



# THE TEDDINGTON SOCIETY

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**TRN22 says-** The Council will pursue the control of on-street parking where it is necessary to ensure an efficient movement of vehicles, public transport, pedestrians, and cyclists, **to maintain essential access to premises fronting the roadway**, to provide loading bays to improve the local environment or to maintain the vitality of shopping centres. Where parking congestion is so severe that an equitable balance between conflicting demands cannot be achieved, the Council will promote the introduction of controlled parking zones.

## Community parking spaces – what are they?

A community parking space is one that is in any section of public road that is not outside the frontage of a house, shop, business or similar premises. Community parking spaces are usually sited along the boundaries of parks, railway lines, and flank walls of various buildings.

Example1 – Left side Adelaide Road, Teddington (no CPZ)



Example 2 – Railway side of North Road, Kew (about 100 vehicles displaced)



## **Why Community Parking spaces should be excluded from residents only CPZs**

Residents for or against CPZs agree on one thing – that a small handful of displaced vehicles can cause a knock-on effect out of all proportion to the original number of vehicles involved. The main reason for this displacement is that at present, every inch of kerb space is automatically included in a CPZ, irrespective of whether it is outside a house or shop, or is “community” parking space in a section of road with no houses or shops, for example, by a flank wall, railway line, or park. The effect of this anomaly, is that residents end up with far more spaces than they need, and significant vehicle displacement to adjacent roads is inevitable. If the Council’s CPZ design parameters were to be changed to automatically exclude all such “community” parking spaces, and strictly limit any CPZ boundary to house frontages, vehicle displacement would be minimised. The possibility of small, tightly defined, essential CPZs, becoming acceptable to neighbouring areas could then become a reality.

## **Assessment of vehicle displacement when a CPZ is proposed**

The Borough’s CPZ policy would gain wider support if it incorporated safeguards to limit unnecessary vehicle displacement. It is generally accepted that residents living in CPZs use their vehicles at least as much, if not more than residents living in uncontrolled roads. If a road becomes a CPZ, there are two sources of potential displacement in a road containing both parking spaces outside properties and community parking spaces. Around a station for example, in a road containing 100 residential spaces, where 33 residents drive to work, and there are 50 community parking spaces, a total of 83 incoming vehicles would be displaced (about 400 metres of kerb space). If the community parking spaces were excluded from the CPZ, only 33 vehicles would be displaced. It would suggest that as a matter of course, that a displacement assessment should take place for all new CPZs, and for any CPZ under review.

## **Community parking spaces – future usage**

1. In areas of high parking demand with regular turnover (e.g. Richmond Green), community spaces would be used to provide pay and display parking, with residents having paid for permits for parking bays outside their properties.
2. In areas of medium parking demand away from shopping centres (e.g. near a station), some community spaces might be converted into Pay & Display spaces, whilst others could be free on a first come first served basis, either as turnover parking or as all day parking. Residents would have paid for permits for parking bays outside their properties if a CPZ were to be introduced.
3. In areas of medium parking demand near shopping centres, the emphasis would be to maximise turnover parking for shoppers, either in official car parks, or by use of pay & Display or free turnover parking. Residents would have paid for permits for parking bays outside their properties if a CPZ were to be introduced.
4. In areas of relatively low external parking demand, it would be good practice to identify key locations (near Doctor, Dentist, local shopping parade etc.) for free turnover parking in community parking spaces to ensure that some convenient parking is available.
5. In “old” all day CPZs in areas that see little traffic movement outside the rush hour and are lightly parked because of high parking charges (e.g. Radnor Road area), the aim should be to install at least one free turnover bay in community parking spaces in each road. This would provide support for local shopping centres.