			3	33	9
KESTREL AVENUE	36	73			1	2	13	26	49
LOWDEN AVENUE	18	72	3	12	1	4	3	12	25
MATLOCK CLOSE	1	100					0		1
MILKWOOD ROAD	16	50			1	3	15	47	32
OBORNE CLOSE			1	50			1	50	2
POPLAR WALK	26	94			1	3	1	3	28
ROLLSCOURT AVENUE	19	90	1	5			1	5	21
SHARDCROFT AVENUE	8	73					3	7	11
TUDORSTACKS DORCHESTER DRIVE	1	33			1	33	1	33	3
WOODQUEST AVENUE	6	100					0		6
NO ADDRESS STATED	4	50	1	12	1	13	2	25	8
TOTALS	273		11		7		80		369

Appendix D –Showing what streets wanted an all day CPZ or a 2 hour CPZ.

Street Name	All Day	% All Day	2 hour	% 2 hour	Blank	%Blank	Total
BRANTWOOD ROAD	2	8	21	80	3	12	26
COSBYCOTE AVENUE	1	9	7	64	3	27	11
DORCHESTER COURT			5	100			5
DORCHESTER DRIVE	1	25	2	50	1	25	4
FAWNBRAKE AVENUE	7	10	55	76	10	14	72
GUBYON AVENUE	6	18	16	48	11	33	33
HERNE HILL	6	26	11	48	6	26	23
HERON ROAD	2	22	4	44	3	34	9
KESTREL AVENUE	12	24	29	59	8	16	49
LOWDEN AVENUE	6	24	16	64	3	12	25
MATLOCK CLOSE			1	100			1
MILKWOOD ROAD	9	28	16	50	7	22	32
OBORNE CLOSE			1	50	1	50	2
POPLAR WALK	8	28	19	68	1	3	28
ROLLSCOURT AVENUE	7	33	13	62	1	5	21
SHARDCROFT AVENUE	2	18	5	45	3	27	11
TUDORSTACKS DORCHESTER DRIVE			3	100			3
WOODQUEST AVENUE			6	100			6
NO ADDRESS STATED	3	37	3	37	2	26	8
TOTALS	72		233		63		369

Appendix E – showing the full count of the residents response about the start times should an all day CPZ in put in place.

Street	8.30	% 8.30	9.30	% 9.30	10.00	% 10:00	12.00	% 12:00	Blank	% Blank	Total
BRANTWOOD ROAD	1	4	1	4					24	92	26
COSBYCOTE AVENUE					1	9			10	91	11
DORCHESTER COURT	1	20							4	80	5
DORCHESTER DRIVE	1	25							3	75	4
FAWNBRAKE AVENUE	4		2		2		1		63		72
GUBYON AVENUE	5		1						27		33
HERNE HILL	4		1				1		17		23
HERON ROAD	2								7		9
KESTREL AVENUE	7		2		3				37		49
LOWDEN AVENUE	4		2		1				18		25
MATLOCK CLOSE									1		1
MILKWOOD ROAD	5				1		1		25		32
OBORNE CLOSE									2		2
POPLAR WALK	6		2						20		28
ROLLSCOURT AVENUE	5				2		1		13		21
SHARDCROFT AVENUE	2								9		11
TUDORSTACKS DORCHESTER DRIVE	1		1						1		3
WOODQUEST AVENUE									6		6
NO ADDRESS STATED	3								8		8
TOTALS	51		12		10		4		295		369

Appendix F – showing the full count of the residents response about the finish times should an all day CPZ in put in place.

Street	3.00	% 3.30	5.30	% 5.30	6.30	% 6:30	8.30	% 8.30	Blank	% Blank	Total
BRANTWOOD ROAD			2	8					24	92	26
COSBYCOTE AVENUE	1	9							10	91	11
DORCHESTER DRIVE							1	25	3	75	4
FAWNBRAKE AVENUE	2	3	6	8	1	1	1	1	62	87	72
GUBYON AVENUE	1	3	3	9	2	6	1	3	26	79	33
HERNE HILL	2	9	3	13	1	4			17	74	23
HERON ROAD			1	11	1	11			7	78	9
KESTREL AVENUE	1	2	10	20	2	4			36	73	49
LOWDEN AVENUE	1	4	4	16	1	4			19	76	25
MATLOCK CLOSE									1	100	1
MILKWOOD ROAD	2	6	4	13	2	6			24	75	32
OBORNE CLOSE									2	100	2
POPLAR WALK	1	4	3	11	3	11	1	4	20	71	28
ROLLSCOURT AVENUE	3	14	4	19					14	67	21
SHARDCROFT AVENUE					2	18			9	82	11
TUDORSTACKS DORCHESTER DRIVE									3	100	3
WOODQUEST AVENUE									6	100	6
NO ADDRESS STATED			3	37					5	63	8
TOTALS	14		43		15		4		288		369

Appendix G – shows the full count of Q12 - in which we asked what operating times residents preferred if they chose the two hour option.

Streets	10-12	% 10 - 12	11 -1	% 11-1	12- 2	%12 – 2	1-3	% 1-3	Blank	Grand Total
Brantwood Road	4	20			15	75	1	5		20
Cosbycote Avenue	4	57	1	14	2	29				7
Dorchester Court	3	67			1	33				4
Dorchester Drive					1	50	1	50		2
Fawnbrake Avenue	16	31	7	14	26	51	2	4		51
Gubyon Avenue	4	27	3	20	6	40	2	13		15
Herne Hill	5	50	2	20	2	20	1	10		10
Heron Road			1		3					4
Kestrel Avenue	5	18			16	57	7	25		28
Lowden Road	5	31			7	44	4	25		16
Matlock Close					1	100				1
Milkwood Road	4	33	2	17	3	25	3	25		12
No Address			1	33	2	67				3
Oborne Close					1	100				1
Poplar Walk	6	31			12	63	1	5		19
Rollscourt Avenue	3	23			10	77				13
Shardcroft Avenue					5	100				5
Woodquest Avenue			2	33	4	67				6
Tudor Stacks Dorchester Drive			1	50	1	50				2
Milkwood Road	1	33			2	67				3
Grand Total	60		20		120		22			222

Appendix H – shows the response to Q13 in which we asked residents whether they would like a motorcycle bay in their street.

STREETS	Yes	% Yes	No	% No	No Opinion	% No Opinion	Blank	% Blank	Total
BRANTWOOD ROAD	1	4	16	61	7	27	2	8	26
COSBYCOTE AVENUE			7	64	2	18	2	18	11
DORCHESTER COURT	3	60	1	20	1	20			5
DORCHESTER DRIVE			3	75	1	25			4
FAWNBRAKE AVENUE	5	7	46	64	16	22	5	7	72
GUBYON AVENUE	2	6	21	64	3	9	7	21	33
HERNE HILL	2	9	10	43	10	43	1	4	23
HERON ROAD			6	67	2	22	1	11	9
KESTREL AVENUE	10	20	28	57	5	10	6	12	49
LOWDEN AVENUE	5	20	9	36	9	36	2	8	25
MATLOCK CLOSE					1	100			1
MILKWOOD ROAD	1	3	13	41	8	25	10	31	32
OBORNE CLOSE			2	100					2
POPLAR WALK	2	7	16	57	10	36			28
ROLLSCOURT AVENUE			12	57	7	33	2	10	21
SHARDCROFT AVENUE			7	64	1	9	3	27	11
TUDORSTACKS DORCHESTER							3	100	3
WOODQUEST AVENUE			5	83	1	17			6
NO ADDRESS STATED	1	12	3	38	2	25	2	25	8
TOTALS	32		211		86		40		369

Appendix I shows the response to Q14 in which we asked residents whether they were satisfied with the proposed bays in their street.

STREETS	Yes	% Yes	No	% No	No Opinion	% No Opinion	Blank	% Blank	Total
BRANTWOOD ROAD	8	31	10	38	5	19	3	11	26
COSBYCOTE AVENUE	5	45	3	27	1	9	2	18	11
DORCHESTER COURT	1	20	3	60	1	20			5
DORCHESTER DRIVE	1	25	1	25	1	25	1	25	4
FAWNBRAKE AVENUE	26	36	22	30	12	17	12	17	72
GUBYON AVENUE	7	21	15	45	4	12	7	22	33
HERNE HILL	4	17	14	61	4	18	1	4	23
HERON ROAD	3	33	3	33	1	11	2	22	9
KESTREL AVENUE	20	41	17	35	5	10	7	14	49
LOWDEN AVENUE	11	44	9	36	3	12	2	8	25
MATLOCK CLOSE					1	100			1
MILKWOOD ROAD	8	25	15	47	3	9	6	19	32
OBORNE CLOSE					1	50	1	50	2
POPLAR WALK	13	46	10	36	4	14	1	4	28
ROLLSCOURT AVENUE	12	57	5	24	2	9	2	10	21
SHARDCROFT AVENUE	5	45	4	36			2	19	11
TUDORSTACKS DORCHESTER	1	33					2	67	3
WOODQUEST AVENUE	5	83			1	17			6
NO ADDRESS STATED	3	38	1	12	2	25	2	25	8
TOTALS	133		132		51		53		369

Appendix J – The demographic breakdown of the respondents are as follows:

Gender	
Male	28% (105)
Female	35% (129)
No Reply	36% (135)
Total	100% (369)

Age	
16 - 19	1% (1)
20 – 29	4% (18)
30 – 44	23% (87)
45 – 59	22% (83)
60 – 74	14% (50)
75 or over	4% (16)
Blank	31% (114)
Total	100% (369)

Do you have any long-standing illness, disability or infirmity?	
Yes	18% (65)
No	48% (177)
Blank	34% (127)
Total	100% (369)

Ethnic Group	
White British	51% (190)
White Irish	2% (10)
Other White background	6% (24)
Mixed – White & Black Caribbean	1% (1)
Mixed – White & Black African	1% (1)
Mixed – White & Asian	1% (1)
Other Mixed background	1% (2)
Asian or Asian British – Indian	1% (2)
Asian or Asian British – Pakistani	1% (3)
Black or Black British – Caribbean	2% (8)
Black or Black British – African	1% (1)
Other Ethnic Group	1% (2)
No Reply	33% (124)
Total	100% (369)

Appendix K – Herne Hill 2nd Stage survey Analysis

