

8. DPE UPDATE AND REVIEW OF YELLOW LINES

CABINET: 24th JULY 2008

MEMBER REPORTING: COUNCILLOR RAYNER

1. PURPOSE OF REPORT

To update Members on the implementation and progress of Decriminalised Parking Enforcement (DPE) which came into effect on 14th January 2008, (following the creation of the new Special Parking Area (SPA) and the consolidated Traffic Regulation Orders (TROs), further to the decisions of Cabinet in July 2007) and the on the phased review of Yellow Lines and parking restrictions in the Borough, (reported to Cabinet in December 2007).

2. MEMBER'S RECOMMENDATION:

To be confirmed following review with Members

3. SUPPORTING INFORMATION

3.1 Wards Affected

All wards of the Borough

3.2 Relevant Matters Upon Which Decision is Based & Reasons Supporting Recommendation

DPE

3.2.1 The Royal Borough is committed to providing 'Safer and Fairer Parking for All' providing residents, businesses and visitors with accessible and safe car parking across the Borough. The decision to proceed with the introduction of a Special Parking Area to enable RBWM to take over the responsibility for borough wide parking enforcement from the Thames Valley Police was confirmed at the Cabinet meeting held in July 2007. This change meant that parking offences became a civil offence and ceased to be a criminal offence when dealt with under RBWM control. Consolidation and rationalisation of the very numerous old TRO's (many of which dated back to BCC days) was undertaken to create new TRO's, one covering the 'Off Street' parking spaces throughout the borough (ie in Council owned Car parks) and five other 'On Street' TROs reflecting the geographic zones of the Council i. Ascot, Sunninghill & Sunningdale, ii. Maidenhead Rural, iii. Maidenhead Urban, iv. Windsor Rural, v. Windsor & Eton Urban, was an important part of the preparation for transfer.

3.2.2 The Transfer of responsibility took place on 14th January 2008 as planned, following a high profile publicity campaign involving local papers, radio and leaflets to ensure all drivers were aware of the impending change. In the two weeks immediately prior to the new SPA coming into effect formal Warning Notices were issued to vehicles which were failing to comply with the restrictions

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- 3.2.3 The result was that with immediate effect from the 14th January there was a noticeable difference, especially in the town centre areas where misuse and non-compliance had been at very high levels causing danger and disruption on a daily basis to other road users, pedestrians and cyclist from illegal and inconsiderate parking behaviour. The number and availability of spaces in short stay parking spaces increased, with much greater turnover, and the numbers of instances of parking on pavements in town centre areas reduced. Spaces reserved for Blue Badge holders were also freed up for their designated users.
- 3.2.4 In the lead in to the transfer a new team of Parking Officers were recruited and a minor re-organisation in the parking operations team resulted in the creation of three teams, one dealing with 'On street' parking across the whole of the borough, whilst the other two deal with the 'Off street' operation of the staffed Council owned Car parks in Windsor and Maidenhead.
- 3.2.5 As part of the preparation for the transfer a new parking system was implemented to enable the increased overall operation to be managed in an effective and modern way, supporting more efficient processing of Residents Permits, Residents Visitor Vouchers, and season tickets and Penalty Charge Notices (PCNs).

- 3.2.6 Within the new consolidated Traffic Regulation Orders, Parking Officers have issued the following numbers of PCNs in the 5 areas of the Borough (these sub totals include the Off Street PCNs for the respective areas) in the period from 14th January until the end of May 2008:-

Ascot, Sunninghill & Sunningdale	440
Maidenhead Rural	144
Maidenhead Urban	5597
Windsor Rural	291
Windsor & Eton Urban	8314
Total	14,786

Of the 14,786 PCNs issued, the Council has received 3421 (21%) challenges of which 1403 have been upheld (representing 41% of those received and 9.4% of the total PCNs issued). Under the previous parking regime the Council received an appeal rate of 28% and the rate that these were upheld was 40%. (Comparable information under the Thames Valley Police enforcement is not available).

- 3.2.7 A revised Resident Visitor Voucher scheme was introduced in April 2008 whereby residents in qualifying roads (those where resident permit only parking restrictions apply) can apply for 25 up to 2 hours vouchers (free), these are new to help residents who want to have short stay visitors and avoid paying or to allow parking during permit only times, 50 up to 6 hours vouchers, extended from the previous 4 hour limit (at £1 each), and 50 up to 24 hour (at £2 each) per annum. There has been a significant increase in the volumes of applications and take up of these Resident Visitor Vouchers. The Council has now issued over 12,000 vouchers to residents in 20 weeks compared to 20,000 in the whole of 2007, demonstrating their value to a significant number of local residents in these areas.
- 3.2.8 To assist permit holders with evening parking the time at which permits become valid in Council owned car parks was brought forward to 6pm from the previous 7pm.

- 3.2.9 In summary the implementation of DPE has resulted in:-
- a. a complex project being delivered to programme on budget and timescales.
 - b. significant improvement in the overall level of compliance with parking restrictions especially in the town centre,
 - c. short stay spaces being made available to support residents and businesses
 - d. disabled parking spaces being freed up for their authorised use
 - e. removing vehicles from many central no waiting areas, easing traffic flows, reducing congestion and improving road safety.

Review of Yellow Lines

- 3.2.10 At Cabinet in December 2007, Members considered the proposed phased review of Yellow lines in a number of areas across the Borough, with a view to reducing parking restrictions wherever possible to make parking for residents easier, whilst still allowing the effective management of vehicles on the highway. All Ward Members were invited by the Lead Member to identify areas of concern within their wards, so that a comprehensive review programme could be prepared.
- 3.2.11 It was clear that, especially in central Windsor where parking capacity is restricted due to the terraced nature of the streets, that wherever possible restrictions needed to be amended, to legalise parking, which under the Thames Valley Police regime had been unauthorised but very common practise.
- 3.2.12 The first of these phases were implemented in early March. Changes were made predominantly in Central Windsor in an attempt to redress the deficit in resident permit spaces compared to permits in circulation, and to reduce the restriction at off peak times to increase the overall parking capacity on street at evenings and weekends when demand is at its greatest.
- 3.2.13 Changes included double yellow lines being changed to single yellow lines and in some cases changed to parking bays. As part of the Phase 1 changes, three pilot areas of 'half on - half off' pavement parking schemes were introduced to reflect what has been taking place every evening for many years, and to date have not raised any further issues. Pay and Display parking was removed from many residential roads in the evening and at the weekend, to give priority to local residents to be able to park close to their homes at this peak demand time. In total approximately 180 additional spaces were created as a result of these changes.
- 3.2.14 Following the changes made in early March, monitoring in the roads was undertaken to assess take up and identify where capacity was available, and as a result of this monitoring and confirmed by feedback from residents some minor amendments were made in June 2008 to three specific roads to return these to shared Pay and Display use and Residents Permit parking. These were:-
- 3.2.15 Phase 2a and 2b of the review are currently underway and due for implementation in late July and September 2008 respectively. The September date is to enable those schemes that which will potentially introduce a more significant change to be designed and consulted upon. The Phase 2a, 2b, 3 and 4 items are shown in Appendix A, and which incorporates the additional requests received and identified through local inspection.

Phase 3 is planned for December 2008 and Phase 4 is planned for April/May 2009.

3.2.16 In total there are currently 138 separate areas/roads that are being reviewed across the phases. All Ward Members were written to by the Lead Member again in May to advise them of the planned works for Phase 2 and asked them to identify any further schemes that they wish to be considered for review. A number of requests have been received and these have been programmed into the phases as shown. If further requests are received from Ward Members or members of the public, these will need to be programmed to reflect resources available.

3.2.17 In summary following the Phase 1 reviews of Double Yellow Lines and parking restrictions, a number of changes have been implemented which have:-

- a. been largely focused on the central Windsor area,
- b. increased capacity for Resident Permit Holders during evenings and weekends,
- c. reduced double yellow lines to single yellow lines
- d. introduced three pilot areas of half on half off pavement parking to legalise previously illegal nightly parking.

and created an additional 170 spaces in the Windsor area.

Further phases of reviews are underway to continue to increase overall parking for residents and permit holders and the next changes will be made in July and September, (and it is estimated that this could add a further 60 -70 spaces) with further phases planned for implementation in December 2008 and April/ May 2009.

Implications from TMA 2004

3.2.18 With effect from 31st March 2008, i.e. since the implementation of TMA 2004 parking contraventions have been divided into two categories replacing the previous arrangements under the earlier legislation, whereby all contraventions were treated equally. An Upper and a Lower charge for PCNs now links with the Higher and Lower charge band for contraventions. Higher contraventions represent more serious infringements under the act eg Parking on Double Yellow Lines, whilst over staying a Paid Tariff period is considered a lower level contravention. Both categories of PCN continue to include 50% reduction for prompt payment within 14 days. Under the new arrangements the upper limit for a higher contravention has been increased to £70 from the current £60. The lower contravention limit has been increase to £50 from the current £40.

It is proposed that the impact of this change from the single tier PCN category, be kept under review and that there be no immediate changes to the current upper or lower PCN's rate.

3.2.19 In addition to the changes to charge bands outlined above, there are also potential additional contraventions that could now be enforced, (these include dropped crossings, double parking and PCN's issued by post), however it is proposed to delay considering decisions in relation to these additional powers, in light of considerable challenges by motorists made in London Borough's in connection with these changes.

The former National Parking Adjudication Service (NPAS) has been replaced by the Traffic Penalty Tribunal, which will continue to operate as an independent

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adjudication body to which members of the public can make an external challenge to PCNs which they consider have been incorrectly imposed, and who decision is final and binding on both parties. .

Disabled Parking

3.2.20 Parking for disabled blue badge holders is currently free throughout the Borough's car parks and pay and display areas. In a number of Boroughs removal of free parking for the Disabled has been introduced, however there will be considerable costs associated with any change as current pay and display machines do not meet DDA requirements. It is therefore not considered cost effective to make changes in RBWM.

3.2.21 Currently disabled blue badge holders are not permitted to park in 'Residents Permit Holders Only' bays as there is deemed to be sufficient parking within on street disabled badge holders bays and in off street car parks, or on Double Yellow Lines up to a maximum of three hours. It is not proposed to change the current policy, as the increased enforcement of the restriction under the DPE regimes has resulted in much higher levels of compliance and lower levels of misuse of dedicated Disabled Bays.

3.3 Options Available and Risk Assessment

A range of options exist with regard to the future arrangements for DPE, Review of Yellow Lines and Disabled Parking Policy.

	Option	Comments
1.	<p><u>Review of Yellow Lines</u> - accept the continued phased implementation of the review as outlined.</p> <p>This is Recommended</p>	The list of reviews has continued to grow as a result of requests from Ward Members and members of the public. These need to be considered on a case by case basis to enable the systematic review of each area.
2.	<p><u>Review of Yellow Lines</u> – reject the phased programme and agree an alternative programme.</p>	An current programme has been arrangement with the aim of responding to the highest priorities in relation to the extent of problems identified.
3.	<p><u>Revised PCNs</u> - Accept the Report and keep impact of revised higher and lower categories under close review</p> <p>This is Recommended</p>	The impact of the revised split in Contraventions can be monitored and reviewed in line with the number and speed of settlement. This will enable a more informed judgement to be made once a longer period of the revised arrangements has been completed.
4.	<p><u>Revised Tariff for PCNs</u> - Note the report but decide to amend the current tariffs and introduce the revised rates now.</p>	Revised PCN rates could be considered when other Fees and Charges for the Council are reviewed as part of the normal Budget preparation process, when a greater number of PCNs will have been issued under the revised arrangements.

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	Option	Comments
5.	<u>Disabled Parking Policy</u> – Note the report and maintain the current policy arrangements for Blue Badge Holders This is Recommended	Increased levels of compliance following the implementation of DPE have resulted in greater availability of Disabled bays for authorised users. Continue to monitor the use of Blue Badge parking on Double Yellow Lines.
6.	<u>Disabled Parking Policy</u> – Note the report and consider alternative policy for Blue Badge holders.	Current equipment is not DDA compliant and would need to be modified or replaced

The risks associated with the phased review of Yellow Lines and Parking restrictions are largely reputational. Continued development of more parking capacity for residents and others will reduce the opportunity for non compliance. The adoption of higher tariff options for PCNs is largely financial, however there is some reputational risk associated with an increase in the upper charge for PCNs. Reviewing the options once a longer period of operation under the new two tier contravention arrangements will enable an options appraisal to be completed.

3.4 Relevant National/Regional Guidance

There is a variety of national guidance issued by Government which aims to restrain growth in traffic in urban areas, encourage the use of public transport, and restrict commuter parking, however this guidance does not help address the existing overload of established residential parking requirements as outlined in this report. DPE is considered by Government to be a positive contribution towards the overall management of traffic.

3.5 Relevant Council Policies/Strategies

The recommendations contained in this report also contribute to the Community Strategy in the following ways:

	Relevant? Yes / No
Key Themes:	
Supporting Children & Younger People	N
Supporting Adults & Older People	Y
A Thriving, Cleaner, Greener Borough	Y
Safer & Stronger Communities	Y

4. CONSULTATION CARRIED OUT

Ward Members have been asked to identify specific areas within their wards where improved parking controls can be considered. Requests received are considered in relation to impact, safety implications, the need for specific consultation with local residents and wider consequences on the safe management of traffic and the highway in relation to the needs for making parking available.

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A number of schemes identified in Phase 2b and later phases are considered to have more significant impacts that require wider specific consultation with local residents to ascertain support for the proposals. These consultations will be undertaken in conjunction with local ward members.

Changes implemented have been based upon survey results undertaken to assess the numbers of spaces available and the timeframes when available. These have been linked with quantitative surveys undertaken as part of the Parking Strategy report preparation.

5. COMMENTS FROM OVERVIEW AND SCRUTINY PANEL

THIS SECTION TO BE COMPLETED AFTER THE OVERVIEW AND SCRUTINY COMMITTEE HAVE MET 30th JUNE 2008 .

6. IMPLICATIONS

6.1 Financial

Parking generates very significant levels of income and effective enforcement is essential to ensure highway users don't park in unauthorised locations to avoid parking charges. Total Parking Income projections for 2008/09 across the Borough from parking is estimated to exceed £6.6M, with expenditure projected to be £3.9M. The surplus that is generated from the parking operation is used to subsidize the costs of the Council associated with highway and traffic management.

The implications of the transfer to PCNs with Higher and Lower level contraventions categories is potentially significant. As a result of contravention now falling into lower level offences which attract a significantly reduced penalty compared to the rate approved as part of the Fees and Charges, it is proposed that close monitoring is made of the settlement rates and income over the next months to assess fully the impact.

The amendments to the parking restrictions are funded through the Capital Programme line CE29 – Decriminalised Parking Enforcement.

6.2 Legal

The Authority was able to take on the role of parking enforcement from the Thames Valley Police under the Road Traffic Act 1991. However with effect from 31st March 2008 the Borough operates the parking controls and enforcement under the Traffic Management Act 2004. It is essential that the revised and consolidated Traffic Regulation Orders are amended to reflect the revised restrictions being implemented from the reviews. Notice of these changes are formally advertised in local press.

6.3 Human Rights Act

There are none arising as a direct result of this report.

6.4 Planning

There are no Planning implications arising directly as a result of this report, however further consideration may need to be given to the future strategy for parking provision in town centre locations associated with residential and commercial developments, in

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order to support sustainable transport and avoid exacerbating the existing town centre based parking pressures.

6.5 Sustainable Development

In terms of the Council's Sustainability Policies the recommendations in this report have no significant adverse impacts.

6.6 Diversity and Equality

In terms of the Council's Equality Impact Assessment Policy the recommendations in this report have not negative equality and diversity implications.

Background Papers:

Lead Member letter to all Ward Members 20th May 2008

Review of Yellow lines Report – Cabinet Report 13th December 2007

Lead Member letter to all Ward Members – 5th October 2007

Decriminalised Parking Enforcement – Implementation Cabinet Report 26th July 2007

Decriminalised Parking Enforcement – Cabinet Report 25th January 2007

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Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
1	Temple Road/Alexandra Road Junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
2	Grove Road/Alexandra Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
3	Alexandra Road/St Leonards Avenue junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
4	Alexandra Road/Beaumont Road/Frances Road junctions add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
5	Frances Road/Kings Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
6	Devereux Road/Helena Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
7	Grove Road/Helena Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
8	Grove Road/Francis Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
9	Dagmar Road/Alexandra Road/Helena Road junctions add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
10	Grove Road/Kings Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
11	Oxford Road + Oxford/Alma Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
12	Alma Road, between Bexley Street and Hunters Mews add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
13	Temple Road/Alexandra Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
14	Vansittart Road/Oxford Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
15	Vansittart Road/Bexley Street junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
16	Alma/Claremont Road junction	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
17	Claremont Road Adj. Trinity Place add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
18	Alma Road/St Marks Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
19	Grove Road/St Leonards Road junction add additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
20	St Leonards Road review Double Yellow to single Yellow	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
21	Grove Road add additional bays, review Grove Road/Temple Road Double to Single Yellow lines	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
22	Alma Road/Clarence Crescent junction, review yellow lines and or additional bays	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
23	Frances Road add additional bays	Full Design and Safety Check required. Affects office double access	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
24	Keppel Road add additional bays	Full Design and Safety Check required. Restricts bend/road too narrow	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
25	Kings Road lay-by remove double yellow lines to allow parking	Amend TRO post 14 January 2008. Could be formally converted to provide 4 bays	TRO to be amended for March 08	1
26	Alma Road add additional bays	Full Design and Safety Check required. Conflicts with access protection marking	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
27	Clarence Crescent add additional bays	Full Design and Safety Check required. Two bays possible	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
28	Russell Street - review double yellow to single yellow	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
29	Vansittart Road/Arthur Road junction T/Lights add additional bays	Full Design and Safety Check required. Possible 4 bays	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
30	Oxford Road add additional bays and or review Double Yellows to single yellow lines	Full safety audit required. Highway width narrows significantly	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
31	Queens Road add additional bays	Full Design and Safety Check required. Affects line of site from Warwick Court	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
32	St Leonards Avenue add additional bays	Full Design and Safety Check required. Severely restricts sharp bend	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
33	Review of hours of pay and display within residential roads in Windsor, change from double yellow lines to single yellow lines with timed restrictions to support local Resident parking, (all shared use roads).	Review of all known problem areas and agree practical changes. These areas are likely to cause major cause for concern with residents post January 2008	Review to be complete by early January 2008 for possible implementation in March 2008	1
34	Amendments to the current Datchet Parking Scheme as already agreed as part of Datchet Review	Review of current changes with Members	Changes to be implemented March 2008	1
35	Stafferton Way	Amend TRO to include new area of adopted highway including double yellow lines	To be complete March 2008	1
36	St Lukes Road, Old Windsor	Revised scheme as agreed with OWPC	To be complete March 2008	1
37	Park Street, Maidenhead change restriction to limited waiting bays	Amend TRO	To be complete March 2008	1
38	Stovell Rd / Barry Avenue / Vansittart Rd / Duke Street - review Double to Single Yellow Lines	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced, and limited waiting can be applied	Design and Safety Check to be carried out early Jan 2008 Revised Scheme to be included into TRO with effect from 3rd March	1
39	Temple Road, add additional bays half highway half footway	Full Design and Safety Check and footway investigation required. Footpath not wide enough	To be complete March 2008	1
40	Russell Street add additional half footway half highway bays	Full Design and Safety Check required. Conflicts with terrace housing off-street parking	To be complete March 2008	1
41	Albany Road add additional half footway half highway bays	Why ? Parallel parking already exists	To be complete March 2008	1

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
42	Arthur Road/Roundabout at Charles Street add additional half footway half highway bays	Full Design and Safety Check required. Busy two lane roundabout	Review to be complete by early November ready for implementation in December 2008	3
43	St Marks Place add additional bays including some half footway half highway bays. Review Double Yellows to Single Yellow	Design and Safety Check required to confirm if 10 Metres from junction standard can be reduced	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
44	Blackamoor Lane, Ray Mill Road West, North Town Road and Moor Lane Residents parking	Full Design and Safety Check required, consultation with residents to ascertain scheme makeup.	Review to be complete by early November ready for implementation in December 2008	3
45	Laburnham Road/Lower Boyndon Road Junction possible parking restrictions to restrict commuter parking	Design and Safety Check and possible scheme designs	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
46	Remove parking bay adjacent to the Swinley PH on Brockenhurst Road	Design and Safety Check and possible new restriction	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
47	Possible parking restrictions along Kings Ride to its junction with High Street and around Heatherwood Hospital	Design and Safety Check and possible new restriction	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
48	Grenfell Avenue/Place/Road/High Town Road/South Road, East Road and West Road Parking Scheme	Earlier scheme design pre DPE to be reviewed and consultation to take place. Number of Residents Permits only spaces and associated time restrictions to be reviewed once initial impact of DPE has been assessed. Also consider creating possible one way systems.	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
49	Review of all parking within the area around the Cordwallis estate	1	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
50	Review of Parking restrictions around Charles Street/Peascod Street/William Street to enable correct usage	Review of current restrictions and consider additional restrictions once impact of DPE has been ascertained. Ascertain with Dave Perkins whether camera enforcement will be used	Review to be complete by early November ready for implementation in December 2008	3
51	Kennet Road/Holmanleaze	Review of current restrictions and consider additional restrictions once impact of DPE has been ascertained	Review to be complete by early November ready for implementation in December 2008	3
52	Changes to permit allocations in Bray High Street as agreed in 2001	Review of what was agreed in 2001	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
53	Eton High Street - parking outside Eton Porney School	Full Design and Safety Check to be carried out to ascertain if current doudle yellow line restriction can be altered	Review to be complet Mid June 2008 ready for implementation in July 2008	3
54	Courtlands	Possible CPZ, check Tony Carr as to when this will be done?	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
55	Tithe Barn Drive	Additional double yellow lines	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
56	Bus Stop on Windsor High Street (Opposite Church and Guildhall)	Shorten Bus Stop and Introduce Single Yellow Lines at Guildhall End.	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
57	Stanwell Road and Horton Road review of parking restrictions to prevent dangerous and damaging verge parking	Review of current restrictions and possible additional restrictions	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
58	Springfield Road(Hatton Court)/Elm Road, York Road	Review of current restrictions and consider additional restrictions once impact of DPE has been ascertained	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
59	Review of Sunningdale to include the following roads: London Road, Cross Road, Ridgemont Road, Lady Margaret Road and Chobham Road	Look at all parking restrictions to maximise use and to control commuter parking	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
60	Charters Road, Devenish Road, Fireball Hill around Charters School including Hancocks Mount	Ensuring enforcement of yellow no parking areas around Charters school. Designate a street to not be a school drop/pickup point. Extend parking area at beginning of Hancocks Mount.	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
61	Broadway, Maidenhead	Requires additional allocated parking spaces that are not time monitored	Review to be complete by early November ready for implementation in December 2008	3
62	Ellington Primary School, Maidenhead	Review options to place double yellow lines or zig zags in order to enforce restrictions	Review to be complete by early November ready for implementation in December 2008	3
63	Dawson Close, Off Hatch Lane	Requires a disabled bay outside home to allow carers and family to visit.	Review to be complete by early November ready for implementation in December 2008	3
64	Gordon Road, Off Hatch Lane	Wish to keep the current situation, there are no lines on road and are unsure regarding the enforment.	Review to be complete by early November ready for implementation in December 2008	3
65	Mayfield Drive, Clewer Hill Road, Windsor	Review of Yellow Lines	Review to be complete by early November ready for implementation in December 2008	3
66	Beaumont Road, St Leonards Road, Upton House School.	Review of yellow lines, convert to standard parking.	Review to be complete by early November ready for implementation in December 2008	3
67	Cedars Road	Introduction of a residents parking scheme to alleviate congestion from commuters. Removal of Double yellow lines and create residents bays. Reduce Pavement width to offset some of the width required for resident parking bays at entrance of Cedars Road	Review to be complete by early November ready for implementation in December 2008	3
68	Dedworth Road (including area outside Helen Cottages)	Introduction of Residents parking scheme to prevent residents with alternative parking facilities from parking in the limited spaces available. Introduce Limited waiting bays outside of parade of shops to prevent cars parking for long periods of time. Outside Helen Cottages investigate possible scheme to prevent non-residents and those residents with adequate parking from using the area for free long term parking.	Review to be complete by early November ready for implementation in December 2008	3
69	Junction of Winkfield Road and Kennel Ride, Ascot	Introduction of Double Yellow lines on the junction to prevent vehicles parking and any accidents being caused.	Review to be complete by early November ready for implementation in December 2008	3
70	Fotherby Court	Introduction of Residents parking scheme to alleviate congestion from commuters.	Review to be complete by early November ready for implementation in December 2008	3
71	Thames Mead	Introduction of Double Yellow lines on the junction to prevent vehicles parking and any accidents being caused.	Review to be complete by early November ready for implementation in December 2008	3
72	Powney Road, Maidenhead	Introduction of Residents Parking Scheme and removal of Double Yellow lines to allow more spaces for Residents.	Review to be complete by early November ready for implementation in December 2008	3
73	Outside 53 Beech Hill Road, Sunningdale	Removal of Double Yellow Lines taken back to the edge of property line to allow parking outside property.	Review to be complete by early November ready for implementation in December 2008	3
74	Bridge Avenue	Introduction of Residents Parking Scheme to allow more spaces for Residents.	Review to be complete by early November ready for implementation in December 2008	3
75	Tangier Lane, Eton	Additional Resident Spaces required	Review to be complete by early November ready for implementation in December 2008	3
76	Vale Road, Windsor	Removal of Double Yellow Lines along Vale Road as not required anymore as no longer a bus route.	Review to be complete by early November ready for implementation in December 2008	3
77	Windsor Road, Datchet, Outside 3 Riverside House	Introduction of restrictions to prevent visitors parking with the addition of Resident Only Parking at the northern part of the road.	Review to be complete by early November ready for implementation in December 2008	3
78	Emlyn Buildings, Brocas Street	Additional Resident Spaces Required around Watermans Arms.	Review to be complete by early November ready for implementation in December 2008	3
79	Queen Street, Maidenhead	Additional Disabled Bays required in town centre .	Review to be complete by early November ready for implementation in December 2008	3
80	Junction of Upper Village Road and Oriental Road, Sunninghill	Introduction of Double Yellow Lines at Junction or Zig-Zag lines to prevent vehicles from parking either side of junction and preventing any further accidents being caused.	Review to be complete by early November ready for implementation in December 2008	3

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
81	Broadway (including bays at the far end by junction of Queen Street), Maidenhead	Removal of 1 hour limited waiting bays and converting them to Residents Only bays providing additional parking for Residents. Possible pavement parking adjacent Broadway MSCP	Review to be complete by early November ready for implementation in December 2008	3
82	Croxley rise, Maidenhead	Introduction of Residents Parking Scheme to prevent other motorists apart from residents parking.	Review to be complete by early November ready for implementation in December 2008	3
83	Eden Place, Sunningdale	Removal of 1 hour limited waiting bays and introducing Residents Parking Scheme.	Review to be complete by early November ready for implementation in December 2008	3
84	Longbourne, Windsor	Introduction of enforceable restrictions or Residents Parking scheme, to prevent motorists from parking dangerously.	Review to be complete by early November ready for implementation in December 2008	3
85	Greenfields and Alpine Close, Maidenhead	Introduction of waiting restrictions (possibly Double Yellow Lines) to prevent commuters using the Train from parking.	Review to be complete by early November ready for implementation in December 2008	3
86	Station Hill, Ascot	Introduction of waiting restrictions (possibly Double Yellow Lines) to prevent commuters using the Train from parking.	Review to be complete by early November ready for implementation in December 2008	3
87	Parking in Bouldish Farm Road at Junction with All Souls and Lyndhurst Road, Ascot	Extension to existing Double Yellow Lines to prevent any accidents occurring.	Review to be complete by early November ready for implementation in December 2008	3
88	Vicarage Road, Maidenhead	Introduction of Residents Parking Scheme to prevent HGV's and other vehicles blocking access from alleyways that lead onto Vicarage Road	Review to be complete by early November ready for implementation in December 2008	3
89	Wolf Lane in Vicinity of Urbis and Leslie Dunne House	Introduction of Double Yellow lines or some form of enforcement to prevent Pavement parking and to avoid the bottleneck scenario that is currently occurring, preventing flow of 2 way traffic.	Review to be complete by early November ready for implementation in December 2008	3
90	Thames Street, Windsor	Change of restriction times in current Loading Bays to allow parking after 7pm each day, as the bays are empty in the evening and they should be utilised by local residents.	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
91	Clarence Hotel, Junction of Clarence Road and Clarence Crescent	Re-designating new permit holders bays opposite Hotel to new restriction, between 8.30am-5.30pm Parking restricted to max stay of 30 minutes and from 5.30pm to 8.30am Unrestricted parking. Will enable guests to park short term during day to check in and unlaod luggage and will facilitate some overnight parking for guests	Review to be complete by early November ready for implementation in December 2008	3
92	St Leonards Road (from Lammas Court to Beaumont Road)	Change back to pre phase 1 (Duel Residents and Pay and Display Bays in Evenings and Weekends)	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
92A	Alma Road (from Claremont Road up to Goslar Way)	Change back to pre phase 1 (Duel Residents and Pay and Display Bays in Evenings and Weekends)	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
93	Clarence Road (from Vansittart Road up to the Clarence Roundabout)	Change back to pre phase 1 (Duel Residents and Pay and Display Bays in Evenings and Weekends)	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
94	Alexandra Road (eastern end of Temple Road and Albany Road)	Space for 2 Additional Bays	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
95	Temple Road (Bay Side) Eastern End	Space for 2 Additional Bays	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
96	Albany Road (Bay Side) Eastern End	Space for 2 Additional Bays	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
97	St Marks Road (Eastern End)	Space for 2 Additional Bays on the Arts Centre Side	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
98	Opposite Windsor Police Station Side Entrance	Possibility for 8 additional Dual Business and Residential Bays.	Review to be complet Mid June 2008 ready for implementation in July 2008	2A
99	Junction of Frances Road and Grove Road	Single Yellow Lines restricted to Evenings etc either on Frances or Grove Road	Review to be complet Mid June 2008 ready for implementation in July 2008	2A

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
100	Park Street, Windsor	Scope for a further 6 kerbside bays on Southern side beyond Old Rectory garage (8a). Recommend 2 shorter spaces at the ends. Recommend the extension of the block of bays outside 4,5 and 6 to 60 feet to allow 4 cars. In front of 3 Park Street is a 20 feet block of bays which should be extended to 60 feet. All areas are currently DYL's and are used for illegal parking everynight, does not inconvenience movement of traffic or raise any safety issues. Recommend that all kerb side parking areas are divided into bays to increase parking capacity.	Review to be complete by early November ready for implementation in December 2008	3
101	Windsor Leisure Centre Car Park	Bays are not large enough for school minibus, without risking damage to adjacent vehicles. Larger bays required to accommodate mini vans.	Review to be complete by early November ready for implementation in December 2008	3
102	St Adrians Close	Possible additional restrictions to prevent traffic congestion around the school entrance	Review to be complete by early November ready for implementation in December 2008	3
103	Lock Avenue and Tudor Close	Resident consultation around Boulters Lock car park, including Lock Avenue and Tudor Close	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	2B
104	Junction of Camley Gardens and Pinkneys Road, Maidenhead	Double Yellow Lines to be placed at end of Camley Gardens and junction of Pinkneys Road, to allow buses easier access when turning into and out of junction. Believes that it is an accident waiting to happen.	Review to be complete by early March 2009 ready for implementation in April 2009	4
105	Bridgewater Way, Windsor	Implement form of restriction (SYL, DYL) to prevent people parking at Bridgewater Terrace end of Bridgewater Way.	Review to be complete by early November ready for implementation in December 2008	3
106	Windsor Road, Maidenhead (Slip Road opposite Esso Garage)	Implement Parking restriction in Slip Road to enable legitimate parking and prevent vehicles being left there for advertising for sales and scrap (this had led to additional costs to the Borough)	Review to be complete by early March 2009 ready for implementation in April 2009	4
107	Farm Road (at bend of road outside number 60)	Implement a form of Restriction (SYL, DYL) to prevent people parking on bend of road restricting the view of Drivers. Not just a problem at school times but is all year. Residents cannot access and exit Driveways due to inconsiderate parking. Accident has already occurred when resident was exiting driveway.	Review to be complete by early March 2009 ready for implementation in April 2009	4
108	Central Windsor (St Leonards Road, Alma Road, Frances Road etc)	Zoning - In some Roads in Windsor there will be a surfeit of unused spaces on most/all days/times of the week. Comparison of Permits and Spaces available by road would give a clear indication of where there are possible openings. Allocation of marked spaces that could be used by out-of-hours non-permit holders to offer parking by Advantage Card.	Review to be complete by early March 2009 ready for implementation in April 2009	4
109	Cookham High Street	Convert to Limited Waiting bays.	Review to be complete Mid June 2008 ready for implementation in July 2008	2A

Site ref No.	Issue and Specific Site	Proposed Action to resolve and additional comments	Timescales to Implement Agreed Action	Phase
110	Sunninghill (including junction of Truss Hill Road with Lower Village Road)	Review area of Sunninghill to ascertain where changes are possible	Review to be completed in August 2008 ready for implementation in September 2008, if not sooner	3
111	St Marks Crescent, Maidenhead	Request for Yellow Line Restrictions to be placed in front of house.		4
112	Gloucester Place, Windsor	Inclusion within the TRO Residents Parking Scheme, to enable visitors to park using Visitor Voucher scheme.		4
113	Sandringham Road, Maidenhead	Implement a form of Restriction (DYL) to prevent people parking on bend of road restricting the view of Drivers. Collisions have already occurred in this location due to the parking being so bad.		4
114	Clare Road section between Kings Grove and Lower Boyndon Road, Maidenhead	Introduction of Residents Parking Scheme to prevent commuters using road as free car park		4
115	Salters Road and Ray Street	Removal of limited waiting bays and introducing Residents Parking Scheme.		4
116	Langdale Close, Maidenhead	Introduction of Residents Parking Scheme to prevent commuters using road as free car park		3
117	Addington Close, Windsor	Introduction of Residents Parking Scheme to prevent non-residents parking in area. Review of current restrictions to see if additional bays are available for Residents.		3
118	The Crescent, Maidenhead	Review current restrictions in area around Pelham Court.		4
119	Ray Street, Maidenhead	Review curreent restrictions in area. Introduce Residents Parking Scheme to alleviate commuters using area.		3
120	Winkfield Road, Ascot	Convert limited waiting bay outside former Durning Library to Residents Only Parking. Since Library has moved the bay is no longer required for short term parking		4
121	Bell Street, Maidenhead	Removal of 1 hour limited waiting bays to provide an additional 6 Resident Only spaces for permit holders.		3
122	Bath Court, Powney Road, Maidenhead	Introduction of DYL's on both sides of road leading to entrance of Bath Court. Cars park obstructing the line of vision and a few small collisions have already occurred		3
123	Eton Wick Road (after the Church at Eton College)	Introduction of DYL's to prevent commuters from parking which is leading to a one-way system flow of traffic.		4
124	Junction of Boyn Hill Road and Rutland Road (Outside Boyn Hill Infant School)	Implement form of restriction to prevent parents parking on the pavement of the junction at school start and finish times. Parking is reducing sight lines including small pedestrians and prams.		3
125	Junction of Haddon Road and Wootton Way, Maidenhead	Extension to existing Double Yellow Lines to improve safety in area.		3
126	Ditton Road (between House numbers 1-30), Datchet	Implement restriction to prevent parking on pavements restricting the view when exiting Resident driveways. Suggestion of white lines across driveways as well as raised kerbs to prevent cars mounting pavement.		4
127	The Willows, Windsor (Opposite Squires Garden Centre)	Implement Scheme to prevent HGV's from parking outside of houses. Been a number of near collisions due to HGV'S blocking the view when exiting driveways.		3
128	Outside 9 and 11 Eton Wick Road, Eton Wick	Place Limited Waiting or Loading Bays outside of shops to prevent cars parking for long periods of time allowing customers to visit local shops.		3
129	Oxford Road, Northern section of the Eastern End. Remove DYL and replace with SYL restricted 8am - 7pm	Design and safety check required		2A
130	Vansittart Road adjacent to Trinity School remove DYL on both sides of build out	Design and safety check required		2A
131	Duke Street (Arthur Road End)	Review of Double Yellow Lines to ascertain possibility of converting to Single Yellow Lines.		3
132	Odney Lane, Cookham (Far end near the bridge)	Review of parking to prevent businesses in area using it for free parking and restricting Visitors to the area. Possible solution, limited waiting restrictions preventing long term parking.		4
133	Kings Road, Sunninghill	Possible implementation of Double or Single Yellow Lines to prevent vehicles from parking on the pavement restricting access for pedestrians.		4
134	Kidwells Close, Maidenhead	Review of parking including possible introduction of Residents Parking Scheme to prevent commuters from using area.		4
135	Woodstock Close, Maidenhead	Introduction of Residents Parking Scheme to prevent non-residents parking in area.		4
136	King Edward Court, Windsor (Outside Number 31)	Review of Double Yellow Lines to ascertain the possibility of removal of restriction		4
137	Brocas Street, Eton (Around Watermans Arms)	Review of Double Yellow Lines to ascertain possibility of converting into addittonal Resident Only Bays.		4
138	Junction of Halldore Hill and Lower Road, Cookham	Implement restriction to prevent motorists parking at junction and causing congestion due to overtaking of parked vehicles.		4
139	Park Street, Maidenhead	Provisional disabled bay		2A