

LONDON BOROUGH OF RICHMOND UPON THAMES**ENVIRONMENT AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE****DATE: 26 FEBRUARY 2008****REPORT OF: INTERIM HEAD OF DEMOCRATIC SERVICES****SUBJECT: CALL-IN OF CABINET MEMBER DECISION (CMD) 450 RELATING TO THE TEDDINGTON CPZ****WARDS: Teddington and Hampton Wick****1. Summary**

This report sets out the reasons for call-in.

2. Recommendation

That the Committee either:

A. Note the decision made by the Cabinet Member for Traffic, Transport and Parking; or

B. Refer the decision back to the Cabinet Member for Traffic, Transport and Parking for further consideration

3. Purpose of Report going to Scrutiny Committee

To provide the Committee with an opportunity to refer the decision back to the Cabinet Member for further consideration (with any recommendations) or note the decision as made.

4. Details

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, The Cabinet Member for Traffic, Transport and Parking hereby:

(a) approves 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) approves 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) approves 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) approves 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;

(e) approves the implementation of the change of six resident permit holder parking bays to pay and display parking bays in Vicarage Road as formally advertised;

(f) does not approve the implementation of the proposal to the change of four resident permit holder parking bays to pay and display parking bays in Ellera Road as formally advertised.”

The reasons given for 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."

The Cabinet Member Decision (dated 5 February 2008) and the report to the Transport Consultative Group on 30 January 2008 are attached as Appendices 1 and 2 respectively.

5. Financial Implications

None arising directly from this report.

6. Policy and Equality Implications

None arising directly from this report.

7. Environmental Impact Assessment

None arising directly from this report.

8. Background Papers

None.

9. Contacts

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