

# Community Conversation Minutes

## Ward/s: Whitton and Heathfield

**Date:** Thurs 29<sup>th</sup> Nov

**Time:** 6.30 – 9.00pm

**Venue:** Whitton Community Centre

**Ward members:**

Cllr. Coombs: (Heathfield) Cabinet Member for Arts, Culture and Sport

Cllr. Pollesche: (Heathfield) Assistant Cabinet Member (Housing and Community Safety)

Cllr. Wilson: (Heathfield) Cabinet Member for Equality, Communities and the Voluntary Sector

Cllr. Humphreys: (Whitton) Assistant Cabinet Member (Children's Services and Schools)

Cllr. Jaeger: (Whitton) Deputy Leader and Cabinet Member for Housing and Community Safety

Cllr. O'Carroll: (Whitton) Disability Champion

**Chair:** Graeme Woods – Chair of Whitton Business Association

**20 mph questions**

<b>Question 1</b>	There is already 20mph on Woodlawns Estate but drivers do not abide by existing 20mph limit. How will it be enforced?
<b>Response</b>	<b>Cllr. Ehmman:</b> recognise that greater enforcement is generally required and police resources are limited, but there are no proposed changes to enforcement, it will be the same level of policing. Resident support may well be required in the future. There will be like for like in terms of enforcement, only speed signage changes will be implemented. Infact a change in enforcement would skew the comparison of the impact of 20mph in contrast to 30mph. Existing 20mph non-compliance is often where piecemeal application has led to drivers being less bothered to comply. A borough wide approach should lead to a better level of compliance.
<b>Question 2</b>	The TFL budget of £700K for this proposal, what else can it be spent on?
<b>Response</b>	The TFL funding is ringfenced for reduction in air pollution and implementing Local Improvement Plan. The London Mayor's plan is for 0% road injuries and fatalities in London.

<b>Question 3</b>	The Council wants residents to responding, so why wasn't every resident sent the survey to answer yes/no to the proposal?	
<b>Response</b>	<b>Cllr. Ehmann:</b> The proposal was in the Liberal democrats manifesto for the General Election and we decided to put it to public consultation for 3 months to hear the voice of the residents. Every household received a booklet about the proposal, the Communications Team have used all forms of social media, press releases and local press. There has been the Community Conversations presentation working its way across the wards. All these forms of communication are trying to empower residents. There may be a further leaflet drop before the 21 <sup>st</sup> Dec deadline for the consultation, this is yet to be decided.	
<b>Actions to be taken</b>	<b>Cllr. Ehmann:</b> to follow up further mail drop of 20mph booklet/flyer to ensure all residents are well informed on the proposal.	<b>By whom:</b>
<b>Question 4</b>	If you get a negative response will it be shelved?	
<b>Response</b>	<b>Cllr. Ehmann:</b> The consultation is not a referendum. If Significant questions are raised by the consultation, then these will need to be considered. I am campaigning to see the proposal through. But if 90% of residents objected, then it would be foolish to continue. The consultation is already raising a high quality of response, but sometimes the Social Media discussions are not always based on the facts.	
<b>Question 5</b>	I have driven my daughter every day to Richmond German School for 11 years, a 40 min journey, along 20mph speed restriction on Petersham Rd, but I have seen no change in driving quality. The behaviour of pedestrians, cyclists and bikers has changed. Motorbike accidents are from dangerous driving. Cyclists without lights, do not use cycle lanes that exist, drive on main roads, pedestrians taking risks. Education is needed on risk taking by other road users.	
<b>Response</b>	<b>Cllr. Ehmann:</b> In Germany, residential roads have 20kmph speed controls already. We need more respect between all road users, but importantly pedestrians and cyclists do not emit pollution. We may need to improve safety for cyclists and pedestrians as a result of the consultation. The cycling infrastructure is also important. If cyclist don't use cycle paths then it is a reflection on the state of the cycling provision. There needs to be a decrease in hostility on the road, the 20mph limit would have a civilising effect on cycling and encourage different cycle users to use roads. A perceptible difference in pedestrian behaviour has not been observed by Cllr. Ehmann.	
<b>Question 6</b>	In Whitton and Heathfield – adult cyclists are on the pavement. If we are looking at reducing the speed of cars, we need to inform that it is illegal to ride on the pavement, this currently is a greater danger for pedestrians. But the Police talk of more	

	leniency on cyclist on the pavement, whilst the roads are so dangerous.
<b>Response</b>	<b>Cllr Ehmman:</b> The Police currently exercise discretion on penalising cyclists on the pavement. If there are bad cyclists, it is the job of the police to enforce the law. But the reason that cyclists are on the pavement is because they do not feel safe on the roads. Reduced speed will encourage more cyclists onto the roads. Agree that currently pedestrians are at risks from cyclists on the pavement.
<b>Question 7</b>	The council has used the latest accident figures released by TfL showing the borough's serious accidents are rising at a faster rate than overall numbers in outer London to endorse their case for introducing a borough-wide 20mph speed limit. It is stated that from 2016 to 2017 the number of people killed or seriously injured in the borough rose by 6 per cent to 77 compared to a 1 per cent rise across Outer London. Without knowing just how many serious accidents might be affected by the introduction of a borough-wide speed limit of 20mph this figure of 77 accidents is meaningless. Can you please tell us how many in total of these accidents occurred on the A316, the South Circular Road, on existing 20mph roads outside schools and in Richmond Park plus drivers travelling under 20mph on roads currently with a speed limit of 30mph? If we deduct these it leaves us with only those accidents that could have been directly affected by reducing the limit from 30mph to 20mph. ( <b>Jon Evans</b> )
<b>Response</b>	<b>Cllr. Ehmman:</b> data set used is a 1year analysis, but TFL data excludes TFL roads and Royal Parks roads. The figures are based on the whole road network for 20 mph. For the existing 20mph areas in the borough there is no data of accidents for these specific roads. But overall, a collision with pedestrians at 30mph v 20mph greatly reduces the level of fatalities. Serious incidents are occurring because of speeding.
<b>Supplementary question</b>	<b>Jon Evans:</b> The fatalities figure used in the Richmond and Twickenham Times stated 77 serious/fatal accidents across Richmond Borough. This is not factually correct and the paper has not publically corrected the error.
<b>Response</b>	<b>Cllr. Ehmman:</b> In the Bristol implementation of 20mph, there was 11.3% reduction in Bristol of serious accidents. Reduced fatalities, less serious accidents, less serious consequences of accidents are all evidenced at 20mph. Even if we only achieve 1-2mph reduction in speed in reality – this could lead to a 5-10% reduction in fatalities.

### Pre-submitted questions

<b>Headline Topic Cycling – Joan Gibson</b>	
<b>Question 1</b>	1) Could we have an overview of how the council is going to increase cycling in the borough and what cycling safety improvements are planned for the Whitton and Heathfield wards. A quick and easy safety improvement for cyclists would be to make an off-road cycle track on the corner of Powdermill Lane and Crane Park Road. There is a lot of space there and it would mean cyclists can avoid turning right at the busy Whitton Corner junction.

	2) When implementing a borough wide 20mph limit will all the traffic light sequencing be changed to fit with the new speed limit so traffic can move more freely and reduce the pollution caused by constantly having to stop for red lights.
<b>Response</b>	<b>Cllr Ehmann:</b> there is no immediate plan for changes to the phasing of traffic lights, but if it impacts on the 20mph implementation then we will look to adjust them accordingly. The Average speed data was collected from multiple points across the borough. We will continue to monitor speeds across the same counter points, to check impact. We will also be driven by correspondence by residents to inform us of the impact as well.
<b>Headline Topic</b>	<b>EU and Brexit – James Marsh</b>
<b>Question 2</b>	It would be interesting to hear what the Council is doing to encourage EU citizens to stay beyond Brexit and encourage more to come to fill vital roles in the Borough.
<b>Response</b>	<b>Cllr. Roberts:</b> EU and EEA nationals are being encouraged to attend the Citizens Advice information evenings to be advised of their rights in light of Brexit. It is difficult to say what we can do to encourage EU nationals to move here, though there has been an increase in non-EU immigration to the Borough. Significantly, 21% of current social care staff are EU nationals.  <b>Cllr Ehmann:</b> By improving the borough we encourage EU and EEA nationals to become resident here.  <b>Cllr. Roberts:</b> The next Citizen's Advice Brexit Information Evening is on the 12 <sup>th</sup> Dec at Whitton Methodist Church
<b>Headline Topic</b>	<b>Anti – Heathrow Expansion Campaign – Jane Watson</b>
<b>Question 3</b>	Could you advise how much LBRUT has spent in total so far in anti-Heathrow expansion activities of any kind?
<b>Response</b>	<b>No response at the meeting as audience did not agree to the question being asked.</b>
<b>Headline Topic</b>	<b>Parking enforcement – Tony Sumer</b>
<b>Question 4</b>	What has happened to the parking enforcement in the High Street. The regulations allow for 2 hours free parking but this has not been enforced for such a long time that people are now parking there all day every day. Loading bays are constantly filled with cars and people are flagrantly ignoring the disabled bay restrictions and parking there too. This does nothing to help the traders as potential customers cannot get parked to go into the shops. Can we please have regular enforcement back into the High Street to prevent these people parking all day.

<b>Response</b>	<b>Cllr Ehmann:</b> The Council has a limited resource in parking enforcement, but we can target the area if it is a regular problem.	
<b>Supplementary Question</b>	Why are there 4-5 different parking restrictions on the High St	
<b>Response</b>	<p><b>Cllr. Ehmann:</b> there is a cross section of different users of the High St., but generally lower parking times are better for businesses</p> <p><b>Cllr. Jaegar:</b> parking near the Whitton Station is for shorter times. But agrees there is a need for parking variations to be tidied up on the High Street.</p>	
<b>Action to be taken</b>	<b>To follow up variations in parking restrictions to see if they could be better streamlined/enforced.</b>	<b>By whom:</b>
<b>Headline Topic</b>	<b>Railway bridges – Jon Rowles</b>	
<b>Question 5</b>	<p>Until July this year it was council policy to seek the rebuilding of the Hanworth Road and Hospital Bridge Road railway bridges and land was safeguarded to allow this to happen.</p> <p>These narrow bridges cause real problems for pedestrians who have to walk single file, and for lorries and busses who can't pass on the brow of the bridges.</p> <p>Can the Councillors lobby for these schemes to be readapted as matter of urgency?</p>	
<b>Response</b>	<p><b>Cllr Jagear:</b> railway bridge widening hasn't been in council planning policy for some years. Where bridges could be widened was in the 2014 planning plan, which included Hospital Bridge Rd and Hanworth Rd. It is very pertinent now as a safety scheme, especially on the brow of Hospital Bridge Rd where two vehicles can't pass at present. Part of the Turing House planning application public consultation could include this question as it would be relevant to the planning criteria for the school. This could be an opportunity to make the bridge (Hospital Bridge Rd) safer as part of the school planning process.</p>	
<b>Headline Topic</b>	<b>David Llyod site for Turing House – Bob Hope</b>	
<b>Question 6</b>	The cabinet chose to overrule the scrutiny committee with regard to the Griffin report on the viability of the David Lloyd site. Given the Turing House School planning situation with Hospital Bridge Road and the timeline involved in any new feasibility processes, can the members please confirm that the DL site should not be discussed as a	

	realistic option for the school?
<b>Response</b>	<p><b>Cllr. Humphries:</b> Previous administration Commissioned a report to look at the feasibility of the land at the rear of the David Lloyd site in Hampton. The current question is whether the David Llyod option was dismissed too early when looking at options for Turing House. The commissioned feasibility study is not a conclusive report. But, the Turing House planning application is quite far along the planning process; the planning application is now live awaiting validation by the planning officers. Therefore the David Lloyd site is presently not relevant to the current live planning application process for the Hospital Bridge Road site. But, if planning permission is refused for the Hospital Bridge Road site, then the David Lloyd site should not be ruled out as an alternative for a new planning application. There is nothing in the feasibility report that rules out the David Llyod site completely. Indeed, the David Llyod site could be used for future schools, even if not for Turing House.</p>

<b>Headline Topic Turing House – Jane Peisley</b>	
<b>Question 7</b>	Can the members please confirm that planning cases, such as the one for Turing house, are decided only on their technical merits against planning law, and cannot be influenced by political promises, or local protest?
<b>Response</b>	<b>Cllr. Wilson:</b> It is a quasi-judicial position going through planning process. There has been requests for a display in the library to show the proposed plans. It cannot be influenced by political process or promises. You can make your views known based on the basis of the planning objections process. But the predicted educational impact on Twickenham School is not a reason to object on the planning criteria, for instance. You can only object on planning grounds.
<b>Headline Topic – Turing House – Angela Sharma</b>	
<b>Question 8</b>	If planning for Turing House School is approved, will the members support the council in working with local stakeholders in creating a great additional community facility.
<b>Response</b>	<b>Cllr. Wilson:</b> There are parents using Turing House School from Whitton and should the Hospital Bridge Rd. site go ahead of course we would want to work with the school and vice versa. <b>Cllr. Coombs:</b> I am the joint chair of the planning committee, quasi-judicial, but I am also a predetermined counsellor. I cannot sit on the planning committee, as I have had a long dialogue in relation to Teddington, Fulwell alternatives therefore I cannot sit on the planning committee. So politically I cannot influence the outcome. You must be independent to attend a planning committee meeting, not predetermined in your views. The committee looks only in planning terms at an application. As a councillor or a member of the public you can register to speak at a planning committee meeting. <b>Cllr Pollesche:</b> I have registered to speak on committee.
<b>Supplementary question</b>	An officer in the Council said that the length of a new feasibility study for another site for Turing House School could take 4-5 to process. <i>(possibly Paul Chadwick – Director of the Environment.)</i>
	<b>Cllr Coombs:</b> I realised the steps that would be needed for the planning polices obstacles of the David Llyod site. The Council could have taken steps two years ago to prepare the David Lloyd site as a viable alternative. There is no plan B at present.  <b>Cllr. Humphries:</b> there is no point in ruling the site out just because the land designation has additional planning requirements. There is no benefit in ruling out the site completely.
<b>Supplementary question</b>	Site in Hospital Bridge Road is Metropolitan Open Land, 65% of the land would be opened to the public, which is presently fenced off for pasture.
<b>Response</b>	<b>Cllr. Coombs –</b> degree of usage MOL not relevant in planning terms.

	<p><b>Cllr. Wilson:</b> in the initial plan for the Hospital Bridge Road site by the developers there was no outer space conversation in terms of sharing space with the public. The opening up of the land adjacent to Heathfield Rec to the public is a new addition to the planning application.</p> <p>Cllr. Coombs: The views I express are my personal views.</p> <p>Cllr. Wilson: The LBRUT is the planning authority for the application and it is a live application.</p> <p>(Cllr. Roberts comment from the floor: This is a quasi-judicial live planning application and we must be careful not to jeopardise the planning process.)</p>
<b>Supplementary Question</b>	<p>We will know in the fullness of time whether the school will go on the (Hospital Bridge) site. Also, if Hounslow Council divest the ownership of the land, the pasture land would also be given up. If there is no school, there will be open land (MOL). We need positive proposals for the site so that it does not become a derelict sites. Can the councillors offer positive alternative proposals for the site.</p>
<b>Response</b>	<p><b>Cllr. Humphries:</b> Twickenham Riverside – LBRUT owned, Kneller Hall – MOD (Ministry of Defence) owned, Hospital Bridge Rd – Hounslow council owned. Therefore, it is not under council jurisdiction. LBRUT Council will represent the community throughout the consultation, but the site is not under LBRUT ownership.</p> <p><b>Cllr. Jaegar:</b> a consultation on Kneller Hall is coming up on what would ideally be on the site. Site proposal exercise, developer then has to take into account the SPD. (Supplementary Planning Document)</p>
<b>Headline topic – Return to 20mph</b>	
<b>Question</b>	<p><b>Will the buses be affected by 20mph? Do regular journey on the 65 from Richmond to Kingston and to make up time from congested areas the buses need to go at a faster speed. Will 20mph limit affect the schedules?</b></p>
<b>Response</b>	<p><b>Cllr. Ehmann:</b> Public transport providers are not worried by the 20mph suggestion. Traffic light signal phasing is a possible solution. Also, if less congested on the roads then residents will be encouraged to use public transport.</p>
<b>Supplementary statement from resident</b>	<p>Cycling keeps children fit and asthma rates in Heathfield are high. We need space for young people to be encouraged to cycle, like Holland as an example of cycling culture. Children deserve joy of cycling, drivers, pedestrians deserve to be safe.</p>



<b>Headline topic – return to 20mph</b>	
<b>Question</b>	<b>Some schools already have 20 mph speed limits, and they also have flashing lights. Will there be flashing lights after the consultation result?</b>
<b>Response</b>	<b>Cllr. Ehmann:</b> This is something we can look at once the consultation is concluded, if 20mph is agreed by the residents of the Borough.
<b>Headline topic – return to 20mph/TFL bus route consultation</b>	
<b>Question</b>	110 service will extend to Heathfield, join with Whitton High St and then to Richmond. But the journey to Twickenham – will go via Curry’s roundabout and the Rugby Stadium up the Chertsey Rd to Richmond, but not into Twickenham Town. Therefore, you will need to change bus to get into Twickenham/West Middlesex Hospital. There is a TFL consultation at present on this new route.
<b>Response</b>	<b>Cllr. Coombs:</b> campaign of Woodlawn Estate to get link from Heathfield to Whitton High Street directly – TFL have now taken this on board with their current consultation – but residents still want a direct link to Twickenham as well. <b>Cllr. Ehmann:</b> There are no additional bus services being offered by TFL, generally cutting services in terms of frequency and number. Urge you to go onto consultation page for TFL, to support route revisions as potential to lose service altogether.
<b>Supplementary Statement</b>	Though it is important to link Woodlawns Estate with Whitton High St. there is also the need to have a direct link to Twickenham. Whitton children attend Waldegrave School, St James school etc and will now need to change bus at Powdermill Lane to get to school. Those that submitted the petition from Woodlawns Estate for the link to Whitton High Street, also need direct access to Twickenham. There will be empty buses going up to the rugby ground during the day, as it is not what’s needed.
<b>Response</b>	<b>Cllr. Wilson:</b> the proposed new routes will affect passengers in different ways, encourage residents to make their views known on TFL site. There was large support for the Woodlawns Estate link up to Whitton High St. previously. The overall picture in London is a decline in bus services, so we need to support any improvements that we can.
<b>Supplementary statement</b>	110 - will go through to Barnes and Hammersmith thereby Charing Cross hospital will be served by this route. Previously 110 went to Twickenham and Hampton Stations, now Whitton station will be a more viable option for residents use on the proposed re-routing.
<b>Response</b>	<b>Cllr. Jaegar:</b> TFL need to reinstate 110 to hospital West Middlesex in their consultation proposal. There is the social side of Twickenham for the river, Marble Hill Park, Bruce’s butcher on 110 present route.

	<p><b>Cllr. Humphries:</b> Why do we need to lose one part of the service for another (110 bus route), why can't we have both? For older people especially, they will become isolated due to these proposed public transport changes. TFL made decision to take round rugby ground and St Margarets. Route could go down Whitton High St to Twickenham Station, then turn left up Crown St. to St.Margarets and then start at West Middx.Hospital.</p> <p><b>Cllr Ehmman:</b> if you are not happy with a reduced service, feed into the consultation as it is a TFL decision, but very few enhancements are being offered by TFL, so do not want to lose everything. So perhaps support the current proposal with its benefits. Rather than negate the current proposal and potentially lose all enhancements.</p>
<p><b>Headline topic – return to 20mph/TFL bus route consultation</b></p>	
<p><b>Question</b></p>	<p>Current council say they want the Borough to be fairer, greener and safer. Heathfield is the forgotten part of the borough, and the poorest ward. What are the plans for Heathfield to be fairer, greener and safer.</p>
<p><b>Response</b></p>	<p><b>Cllr. Coombs:</b> It is only a perception that Heathfield is neglected. Richmond town say they are the most neglected, Barnes, Twickenham say they are most neglected. In Heathfield, there has been capital investment by NHS in Whitton Corner Clinic, £24m on Twickenham School, opened Children's Centre in Heathfield, money has gone into extra classrooms at Heathfield School, social housing has been built in Heathfield Ward, for 4 years from 2006-10 money invested in capital and social housing investment (by the Lib Dems).</p> <p><b>Cllr. Wilson:</b> the community conversation is a shift away from the cabinet 'roadshow' to ward members hosting the event, as well as offering surgeries around the wards. Thereby offering more involvement from residents. Other areas in the Borough have civic societies applying for funds. NCIL levy (Neighbourhood Community Infra-structure Levy) will be consulted on as to how that will be divided around the Borough, although there has already been 2 investments in Whitton and Heathfield from NCIL. (SS Philip and James and LWT Crane Island Nature Reserve) We will look at how money can be fairly divided across all wards. A Friends of Heathfield Rec. has recently been set up who could bid for funds and provide a stronger group voice. Had contact with Edgar Rd Estate Community Association to ensure better information flow. 60-70 residents attend the Police Liaison Group, which is a very high turnout. The administration is keen to devolve money down to area-based level, but there are no fixed plans as yet. Once the funding options are clarified they will be shared with the residents.</p>

Headline Topic – Policing of 20mph speed limit	
<b>Question</b>	<b>Police Liaison Group (PLG) Chair of Whitton and Heathfield:</b> next Thursday at SS Philip and James Church is the PLG meeting, where 50-60 people attend to understand the police priorities for the two wards. How well will the police be able to police 20mph?
<b>Response</b>	<b>Serg. Jon McClouglin (Whitton and Heathfield Safer Neighbourhood Team):</b> there have been many infrastructure changes of the police and enforcement changes. The Police are no longer enforcing all laws, some laws are now council enforcement eg parking. How will the Police do this ( <i>enforce 20mph</i> ) is not clear at the moment, but will still be the Police’s responsibility. I can see both sides of the argument. Valid points from both sides on 20mph consultation. The Council has the best interests of public at heart and the Police will do their best. The Police will listen to residents’ concerns, but provision is limited in the Police force.
Headline Topic – community spirit in Whitton and Heathfield	
<b>Statement</b>	<b>Cllr. Jaegar:</b> Would like to thank Graeme for the Love Whitton lights up event – strong community sense being built up, traders need further volunteers to support businesses.
<b>Response</b>	<b>Graeme Woods:</b> ‘Love Whitton’ business association working on support for residents with mobility problems, making shop premises disability compliant. The Rugby crowd use Whitton Stn. As disability friendly with lift and new pavement area. ‘Love Whitton’ linking with community groups, high speed business and low speed business.  Whitton Community Centre’s provision is wide ranging. All ages accommodated, talk to Martin Peace the Centre Manager.

<b>Headline Topic: Controlled parking survey results</b>	
<b>Question</b>	Survey was carried out for CPZ, and the result was due to be for the 18/19 budget spend. Currently 2 live CPZ consultation.
<b>Response</b>	<b>Cllr. Ehmman:</b> Awaiting formal results from the officers.
<b>Supplementary question</b>	Not clear case on Montrose Rd/Jubilee Way, but the current illegal parking is shocking, with no protection on rugby days.
<b>Response</b>	<p><b>Cllr. Ehmman:</b> Need more than a single road to implement a CPZ. If there is sufficient support, it will be implemented. Top line results so far show 80% support on key roads. Officers are currently considering the results.</p> <p><b>Cllr. Jagear:</b> as a rugby parking protection zone, the roads also suffer less from commuter parking.</p> <p>In the case of the extension of the R Zone around Whitton station, previously there has not been much take up of CPZ's around Whitton Station.</p>