



Extended Hour CPZ Engagement Summary Report

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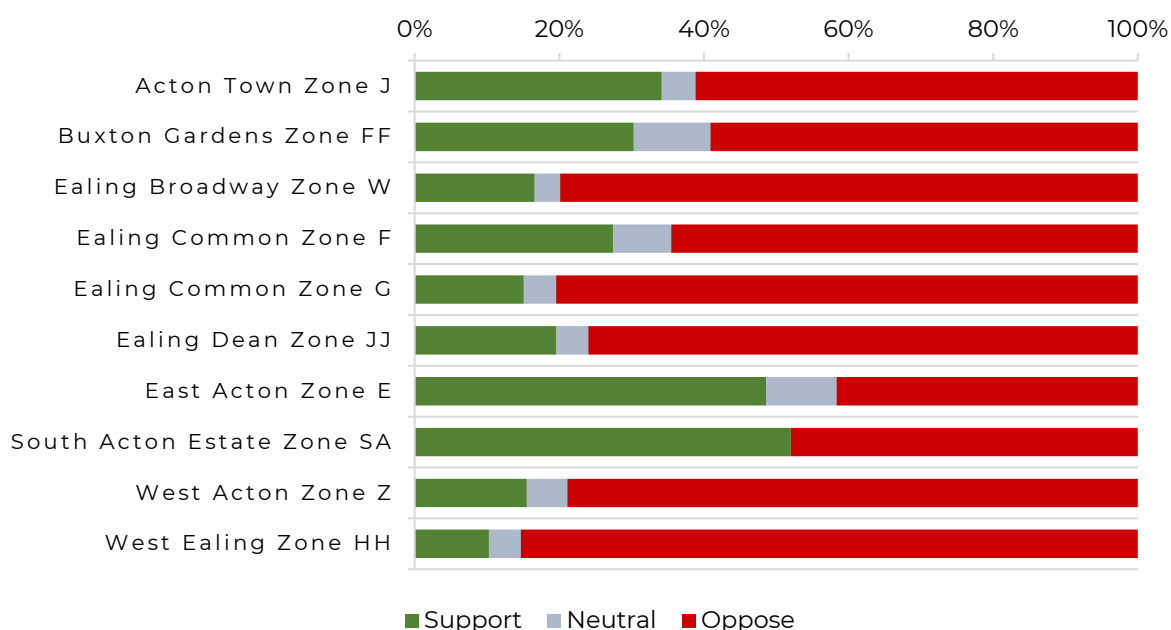
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EXECUTIVE SUMMARY

The engagement for the proposal to extend hours of operation for Controlled Parking Zones (CPZs) ran from 20 November until 11 December 2024. There were **3,833** responses through online and paper surveys and **22** email responses.

The CPZ zones with the highest level of support among residents who lived within the zone are **South Acton Estate Zone SA** with **52% support** and **East Acton Zone E** with **49% support**.

In contrast, **85% opposed** the extension of CPZ hours in **West Ealing Zone HH**, and **80% opposed** it in **Ealing Broadway Zone W**.



When asked for feedback on the proposal, respondents across the CPZ zones were most concerned about the impact on visitors and local businesses if the price to park increased or covered longer periods. However, when asked about feedback on current parking behaviour, respondents for Zone E and SA expressed that there was a lack of parking, especially with non-residents parking in the area. Some also noted instances of poor parking behaviour in the area with drivers blocking residents' driveways. In Zone JJ and Z, respondents commented that there was a lot of traffic related to schools or religious centres in the area.



Controlled Parking Zones (CPZs) Extended Hours – Engagement Results Summary

1. INTRODUCTION

- 1.1. This report summarises responses received following the engagement on the proposal to extend the hours for ten Controlled Parking Zones (CPZs) in the London Borough of Ealing (LBE). The report outlines how the engagement was undertaken and provides a summary of the online engagement responses, key suggestions and concerns raised through the engagement.
- 1.2. At present, the ten CPZs that were part of this engagement operate for either two or three hours throughout the day. CPZs that operate for one hour in the morning and in the afternoon were put in place to prevent all-day parking by non-residents. However, the short times are difficult to enforce effectively, and data shows that there is still significant parking pressure on these roads. Furthermore, recent parking surveys in these areas showed that roads in the area are experiencing high parking demand and occupancy levels. This leads to a notable reduction in parking availability for local residents.
- 1.3. From 20 November to 11 December 2024, Ealing Council undertook engagement to gather insights from residents, businesses, and visitors on the proposal to extend the hours of control. In total, 3,833 online and paper survey responses and 22 email responses were received. Of the total survey responses, 3,701 indicated they were Ealing residents, which represents 1% of the Ealing population¹.

Engagement Structure

- 1.4. The engagement information was available on the [Ealing Council website](#) where respondents could submit their views via an online questionnaire. Paper questionnaires were also made available upon request. The engagement web pages included details of the proposed amendments.
- 1.5. As part of the engagement process, a total of 17,784 leaflets were

¹ Office for National Statistics (2023). <https://data.ealing.gov.uk/>



distributed to the properties within the 10 CPZs. The following table shows the number of leaflets distributed to each CPZ.

CPZ	Leaflets Distributed
Acton Town Zone J	2,484
Buxton Gardens Zone FF	2,426
Ealing Broadway Zone W	4,327
Ealing Common Zone F	709
Ealing Common Zone G	2,426
Ealing Dean Zone JJ	2,233
East Acton Zone E	1,147
South Acton Estate Zone SA	505
West Acton Zone Z	1,650
West Ealing Zone HH	1,611

Table 1: Number of leaflets distributed to each CPZ area.

- 1.6. Respondents to the engagement survey were first asked to indicate which area they wished to provide feedback on. Respondents could select any or all the Zones, before sharing their insights on the proposal and suggested operating hours. This approach aimed to provide a more detailed understanding of respondents' feedback and concerns for each affected area.
- 1.7. The engagement survey consisted of the following parts:
 - **Part 1 - Travel behaviour:** Respondents provided information on their relationship to the borough, travel patterns and vehicle ownership.
 - **Part 2 – Parking behaviour in the area:** Respondents provided feedback on their experience on current parking behaviour in the area. This was a free text question.
 - **Part 3 - Feedback on proposed CPZs:** Respondents were invited to provide their insights on the proposal to extend the hours of control for any or all the 10 CPZs. This was a free text question.
 - **Part 4 – Feedback on CPZ operating hours:** Respondents were asked to indicate their preferred operating hours for the CPZs. This was a mix of a multiple choice and free text question.
- 1.8. For Parts 1-4, the responses to each free text question were analysed by assigning each response to one or more themes that encompassed the sentiments expressed. Where the response was unrelated to the question asked, this response was labelled as 'out of scope'.



2. RESPONSES FROM ENGAGEMENT SURVEY

Overview

- 2.1. 95% (3,701) of respondents stated that they were Ealing residents, 3% (111) stated that they were Business/organisations, and 2% (80) stated that they were visitors. Respondents could select up to four options in this question, thus the overall number of responses exceeds the number of submitted surveys.
- 2.2. As shown in Figures 1-2, of the 3,833 responses received, 3,698 respondents were from within Ealing boundaries and 2,746 were from within the 10 CPZ boundaries. 1,087 (or 28%) of respondents did not live within any of the 10 CPZs. The table below show the response from each zone and the response rate based on leaflet distribution for each zone. Please note, these figures are not fully representative of all survey respondents, as this analysis only includes voluntarily provided postcodes.

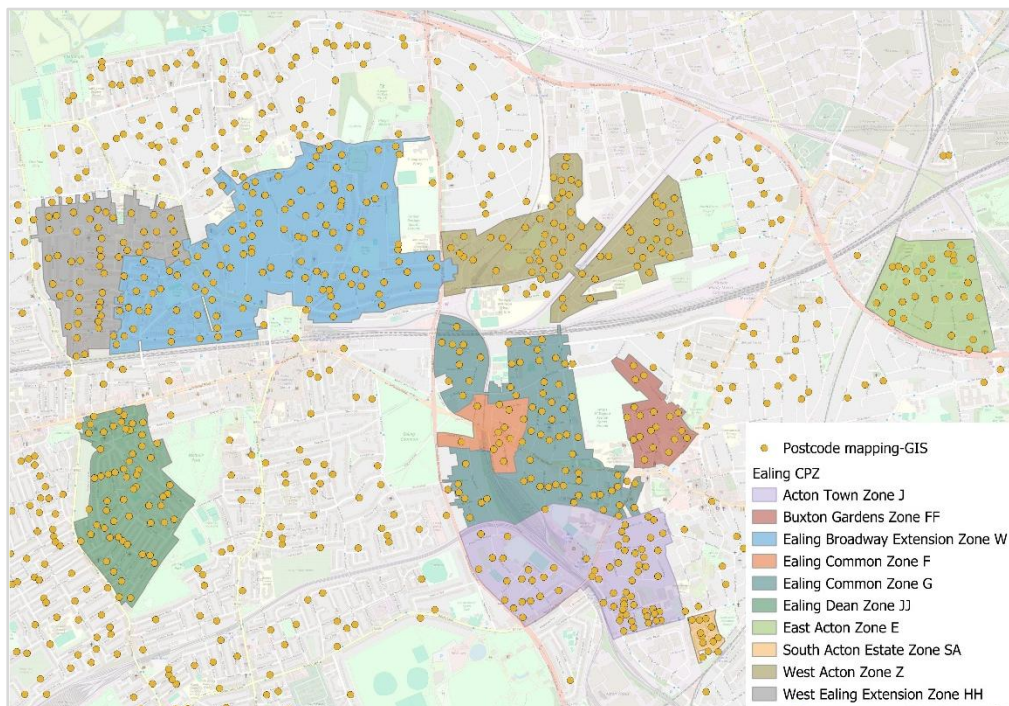


Figure 1: Engagement respondents' postcode distribution in and around the proposed CPZs.

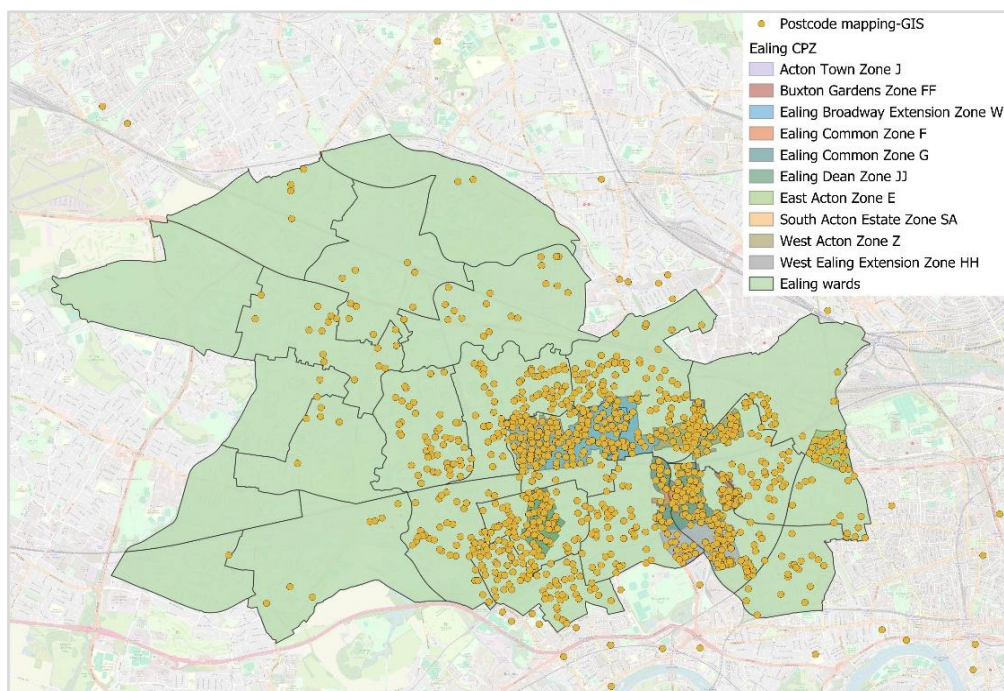


Figure 2: Engagement respondents' postcode distribution in and around the London Borough of Ealing

Zone name	Number of respondents who live within the zone	Response Rate (respondents living in the zone out of leaflets delivered)	Number of respondents who commented on the zone
Acton Town Zone J	294	12%	588
Buxton Gardens Zone FF	73	3%	277
Ealing Broadway Zone W	700	16%	1,494
Ealing Common Zone G	388	16%	828
Ealing Common Zone F	71	10%	585
Ealing Dean Zone JJ	479	21%	849
East Acton Zone E	74	6%	310
South Acton Estate Zone SA	28	6%	269
West Acton Zone Z	245	15%	552
West Ealing Zone HH	394	24%	965
Outside of CPZ	1,087	N/A	N/A

Table 2 Engagement survey responses by CPZ area

Summary of Engagement Respondents' Car Ownership and Travel Patterns

- 2.3. This section details the travel patterns and car ownership levels of the engagement respondents. Responding to these questions was not mandatory and instances of 'no response' were recorded.
- 2.4. Respondents were asked about owning or having access to a private car or a van². 92% (3,518) respondents stated that they own or have access to a private car or a van whereas 8% (306) stated that they do not own or have access to a private car or van. 36% of households in the London Borough of Ealing do not own a private car³, suggesting that car owners/people with access to a private car are overrepresented in the survey.
- 2.5. Figure 3 below shows that 65% of respondents had access to one motor vehicle, 23% had access to two motor vehicles, while 3% had access to 3 or more motor vehicles.

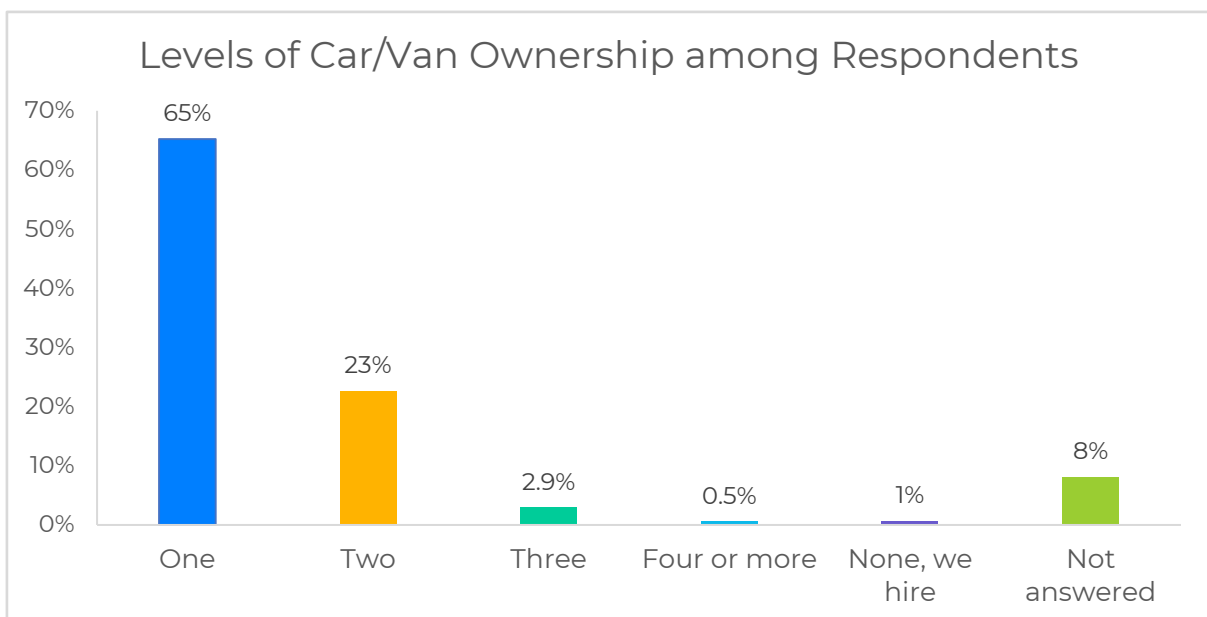


Figure 3 : Levels of car/van ownership among respondents in the extended hours CPZ engagement.

² Data based on the responses provided via the online and paper co-design surveys.

³ London Borough of Ealing 2021 Census Data (2021).

<https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household/?lad=E09000009>



- 2.6. As shown in Figure 4 below, Ealing visitors were the respondent group with the highest percentage (98%) of car and/or van ownership.

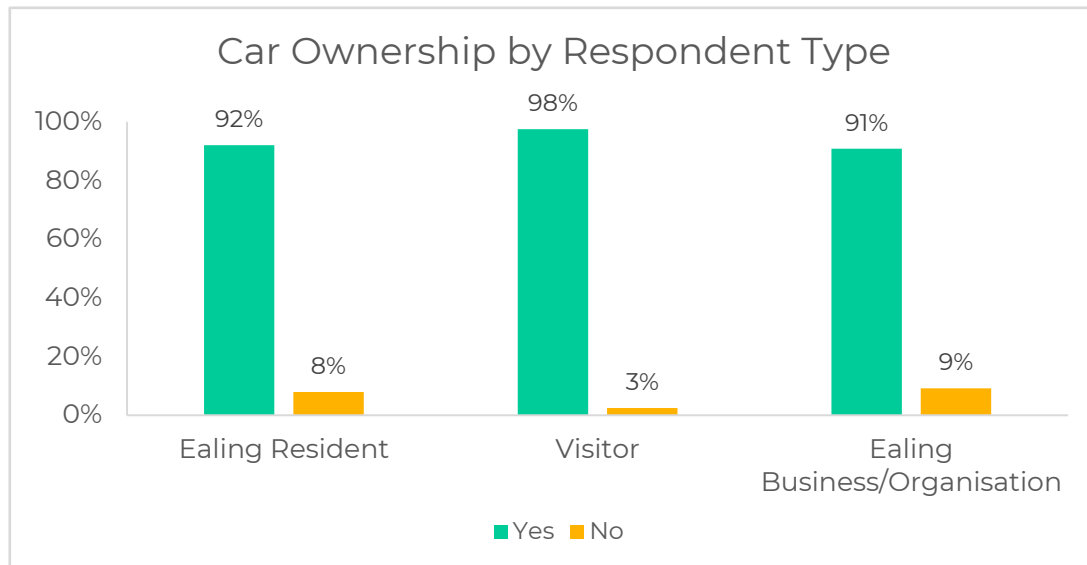


Figure 4 : Car ownership by respondent type in the extended hours CPZ engagement.

- 2.7. Respondents were also asked how they normally travel and how frequently they use various modes of transport. Respondents could select up to six options in this question, thus the overall number of responses exceeds the number of submitted surveys.
- 2.8. Figure 5 below shows that 'Walking' was the most common daily mode of transport among respondents, with 70% indicating they walked daily. This was followed by 'Car as a driver,' used daily by 30% of respondents.
- 2.9. For travel 2-3 times a week, 'Public transportation' was the most popular mode of transport, cited by 44% of respondents. 39% identified 'Car as a driver' and 21% noted 'Walking' as their most frequently used modes 2-3 times a week.



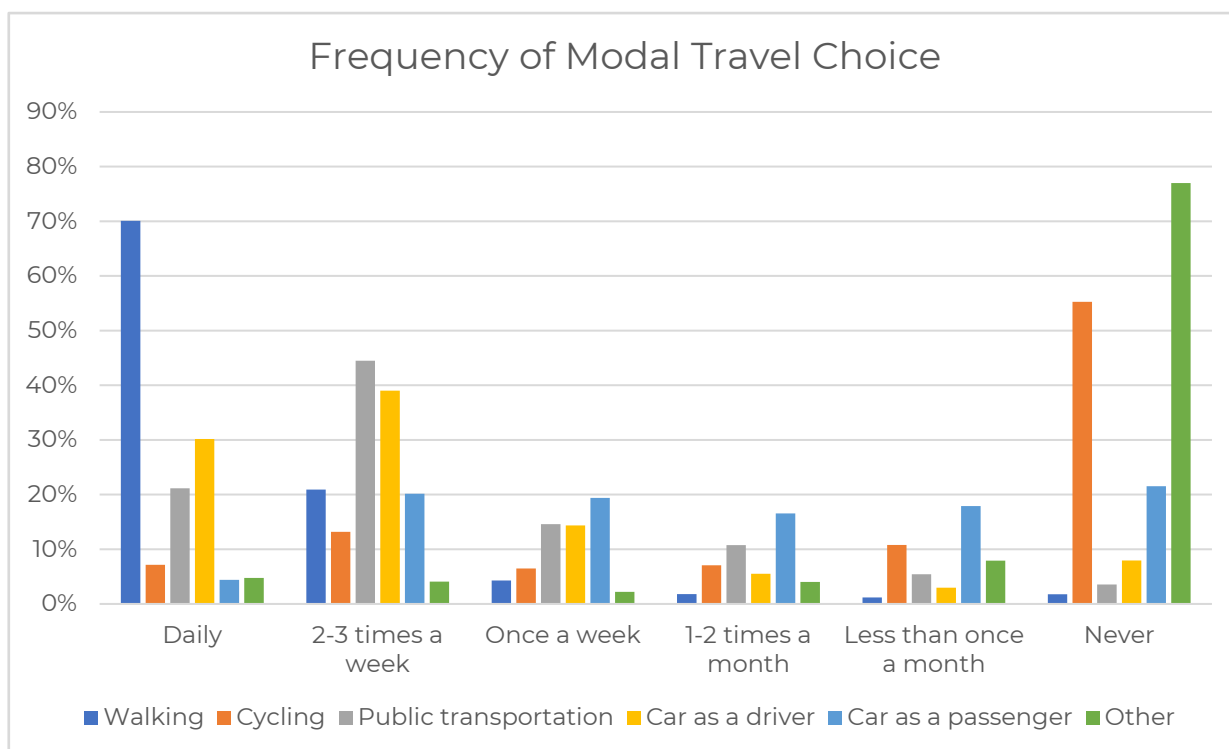


Figure 5 : Frequency of Mode of Transport for Respondents

3. SUMMARY OF ENGAGEMENT RESPONSES FOR EACH CPZ

- 3.1. Respondents were asked three open questions in the engagement survey to gather feedback on current parking behaviour in the CPZ, the proposal to extend the hours of control, and respondents' suggested hours of control. The results of this feedback are provided below and are broken out by each of the ten CPZs that were consulted on. Full results can be found in Annex B.



Acton Town Zone J

Current Parking Behaviour in Acton Town Zone J

3.2. Respondents were asked what they think about current parking behaviour in the area. 399 respondents provided feedback to this question. Of those, 288 (or 72%) lived within the CPZ area. Figure 6 summarises the responses provided among all respondents.



Figure 6 : Summary of the top 10 themes from respondents' comments on the current parking situation in Acton Town Zone J

3.3. Figure 7 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Acton Town Zone J. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



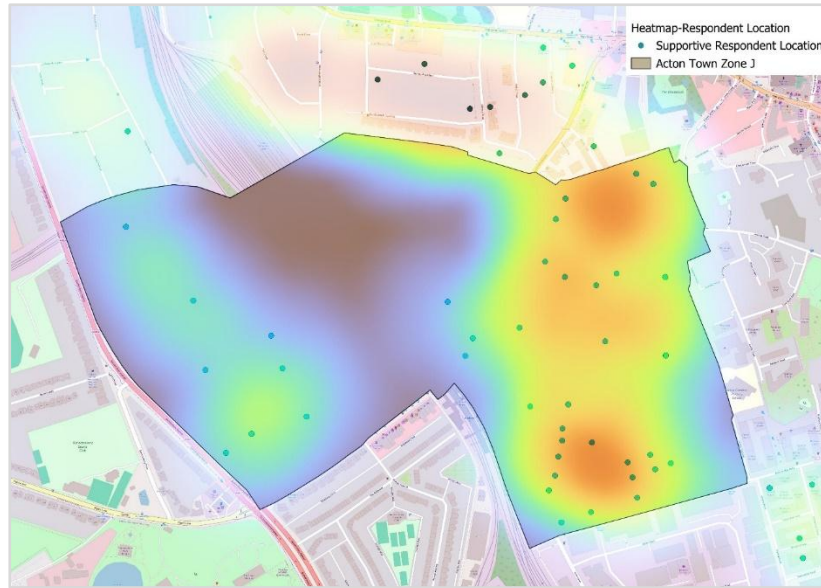


Figure 7 : Distribution and density of respondents' who expressed a concern with the current parking situation in Acton Town Zone J, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Acton Town Zone J Proposal

3.4. Figures 8 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Acton Town Zone J.

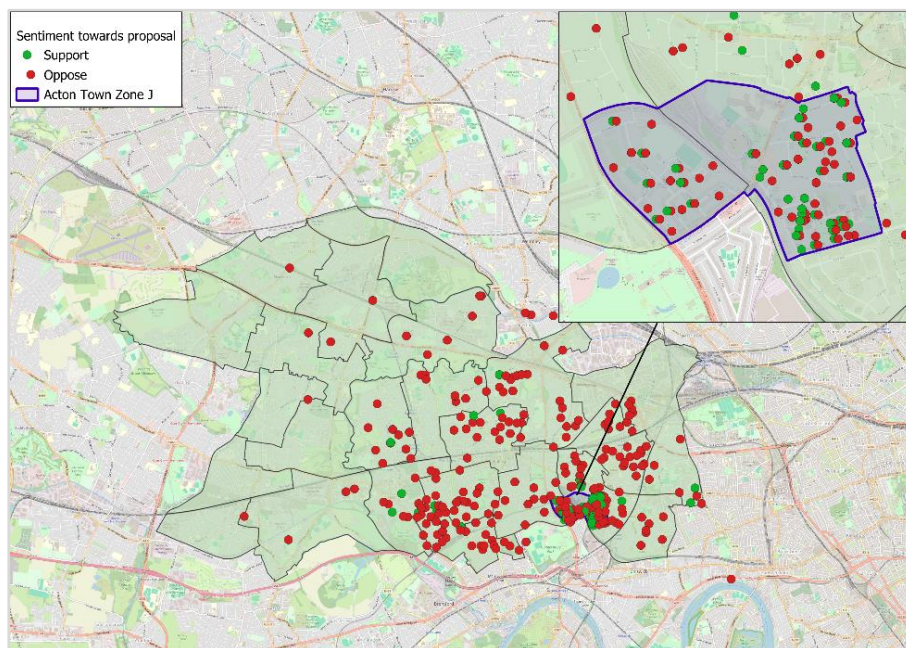


Figure 8: Distribution of respondents who expressed support, and those that expressed opposition towards the proposal for Acton Town Zone J.

Comments on the Proposal to Extend Hours of Control

3.5. Respondents were asked what they think about the proposal to extend the hours for Acton Town Zone J. 574 respondents provided comments and of those, 279 (or 49%) were respondents who indicated they lived within the zone. Figure 9 summarises the responses provided.

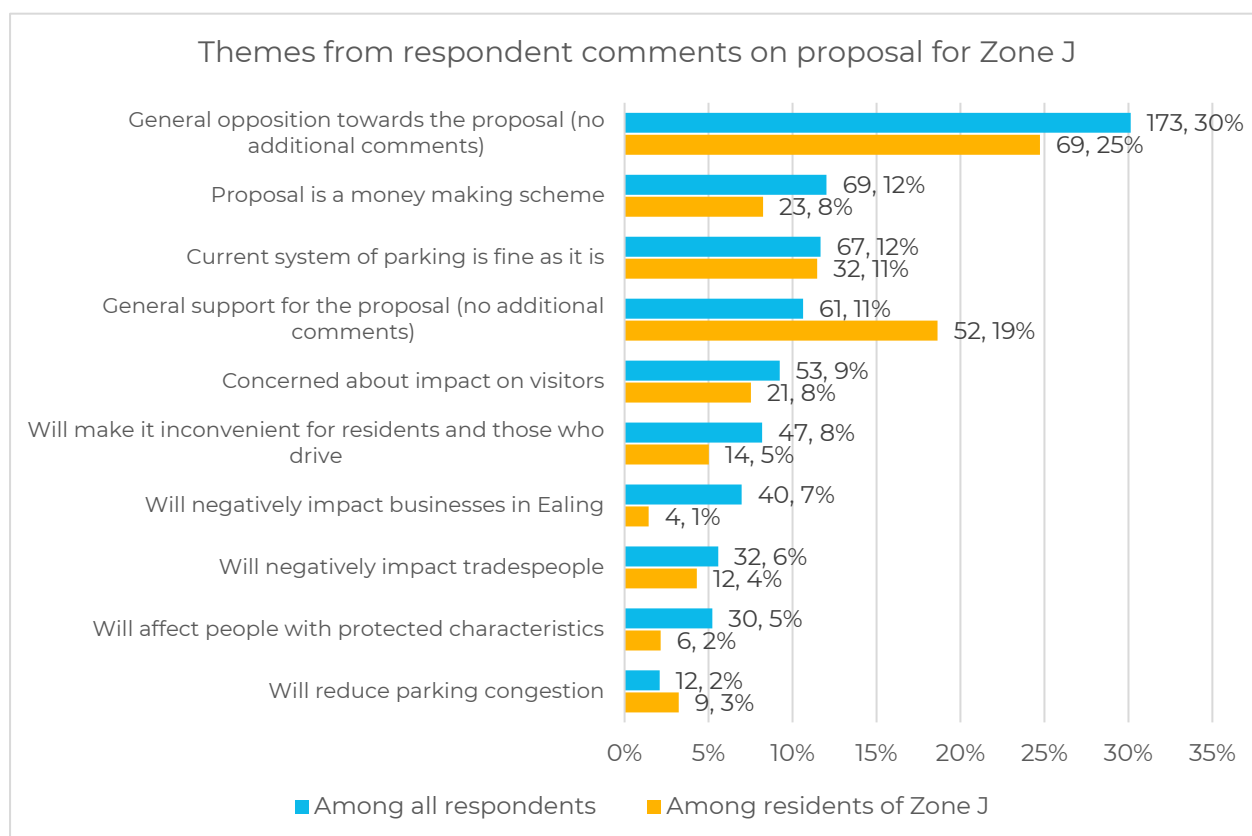


Figure 9: Summary of the top 10 themes from respondents' comments on the proposal for Zone J

3.6. Respondents were also asked what times they think Acton Town Zone J should operate. Figure 10 summarises the responses provided.



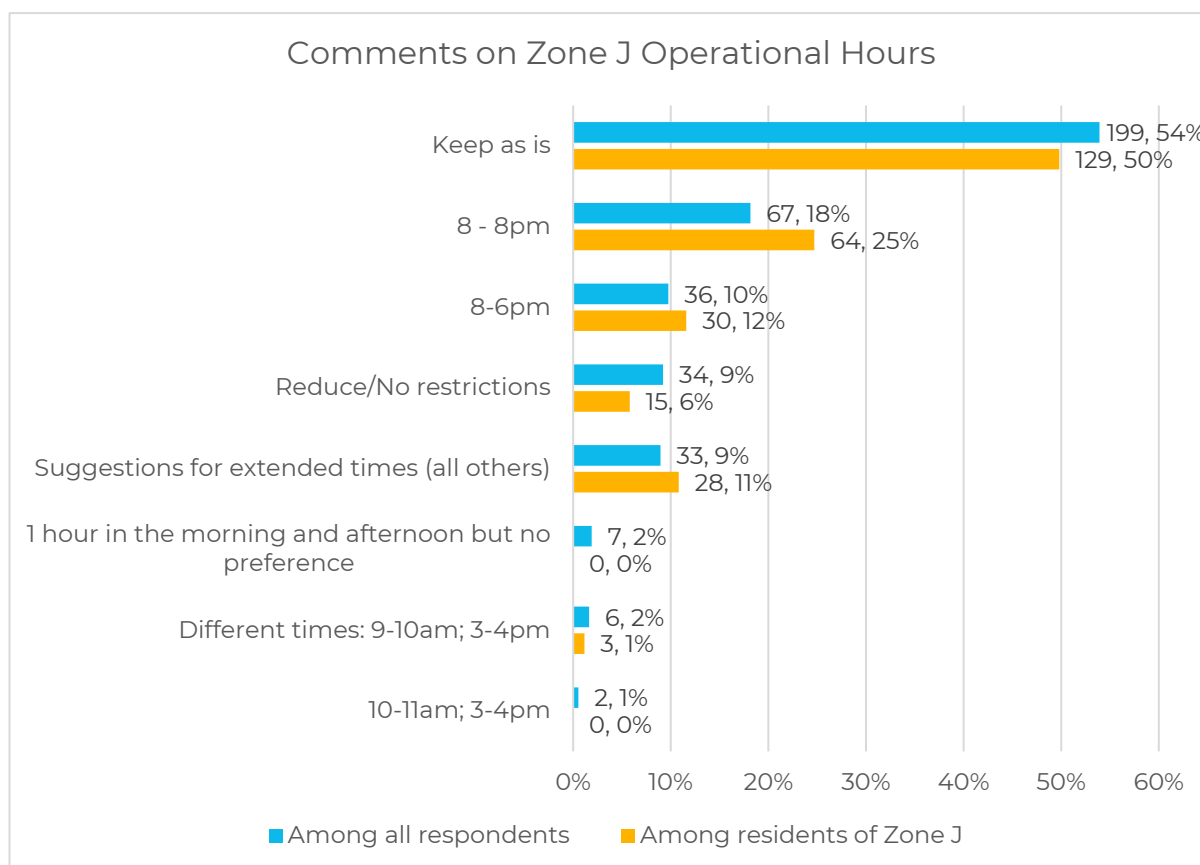


Figure 10 : Summary of the top suggestions from respondents' comments on the Zone J operational hours.

3.7. Figures 11 below visualise the distribution of respondents' who expressed support for the Zone J proposal. 99% (113) of respondents supporting the proposal were Ealing residents, while 1% (1) identified as an Ealing businesses/organisation and resident. Figure 12 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



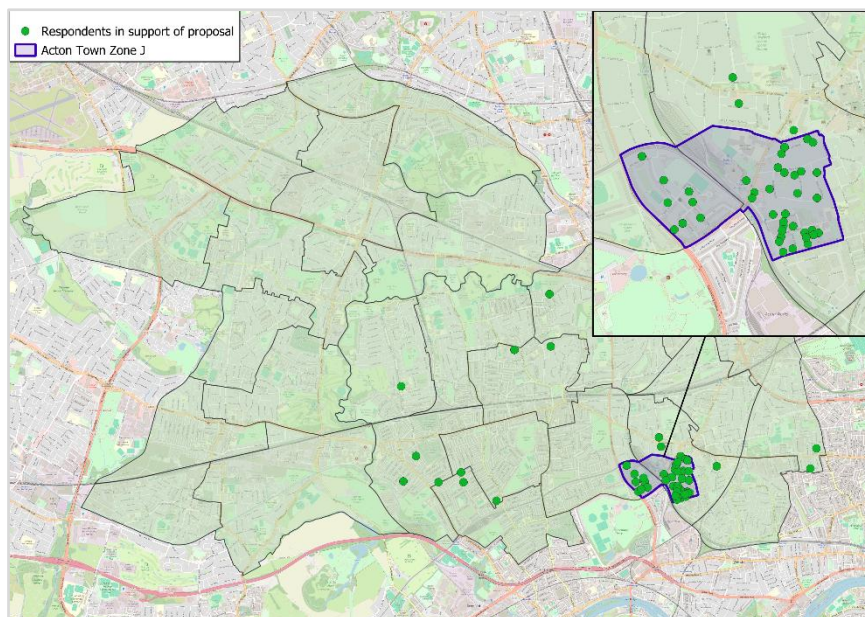


Figure 11 : 114 responses expressing support were identified for this question and are visualised above, with 113 of these providing postcodes, which are mapped above.

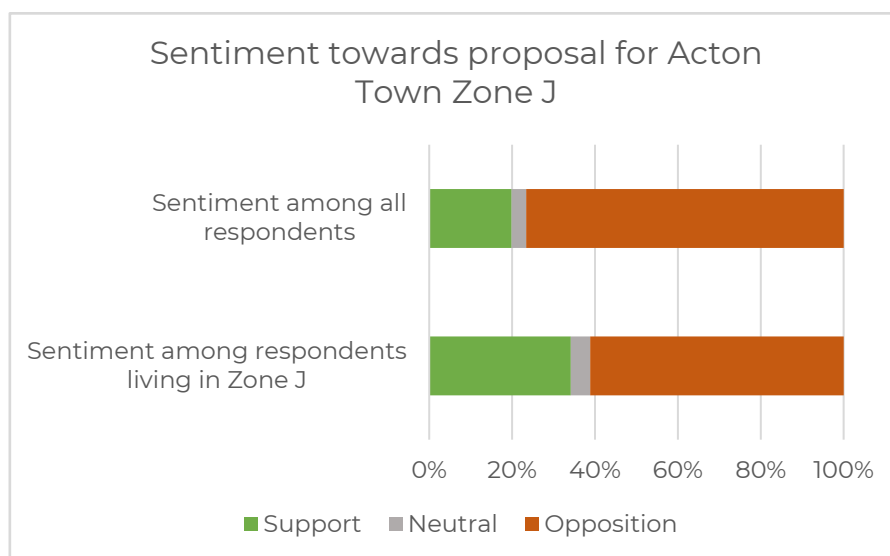


Figure 12 : Acton Town Zone J support and opposition towards proposal.

- 3.8. Figure 13 shows the density and distribution of respondents within and around Acton Town Zone J that expressed general support for the proposal. Table 3 summarises the density of respondents by street⁴. The streets with highest density of support for the proposal were Mill Hill Road and Avenue Garden.

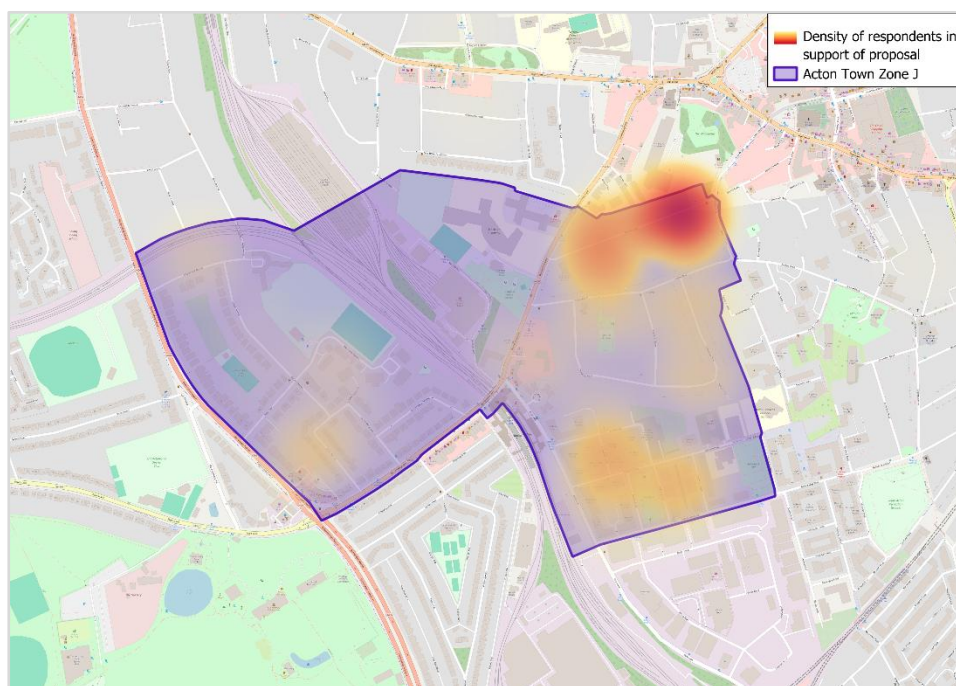


Figure 13 : Density and distribution of respondents within and around Acton Town Zone J CPZ that expressed general support for the proposal.

Zone J Streets	Density of Respondents
Mill Hill Road	38
Avenue Garden	8
Osborne Road	6
Hanbury Road	4
Rosenberg Road	4
Lillian Avenue	4
Avenue Road	4
Avenue Crescent	3
Kingsbridge Avenue	3
Enfield Road	3
Heathfield Road	2
Bollo Lane	2
Boddington Gardens	2

Table 3 : Density of respondents per street within Zone J that expressed support for the proposal.

⁴ Table 3 only lists streets with 2 or more respondents expressing general support for the proposal.



Buxton Gardens Zone FF

Current Parking Behaviour in Buxton Gardens Zone FF

3.9. Respondents were asked what they think about current parking behaviour in the area. 267 respondents provided feedback on this question. Of those, 64 (or 24%) lived within the CPZ area. Figure 14 summarises the responses provided among all respondents.

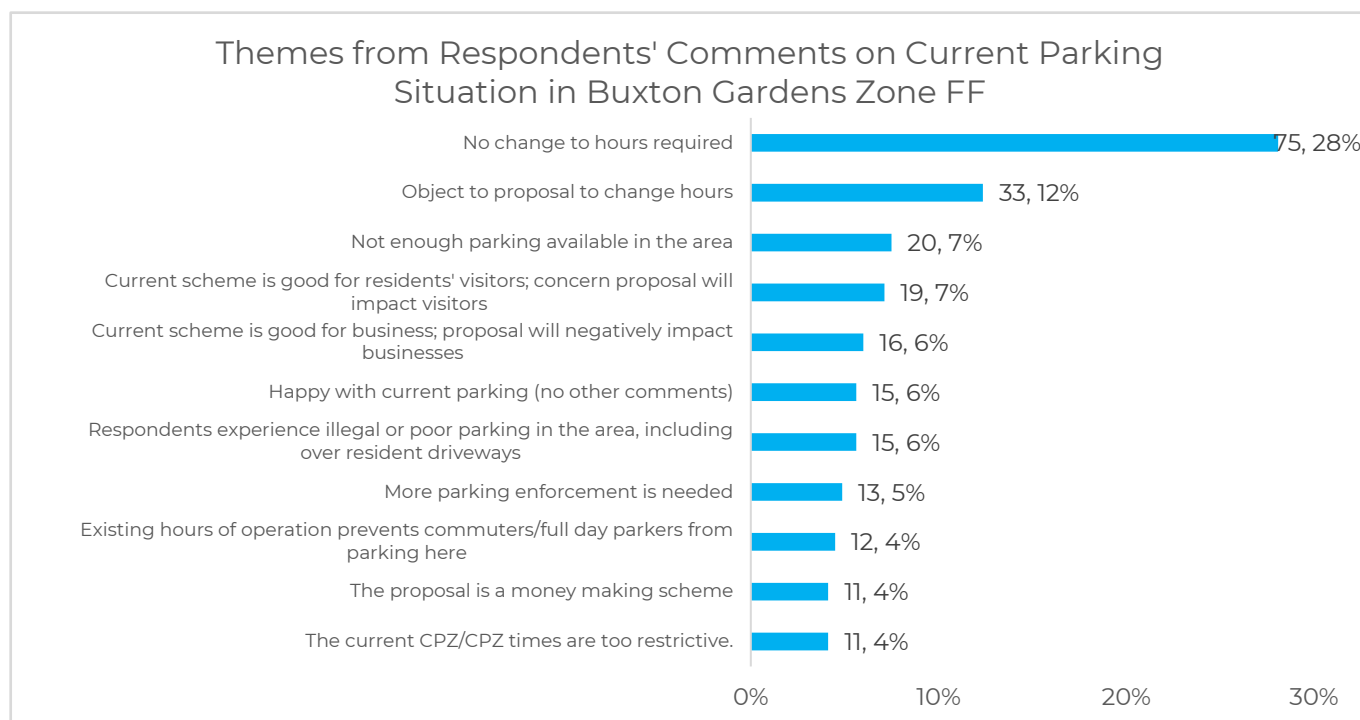


Figure 14 : Summary of the top 10 themes from respondents' comments on the current parking situation in Buxton Gardens Zone FF

3.10. Figure 15 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Buxton Gardens Zone FF. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



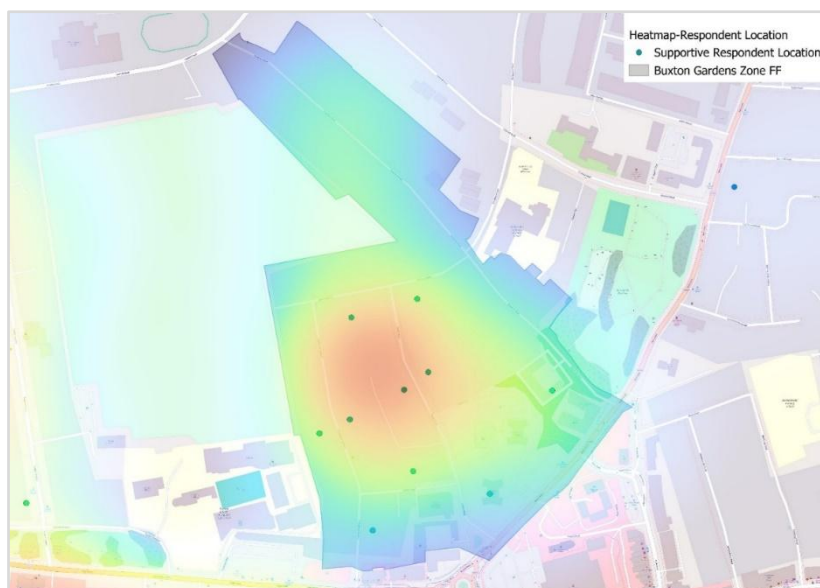


Figure 15 : Distribution and density of respondents' who expressed a concern with the current parking situation in Buxton Gardens Zone FF, overlaid with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Buxton Gardens Zone FF Proposal

- 3.11. Figures 16 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Buxton Gardens Zone FF.

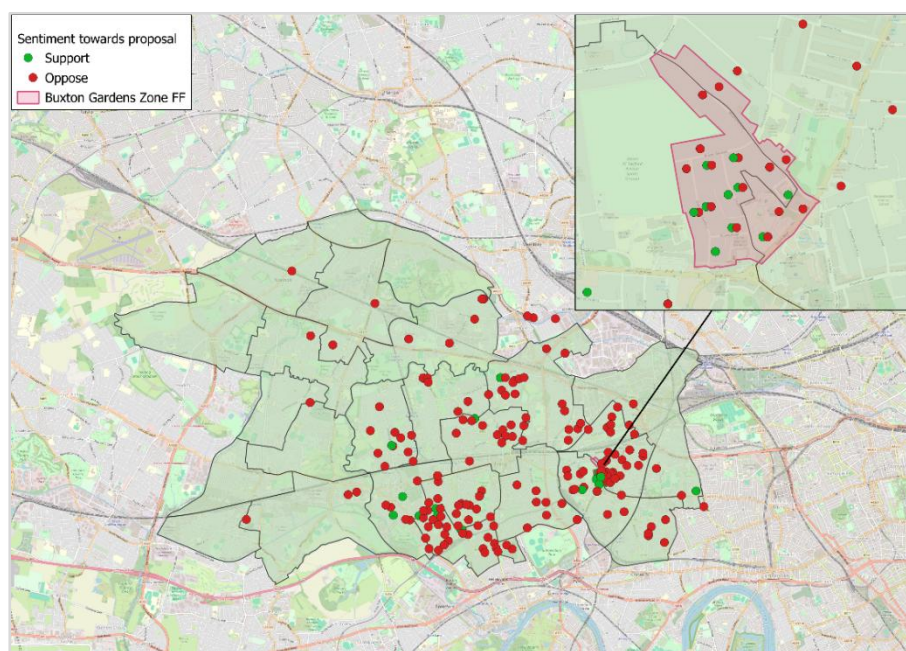


Figure 16 : Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for Buxton Gardens Zone FF.

Comments on the Proposal to Extend Hours of Control

3.12. Respondents were asked what they think about the proposal to extend the hours for Buxton Gardens Zone FF. 272 respondents provided comments and of those, 66 (or 24%) were respondents who indicated they lived within the zone. Figure 17 summarises the responses provided.

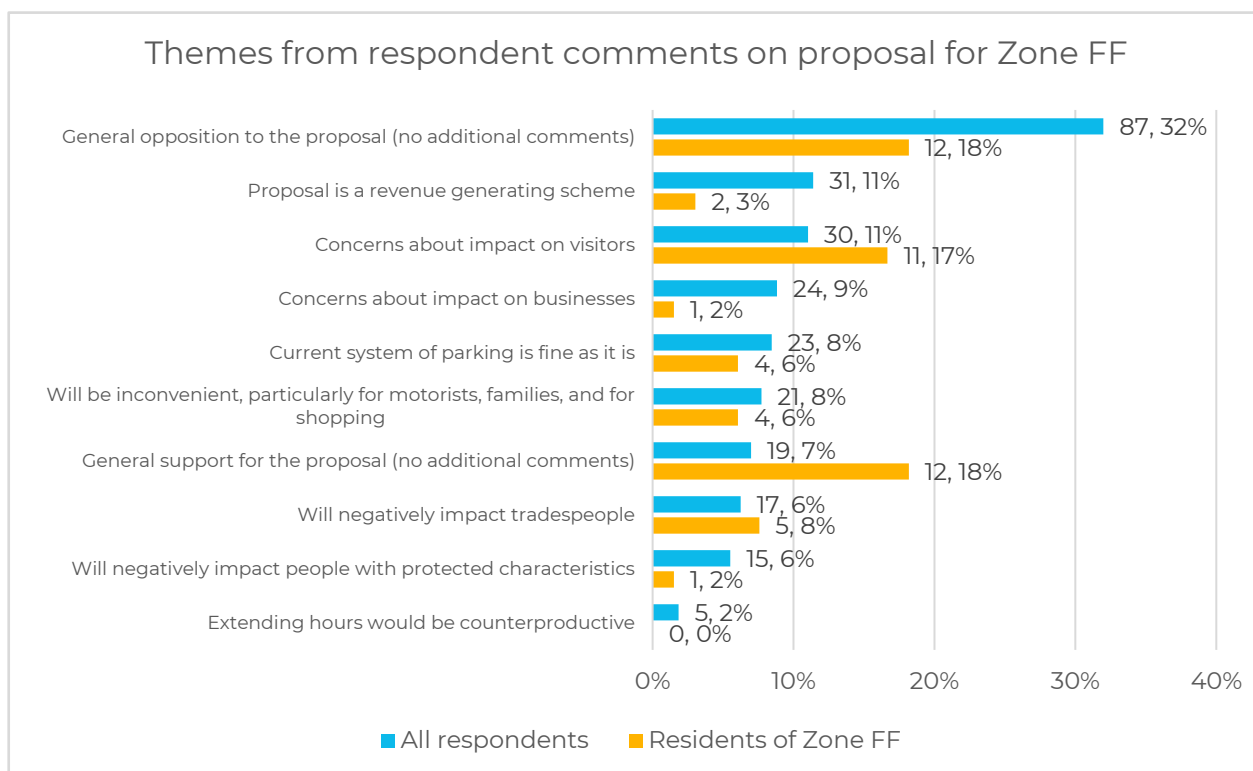


Figure 17 : Summary of the top 10 themes from respondents' comments on the proposal for Zone FF

3.13. Respondents were also asked what times they think Buxton Gardens Zone FF should operate. 254 respondents provided responses and of those, 61 respondents indicated they lived in Zone FF. Figure 18 summarises the responses provided from all respondents compared to those who indicated they lived in Zone FF.



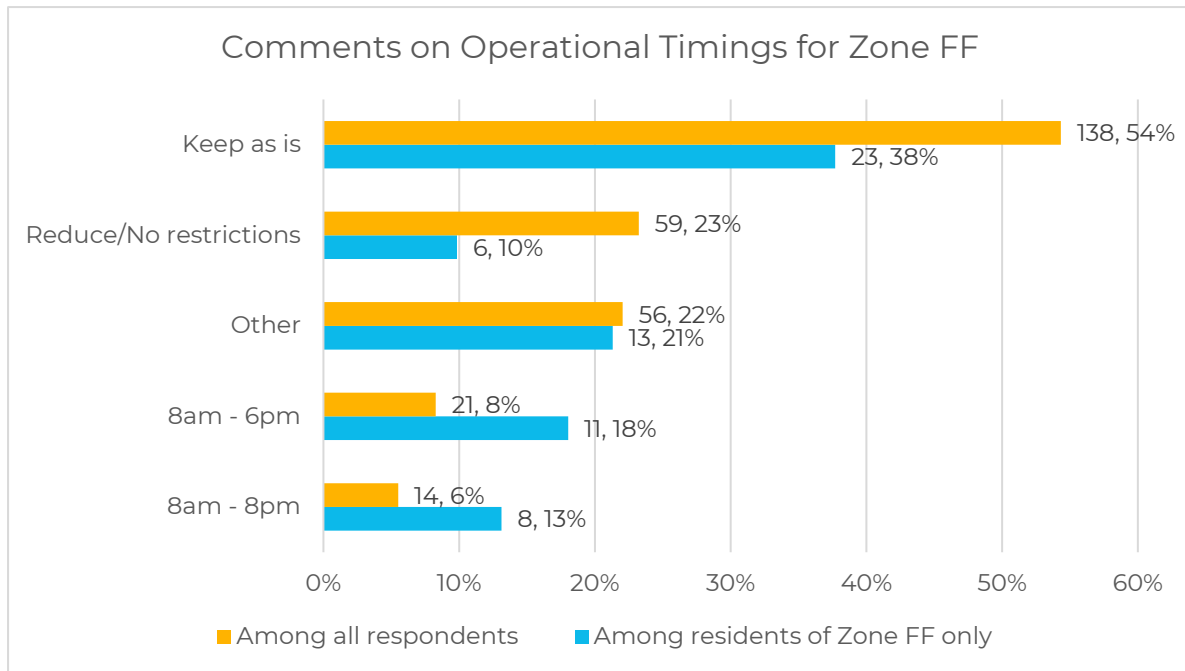


Figure 18 : Summary of the suggestions from respondents' comments on Zone FF's operational hours.

3.14. Figures 19 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone FF. 97% (33) of respondents supporting this CPZ were Ealing residents, while 3% (1) identified as an Ealing business/organisation and a resident. Figure 20 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



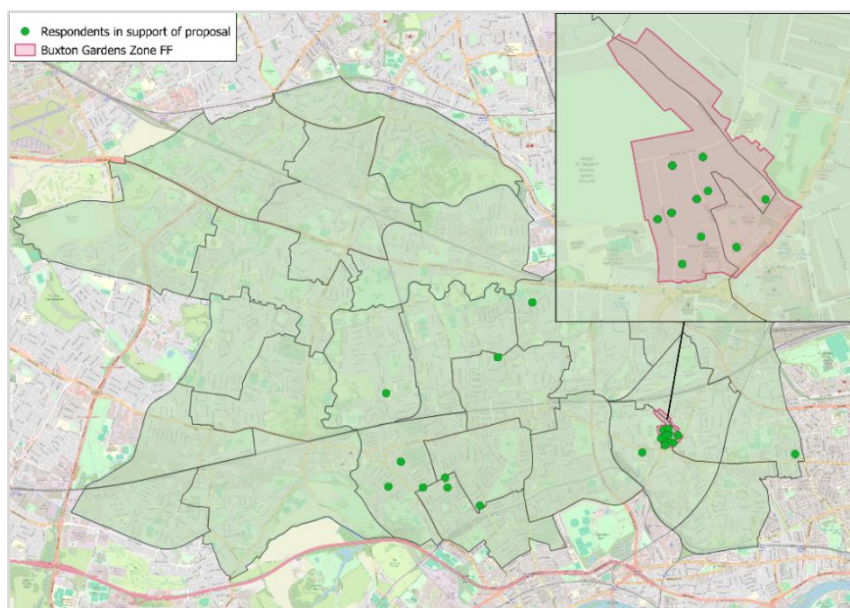


Figure 19: 34 responses expressing support were identified for this question and are visualised above, with all these providing postcodes, which are mapped above.

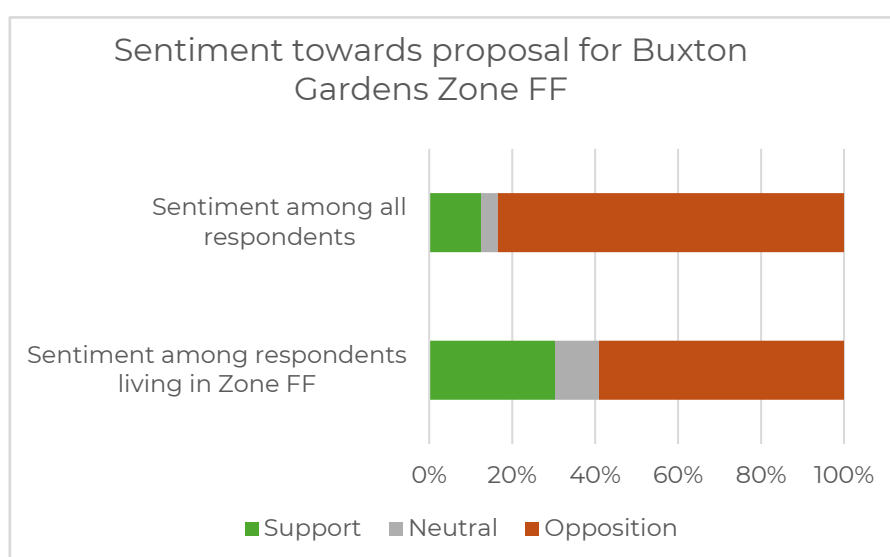


Figure 20 : Buxton Gardens Zone FF support and opposition towards proposal.

- 3.15. Figure 21 shows the density and distribution of respondents within and around Buxton Gardens Zone FF that expressed general support for the proposal. Table 4 summarises the density of respondents by street⁵. The street with highest density of support was Chatsworth Gardens.

⁵ Table 4 only lists streets with 2 or more respondents expressing general support for the proposal for Zone FF

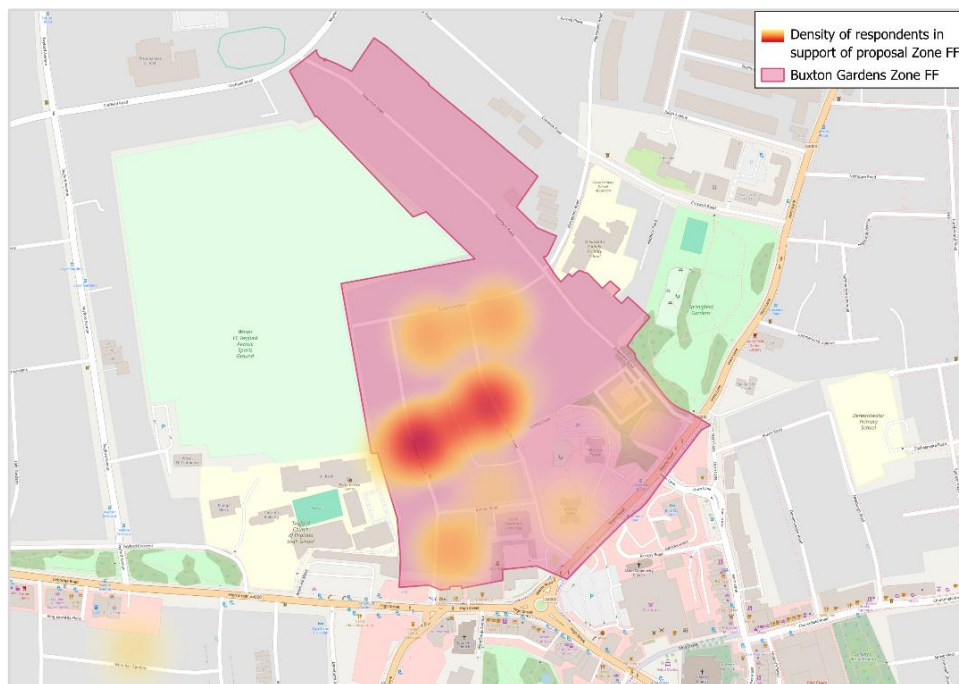


Figure 21 : Density and distribution of respondents within and around Buxton Gardens Zone FF that expressed general support for the proposal.

Buxton Gardens Zone FF Streets	Density of Respondents
Chatsworth Gardens	8
Lexden Road	5
Buxton Gardens	4

Table 4 : Density of respondents per street within Zone FF that expressed support for the proposal.

Ealing Broadway Zone W

Current Parking Behaviour in Ealing Broadway Zone W

3.16. Respondents were asked what they think about current parking behaviour in the area. 1,433 respondents provided feedback on this question. Of those, 668 (or 47%) lived within the CPZ area. Figure 22 summarises the responses provided among all respondents.

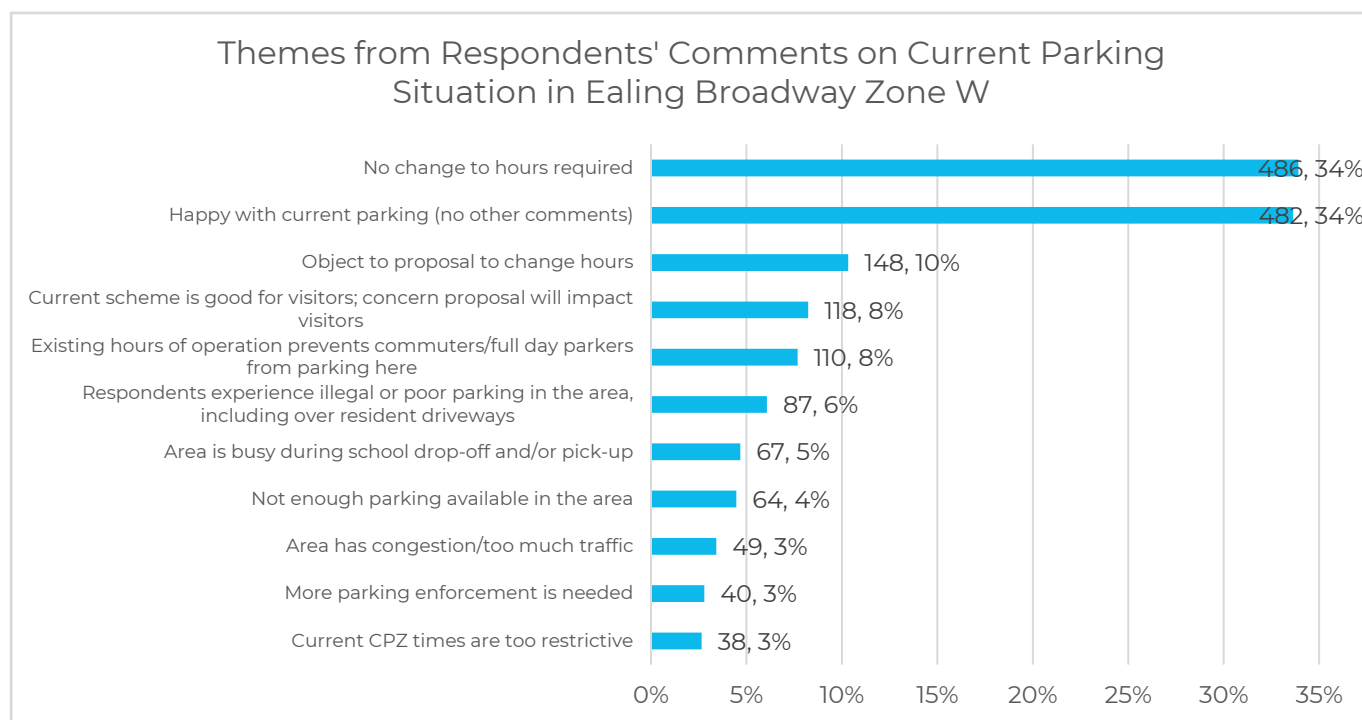


Figure 22 : Summary of the top 10 themes from respondents' comments on the current parking situation in Ealing Broadway Zone W

3.17. Figure 23 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Broadway Zone W. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



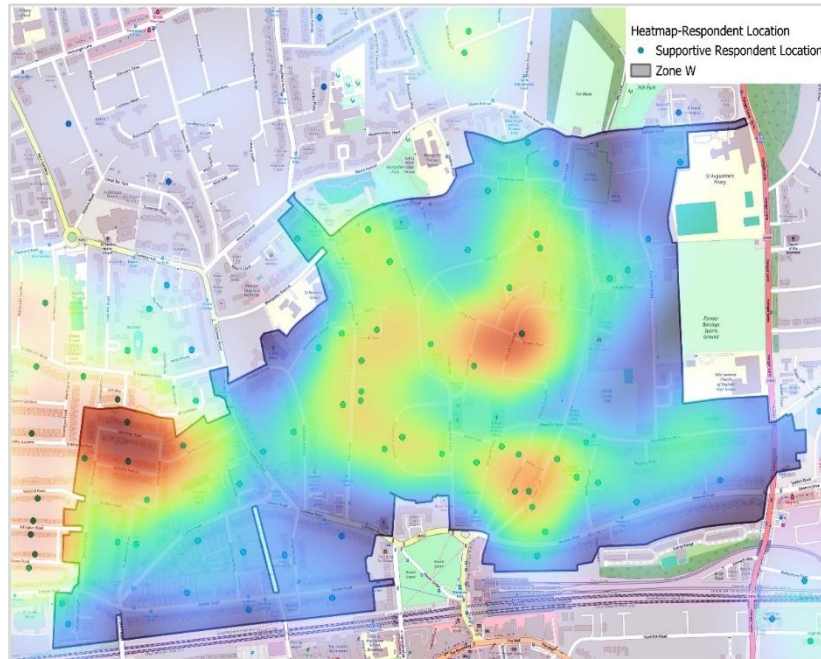


Figure 23 : Distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Broadway Zone W, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Ealing Broadway Zone W Proposal

3.18. Figures 24 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Ealing Broadway Zone W.

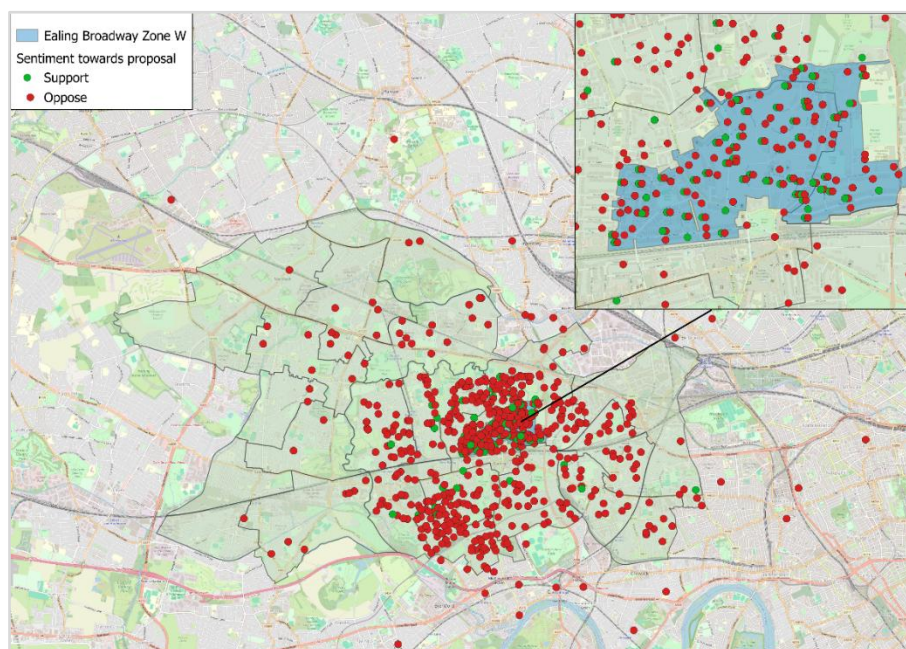


Figure 24: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for Ealing Broadway Zone W.

Comments on the Proposal to Extend Hours of Control

3.19. Respondents were asked what they think about the proposal to extend the hours for Ealing Broadway Zone W. 1,494 respondents provided comments and of those, 687 (or 46%) were respondents who indicated they lived within the zone. Figure 25 summarises the responses provided.

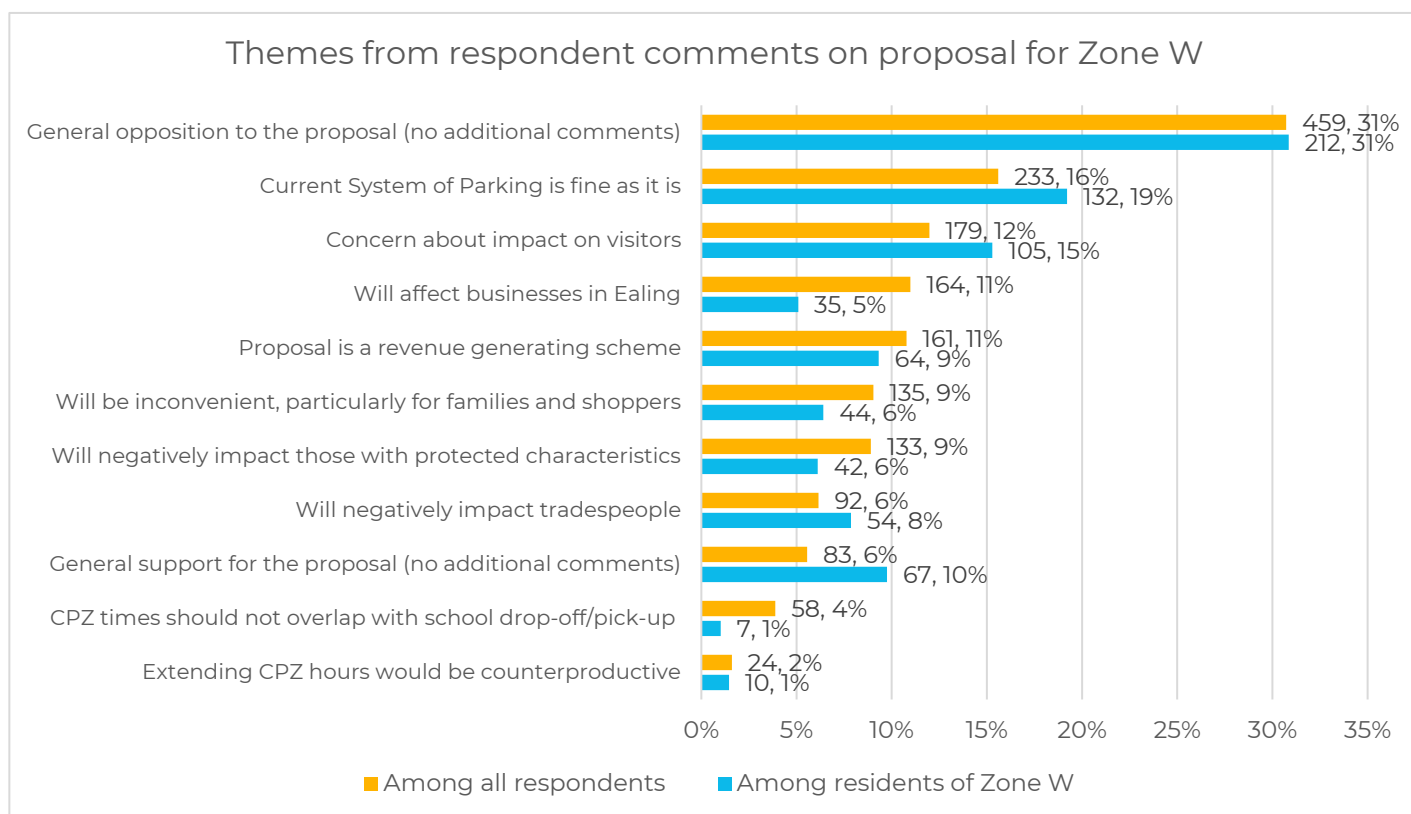


Figure 25 : Summary of the top 10 themes from respondents' comments on the proposal for Zone FF

3.20. Respondents were also asked what times they think Ealing Broadway Zone W should operate. 1,371 respondents provided responses and of those, 629 respondents indicated they lived in Zone W. Figure 26 summarises the responses provided from all respondents compared to those who indicated they lived in Zone W.



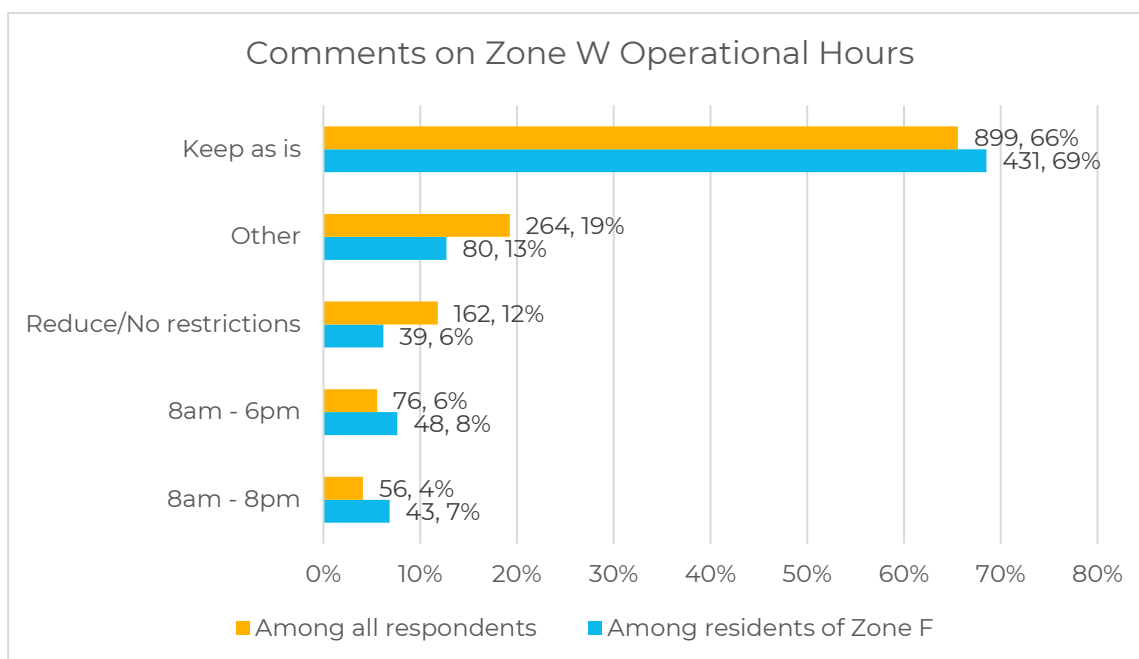


Figure 26 : Summary of the suggestions from respondents' comments on Zone W's operational hours.

3.21. Figures 27 below visualise the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone W. 99% (141) of respondents supporting this CPZ were Ealing residents, while 1% (1) identified as an Ealing business/organisation and a resident. Figure 28 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



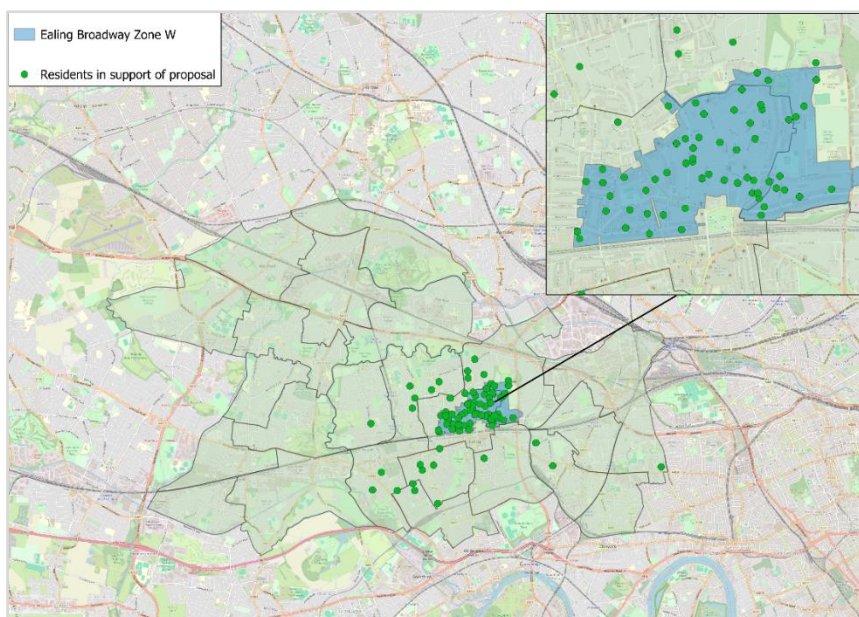


Figure 27 : 142 responses expressing support were identified for this question and are visualised above, with 141 these providing postcodes, which are mapped above.

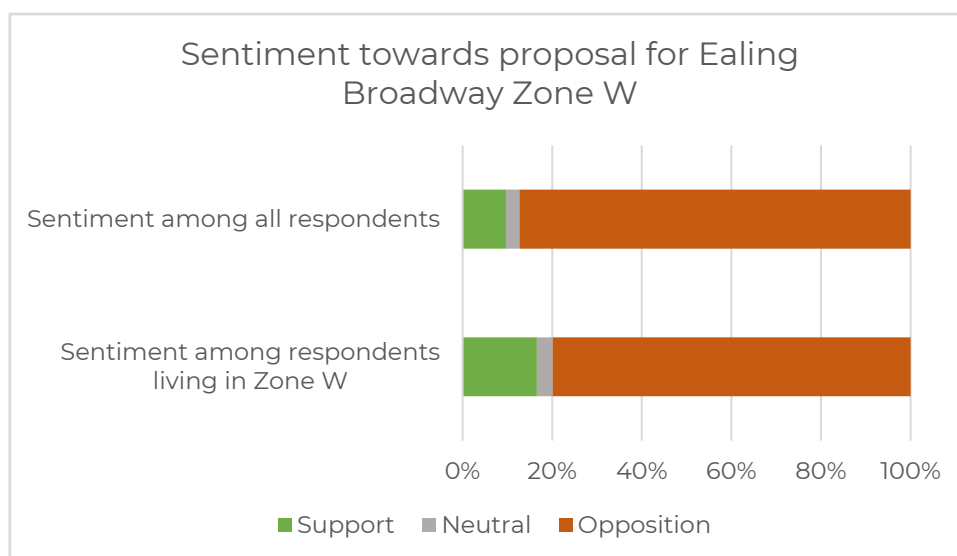


Figure 28 : Ealing Broadway Zone W support and opposition towards proposal.

- 3.22. Figure 29 shows the density and distribution of respondents within and around Ealing Broadway Zone W that expressed general support for the proposal. Table 5 summarises the density of respondents by street⁶. The streets with highest density of support were Mount Park Crescent and Eaton Rise.

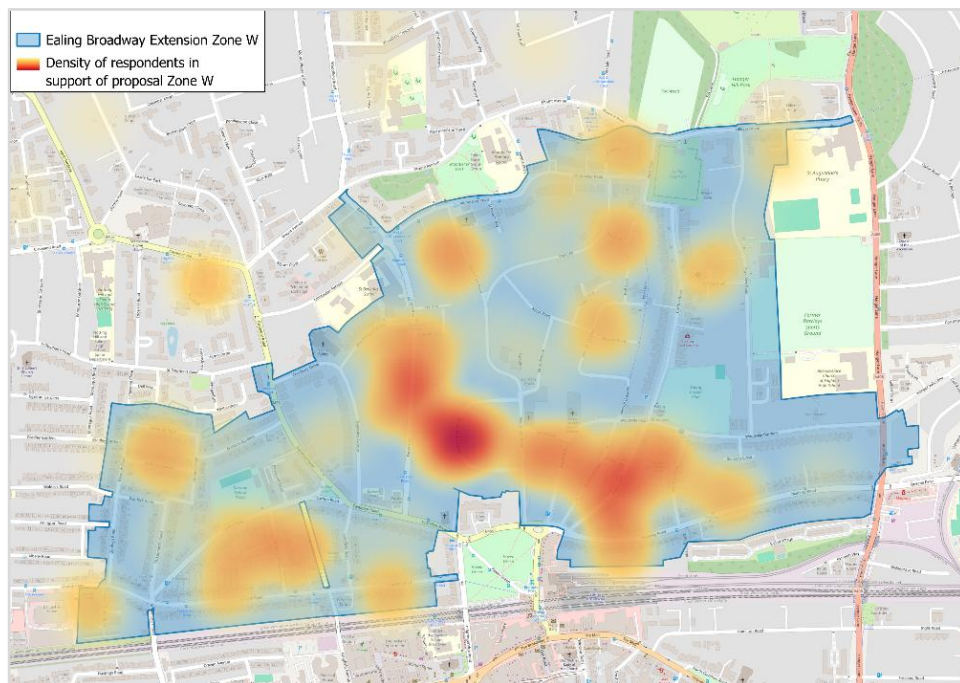


Figure 29 : Density and distribution of respondents within and around Ealing Broadway Zone W that expressed general support for the proposal.

Ealing Broadway Zone W Streets	Density of Respondents
Mount Park Crescent	10
Eaton Rise	10
Gordon Road	9
Haven Lane	8
Mandeley Road	8
Woodville Road	5
The Croft	4
Carlton Road	3
Amherst Avenue	3
Marchwood Crescent	3
Hillside Road	3
Mountfield Road	2
Montpelier Road	2
Nichols Green	2
West Road	2
Hogarth Close	2

⁶ Table 5 only lists streets with 2 or more respondents expressing general support for the proposal.

Westbury Road	2
St Leonard's Road	2
Castlebar Road	2

Table 5 : Density of respondents per street within Zone W that expressed support for the proposal.



Ealing Common Zone F

Current Parking Behaviour in Ealing Common Zone F

3.23. Respondents were asked what they think about current parking behaviour in the area. 558 respondents provided feedback on this question. Of those, 61 (or 11%) lived within the CPZ area. Figure 30 summarises the responses provided among all respondents.

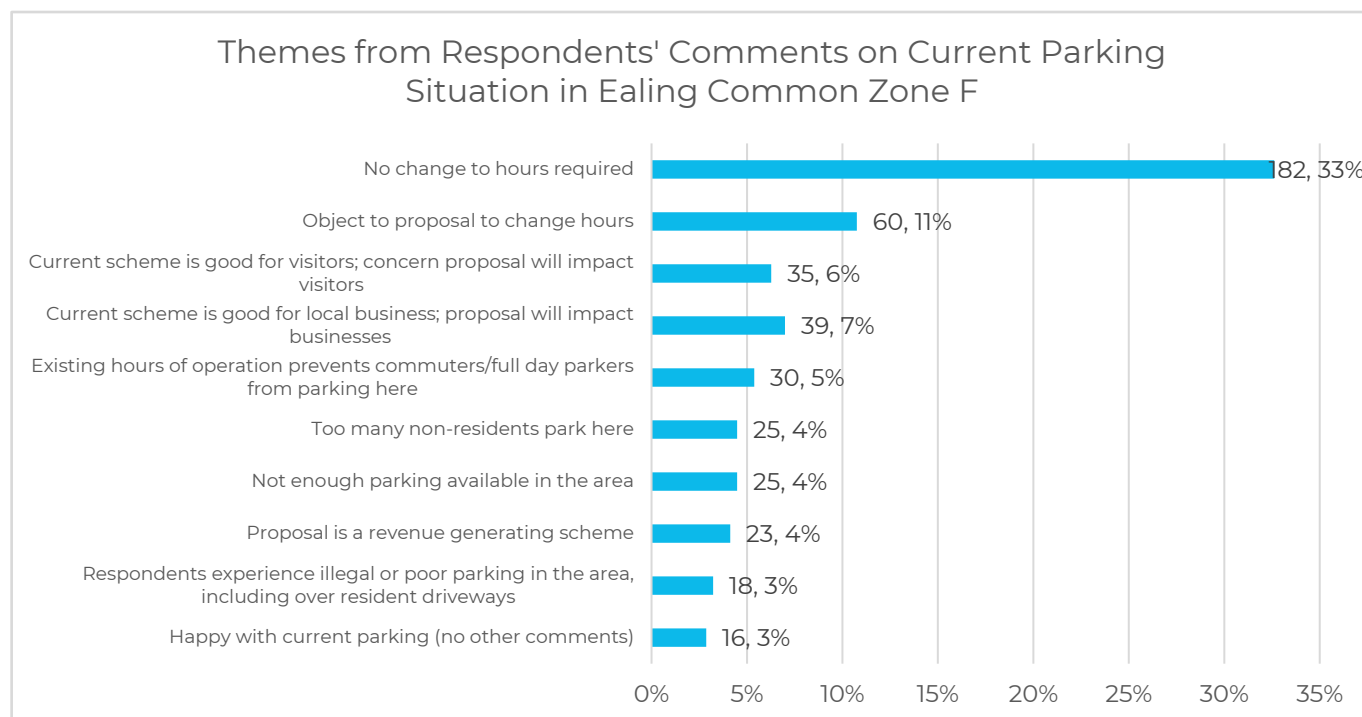


Figure 30 : Summary of the top 10 themes from respondents' comments on the current parking situation in Ealing Broadway Zone W

3.24. Figure 31 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Common Zone F. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



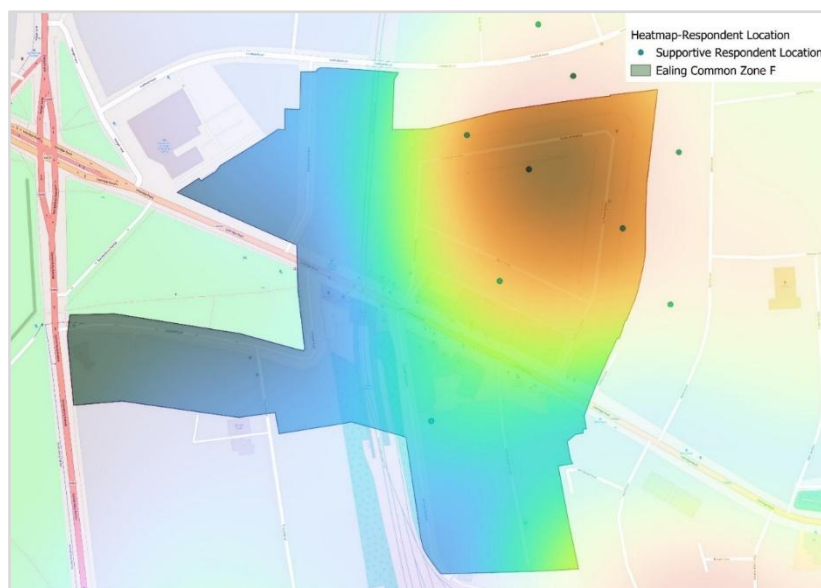


Figure 31 : Distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Common Zone F, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Ealing Common Zone F Proposal

3.25. Figures 32 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Ealing Common Zone F.

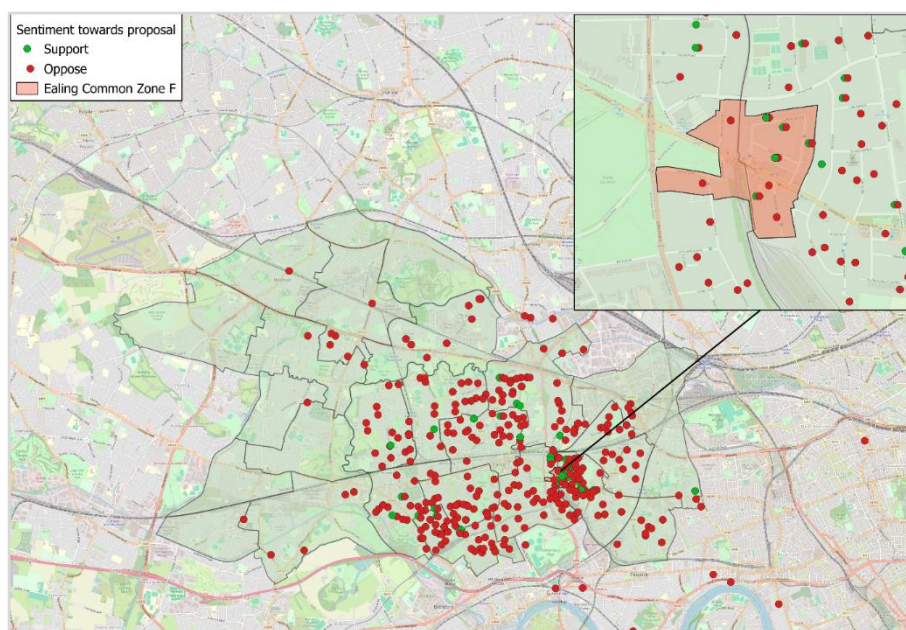


Figure 32 : Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for Ealing Common Zone F.

Comments on the Proposal to Extend Hours of Control

3.26. Respondents were asked what they think about the proposal to extend the hours for Ealing Common Zone F. 573 respondents provided comments and of those, 62 (or 11%) were respondents who indicated they lived within the zone. Figure 33 summarises the responses provided.

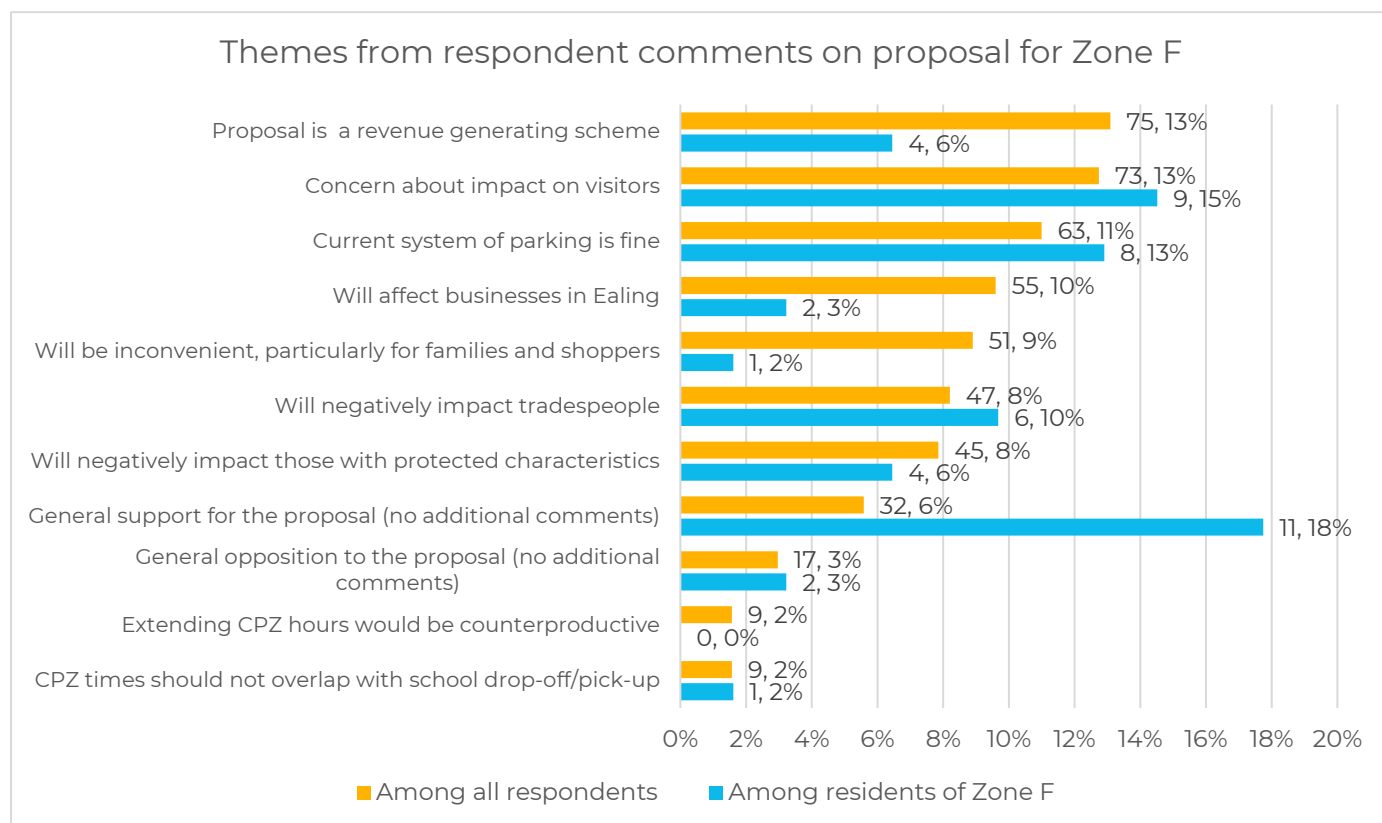


Figure 33 : Summary of the top 10 themes from respondents' comments on the proposal for Zone F

3.27. Respondents were also asked what times they think Ealing Common Zone F should operate. 527 respondents provided responses and of those, 55 respondents indicated they lived in Zone F. Figure 34 summarises the responses provided from all respondents compared to those who indicated they lived in Zone F.



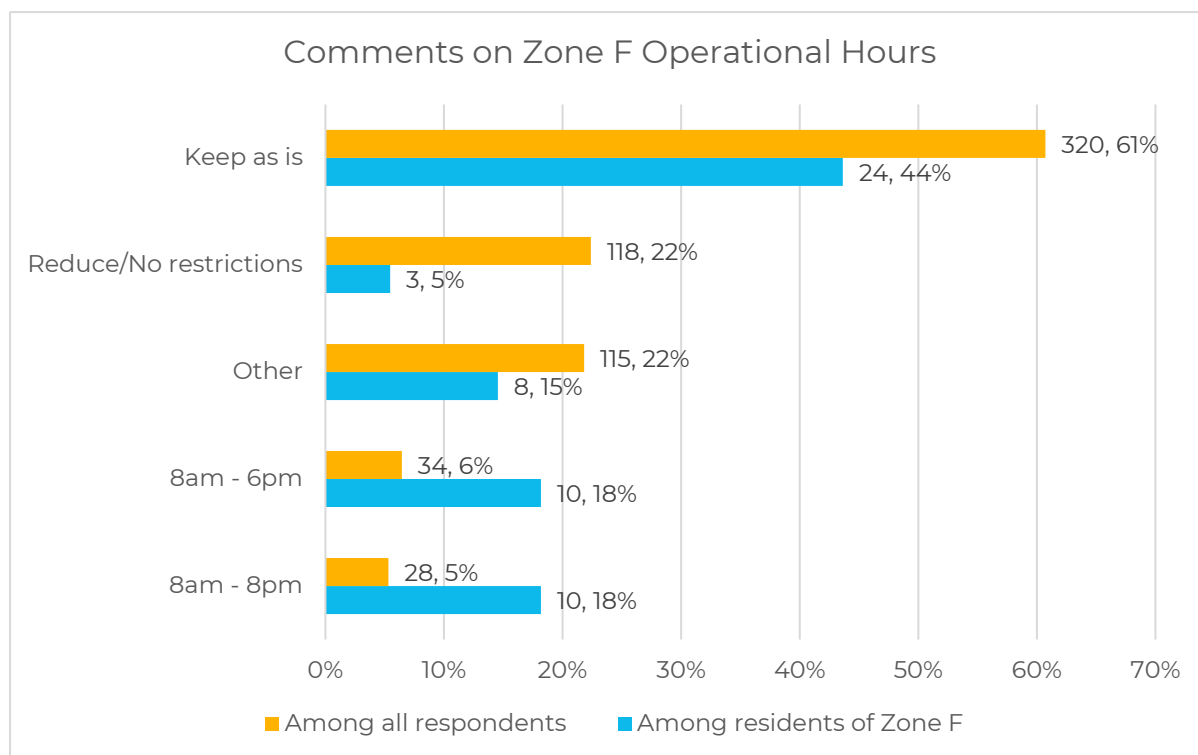


Figure 34: Summary of the suggestions from respondents' comments on Zone W's operational hours.

3.28. Figures 35 below visualise the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone F. 98% (55) of respondents supporting this CPZ were Ealing residents, while 2% (1) identified as an Ealing business/organisation and a resident. Figure 36 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



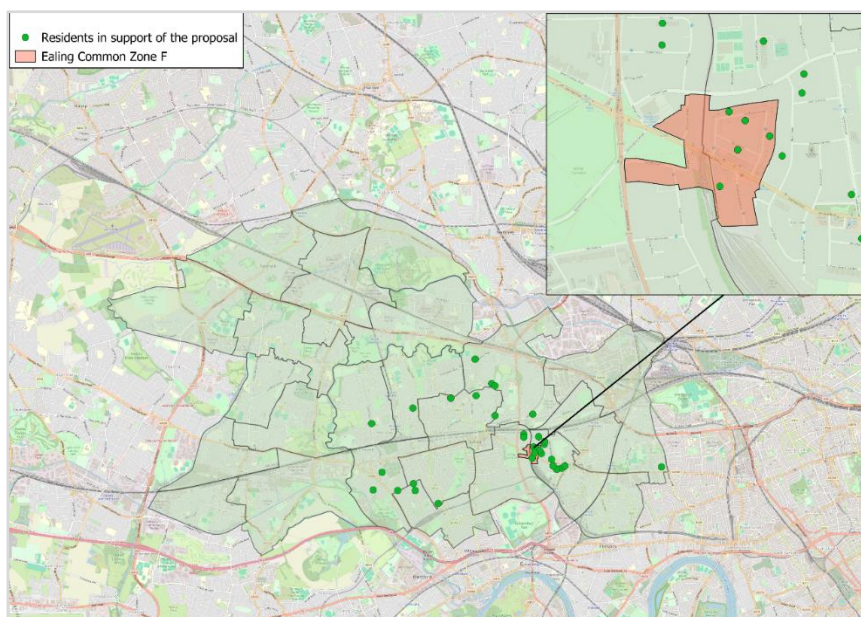


Figure 35 : 56 responses expressing support were identified for this question and are visualised above, with 52 these providing postcodes, which are mapped above.

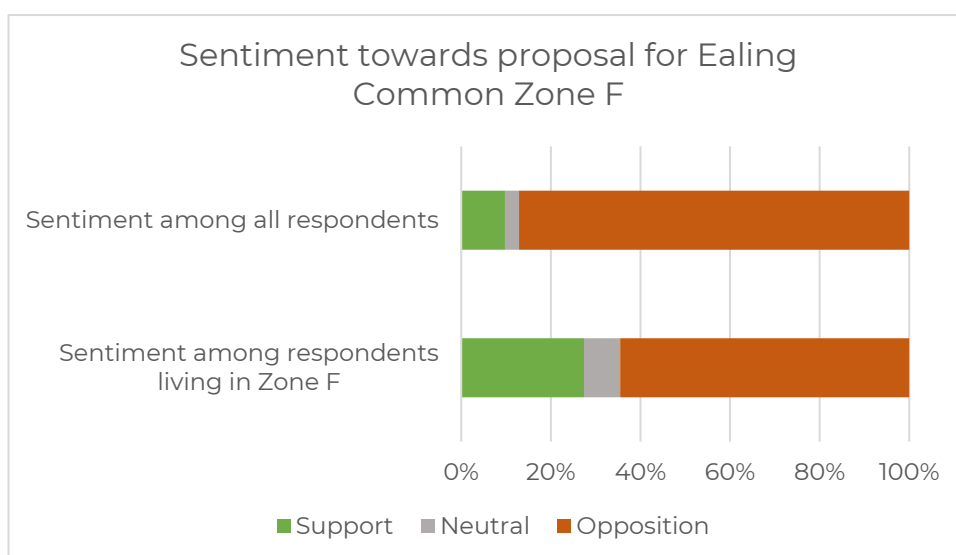


Figure 36 : Ealing Common Zone F support and opposition towards proposal.

3.29. Figure 37 shows the density and distribution of respondents within and around Ealing Common Zone F that expressed general support for the proposal. Table 6 summarises the density of respondents by street⁷. The street with highest density of support was Fordhook Avenue.

⁷ Table 6 only lists streets with 2 or more respondents expressing general support for the proposal.



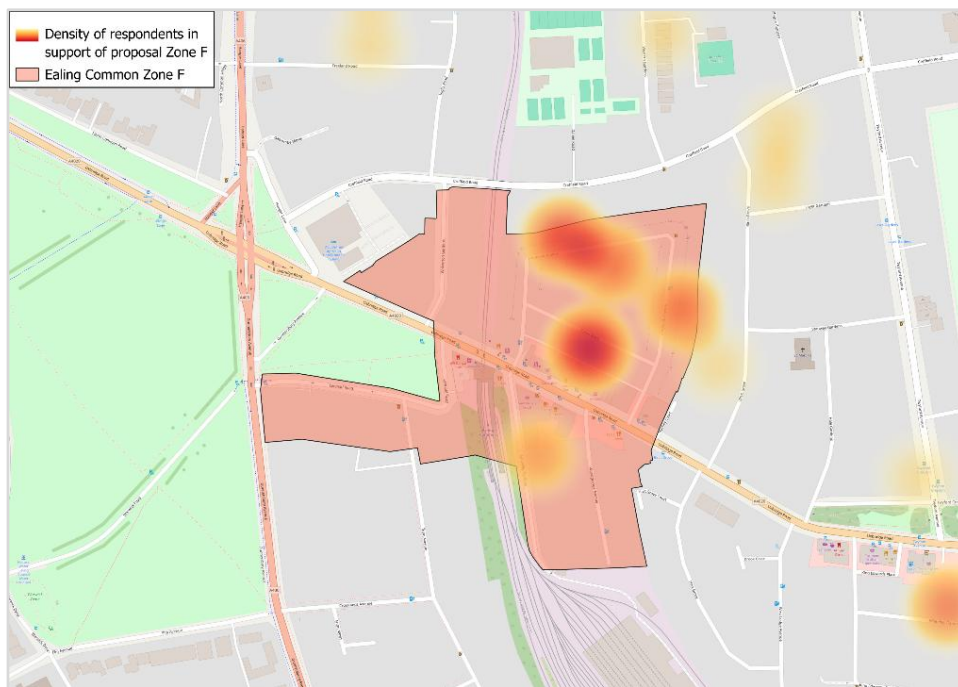


Figure 37 : Density and distribution of respondents within and around Ealing Common Zone F that expressed general support for the proposal.

Ealing Common Zone F Streets	Density of Respondents
Fordhook Avenue	10
Byron Road	5
Granville Gardens	2

Table 6 : Density of respondents per street within Zone F that expressed support for the proposal.

Ealing Dean Zone JJ

Current Parking Behaviour in Ealing Dean Zone JJ

3.30. Respondents were asked what they think about current parking behaviour in the area. 824 respondents provided feedback on this question. Of those, 450 (or 55%) lived within the CPZ area. Figure 38 summarises the responses provided among all respondents.

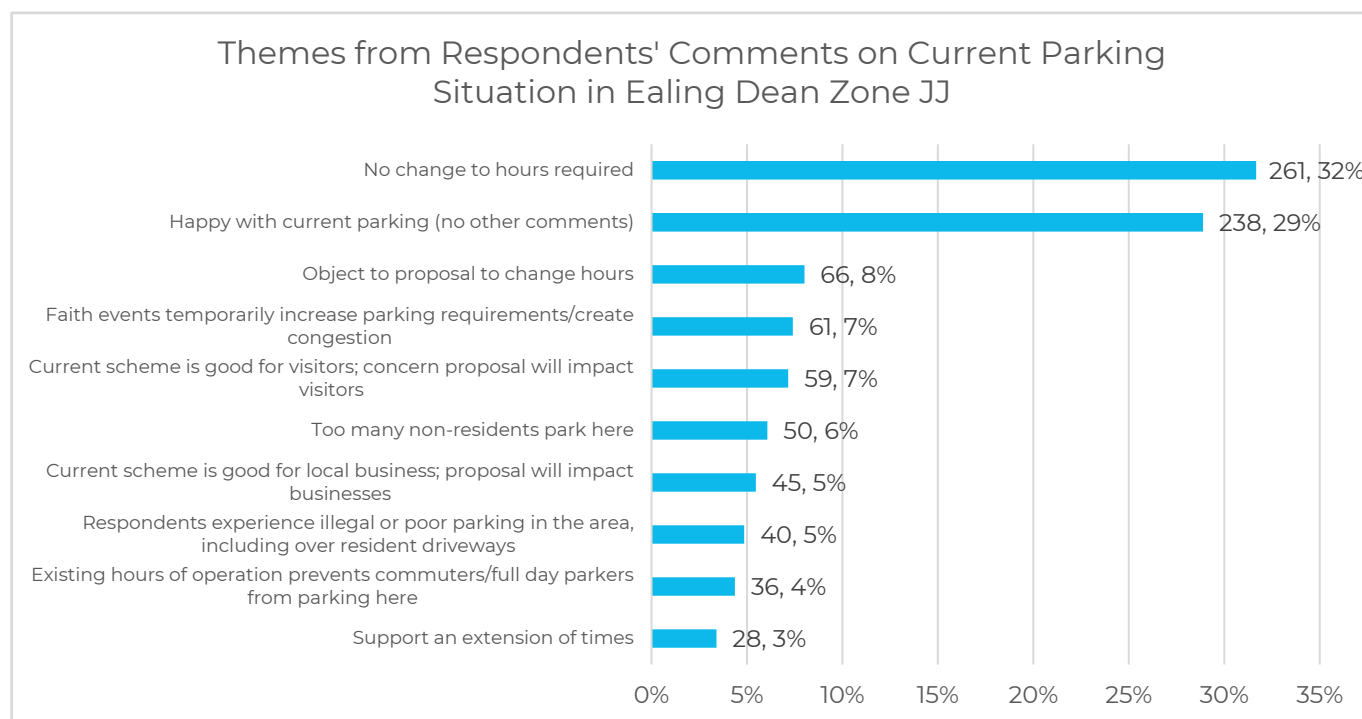


Figure 38 : Summary of the top 10 themes from respondents' comments on the current parking situation in Ealing Dean Zone JJ

3.31. Figure 39 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Dean Zone JJ. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



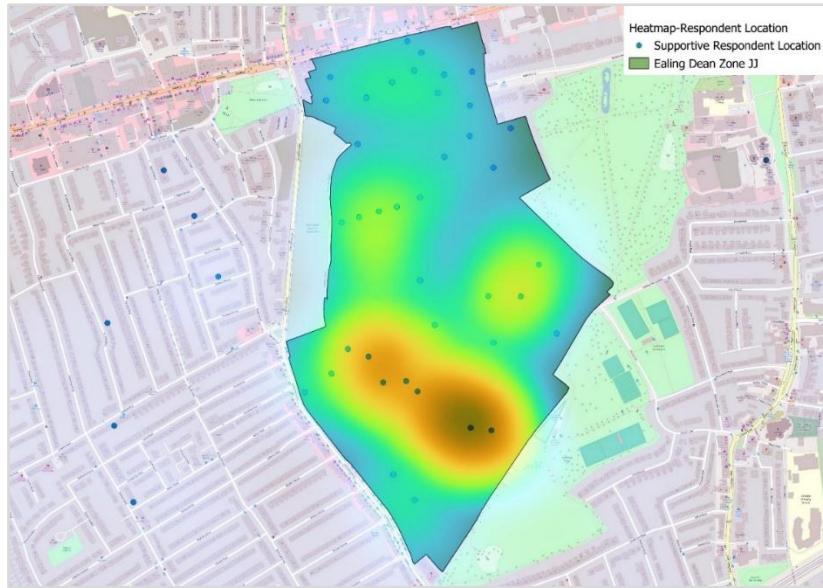


Figure 39 : Distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Dean Zone JJ, overlaid with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Ealing Dean Zone JJ Proposal

3.32. Figures 40 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Ealing Dean Zone JJ.

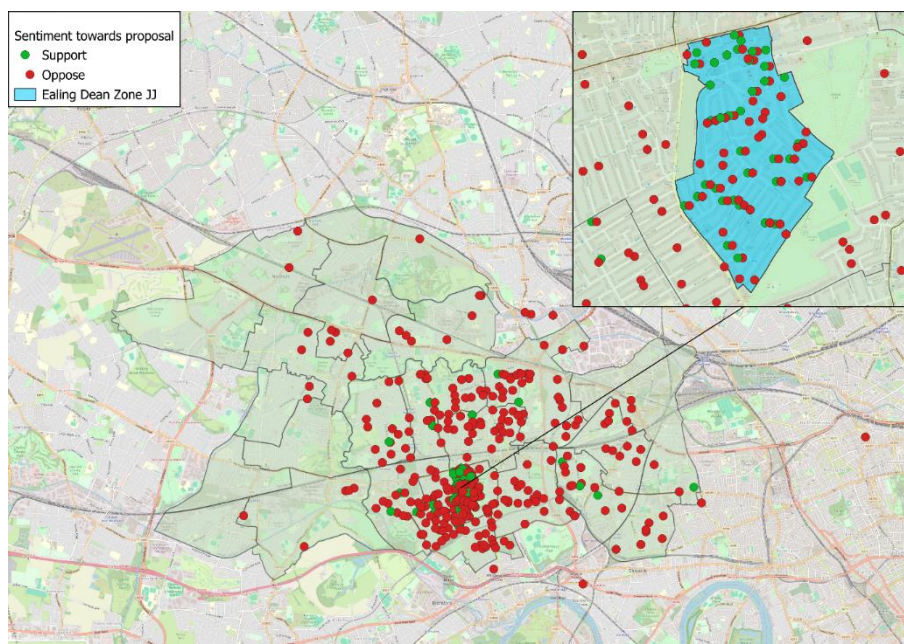


Figure 40 : Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for Ealing Dean Zone JJ.

Comments on the Proposal to Extend Hours of Control

3.33. Respondents were asked what they think about the proposal to extend the hours for Ealing Dean Zone JJ. 840 respondents provided comments and of those, 455 (or 54%) were respondents who indicated they lived within the zone. Figure 41 summarises the responses provided.

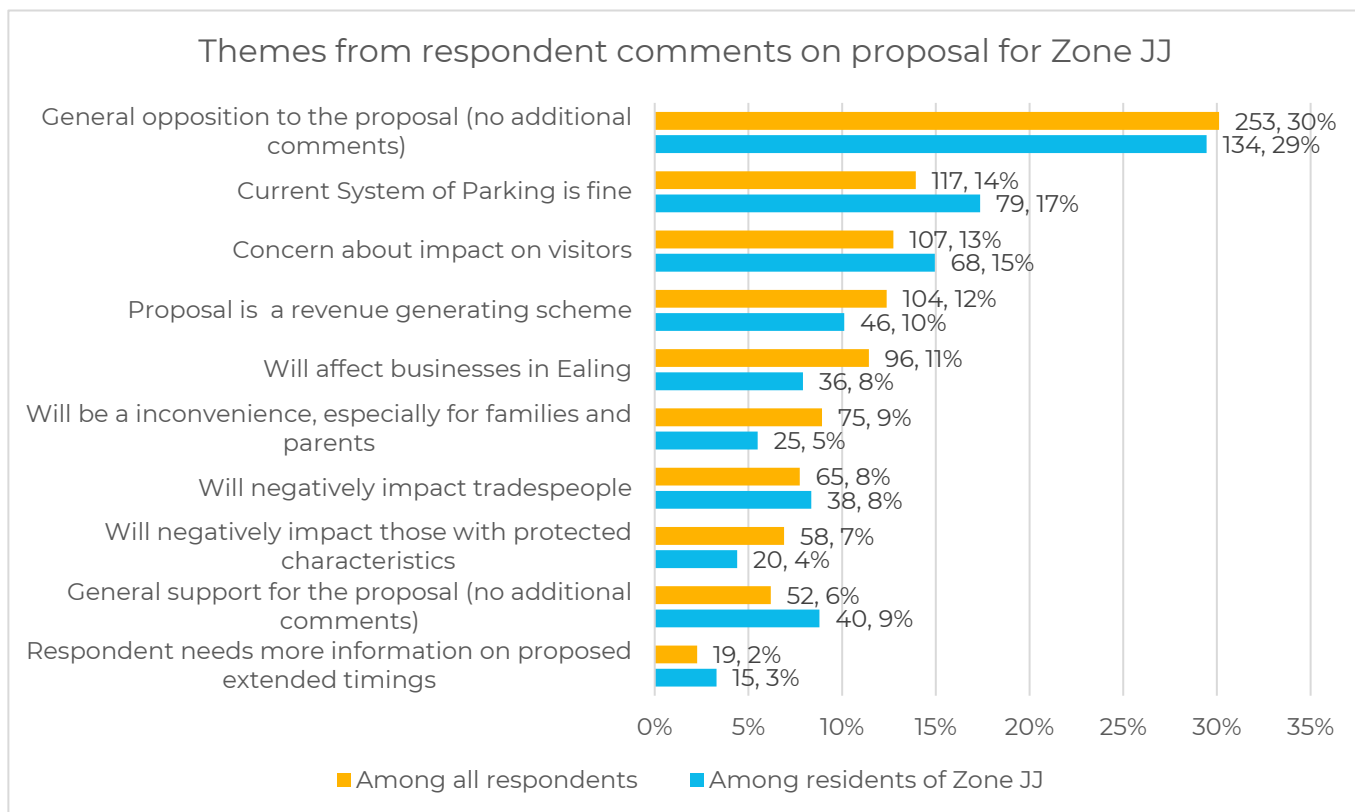


Figure 41 : Summary of the top 10 themes from respondents' comments on the proposal for Zone JJ

3.34. Respondents were also asked what times they think Ealing Dean Zone JJ should operate. 758 respondents provided responses and of those, 403 respondents indicated they lived in Zone JJ. Figure 42 summarises the responses provided from all respondents compared to those who indicated they lived in Zone JJ.



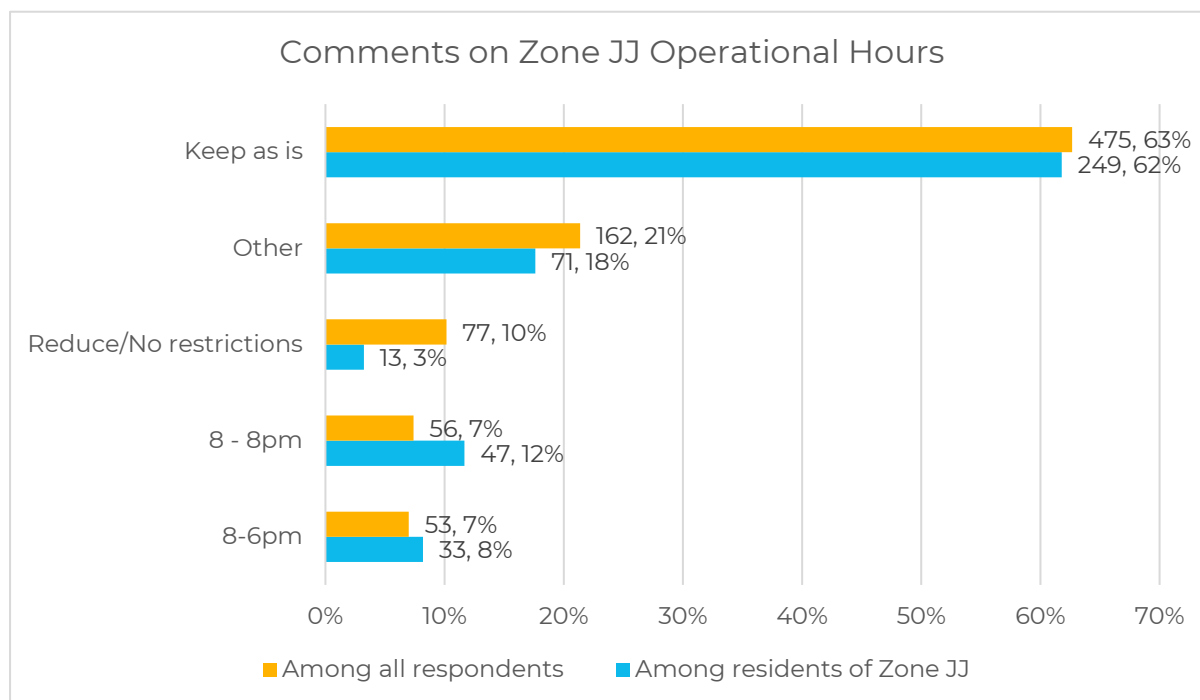


Figure 42: Summary of the suggestions from respondents' comments on Zone JJ's operational hours.

3.35. Figures 43 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone JJ. 99% (109) of respondents supporting this CPZ were Ealing residents, while 1% (1) identified as an Ealing business/organisation and a resident. Figure 44 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



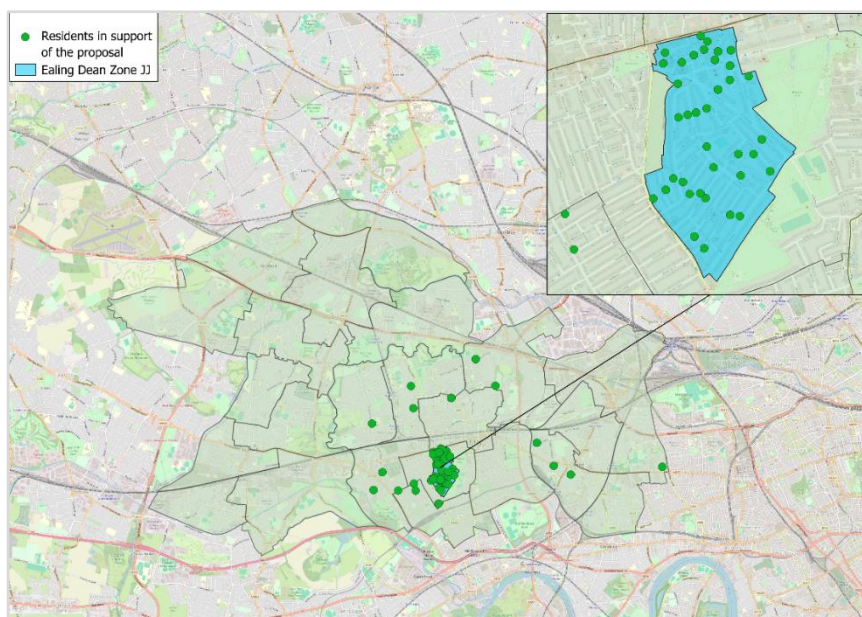


Figure 43 : 110 responses expressing support were identified for this question and are visualised above, with 109 of these providing postcodes, which are mapped above.

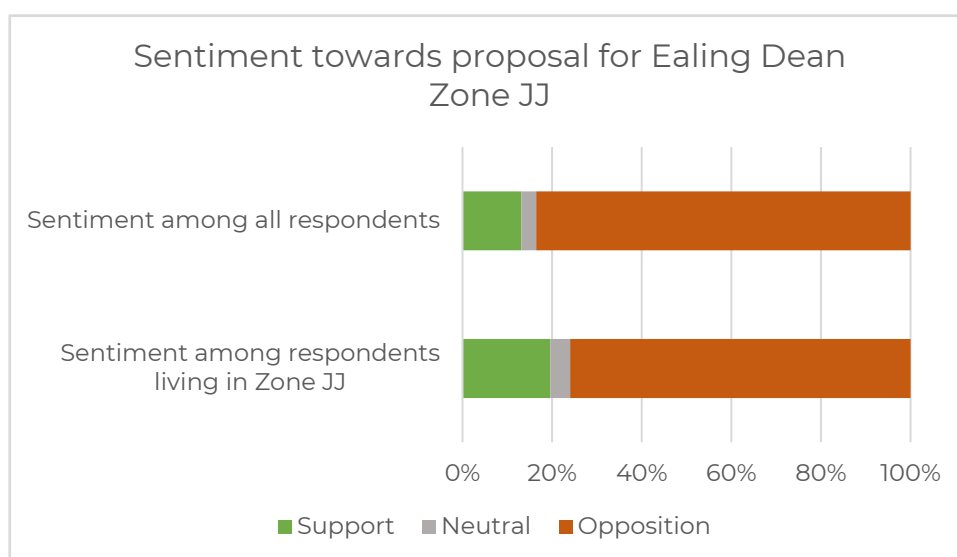


Figure 44 : Ealing Dean Zone JJ support and opposition towards proposal.

3.36. Figure 45 shows the density and distribution of respondents within and around Ealing Dean Zone JJ that expressed general support for the proposal. Table 7 summarises the density of respondents by street⁸. The streets with highest density of support were Lavington Road and Broomfield Road.

⁸ Table 7 only lists streets with 2 or more respondents expressing general support for the proposal.



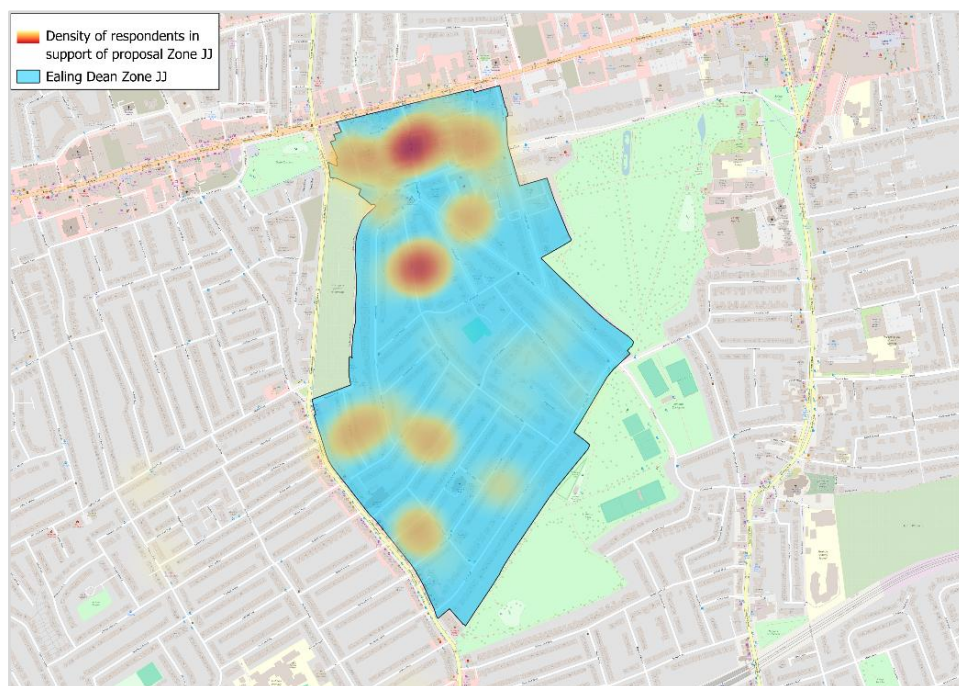


Figure 45 : Density and distribution of respondents within and around Ealing Dean Zone JJ that expressed general support for the proposal.

Ealing Dean Zone JJ Streets	Density of Respondents
Lavington Road	13
Broomfield Road	11
Chapel Road	6
Broomfield Place	5
Churchfield Road	5
Glenfield Road	5
Camborne Avenue	5
Kingsdown Avenue	5
Dane Road	4
Dean Villas	3
Pursewardens Close	3
Leyborne Avenue	2
Carew Road	2
Waldemar Avenue	2
Northfield Avenue	2
Mattock Lane	2
Culmington Road	2

Table 7 : Density of respondents per street within Zone JJ that expressed support for the proposal.

Ealing Common Zone G

Current Parking Behaviour in Ealing Common Zone G

3.37. Respondents were asked what they think about current parking behaviour in the area. 795 respondents provided feedback on this question. Of those, 353 (or 44%) lived within the CPZ area. Figure 46 summarises the responses provided among all respondents.

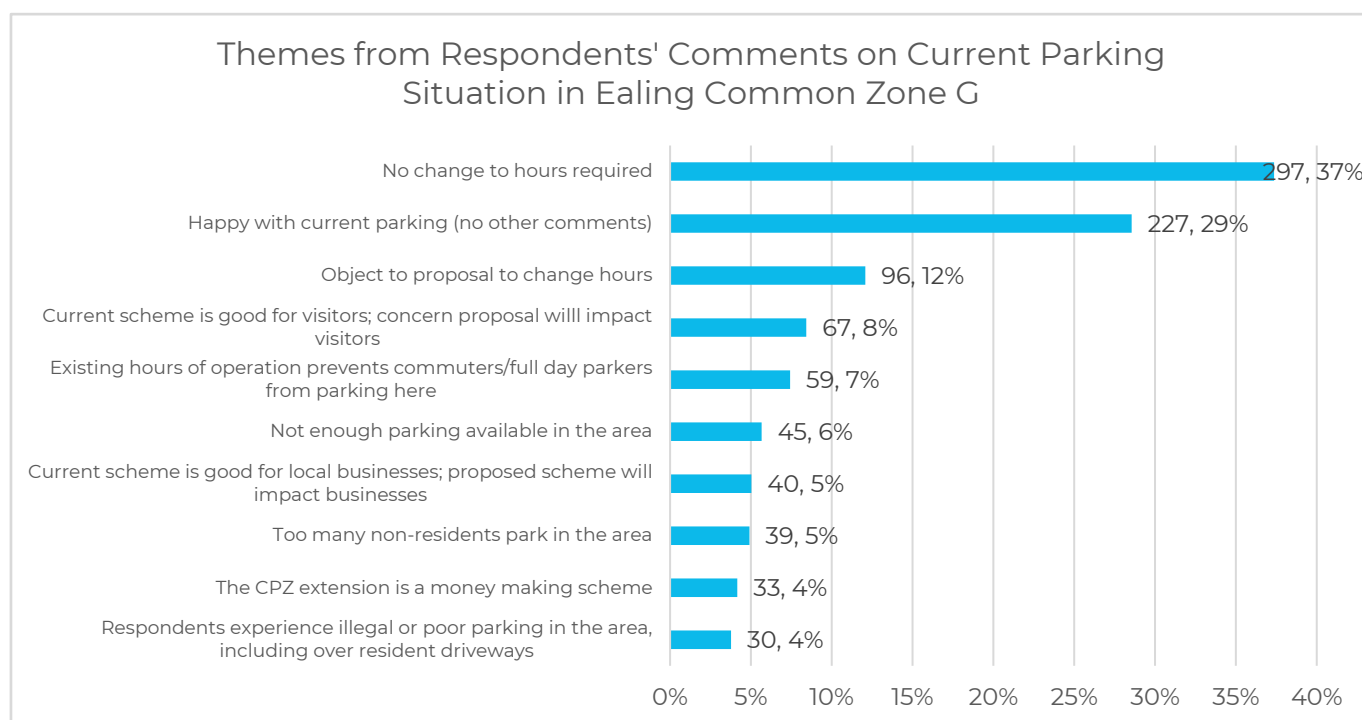


Figure 46 : Summary of the top 10 themes from respondents' comments on the current parking situation in Ealing Common Zone G

3.38. Figure 47 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Common Zone G. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.





Figure 47 : Distribution and density of respondents' who expressed a concern with the current parking situation in Ealing Common Zone G, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to Ealing Common Zone G Proposal

3.39. Figures 48 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for Ealing Common Zone G.

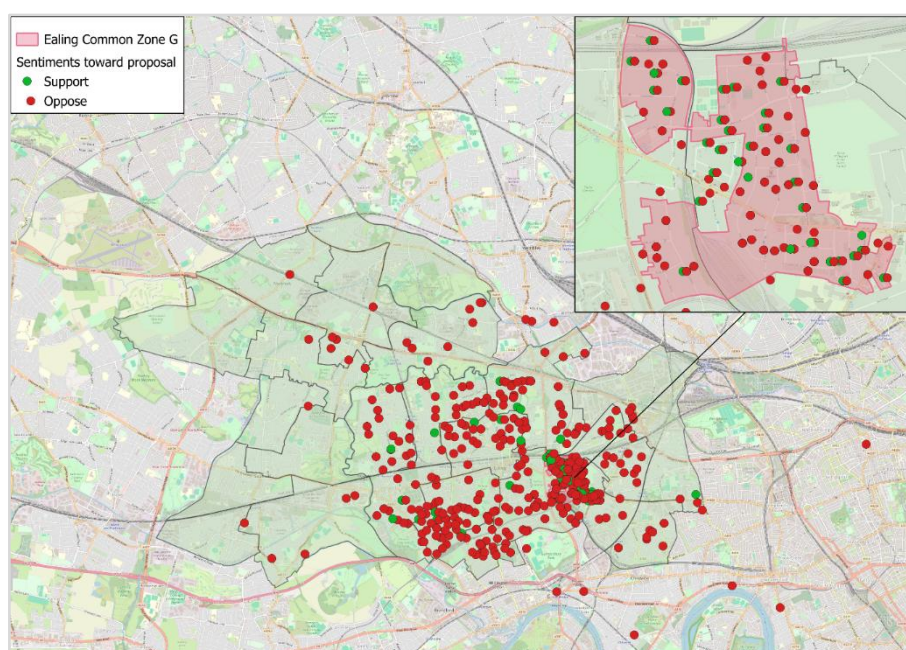


Figure 48: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for Ealing Common Zone G.

Comments on the Proposal to Extend Hours of Control

3.40. Respondents were asked what they think about the proposal to extend the hours for Ealing Common Zone G. 812 respondents provided comments and of those, 357 (or 44%) were respondents who indicated they lived within the zone. Figure 49 summarises the responses provided.

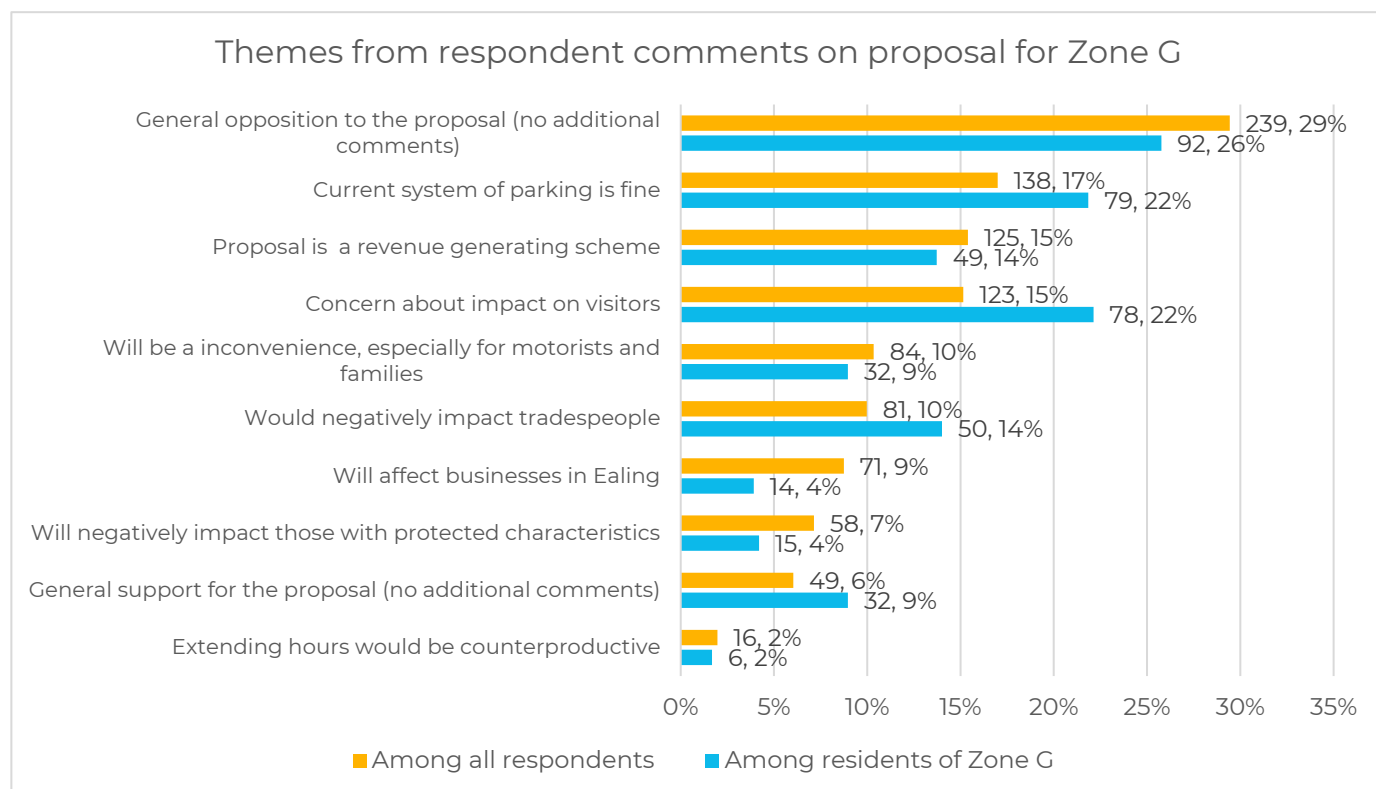


Figure 49 : Summary of the top 10 themes from respondents' comments on the proposal for Zone G

3.41. Respondents were also asked what times they think Ealing Common Zone G should operate. 741 respondents provided responses and of those, 320 respondents indicated they lived in Zone G. Figure 50 summarises the responses provided from all respondents compared to those who indicated they lived in Zone G.



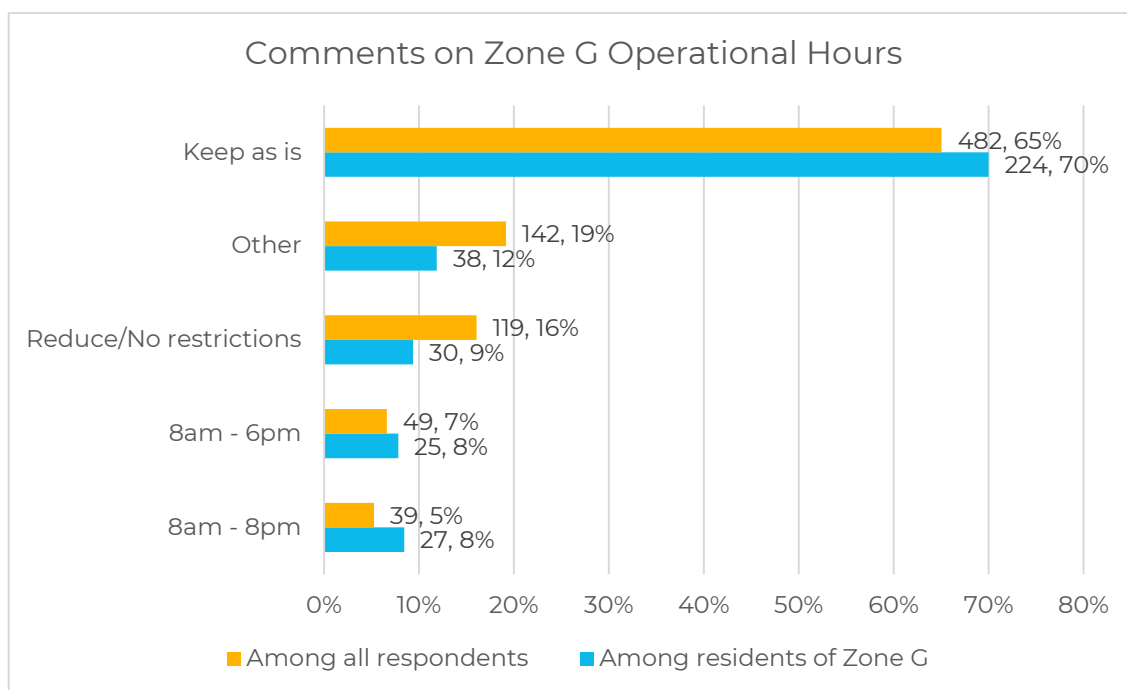


Figure 50: Summary of the suggestions from respondents' comments on Zone G's operational hours.

3.42. Figures 51 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone G. 99% (83) of respondents supporting this CPZ were Ealing residents, while 1% (1) identified as an Ealing business/organisation and a resident. Figure 52 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



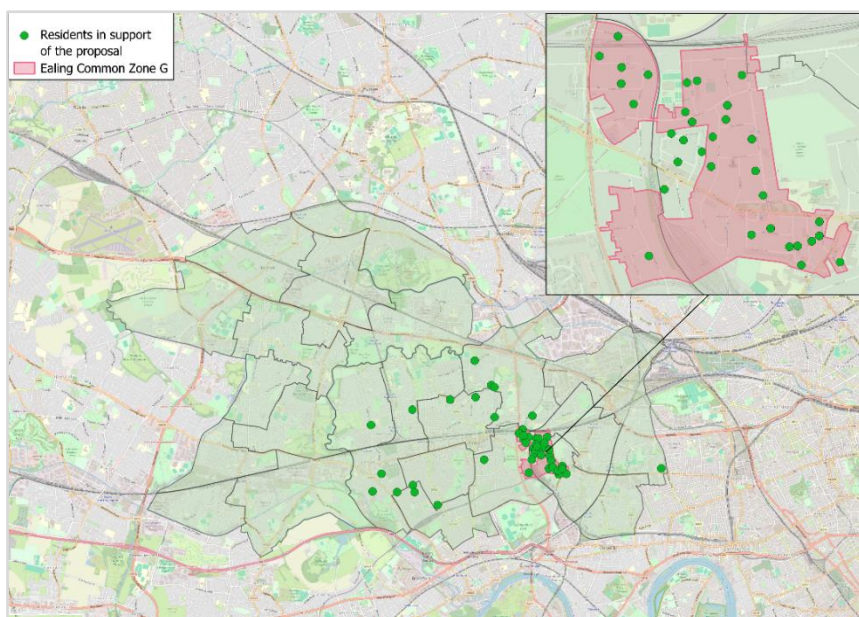


Figure 51 : 84 responses expressing support were identified for this question and are visualised above, with 81 of these providing postcodes, which are mapped above.

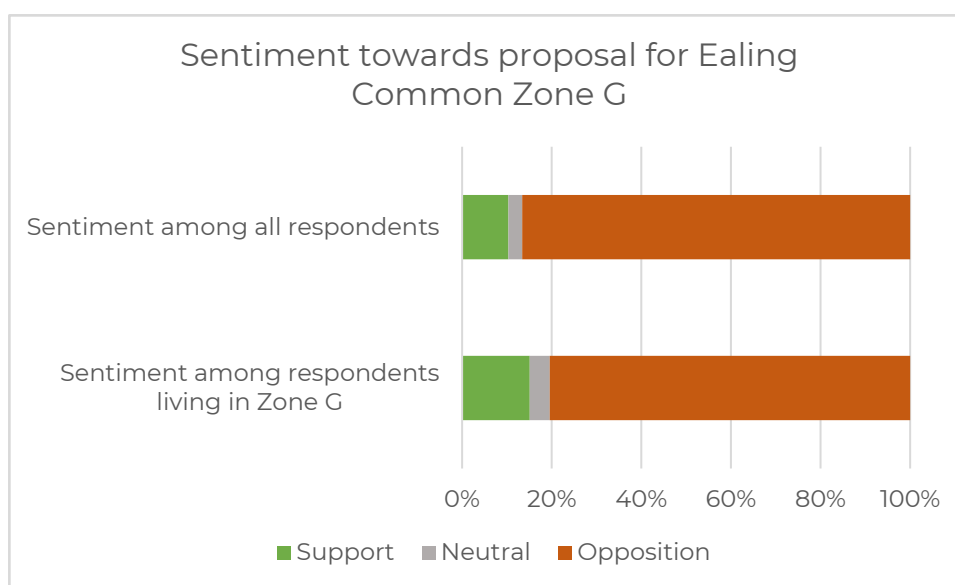


Figure 52 : Ealing Common Zone G support and opposition towards proposal.

3.43. Figure 53 shows the density and distribution of respondents within and around Ealing Common Zone G that expressed general support for the proposal. Table 8 summarises the density of respondents by street⁹. The streets with highest density of support were Twyford Avenue, Creffield Road and Willcott Road.

⁹ Table 8 only lists streets with 2 or more respondents expressing general support for the proposal.



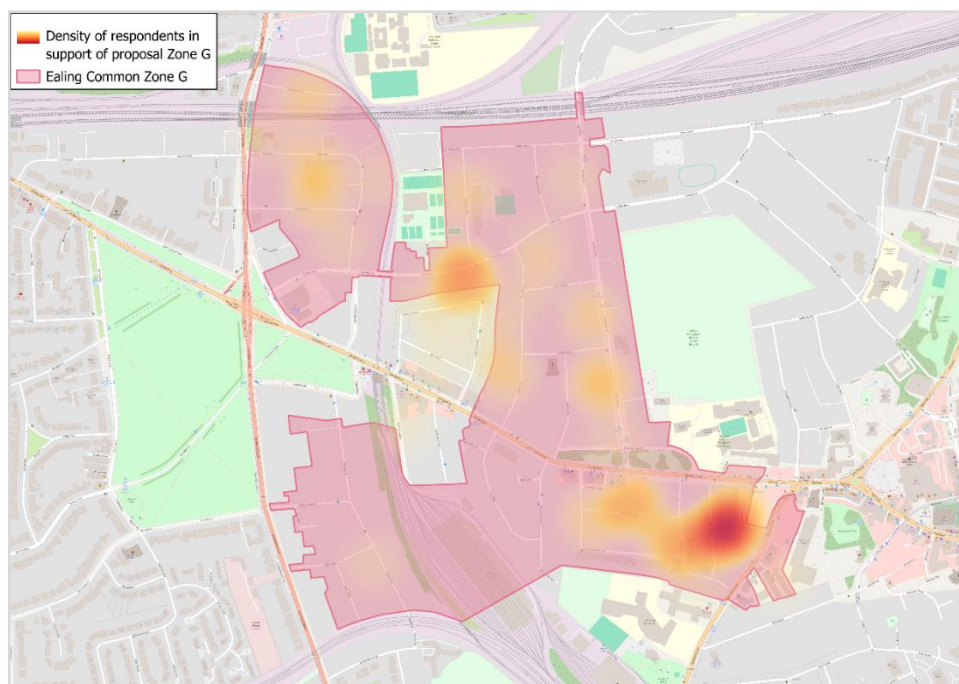


Figure 53 : Density and distribution of respondents within and around Ealing Common Zone G that expressed general support for the proposal.

Ealing Common Zone G Streets	Density of Respondents
Twyford Avenue	7
Creffield Road	7
Willcott Road	7
Denehurst Gardens	6
Hillcrest Road	6
Whitehall Gardens	6
Inglis Road	5
Birch Grove	3
Fordhook Avenue	3
Western Gardens	2
Freeland Road	2
Waldegrave Road	2

Table 8 : Density of respondents per street within Zone G that expressed support for the proposal.

East Acton Zone E

Current Parking Behaviour in East Acton Zone E

3.44. Respondents were asked what they think about current parking behaviour in the area. 305 respondents provided feedback on this question. Of those, 72 (or 24%) lived within the CPZ area. Figure 54 summarises the responses provided among all respondents.

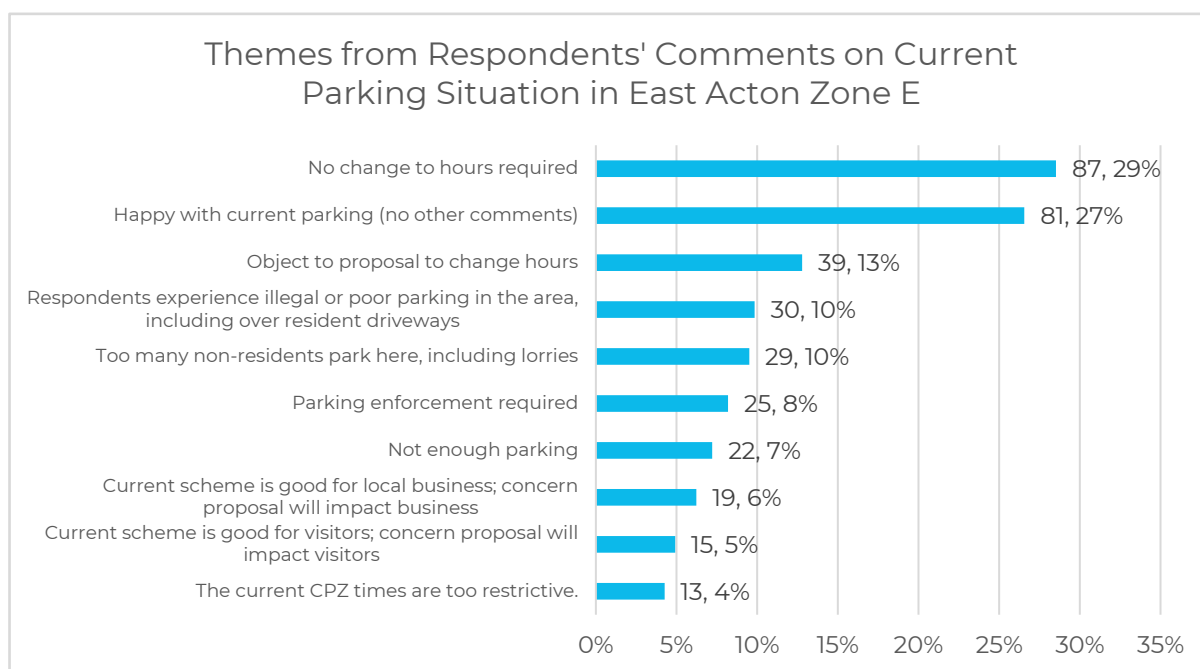


Figure 54 : Summary of the top 10 themes from respondents' comments on the current parking situation in East Acton Zone E.

3.45. Figure 55 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in East Acton Zone E. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



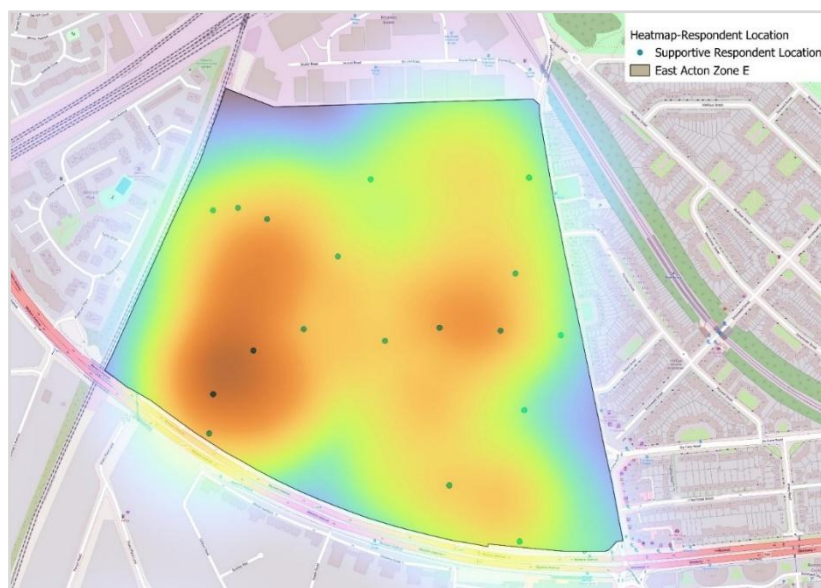


Figure 55 : Distribution and density of respondents' who expressed a concern with the current parking situation in East Acton Zone E, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to East Acton Zone E Proposal

3.46. Figures 56 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for East Acton Zone E.

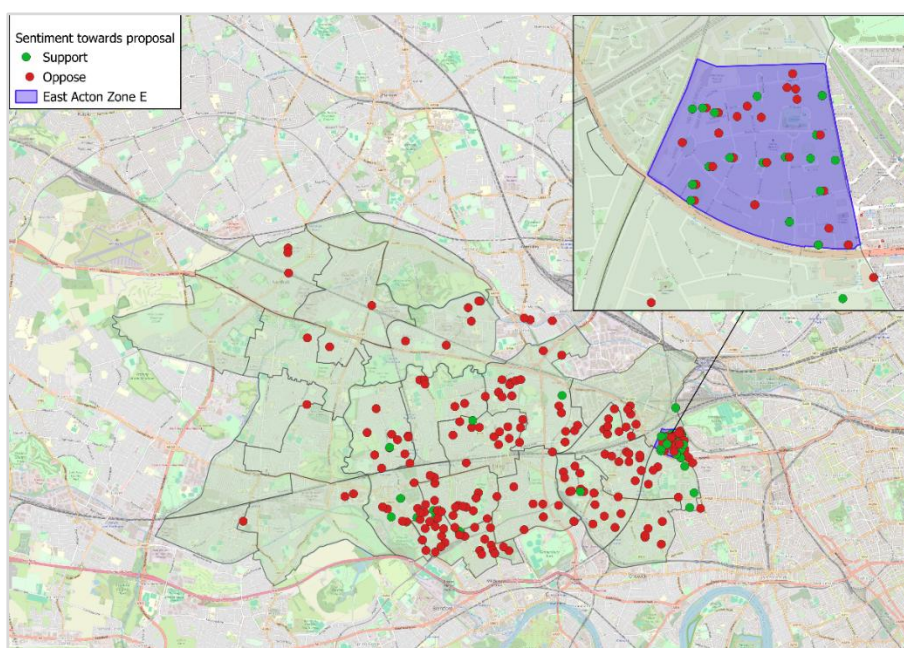


Figure 56: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for East Acton Zone E.

Comments on the Proposal to Extend Hours of Control

3.47. Respondents were asked what they think about the proposal to extend the hours for East Acton Zone E. 307 respondents provided comments and of those, 72 (or 23%) were respondents who indicated they lived within the zone. Figure 57 summarises the responses provided.

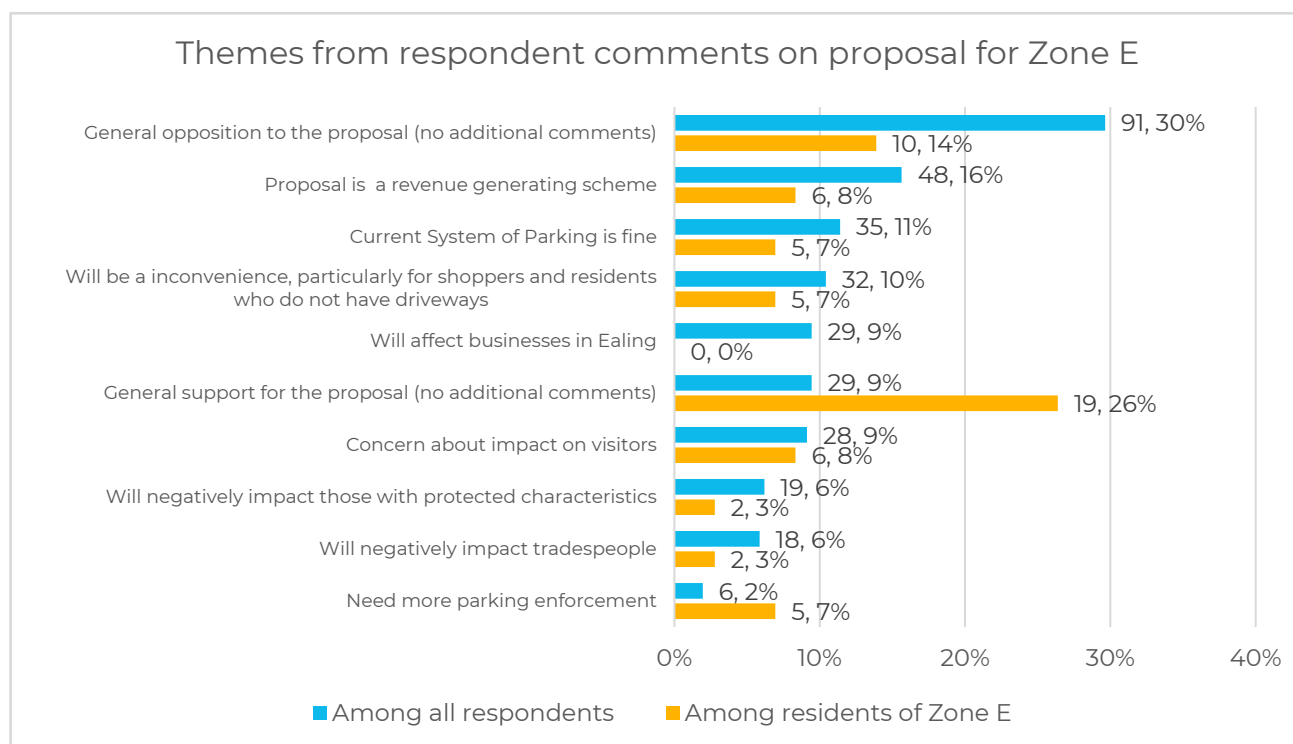


Figure 57: Summary of the top 10 themes from respondents' comments on the proposal for Zone E

3.48. Respondents were also asked what times they think East Acton Zone E should operate. 286 respondents provided responses and of those, 65 respondents indicated they lived in Zone E. Figure 58 summarises the responses provided from all respondents compared to those who indicated they lived in Zone E.



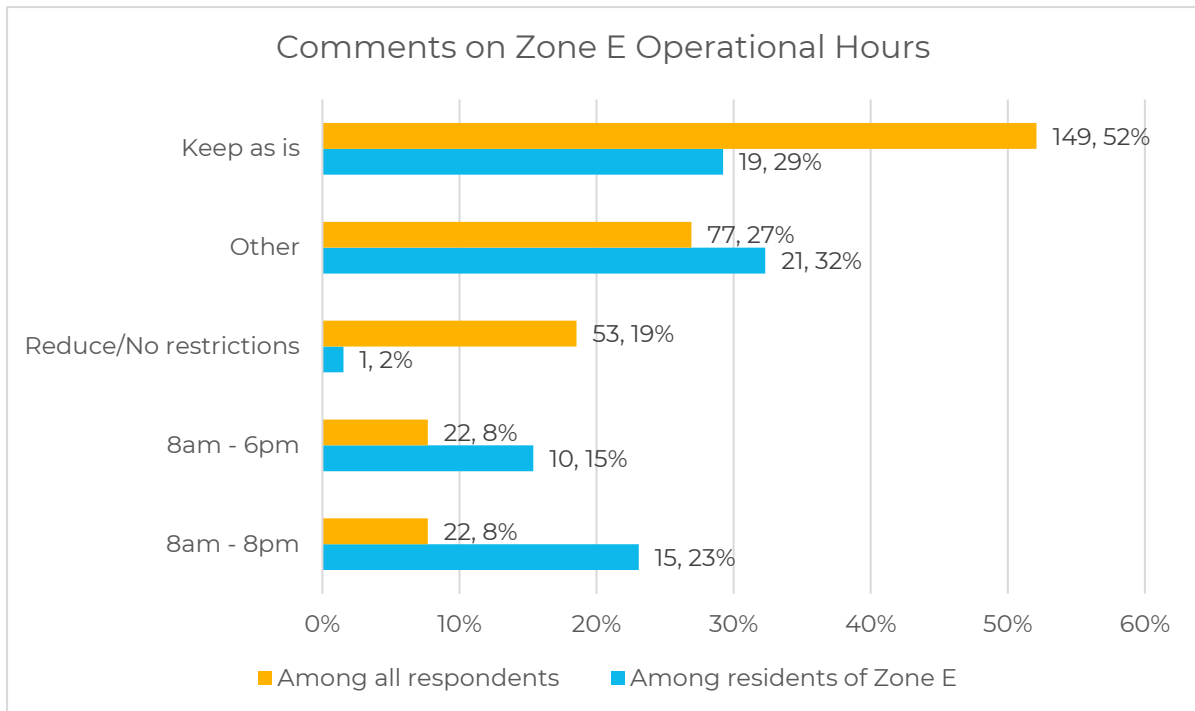


Figure 58 : Summary of suggestions from respondents' comments on Zone SA's operational hours.

3.49. Figures 59 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone E. 96% (53) of respondents supporting this CPZ were Ealing residents and 2% (1) identified as an Ealing business/organisation and a resident. Another 2% (1) identified as a resident's association. Figure 60 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.

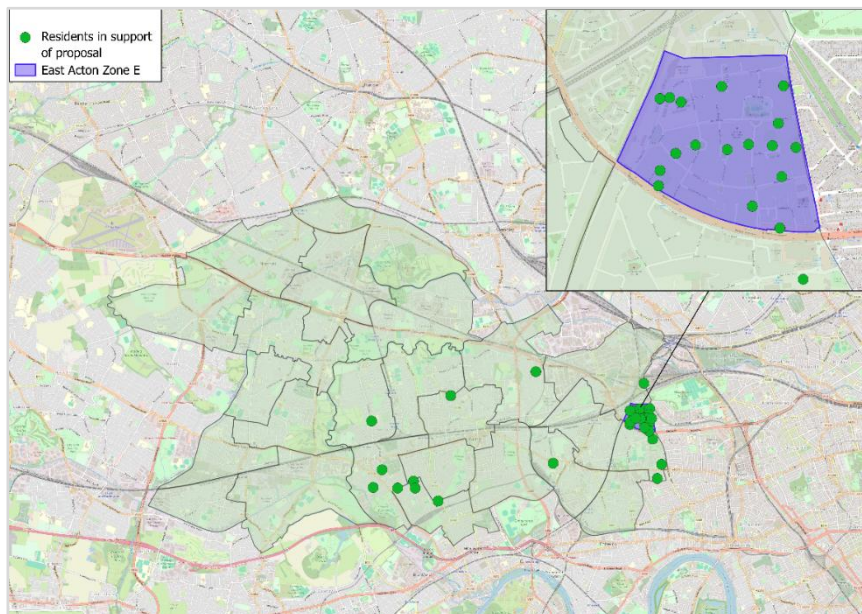


Figure 59 : 55 responses expressing support were identified for this question and are visualised above, with 54 of these providing postcodes, which are mapped above.

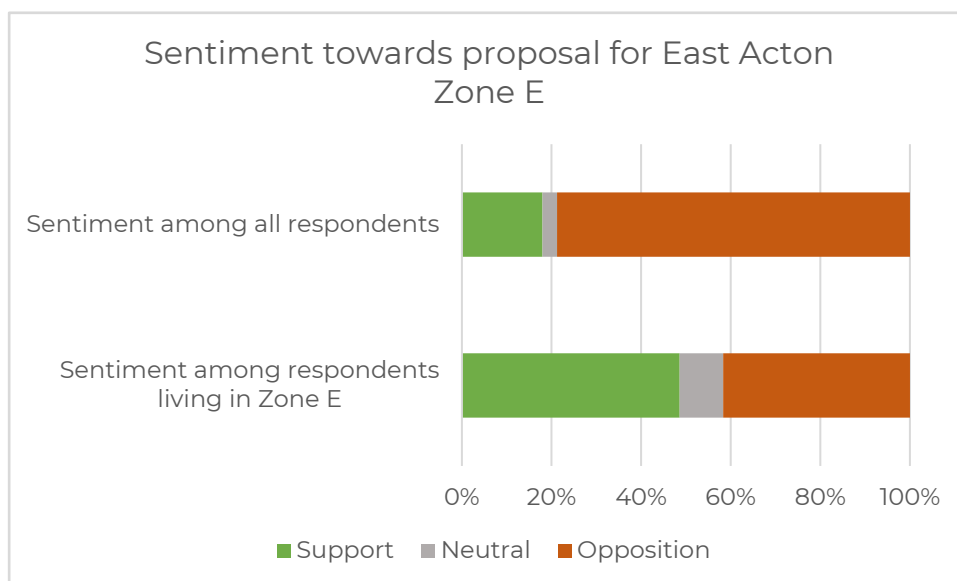


Figure 60 : East Acton Zone E support and opposition towards proposal.

3.50. Figure 61 shows the density and distribution of respondents within and around East Acton Zone E that expressed general support for the proposal. Table 9 summarises the density of respondents by street¹⁰. The streets with highest density of support were Saint Andrews Road and Western Avenue.

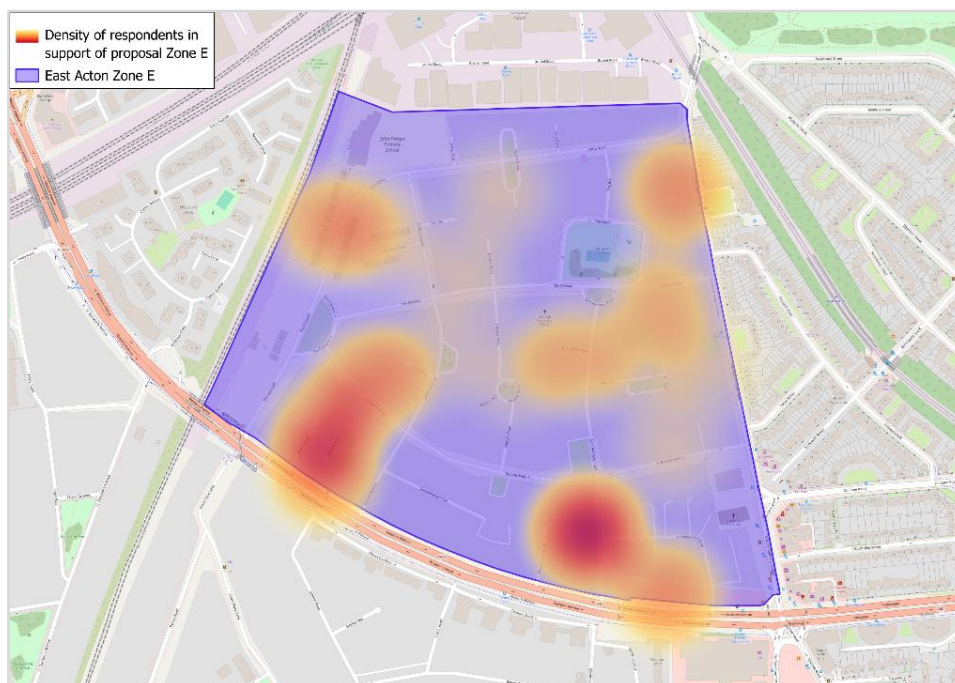


Figure 61 : Density and distribution of respondents within and around East Acton Zone E that expressed general support for the proposal.

¹⁰ Table 9 only lists streets with 2 or more respondents expressing general support for the proposal.

East Acton Zone E Streets	Density of Respondents
Saint Andrews Road	8
Western Avenue	6
Brassie Avenue	4
Old Oak Common Lane	4
Braid Avenue	3
Long Drive	3
The Fairway	3

Table 9 : Density of respondents per street within Zone E that expressed support for the proposal.



South Acton Estate Zone SA

Current Parking Behaviour in South Acton Estate Zone SA

3.51. Respondents were asked what they think about current parking behaviour in the area. 262 respondents provided feedback on this question. Of those, 25 (or 10%) lived within the CPZ area. Figure 62 summarises the responses provided among all respondents.

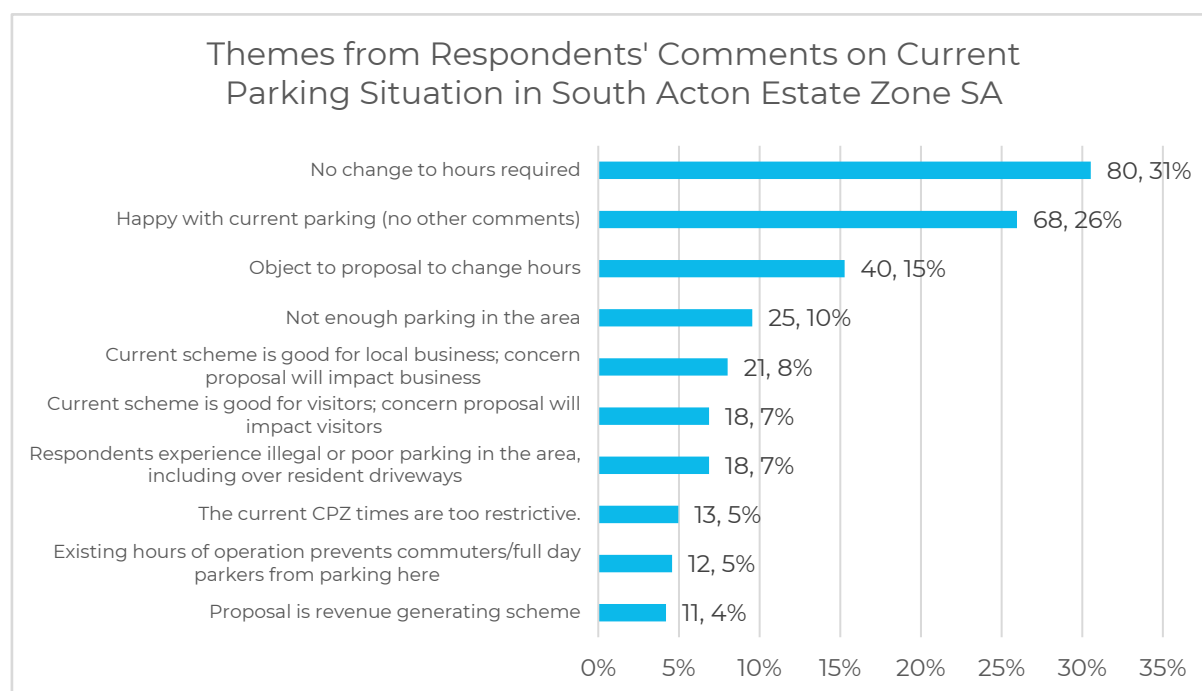


Figure 62 : Summary of the top 10 themes from respondents' comments on the current parking situation in South Acton Estate Zone SA.

3.52. Figure 63 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in South Acton Estate Zone SA. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



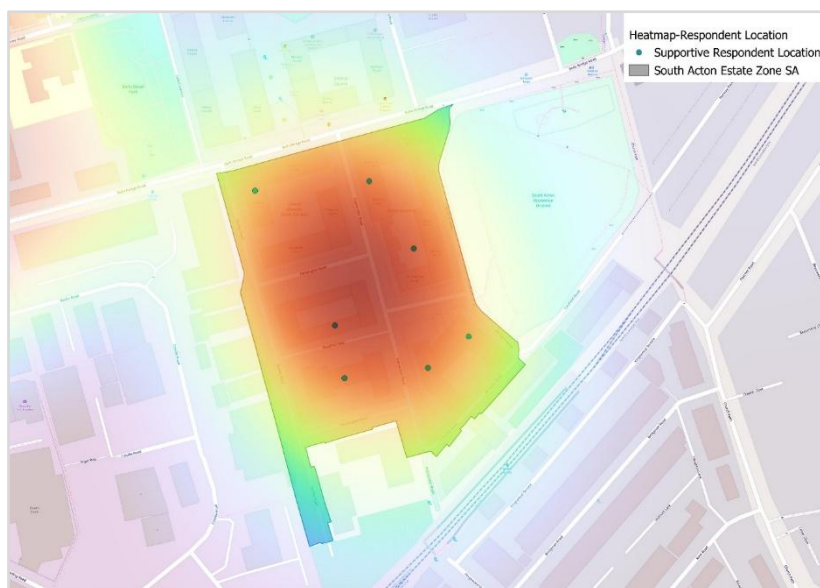


Figure 63 : Distribution and density of respondents' who expressed a concern with the current parking situation in South Acton Estate Zone SA, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to South Acton Estate Zone SA Proposal

3.53. Figures 64 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for South Acton Estate Zone SA.

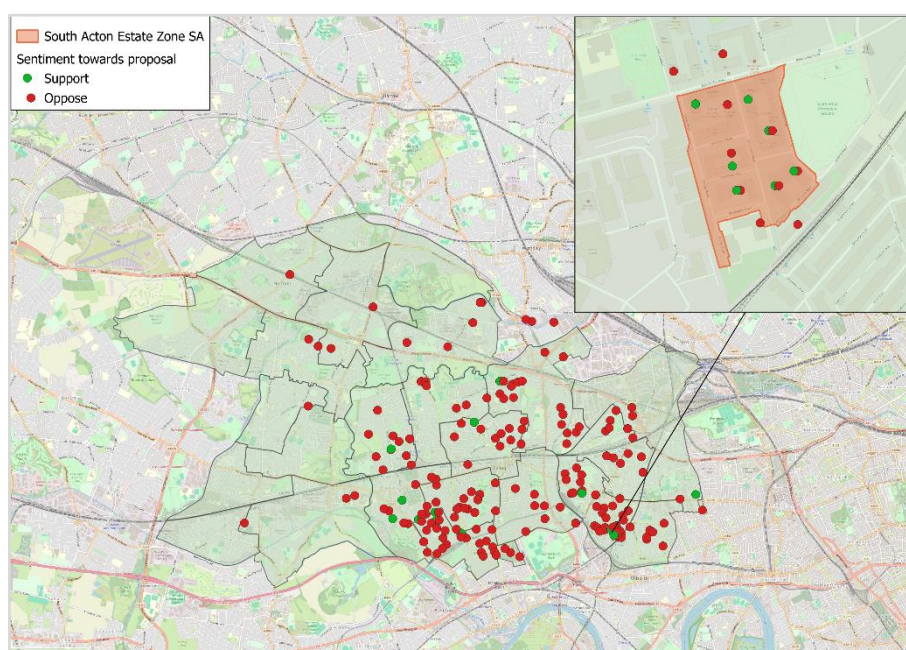


Figure 64: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for South Acton Estate Zone SA.

Comments on the Proposal to Extend Hours of Control

3.54. Respondents were asked what they think about the proposal to extend the hours for South Acton Estate Zone SA. 264 respondents provided comments and of those, 25 (or 9%) were respondents who indicated they lived within the zone. Figure 65 summarises the responses provided.

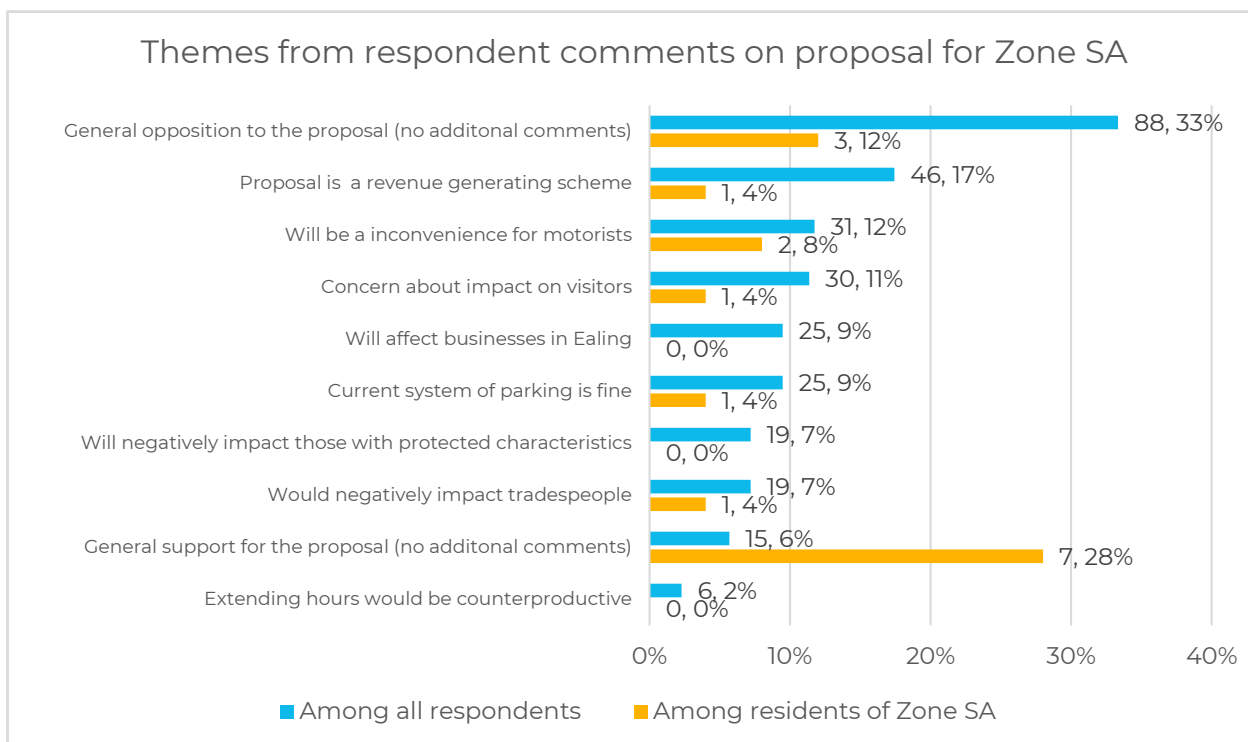


Figure 65 : Summary of the top 10 themes from respondents' comments on the proposal for Zone SA

3.55. Respondents were also asked what times they think South Acton Estate Zone SA should operate. 251 respondents provided responses and of those, 26 respondents indicated they lived in Zone SA. Figure 66 summarises the responses provided from all respondents compared to those who indicated they lived in Zone SA.



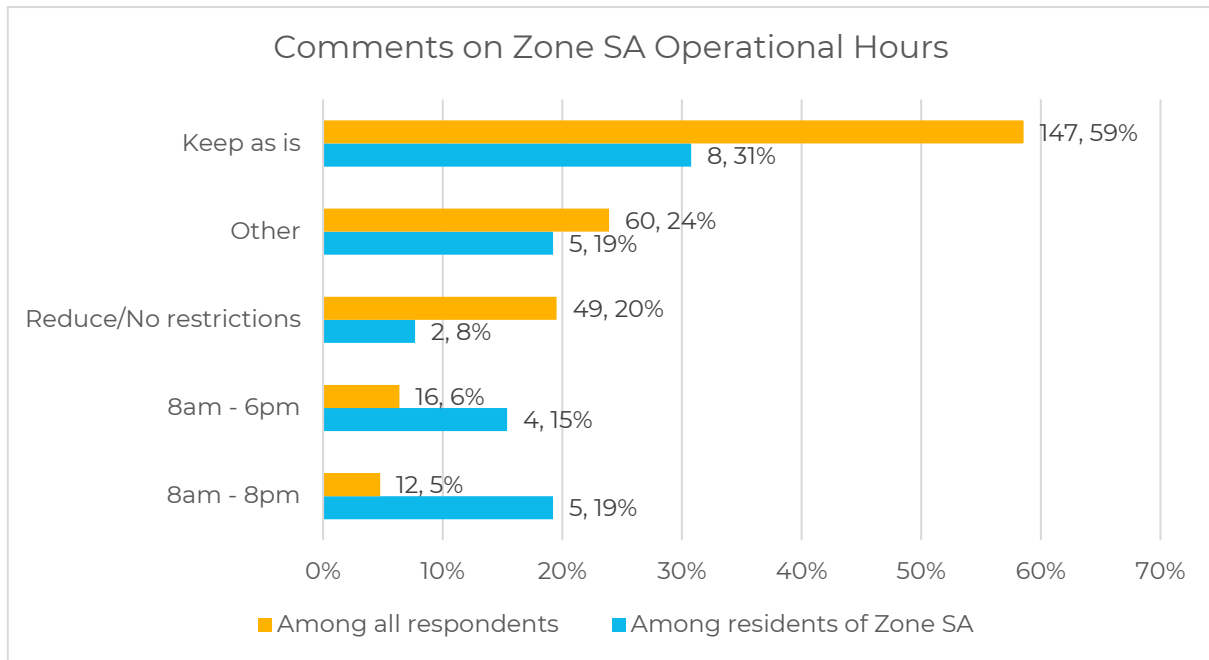


Figure 66: Summary of suggestions from respondents' comments on Zone SA's operational hours.

3.56. Figures 67 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone SA. 93% (26) of respondents supporting this CPZ were Ealing residents and 3.5% (1) identified as an Ealing business/organisation and a resident. Another 3.5% (1) identified as a both an Ealing resident and visitor. Figure 68 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.

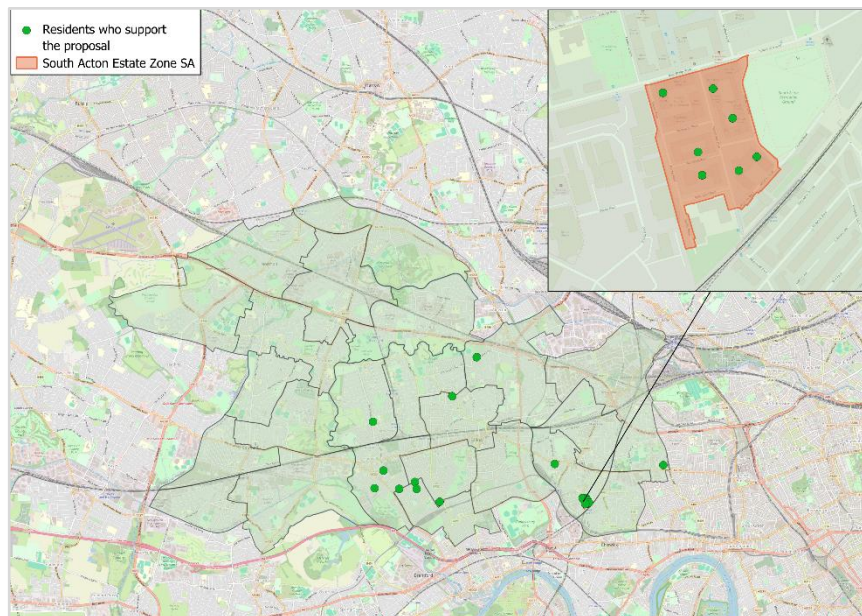


Figure 67 : 28 responses expressing support were identified for this question and are visualised above, with all of these providing postcodes, which are mapped above.

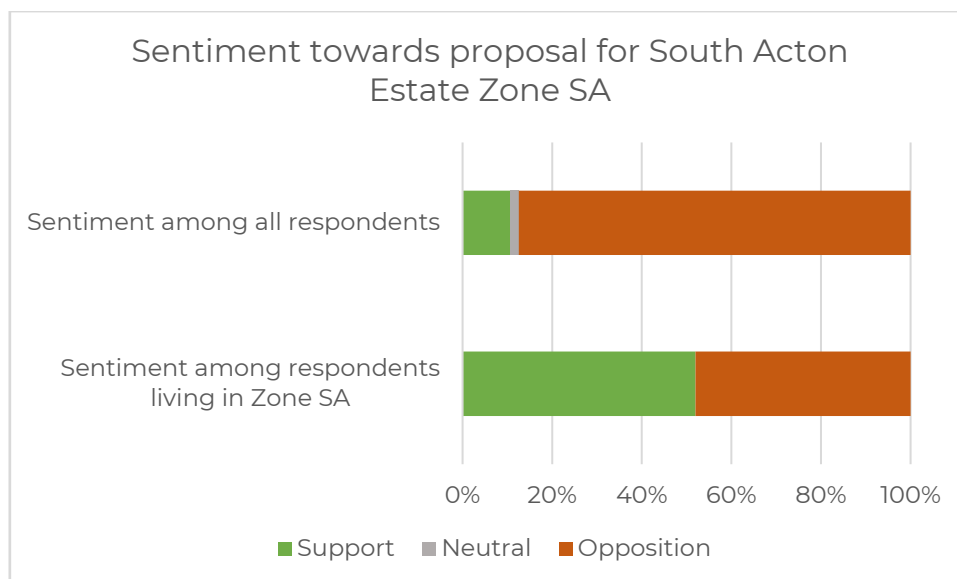


Figure 68 : South Acton Estate Zone SA support and opposition towards proposal.

3.57. Figure 69 shows the density and distribution of respondents within and around South Acton Estate Zone SA that expressed general support for the proposal. Table 10 summarises the density of respondents by street¹¹. The street with highest density of support was All Saints Road.

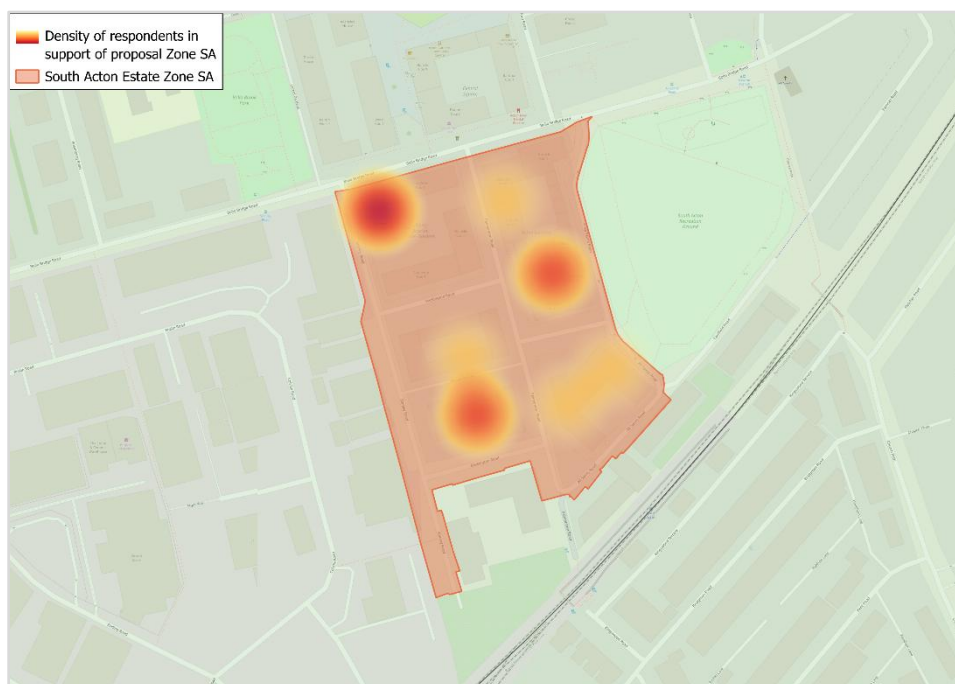


Figure 69 : Density and distribution of respondents within and around South Acton Estate Zone SA that expressed general support for the proposal.

¹¹ Table 10 only lists streets with 2 or more respondents expressing general support for the proposal.

South Acton Estate Zone SA Streets	Density of Respondents
All Saints Road	5
Stanley Road	4
Maugham Way	4

Table 10 : Density of respondents per street within Zone SA that expressed support for the proposal.



West Acton Zone Z

Current Parking Behaviour in West Acton Zone Z

3.58. Respondents were asked what they think about current parking behaviour in the area. 533 respondents provided feedback. Of those, 229 (or 43%) lived within the CPZ area. Figure 70 summarises the responses provided among all respondents.

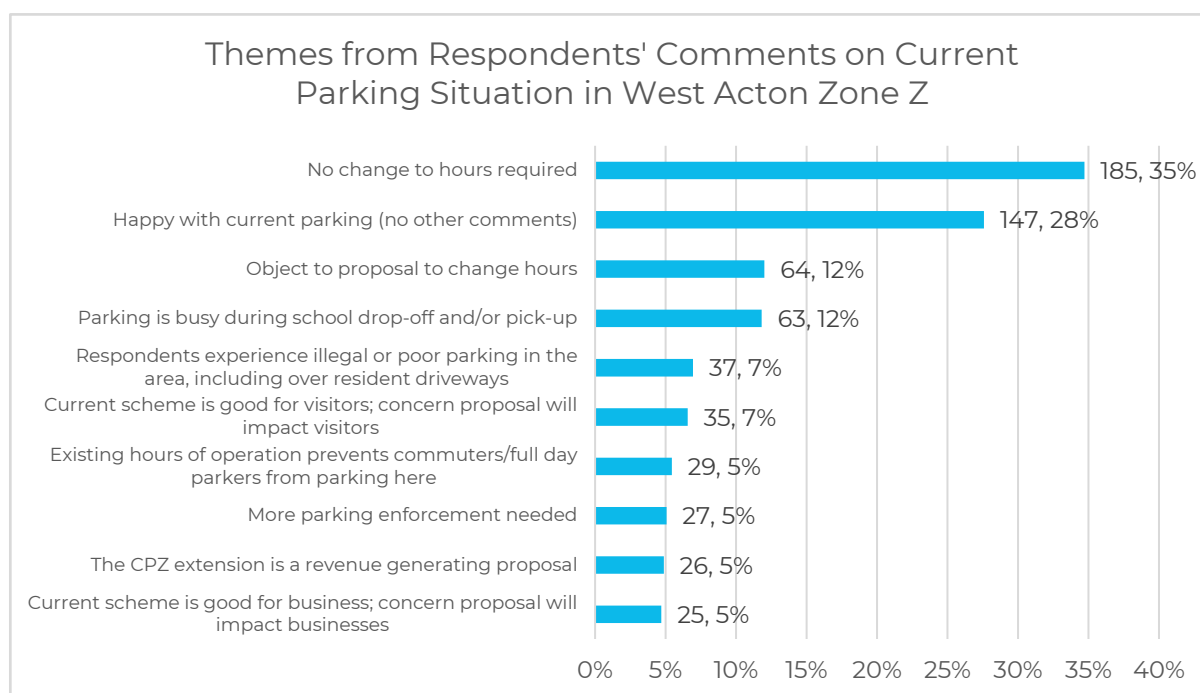


Figure 70 : Summary of the top 10 themes from respondents' comments on the current parking situation in West Acton Zone Z.

3.59. Figure 71 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in West Acton Zone Z. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



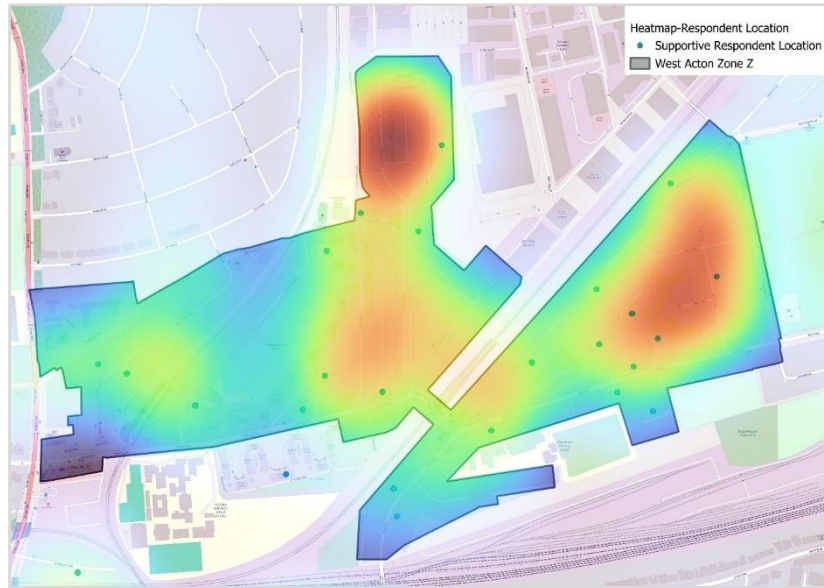


Figure 71 : Distribution and density of respondents' who expressed a concern with the current parking situation in West Acton Zone Z, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to West Acton Zone Z Proposal

3.60. Figures 72 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for West Acton Zone Z.

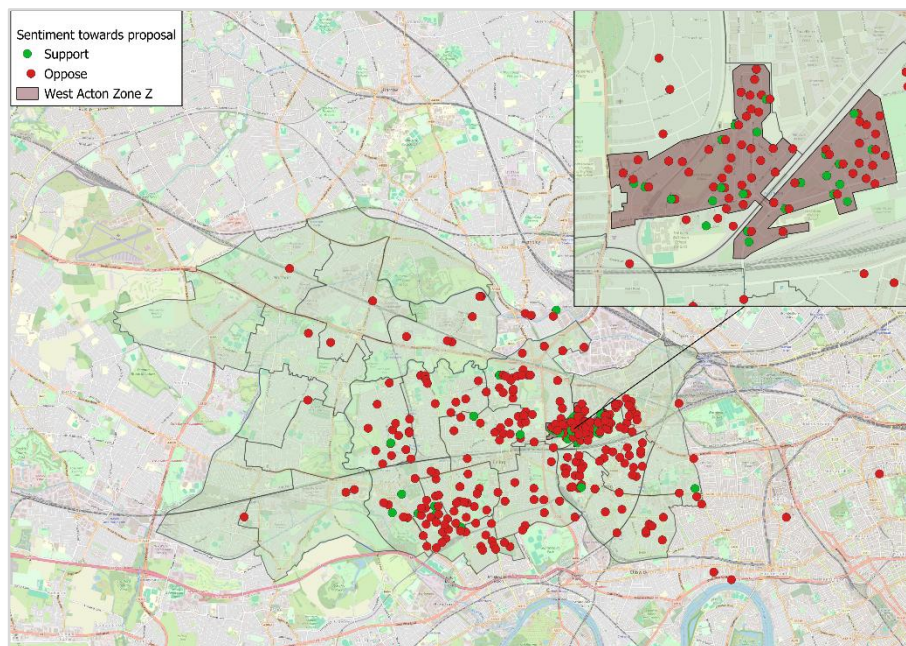


Figure 72: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for West Acton Zone Z.

Comments on the Proposal to Extend Hours of Control

3.61. Respondents were asked what they think about the proposal to extend the hours for West Acton Zone Z. 539 respondents provided comments and of those, 232 (or 43%) were respondents who indicated they lived within the zone. Figure 73 summarises the responses provided.

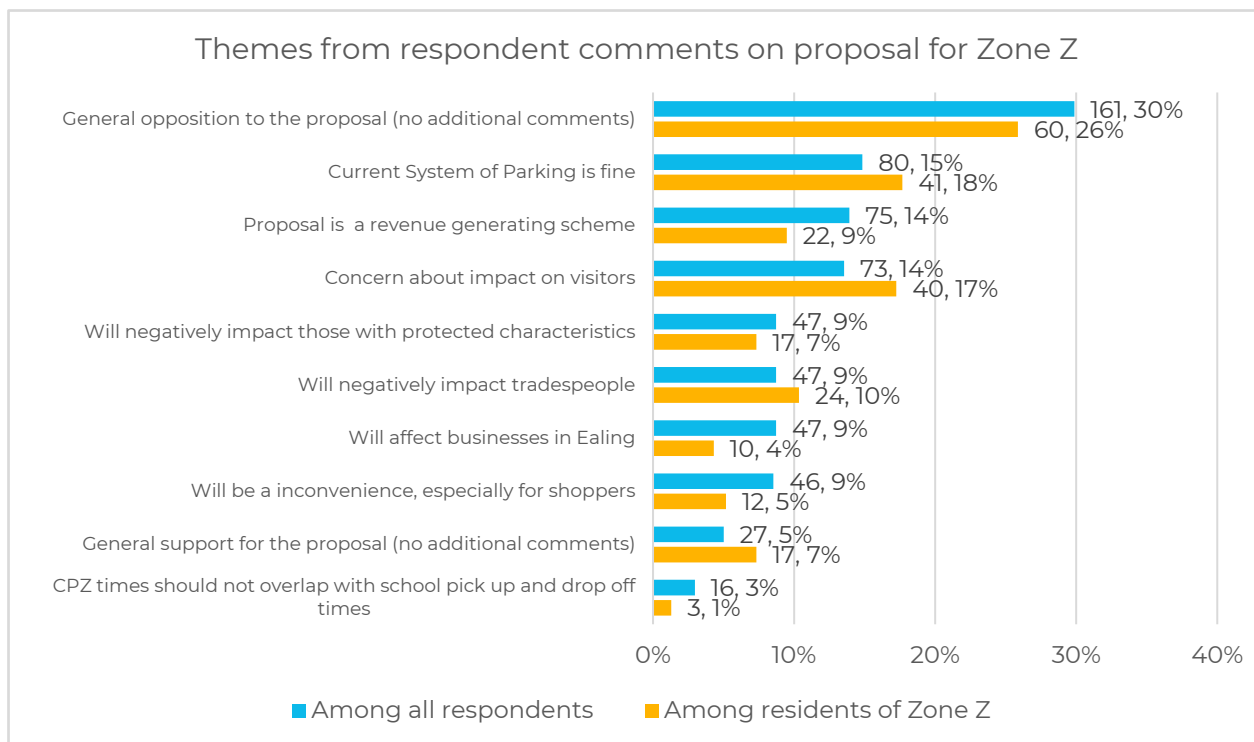


Figure 73 : Summary of the top 10 themes from respondents' comments on the proposal for Zone Z

3.62. Respondents were also asked what times they think West Acton Zone Z should operate. 506 respondents provided responses and of those, 210 respondents indicated they lived in Zone Z. Figure 74 summarises the responses provided from all respondents compared to those who indicated they lived in Zone Z.



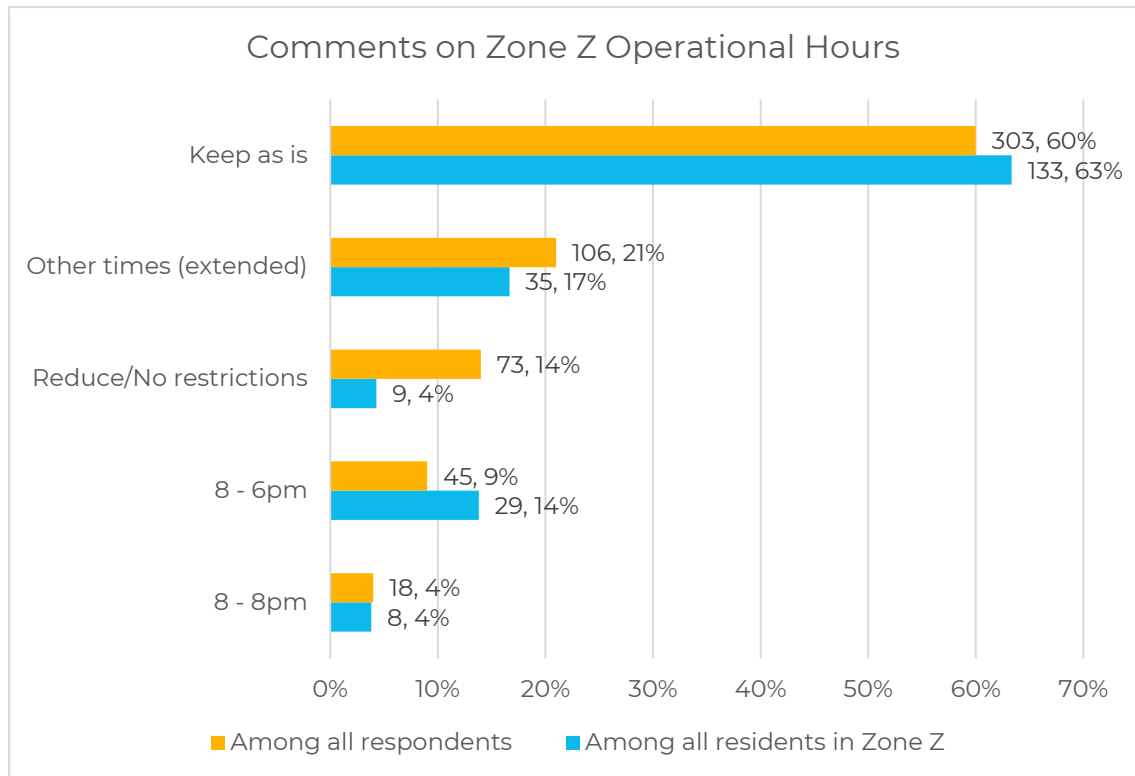


Figure 74: Summary of suggestions from respondents' comments on Zone Z's operational hours.

3.63. Figures 75 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone Z. 96% (51) of respondents supporting this CPZ were Ealing residents and 2% (1) identified as an Ealing business/organisation and a resident. Another 2% (1) identified as a visitor to Ealing. Figure 76 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.



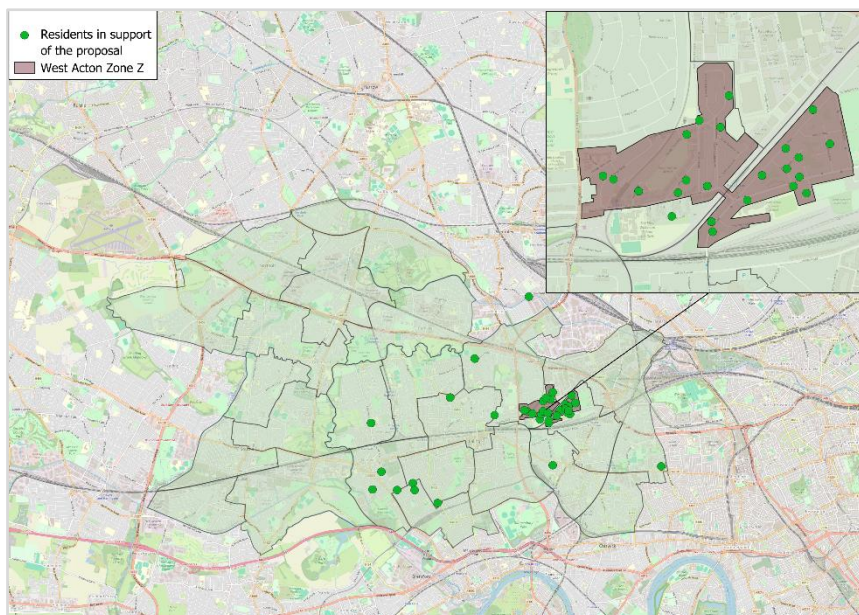


Figure 75 : 53 responses expressing support were identified for this question and are visualised above, with all of these providing postcodes, which are mapped above.

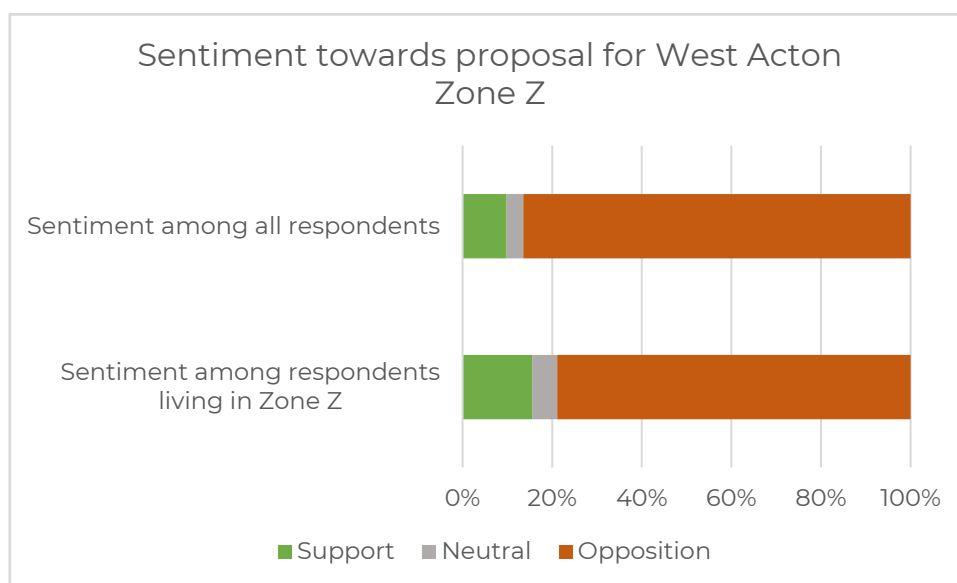


Figure 76 : West Acton Zone Z support and opposition towards proposal.

3.64. Figure 77 shows the density and distribution of respondents within and around West Acton Zone Z that expressed general support for the proposal. Table 11 summarises the density of respondents by street¹². The street with highest density of support was Deena Close.

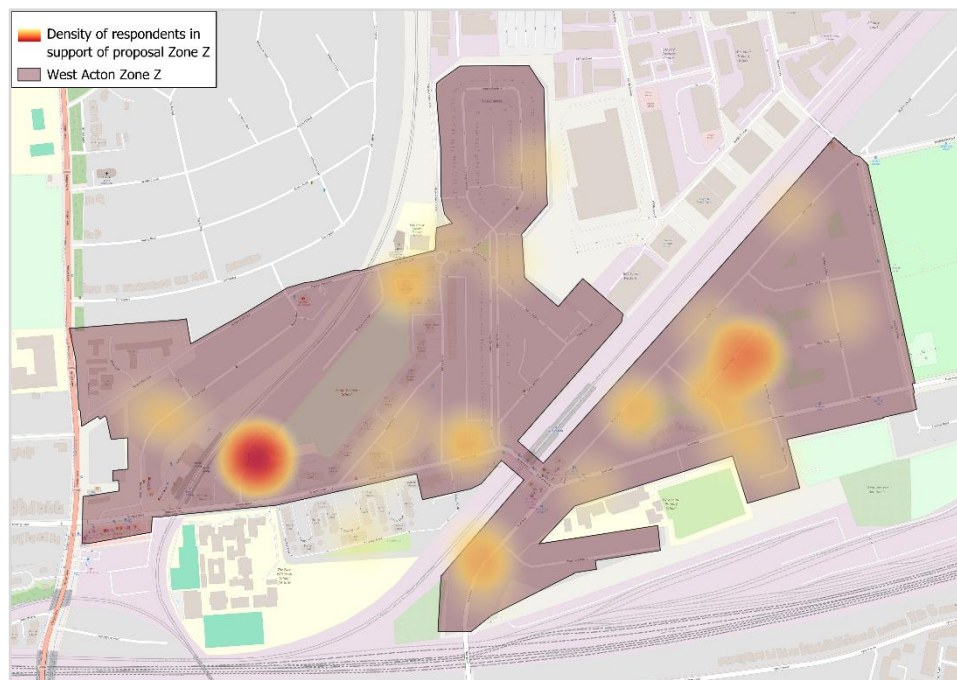


Figure 77 : Density and distribution of respondents within and around West Acton Zone Z that expressed general support for the proposal.

West Acton Zone Z Streets	Density of Respondents
Deena Close	7
Howard Close	6
Noel Road	6
Saxon Drive	4
Boileau Road	2
Queens Drive	2
Princes Garden	2
Links Road	2
Monks Drive	2

Table 11 : Density of respondents per street within Zone Z that expressed support for the proposal.

¹² Table 11 only lists streets with 2 or more respondents expressing general support for the proposal.



West Ealing Zone HH

Current Parking Behaviour in West Ealing Zone HH

3.65. Respondents were asked what they think about current parking behaviour in the area. 938 respondents provided feedback on this question. Of those, 363 (or 39%) lived within the CPZ area. Figure 78 summarises the responses provided among all respondents.

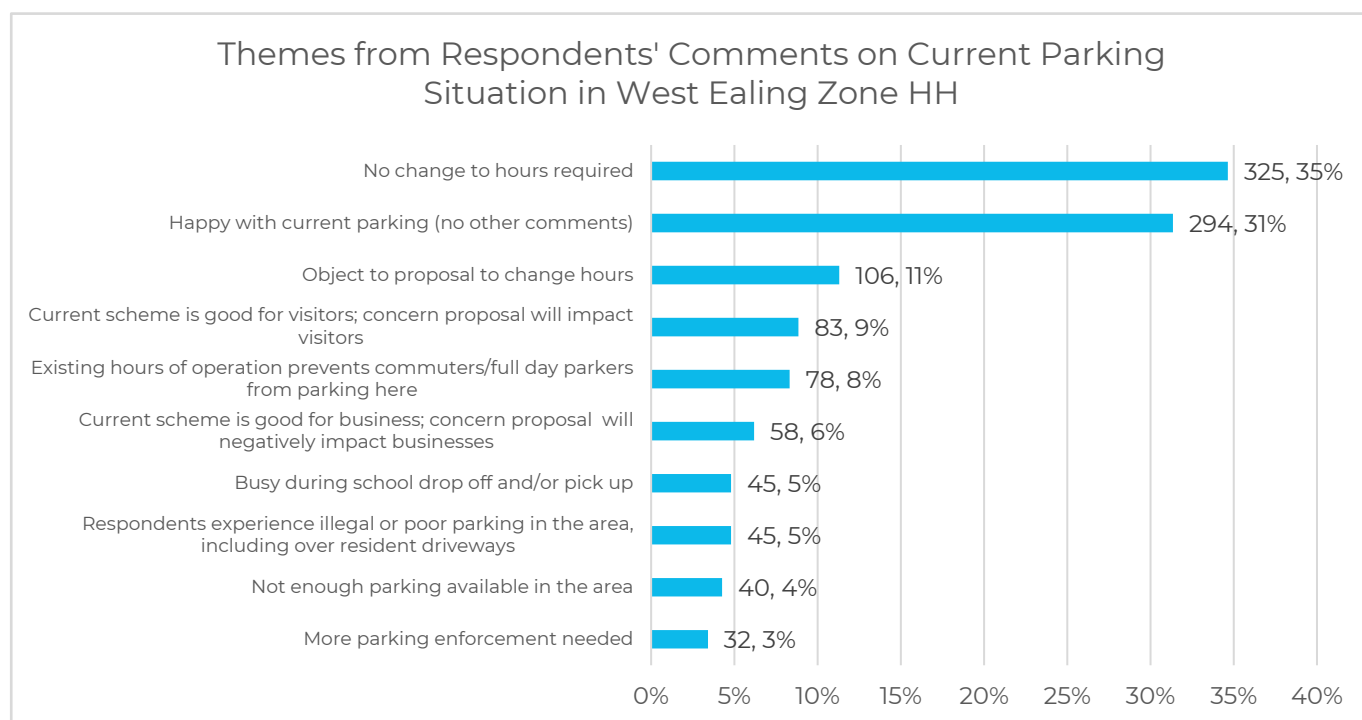


Figure 78 : Summary of the top 10 themes from respondents' comments on the current parking situation in West Ealing Zone HH.

3.66. Figure 79 visualises the distribution and density of respondents' who expressed a concern with the current parking situation in West Ealing Zone HH. This has been overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.



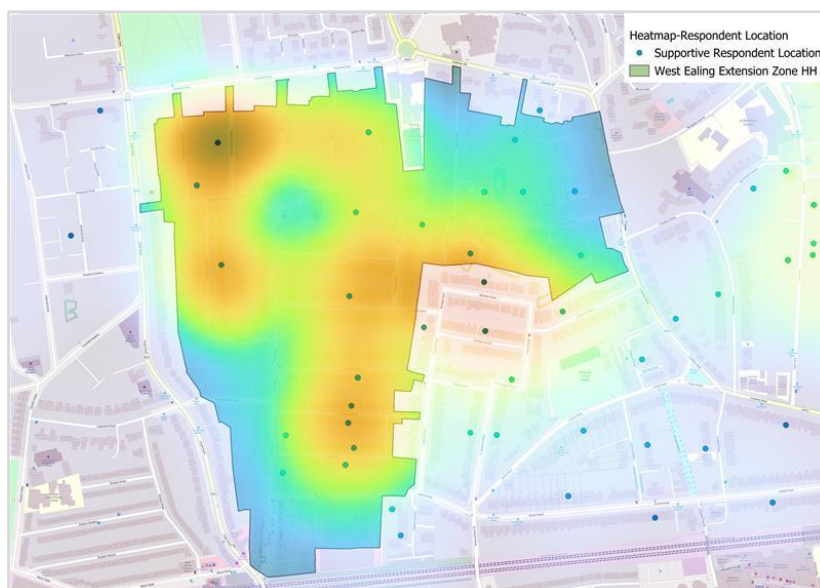


Figure 79 : Distribution and density of respondents' who expressed a concern with the current parking situation in West Ealing Zone HH, overlayed with the distribution of respondents who expressed general support for the proposal to extend the hours of control.

Postcode Mapping of General Support and General Opposition to West Ealing Zone HH Proposal

3.67. Figures 80 visualises the distribution of respondents' who expressed comments of general support, and those that expressed general opposition towards the proposal for West Ealing Zone HH.

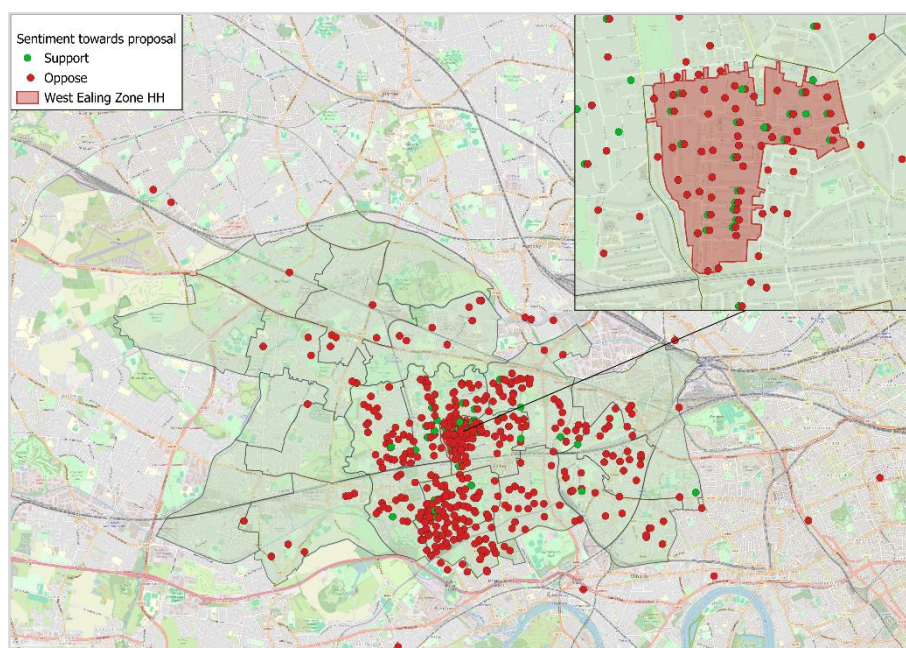


Figure 80: Distribution of respondents' who expressed support, and those that expressed opposition towards the proposal for West Ealing Zone HH.

Comments on the Proposal to Extend Hours of Control

3.68. Respondents were asked what they think about the proposal to extend the hours for West Ealing Zone HH. 924 respondents provided comments and of those, 341 (or 37%) were respondents who indicated they lived within the zone. Figure 81 summarises the responses provided.

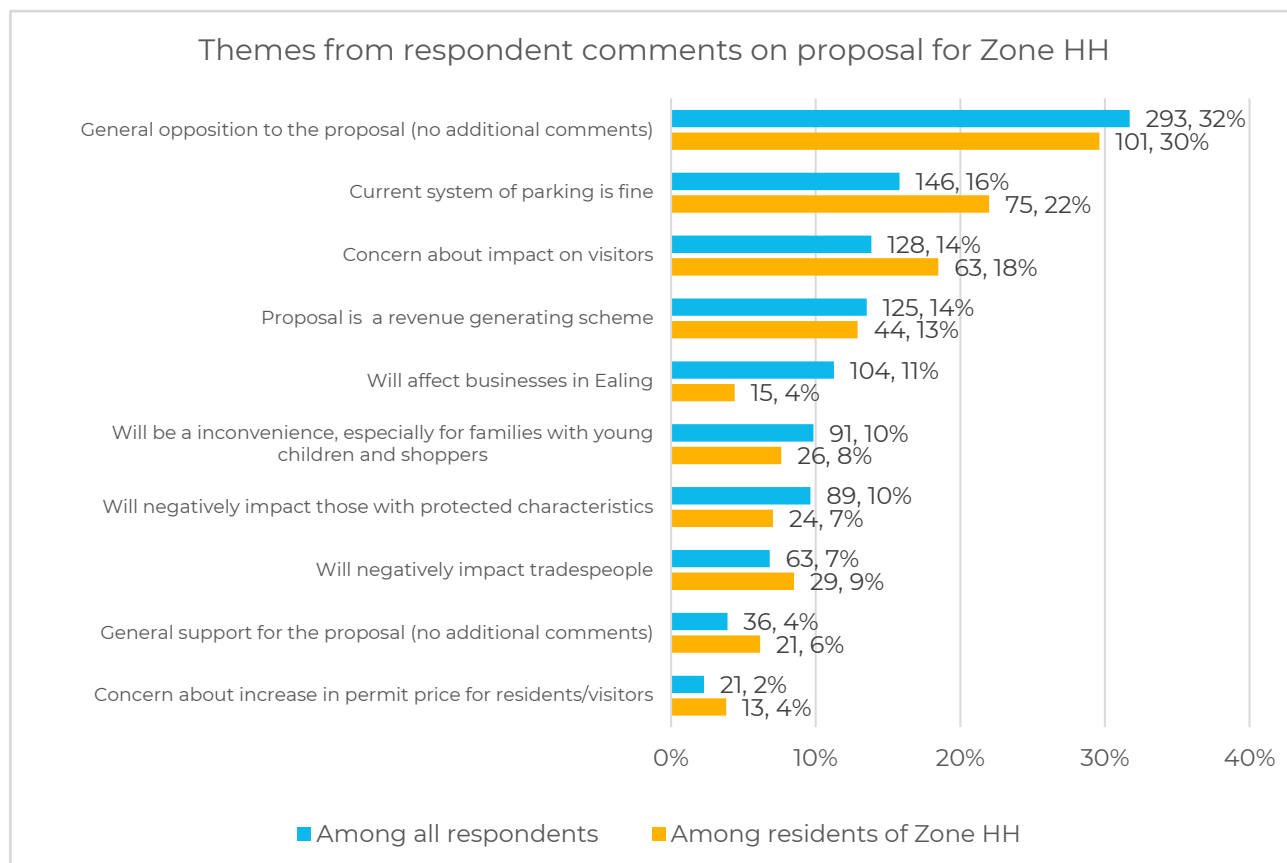


Figure 81 : Summary of the top 10 themes from respondents' comments on the proposal for Zone HH

3.69. Respondents were also asked what times they think West Ealing Zone HH should operate. 857 respondents provided responses and of those, 324 respondents indicated they lived in Zone HH. Figure 82 summarises the responses provided from all respondents compared to those who indicated they lived in Zone HH.



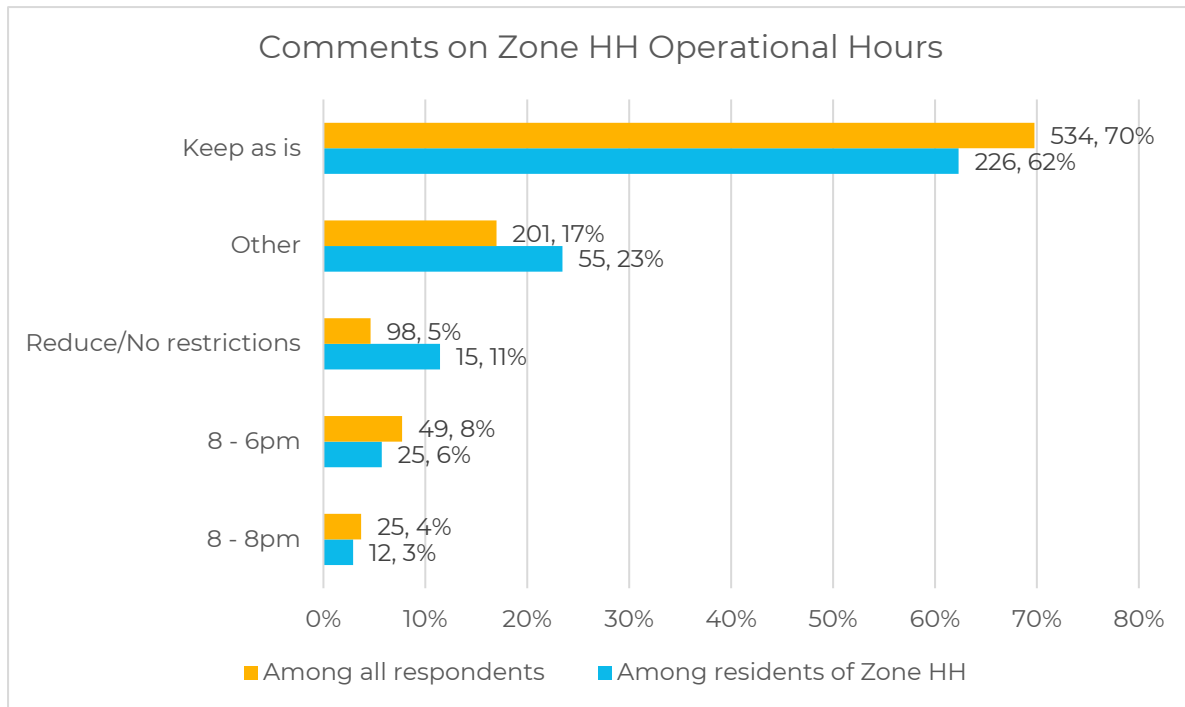


Figure 82: Summary of suggestions from respondents' comments on Zone HH's operational hours.

3.70. Figures 83 below visualises the distribution of respondents' who expressed support for the proposal to extend hours of control for Zone HH. 97% (68) of respondents supporting this CPZ were Ealing residents and 3% (2) identified as an Ealing business/organisation and a resident. Figure 84 compares the sentiment towards the proposal amongst all respondents compared to respondents who lived within the zone.

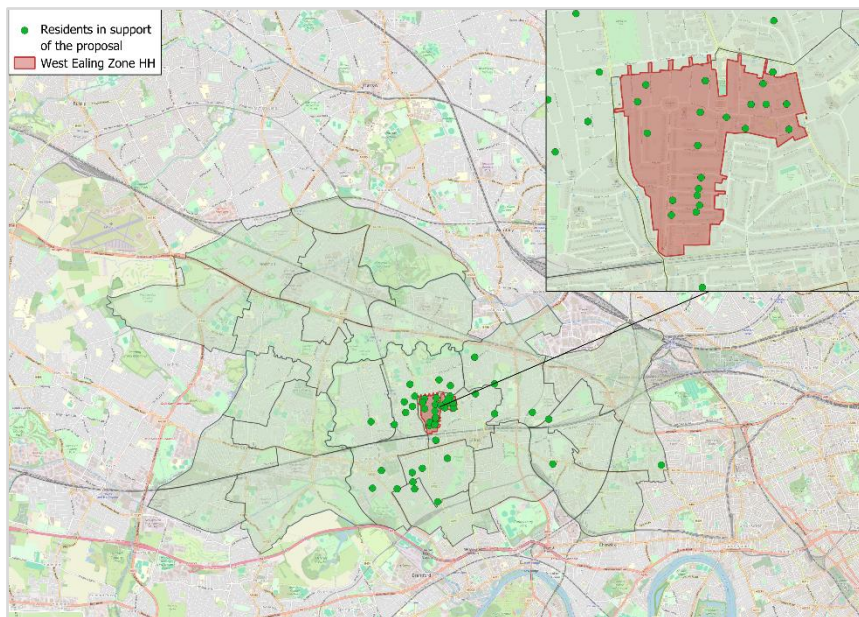


Figure 83 : 70 responses expressing support were identified for this question and are visualised above, with all of these providing postcodes, which are mapped above.

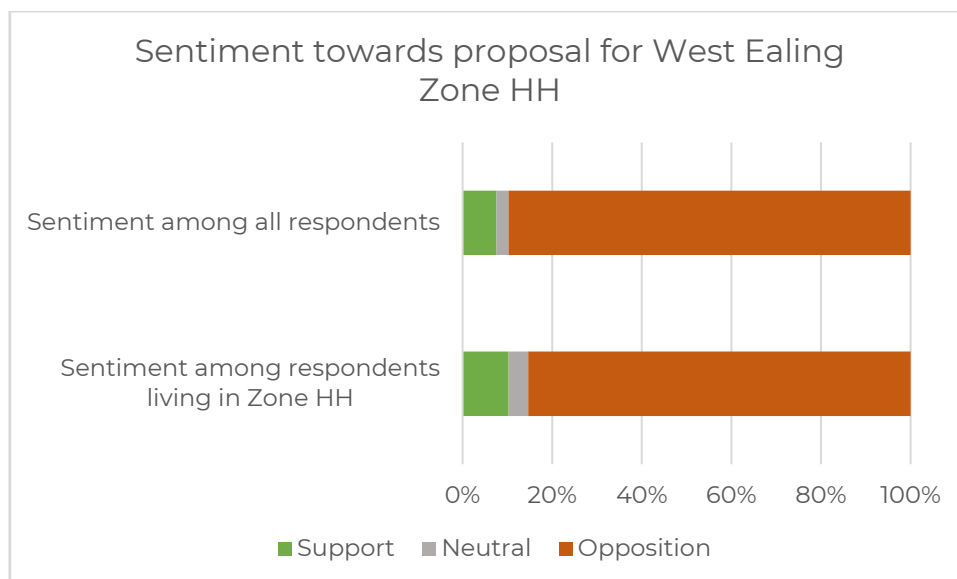


Figure 84 : West Ealing Zone HH support and opposition towards proposal.

3.71. Figure 85 shows the density and distribution of respondents within and around West Ealing Zone HH that expressed general support for the proposal. Table 12 summarises the density of respondents by street¹³. The street with highest density of support was Albany Road.

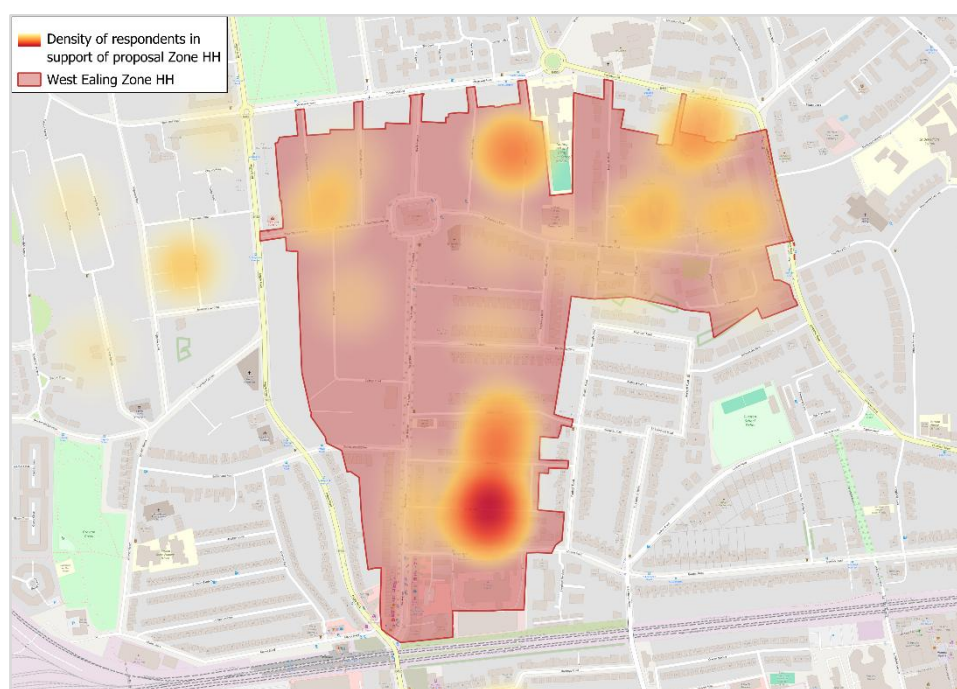


Figure 85 : Density and distribution of respondents within and around West Ealing Zone HH that expressed general support for the proposal.

¹³ Table 12 only lists streets with 2 or more respondents expressing general support for the proposal.



West Ealing Zone HH Streets	Density of Respondents
Albany Road	7
Wimborne Gardens	4
The Knoll	3
Waldeck Road	3
Arlington Road	3
The Avenue	2
St Stephen's Avenue	2
Héronsforde	2
Lakeside	2

Table 12 : Density of respondents per street within Zone HH that expressed support for the proposal.



4. Annex A – Summary of Email Engagement Respondents

- 4.1. Feedback was also provided through email. 22 emails with comments on the proposals were received for the CPZs, this does not include emails requesting paper copies or copies in other formats. The following themes were raised in the emails:

Zone	Number of emails	Themes
Zone W	1	Would need more data and information on the proposed hours to provide feedback.
Zone Z	1	Proposal will negatively impact tradespeople Concern proposal is a revenue generating scheme
Zone J	1	Proposal is not needed; there is enough parking Concern the proposal will make it more expensive for visitors and residents Concern proposal is a revenue generating scheme Public transport is not sufficient in the area
Zone E	2	Current CPZ times work well Concern proposal is a revenue generating scheme Concerns about impact on elderly and visitors
Zone FF	2	Area is not widely used by people commuting and current system works to deter all day parkers Proposal would impact one caring facility's staff and their ability to care for their patients. Concerns it would also impact visitors.
Zone G	4	Would need information on the proposed hours to provide feedback Concern proposal will make it more costly for visitors Current CPZ times work well Concern the proposal will not have a positive impact on air quality, congestion and health and is a revenue generating scheme.
Zone JJ	5	Respondent needs to park in order to access leisure centre in the area Concern proposal is a revenue generating scheme Concern proposal would make it more expensive for deliveries and tradespeople and more inconvenient for visitors Current CPZ times work well Parking congestion is an issue in the area due to a nearby faith centre. Suggestion to extend hours to cover Saturday. Suggestion to divide the Zone JJ into two parts.



		Need to discourage people from parking and taking the train from West Ealing.
All/ General	6	Supportive of extension to at least 8pm
		Too many lorries and large vehicles parking overnight and taking up space.
		Concern proposals are revenue generating schemes
		Concerns proposals will impact visitors, businesses and tradespeople.
		Would impact school pick-up and drop-off
		Proposal would negatively impact the elderly.
		Concerns about the consultation process and that Ealing Council has already made a decision.
		Public transportation is not accessible for all.



5. Annex B – Coded Responses from the Survey

West Ealing Zone HH

Table 1 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change to hours required	35% (325)
Happy with current parking behaviour (no other comments)	31% (294)
Object to proposal to change hours	11% (106)
Current scheme is good for visitors; concern proposal will impact visitors	09% (83)
Existing hours of operation prevents commuters/full day parkers from parking here	08% (78)
Current scheme is good for business; concern proposal will negatively impact businesses	06% (59)
Respondents experience illegal or poor parking in the area, including over resident driveways	05% (45)
Busy during school drop off and/or pick up	05% (45)
Not enough parking	04% (40)
Parking enforcement required	03% (32)
The CPZ extension is a money-making scheme	03% (32)
The current CPZ/CPZ times are too restrictive.	03% (29)
Too many non-residents park here	03% (25)
Extension to the scheme would be expensive for residents / visitors	03% (24)
There is not enough parking /current scheme too restrictive to support local businesses	02% (22)
Extension to the scheme will negatively impact those with protected characteristics	02% (15)
Current parking behaviour creates congestion/pollution	01% (13)
Support for an extension	01% (12)
Busy in the evenings/at the weekends	01% (12)
Too many new builds/conversions without parking facilities	01% (8)
Too much traffic	01% (8)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (7)
Remove parking restrictions	01% (7)
Scheme is a waste of money	01% (6)
It can be difficult to obtain visitor permits. Residents without parking permits struggle to get visitor permits	01% (6)
Scheme will negatively impact parents driving their children to school	01% (6)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	01% (6)
HS2 workers and/or lorries are taking parking spaces	01% (5)
Events temporarily increase parking requirements/create congestion	01% (5)
Pay to park is too expensive	00% (4)
Current resident parking is expensive	00% (4)
Speed limit ignored/rat run/driving the wrong way on a one way street	00% (4)
Improve public transport to reduce car use	00% (4)
Concerns about households with multiple cars	00% (3)
Not enough free parking	00% (3)
Not enough affordable parking	00% (3)
Current visitor parking charges are expensive	00% (3)
Scheme negatively impacts those with protected characteristics	00% (3)
It is unfair that resident permits not available to all residents.	00% (3)



The scheme is anti-motorist	00% (3)
Need to improve walking/ cycling infrastructure to reduce car use	00% (3)
Not enough pay and display spaces	00% (2)
Faith events increase parking requirements/create congestion	00% (2)
Anti-social behaviour from people that park	00% (2)
Pay to park app can be problematic	00% (2)
Concern about road works, building work and road layout changes causing congestion	00% (2)
Extend the scheme across the borough	00% (2)
Add more free parking	00% (2)
Support for a CPZ extension around train stations	00% (1)
Parking at the weekend is a problem	00% (1)
Current parking charges are reasonable	00% (1)
System to obtain visitor permits works well	00% (1)
Parking is free at most times whereas public transport is not	00% (1)
This proposal does not encourage behaviour change	00% (1)

Table 2 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Current system of parking is fine	16% (146)
Concern about impact on visitors	14% (128)
Proposal is a revenue generating scheme	13% (125)
Will affect businesses in Ealing	11% (104)
Will be an inconvenience	10% (91)
Will affect those with protected characteristics	10% (89)
Would affect tradespeople	07% (63)
Should not increase permit price for residents/visitors	02% (21)
Timings should not cover school pick-up or drop-off	02% (20)
Comment on timings	02% (16)
Extending hours would be counterproductive	02% (14)
Parking fee should be affordable to all	01% (13)
Concerned about the church car park filling up by non church users during ceremonies	01% (13)
Need better parking enforcement by traffic wardens	01% (11)
Improve and encourage public transport use	01% (11)
Disagree with objectives	01% (10)
Inconvenience to access medical facilities, visit GP, carer etc	01% (10)
Reduce parking congestion	01% (9)
Proposal would encourage people to travel healthier and safer	01% (8)
Impacts low income people	01% (8)
Concerned about traffic displacement to other areas	01% (8)
Proposal would encourage car sharing	01% (7)
Need more information about the proposal and proposed timings	01% (7)
Will impact mental well-being of the residents	01% (6)
Implement controlled access zones between school hours/Implement restrictions during school pickup drop off	01% (5)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (4)
Improve walking and cycling infrastructure	00% (4)
Busy during school pick-up and drop-off time	00% (3)
Difficult for Residents without a permit	00% (3)



Improve current road conditions	00% (3)
Proposal will help residents	00% (2)
People parking on illegal driveways, footpaths and DYL	00% (2)
Higher price for day zones compared to the proposal on the website	00% (2)
Will affect after school events	00% (2)
Remove current parking restriction	00% (2)
Vehicles exceeding speed limit	00% (2)
Area close to the stations have parking issue	00% (1)
Paying through phone is hard	00% (1)

Table 3 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	62% (534)
Reduce/No restrictions	11% (98)
8am-6pm	06% (49)
8am-8pm	03% (25)
Different Hours 10-11am; 3-4pm	02% (20)
1 hour in the afternoon and in the morning; no preference on exact times	02% (19)
Different Hours 9-10am; 2-3pm	02% (19)
Different Hours 9-10am; 3-4pm	02% (19)
Different Hours 10-11am; 2-3pm	01% (9)
2 hours in the morning and afternoon each but no preference on exact times	01% (8)
Suggestion	01% (7)
Different Hours 8-9am; 3-4pm	01% (6)
8 to 10; 3-5pm	01% (6)
8am - 4pm	01% (6)
10am-4pm	01% (5)
9-11am; 3-5pm	00% (4)
9am-5pm	00% (4)
8 to 10am; 2-4pm	00% (3)
8 to 10am; 4-6pm	00% (3)
8am-5pm	00% (3)
Different Hours 8.30-9.30am; 3.3-4.3pm	00% (2)
Different Hours 9-10am; 4-5pm	00% (2)
School hours	00% (2)
8-10am only	00% (2)
10am-12pm only	00% (2)
11am-1pm	00% (2)
9-11am; 2-4pm	00% (2)
9am-4pm	00% (2)
10am-3pm	00% (2)
Overnight	00% (2)
Increase times generally	00% (1)
Different Hours 8-9am; 4-5pm	00% (1)
Different Hours 8-9am; 3.3-4.3pm	00% (1)
9-11am only	00% (1)
5-7pm	00% (1)
10-12am; 2-4pm	00% (1)



9-11am;1-3pm	00% (1)
7-9am; 3-5pm	00% (1)
3 hours in the morning and afternoon, no preference on times	00% (1)
7am-8pm	00% (1)
7am-9pm	00% (1)
7am-11pm	00% (1)
8am-3pm	00% (1)
8am – 12pm	00% (1)
9.30am-5.30pm	00% (1)
9.30am-4.30pm	00% (1)
9am-6pm	00% (1)
10am-2pm	00% (1)
10.30am-3.30pm	00% (1)
10am-5pm	00% (1)
10am-6pm	00% (1)
Weekends	00% (1)
All the time	00% (1)
11am - 3pm	00% (1)
8-9am and 3- 7pm	00% (1)
10am-3pm	00% (1)
8am-7pm	00% (1)
8-10am; 4-8pm	00% (1)
9:30am to 3pm; 4pm to 6pm	00% (1)
8-11am	00% (1)
9-10am and 3pm - 8pm in Wimborne Gardens	00% (1)
8-9:30am; 2-3:30pm	00% (1)
10-11am; 1-3pm	00% (1)
9-11am; 5-6pm	00% (1)
9-11am; 3-4pm	00% (1)
8-10am; 2 -3pm	00% (1)
8-10am 3-10pm	00% (1)
9am-2pm	00% (1)
8.45-10am, 2.30-4pm	00% (1)

West Acton Zone Z

Table 4 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change to hours required	35% (185)
Happy with current parking behaviour (no other comments)	28% (147)
Object to proposal to change hours	12% (64)
Busy during school drop off and/or pick up	12% (63)
Respondents experience illegal or poor parking in the area, including over resident driveways	07% (37)
Existing hours of operation prevents commuters/full day parkers from parking here	05% (29)
More parking enforcement required	05% (27)
The CPZ extension is a money-making scheme	05% (26)
Not enough parking	05% (24)
Current scheme is good for visitors; concern proposal will impact visitors	07% (35)
Too many non-residents park here	03% (17)



The current CPZ/CPZ times are too restrictive.	03% (16)
Current scheme is good for business; concern proposal will negatively impact businesses	05% (25)
Support for an extension	02% (13)
Current parking behaviour creates congestion/pollution	02% (12)
Busy in the evenings/at the weekends	02% (12)
Current parking creates dangerous conditions for pedestrians/cyclists	02% (10)
Scheme will negatively impact parents driving their children to school	02% (10)
Extension to the scheme will negatively impact those with protected characteristics	02% (9)
Extension to the scheme would be expensive for residents / visitors	02% (9)
There is not enough parking /current scheme too restrictive to support local businesses	01% (7)
Remove parking restrictions	01% (7)
Too much traffic	01% (6)
Speed limit ignored/rat run/driving the wrong way on a one-way street	01% (6)
Scheme is a waste of money	01% (5)
It can be difficult /an annoyance to obtain visitor permits/book visitors in. Residents without parking permits struggle to get visitor permits	01% (4)
The scheme is anti-motorist	01% (4)
HS2 workers/Other Lorries are taking parking spaces	01% (3)
Not enough free parking	01% (3)
Current resident parking is expensive	01% (3)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	01% (3)
It is unfair that resident permits not available to all residents.	01% (3)
Will displace visitor parking and create issues	01% (3)
Support for a CPZ extension around train stations	00% (2)
Households with multiple cars	00% (2)
Not enough pay and display spaces	00% (2)
Pay to park is too expensive	00% (2)
Negative about current school street restrictions	00% (2)
Events temporarily increase parking requirements/create congestion	00% (2)
Pay to park app can be problematic	00% (2)
Not enough information provided	00% (2)
Parking at the weekend is a problem	00% (1)
Response relates to all CPZ	00% (1)
Not enough affordable parking	00% (1)
Current visitor parking charges are expensive	00% (1)
Anti-social behaviour from people that park	00% (1)
Too many new builds/conversions without parking facilities	00% (1)
Road works, building work and road layout changes causing congestion	00% (1)
Bays given to e-cars, zip cars take up space/or used by non-residents	00% (1)
A CPZ extension will disproportionately impact those that live in flats	00% (1)
Increasing the hours will have benefits on pollution and active travel	00% (1)
Free/discounted permits for visitors	00% (1)
Scheme should be extended to Saturdays	00% (1)
Scheme should be extended to Sundays	00% (1)
Create a 3-4pm CPZ to prevent school parking	00% (1)
Extend the scheme across the borough	00% (1)
Add more free parking	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
improve walking/ cycling infrastructure to reduce car use	00% (1)
Reinstate LTN rather than extend CPZ	00% (1)



Reduce cars to reduce pollution/improve cycling/ quality of life for residents	00% (1)
Improve public transport to reduce car use	00% (1)
Introduce one-way streets/speed calming measures	00% (1)
Restrictions during school pickup-drop off hours	00% (1)

Table 5 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Current system of parking is fine	15% (80)
Proposal is a revenue generating scheme	14% (75)
Concern about impact on visitors	14% (73)
Will affect businesses in Ealing	09% (47)
Would affect tradespeople such as plumbers, electricians, etc	09% (47)
Will affect elderly, parents with young kids and disabled people	09% (47)
Will be an inconvenience	09% (46)
Comment on Timing	04% (21)
Should not cover school pickup or drop off time	03% (16)
Extending hours would be counterproductive	02% (11)
Area is busy during school pickup/drop off time	02% (9)
Need better parking enforcement by traffic wardens	02% (9)
Need more information on the proposal to provide feedback	01% (8)
Need traffic calming measures	01% (8)
Impacts low-income people	01% (6)
Improve and encourage public transport use	01% (6)
Should not increase permit price for residents/visitors	01% (5)
Will impact mental well-being of the residents	01% (5)
Concerned about traffic displacement to other areas	01% (5)
Improve walking and cycling infrastructure	01% (5)
Would encourage people to travel healthier and safer	01% (4)
Would reduce parking congestion	01% (4)
People parking on illegal driveways, footpaths and DYL	01% (4)
Disagree with objectives	01% (4)
Difficult for Residents without a permit	01% (4)
Vehicles exceeding speed limit	01% (3)
Improve current road conditions	01% (3)
Other suggestion	01% (3)
Parking fee should be affordable to all	00% (2)
Will make it inconvenient to access medical facilities, visit GP, carer etc	00% (2)
Concerned about the church car park filling up by non-church users during ceremonies	00% (2)
Restrict HGV drivers parking on these road	00% (2)
Need discounted visitor/tradespeople parking permit	00% (2)
Dangerous driving in the area	00% (2)
Proposal will help residents	00% (1)
Traffic concerns	00% (1)
Area close to the stations have parking issue	00% (1)
Residents should only be allowed to park 1 personal vehicle/Work vehicle should not be allowed to park	00% (1)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (1)
Paying through phone is hard	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)



Implement controlled access zones between school hours	00% (1)
Areas chosen for extension should be prioritised for on-street bicycle storage.	00% (1)
Remove current parking restriction	00% (1)
Need parking restriction during school pick-up and drop-off	00% (1)
CPZ zone is not well-defined	00% (1)
Swap the CPZ hours around on different street to simplify the workload for parking enforcement	00% (1)

Table 6 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	60% (303)
Reduce/No restrictions	15% (73)
8 - 6pm	09% (45)
Different Hours: 9-10am; 3-4pm	04% (18)
8 - 8pm	04% (18)
Keep as is or reduce	02% (9)
1 hour in the afternoon and in the morning; no preference on exact times	02% (9)
Different Hours: 10-11am; 3-4pm	02% (9)
Different Hours: 9-10am; 2-3pm	02% (9)
10-3pm	01% (6)
Suggestion	01% (5)
8-10am; 2-4pm	01% (5)
Different Hours: 10-11am; 2-3pm	01% (4)
Different Hours: 8-9am; 3-4pm	01% (4)
2 hours in the AM and PM Generally	01% (3)
9 - 4pm	01% (3)
All the time	01% (3)
Different Hours: 8.30-9.30am; 3-4pm	00% (2)
9-5pm	00% (2)
Different Hours: 10-11am; 4-5pm	00% (1)
Different Hours: 8.30-9.30am; 4.30-5.30pm	00% (1)
Different Hours: 9-10am; 4-5pm	00% (1)
8-10am only	00% (1)
10-12Aam; 2-4pm	00% (1)
8 to 10am; 3-5pm	00% (1)
8am - 4pm	00% (1)
8am-4.15pm	00% (1)
8am-3pm	00% (1)
9am-3pm	00% (1)
9.30am-4.30pm	00% (1)
10am-6pm	00% (1)
Overnight	00% (1)
10am to 3pm	00% (1)
8am-11am & 2pm-6pm	00% (1)
8-10am; 3-4pm	00% (1)
8am-10am and 1.30pm-4pm	00% (1)
9-11am; 3-4pm	00% (1)
9-10am; 12 - 3pm	00% (1)



8-10am; 2 -3pm	00% (1)
8am - 9.15am; 3.00pm- 4.15pm	00% (1)
8-10am; 3-6pm	00% (1)

South Acton Estate Zone SA

Table 7 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change to hours required	31% (80)
Happy with current parking behaviour (no other comments)	07% (18)
Object to proposal to change hours	15% (40)
Not enough parking	10% (25)
Respondents experience illegal or poor parking in the area, including over resident driveways	07% (18)
Current scheme is good for business; concern proposal will negatively impact businesses	08% (21)
The current CPZ/CPZ times are too restrictive.	05% (13)
Existing hours of operation prevents commuters/full day parkers from parking here	05% (12)
Current scheme is good for visitors; concern proposal will impact visitors	07% (18)
The CPZ extension is a money-making scheme	04% (11)
Parking enforcement required	04% (10)
Too many non-residents park here	03% (7)
There is not enough parking /current scheme too restrictive to support local businesses	03% (7)
Support for an extension of timings	02% (6)
Busy in the evenings/at the weekends	02% (6)
It is unfair that resident permits not available to all residents.	02% (6)
Too many new builds/conversions without parking facilities	02% (5)
Extension to the scheme will negatively impact those with protected characteristics	02% (5)
Current resident parking is expensive	02% (4)
Remove parking restrictions	02% (4)
Busy during school drop off and/or pick up	01% (3)
It can be difficult to obtain visitor permit. Residents without parking permits struggle to get visitor permits	01% (3)
Too much traffic	01% (3)
The scheme is anti-motorist	01% (3)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	01% (3)
Extension to the scheme would be expensive for residents / visitors	01% (3)
Current parking behaviour creates congestion/pollution	01% (2)
Households with multiple cars	01% (2)
Pay to park is too expensive	01% (2)
Not enough free parking	01% (2)
Scheme is a waste of money	01% (2)
Current parking charges are reasonable	01% (2)
Scheme will negatively impact parents driving their children to school	01% (2)
Increase the number of permits per residence and allow applications for more than one type of permit	01% (2)
Not enough pay and display spaces	00% (1)



Concerns around car break ins / bike theft	00% (1)
Events temporarily increase parking requirements/create congestion	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
Anti-social behaviour from people that park	00% (1)
Concern around mopeds that gather for food deliveries and discarded bikes	00% (1)
Pay to park app can be problematic	00% (1)
One parking permit per residence is not enough	00% (1)
Bays given to e-cars, zip cars take up space/or used by non-residents	00% (1)
Extending the CPZ scheme will increase congestion as people search for parking	00% (1)
Increasing the hours will have benefits (pollution, active travel)	00% (1)
Free/discounted permits for visitors	00% (1)
Extend the scheme across the borough	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
Introduce dedicated parking spaces in front of your home/on same street	00% (1)
Improve walking/ cycling infrastructure to reduce car use	00% (1)

Table 8 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Proposal is a revenue generating scheme	18% (46)
Will be an inconvenience	12% (31)
Concern about impact on visitors	11% (30)
Current System of Parking is fine	10% (25)
Will affect businesses in Ealing	10% (25)
Would affect tradespeople such as plumbers, electricians, etc	07% (19)
Will affect elderly, parents with young kids and disabled people without disabled badge	07% (19)
Comment on Timing	03% (9)
Extending hours would be counterproductive	02% (6)
Impacts low-income people	02% (6)
Disagree with objectives	02% (5)
Parking fee should be affordable to all	02% (4)
Other suggestion	02% (4)
Encourage people to travel healthier and safer	01% (3)
Improve and encourage public transport use	01% (3)
Difficult for Residents without a permit	01% (3)
Should not increase permit price for residents/visitors	01% (2)
Will impact mental wellbeing of the residents	01% (2)
Concerned about traffic displacement to other areas	01% (2)
Need discounted visitor/tradespeople parking permit	01% (2)
Reduce parking congestion	00% (1)
Will help residents	00% (1)
Traffic concerns	00% (1)
People parking on illegal driveways, footpaths and DYL	00% (1)
Inconvenience to access medical facilities, visit GP, carer etc	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)
Fix the speed screen in Madele Rd	00% (1)
Need better parking enforcement by traffic wardens	00% (1)
Less clarity on the proposal/consultation	00% (1)



Need traffic calming measures	00% (1)
Improve walking and cycling infrastructure	00% (1)
Increase permits per household	00% (1)
Residents should be given both catalyst/Peabody and an Ealing council permit	00% (1)
Improve current road conditions	00% (1)
Swap the CPZ hours around on different street, to simplify the workload	00% (1)

Table 9 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	55% (139)
Reduce/No restrictions	20% (49)
8 - 6pm	06% (16)
8 - 8pm	05% (12)
Different Hours 9-10am; 3-4pm	04% (11)
Keep as is or reduce	03% (8)
1 hour in the morning and afternoon each, no preference on exact times	03% (8)
Different Hours 10-11am; 3-4pm	02% (4)
Different Hours 10-11am; 2-3pm	01% (3)
Different Hours 9-10am; 2-3pm	01% (3)
Suggestion	01% (3)
Different Hours 8-9am; 3-4pm	01% (2)
Different Hours 9-10am; 5-6pm	01% (2)
2 hours in the morning and afternoon each, no preference on exact times	01% (2)
9am-4pm	01% (2)
9am-5pm	01% (2)
Different Hours 8-9am; 5-6pm	00% (1)
9-11am; 2-4pm	00% (1)
8 to 10am; 3-5pm	00% (1)
8am-3pm	00% (1)
9am to noon	00% (1)
9am-1pm	00% (1)
9am-5.30pm	00% (1)
9.30 am -4.30pm	00% (1)
9.30 am -5pm	00% (1)
9 am -6pm	00% (1)
10 am -3pm	00% (1)
Overnight	00% (1)
All the time	00% (1)
11am – 3pm	00% (1)
10am to 3pm	00% (1)
8-10am; 4-7pm	00% (1)
9-10 am; 12 - 3pm	00% (1)
8-10 am; 3-6pm	00% (1)

East Acton Zone E

Table 10 – All coded responses to ‘What do you think about current parking behaviour in the area?’



No change to hours required	29% (87)
Hapy with current parking behaviour (no other comments)	27% (81)
Object to proposal to change hours	13% (39)
Respondents experience illegal or poor parking in the area, including over resident driveways	10% (30)
Too many non-residents park here	10% (29)
Parking enforcement required	08% (25)
Not enough parking	07% (22)
The current CPZ/CPZ times are too restrictive.	04% (13)
HS2 workers/Other Lorries are taking parking spaces	04% (13)
Busy during school drop off and/or pick up	04% (13)
The CPZ extension is a money making scheme	04% (12)
Current scheme is good for business; concern proposal will negatively impact businesses	06% (19)
Existing hours of operation prevents commuters/full day parkers from parking	03% (10)
Current scheme is good for visitors; concern proposal will impact visitors	05% (15)
Current parking behaviour creates congestion/pollution	03% (8)
Support for an extension	02% (7)
There is not enough parking /current scheme too restrictive to support local businesses	02% (7)
Too many new builds/conversions without parking facilities	02% (7)
Remove parking restrictions	02% (6)
Extension to the scheme will negatively impact those with protected characteristics	01% (4)
Suggestions - General	01% (4)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (3)
It can be difficult to obtain visitor permits. Residents without parking permits struggle to get visitor permits	01% (3)
It is unfair that resident permits not available to all residents.	01% (3)
Too much traffic	01% (3)
The scheme is anti-motorist	01% (3)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	01% (3)
Extension to the scheme would be expensive for residents / visitors	01% (3)
Pay to park is too expensive	01% (2)
Not enough free parking	01% (2)
Busy in the evenings/at the weekends	01% (2)
Scheme is a waste of money	01% (2)
Faith events temporarily increase parking requirements/create congestion	01% (2)
Current resident parking is expensive	01% (2)
Pay to park app can be problematic	01% (2)
Parking at the weekend is a problem	00% (1)
Households with multiple cars	00% (1)
Not enough pay and display spaces	00% (1)
Negative about current school street restrictions	00% (1)
Events temporarily increase parking requirements/create congestion	00% (1)
Not enough affordable parking	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
Speed limit ignored/rat run/driving the wrong way on a one-way street	00% (1)
Scheme will negatively impact parents driving their children to school	00% (1)
Increasing the hours will have benefits (pollution, active travel)	00% (1)



Free/discounted permits for visitors	00% (1)
Create a 3-4pm CPZ to prevent school parking	00% (1)
Extend the scheme across the borough	00% (1)
Add more free parking	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
improve walking/ cycling infrastructure to reduce car use	00% (1)
It is hard/not possible to get a resident's parking permit	00% (1)

Table 11 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Proposal is a revenue generating scheme	16% (48)
Current System of Parking is fine	11% (35)
Will be an inconvenience	10% (32)
Will affect businesses in Ealing	09% (29)
Concern about impact on visitors	09% (28)
Will affect elderly, parents with young kids and disabled people without disabled badge	06% (19)
Would affect tradespeople such as plumbers, electricians, etc	06% (18)
Comment on timing	05% (14)
Need better parking enforcement by traffic wardens	02% (6)
People parking on illegal driveways, footpaths and DYL	01% (4)
Extending hours would be counterproductive	01% (4)
Impacts low-income people	01% (4)
Encourage people to travel healthier and safer	01% (3)
Should not increase permit price for residents/visitors	01% (3)
Disagree with objectives	01% (3)
Inconvenience to access medical facilities, visit GP, carer etc	01% (3)
Need more information on proposed hours of extension	01% (3)
Other suggestion	01% (3)
Reduce parking congestion	01% (2)
Busy during school pickup-drop off time	01% (2)
Parking fee should be affordable to all	01% (2)
More people would convert their front gardens to off street parking to avoid requiring parking permits	01% (2)
Will impact mental well-being of the residents	01% (2)
Restrict HGV drivers parking on these road	01% (2)
Improve and encourage public transport use	01% (2)
Proposal would help residents	00% (1)
Helps traffic wardens	00% (1)
Area close to the stations have parking issue	00% (1)
Less parking space available for residents	00% (1)
Should not cover school pickup, drop off time/will impact school pickup, drop off	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)
Concerned about traffic displacement to other areas	00% (1)
Fix the speed screen in Madele Rd	00% (1)
Difficult for Residents without a permit	00% (1)
Proposal would encourage car sharing	00% (1)
Remove current parking restriction	00% (1)
Restriction during school pickup-drop-off	00% (1)
Improve walking and cycling infrastructure	00% (1)
Improve current road conditions	00% (1)



Council hasn't responded to request for dropped kerb and registered drive	00% (1)
Swap the CPZ hours around on different street, to simplify the workload	00% (1)

Table 12 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	50% (142)
Reduce/No restrictions	19% (53)
8 - 8pm	08% (22)
8-6pm	08% (22)
Different Hours 9-10am; 3-4pm	04% (11)
1 hour in the morning and afternoon each, no preference on exact times	02% (19)
Keep as is or reduce	02% (19)
All the time	02% (19)
9am-5pm	02% (17)
Different Hours 10-11am; 3-4pm	01% (9)
Different Hours 9-10am; 2-3pm	01% (8)
Suggestion	01% (7)
Different Hours 8-9am; 3-4pm	01% (6)
7am-10.30pm	01% (6)
Different Hours 10-11am; 2-3pm	01% (6)
2 hours in the morning and afternoon each, no preference on exact times	01% (5)
8am - 10pm	00% (4)
11am - 3pm	00% (4)
Different Hours 10-11am; 4-5pm	00% (3)
Different Hours 8.30-9.30am; 3-4pm	00% (3)
8-10am; 2-4pm	00% (3)
8-10am; 3-5pm	00% (2)
3 hours in the morning and afternoon each	00% (2)
8am-11pm	00% (2)
8am to 5pm	00% (2)
8am - 4pm	00% (2)
8am -3pm	00% (2)
9am-2pm	00% (2)
9am -4pm	00% (2)
9.30am-4.30pm	00% (2)
10am -3pm	00% (2)
10am -4.30pm	00% (1)
Overnight	00% (1)
10am to 3pm	00% (1)
9-11am; 3-4pm	00% (1)
9-10am; 12 - 3pm	00% (1)
9am-2pm	00% (1)
8.45-10am, 2.30-4pm	00% (1)

Ealing Common Zone G

Table 13 – All coded responses to ‘What do you think about current parking behaviour in the area?’

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No change to hours required	37% (297)
Happy with current parking (no other comments)	29% (227)
Object to proposal to change hours	12% (96)
Existing hours of operation prevents commuters/full day parkers from parking	07% (59)
Not enough parking	06% (45)
Current scheme is good for visitors; concern proposal will impact visitors	08% (67)
Too many non-residents park here	05% (39)
The CPZ extension is a money making scheme	04% (33)
Respondents experience illegal or poor parking in the area, including over resident driveways	04% (30)
The current CPZ times are too restrictive.	03% (27)
Parking enforcement required	03% (27)
Current scheme is good for business; concern proposal will impact businesses	05% (40)
Current parking behaviour creates congestion/pollution	03% (20)
Busy during school drop off and/or pick up	02% (18)
Events temporarily increase parking requirements/create congestion	02% (17)
Support for an extension	02% (16)
Busy in the evenings/at the weekends	02% (16)
Extension to the scheme would be expensive for residents / visitors	02% (15)
Too many new builds/conversions without parking facilities	02% (13)
Extension to the scheme will negatively impact those with protected characteristics	02% (13)
There is not enough parking /current scheme too restrictive to support local businesses	01% (10)
Current visitor parking charges are expensive	01% (9)
It is unfair that resident permits not available to all residents.	01% (7)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (6)
Too much traffic	01% (6)
Remove parking restrictions	01% (6)
Scheme is a waste of money	01% (5)
Current parking charges are reasonable	01% (5)
Current resident parking is expensive	01% (5)
It can be difficult to obtain visitor permits. Residents without parking permits struggle to get visitor permits	01% (5)
Speed limit ignored/rat run/driving the wrong way on a one way street	01% (5)
The proposal will displace visitor parking and create issues	01% (5)
Not enough information provided	01% (5)
Households with multiple cars are an issue	01% (4)
Pay to park is too expensive	01% (4)
Pay to park app can be problematic	01% (4)
Don't allow house to flat conversions / new developments as these increase cars ownership/do not give parking permits to new schemes	01% (4)
Faith events temporarily increase parking requirements/create congestion	00% (3)
Road works, building work and road layout changes causing congestion	00% (3)
Scheme will negatively impact parents driving their children to school	00% (3)
The scheme is anti-motorist	00% (3)
Extending the CPZ hours will reduce congestion and increase the speed of traffic	00% (3)
Free/discounted permits for visitors	00% (3)
HS2 workers/Other Lorries are taking parking spaces	00% (2)
Not enough free parking	00% (2)
Negative about current school street restrictions	00% (2)



System to obtain visitor permits works well	00% (2)
Bays given to e-cars, zip cars take up space/or used by non residents	00% (2)
This scheme will increase the number of people parking illegally on/across private drives	00% (2)
Free permits for residents	00% (2)
Add more free parking	00% (2)
improve walking/ cycling infrastructure to reduce car use	00% (2)
Support for a CPZ extension around train stations	00% (1)
Not enough pay and display spaces	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
This proposal does not encourage behaviour change	00% (1)
The scheme will prevent people driving to the tube for an evening out, impacting businesses out of the local area	00% (1)
CPZ extension will disproportionately impact those that live in flats	00% (1)
Impact on conservation areas/environment: Extending the CPZ hours will encourage more homeowners to apply for permission to create a private drive	00% (1)
Increasing the hours will have benefits (pollution, active travel)	00% (1)
Only residents should be able to dispense visitor permits	00% (1)
Scheme should be extended to Saturdays	00% (1)
Extend the scheme across the borough	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
Reduce cars to reduce pollution/improve cycling/ quality of life for residents	00% (1)
Improve public transport to reduce car use	00% (1)
Focus on enforcing poor cyclist /scooter behaviour	00% (1)
Introduce one way streets/speed calming measures	00% (1)

Table 14 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Current system of parking is fine	17% (138)
Proposal is a revenue generating scheme	15% (125)
Concern about impact on visitors	15% (123)
Will be an inconvenience	10% (84)
Would affect tradespeople such as plumbers, electricians, etc	10% (81)
Will affect businesses in Ealing	09% (71)
Will affect elderly, parents with young kids and disabled people without disabled badge	07% (58)
Comment on timing	02% (18)
Extending hours would be counterproductive	02% (16)
Should not increase permit price for residents/visitors	02% (14)
Parking fee should be affordable to all	01% (12)
Should not cover school pickup, drop off time/will impact school pickup, drop off	01% (10)
Need more information on the proposed extended hours	01% (10)
Proposal will encourage people to travel healthier and safer	01% (9)
Need better parking enforcement by traffic wardens	01% (9)
Other suggestion	01% (9)
Impacts low-income people	01% (8)
Disagree with objectives	01% (8)
Proposal will reduce parking congestion	01% (7)



Concerned about traffic displacement to other areas	01% (7)
Improve and encourage public transport use	01% (6)
Inconvenience to access medical facilities, visit GP, carer etc	01% (5)
Paying through phone is hard	01% (5)
Difficult for Residents without a permit	01% (5)
Area close to the stations have parking issue	00% (4)
Will impact mental well being of the residents	00% (4)
Need traffic calming measures	00% (4)
Vehicles exceeding speed limit	00% (4)
Improve walking and cycling infrastructure	00% (4)
Improve current road conditions	00% (4)
People parking on illegal driveways, footpaths and DYL	00% (3)
Concerned about the church car park filling up by non-church users during ceremonies	00% (3)
Need discounted visitor/tradespeople parking permit	00% (3)
Remove current parking restriction	00% (3)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (2)
Parking issue is only on Uxbridge Rd	00% (2)
Fix the speed screen in Madele Rd	00% (2)
Encourage car sharing	00% (2)
Discourage the use of Tring Avenue as a cut through for through traffic seeking to avoid queuing along the North Circular.	00% (2)
Proposal will help residents	00% (1)
Traffic concerns	00% (1)
Busy during school pickup-drop off time	00% (1)
Makes it easier for residents to charge their hybrid/electric vehicle	00% (1)
Less parking space available for residents	00% (1)
Will affect after school events	00% (1)
Implement controlled access zones between school hours/Implement restrictions during school pickup drop off	00% (1)
Parents of nearby school should be given parking permit	00% (1)
Need Reintroduction of LTNs	00% (1)
Swap the CPZ hours around on different street, to simplify the workload	00% (1)

Table 15 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	0.632928
Reduce/No restrictions	0.160594
8am-6pm	0.066127
8am-8pm	0.052632
Different Hours 9-10am; 3-4pm	0.02834
1 hour in the morning and afternoon each but no preference on exact times	0.024291
Keep as is or reduce	0.017544
Different Hours 9-10am; 2-3pm	0.010796
Different Hours 10-11am; 3-4pm	0.009447
Different Hours 10-11am; 2-3pm	0.005398
Different Hours 8-9am; 3-4pm	0.005398
9am-5pm	0.005398
All the time	0.005398



8-10am only	0.004049
2 hours in the morning and afternoon each but no preference on exact times	0.004049
9am-4pm	0.004049
Overnight	0.004049
10am - 3pm	0.004049
9-11am; 3-4pm	0.004049
School hours	0.002699
9-11am only	0.002699
8am-10pm	0.002699
8am-3pm	0.002699
9am-3pm	0.002699
9am-6pm	0.002699
10am-4pm	0.002699
Increase generally	0.002699
11am - 3pm	0.002699
9-10am and 3-6pm	0.002699
Different Hours 10-11am; 4-5pm	0.00135
Different Hours 8.30-9.30am; 3.3-4.3pm	0.00135
Different Hours 8.30-9.30am; 4.3-5.3pm	0.00135
Different Hours 8-9am; 2-3pm	0.00135
Different Hours 8-9am; 4-5pm	0.00135
Different Hours 9-10am; 4-5pm	0.00135
Different Hours 9-10am; 5-6pm	0.00135
Three 1-hour slots	0.00135
11am-1pm only	0.00135
3-5pm only	0.00135
10-12am; 2-4pm	0.00135
9-11am; 3-5pm	0.00135
8-10am; 3-5pm	0.00135
7-9am; 3-5pm	0.00135
9am-noon; 3-6pm	0.00135
7am-9pm	0.00135
8am - 9pm	0.00135
8am - noon	0.00135
9am to noon	0.00135
9.30am-4.30pm	0.00135
10am-3pm	0.00135
10am-6pm	0.00135
10am - 2pm	0.00135
11am - 2pm	0.00135
8am-7pm Weekends	0.00135
8-10am; 3-4pm	0.00135
9-10am; 4-8pm	0.00135
9-10am; 12 - 3pm	0.00135
8-10am; 3-6pm	0.00135
9am-2pm	0.00135

Ealing Dean Zone JJ

Table 16 – All coded responses to ‘What do you think about current parking behaviour in the area?’

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No change to hours required	32% (261)
Object to proposal to change hours	11% (87)
Not enough parking	08% (66)
Faith events temporarily increase parking requirements/create congestion	07% (61)
Too many non-residents park here	06% (50)
Respondents experience illegal or poor parking in the area, including over resident driveways	05% (40)
Current scheme is good for visitors; concern proposal will impact visitors	07% (59)
Existing hours of operation prevents commuters/full day parkers from parking	04% (36)
Support for an extension	03% (28)
Parking enforcement required	03% (26)
Busy in the evenings/at the weekends	03% (26)
Current scheme is good for business; concern proposal will impact businesses	05% (45)
Current parking behaviour creates congestion/pollution	03% (24)
The CPZ extension is a money-making scheme	03% (24)
The current CPZ/CPZ times are too restrictive.	02% (20)
Extension to the scheme would be expensive for residents / visitors	02% (17)
There is not enough parking /current scheme too restrictive to support local businesses	02% (16)
Extension to the scheme will negatively impact those with protected characteristics	02% (14)
Events temporarily increase parking requirements/create congestion	01% (9)
Busy during school drop off and/or pick up	01% (8)
Speed limit ignored/rat run/driving the wrong way on a one way street	01% (8)
Households with multiple cars is an issue	01% (7)
Scheme is a waste of money	01% (6)
Bays given to e-cars, zip cars take up space/or used by non residents	01% (6)
Remove parking restrictions	01% (6)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (5)
Too much traffic	01% (5)
Current parking charges are reasonable	00% (4)
Current resident parking is expensive	00% (4)
It can be difficult /an annoyance to obtain visitor permits/book visitors in. Residents without parking permits struggle to get visitor permits	00% (4)
Too many new builds/conversions without parking facilities	00% (4)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	00% (4)
Scheme should be extended to Saturdays	00% (4)
Scheme should be extended to Sundays	00% (4)
Not enough information provided	00% (4)
HS2 workers/Other Lorries are taking parking spaces	00% (3)
Existing schemes negatively impact those with protected characteristics	00% (3)
It is unfair that resident permits not available to all residents.	00% (3)
The scheme is anti-motorist	00% (3)
Focus on cleaning/fix roads and pavements instead	00% (3)
Free permits for residents	00% (3)
Parking at the weekend is a problem	00% (2)
Not enough pay and display spaces	00% (2)
Pay to park is too expensive	00% (2)
Not enough free parking	00% (2)
Anti-Social Behaviour from people that park	00% (2)



Pay to park app can be problematic	00% (2)
Road works, building work and road layout changes causing congestion	00% (2)
Scheme will negatively impact parents driving their children to school	00% (2)
Increasing the hours will have benefits (pollution, active travel)	00% (2)
Extend CPZ to roads around parks	00% (2)
Scheme should be extended to 8am to 8pm	00% (2)
Scheme should be extended to all day	00% (2)
Extend the scheme across the borough	00% (2)
Introduce dedicated parking spaces Infront of your home/on same street	00% (2)
Improve walking/ cycling infrastructure to reduce car use	00% (2)
Introduce one-way streets/speed calming measures	00% (2)
Response relates to all CPZ	00% (1)
Concerns around car break ins / bike theft	00% (1)
Not enough affordable parking	00% (1)
Current visitor parking charges are expensive	00% (1)
Impact on conservation areas. The current scheme has encourage more home owners to apply for permission to create a private drive	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
Concern around mopeds that gather for food deliveries and discarded bikes	00% (1)
The scheme will prevent people driving to the tube for an evening out, impacting businesses out of the local area	00% (1)
A CPZ extension will disproportionately impact those that live in flats	00% (1)
Extension to the scheme will make the area less attractive to new residents	00% (1)
Impact on conservation areas/environment: Extending the CPZ hours will encourage more homeowners to apply for permission to create a private drive	00% (1)
Extending the CPZ hours will reduce congestion and increase the speed of traffic	00% (1)
Free visitor permit for elderly residents	00% (1)
Zebra crossing on Culmington Road to give more access to the park	00% (1)
Free/discounted permits for visitors	00% (1)
Scheme should be extended to all day Saturday	00% (1)
Scheme should be extended to all day Sunday	00% (1)
Extend the scheme to 9-5 Mon-Fri	00% (1)
Reduce/remove pay to park spaces	00% (1)
Divide zones that experience varied rates of visitor parking	00% (1)
Add parking spaces/car parks	00% (1)
Add more free parking	00% (1)
Increase number of disabled parking spaces	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
Spend money raised from enforcement on pavement care to encourage active travel	00% (1)
Reinstate LTN rather than extend CPZ	00% (1)
Improve public transport to reduce car use	00% (1)

Table 17 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Current system of parking is fine	14% (117)
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Concern about impact on visitors	13% (107)
Proposal is a revenue generating scheme	12% (104)
Will affect businesses in Ealing	11% (96)
Will be an inconvenience	09% (75)
Would affect tradespeople such as plumbers, electricians, etc	08% (65)
Will affect elderly, parents with young kids and disabled people without disabled badge	07% (58)
Comment on Timing	03% (27)
Less clarity on the proposal/consultation	02% (19)
Reduce parking congestion	02% (16)
Extending hours would be counterproductive	02% (16)
Need better parking enforcement by traffic wardens	02% (15)
Concerned about traffic displacement to other areas	01% (11)
Other suggestion	01% (11)
Encourage people to travel healthier and safer	01% (10)
Should not cover school pickup, drop off time/will impact school pickup, drop off	01% (9)
Disagree with objectives	01% (9)
Concerned about the church car park filling up by non church users during ceremonies	01% (9)
Should not increase permit price for residents/visitors	01% (8)
Parking fee should be affordable to all	01% (6)
Will help residents	01% (5)
Inconvenience to access medical facilities, visit GP, carer etc	01% (5)
Improve and encourage public transport use	01% (5)
Convert to Residents only parking	01% (5)
Traffic concerns	00% (4)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (4)
Impacts low income people	00% (4)
Will impact mental well being of the residents	00% (4)
Difficult for Residents without a permit	00% (4)
Need discounted visitor/tradespeople parking permit	00% (4)
Need traffic calming measures	00% (4)
Remove current parking restriction	00% (4)
People parking on illegal driveways, footpaths and DYL	00% (3)
Parking issue is only on Uxbridge Rd	00% (3)
Improve current road conditions	00% (3)
Area close to the stations have parking issue	00% (2)
Paying through phone is hard	00% (2)
Need Double Yellow Lines near the station	00% (2)
Vehicles exceeding speed limit	00% (2)
Improve walking and cycling infrastructure	00% (2)
CPZ zone is not well-defined	00% (2)
There should be a system for house owners to report people parked illegally on their driveway	00% (1)
Residents should only be allowed to park 1 personal vehicle/Work vehicle should not be allowed to park	00% (1)
Less parking space available for residents	00% (1)
Fix the speed screen in Madele Rd	00% (1)
Need parking restrictions when the nearby temple has any events	00% (1)
Need Reintroduction of LTNs	00% (1)
Swap the CPZ hours around on different street, to simplify the workload	00% (1)



Table 18 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	61% (459)
Reduce/No restrictions	10% (77)
8 - 8pm	07% (56)
8-6pm	07% (53)
Different Hours 9-10am; 3-4pm	04% (31)
Keep as is or reduce	02% (16)
1 hour in the morning and afternoon each; no preference on exact times	02% (13)
Different Hours 9-10am; 2-3pm	01% (10)
Different Hours 10-11am; 3-4pm	01% (9)
Three 1-hour slots	01% (7)
Suggestion	01% (7)
Different Hours 10-11am; 2-3pm	01% (6)
2 hours in the morning and afternoon each; no preference on exact times	01% (5)
9am-5pm	01% (5)
8am - 10pm	01% (4)
8am- 4pm	01% (4)
8am-10am	00% (3)
10am-4pm	00% (3)
Include weekends	00% (3)
All the time	00% (3)
Increase general	00% (2)
Different Hours 8-9am; 3-4pm	00% (2)
10am-noon;2-4pm	00% (2)
9am-2pm	00% (2)
overnight	00% (2)
Longer generally	00% (2)
Different Hours 8-9am; 4-5pm	00% (1)
Different Hours 9-10am; 4-5pm	00% (1)
School hours	00% (1)
10-12pm only	00% (1)
11-1pm	00% (1)
3-5pm	00% (1)
10-12AM;4-6PM	00% (1)
9-11AM;2-4PM	00% (1)
9-11am;3-5pm	00% (1)
8 to 10am; 3-5pm	00% (1)
9-12; 3-6pm	00% (1)
7am-9pm	00% (1)
8am-4.30pm	00% (1)
8am-3pm	00% (1)
8am- noon	00% (1)
8.30am-8pm	00% (1)
9am-3pm	00% (1)
9am-4pm	00% (1)
9.30am-4.30pm	00% (1)
9am-6pm	00% (1)
10am-2pm	00% (1)
10 am -3pm	00% (1)



10 am -6pm	00% (1)
10am-8pm	00% (1)
10am-10pm	00% (1)
11am -2pm	00% (1)
12-3pm	00% (1)
7:30am- 9am; 3pm - 4pm	00% (1)
10am - 1pm, 4pm - 8pm	00% (1)
11am - 3pm	00% (1)
11am - 2pm	00% (1)
10am to 3pm	00% (1)
8-11am; 3-5pm	00% (1)
10-11am;3-5pm	00% (1)

Ealing Common Zone F

Table 19 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change to hours required	33% (182)
Object to changes	11% (60)
Current scheme is good for visitors; concern proposal will impact visitors	06% (35)
Existing hours of operation prevents commuters/full day parkers from parking	05% (30)
Not enough parking	04% (25)
Too many non-residents park here	04% (25)
The CPZ extension is a money-making scheme	04% (23)
The current CPZ/CPZ times are too restrictive.	04% (22)
Respondents experience illegal or poor parking in the area, including over resident driveways	03% (18)
Current scheme is good for local business; proposal will impact businesses	07% (39)
Parking enforcement required	03% (16)
Busy during school drop off and/or pick up	02% (12)
Busy in the evenings/at the weekends	02% (12)
Support for an extension	02% (11)
Scheme will negatively impact those with protected characteristics	02% (10)
Current parking behaviour creates congestion/pollution	02% (9)
Events temporarily increase parking requirements/create congestion	01% (8)
Extension to the scheme would be expensive for residents / visitors	01% (8)
There is not enough parking /current scheme too restrictive to support local businesses	01% (7)
Current visitor parking charges are expensive	01% (6)
Current resident parking is expensive	01% (6)
Too many new builds/conversions without parking facilities	01% (6)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (5)
Scheme is a waste of money	01% (5)
Remove parking restrictions	01% (5)
It can be difficult to obtain visitor permits. Residents without parking permits struggle to get visitor permits	01% (4)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	01% (4)
It is unfair that resident permits not available to all residents.	01% (3)
Bays given to e-cars, zip cars take up space/or used by non-residents	01% (3)



Scheme will negatively impact parents driving their children to school	01% (3)
Increasing the hours will have benefits (pollution, active travel)	01% (3)
Households with multiple cars	00% (2)
Pay to park is too expensive	00% (2)
Pay to park app can be problematic	00% (2)
Too much traffic	00% (2)
Speed limit ignored/rat run/driving the wrong way on a one way street	00% (2)
Concern about road works, building work and road layout changes causing congestion	00% (2)
The scheme is anti-motorist	00% (2)
Don't allow house to flat conversions / new developments as these increase cars ownership/do not give parking permits to new schemes	00% (2)
Parking at the weekend is a problem	00% (1)
Not enough pay and display spaces	00% (1)
Negative about current school street restrictions	00% (1)
Not enough affordable parking	00% (1)
Current parking charges are reasonable	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
System to obtain visitor permits works well	00% (1)
This proposal does not encourage behaviour change	00% (1)
The scheme will prevent people driving to the tube for an evening out, impacting businesses out of the local area	00% (1)
This scheme will increase the number of people parking illegally on/across private drives	00% (1)
A CPZ extension will disproportionately impact those that live in flats more than houses	00% (1)
Impact on conservation areas/environment: Extending the CPZ hours will encourage more home owners to apply for permission to create a private drive	00% (1)
Free/discounted permits for visitors	00% (1)
Free permits for residents	00% (1)
Scheme should be extended to Saturdays	00% (1)
Add more free parking	00% (1)
Improve walking/ cycling infrastructure to reduce car use	00% (1)
Reduce cars to reduce pollution/improve cycling/ quality of life for residents	00% (1)
Improve public transport to reduce car use	00% (1)
Introduce one-way streets/speed calming measures	00% (1)
Not enough information provided	00% (1)

Table 20 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Proposal is a revenue generating scheme	13% (75)
Concerned about residential visitor parking	13% (73)
Current System of Parking is fine	11% (63)
Will affect businesses in Ealing	10% (55)
Will be an inconvenience	09% (51)
Would affect tradespeople such as plumbers, electricians, etc	08% (47)
Will affect elderly, parents with young kids and disabled people without disabled badge	08% (45)
Times should not cover school pickup, drop off	02% (9)



Extending hours would be counterproductive	02% (9)
Comment on Timing	02% (9)
Proposal would reduce parking congestion	01% (7)
Should not increase permit price for residents/visitors	01% (7)
Concerned about traffic displacement to other areas	01% (7)
Need better parking enforcement by traffic wardens	01% (7)
Encourage people to travel healthier and safer	01% (6)
Impacts low income people	01% (6)
Improve and encourage public transport use	01% (6)
Less clarity on the proposal/consultation	01% (6)
Area close to the stations have parking issue	01% (4)
Parking fee should be affordable to all	01% (4)
Disagree with objectives	01% (4)
Inconvenience to access medical facilities, visit GP, carer etc	01% (3)
Remove current parking restriction	01% (3)
People parking on illegal driveways, footpaths and DYL	00% (2)
Will impact mental wellbeing of the residents	00% (2)
Paying through phone is hard	00% (2)
Difficult for Residents without a permit	00% (2)
Vehicles exceeding speed limit	00% (2)
Improve walking and cycling infrastructure	00% (2)
Improve current road conditions	00% (2)
Proposal will help residents	00% (1)
Busy during school pickup-drop off time	00% (1)
Makes it easier for residents to charge their hybrid/electric vehicle	00% (1)
Less parking space available for residents	00% (1)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)
Concerned about the church car park filling up by non church users during ceremonies	00% (1)
Encourage car sharing	00% (1)
Need discounted visitor/tradespeople parking permit	00% (1)
Parents of nearby school should be given parking permit	00% (1)
Need traffic calming measures	00% (1)
Swap the CPZ hours around on different street, to simplify the workload	00% (1)

Table 21 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	59% (311)
Reduce/No restrictions	22% (118)
8am-6pm	06% (34)
8am-8pm	05% (28)
Different Hours 9-10am; 3-4pm	04% (21)
1 hour in the morning and afternoon each but no preference on exact times	03% (15)
Keep as is or reduce	02% (9)
Different Hours 10-11am; 3-4pm	01% (5)
Different Hours 8-9am; 3-4pm	01% (4)
Different Hours 9-10am; 2-3pm	01% (4)



Different Hours 10-11am; 2-3pm	01% (3)
8-10am only	01% (3)
9-5pm	01% (3)
9-6pm	01% (3)
Overnight	01% (3)
2 hours in the morning and afternoon each but no preference on exact times	00% (2)
8 to 10am; 3-5pm	00% (2)
10am-3pm	00% (2)
Different Hours 9.00-10am, 2-3pm, 6-7pm	00% (1)
Different Hours 8.30-9.30am; 4.3-5.3pm	00% (1)
Different Hours 8-9am; 2-3pm	00% (1)
Different Hours 8-9am; 4-5pm	00% (1)
Different Hours 9-10am; 4-5pm	00% (1)
School hours	00% (1)
9-11am only	00% (1)
11am-1pm	00% (1)
7-9am; 3-5pm	00% (1)
8 to 10am; 4-6pm	00% (1)
7am-9pm	00% (1)
8am - 10pm	00% (1)
8am- 9pm	00% (1)
8am-3pm	00% (1)
8am- noon	00% (1)
9am- noon	00% (1)
9am-3pm	00% (1)
9am-4pm	00% (1)
9.30am-4.30pm	00% (1)
10am-4pm	00% (1)
10am-6pm	00% (1)
10am-6.30pm	00% (1)
10am-7pm	00% (1)
All the time	00% (1)
Longer generally	00% (1)
10am - 2pm	00% (1)
11am - 3pm	00% (2)
11am - 2pm	00% (1)
8am-7pm Weekends	00% (1)
9-10am and 3-6pm	00% (1)
9-10am and 4-7pm	00% (1)
8-10am;3-4pm	00% (1)
7am to 11am and 2pm to 6pm	00% (1)
10am - 3pm	00% (2)
8-10am; 3-6pm	00% (1)

Ealing Broadway Zone W

Table 22 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change required	34% (486)
Happy with current parking behaviour (no other comments)	34% (482)
Object to changes	10% (148)



Existing operation has stopped commuters/full day parkers from parking here	08% (110)
Illegal Parking/parking across resident driveways	06% (87)
Current scheme is good for visitors; concern proposal will impact visitors	82% (1180)
Busy during school drop off and/or pick up	05% (67)
Not enough parking	04% (64)
Current scheme is good for business; concern proposal will impact businesses	06% (93)
Busy in the evenings/at the weekends	03% (41)
The CPZ extension is a money-making scheme	03% (41)
Parking enforcement required	03% (40)
Current parking behaviour creates congestion/pollution	03% (39)
The current CPZ/CPZ times are too restrictive.	03% (38)
Too many non-residents park here	02% (35)
Extension to the scheme will negatively impact those with protected characteristics	02% (27)
Support for an extension	02% (23)
There is not enough parking /current scheme too restrictive to support local businesses	01% (20)
Extension to the scheme would be expensive for residents / visitors	01% (17)
Scheme will negatively impact parents driving their children to school	01% (14)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (13)
Scheme is a waste of money	01% (11)
Too much traffic	01% (10)
Current resident parking is expensive	01% (9)
Too many new builds/conversions without parking facilities	01% (8)
Support for a CPZ extension around train stations	00% (7)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	00% (7)
It is unfair that resident permits not available to all residents.	00% (6)
Pay to park is too expensive	00% (5)
Events temporarily increase parking requirements/create congestion	00% (5)
Remove parking restrictions	00% (5)
Households with multiple cars	00% (4)
Not enough pay and display spaces	00% (4)
Faith events temporarily increase parking requirements/create congestion	00% (4)
Current visitor parking charges are expensive	00% (4)
Current parking charges are reasonable	00% (4)
Existing schemes negatively impact those with protected characteristics	00% (4)
Impact on conservation areas/environment: Extending the CPZ hours will encourage more homeowners to apply for permission to create a private drive	00% (4)
The scheme is anti-motorist	00% (4)
Add more free parking	00% (4)
Not enough information provided	00% (4)
Parking at the weekend is a problem	00% (3)
Not enough affordable parking	00% (3)
It can be difficult /an annoyance to obtain visitor permits/book visitors in. Residents without parking permits struggle to get visitor permits	00% (3)
Concern about road works, building work and road layout changes causing congestion	00% (3)
Bays given to e-cars, zip cars take up space/or used by non-residents	00% (3)



Extending the CPZ will increase congestion as more people search for parking	00% (3)
A CPZ extension will disproportionately impact those that live in flats	00% (3)
Scheme should be extended to Saturdays	00% (3)
Scheme should be extended to Sundays	00% (3)
HS2 workers/Other Lorries are taking parking spaces	00% (2)
Not enough free parking	00% (2)
Negative about current school street restrictions	00% (2)
Concern around mopeds that gather for food deliveries and discarded bikes	00% (2)
Increasing the hours will have benefits (pollution, active travel)	00% (2)
Free permits for residents	00% (2)
Scheme should be extended to all day	00% (2)
Extend the scheme across the borough	00% (2)
Reduce/remove pay to park spaces	00% (2)
improve walking/ cycling infrastructure to reduce car use	00% (2)
Reduce cars to reduce pollution/improve cycling/ quality of life for residents	00% (2)
Improve public transport to reduce car use	00% (2)
Introduce parking on one side of the road only	00% (2)
It is hard/not possible to get a resident's parking permit	00% (2)
Response relates to all CPZ	00% (1)
Concerns around car break ins / bike theft	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
Anti-social behaviour from people that park	00% (1)
Pay to park app can be problematic	00% (1)
Parking is free at most times whereas public transport is not	00% (1)
Speed limit ignored/rat run/driving the wrong way on a one way street	00% (1)
This scheme will increase the number of people parking illegally on/across private drives	00% (1)
Extending CPZ hours will make it harder for residents to get parking permits	00% (1)
Scheme would increase illegal parking around schools and increase risk of danger to pedestrians	00% (1)
Extending the CPZ hours will increase the number of food deliveries by car if people cannot park by the shops	00% (1)
Focus on cleaning/fix roads and pavements instead	00% (1)
Extend CPZ to roads around parks	00% (1)
Free/discounted permits for visitors	00% (1)
No restrictions required on a Saturday	00% (1)
Scheme should be extended to all day Saturday	00% (1)
Would prefer to see the speed screen reinstated	00% (1)
Extend the scheme around the schools/Crete a school street	00% (1)
Enforcement of lime bike parking is required	00% (1)
Add parking spaces/car parks	00% (1)
Reduce CPZ zone around stations to prevent resident parking closer to stations	00% (1)
Increase number of disabled parking spaces	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)

Table 23 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?



Current System of Parking is fine	16% (233)
Concerned about residential visitor parking	12% (179)
Will affect businesses in Ealing	11% (164)
Money making scheme	11% (161)
Will be an inconvenience	09% (135)
Will affect elderly, parents with young kids and disabled people without disabled badge	09% (133)
Would affect tradespeople such as plumbers, electricians, etc	06% (92)
Should not cover school pickup, drop off time/will impact school pickup, drop off	04% (58)
Comment on Timing	03% (42)
Extending hours would be counterproductive	02% (24)
Need better parking enforcement by traffic wardens	02% (23)
Concerned about traffic displacement to other areas	01% (19)
Concerned about the church car park filling up by non-church users during ceremonies	01% (19)
Less clarity on the proposal/consultation	01% (18)
Improve and encourage public transport use	01% (17)
Should not increase permit price for residents/visitors	01% (16)
Encourage people to travel healthier and safer	01% (14)
Reduce parking congestion	01% (14)
Parking fee should be affordable to all	01% (14)
Disagree with objectives	01% (14)
Area close to the stations have parking issue	01% (9)
Inconvenience to access medical facilities, visit GP, carer etc	01% (9)
Difficult for Residents without a permit	01% (9)
Busy during school pick up and drop off time	01% (8)
Impacts low-income people	01% (8)
Proposal will encourage car sharing	01% (8)
Improve walking and cycling infrastructure	01% (8)
Will impact mental well-being of the residents	00% (7)
Paying through phone is hard	00% (7)
Improve current road conditions	00% (7)
Less parking space available for residents	00% (5)
People parking on illegal driveways, footpaths and DYL	00% (4)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (4)
Remove current parking restriction	00% (4)
Higher price for day zones compared to the proposal in the website	00% (3)
Fix the speed screen in Madele Rd	00% (3)
Need discounted visitor/tradespeople parking permit	00% (3)
CPZ zone is not well-defined	00% (3)
Proposal will help residents	00% (2)
Traffic concerns	00% (2)
Will affect after school events	00% (2)
Implement controlled access zones between school hours/Implement restrictions during school pickup drop off	00% (2)
Need Double Yellow Lines near the station	00% (2)
Implement yellow boxes in areas with heavy traffic	00% (2)
Convert to Residents only parking	00% (2)
Parents of nearby school should be given parking permit	00% (2)
Need traffic calming measures	00% (2)
Need extension of carer's permit	00% (2)
Swap the CPZ hours around on different street, to simplify the workload	00% (2)



Proposal will help traffic wardens	00% (1)
There should be a system for house owners to report people parked illegally on their driveway	00% (1)
Decrease the number of paid for parking bays	00% (1)
Residents should only be allowed to park 1 personal vehicle/Work vehicle should not be allowed to park	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)
Support restriction during school pickup-drop-off	00% (1)

Table 24 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	66% (899)
Reduce/No restrictions	10% (131)
8am - 6pm	06% (76)
8am- 8pm	04% (56)
Keep as is or reduce	02% (31)
Different Hours 9-10am; 3-4pm	02% (27)
1 hour in the morning and afternoon each but no preference on times	02% (24)
Different Hours 10-11am; 3-4pm	02% (24)
Different Hours 9-10am; 2-3pm	01% (19)
Different Hours 10-11am; 2-3pm	01% (11)
Different Hours 8-9am; 3-4pm	01% (7)
2 hours in the morning and afternoon each but no preference on times	01% (7)
8am - 4pm	01% (7)
9 am -4pm	01% (7)
9 am -5pm	01% (7)
Different Hours 9-10am; 4-5pm	00% (5)
8 am -10am only	00% (5)
8 to 10am; 3-5pm	00% (5)
Overnight	00% (5)
10am-12noon only	00% (4)
9-11AM;2-4PM	00% (4)
9am-3pm	00% (4)
10 am -3pm	00% (4)
All the time	00% (4)
10 am -4pm	00% (3)
Three 1 hour slots	00% (2)
9-11am only	00% (2)
11 am -1pm	00% (2)
9-11am;3-5pm	00% (2)
7am-9pm	00% (2)
8am - 10pm	00% (2)
8 am - 9pm	00% (2)
8 am to 5pm	00% (2)
9am-3.30pm	00% (2)
9 am -6pm	00% (2)
Weekends (General)	00% (2)
Increase general	00% (1)
Different Hours 8-9am; 4-5pm	00% (1)
Different Hours 9-10am; 5-6pm	00% (1)



Different Hours 9.30-10.30am; 4-5pm	00% (1)
Different Hours 9-10am; 6-7pm	00% (1)
School hours	00% (1)
3-5pm	00% (1)
10-12AM;4-6PM	00% (1)
8 to 10 am; 2-4pm	00% (1)
8 to 10 am; 4-6pm	00% (1)
7-10am; 6-9pm	00% (1)
8-10am; 4-7pm	00% (1)
7.30 am -5.30pm	00% (1)
8 am -3pm	00% (1)
8 am - noon	00% (1)
9am-2pm	00% (1)
9.30 am -4.30pm	00% (1)
9 am to 8pm	00% (1)
10 am -5pm	00% (1)
10 am -6pm	00% (1)
12noon-3pm	00% (1)
Same times as Zone A	00% (1)
9 - 10 am and 3-6 pm	00% (1)
7 – 9:30am and 3 – 4:30pm	00% (1)
11am-3pm	00% (1)
11am -3pm	00% (1)
8-10am; 3-4pm	00% (1)
10am to 3pm	00% (1)
7am-12pm; 2-6pm	00% (1)
8am-7pm Weekends	00% (1)
8-10am; 3-4pm	00% (1)
8am -12noon; 3pm - 6pm	00% (1)
8-11am	00% (1)
8- 11 am and 4.30- 7 pm	00% (1)
8am - 3pm , 5-8pm	00% (1)
8-10am; 3-4pm	00% (1)
8:30am - 3pm 5pm-8pm	00% (1)
10am-2pm; 6-8pm	00% (1)
9am-3.30pm 4pm-8pm	00% (1)
8-10am; 2 -3pm	00% (1)
9am-2pm	00% (1)
8.45-10am, 2.30-4pm	00% (1)

Buxton Gardens Zone FF

Table 25 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change required	28% (75)
Object to changes	12% (33)
Not enough parking	07% (20)
Happy with current parking behaviour (no other comments)	06% (15)
Illegal Parking/parking across resident driveways	06% (15)
Parking enforcement required	05% (13)
Existing operation has stopped commuters/full day parkers from parking here	04% (12)



The current CPZ/CPZ times are too restrictive.	04% (11)
The CPZ extension is a money making scheme	04% (11)
Current scheme is good for residents' visitors; concern proposal will impact visitors	07% (19)
Current scheme is good for business; proposal will negatively impact businesses	06% (16)
Too many non-residents park here	03% (9)
Busy during school drop off and/or pick up	03% (8)
There is not enough parking /current scheme too restrictive to support local businesses	03% (7)
Too many new builds/conversions without parking facilities	03% (7)
Current parking behaviour creates congestion/pollution	02% (5)
Extension to the scheme would be expensive for residents / visitors	02% (5)
Remove parking restrictions	02% (5)
Support for an extension	01% (4)
Busy in the evenings/at the weekends	01% (4)
Extension to the scheme will negatively impact those with protected characteristics	01% (4)
It can be difficult /an annoyance to obtain visitor permits/book visitors in. Residents without parking permits struggle to get visitor permits	01% (3)
It is unfair that resident permits not available to all residents.	01% (3)
Not enough free parking	01% (2)
Scheme is a waste of money	01% (2)
Current resident parking is expensive	01% (2)
Too much traffic	01% (2)
The scheme is anti-motorist	01% (2)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	01% (2)
Households with multiple cars	00% (1)
Pay to park is too expensive	00% (1)
Events temporarily increase parking requirements/create congestion	00% (1)
Current visitor parking charges are expensive	00% (1)
Impact on conservation areas: The current scheme has encouraged more home owners to apply for permission to create a private drive	00% (1)
Pay to park app can be problematic	00% (1)
Speed limit ignored/rat run/driving the wrong way on a one-way street	00% (1)
Road works, building work and road layout changes causing congestion	00% (1)
Scheme will negatively impact parents driving their children to school	00% (1)
Increasing the hours will have benefits for pollution and increasing active travel	00% (1)
Need free/discounted permits for visitors	00% (1)
Add more free parking	00% (1)
Improve walking/ cycling infrastructure to reduce car use	00% (1)

Table 26 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area’?

Money making scheme	11% (31)
Concerned about residential visitor parking	11% (30)
Will affect businesses in Ealing	09% (24)
Current System of Parking is fine	08% (23)
Will be an inconvenience	08% (21)
Would affect tradespeople such as plumbers, electricians, etc	06% (17)



Will affect elderly, parents with young kids and disabled people without disabled badge	06% (15)
Comment on Timing	02% (6)
Extending hours would be counterproductive	02% (5)
Need better parking enforcement by traffic wardens	01% (4)
Proposal would encourage people to travel healthier and safer	01% (3)
Proposal would reduce parking congestion	01% (3)
Less parking space available for residents	01% (3)
Impacts low-income people	01% (3)
Disagree with objectives	01% (3)
Need more information on proposal and proposed hours of extension	01% (2)
Improve walking and cycling infrastructure	01% (2)
Improve current road conditions	01% (2)
Swap the CPZ hours around on different street, to simplify the workload	01% (2)
Proposal would help traffic wardens	00% (1)
Traffic concerns in the area	00% (1)
People parking on illegal driveways, footpaths and DYL	00% (1)
Should not increase permit price for residents/visitors	00% (1)
Parking fee should be affordable to all	00% (1)
Parking issue due to residents at the bottom of Lexden Rd	00% (1)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (1)
Inconvenience to access medical facilities, visit GP, carer etc	00% (1)
Will impact mental wellbeing of the residents	00% (1)
Parking issue is only on Uxbridge Rd	00% (1)
Concerned about traffic displacement to other areas	00% (1)
Difficult for Residents without a permit	00% (1)
Need discounted visitor/tradespeople parking permit	00% (1)
Need traffic calming measures	00% (1)
Remove current parking restriction	00% (1)

Table 27 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	54% (138)
Reduce/No restrictions	20% (50)
8am-6pm	08% (21)
8am- 8pm	06% (14)
Different Hours 9-10am; 3-4pm	04% (10)
Keep as is or reduce	04% (9)
1 hour in the morning and afternoon each but no preference on times	03% (7)
Different Hours 10-11am; 3-4pm	02% (4)
Different Hours 9-10am; 2-3pm	01% (3)
2 hours in the morning and afternoon each but no preference on times	01% (3)
Generally	01% (2)
Different Hours 10-11am; 2-3pm	01% (2)
Different Hours 8-9am; 3-4pm	01% (2)
Suggestion	01% (2)
8-10am; 3-5pm	01% (2)
9am-5pm	01% (2)
10am-3pm	01% (2)



Different Hours 8.30-9.30am; 3-4pm	00% (1)
Three 1-hour slots	00% (1)
6-8am	00% (1)
9-11am;3-6pm	00% (1)
8 to 10am; 4-6pm	00% (1)
8am - 4pm	00% (1)
8 am -3pm	00% (1)
9 am to noon	00% (1)
9.30 am -4.30pm	00% (1)
9 am -6pm	00% (1)
12-4pm	00% (1)
Overnight	00% (1)
Weekends (General)	00% (1)
All the time	00% (1)
11am - 3pm	00% (1)
10am - 3pm	00% (1)
Before 10am and after 3pm	00% (1)

Acton Town Zone J

Table 28 – All coded responses to ‘What do you think about current parking behaviour in the area?’

No change required	26% (108)
Happy with current parking behaviour (no other comments)	22% (89)
Not enough parking	15% (62)
Too many non-residents park here	09% (37)
Object to changes	09% (36)
Illegal Parking/parking across resident driveways	07% (28)
Too many new builds/conversions without parking facilities	06% (23)
Busy in the evenings/at the weekends	05% (22)
Current scheme is good for resident's visitors	09% (37)
Existing operation has stopped commuters/full day parkers from parking here	05% (20)
Parking enforcement required	05% (19)
Support for an extension	04% (18)
Current parking behaviour creates congestion/pollution	04% (18)
The CPZ extension is a money-making scheme	03% (13)
Too much traffic	03% (12)
Busy during school drop off and/or pick up	02% (10)
It is unfair that resident permits not available to all residents.	02% (10)
The proposed scheme will negatively impact local businesses	03% (12)
Extension to the scheme would be expensive for residents / visitors	02% (9)
The current CPZ/CPZ times are too restrictive.	02% (8)
Speed limit ignored/rat run/driving the wrong way on a one way street	02% (7)
Events temporarily increase parking requirements/create congestion	01% (6)
HS2 workers/Other Lorries are taking parking spaces	01% (5)
Concern about road works, building work and road layout changes causing congestion	01% (5)
Current parking creates dangerous conditions for pedestrians/cyclists	01% (4)
Households with multiple cars are an issue	01% (4)
There is not enough parking /current scheme too restrictive to support local businesses	01% (4)



Current visitor parking charges are expensive	01% (3)
Concern around mopeds that gather for food deliveries and discarded bikes	01% (3)
It can be difficult /an annoyance to obtain visitor permits/book visitors in. Residents without parking permits struggle to get visitor permits	01% (3)
Scheme should be extended to Saturdays	01% (3)
Scheme is a waste of money	00% (2)
Pay to park app can be problematic	00% (2)
Bays given to e-cars, zip cars take up space/or used by non-residents	00% (2)
Extending the CPZ scheme will increase congestion as more people search for parking spaces	00% (2)
Scheme will negatively impact parents driving their children to school	00% (2)
Extension to the scheme will negatively impact those with protected characteristics	00% (2)
The proposal will displace visitor parking and create issues/need for new schemes elsewhere	00% (2)
Scheme should be extended to all day	00% (2)
Remove parking restrictions	00% (2)
improve walking/ cycling infrastructure to reduce car use	00% (2)
Introduce one-way streets/speed calming measures	00% (2)
Pay to park is too expensive	00% (1)
Not enough free parking	00% (1)
Faith events temporarily increase parking requirements/create congestion	00% (1)
Current parking charges are reasonable	00% (1)
Current resident parking is expensive	00% (1)
Ealing will make a decision to extend the CPZ times regardless of the consultation outcome	00% (1)
Anti-social behaviour from people that park	00% (1)
Increasing the hours will have benefits for pollution and active travel	00% (1)
Free/discounted permits for visitors	00% (1)
Free permits for residents	00% (1)
Resident's parking should be 7 days a week	00% (1)
Scheme should be extended to Sundays	00% (1)
Focus on antisocial behaviour not an extension to the CPZ scheme	00% (1)
Reduce cars to reduce pollution/improve cycling/ quality of life for residents	00% (1)
Don't allow house to flat conversions / new developments as these increase car ownership/do not give parking permits to new schemes	00% (1)

Table 29 – All coded responses to ‘What do you think about the proposal to extend the hours of control for the CPZ area?’

Money making scheme	12% (69)
Current System of Parking is fine	12% (67)
Concerned about residential visitor parking	09% (53)
Will be an inconvenience	08% (47)
Will affect businesses in Ealing	07% (40)
Would affect tradespeople such as plumbers, electricians, etc	06% (32)
Will affect elderly, parents with young kids and disabled people without disabled badge	05% (30)
Comment on Timing	04% (21)
Reduce parking congestion	02% (12)



Extending hours would be counterproductive	02% (10)
Disagree with objectives	02% (10)
Proposal would people to travel healthier and safer	02% (9)
Should not increase permit price for residents/visitors	02% (9)
Impacts low income people	01% (8)
Other suggestion	01% (8)
Parking fee should be affordable to all	01% (7)
Should not cover school pickup, drop off time/will impact school pickup, drop off	01% (6)
Need better parking enforcement by traffic wardens	01% (6)
Difficult for Residents without a permit	01% (6)
Need more information on the proposal/proposed times	01% (6)
Concerned about traffic displacement to other areas	01% (4)
Improve current road conditions	01% (4)
Improve and encourage public transport use	01% (3)
Proposal would help residents	00% (2)
Proposal would the traffic wardens	00% (2)
Area close to the stations have parking issue	00% (2)
Busy during school pickup-drop off time	00% (2)
Inconvenience to access medical facilities, visit GP, carer etc	00% (2)
Will impact mental wellbeing of the residents	00% (2)
Remove current parking restriction	00% (2)
Swap the CPZ hours around on different street, to simplify the workload	00% (2)
People parking on illegal driveways, footpaths and DYL	00% (1)
Decrease the number of paid for parking bays	00% (1)
Residents should only be allowed to park 1 personal vehicle/Work vehicle should not be allowed to park	00% (1)
More people would convert their front gardens to off street parking to avoid requiring parking permits	00% (1)
Restrict HGV drivers parking on these road	00% (1)
Encourage car sharing	00% (1)
Vehicles exceeding speed limit	00% (1)
Improve walking and cycling infrastructure	00% (1)
CPZ zone is not well-defined	00% (1)

Table 30 – All coded responses to ‘During what times do you think the CPZ should operate?’

Keep as is	54% (199)
8am- 8pm	18% (67)
8am - 6pm	10% (36)
Reduce/No restrictions	09% (34)
9am-5pm	03% (10)
1 hour in the morning and afternoon each but no preference on times	02% (7)
Different Hours 9-10am; 3-4pm	02% (6)
9am-4pm	01% (4)
Different Hours 10-11am; 3-4pm	01% (2)
8am-3pm	01% (2)
9am-8pm	01% (2)
All the time	01% (2)
Different Hours 10-11am; 2-3pm	00% (1)



Different Hours 8-9am; 3-4pm	00% (1)
Different Hours 9-10am; 2-3pm	00% (1)
School hours	00% (1)
8-10am only	00% (1)
9am to 11am 3pm to 6pm	00% (1)
10am-12noon;3-5pm	00% (1)
9-11am;2-4pm	00% (1)
9-11am;3-6pm	00% (1)
8 to 10am; 3-5pm	00% (1)
8am to 5pm	00% (1)
8am- noon	00% (1)
9am-5.30pm	00% (1)
9am-6pm	00% (1)
Weekends	00% (1)
10am to 3pm	00% (1)
8-11am; 3-5pm	00% (1)

