



St Margarets and North Twickenham, Twickenham Riverside Community Conversation

Date: Mon 15th Oct

Time: 6.30 – 9.00pm

Venue: Clarendon Hall, Twickenham

Ward members in attendance:

- Cllr Geoff Acton – (St Margarets and North Twickenham) *Cabinet Member for Business, Economy and Employment (including property)*
- Cllr. Alexander Ehmann – (St Margarets and North Twickenham) *Joint Deputy Leader and Cabinet Member for Transport, Streetscene and Air Quality*
- Cllr. Ben Khosa – (St Margarets and North Twickenham) *Mayor*
- Cllr. James Chard – (Twickenham Riverside)
- Cllr. Roger Crouch – (Twickenham Riverside) *Assistant Cabinet Member (Adult Social Services and Health)*
- Cllr Julia Neden-Watts – (Twickenham Riverside) *Assistant Cabinet Member (Environment)*

Headline topic - Thames river bridge	
Question 1.	In relation to Radnor Bridge there is a need to look at the bigger picture of Twickenham connectivity and the Riverside development.
Response	<p>Cllr. Ehmann: The feasibility study for potential bridges was issued by the previous administration and took place last year. The current engagement process is a call for evidence from residents to gauge whether there is an interest in developing ideas for a bridge.</p> <p>Cllr Chard: As there is not currently any funding available, any funding for a bridge would need to come from TFL or the Dept. of Transport, which could hold up the Riverside consultation process. Therefore it needs to be treated separately.</p>
Headline topic - Twickenham Riverside development	
Question 1.	If the road is to be removed from the Embankment will there be a technical study on the impact of removing a thoroughfare.
Response	Cllr Ehmann: The design brief is yet to be produced, but before the election, the Liberal Democrats made a commitment to no parking on the embankment, there is no plan for a traffic study at present.
Response	Resident: The Embankment is a U-shaped road – how it is a thoroughfare? There are parallel roads for access.

Question 2.	The brief needs to be produced by professional people. How will the brief be produced in this current consultation?	
Response	Cllr. Neden-Watts: The brief is to be produced in conjunction with RIBA technical experts.	
Question 3	Is the site [business parking currently fenced off behind Santander on Water Lane] to remain locked up during the consultation period? Could it be used for parking?	
Actions to be taken	To raise the question of the use of the site in the short term with officers	By whom: Cllr. Neden-Watts, Cllr Chard
Headline topic - Development of new school in East Twickenham.		
Question 1	With the development of the new school on Richmond Road and the supermarket, will there be studies made on the impact of the traffic on Richmond Road?	
Response	Cllr. Ehmman: There are traffic studies taking place in conjunction with a Controlled Parking Zone (CPZ) review of the area, as part of a wider review of Richmond Road. Cllr Neden-Watts: I am also concerned about the supermarket and school impact on traffic. There will be a review period after the school opens in Sept. 2019 on the impact of additional traffic and a travel plan is to be developed by the school.	
Response	Cllr. Ehmman – There is a commitment to the East Twickenham street scene and greening of the area. We would be interested in the work of East Twickenham Village Group.	
Question 2	East Twickenham Village Group has developed a variety of streetscene improvements for the East Twickenham section of Richmond Road including producing professional drawings. Could the councillors consider this in their review of Richmond Road.	
Actions to be taken	Follow up on streetscene plans produced by East Twickenham Village Group	By whom: Cllr. Neden-Watts

Headline Topic – 20mph consultation		
Question 1	No objection to 20mph in principle, but object to 20mph across borough. It causes increased fuel consumption driving in lower gears and greater impact on air quality?	
Response	Cllr. Ehmman: In relation to emissions, it is true to say that travelling at 20mph v 30mph causes more emissions of CO2 and NO2, but speeds in reality are lower than 20mph on Richmond Borough roads at present. There has been recent research	

	around the increase in brake and tyre particles at higher speeds from braking and the impact on air quality. The aim is to make a shift from cars, to cycling and walking by making them a safer option.
Headline Topic – 20mph consultation	
Question 2	The 20mph limit should not be introduced on bus routes.
Response	Cllr. Ehmman: TFL has not objected to bus speed restrictions and there is London mayoral support for 20mph for public transport.
Question 3	Most people agree with residential roads being 20mph, but on main roads in the evening 30mph is reasonable. Residents should be consulted as they are with the introduction of CPZ's to see if residents agree in principle.
Response	Cllr. Ehmman: The reasons for cross borough application is that it is less costly. A CPZ approach is very resource intensive. Evidence shows that vehicles reduce speed, even if not always to 20mph, 1-2mph reduction is still reducing risk.
Question 4	The introduction of a consistent speed will be clearer to drivers rather than variables.
Response	Cllr. Chard: Currently in Twickenham Riverside ward, town centre is 20mph whilst the side roads are 30mph
Question 5	Concern over signage and enforcement of the 20mph limit, currently very small signs in Twickenham. There is a need for 20mph to be painted on the carriageway for easier interpretation. (Similar to Hammersmith and Hounslow Borough.)
Response	Cllr. Ehmman: This would be a consideration if the project gets the initial approval.
Question 6	The new administration is applying a one size fits all approach, based on the number of accidents and cost justification. Actually, the number of accidents due to speed causes 1/3 fatalities, therefore this is not a good justification for a borough wide rollout. There needs to be options presented on the roll out of 20mph which is not imposing the speed limit on all roads.
Response	Cllr. Ehmman: To do a partial implementation of 20mph limit would lead to a less effective outcome at double the cost at present.
Question 7	Wouldn't it be preferable to further support cycling in the borough with physically separated cycle lanes, for instance?
Response	Cllr. Ehmman: Segregated cycling is also a commitment from the new administration.
Question 8	Is it a pre-concluded decision? Is there a point to consultation?
Response	Cllr. Ehmman: The new administration could have implemented the change as promised in the manifesto, but we wanted to hear from residents if they supported the concept. The consultation will be part of the considerations of the administration. Preliminary figures from TFL show that accidents have been increasing in the Borough, at a modest level. The administration has a commitment to protect the safety of residents.
Question 9	What are the costs of implementing a 20mph? Couldn't we do targeted measures to improve cycling instead?

Response	Cllr Ehmman: The cost is £700,000 cross borough implementation, £1.5 million for partial implementation. Other London boroughs who have had a phased introduction of the 20mph, are now starting to roll out borough wide. There is also a London Mayoral commitment to 20mph across London.
Headline Topic – 20mph consultation	
Response	Cllr Chard: There is bid being placed for cycling improvements as well as the 20mph proposal.
Question 10	Can we learn from other boroughs in relation to 20mph?
Response	Cllr Ehmman: We are consulting to learn from residents if they are in general agreement with the idea and then we will pick up on best practice if agreed. 20mph does not solve all traffic problems, but it is a move towards better road safety.
Question 11	There is a need for busier roads to have the 20mph, in particular there is a high risk on Stanley Road, Teddington to Stanley Road School pupils. The heavy traffic also impacts on residences.
Question 12	From Portsmouth, Manchester, Bath there is evidence of increasing accidents despite the 20mph limit. Then there is a huge cost to reverse the speed limit.
Response	Cllr Ehmman: There was in fact a reduction overall in Bath, it was only in certain areas that there was an increase in Bath. It is a question of would injuries/fatalities have increased anyway without 20mph? The overall evidence is that 20mph saves lives.

Headline topic - Moormead Pavilion		
Question 1	Can we have an update on the plans for Moormead Pavilion. The current proposals to set up a changing room/café have been faced with the potential costs of a pre-consultation fee which is required as part of their business plan. (proposed by Moormead Community and Sports Pavilion Charity)	
Response	Cllr. Acton: I can announce that we will waive fee for pre-consultation on Moormead Pavilion. But charity is still required to look at business plan in further detail.	
Headline Topic - Pavement on Water Lane		
Question 1	Pavement on Water Lane in dire need of remedial work.	
	Cllr. Ehmman: Pavement improvements will be based on priority need, rather than the 'lottery' approach of the previous administration.	
Actions to be taken	To follow up on remedial improvements to pavement on Water Lane	By whom: Cllr. Chard
Headline Topic - Thames river bridge feasibility study		
Question	What was the cost of the feasibility study for the bridge?	

Actions to be taken	Find out costings of feasibility study	By whom: Cllr. Ehmann
Further response	Resident: An FOI request has been made concerning the cost of the feasibility study. You can find request on 'What do they know?' [website: https://www.whatdotheyknow.com/request/thames_bridge_feasibility_report#incoming-1249761]	
Headline Topic - Meeting format		
Question 1.	We could have themed topics on specific tables with knowledgeable councillors addressing themes, resident could then choose the topics they wish to converse about.	
Response	Cllr Chard: There has been an interesting range of topics. Round table discussions would be a more useful arrangement. More of a conversation facilitated by councillors. There is great value in talking to neighbours alongside councillors.	
Question 2.	Cllr. Khosa: Would residents like other agencies to attend?	
Response	Friends of the Earth member: There could be a variety of groups invited to work together rather than in isolation on particular themes.	
Response	Cllr Wilson: The Community Conversation approach is in development, and it will be an evolving process. Residents are encouraged to make decisions on the format. The new administration wanted to introduce engagement meetings soon after election, with an agenda to be shaped by local people. We are also keen to reach people who do not attend the meetings, with different timings/locations/formats in preparation for a fuller launch in March/April 2019 and a wider programme of engagement for those who do not want to or cannot attend these meetings. we aim to offer a community conversation as a dialogue with councillors and share with other forums.	
Question 3	You say you want to encourage hard to reach groups, who often are keen to give views on petitions rather than in meetings, but these petitions are currently ignored? Current petition site of the Council is difficult to use, yet the Council does not accept Change.Org petitions.	
Actions to be taken	To look into making the Council petition process easier.	By whom: Cllr. Wilson
Question 4	Purely open agenda is not the best policy, leaving a void allows for vociferous comments, there needs to be a structure. Invite residents/councillors to theme agenda. The room arrangement was not conducive to debate.	
Response	Cllr Wilson: We will be developing the format of the meeting in response to resident feedback.	