

LONDON BOROUGH OF RICHMOND UPON THAMES**ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE****DATE: 26 FEBRUARY 2008****REPORT OF: CABINET MEMBER FOR TRAFFIC, TRANSPORT AND PARKING****SUBJECT: TEDDINGTON CONTROLLED PARKING ZONE****WARDS: TEDDINGTON****1. Summary**

- 1.1 In accordance with Overview and Scrutiny Procedure Rule 16, the Chief Executive (as Proper Officer) has called in the following cabinet member decision, having been requested to do so by two Members of the Environment and Sustainability Overview and Scrutiny Committee:

“Following further consideration of representations received since the Transport Consultative Group meeting held on Wednesday 30 January 2008, I hereby:

(a) approve the making of the Permanent Traffic Management Orders to implement a new controlled parking zone (CPZ) in Teddington in the following streets or parts of streets:

Adelaide Road, Albert Road, Bridgeman Road, Cedar Road, Christchurch Avenue, Clarence Road (Even Nos 2 – 36 & Odd Nos 1 – 41 inclusive), High Street (Between Park Road and Station Road), Park Road (Odd Nos 1 to 87, Even Nos 2 to 30 inclusive), Station Road, Victoria Road, and Waldegrave Road (Even Nos 2 – 8 & Odd Nos 1 – 69 inclusive).

(b) approve the making of the Permanent Traffic Management Order (Schedule 1A / 1B of the Draft Parking Places Order) to include the following streets and addresses eligible to apply for parking permits:

Field Lane (Nos 36 & 38 only), Enterprise Way, Old Station Gardens and White Heron Mews

(c) approve the making of the Permanent Traffic Management Order to implement minimum lengths of single yellow lines (no waiting “Mon-Fri 8.30am to 10.30am) and double yellow lines (no waiting “at any time”) in all streets or parts of streets within the proposed CPZ, as agreed with myself and the Teddington ward councillors;

(d) approve the making of the Permanent Traffic Management Order to implement minimum lengths of double yellow lines (no waiting “at any time”), and a reduction in length of an existing single yellow line (no waiting “Mon-Sat 8.30am to 6.30pm”) in a number of streets or parts of streets outside the proposed Teddington CPZ boundary as agreed with myself and the Teddington ward councillors;.”

1.2 The reasons for the call-in were as follows:

1. “There has been insufficient transparency in the consultation – two examples are; a) In the case of yellow lining there were no questions on this in the questionnaire to residents and only a reference to plans elsewhere in the introduction/covering letters. An agreement (as stated in the decision) between the Cabinet Member and Ward Councillors (including two other Cabinet Members) does not constitute a transparent public consultation. b) No reasons have been given for the decision going against the majority view of both the questionnaire results and the public meeting. There is no indication of the source of representations received since the public meeting which are cited as having led to the decision.”

2. “The CPZ is being imposed in roads, or parts of roads, that voted against the scheme and not in some that voted for. In particular the imposition of a CPZ in parts of the High Street is despite there being not a single response in favour from residents and considerable feeling against among businesses.”

3. “In roads that will be only part covered by CPZ there is no relationship between what is on one side of the road and the other. The result will inevitably lead to Parking Control Notices resulting from confusion rather than any intent to disregard the rules.”

2. Recommendation

That the Committee either:

- 2.1 Note the decision made by the Cabinet Member; or**
- 2.2 Refer the decision back to the Cabinet Member for further consideration**

3. Purpose of Report going to Overview and Scrutiny Committee

- 3.1 This scheme was put forward to the Transport Consultative Group on 30 January 2008 and was subsequently approved by the Cabinet Member for Traffic, Transport and Parking for implementation.
- 3.2 Various schemes have been subject to consultation with residents and businesses in Teddington over the past few years. Most recently, two

consultation exercises have been undertaken in this area, one in May / June 2007 which showed support for the introduction of a CPZ in a number of roads around Teddington station and a further consultation in December 2007 / January 2008 which involved the simultaneous formal advertisement of the proposals to introduce a controlled parking zone in Teddington, and which again showed support from a number of roads.

- 3.3 The report seeks to provide a response to the six issues which formed the reasons for call in.

4. Response to call in issues

The following comments are made in response to the specific reasons for the call in.

4.1 **“There has been insufficient transparency in the consultation....”**

Part of the proposals for the CPZ comprised the designation of lengths of yellow lines in a number of roads both within the boundary of the proposed CPZ and a number of roads situated outside the CPZ boundary. The consultation documents distributed in December included information on the proposals to introduce yellow lines and views were sought via the questionnaire in Question 4. Plans showing the yellow line proposals were on display at the Teddington Library and on the Council’s website throughout the consultation period. A copy of the consultation documents (covering letter, consultation document and questionnaire) were shown as Appendix A in the report to the Transport Consultative Group on 30 January 2008.

A number of comments were received in response to the proposals for yellow lines, a summary of which is shown as **Appendix A** to this report.

Representations received on the proposals for the yellow lines have been noted by officers, ward councillors and the cabinet member with a number of reductions in length being incorporated into the proposals for implementation.

As set out above the council received considerable comment about the yellow line proposals and before deciding on the extent of yellow lines to be approved the cabinet member reviewed all of the comments received and sought the views of the ward councillors.

4.2 **“No reasons have been given for the decision going against the majority view of the consultation results and public meeting....”**

The consultation results were analysed on a road by road basis and not as an area. Those roads (or parts of roads) included in the implementation of the CPZ show a majority in support. This approach is in line with Council policy (Cabinet 17 July 2006). Any representations made at the Transport Consultative Group were available to the cabinet member, together with the analysis of the results of the consultation exercise and all other representations received prior to a decision being made on the extent or otherwise of any CPZ.

4.3 **“There is no indication of the source of representations received since the public meeting which are having lead to the decision”**

The decision to implement a CPZ was made taking into account the results of the consultation exercises and all representations received.

Between 30 January 2008 (Transport Consultative Group) and 5 February 2008 (cabinet member decision), representations from 10 correspondents were received, the majority of which reiterated previous points raised during the consultation process with the exception of the following:

- One e-mail from a resident of Avenue Road requesting that the CPZ be extended to part of this road
- One letter from a business in Victoria Road expressing concerns that the CPZ will not facilitate servicing to their premises and has requested a loading bay to cater for this need
- One e-mail enclosing a subsequent CPZ survey undertaken by a resident in Blackmores Groves which suggested that 37 households would be in favour of a CPZ being introduced in this road
- One e-mail from the Broom Water Association confirming that there should be a provision for residents of Teddington to park near the station

4.4 **“The CPZ is being imposed in roads, or parts of roads, that voted against the scheme and not in some that voted in favour, in particular the High Street...”**

Determining the implementation boundary for a CPZ takes into the account the following factors:

- The inclusion of roads where there is a clear majority in favour
- Natural geographical boundaries
- The inclusion of parts of roads where there is support for a CPZ
- The implications for the placement of zone entry / exit signage

The implementation boundary comprises ten roads (or parts of road) that voted in favour. The addition of this section of the High Street was considered practical given that it is already subject to parking restrictions, would allow the affected businesses to purchase business permits in the zone and would keep zone entry / exit signage to a minimum.

4.5 **“In roads that will be only be part covered by CPZ there is no relationship between what is on one side of the road and the other....”**

The boundary of the CPZ will take in account the existing street furniture and geographical boundaries. Each boundary to the CPZ will require zone entry and exit signs to be erected with emphasis placed on utilising existing lamp columns where possible. This approach helps keep street clutter to a minimum.

In this CPZ, most of the parking bays will be designated for use by resident permit holders and as such should result in minimal confusion to residents. Signage is erected in both line with Department for Transport requirements and established practice in this borough.

5. Financial implications

A budget of £65,000 was approved by Cabinet on 10 April 2007 to cover consultation, design and implementation costs of the Teddington CPZ and to undertake a review during the 2008 financial year, should the scheme be implemented.

6. Policy implications / considerations

- 6.1 The proposed policies are reflected in the policies contained within the Unitary Development Plan and the Community Plan. This consultation was carried out in accordance with the Council's CPZ policy, which was approved on 17 July 2006 and in discussion with the ward members and Cabinet Member for Traffic, Transport and Parking.

7. Background Papers

Report to Transport Consultative Group dated 30 January 2008
Report to Cabinet dated 17 July 2006 (CPZ policy)

8. Contacts

Graham Beattie
Manager for Transport and Highways
020 8891 7310
Graham.Beattie@richmond.gov.uk

Mick Potter
Principal Engineer
020 8487 5295
m.potter@richmond.gov.uk

This page is intentionally left blank