

LONDON BOROUGH OF RICHMOND UPON THAMES**TRANSPORT CONSULTATIVE GROUP**

DATE: 3 February 2009

REPORT OF: INTERIM HEAD OF HIGHWAYS AND TRANSPORT

LEAD OFFICER: GRAHAM BEATTIE

SUBJECT: TEDDINGTON CPZ REVIEW

WARDS: TEDDINGTON & HAMPTON WICK

KEY DECISION? NO

IF YES, IN FORWARD PLAN? IN THE TCG PLAN

1. PURPOSE OF THE REPORT

- 1.1 To report the results of the consultation exercise undertaken during November / December 2008, seeking views from residents and businesses in Teddington concerning the current and future operation of the Teddington controlled parking zone (CPZ).

2. EXECUTIVE SUMMARY

- 2.1 This report contains results of the CPZ consultation undertaken in Teddington in November/ December 2008 and makes recommendations on the way forward.

3. RECOMMENDATION**3.1 That the Cabinet Member for Traffic, Transport and Parking approves the:**

- continued operation of the Teddington CPZ
- formal advertisement of a number of minor operational amendments inside and outside the Teddington CPZ boundary in respect of parking areas, waiting restrictions and other minor measures as set out in this report

4. DETAILS

- 4.1 The Teddington CPZ was introduced in June 2008 following extensive consultation with residents and businesses of the area. It was extended to include Springfield Road in October 2008 following strong representation from residents of this road.
- 4.2 In line with its CPZ procedures the Council has undertaken a review of the operation of this CPZ. The review set out to establish how the CPZ has worked since its implementation, whether it should remain in operation and, if so, whether any amendments should be made.

Method of Consultation

- 4.3 Consultation has been undertaken with all residents and businesses situated both within the CPZ and in a number of roads situated adjacent to the CPZ. A copy of the letter, consultation document (including the consultation boundary), and questionnaire is shown as **Appendix A**.
- 4.4 The consultation invited feedback in the form of a completed questionnaire or written comments on or by Monday 22 December 2008. In view of the Christmas period and the receipt of feedback since this date, any responses received up to the time of writing this report have been included.
- 4.5 A4 posters were affixed to lamp columns in roads within the consultation boundary on 11 December 2008 advising of the consultation together with details of this Transport Consultative Group meeting where the results of the consultation would be reported.
- 4.6 Plans of the existing CPZ together with copies of the consultation document, questionnaire and letter were displayed on the Council's website and at Twickenham Library during the consultation period. The exhibition was held at Twickenham Library as Teddington Library is currently closed for refurbishment.

Results of Consultation

Existing CPZ Area – See **Appendices B & D** for all relevant documents

- 4.7 A total of 678 questionnaires were posted to all properties within the consultation boundary on Friday 28 November 2008. Of this number, a total of 235 (35%) have been returned. A summary of these is shown as **Appendix B**.
- 4.8 The results show that the majority of residents and businesses who responded to the consultation are either very satisfied or quite satisfied with the CPZ and did not want the CPZ removed from their road.
- 4.9 Comments were made on the questionnaires. A summary of these is shown as **Appendix B**. *The main points raised were:*

For the CPZ

- Great success! It really has made a difference living in this area and feels more of a community now. Please don't take it away.
- It has been a great benefit; we now have our road back and cease to be a car park.
- It has made a substantial difference to the street scene, the cleanliness and quiet of the area.

Against the CPZ

- Why do I have to pay to park on the street which is a public road? I already pay road/council tax.
- CPZ in place is destroying local businesses and shops and therefore have a negative impact on the community.
- We are not happy that the parking goes across our driveway as cars obstruct our driveway.

Outside the CPZ – See **Appendix C & E** for all relevant documents

- 4.10 A total of 1757 questionnaires were posted to all properties within the consultation boundary on Friday 28 November 2008. Of this number, a total of 500 (28%) have been returned. A summary of these is shown as **Appendix C**.
- 4.11 Of the roads consulted outside the CPZ boundary, six roads show 50% support or more for being included within the zone although based on a varying response rate which in one case, The Causeway, was only 5%. In the majority of cases the roads involved are not fully contiguous with the existing zone and taking all factors together it is not considered appropriate to propose any extension to the CPZ at this time.
- 4.12 Comments were made on the questionnaires. A summary of these areas is shown as **Appendix C**. *The main points raised were:*

For the CPZ

- Commuter parking is a major problem preventing access to shoppers and residents.
- It is becoming increasingly difficult to park due to the proximity with the station and commuter parkers.
- Teddington CPZ needs to include a wider geographical area than at present. This will spread the benefits of CPZ without the current displacement effects that cause congestion.

Against the CPZ

- The CPZ favours the rich.
- A CPZ will reduce the current amount of available spaces and cost us more money. No gain.
- The parking is not helpful for local businesses. I think we should support them.

Other returned questionnaires

- 4.13 The results shown in **Appendix B** include The Cedars and Doone Close. While these roads are not subject to CPZ controls, residents of these roads are eligible to apply for permits for the CPZ and the results have been shown in Appendix A (within the CPZ). The responses received from The Cedars indicate that the respondents of this road would wish to see no change in this arrangement. In Doone Close, only two responses out of 10 posted were returned and these are split with one very satisfied and one not at all satisfied with the CPZ.
- 4.14 In addition to the 735 returned questionnaires used in the above analysis, the Council received a further 99 questionnaires (4% of the total number posted) without full address details. A separate analysis of these indicate that 70 are most likely to have come from within the CPZ and 17 are most likely to have been from outside the CPZ. Closer analysis of these returns deemed to be from within the zone shows the results are very much in line with the rest of the returns with 76% satisfied with the CPZ (compared with 75% of the fully completed questionnaires). Of those returns deemed to be from outside the zone 59% did not wish to be included in the CPZ (compared with 66% of the fully completed questionnaires). The remaining 12 incomplete forms did not provide enough information for analysis purposes. A summary of these results is shown as **Appendix D** (existing CPZ) and **Appendix E** (outside the CPZ).
- 4.15 Given that the results show support for the CPZ to remain in operation and a lack of support for an extension, it is recommended that the CPZ continues in operation with no proposals for an extension progressed at this time.
- 4.16 A number of requests / suggestions have been made to introduce minor operational changes both inside and outside the CPZ which are summarised in the table in **Appendix**

F. It is recommended that these changes be developed in discussions with the ward councillors and the Cabinet Member for Traffic, Transport and Parking prior to formal advertisement (traffic management orders).

Emergency services

- 4.17 Consultation on any minor operational changes both inside and outside the CPZ will involve consultation with the emergency services as part of the statutory consultation process.

Amenity Groups

- 4.18 The Teddington Society has commented on the operation of the CPZ regarding the unutilised lengths of resident permit holder parking areas in the CPZ. Included in the list of minor changes to be made to the CPZ is the proposal to change some of these areas to either business permit holder parking areas or shared-use (resident or business permit holder) parking areas. This change aims to make better use of the available parking areas.

Ward councillors

- 4.19 The Teddington ward councillors are in agreement with the officer's recommendations contained within this report.

5. FINANCIAL IMPLICATIONS

- 5.1 Cabinet agreed a total budget of £80,000 for Teddington CPZ in April 2008 with this split £50,000 (2008/09) and £30,000 (2009/10). In the event design and consultation costs were greater than anticipated because of the community interest in the scheme with a predicted total spend of £110,000 split of £85,000 (2008/09) and £25,000 (2009/10). The additional cost will however be contained within the overall CPZ programme with zone income sufficient to meet required repairs and renewal payback.

6. POLICY IMPLICATIONS

- 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. EQUALITY CONSIDERATIONS

- 7.1 The Council's Strategy seeks to regulate on-street parking and to consider the needs of residents and their visitors and to accommodate the needs of the business community so far as practically possible. As part of the strategy it is important to review the parking controls and other arrangements from time to time.
- 7.2 The regulation of parking can alleviate safety problems created by inconsiderate parking in areas of heavy demand, thereby reducing the risk to people with disabilities, the elderly and children.

8. LEGAL IMPLICATIONS

- 8.1 The making of any Order is authorised by the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and the Road Traffic Act 1991 as amended.

9. ENVIRONMENTAL IMPLICATIONS

- 9.1 The recommendations contained within this report involve a small number of operational changes to the existing zone and if implemented will require the implementation of appropriate signs and lines. These will be sufficient for proper designation and enforcement while keeping street clutter to a minimum.

10. BACKGROUND PAPERS

Completed questionnaires
Letters / e-mails with comments received
Report to Transport Consultative Group of 30 January 2008
Report to Cabinet of 17 July 2006 (CPZ Policy)
Report to Cabinet of 14 April 2008 (Transport Planning CPZ work programme)

11. CONTACTS

Graham Beattie, Interim Head of Highways and Transport
Environment Directorate
Tel: 020 8891 7310
E-mail: graham.beattie@richmond.gov.uk

Chris Smith, Transport Planning Manager
Environment Directorate
Tel: 020 8891 7341
E-mail: c.smith@richmond.gov.uk

Mick Potter, Principal Engineer
Environment Directorate
Tel: 020 8487 5295
E-mail: m.potter@richmond.gov.uk

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