

ANNEXE 2 (see paragraph 1.5)

Teddington Study Parking sub-Committee - terms of reference

The Parking sub – Committee will:-

- (a) Identify effects of vehicles displaced from High Street by the introduction of a new Pay & Display scheme (on or around 12th September 2002)
- (b) Identify areas where parked vehicles are creating obstructions to the free movement of pedestrians and service vehicles, and recommend the absolute minimum length of yellow lining to allow pedestrians and wheelchair users to cross roads easily and safely
- (c) Review all current parking arrangements and restrictions within a 10 minute walk (half mile) of Teddington Station with a view to:-
 - (i) Increasing the amount of usable permanent residents' parking available by reducing excessive yellow lining;
 - (ii) Increasing the amount of free quick turnover parking by varying operational times of remaining yellow lines (to limit use by commuters etc.);
 - (iii) Increasing the amount of parking by reducing kerb build-outs to a minimum;
 - (iv) Identifying and publicising areas where commuters can park without taking residents' valuable parking space;
 - (v) Identifying areas and roads that have more residents' cars than road space available; and
 - (vi) Identifying areas and roads that would benefit from some form of short time parking control (preferably at no cost to residents).
- (d) Review parking in the vicinity of bus stops to allow buses to stop parallel to the kerb without the use of build-outs, any parking spaces lost to be replaced by an equal or greater number elsewhere within the immediate vicinity of the bus stop.
- (e) Report back to the main Working Party with recommendations within three months of the introduction of the High Street Pay and Display scheme.