



THE TEDDINGTON SOCIETY

**From:- Brian Holder, Leader,
Roads and Transport Group,
99 Queens Road,
Teddington, Middlesex,
TW11 0LZ.
☎/fax 020 8977 1579
Brianholder99@aol.com**

To:- Members of the Teddington Study Residents' Working Party
and Teddington Residents and Businesses

Dear Colleagues and Neighbours,

Teddington Town Centre Study – Report of Residents' Parking sub-Committee.

The full Teddington Study Residents' Working Party (TSRWP) at its 23rd May 2002 meeting, appointed a Parking sub-Committee to examine all aspects of parking within the Teddington Study area. The sub-Committee also examined the general parking situation outside the Study area, and some of its recommendations will, therefore, have applications outside the Study area. The attached comprehensive report summarises the findings and recommendations of the Parking sub-Committee. The TSRWP also asked for a Pay and Display scheme to be installed in the centre section of the High Street as a matter of urgency, to prevent long term parking in spaces designed for use by shoppers – this scheme was successfully implemented on 12th September 2002.

In summary, the sub-Committee, whilst it was fully aware of problems elsewhere, found that the main parking pressures occurred on either side of the station. These were the West area bounded by Park Road, Sandy Lane, Clarence Road, Victoria Road and Adelaide Road, and the East area bounded by Station Road, Cromwell Road, Udney Park Road and the High Street. The Report therefore recommends that residents and businesses within these two areas be consulted on three possible schemes:-

Option One – No change to present arrangements

Option Two – A “no-cost” scheme which would allow parking on certain designated yellow lines outside the rush hours. To ensure regular turnover of parking spaces, many of those spaces would be time limited, eg. “one hour – no return within two hours”. The times of operation and locations are shown in Annexes 9 and 10.

Option Three – A two hour Controlled Parking Zone (CPZ) requiring residents and businesses to purchase a parking permit.

Annexe 4 compares the relative advantages and disadvantages of the three schemes.

In addition, the Report recommends the installation of very short double yellow lines on the corners listed in Annexe 8 to allow free and safe movement of wheelchair users, pedestrians, and service and emergency vehicles, by preventing illegal and obstructive parking on those corners.

The Report also recommends that greater use should be made of public transport, particularly by the employees of some of the larger businesses and organisations located in Teddington. The adoption of “green transport policies” and provision of off-road parking spaces for essential car users by all businesses and organisations, would substantially reduce the parking problems faced by nearby local residents, thus avoiding the need for parking controls.

If you have any comments or suggestions that you feel have not been addressed in this Report, please let me have details as soon as possible.

Yours sincerely,

Brian A Holder, Chair, Parking sub-Committee

December 2002