

ROADS AND TRANSPORT GROUP REPORT FOR TEDDINGTON SOCIETY AGM 4th APRIL 2006

1. Teddington CPZ Consultation

At a Transport Consultative Group meeting on 18th May, Councillor Kreling ruled that there was insufficient support within the second consultation area for CPZs to be introduced. Support for CPZs is around 6% in Teddington (postcode TW11) as a whole, about 9% in the original consultation area, and 15% in the final consultation area.

He has made the right decisions in respect of the officers' overall recommendations, but not ones that found much favour with residents living around the station.

(a) The officers proposed a CPZ on the west side of the station to include Adelaide Road, Albert Road, The Cedars, and Victoria Road. There are 189 parking spaces in the area, 78 of which are community parking spaces (ie not outside houses). The officers proposed that a £2 charge should be made for these places. This would simply encourage rail commuters to park in Park Road, Park Lane, North Lane etc. taking up valuable shoppers' turnover spaces all day. The shopping centre relies on these free spaces to supplement the North Lane car parks. This displacement would inevitably lead to the expansion of the CPZ across the whole of central Teddington. We support his decision, but have produced an alternative scheme that would minimise displacement provided that community parking spaces were free, and were on a first come first served basis. This would more or less preserve the status quo.

(b) Cllr Kreling also approved the review of yellow lining on the east side of the station, so that new, off-peak turnover spaces can be available for residents after commuters have gone to work. This is in line with a recommendation by the Teddington Study Parking Team, and we support this part of his decision. He did not approve a CPZ for the area, nor did he approve the removal of Normansfield Avenue, Teddington, from Hampton Wick CPZ. If Normansfield Avenue were to be freed up, it would release the parking spaces around Teddington station used by Broom Road area residents, and maximise the number of off-peak parking spaces.

The meeting was packed with pro-CPZ supporters and very few anti-CPZ residents because only the CPZ supporters had been told about the meeting. Not one of the 22 pro-CPZ speakers addressed the problem of vehicle displacement, and the threat to our shopping centres of uncontrolled expansion of any CPZ.

2. Proposed loss of 465

It appears that the 465 service is doomed, discussions are continuing with London Buses who are proposing its replacement by an hourly R62 (renumbered 481) with very limited hours. We are working with local Councillors to get any replacement service upgraded to a much more acceptable standard.

3. Local Implementation Plan for Transport (LIP)

This is part of the new planning process to replace the Unitary Development Plan. The R&T Group has submitted comments on the plan. Copies of the LIP are in Teddington Library. If any member wants an emailed copy of our comments, please email me on brianholder99@aol.com

4. Crossrail – Teddington Society replacement proposal

Local MPs are pressing for additional between services Kingston and Richmond in support of Teddington Society's original six year old plan to extend the Silverlink service which currently terminates at Richmond. They are also seeking additional trains to Waterloo when Eurostar moves to Kings Cross. This is not the solution that we find attractive as new fast links, avoiding central London, would benefit Londoners more. We have been advocating a new fast service from Kingston that would eventually terminate at Paddington or Kings Cross, which would use current track, signalling and rolling stock. Our

proposal is that the current Silverlink half hourly shuttle service between Clapham Junction and Willesden Junction should start at Kingston. This would require liaison between Silverlink and Southwest Trains, but Silverlink is already working with another operator to provide a direct Clapham Junction to Stratford service, so there is no reason why further cooperation with SWT should not take place.

Stops at the following stations are proposed:- Kingston, Hampton Wick, Teddington, Strawberry Hill, Twickenham, Richmond, Clapham Junction, Imperial Wharf/Chelsea Harbour (a new station), West Brompton (Earls Court), Olympia, Shepherds Bush (a new station), White City (new station required), Wormwood Scrubs (new station required) and Willesden Junction. Eventually the service could be linked to Paddington and Kings Cross. There would be interchange stations with a number of underground and district line rail services, and national services to the midlands.

Anyone wishing to try a dummy run can take any train to Clapham Junction, and take the Silverlink service from platform 2 which leaves at 5 and 35 minutes past the hour.

5. Teddington Studios – staff parking

Haymarket Press has moved from its three premises into new offices at the rear of Teddington Studios on Broom Road. Most of the staff who drive to work are able to park on site, but 40 or 50 have to find on road parking. There are other organisations in the area whose staff also park on the road. We are in talks with these organisations to encourage them to introduce green transport plans based on use of public transport, so that parking space is available for shoppers and visitors. We are also asking for a shuttle bus service between Kingston and Richmond that would go down Broom Road to provide a link to the District line at Richmond.

6. AWOL again! Apologies.

Last year I was unable to attend the AGM as I was in West Middlesex hospital having an operation. This year I have to attend a conference and reunion at Eastbourne and cannot attend again. If any member has any questions that require an answer, please email or write to me, or speak to any member of the R&T Group attending the AGM.

Brian A Holder 21st March 2004