

# TEDDINGTON SOCIETY ROADS AND TRANSPORT GROUP - REPORT FOR SOCIETY ANNUAL GENERAL MEETING ON 25<sup>th</sup> APRIL 2001

## 1. INTRODUCTION - UPDATE ON LAST YEAR'S REPORT

### (a) Borough Unitary Development Plan

We proposed a number of important changes to the Unitary Development Plan to ensure from the outset of each proposed new scheme there is:-

- full publicity at the initial stages
- full public consultation from day one
- full Environmental Audits to ensure that there will be no subsequent adverse effects on quality of life for local residents (air, noise, vibration, and visual pollution)
- full Safety and Functional Audits
- an independent appeals procedure to prevent abuse of power.

The Government Inspector has yet to report, but the Council has now set up a semi-independent appeals procedure, and a Transport Consultative Forum open to the public.

The Council has recently been taken to the High Court, and has lost a Judicial Review over inadequate consultation about a Pelican Crossing in St Margarets - the case will cost us Council Tax payers £100,000 - and much more if an appeal is made to the Lords. This Review has set a case law precedent. Proper and early public consultation is even more essential now that we have cabinet decision-making behind closed doors.

(b)

### Broad Street/Queens Road traffic lights

A Consultant has reviewed these lights and will be making recommendations in the hope that they can be made to work efficiently. The present long traffic queues and resultant pollution are totally unacceptable - if the original installation had been the subject of proper consultation, and the design flaws identified by local residents had been rectified, none of the present problems would have occurred.

## 2. 2001 CENTRAL TEDDINGTON IMPROVEMENT STUDY

Many of you will have been among the 200 residents who attended the meeting in the Landmark Centre, and a few will have taken part in the walk through Teddington to identify problems, and to become aware of various parts of Teddington that are off the beaten track. The first volunteer working party meeting took place on Monday, and sub-committees covering parking, road safety and crossings, and the environment were set up. The meetings will be:-

Road safety and crossings - Wednesday 2<sup>nd</sup> May

Parking - Thursday 10<sup>th</sup> May

Environment - Monday 14<sup>th</sup> May

Full Working Party - Tuesday 22<sup>nd</sup> May

Parking is likely to be the most contentious issue with a disproportionate number of working party members likely to favour CPZs for personal reasons. This is contrary to views expressed at the Landmark meeting where a very strong anti-CPZ feeling was evident. For the benefit of members, I will restate the Society's policy on CPZs, which is that:-

**There is no benefit for the general community if a small number of roads are allowed to export their parking problems to adjacent roads, which then have to pass them on to other roads. CPZs, generally speaking, are not desirable, and have an adverse effect on the local community and economy - see Hampton Wick and Twickenham. However, if all residents in particular roads find the parking position completely impossible, and have the full support of all residents in surrounding roads, we would probably not object to a CPZ if the hours were limited to 8.30am to 10.30am to deter all-day parking,**

**but allow free access for everybody outside those hours. Any public consultation, however, must include all households within a 10 minute walk of the centre of any proposed CPZ.**

There are unproven allegations about people driving in from various parts of the country to park near the station to commute by train to London. It is true that local residents living in the river end of Teddington, where there is no public transport, do drive to park near the station. Those residents are part of our community, and have the right to do so - and until the Council and the bus companies provide convenient, regular, and reliable transport, they will continue to do so. It is far better that they drive a total of 10 miles per week to and from the station, than to travel 200 miles per week driving into London. We are pressing for more car and bicycle parking to be made available in the vicinity of the station, to reduce parking pressures in the busiest side roads.

It must be recognised that parking problems are not unique to the area around the station, similar problems occur in virtually all the roads in central Teddington where there is a high level of car ownership. There are small numbers of residents in various parts of Teddington who think that CPZs would be a benefit - but the majority do not. We will continue to oppose their introduction.

### **3. TEDDINGTON MAIN STREETS - POSSIBLE CHANGES ARISING FROM REVIEW**

There are a number of problems caused by long term free parking in the middle section of the High Street - there are meters at both ends. Traders now accept that it was not a good idea to oppose the introduction of meters in 1996. The Broad Street bus stops and lights create unnecessary delays and congestion. Possible changes include:-

1. Pay and display parking along the full length of High Street.
2. Single yellow lines by main post office and Budgens be converted into "10 minute, no return within 4 hours" free parking for quick shopping trips etc.
3. Vicarage Road CPZ review - to free-up underused capacity .
4. Cedar Road car park. Remove wall and create landscaped car park with no loss of car park spaces.
5. Broad Street parking as now, subject to changes necessitated by bus stop relocation.
6. Elleray Road CPZ review - to free-up underused capacity.
7. Causeway. One-way only. Society suggests that the possibility of making Causeway a cul-de-sac closed off at the Broad Street end should also be examined. Allow pay and display parking either on both sides, or, in echelon on one side. The paving of the Broad Street end would allow installation of seating etc. and a turning circle for cars. A ban on right turns from Church Road would allow a complete redesign of the traffic lights - possibly into a single Pelican crossing.
8. Improved and safer crossings at Station Road and Park Road junctions.

### **4. FINALLY**

I am already sending out copies of my monthly notes and other documents to members who are on Email - if you want to be added to the list please Email me your address. I believe that it is important that members should know what is going on in the transport world, as it affects so many aspects of our lives. My address is:-

BrianHolder@compuserve.com

R&T Group members will be happy to answer any questions after the meeting.