



Ham and Petersham, Richmond Riverside Wards Community Conversation

Date: Weds 14th Nov

Time: 6.30 – 9.00pm

Venue: Grey Court School, Ham

Ward and cabinet members in attendance:

- Cllr. Penny Frost (Ham and Petersham, Richmond Riverside wards) *Cabinet Member for Children's Services and Schools*
- Cllr. Andree Frieze (Ham and Petersham, Richmond Riverside wards) *Deputy Leader of the Green Party Group*
- Cllr. Gareth Richards (Ham and Petersham, Richmond Riverside wards) *Cycling Champion*
- Cllr. Alexander Ehmann – (St Margarets and North Twickenham) *Joint Deputy Leader and Cabinet Member for Transport, Streetscene and Air Quality*
- Cllr. Gareth Roberts (Hampton ward) *Leader of the Council*
- Cllr. Liz Jaeger (Whitton Ward) *Deputy Leader and Cabinet Member for Housing and Community Safety*
- Chair: Rachel Lipscomb, *Team Leader – Richmond and Britain in Bloom*

Agenda Item One: 20 mph consultation – Cllr Ehmann powerpoint presentation (presentation online on website)

Headline Topic: 20 mph consultation		
Question 1	Is there any data on Petersham Rd and the impact of 20mph?	
Response	<p>Cllr. Ehmann: There are engineering solutions for the 20mph limit on Petersham Rd, so therefore it is not an exemplar of an all borough 20mph limit.</p> <p>Supplementary question: Would the speed humps be removed if the Borough wide speed limit is introduced?</p> <p>Cllr Ehmann: If the proposal goes ahead we will continue to monitor compliance with the 20mph limit, and there may be the possibility long term to remove engineering solutions if appropriate.</p>	
Actions to be taken	Check with officers of any traffic studies on the Petersham Rd in relation to the impact of the current 20 mph limit.	By whom: Cllr Ehmann
Headline Topic: 20 mph consultation		
Question 2	Proposing change without traffic calming measures, but only signage is not effective. In the presentation you acknowledged that you would be establishing a new speed restriction, but acceptance that there will be a lot of non-compliance. Evidence shows that there is a need to design roads to encourage compliance: street narrowing, changes in road surface etc	
Response	Cllr. Ehmann: With the 20mph limit, I would expect compliance to the 20mph limit and I am certainly not endorsing non-	

	compliance, but I am realistic that there will not be 100% compliance, consistent with existing evidence. With signage and schemes such as community roadwatch there can be an impact of 1-2mph reduction overall. We will continue to monitor speeds of roads and may in future apply engineering solutions if particular non-compliance. But the 20mph signage application is a proportionate response to the problem of speeding.
Question 3	You talk about savings, but there is a cost to the car road users in reducing their speed. You are not applying like with like. If it takes 2-3% longer to complete journeys, then there will be an increase in vehicles for deliveries, general traffic. Why not reduce to 10mph?
Response	Cllr. Ehmann: Actually, the City of London is looking at 10mph, but this is not proposed in Richmond. 1/3 of journeys are under 2 kms in the Borough, so therefore it would impact by only 1-2 minutes on journey times. Phasing of lights could be another possible solution that could be looked at. Cllr Frieze: Reducing speed will cause a modal shift, to walking and cycling. There was a 5-15% change in Bristol due to modal shift.
Question 4	Does the speed limit apply to cyclist as well?
Response	Cllr Ehmann: I would expect all road users to comply, but the problem is with the enforcement by police on cyclists. But primarily the harm is from motorists in terms of accidents. I would hope that the speed limit would have a civilising effect on cycling, and lead to more varied types of cyclist using the roads.
Question 5	It is a very biased presentation, speed bumps are as much the cause of air pollution through braking. Why not look at Petersham Rd. and the current situation there?
Response	Cllr Ehmann: At the moment I have not been presented with solid evidence of the alternative argument.
Question 6	Bath does not compare with Richmond. In the Richmond Council newsletter email there is a video link of Cllr Frost and Cllr Brown talking about the issues with lack of money for special needs. Couldn't the money be spent on this. I carry out longer journeys across the Borough and there is no need to reduce the speed to 20mph on the Kew Rd, for instance.
Response	Cllr Ehmann: I believe the Kew Rd is not conducive to cyclists and pedestrians at the current speeds. There are funding challenges, but this funding bid from the Mayor of London is ring fenced for transport and therefore not transferable. This spend of £700k could materially improve life and casualty reduction. Supplementary comment from another resident: In Ham and Petersham we have 20mph in Richmond Park and Petersham Rd already, so we are perfectly positioned to take on this speed limit.
Question 7	It is a very draconian measure, for instance for late night travel, to have to crawl across borough at 20mph. The statistics could be stood on their head ie the cost to cars of speed reduction. What are the real costs, there may be electric cars in 10 years time.
Response	Cllr. Ehmann: 20mph may feel strange. Presently reducing from 70mph on motorways to 30mph on residential roads can feel strange, but people would get used to it. At present I have not seen figures that prove the opposite argument, there is no evidence base for the alternative view.

Question 8	Will there be Some complimentary funding for safer cycling routes?
Response	<p>Cllr Ehmann: Yes, through TFL funding bids. Safer Cycling Is also a priority for the administration, but after the 20mph implementation.</p> <p>Cllr. Frost: I would like to comment in relation to the Petersham Rd 20mph limit. The limit was brought in as it is a winding road leading to a straight section and at the junction with Sandy Lane there was a serious fatality. The 20mph limit has slowed the traffic, and traffic surveys have been carried out. The mean speed limit has been reduced by 20mph restriction. The only accident since its introduction was when a car came off the road due to another reason. There are no speed bumps on the stretch between the Sandy Lane junction on Petersham Rd and the end of the 20mph speed limit, which is a good example of the impact of 20mph signage on a long straight road.</p>

Agenda Item Two – pre-submitted questions

Headline Topic: Eco-friendly cups from cafes, park cafes – Sophie Carroll (read out by Chair in Sophie’s absence)	
Question 1	I have lived in Ham all my life and I have seen a growing amount of steps taken to ensure for a greener village, however one very simple step has not been taken, yet it seems like the most obvious; at numerous kiosks and cafes around the park, they still give out non-recyclable/compostable cups. This seems like idiocy because it has become so simple to buy eco-friendly cups, probably easier than buying the ones that they use now. Also, it is Richmond park, a place for nature and for people to learn about conserving the wildlife in this sanctuary. It is setting a rather low example if they give away plastic cups.
Response	Cllr. Frieze: In relation to Richmond Park, it is under Royal Parks control, but in relation to our own parks a variation in licensing is going to be applied to cafes to insist that only eco-cups are provided. Be Richmond – the Business Improvement District for Richmond town, is introducing reusable cups at pubs, riverside cafes and for big events like the Great River Race. This reduces waste. There is also many litter picking groups which have had an impact on tow paths. As individuals we need to ask for reusable cups.
Headline Topic: Teddington to Ham Quietway – Michael Burgess	
Question 2	<p>What cost benefit studies have been done in relation to the proposed Teddington lock to Ham Gate Quietway and what were the results?</p> <p>How many cyclists per day currently use the route – preferably broken down by direction, day of week and time of day?</p> <p>How many cyclists per day are expected to use the new Quietway once it is complete – again broken down by direction, day of week and time of day?</p> <p>What is the projected cost of the new Quietway including all roadworks, road markings, landscaping, planning, design and consultation costs?</p>

Response	<p>Cllr Richards: There is no cost benefit analysis on Quietways. Sustrans is the charity commissioned by TFL to carry out Quietways across London. The cost benefit to cyclists would be healthier, quicker journeys and safer family cycling. It is not an extortionate cost and will much improve the junction at Martingales Close for pedestrian and cyclists.</p> <p>Cllr Frost: 1600 cyclist cross Teddington Lock bridge per day, 500 in Winter. The Council carried out the count and I see school children to schools either side crossing, parents, dog walkers. It will provide a link from Richmond park to Teddington Lock along a safe path.</p> <p>Cllr Frieze: We cannot ascertain where the bridge user's journey continue to. A spend of £136K from Ham Gate to Teddington, to save lives is not a lot.</p> <p>Cllr. Ehmman: This is a TFL consultation and I would refer you to TFL for further justification of the Quietway.</p>
Headline Topic: Footbridge and Cycle connections from Ham to Twickenham Feasibility study - Richard Woolf	
Question 3	<p>Can the ward councillors and Cabinet Members comment on the proposals for a footbridge and cycle connection from Ham to Twickenham in the light of the recent Pedestrian and Cycle Bridge Feasibility Study Report Summary July 2018, and their views about the eight year initiative to locate the crossing between Ham and Radnor Gardens in Twickenham?</p>
Response	<p>Cllr. Frost: I am a regular user of Teddington Lock, which is a sufficient link from Ham to Twickenham, and has reduced my need for a car. Personally, I am concerned at the cost of a bridge and the impact on Ham Lands, which is a site of great natural interest. Also in relation to the ferry man, Hammertons, to Orleans Park - we should support the ferry.</p> <p>Cllr. Richards: The study was carried out by the previous administration, but no funding has been identified. My preference would be for a bridge between Ham House and Orleans Gardens.</p> <p>Cllr. Frieze: The Radnor Gardens link is less useful, but no funding has been identified. The project is aspirational from the Neighbourhood Forum's point of view. A consultation was carried out by the Forum including reference to the bridge and there was a preference for the Orleans Gardens option.</p> <p>Cllr. Ehmman: The Study was commissioned by the previous administration, but was not discussed with residents. So we decided to make the report public as we would like to hear from residents. My preferred choice would be from Ham Street to Orleans Gardens, and then to move forward to secure funding sources.</p> <p>Supplementary resident comment: There has been a long-standing debate on this subject, personally I am deeply against a bridge. But, between the crossing point at Teddington Lock and Richmond Bridge, the mid-point would be Ham Street to Orleans Park. It would have an impact on Ham Lands as a nature reserve and Riverside Drive. At night time, a bridge leading into the Ham Lands would be a high risk area. Since the 1960's Ham Lands has had a reputation for cottaging. The Radnor Bridge is totally inappropriate, as it is only 1/3 distance from Teddington Lock to Richmond Bridge.</p> <p>Supplementary resident comment: The bridge would become a commuter route to Twickenham Station, with cars parked in Ham. Ham would become a car park. Ham Lands would become a car park, with cars parked legitimately or not.</p>

	<p>Supplementary question from another resident: Can we give a formal response from Ham residents, that the proposal is not beneficial for Ham residents.</p> <p>Cllr. Ehmann: It is not fair to say that this is the opinion of all Ham residents. In relation to parking issues, we would look at limiting the impact of parking.</p>
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Agenda item three: Open Questions from the floor

Headline Topic Hydro- electric scheme for Teddington Lock	
Question 1	What happened to the hydro-electric scheme at Teddington Lock?
Response	<p>Cllr Frost: After years of preparation and planning consent being granted, The Lensbury Club appealed planning consent at a local level and failed, but then appealed to the High Court and were successful on a technical issue which would have required the hydro company to totally revise their plans. The scheme has since been shelved, even though the company tried to sell on the scheme to another company.</p>
Headline Topic Recent rise in local burglaries in Ham	
Question 2	I have set up Facebook group for Ham and Petersham on social history and I have received many recent posts on a serious crime problem in Ham. There has been a number of burglaries at night, to steal car keys and then take the cars. The break ins have occurred while residents are sleeping. What is happening in relation to this?
Response	<p>Cllr Frieze: Spoke to SNT (Safer Neighbourhood Team) and they are well aware of the situation and have a suspect in custody. There is a group of 'runners' working for the suspect, and the police are building a case at present. More patrols are out at present. But I am concerned about the reaction on Facebook in terms of taking action in relation to the situation.</p> <p>David Williams: Police Liaison Group(PLG) Chair update. The PLG will meet on Weds, 13th Dec at Ham Children's Centre and the SNT team will update residents at the meeting. The local Sergeant has said that burglaries are a major problem at the moment, and CID is involved as this is organised crime. The police urge residents not to leave keys in hallways, not in sight of letterbox. Generally, Richmond is a low crime borough, and Ham and Petersham has less than the borough average. But police resources are greatly reduced, 1 sergeant for four wards, 2 pc's – not solely dedicated to the ward. The PCSO is the only fixed ward role.</p> <p>Cllr.Jaeger: It is possible to meet with local police in community settings to talk about local concerns.</p> <p>Cllr Frieze: Cuppa with a Copper will be in the new Costa Café in Ham Parade tomorrow at 4pm, 15th Nov.</p>
Headline Topic Russell school grounds landscaping	
Question 3	What is happening at Russell school in relation to their landscaping, especially on the north boundary?
Response	<p>Cllr Frost: The landscaping at the front of the school is complete, at the back of the school work is commencing and a path has been laid. The landscaping that has been carried out is in line with the plan.</p> <p>Supplementary comment from resident: It was a Planning Committee regulation that the school would not be visible from the road.</p> <p>Cllr. Frost: Need to wait for further growth of planting.</p>

Headline Topic Ham Close Development	
Question 4	In relation to the Ham Close development, I believe three developers have been selected?
Response	<p>Adam Tucker: I am project director at RHP (Richmond Housing Partnership), and three developers have been selected. We will select a partner by Spring 2019.</p> <p>Supplementary question from resident: On the website (RHP), the BMG survey shows concerns about the impact on the infrastructure of the roads, school and health provision in the area. Yet now you are increasing the number of homes to 450.</p> <p>Adam Tucker: We are mindful of the impact on community facilities, and there will be an impact. Traffic and transport surveys have been carried out, which will need updating nearer to the planning submission date. The new administration is keen on less car parking, and a reduction in car use will be encouraged. We are in discussions with the Council in relation to the youth facilities. We are looking to enhance the community facilities. The decision for the Increase in the number of homes, in partnership with the Borough Council, to 450, is in relation to trying to make a viable scheme. Limits on the height of buildings and the amount of affordable houses that need to be provided, puts constraints on the Ham site. To provide sufficient affordable housing, there needs to be cross subsidy from private sale properties.</p> <p>Supplementary comment from resident: Horrified to hear that there will be a reduction in parking on the site, as then residents' cars will spill out onto the other roads.</p>
Question 5	Will a brochure be produced to show how the new project will look?
Response	Adam Tucker: There will be plenty of literature and exhibitions in the library over the coming months.
Headline Topic Idea to assist English economy	
Question 6	Heating device to help the economy of England – 'Ham Grey Court' brand to sell abroad.
Response	No response
Headline Topic Reflection on the Community Conversation	
Question 7	Respects values of Ham residents, have high emotional intelligence.
Headline Topic Aspirations for Ham Close redevelopment	
Question 8	Chair: As the project director, what are your personal aspirations for the Ham Close project?
Response	<p>Adam Tucker: Personal aspirations for the quality of the Ham Close development, that it would be an exemplar development, to build the homes that would be listed in the future.</p> <p>In relation to the height of the building, there was 425 dwellings in the previous plan which had some blocks of six storeys, facing Ham Green. The current buildings are 5 storeys, overall the new development would be lower. There are constraints to maximise the density of housing and pressure from the London Mayor to do this. But RHP are aware of the concern for the height of the new buildings and that is why the housing will be 2-3 stories on the outskirts of the development, on the roadside.</p>
Chair's Closing Comments: The Councillors and officers will take information from this evening's meeting. The Community Conversation gives residents the opportunity to get answers and also for the Council to get information from residents while starting consultations. There will be the opportunity in the future for further Community Conversations, but there is no set date at present.	