



ENFORCEMENT & PARKING MANAGEMENT STRATEGY FOR BRACKNELL FOREST COUNCIL 2019 - 2024

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1. Executive Summary

Our vision is to provide a reliable, efficient and cost-effective car parking management service.

Bracknell Forest lies 28 miles west of London, at the heart of the Thames valley within Berkshire. Bracknell has good access links with a number of multi-national companies located here. The population is 119,500 (mid 2016 estimates, based on the 2011 census). The population is relatively young with 14% aged 65 or older. There is a demand for increased housing. There are currently just under 49k properties with another 4.5k expected by March 2024. National statistics state that Bracknell is one of the least deprived areas of the country, with property prices and levels of car ownership significantly higher than the national average and traffic is forecast to grow between 11% – 43% by 2050.

Bracknell Forest Council is responsible for parking enforcement on its streets and in its car parks using the civil parking enforcement powers provided by the Traffic Management Act 2004. It is also responsible for the operation and management of the Council owned car parks and both these functions are undertaken by contractors working on behalf of the Council.

This Parking Strategy covers the period 2019 to 2024 and accompanies the Bracknell Forest Council Parking Standards Supplementary Planning Document March 2016 (within the Place, Planning & Regeneration Directorate). The strategy covers a 5 year period to include the remainder of the current parking management contract (ends June 2020) and the first stage of the new contract tender (4yrs plus 2+2yrs).

The main focus of this strategy is to provide the Council's policy framework for managing parking across the Borough to 'provide parking where appropriate and control parking where necessary'.

The objectives of this strategy are:

- Enforce parking regulations fairly and efficiently.
- Encourage off street parking rather than on street.
- Encourage the best use of the parking space available and introduce parking controls where necessary.

The responsibility for parking regulations and controls is split across the Transport Engineering team in the Place, Planning & Regeneration Directorate and the Parking Management Team and Contract Services team in the Delivery Directorate.

The Transport Engineering team have the responsibility for:

- assessing and considering the need for additional on street restrictions;
- determining which restriction would be most appropriate;
- implementing the restriction via a Traffic Regulation Order;
- Implementation and consultation regarding the Residents Parking Scheme.

The Parking Management Team, Contract Services team have the responsibility for:

- enforcing the relevant restrictions within the Traffic Regulation Order.

The Transport Strategy & Implementation team have the responsibility for the Sustainable Modes Strategy 2018 – 2026.

<https://www.bracknell-forest.gov.uk/sites/default/files/documents/sustainable-modes-strategy.pdf>

Whilst the responsibility for implementation and enforcement of restrictions is split across Directorates the teams do work together in partnership to resolve concerns that are highlighted. We also undertake regular engagement with the local Policing teams to address issues such as antisocial behaviour and inconsiderate parking around schools. Moving forward there is the potential to engage with other partners such as Silva Homes and the Public Protection Partnership to address private parking, antisocial and nuisance parking issues. Section 59 of the Police and Reform Act 2002 allow police officers the powers to seize and remove a vehicle where it is being driven inconsiderately or causing alarm, distress or annoyance to members of the public.

Best practice opportunities are also sought via local parking networking groups and affiliations.

As part of the Executive review of this strategy was debated as part of the Overview & Scrutiny process in June 2019.

2. Contract responsibilities and costs

Car parking management and enforcement (via penalty charge notices) is outsourced and delivered by the Councils approved car parking contractor. In addition to on street and residents parking scheme enforcement the contractor has responsibility for the day to management, operation and enforcement of our multi storey and surface car park. This includes procurement and installation of equipment, front line equipment maintenance, routine inspections, cash collection and handling, monitoring of CCTV and supporting special events. The contractor also has responsibility for the back-office administration which assists the enforcement function as well as day to say issues such as customer queries and the issue of season tickets and permits. The contractor will manage the penalty charge notice processing function with the exception of second line challenges and tribunals.

The current contract was awarded on the 1st July 2010. The contract was extended on 30th June 2015 for two periods of one year until 30th June 2017 and then with the introduction of the residents parking scheme and Avenue car park for a further three years until the 30th June 2020.

The estimated annual cost of the contract is £955,000. The net profit associated with the parking function has dramatically increased since the opening of the Avenue car park in September 2017.

Year	Expenditure	Income
2015/16	887,790	850,224
2016/17	917,766	865,863
2017/18	1,404,660	2,409,468
2018/19	2,045,337	3,092,712

2018/19 Expenditure overview	
Salary, national insurance, superannuation	105,000
Planned & reactive maintenance, service contracts	100,000
Electricity	207,000
Business rates	447,000

2018/19 Expenditure overview	
Rent	378,000
Water, fire precautions	7,000
Contract cleaning	23,000
Equipment, materials	27,000
Bought in services, subscriptions	10,000
Banking charges, irrecoverable debts written off	28,000
Contracted services - general	684,000
Contracted services – residents parking	60,000

2018-19 Income overview	
Fines & penalties	52,000
Car parking income	2,975,000
Staff car parking contributions	48,000
Residents parking scheme permits & scratch card sales	17,000

The income target for 18/19 was £3,450,070. The income achieved was £3,092,700. There was an underachievement of £350,000. In addition to this the following overspends on expenditure were incurred due to electricity costs £96,000, land rents payable £288,000.

The electricity cost pressures will continue going forward but land rent pressures have been dealt with in 19/20.

There are also planned preventative maintenance costs associated with the corporate property team.

The income budget for 19/20 is £3,265,160, this reflects the budget pressures that were included as part of the 19/20 budget cycle paper.

3. Approach to enforcement and management

Bracknell Forest Council is responsible for parking enforcement on its streets and in its car parks using the civil parking enforcement powers provided by the Traffic Management Act 2004.

Enforcement is an important part of delivering the strategy. The Council needs to ensure sufficient deterrent to encourage motorists to comply with the regulations which govern the use of the Council's car parks and on street parking. Enforcement is most effective when people understand why it is undertaken and support the general principles. Our approach needs to be consistent, firm and fair.

Using parking measures can also support with the continued economic growth around the town centre and increasing dwell times, manage traffic and secure enough revenue to cover the cost of car parking. With regards to enforcement the Traffic Management Act 2004 specifically details that the primary purpose of penalty charge notices is to encourage 100% compliance with parking restrictions and as such raising revenue is not an objective of parking enforcement, therefore targets are not set in respect of numbers of PCNs issued or revenue collected.

4. Cost versus quality

The current provision within the existing contract structure at a local level incorporates 17 staff. Within the contract team there are management staff, administration staff, civil enforcement officers, parking attendants and cleaners. The existing staff ratio is largely based on the number of deployable enforcement hours and on-site presence. The existing structure allows for administration staff employed until 5pm Mon to Fri, 7 day a week enforcement up to 8pm and a physical onsite presence to cover car parks until 11pm. From 11pm to 7am any queries are managed via the contractors out of hours control centre.

There is no doubt that contract efficiencies and could be made via a combination of reducing staffing numbers and/or redefinition of staffing roles and responsibilities whereby existing roles are combined, this also provides a great resilience for redeployment of staff. The traditional approach has been to ensure a physical presence of staff, but modern technological capabilities and infrastructure allow for a reduction in manpower with the move to central control and automation as is the industry norm. There is however a balance to be struck as a move such as this is likely to have a perceived reduction in customer service. This is perhaps at odds with the Lexicon approach whereby the positive customer experience is central to their ethos. As with any contract there will need to be robust monitoring to ensure trained and competent staff who exhibit customer care to the highest standard.

5. Current town centre parking provision

The current level of parking provision around the town centre is sufficient to meet known and anticipated demands both during week days, at weekends and during peak shopping periods such as Christmas.

There are currently 3350 parking spaces in the town centre provided by Bracknell Forest Council with additional spaces provided by Princess Square (534), the Peel centre (850), Waitrose (240 spaces) and at the train station (244). This makes a total of over 5,200 spaces serving the town centre. The Council controls the majority of public off street parking in the town centre and as such we are in a strong position to influence parking behaviour.

6. Fees and charges

Town centre fees and charges (High Street, Braccan Walk, The Avenue, Weather Way, Easthampstead House) are reviewed annually each September in line with the anniversary of the opening of the Lexicon. Charges are reviewed in order to maintain a hierarchy of charges to appeal to a range of visitors. Season ticket prices and fees and charges for Albert Road, Wick Hill, Behind the Banks, Time Square, Coral Reef and the Look Out are reviewed annually in line with the Council's budget process for implementation in April.

The town centre fees and charges offer a range of tariffs to appeal to the shopper which have been benchmarked and set comparatively against other local shopping destinations. Longer term parking options are available in Albert Road and Wick Hill to appeal to those that are employed in the town centre and want to park inexpensively for up to 10 hours. These two car parks also offer a competitively priced season ticket price when compared with parking in the High Street or Braccan Walk.

The same charges apply for Sundays and Bank Holidays and to attract visitors to the evening economy a £1.50 evening charge is applied from 6pm to 6am on all town centre car parks. This charge is in addition to costs already incurred.

The Council charges for replacement season tickets and permits but the charge is levied to cover the administration costs only.

7. Commercialisation opportunities

Where appropriate the Council will consider commercialisation opportunities for providing other services and temporary uses within its car parks. Consideration will be given to the appropriateness of the service provided and/or the use as well as the implications for the use of the car park and the town centre generally. Such commercialisation opportunities could include advertising on tickets, promotion or marketing initiatives and car wash facilities.

8. Parking at new developments

The Council has a Parking Standards Supplementary Planning Document dated March 2016 which provides guidance on parking issues relating to new and existing development. This process is managed by the Place, Planning and Regeneration Department.

www.bracknell-forest.gov.uk/parkingstandardsspd

8.1 Current car parking provision

The Council aspires to offer good quality car parks which are supported by regular investment in maintenance and kept clean and safe in order to achieve the Park Mark award. This ensures that they have been assessed to ensure that there are properly managed and maintained. It is a national standard for UK car parks that have low crime levels and measures in place to ensure the safety of people and vehicles. The car parks should offer a range of payment options, they should be clearly signed, accessible for disabled visitors and easy to use for both road users and pedestrians.

The Council's current parking provision can be seen in Annex 1 and a map of the Council's public car parks is attached as Annex 2. There are 3 multi storey car parks within the town centre, The High Street, Braccan Walk and the Avenue. These car parks are 'pay on foot' using Scheidt & Bachmann Automated Number Plate Recognition technology. Braccan Walk and the Avenue are predominantly used for shoppers whilst the High Street car park is used by season ticket holders and Bracknell Forest Council staff parking.

The car parking equipment and infrastructure was implemented at the end of 2017 and has a remaining shelf life of approximately 8yrs. This technology is the same as in Princess Square (owned and managed by the Lexicon). Currently the 3 Council owned car parks are managed independently via individual systems although a new master system is being introduced which will allow for easier oversight and management including usage and dwell time information.

High Street and Braccan Walk are owned and managed by the Council and the Avenue is managed via a 40-year lease from Bracknell Regeneration Partnership which commenced in September 2017 with the opening of the Lexicon. In addition to the three multi storey car parks managed by the Council there are also a number of surface pay and display car parks around the town centre. These include Weather Way, Albert Road, Wick Hill and Behind the Banks (the area behind the high street). Pay and display machines (Parkeon/Flowbird) are also located in Easthampstead

House and Time Square although these are currently closed to the public. There is permit parking provision for tenants in the Market Street service area.

The Look Out and Coral Reef sites are currently operated via the same pay and display equipment although there is opportunity to review the existing infrastructure to coordinate with options for the proposed Horseshoe country park.

The borough also has 20 free surface car parks which operate on either a no limit wait time or 2 hours with return prohibited within 2 hours between the hours of 8am to 6pm Monday to Saturdays inclusive. These are shown in annex 1.

All town centre car parks are available 24hrs a day 7 days a week. Current off-street parking provision allows for disabled and motorcycle parking bays. The charging regime is set so that there are no concessions for either blue badge holders or electric vehicles using the charging points.

The Council provides disabled parking spaces in all of its car parks for blue badge holders and supports the shop mobility unit adjacent to the High street car park by having dedicated bays and a validating machine for carers or taxi drivers that may exceed the 15m minute grace period when assisting clients or customers. Blue badge holders are also entitled to park in on street disabled bays around the Borough and may park on single or double yellow lines for up to three hours if it is safe to do so but not within 15 metres of a junction or where there are restrictions on loading or unloading.

8.2 Information technology and encouraging change

Bracknell town centre has a variable messaging system located at key points around the Ring road and this provides information to motorists about parking availability in the four multi storey car parks. The VMS data counters record all entries and exits to estimate occupancy. They therefore indicate the number of vehicles actually parked. Currently the Avenue car park will reach capacity at weekends or during busy periods such as the run up to Christmas. On balance however across all the car parks there is significant spare capacity. VMS data can be used to direct and control parking (at busy time and for large events) and reduce congestion at key times.

The Council currently offers cashless parking in all its surface and multi storey car parks and by further improving the offer we could increase efficiencies which in turn would increase revenue. The main efficiency would come with a potential reduction in civil enforcement officer staffing if for example the parking infrastructure at the leisure sites changed from pay and display to ANPR.

New and existing technologies can enhance the user experience, in making parking easier and providing different ways to pay. Digital technology can be used to better inform motorists of the choices available to them and parking availability information can currently be accessed via the Lexicon app. The app is in development and will also be used to allow customers to pay for their parking tariff in the future. Similarly the 'pay by phone' option will be integrated into the new contract as the existing hand-held devices used by the contractor do not allow for an automatic download.

The Council is also considering the development of an online portal system which will have the potential to considerably reduce back office administration and allow for an improved offer relative to season tickets and contract parking. The intention is this web-based system will enable the user to make an application for either a single

season ticket on an individual basis or for a number of season tickets on behalf of a company. The system will provide holistic management of the whole process from application through to invoicing. There is the potential that this system could also allow for a complete cashless parking solution whereby a bank card is registered and debited each time a registered vehicle leaves the car park.

8.3 Climate change agenda

Where possible we will look to support the climate change agenda both in terms of supporting sustainable measures such as electric vehicle charging points and reduction in waste.

The use of electric vehicles is expected to increase and as such the Council has recently increased its provision for electrical charging points. There are now 14 charging points in High Street, 4 in the Avenue and 4 in Braccan Walk car park. The charge points are 7kw chargers on the POLAR network and charging is free (although there is a small charge for users not currently registered with the POLAR network). Opportunities will be sought to use technology to potentially reduce the need for paper tickets, as an example it may be possible to use barrier less ANPR at our leisure sites.

9. Management of on street parking

Motorists want to park conveniently close to their homes and destinations but on the other hand they do not want delayed journeys or obstructions caused by parked vehicles. As the number of vehicles on the roads increases the management of parking also becomes increasingly important and concerns tend to relate to a combination of lack of available on street parking and inconsiderate parking. Increasing the amount of on street parking space is rarely possible and ways are needed to make the best use of the limited space which provides parking for those that need it most.

9.1 Parking outside schools

School run parking is an issue close to many schools across the Borough where problems are generated by pupils being dropping off and picked up. In many instances schools do all they can to encourage parents to park lawfully and considerately but it does continue to be an issue. There is a limited amount that can be achieved by the introduction of parking restrictions as there are exemptions to most restrictions that allow stopping for a short time to drop off or pick up passengers. In addition due to school drop off and pick up times it is a concentrated problem for a relatively short time period. Any restrictions designed to tackle parking issues near schools should only be installed if there is certainty that the desired outcome will be met. We will look to review and implement learning from other authorities where applicable.

The Police and Civil Enforcement Officers do provide patrols outside schools on a rota basis as problems are often caused not so much by illegally parked vehicles but by those which are causing obstructions. Enforcement tends to have a short-lived effect as with current resources it is not possible to provide a daily presence therefore promotion of sustainable travel is a more long term approach.

9.2 Verge and footway parking

Vehicles parking on footways can also be an issue as they cause damage and can cause obstruction. Under current legislation certain offences have remained with the Police and only they can take action if a vehicle is causing an obstruction or parking dangerously. Therefore, if a vehicle is parking on a pavement, verge or cycle lane where there are no yellow lines and is seen to be causing an obstruction this is a criminal offence and can only be dealt with by the Police. The Council can issue penalty charge notices for obstruction against dropped kerbs and driveways and can also issue an inconsiderate parking notice to vehicles. Silva homes parking areas are enforced independently via their own enforcement agents and the Council has no jurisdiction in these areas.

9.3 Residents parking scheme

In 2014 the Council introduced a trial Residents Parking Scheme to alleviate parking congestion within the various zones around the redeveloped town centre. The trial ran successfully for two years as a free scheme, including the first renewal period. The trial was implemented as a paid permit scheme in April 2017 with the anticipation that its costs would be covered through permit sales and Parking Charge Notices (PCN's).

At its inception the scheme had 4 principle objectives:

- To protect residents for increased parking pressures around the town centre.
- To be simple for residents to use.
- To be cost effective to operate.
- To be enforceable by Civil Enforcement Officers.

The free 2-year trial was never intended to be self-funding, however the fee structure and requirement to pay for permits from April 2017 was implemented with the intention of recovering costs and making the scheme self-financing from there on in. In proposing the fees due regard was also given to other Berkshire local charging regimes and the fact that parking regimes should be at least self-financing.

During the free trial the permit uptake was in the region of 1600 permits which would have generated in excess of £45,000 on permit sales alone, in conjunction with income from PCNs this would have equated to a self-financing scheme.

From April 2017 when the scheme was introduced as a paid scheme the number of permit applications dropped significantly. From April 2017 to March 2018 a total of 560 permits were sold. This is just a 35% uptake in comparison to the original number of free permits issued. The significant drop in demand could be attributed to a variety of factors such as more people clearing out and using their garages, an increase in dropped kerb applications to park their vehicles off street or displacement to other areas. The original figure of 1600 also included for approximately 280 permits in zone A and part of zone B which was removed from the scheme.

From April 2017 to March 2018 the income from permit sales was £19,250 and £6,010 from the sale of scratch cards. 697 penalty charge notices were issued with an income of £15,100. The total income received in 2017/18 was £40,360.

Under the terms of the existing contract the parking contractor are required to manage the Councils residents parking scheme which includes the administration of the scheme and enforcement. The annual cost to do so is £60,160. There is a cost of

£6,000 to the Council for goods/services including scratch cards/permits. The total cost of the scheme is therefore £66,160.

During 2017/18 the scheme was not self-financing and the cost to the Council was £25,800.

The position improved slightly in 18/19. During April 2018 to March 2019 the income from permits and scratch card was £17,190. 982 penalty charge notices were issued with an income of £27,815. The total income received in 2018/19 was £45,005. The total operational cost of the scheme remains in the region of £66,000 so the loss to the Council in 18/19 is £20,995.

The scheme should be fully reviewed by the Place, Planning and Regeneration Directorate in the future at which point options need to be considered for the future. This should include consideration to a reduction or expansion of the scheme as well as a review of the charging regime. A single permit is £25 per annum and it is very competitively priced. Permit charges have not increased since the paid scheme was implemented in April 2017. Implementing an increase is also likely to have the devastating effect of reducing permit sales.

10. Strategic objectives for the future

There are a number of key points identified through the preparation of this strategy that could be taken forward in the short (1-3yrs) to medium (3-5yrs) term. The short- and medium-term timescales align with the review period for this strategy. However, this strategy should perhaps be viewed as a living flexible document which can be adapted to emerging issues and opportunities.

Objective		Timescale
1	At the end of 19/20 review the effectiveness of the residents parking scheme having regard to the fiscal implications.	Short term
2	Fully integrate the LR management system within the multi storey car parks to enable better data visibility, usage patterns and capacity monitoring	Short term
3	Implement an online season ticket and a virtual permit solution. This will enable customers to apply and pay online. This will reduce administration and delays. Implement a pay by phone option as part of the new contract.	Short term
4	Consider a season ticket offer for residential parkers in multi storey car parks.	Short term
5	Review the parking infrastructure at our leisure sites, namely Coral Reef, the Look Out and the proposed Horseshoe Country Park.	Short term
6	Consider additional smart overhead space counter technologies in High Street and Braccan Walk car parks.	Short term
7	Consider a differential pricing schedule which encourages low emission vehicles. This could be linked into the Council's Climate Change policies	Medium term
8	Consider commercialisation opportunities as appropriate.	Medium term
9	Review of parking options outside schools.	Medium term

In delivering this strategy the Council will face the challenge of delivering value for money while maintaining and developing the parking service so that it remains and is seen to be fair, efficient, effective and responsive to change.

Parking is an emotive subject that generates much discussion and debate often at the very local level. Undoubtedly there will be a number of ongoing parking challenges that the Council will need to address in future years and careful management will be required to ensure that provision and control align with development and transport priorities.

11 Annex 1 Bracknell Forest Council Car Parks

Location inc. spaces	Types of car park	Hours of operation	Charging Hours	Waiting period
Town Centre				
High Street - 926	Multi Story - Pay on Foot	All hours - All Days	7 Days per week, 24 Hours per day	Not Applicable
Braccan Walk - 730	Multi Story - Pay on Foot	All hours - All Days	7 Days per week, 24 Hours per day	Not Applicable
The Avenue - 1295	Multi Story - Pay on Foot	All hours - All Days	7 Days per week, 24 Hours per day	Not Applicable
Weather Way - 29	Surface- Pay and Display	All hours - All Days	7 Days per week, 24 Hours per day	Not Applicable
Wick Hill - 125	Surface- Pay and Display	All hours - All Days	7 Days per week, 24 Hours per day	20 Hours
Albert Road - 223	Surface- Pay and Display	All hours - All Days	7 Days per week, 24 Hours per day	Not Applicable
Behind Banks - Service Yard D - 28	Surface- Pay and Display	All hours - All Days	Between 6am -6pm Mon-Sun Between 6pm - 6am Mon-Sun	Not Applicable
Easthampstead House - 110	Surface- Pay and Display- Closed	All hours - All Days	Between 4pm and 6am Mon-Fri Between 6am and 6pm Sat-Sun Mon-Sun 6pm to 6am	Not Applicable
Time Square - 134	Surface- Pay and Display- Closed	All hours - All Days	Between 7:30pm -6am Mon-Fri From 7:30pm Fri to 6am Mon 24 Hours per day on Bank Holidays and Public Holidays	10 Hours
Market Street Service Area - 28	Surface- Permit	All hours - All Days	Not Applicable	No Limit

Parking Strategy for Bracknell Forest Council 2019-2024

Location inc. spaces	Types of car park	Hours of operation	Charging Hours	Waiting period
Leisure Sites				
Coral Reef - 259	Surface- Pay and Display	7am- 10:30pm Mon-Fri 8am-9pm Sat-Sun - All days	7am- 10:30pm Mon-Fri 8am-9pm Sat-Sun - All days	7am- 10:30pm Mon-Fri 8am-9pm Sat-Sun - All days
Look Out - 350	Surface- Pay and Display	7am- 8:30pm-April-September -All Days	7am- 8:30pm-April-September	7am- 8:30pm-April-September
Out of Town				
Bay Road - 14	Surface- Free	All hours- All Days	Not Applicable	No Limit
Bay Road South - 24	Surface- Free	All hours- All Days	Not Applicable	No Limit
Birch Hill - 54	Surface- Free	All hours- All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Bywood - 34	Surface- Free	All hours- All Days	Not Applicable	No limit
Crown Wood - 39	Surface- Free	All hours- All Days	Not Applicable	No limit
Great Hollands -59	Surface- Free	All hours- All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Heath Hill - 33	Surface- Free	All hours- All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Leppington - 92	Surface- Free	All hours- All Days	Not Applicable	No limit
Napier - 8	Surface- Free	All hours - All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Netherton - 35	Surface- Free	All hours - All Days	Not Applicable	No Limit

Parking Strategy for Bracknell Forest Council 2019-2024

Location inc. spaces	Types of car park	Hours of operation	Charging Hours	Waiting period
New Road - 18	Surface- Free	All hours - All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Rectory Road - 15	Surface- Free	All hours- All Days	Not Applicable	No limit
Broadway - 42	Surface- Free	All hours - All Days	Not Applicable	No limit
The Square - 31	Surface- Free	All hours- All Days	Not Applicable	No limit
Victoria Road - 8	Surface- Free	All hours- All Days	Not Applicable	No limit
Wellington - 25	Surface- Free	All hours - All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
Wildridings - 18	Surface- Free	All hours- All Days	Not Applicable	No limit
William Twigg - 77	Surface- Free	All hours- All Days	Not Applicable	No limit
Yeovil Road - 29	Surface- Free	All hours - All Days	Not Applicable	2 hours with return prohibited within 2 hours between 8am and 18pm Mon-Sat inclusive
York Way - 4	Surface- Free	All hours- All Days	Not Applicable	No limit

12 Annex 2 Map of Bracknell Forest Car Parks



