

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

## **Borough Unitary Development Plan**

Last year we proposed a number of important changes to the Unitary Development Plan to ensure full public consultation. The Government Inspector has yet to report, but the Council has now set up a semi-independent appeals procedure, and a Transport Consultative Forum which is 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.

## **Central Teddington improvement study.**

The first volunteer working party meeting took place in April, and sub-committees covering parking, road safety and crossings, and the environment were set up. 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 Centre meeting where a very strong anti-CPZ feeling was evident. 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.

The Society's policy on CPZs 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 Twickenham and Hampton Wick. 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 a number of problems caused by long term free parking in the middle section of the High Street with pay and display 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, changes will be made shortly.

## **Information for members available on Email.**

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](mailto:BrianHolder@compuserve.com)