

Sustainable Streets: Catford and Crofton Park review

London Borough of Lewisham

September 2024

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Job Number	Issue	Description	Originator	Checked	Authorised
9647	V1 - DRAFT	Engagement Report	M.Stephens	S.Bortoli	
9647	V2 - DRAFT	Engagement Report	M.Stephens	W.Roper	S.Bortoli
	V3 - FINAL	Engagement Report	C.Moreno	M.Stephens	S.Bortoli

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Executive summary

The London Borough of Lewisham consulted with residents living in the Catford and Crofton Park area to review the Sustainable Streets measures introduced in January 2023. This programme proposes to make better use of road space and pavements by installing electric vehicle charging points, cycle hangars, and street trees, as well as improving road safety and ensuring better management of on-street parking.

Following this consultation, the programme was implemented in two areas around Honor Oak Station and Ravensbourne Crescent in January 2024 (named the Honor Oak and Ravensbourne Park zones). As is best practice, LBL has reviewed the programme six months following its introduction, in July 2024. This review consisted of an online survey across the area originally consulted in January 2023. A total of 504 respondents completed one of two surveys: one for residents where permit parking and sustainable measures were introduced on the street, and one for residents where it was not.

Following the analysis of the survey, it is recommended measures be extended to Tatnell Road, Lessing Street, Grierson Road, and Gabriel Street, and be further considered for implementation on Riseldine Road and Honor Oak Park to avoid displacement impacts.

Residents in the existing Honor Oak zone were broadly happy with the scheme. However, it is recommended changes be made to the scheme in the Ravensbourne Park zone to ensure there is sufficient parking available and that infrastructure to support sustainable travel is working as intended.

1. Background

The London Borough of Lewisham's (LBL) Local Implementation Plan states that the council is aiming for 80% of all local journeys to be made by walking, cycling and public transport by 2041. Reduced reliance on motor vehicles will help to improve air quality and road safety, reduce noise and congestion, and make neighbourhoods greener, healthier, and more enjoyable places to live, work and play. Reducing car use is also noted as a critical part in tackling the climate crisis.

To help achieve this goal, the Sustainable Streets programme proposes to make better use of road space and pavements in the borough by installing electric vehicle charging points, cycle hangars, and street trees, as well as improving road safety and ensuring better management of on-street parking.

The Sustainable Streets programme will support Lewisham's delivery against several borough and London-wide strategies and policies including:

- Lewisham Corporate Strategy 2022-2026
- Future Lewisham 2021
- Climate Emergency Action Plan 2019
- Air Quality Action Plan 2022 – 2027
- Transport Strategy and Local Implementation Plan 2019 – 2041
- Mayor of London's Transport Strategy 2018
- Mayor of London's Vision Zero Action Plan 2021
- Mayor of London's Cycling Action Plan 2018
- Mayor of London's Walking Action Plan 2018
- London Environment Strategy 2018

The programme is being rolled out in phases across the borough, with measures recently introduced in Catford and Deptford. The programme has delivered permit parking, 28 cycle hangars, 18 trees and five car club bays. Additionally, 33 electric vehicle chargepoints will be installed once the procurement process has been completed.

Following the introduction of these measures, the council has committed to reviewing them after six months. The review is to help officers understand if measures are working as intended, identify any necessary adjustments, and determine whether permit parking should be extended to other streets to reduce traffic displacement.

2. Engagement programme

Survey and dedicated webpage

The [Sustainable Streets Commonplace page](#) used for previous phases was updated for the Catford and Crofton Park review. The page included an overview of the programme, an FAQ (Frequently Asked Questions) detailing answers to common queries, a timeline of the programme and links to the online survey. Maps detailing the original proposals from January 2023 were available on the page.

To complete the survey, respondents were prompted to click on the 'I live in Catford and Crofton Park area' tile, leading to an online survey to be completed. There were two surveys: one for people living on a street with permit parking and other Sustainable Streets measures, and one for those living on a street without permit parking. Community members who did not want to complete the survey online could also request a hardcopy version through the programme voicemail service. Please see Appendix A for the questions asked.

Postcards

A postcard with information about the programme, a QR code which linked to the homepage of the Sustainable Streets programme webpage and contact details for public enquiries was sent to all properties in the consultation area. A total of 6,624 postcards were delivered to properties in the area. Please see Appendix B for a copy of the postcard.

Door knocking

Where there was a low response rate from the survey, a team carried out door knocking to ensure residents were aware of the programme. This was also carried out on streets adjacent to areas where measures were introduced in January 2024, as these areas had been identified as being at greatest risk of experiencing parking displacement. Residents could complete the survey in person on the doorstep or be left with a survey and free-post envelope to return.

More than 500 properties were visited in the Catford and Crofton Park area. The team completed 37 online surveys with residents, distributed 66 paper surveys and handed out 263 leaflets.

Email correspondence

The following section provides an overview of emails received during the consultation period from members of the public.

Three emails containing feedback to be considered in this report were received.

Road mentioned	Sentiment	Comments
Bankhurst Road	Positive	<ul style="list-style-type: none"> Supportive of permit parking on Bankhurst Road

		<ul style="list-style-type: none"> • Bankhurst Road has seasonal groundwater egress and ground heave that degrades paving • Cars and bins are on the path causing it to degrade and makes it difficult to pass • To fix the above issues, the council could repave the area and include a new drainage system and mark out dedicated space for bins and cars, while leaving 1.8 metres of footpath unobstructed
Chilthorne Close	Negative	<ul style="list-style-type: none"> • There aren't enough spaces in Chilthorne Close for residents • The long strip of parking on Ravensbourne Park is not used by many people because traffic travels quickly and has caused damage to resident's car twice • The Zipcar and cycle storage should be moved to the Ravensbourne Park parking strip so residents have more space to park near their homes • There is no provision for tradespeople • Five new houses have been approved on Ravensbourne Park with no parking provision which could make the situation worse • Can the residents in Ravensbourne Park use spaces in the Catford West zone? • Zone is still missing electric vehicle chargepoints and trees
Gabriel Street	Positive	<ul style="list-style-type: none"> • Supportive of the programme on Gabriel Street, as long as there are visitors passes and it is extended to all streets, so cars aren't displaced • It is difficult to park during the week between 8am and 6pm, forcing residents to park several streets away

3. Data cleansing and analysis process

A data cleansing process was undertaken to verify addresses and identify duplicate or irregular submissions. All addresses were checked to ensure they included a house or flat number, street name and postcode. Those without a full address were removed unless the missing part of address was able to be verified manually. For example, if an address was missing a postcode, the house or flat number and street name were used to identify the postcode.

A total of 32 responses were removed from the dataset following the cleansing process, leaving 565 complete and verified responses.

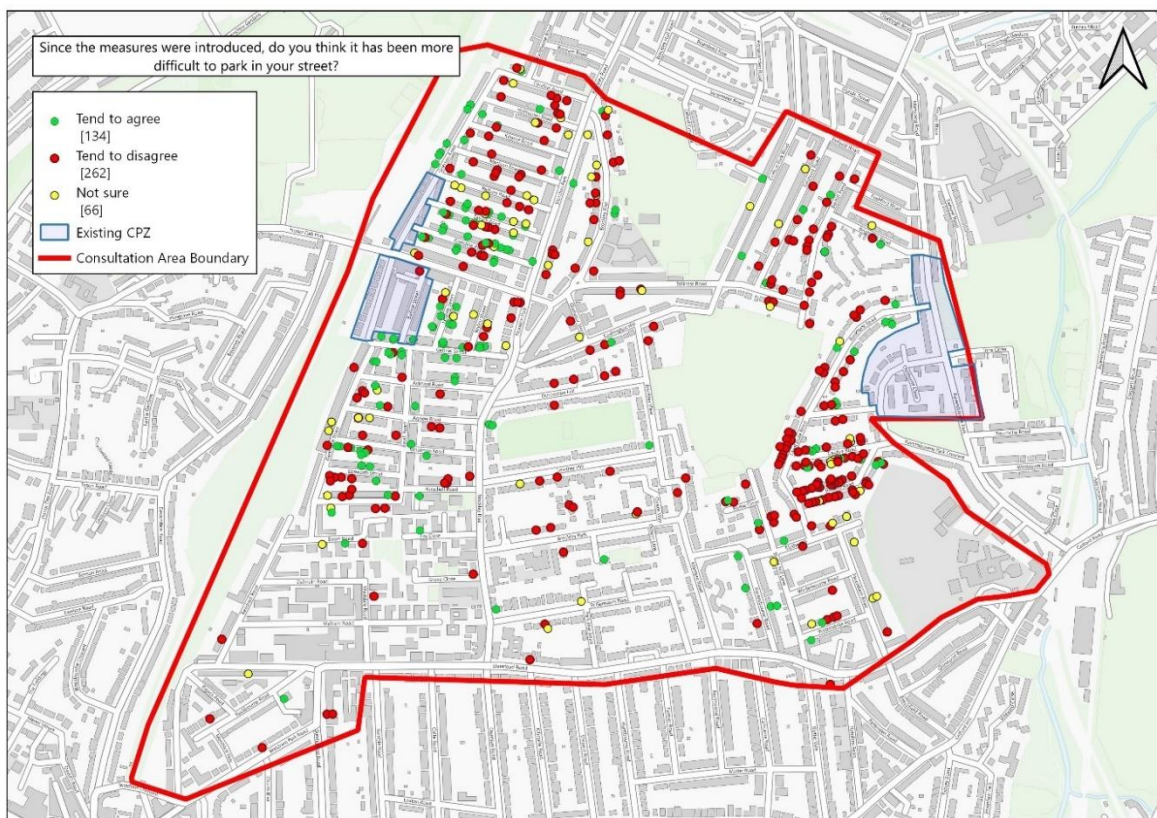
Response addresses were mapped to identify if they were inside or outside the review area and had completed the correct survey. There were 61 respondents outside the zone or who had completed the wrong survey, these were removed from the main dataset however their free text responses were analysed separately. Following this process, 504 responses remained in the main dataset for analysis.

Up to three responses per household were accepted to accommodate respondents from HMOs, however for the street-by-street analysis, a single response was analysed per household, creating a 'mixed' category for single households which had differing responses.

4. Analysis: Streets without permit parking

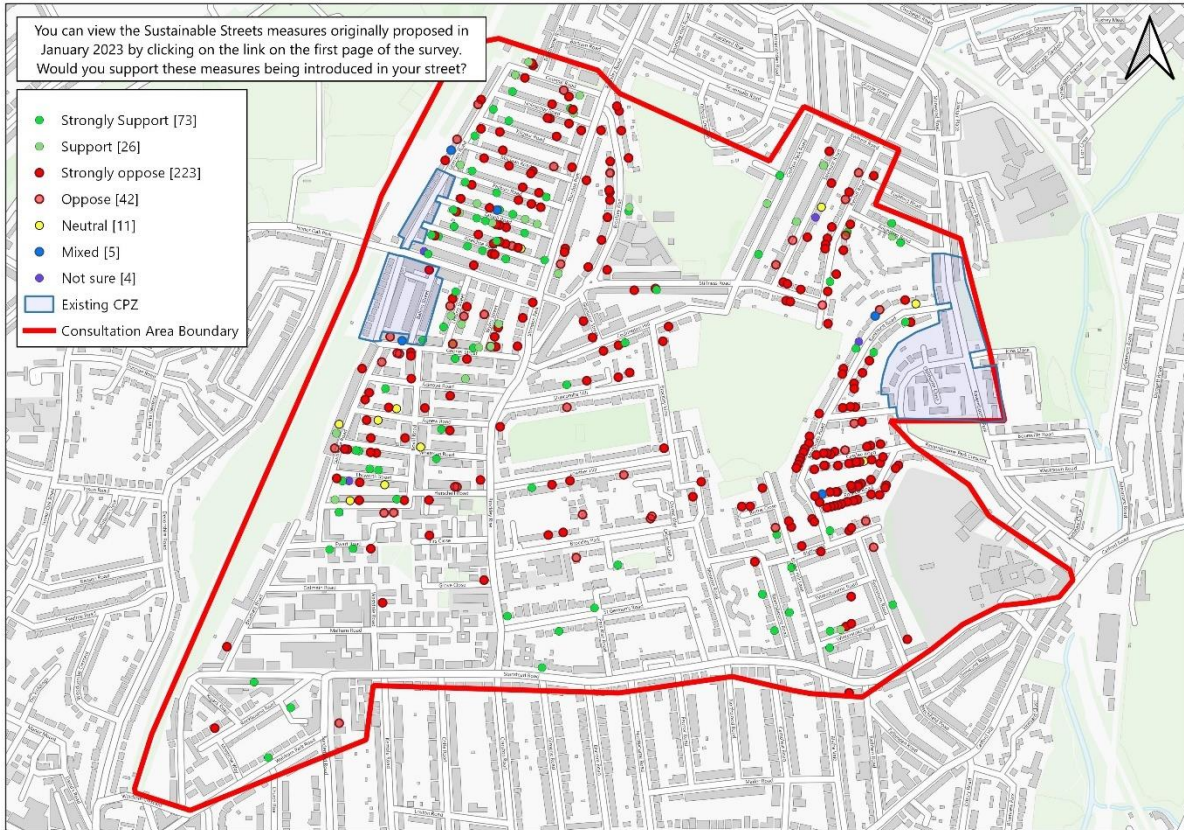
The following section examines responses from households within the consultation area but living outside the Honor Oak or Ravensbourne Park controlled parking zones. A full analysis of the key questions within the survey and street-by-street analysis is provided in Appendix C.

Since the measures were introduced, do you think it has been more difficult to park in your street?



Since the measures were introduced do you think it has been more difficult to park in your street?			
Overall	29% Agree	57% Disagree	14% Unsure
Respondents mainly reported parking becoming more difficult in the area surrounding Honor oak zone			
Location	Disagree		
Gabriel Street	88%		
Lessing Street	80%		
Grierson road	70%		
Whatman Road	60%		
Riseldine Road (further north)	64%		
Ravensbourne Road	100%		

You can view the Sustainable Streets measures originally proposed in January 2023 by clicking on the link on the first page of the survey. Would you support these measures being introduced in your street?

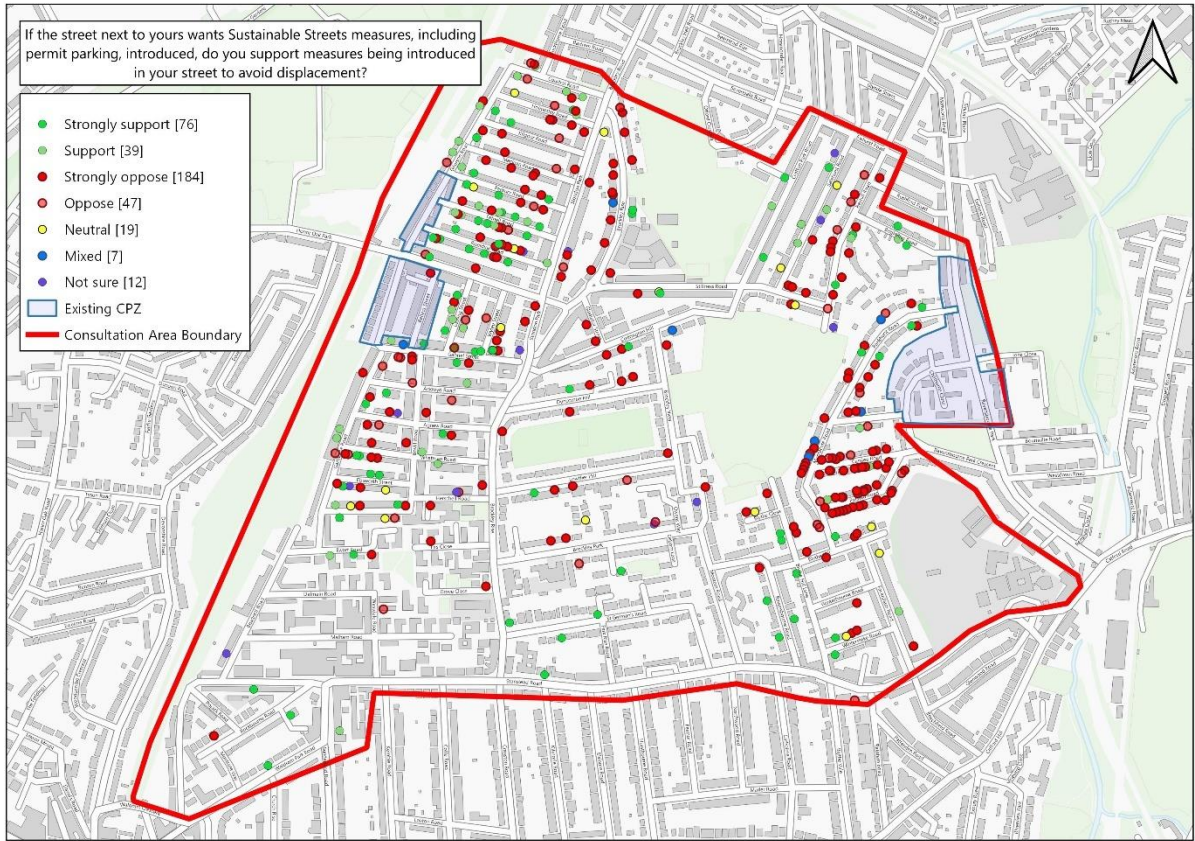


Response	Percentage
Strongly Opposed	58%
Opposed	11%
Neutral	3%
Supported	7%
Strongly Supported	19%
Not Sure	1%
Mixed Responses	1%

A breakdown of the responses for each street can be found in the appendix.

In some streets within the zone, 50% or more respondents supported the introduction of Sustainable Streets measures; this included Tatnell Road (61% support) and Lessing Street (50%).

If the street next to yours wants Sustainable Streets measures, including permit parking, introduced, do you support measures being introduced in your street to avoid displacement?



Respondents were more likely to support permit parking on their street if it was going to be introduced on nearby streets to avoid displacement

Response	Percentage
Strongly Opposed	48%
Opposed	12%
Neutral	5%
Supported	10%
Strongly Supported	20%
Not Sure	3%
Mixed Responses	2%

In some streets within the zone, 50% or more respondents supported the introduction of Sustainable Streets measures if residents in adjacent streets supported measures. Based on Tatnell Road and Lessing Street, nearby streets who supported measures to avoid displacement included the remainder of Grierson Road (66%) and Gabriel Street (47% support compared with 33% oppose).

Do you have any other feedback?

A total of 382 respondents answered this question, and 80 chose not to. Of these responses, 46 were positive about permit parking, 248 were negative and 88 were neutral in sentiment. The key themes raised by respondents were:

Feedback	Mentions
Permit parking is not needed	182
Permit parking is too expensive	24
Permit parking causes displacement	21
Permit parking is inconvenient for visitors/tradespeople	16
Permit parking makes it easier to park on the street	11
Permit parking reduced traffic and congestion	10

A total of 57 respondents provided suggestions about how the scheme should operate and 33 gave comments deemed to be out of scope.

Respondents also mentioned what sustainable measures they would like to see on their street:

- 48 respondents said they were in favour of street trees, while nine detailed concerns. Respondents were concerned about tree maintenance and the damage they cause to properties.
- 27 supported the introduction of electric vehicle chargepoints and one resident was concerned about yellow lines being placed near chargepoints making them difficult to access.
- 28 residents were in support of secure cycle storage and 10 had concerns about their introduction. Common concerns included that existing secure cycle storage was not being used and people had requested a space but hadn't been given on yet.
- Five respondents were positive about the introduction of car club bays, while one expressed concern about the cost of car clubs.
- Two respondents were in favour of the introduction of double yellow lines, and 13 respondents had concerns about them. Most respondents were concerned the double yellow lines were unfinished or were unnecessarily long and removed parking.

Detailed analysis for streets where there was a majority of support for measures to be introduced, or support if nearby streets were to be introduced, has been included in Appendix D.

5. Analysis: Streets with permit parking

A total of 32 respondents living on a street with permit parking in the Catford and Crofton Park area answered the survey. Of these respondents, 24 lived in the Honor Oak zone, and eight lived in the Ravensbourne Park zone. A total of 139 properties are eligible for a permit within the Honor Oak zone, with 116 properties are eligible within the Ravensbourne Park zone.

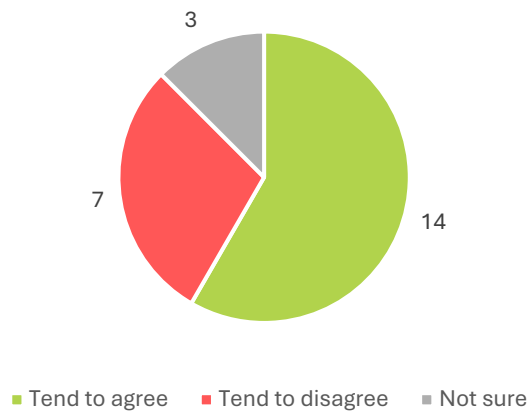
The responses to each question are presented by zone below.

Honor Oak

A total of 24 respondents lived in the Honor Oak zone: 19 on Grierson Road and five on Ballina Street.

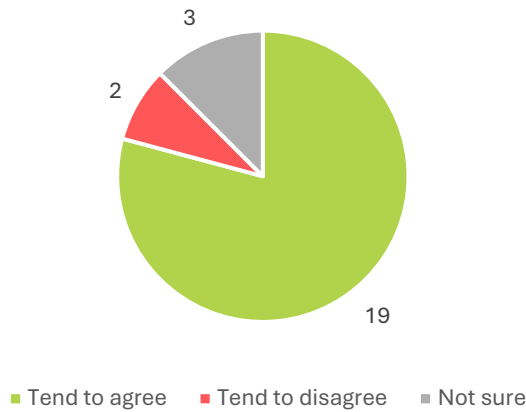
Sustainable Streets measures, including permit parking, have been in operation in your street since January 2024. Do you think these measures:

Honor Oak: Do you think these measures have reduced traffic and congestion?



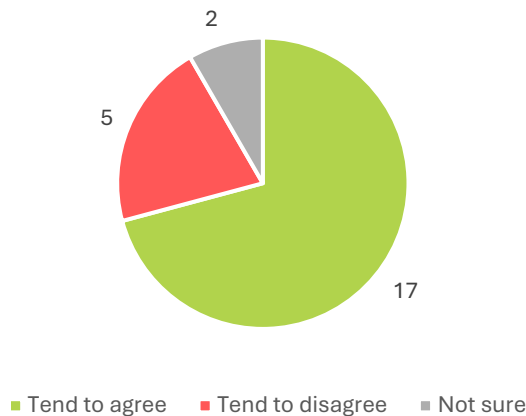
Most respondents in this zone agreed the measures had reduced traffic and congestion (58%), while 29% disagreed and 13% said they weren't sure.

Honor Oak: Do you think these measures have made it easier to park in your street?



The most popular answer to this question was 'Tend to agree' (79%), followed by 'Not sure' (13%), and 'Tend to disagree' (8%).

Honor Oak: Do you think these measures have improved your street?



Respondents tended to agree measures had improved their street (71%), 21% disagreed and 8% said they weren't sure.

Do you have any other feedback?

A total of 22 respondents out of the 24 who said they lived in the Honor Oak zone answered the question. One respondent who lives in Ballina Street incorrectly completed the survey. for residents living outside the zone. Their free-text response has been included in the analysis, taking the number of responses to 23. Of these responses, 12 were positive and about permit parking, three were negative and seven were neutral. The most common comments were:

Feedback	Mentions
Permit parking made it easier to park on the street	5
Permit parking caused displacement to nearby streets	5
The programme had improved the street	4
Permit parking had reduced traffic and congestion	4
Permits cost too much	4
Timings need to change	3
Permit parking is inconvenient for visitors/tradespeople	1

One respondent who said timings needed to change wanted the hours shortened, and two respondents wanted permit parking operation hours extended to the weekend.

Two respondents provided specific feedback about how the programme operates:

- Visitor permits should be free for non-car owners in the zone.
- People who share vehicles should be able to register multiple addresses with proof of a shared vehicle.
- Remove some of the yellow lines painted where unused drop kerbs are so people can park outside their houses.

Two respondents were concerned about the driving behaviour of mopeds in the area. One respondent said mopeds were driving through the barrier on Grierson Road, and the other said they have been mounting the pavement. While these comments are out of scope for this programme, they should be passed onto other areas of the council so a solution can be found.

Respondents also commented on the sustainable measures implemented:

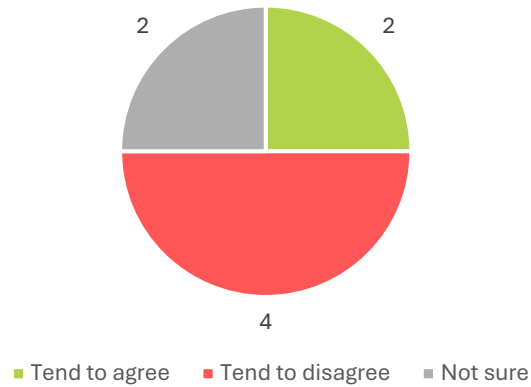
- Two respondents spoke favourably about the new trees on their street, and one requested more trees be planted as they said there were more on the plans.
- Two respondents suggested more electric vehicle chargepoints were needed and one resident on Ballina Street said they were waiting for one to be installed.

Ravensbourne Park

A total of eight respondents lived in the Ravensbourne Park zone: six on Chilthorne Close and two on Ravensbourne Park. 116 properties within Ravensbourne Park are eligible for a permit.

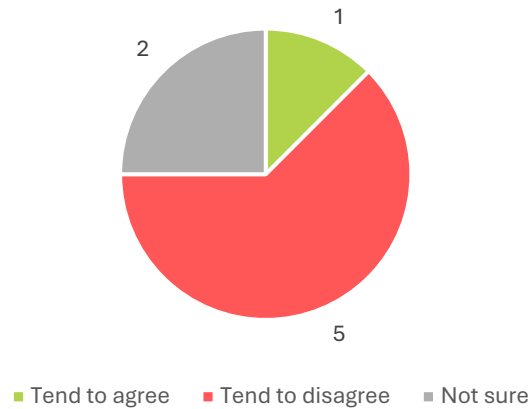
Sustainable Streets measures, including permit parking, have been in operation in your street since January 2024. Do you think these measures:

Ravensbourne Park: Do you think these measures have reduced traffic and congestion?



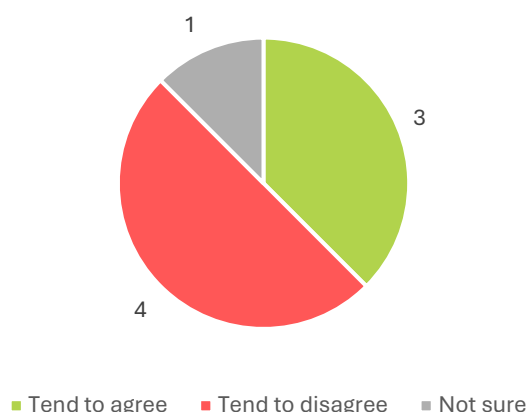
Half of respondents disagreed that the measures introduced had reduced traffic and congestion, while 25% agreed and 25% said they weren't sure.

Ravensbourne Park: Do you think these measures have made it easier to park in your street?



Most respondents disagreed measures had made it easier to park in the street (62.5%). Others agreed with the statement (12.5%) and 25% said they weren't sure.

Ravensbourne Park: Do you think these measures have improved your street?



The most common answer to whether measures had improved in the street was 'Tend to disagree', selected by 50% of respondents. This was followed by 'Tend to agree' (37.5%), and 'Not sure' (12.5%).

Do you have any other feedback?

Seven out of eight respondents living in the Ravensbourne Park zone answered this question. One respondent living on Chilthorne Close filled out the wrong survey. Their free text response has been included in the analysis. Six responses were deemed to be negative and two had a positive sentiment. The most common comments were:

Feedback	Mentions
There's a lack of parking on the street	7
Permit parking is not needed	2
Permit parking timings need to change	1
More enforcement is needed	1

The respondent who said timings should change requested permit parking be extended to the weekends because it gets congested and there is no space for residents to park.

Four respondents provided other information about how the scheme is operating and how it could be improved:

- There is a new build under construction which will increase congestion on Chilthorne Close (two mentions).
- Part of the road is doubled-parked and could be used for more parking spaces.
- People have been parking on the pavement because there aren't enough spaces but don't seem to be getting tickets.
- Introduce two-hour parking bays for tradespeople and personal visits.

Two respondents provided out-of-scope comments. One mentioned their disappointment that plans for a Catford Green to Doggett Road SE6 pedestrian and cycle bridge were not

going ahead, and another said speeding traffic on Ravensbourne Park and traffic queues leading to the South Circular on weekday afternoons were issues in the area.

People provided feedback on the sustainable measures implemented:

- Six respondents had concerns about the cycle storage hub. All five respondents reported the cycle hangar on the street was not being used and had been empty since it was installed. One respondent suggested moving it to Ravensbourne Park.
- Three respondents said there were too many double yellow lines on the road, excessively restricting parking.
- Two said the EV chargepoint installed was not connected. One suggested it should be moved to a different location.

6. Analysis: Other

What is your connection to the area?

If people selected 'Other' instead of 'I am a resident/business in a street with permit parking' or 'I am a resident/business in a street without permit parking', they were then asked what their connection to the area was. Three people said they were residents, two said they live in Catford, two said they live nearby, two did not give an answer, and one said they commuted through the area on bike.

What is your feedback about Sustainable Streets in the Catford and Crofton Park area?

Respondents were asked 'What is your feedback about Sustainable Streets in the Catford and Crofton Park area?'. Eight out of ten people responded to this question: three provided a response with positive parking sentiment, three were negative about permit parking and two were neutral. Common comments were:

Feedback	Mentions
Permit parking is inconvenient for visitors/tradespeople	2
Permit parking is not needed	1
Permit parking is too expensive	1
Permit parking reduces traffic and congestion	1

Two people suggested changes to the way the scheme operates. They said electric and hybrid vehicles should have access to cheaper parking or get free parking for 30 minutes. They also said if you can prove you are connected to an area, for example you pick up grandchildren, you should be able to purchase a restricted pass. Another said permit parking should be in more areas near the station.

Out of scope comments included the number of Lime bikes left on the pavement are blocking pedestrians and buggies, and speed limits for cyclists. The respondent who cycled through the area said Beadnell and Garthorne roads were well-served by the cycle network but are used as shortcuts of traffic when the B218 was busy.

One respondent, who said they lived in the area, commented on sustainable transport measures and said:

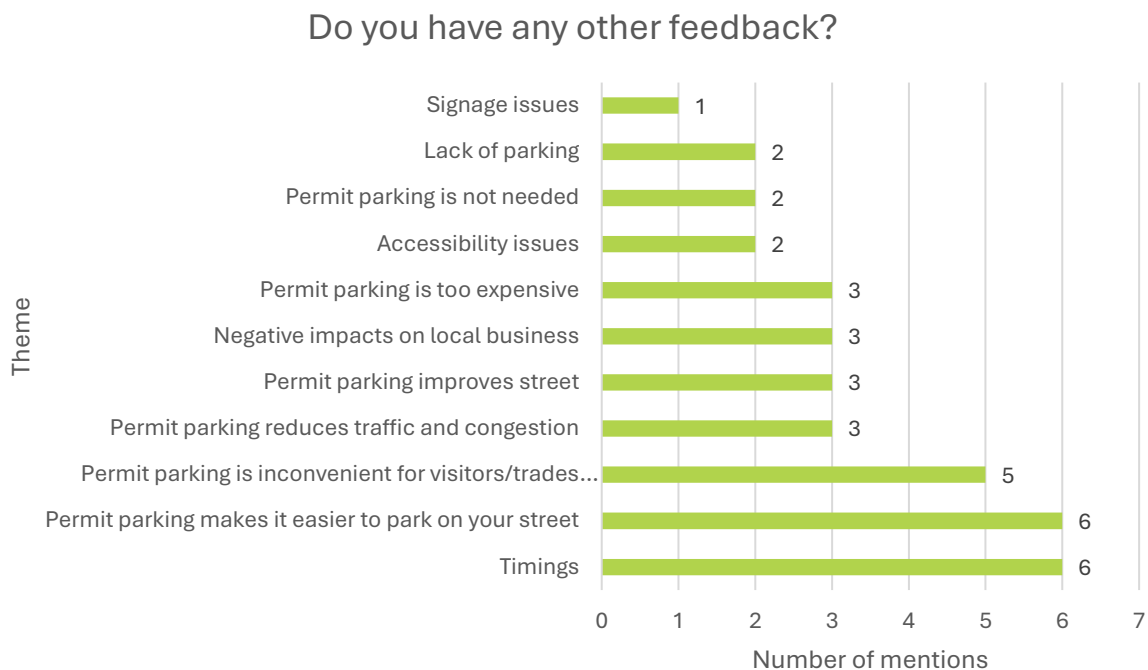
- They were not in favour of additional trees as some trees on the road towards Honor Oak Park Station were overgrown. They said if more trees are planted, there needs to be a strategy in place to cut them back when they start to obstruct where people walk.
- The respondent was in favour of electric vehicle chargepoints.

7. Analysis: Outside consultation zone

Respondents who filled out the survey but gave an address outside the consultation area were removed from the main dataset. The free text responses from these 48 entries are analysed below.

Do you have any other feedback?

Thirty-five respondents out of 48 answered this question. Most responses were categorised as neutral (15 mentions) and 10 were positive and 10 were negative. The main themes are displayed in the graph below.



Five of the six respondents who mentioned timings said permit parking should operate for only a couple of hours during the day. One person said they disagreed with the time constraints of permit parking but did not say why.

The six people who said permit parking made it easier to park said it was because it would stop commuters (including council workers) parking for the day, stop people from dumping unused cars and vans on their street, and prevent people driving to the park and parking on Winsford Road.

Another common theme mentioned by respondents was that permit parking made it difficult for carers, visitors and tradespeople. All five respondents said this made it difficult and expensive for residents to have friends, family and carers visit, which can lead to social isolation.

Respondents also had concerns and requests for sustainable transport measures.

- One respondent also requested more trees on Southpark Crescent, while one said any new trees should be planted in the ground rather than planters because some in Crofton Park were dying.
- Four respondents had concerns about cycle storage. One said it wasn't needed on their street, Cranston Road, because most properties have houses with side access and a resident on Ravensbourne Park Crescent said the cycle storage outside their house had not been used and should be removed. Two respondents were generally in favour of secure cycle storage and more trees on Hazeldon Road.
- Two people requested EV chargepoints on Hazeldon Road and one was concerned parking permits would make it difficult for residents to charge their electric cars using cheaper home electricity.

Three respondents contributed information which could be used to inform future designs and proposals. They suggested:

- Charging based on emissions rather than car usage is unfair.
- The free visitor permits should be given to all households, regardless of whether they buy a permit or not.
- Allow households to only own one vehicle.
- Introduce permit parking to the whole borough.

The table below shows respondents who suggested they wanted permit parking and those who did not. Each road was suggested once.

Want permit parking	Do not want permit parking
Albion Way	Adenmore Road
Arthurdon Road	Barriedale
Bexhill Road	Bexhill Road
Cranston Road	Crofton Park Road
Engleheart Road	Cypress Gardens
Ladywell Road	Dowanhill Road
Marnock Road	Fordel Road
Penerley Road	Ladywell Heights
St Filians Road	Perry Hill
Windsford Road	Wellmeadow Road

8. Key findings

Following analysis of the feedback provided as part of the six-month review, the following key findings have been identified:

- There is support for the Sustainable Streets programme to be introduced on Tatnell Road and Lessing Street, where 61% and 50% of respondents respectively were in favour of the programme.
- If the programme is implemented on the above streets, it should be implemented on the remainder of Grierson Road and Gabriel Street, where more than 50% of respondents on these streets indicated if permit parking was implemented on a street next to them, they would want it introduced on their street to avoid displacement.
- Consideration should be given to implementing the programme on Honor Oak Park and Riseldine Road because they are adjacent to streets which support the measures and are likely to experience significant displacement if excluded.
- Respondents living on Tatnell Road were particularly interested in the introduction of street trees, and residents on Lessing Street and Grierson Road emphasised the need for EV chargepoints.
- Overall, residents in the Honor Oak Park zone were broadly happy with the scheme, with 71% of respondents agreeing it had improved their street. Respondents said it had made it easier to park on their street, but this had also increased the number of cars parking in other streets. Residents in the area said they were waiting for the electric vehicle chargepoint on Ballina Street to be installed and wanted more information about how to reserve a space in the cycle hangar on Grierson Road.
- Those living in the Ravensbourne Park zone who responded to the consultation wanted improvements made to the scheme. Respondents said there weren't enough parking spaces, and because of this, cars were being parked on pavements. People said the double yellow lines were excessive and could be removed to create more parking spaces. Residents also said the cycle storage hub on the street had been empty since it was installed. It was suggested it could be moved to Ravensbourne Park, where it might be used more. People also were concerned the recently installed EV chargepoint was not connected.

Appendix A: Survey

With permit parking:

Q1. I am a

- Resident in a street with permit parking
- Business owner in a street with permit parking
- Other: _____

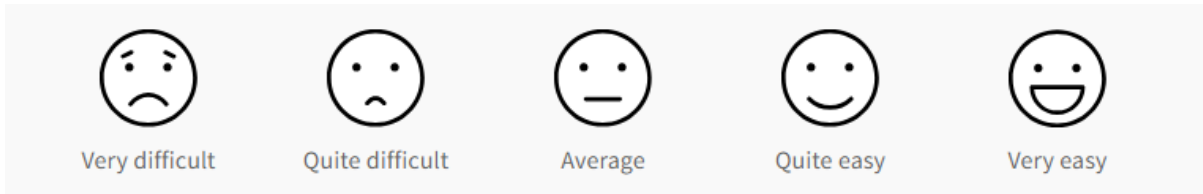
Q2. What is your home or business address? Your full address including house or flat number, street and postcode is required. It will only be used for the purpose of analysing this survey.

Q3. Sustainable Streets measures, including permit parking, have been in operation in your street since January 2024. Do you think these measures have:

	Tend to agree	Tend to disagree	Not sure
Reduced traffic and congestion			
Made it easier to park in your street			
Improved your street			

Q4. Do you have any other feedback on permit parking?

Q5. How easy did you find this survey to complete?



Without permit parking:

Q1. I am a

- Resident in a street without permit parking
- Business owner in a street without permit parking
- Other: _____

Q2. What is your home or business address? Your full address including house or flat number, street and postcode is required. It will only be used for the purpose of analysing this survey.

Q3. Sustainable Streets measures, including permit parking, were not introduced in your street in January 2024 due to feedback received at the time. Since the measures were introduced, do you think it has been more difficult to park in your street?

- Tend to agree
- Tend to disagree
- Not sure

Q4. You can view the Sustainable Streets measures originally proposed in your street in January 2023 in the plans supplied. Would you support these measures being introduced in your street?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

Not sure




Q5. If the street next to yours wants Sustainable Streets measures, including permit parking, introduced, do you support measures being introduced in your street to avoid displacement?

When permit parking is introduced in some streets and not others, commuters may park in nearby streets where there is no permit parking. This is called parking displacement and one of the ways it can be avoided is by putting permit parking in a wider area.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Not sure

Q6. Do you have any other feedback on permit parking?

Q7. How easy did you find this survey to complete?

				
Very difficult	Quite difficult	Average	Quite easy	Very easy

Appendix B: Postcard



Sustainable Streets review

In January 2024, we introduced Sustainable Streets measures on streets in Ravensbourne Park and near Honor Oak station.

We've delivered permit parking, a new car club bay, two cycle hangars and 12 street trees, with three electric vehicle chargepoint bays being installed later this year.

We're now undertaking a six-month review of the Sustainable Streets programme in the Catford and Crofton Park areas.



Our Sustainable Streets programme aims to reduce the number of car journeys in Lewisham and encourage more people to walk, cycle and use public transport. This will help reduce traffic, congestion and pollution, as well as improve road safety and lower carbon emissions.

As part of the programme, we committed to undertaking a six-month review. We want to know how the changes are working and if nearby residents would like the measures extended to their streets.

After this review, no Sustainable Streets measures will be proposed in future unless there is demonstrated support from the wider community.

Share your feedback by Sunday 11 August 2024!

Online: Visit lewisham.gov.uk/SustainableStreets or scan the QR code to complete the survey or view the original proposals.

Paper copy: call us on **020 4502 0383** and we will send a paper copy of the information and the survey with a reply-paid envelope to your home address.

If you need assistance or require information in another format, call **020 4502 0383** or email sustainable.streets@lewisham.gov.uk.



Appendix C: Street-by-street analysis

Please see accompanying PDF.

Appendix D: Free-text analysis of streets to be considered for Sustainable Streets measures

Tatnell Road

A total of 22 respondents who said they lived on Tatnell Road provided a response to this question and four did not. The analysis below also includes the free text response of one respondent who lives on Tatnell Road but filled in the wrong survey, taking the total number of comments analysed to 23. Two other respondents from Tatnell Road filled in the wrong survey but did not provide a comment.

Nine responses were negative about permit parking, seven were positive and seven were neutral. Common comments were:

Feedback	Mentions
Permit parking is not needed	4
Permit parking reduces traffic and congestion	3
Permit parking improves the street	2
Permit parking causes displacement	2
Permit parking is inconvenient for visitors/tradespeople	1
Permit parking causes accessibility issues	1

No respondents provided suggestions for the programme or any out-of-scope comments.

Respondents provided requests and concerns about sustainable street measures. They are detailed in the table below.

- Eleven respondents requested trees be planted on their street. One respondent was concerned existing trees weren't maintained and were worried about the council planting more.
- Three respondents were in favour of electric vehicle chargepoints.
- Three respondents supported more cycle storage. One of these respondents said the cost of a space in secure cycle storage should be a lot cheaper than the cost of a parking permit.
- One person was concerned about the length of double yellow lines. They suggested they should be shorter to fit more parking in.

Lessing Street (including Sienna Place)

All eleven respondents living on Lessing Street answered this question. Four of the responses were positive about permit parking, four were negative and three were neutral. Common themes mentioned were:

Feedback	Mentions
Permit parking makes it easier to park on the street	2
Permit parking causes displacement	2
Permit parking is not needed	1
Permit parking is too expensive	1

One respondent said businesses like Dexters park on their street and sometimes leave their cars over the weekend. No comments provided were out of scope.

Requests and concerns about sustainable measures were as follows:

- Two respondents supported the planting of trees. One of these respondents requested a rain garden.
- Two respondents requested electric vehicle chargepoints. One respondent who was supportive said they have an electric car and the charging facilities in the area were limited. They said the one due to be implemented on Ballina Street has not been installed yet.
- Two respondents were in support of secure cycle storage.
- One respondent was in favour of a car club bay being introduced on the street.

Grierson Road

All 10 respondents living on Grierson Road who responded to the survey and answered this question. The free text responses from four respondents who live on Grierson Road and filled out the 'I live in an area with permit parking' survey have been included in this analysis, meaning a total of 14 responses are analysed below.

Seven responses were negative about permit parking, five were neutral and two were classified as positive. The themes mentioned were:

Feedback	Mentions
Permit parking causes displacement	5
Permit parking is not needed	2
Permit parking is too expensive	1
Permit parking makes it easier to park on the street	1

One respondent provided a suggestion about how the scheme operates. They said there should be a limit to the number of parking spaces available to each household. One household on Grierson Road has four cars, as well as guests' cars, and takes almost all the parking spots in one section of the street (between Kilgor and Holmesley).

Comments deemed out of scope included the need for pavements to be widened and improved to reduce trip hazards, a request for a dedicated cycle lane, more provision for

people walking and cycling to and from Honor Oak Station and a request for buildouts to be installed to reduce speeding. One respondent also said motor vehicles travel through the barrier between Grierson Road and Honor Oak Park when traffic is heavy on Stondon Park.

Sustainable streets measures were also mentioned by some residents:

- One respondent requested more trees on Grierson Road. Two respondents had concerns about trees: one said they weren't needed because the street was already leafy, and another said the existing trees need to be maintained.
- Three respondents were in favour of more EV chargepoints. One resident said the number in the consultation plans needed to be doubled, and another said they have an electric vehicle and find the charging points are always occupied, making it difficult to charge.

Gabriel Street

This question was answered by 16 respondents living on Gabriel Street. One person who completed the survey and lived on the street did not leave a response. Three respondents who lived on Gabriel Street filled out the wrong survey, one of whom left a response to this question. This free text response has been included in this analysis, taking the total number of responses to 17.

Eight responses were negative about permit parking, five were neutral and four responses were positive. Common responses were:

Feedback	Mentions
Permit parking causes displacement	5
Permit parking is not needed	4
Permit parking is too expensive	4
Permit parking is inconvenient for visitors/tradespeople	2
Permit parking reduces traffic and congestion	2
Permit parking makes it easier to park on the street	2

Three residents provided specific information about the area or suggestions about how the scheme should operate:

- There is no information about how to book a place in the secure cycle storage on Grierson Road.
- It should be made clear how residents can complain to the police or council about illegal and inconsiderate parking.
- Motorbikes are not adhering to the filter at the junction of Gabriel Street and Garthorne Road.
- People from Ballina Street started parking on Gabriel Street once permits were introduced.

One comment about drug-dealing on street corners was deemed to be out of scope.

Three respondents commented on sustainable measures. They said:

- Two respondents requested street trees. One respondent was not in favour of more trees being introduced because they make it difficult to navigate the pavement with a buggy and reduce natural sunlight in people's homes.
- One respondent said they wanted to see more secure cycle storage.