

# West and South Twickenham Community Conversation

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London Borough of Richmond

*10 December 2018*

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## Community Conversation Minutes

### Wards: West Twickenham and South Twickenham

**Date:** Mon 10<sup>th</sup> Dec

**Time:** 6.30 – 9.00pm

**Venue:** United Reformed Church, Twickenham

#### Ward members:

Cllr. Piers Allen (West Twickenham) *Cabinet Member for Adult Social Services and Health (including public health)*

Cllr. Alan Juriansz (West Twickenham) *Assistant Cabinet Member (Voluntary Sector)*

Cllr. Helen Lee-Parsons (West Twickenham)

Cllr. Richard Bennett (South Twickenham) *Leader of the Green Party Group*

Cllr. Michael Butlin (South Twickenham) *Armed Forces Champion*

Cllr. Katie Mansfield (South Twickenham) *Assistant Cabinet Member (Transport)*

**Chair:** Robin Ghurbhurun - Principal of Richmond Upon Thames College

#### 1. Introduction of panel and guidance on the format of the Community Conversation by the Chair

#### 2. Presentation on 20mph proposal by current administration.

**Web link:** [https://www.richmond.gov.uk/services/roads\\_and\\_transport/roads\\_and\\_road\\_works/speed\\_limits/20mph](https://www.richmond.gov.uk/services/roads_and_transport/roads_and_road_works/speed_limits/20mph)

#### 20mph question and answers

Headline Topic 20 mph consultation	
<b>Statement 1</b>	I don't want to vote for either. Not strongly in favour of 20mph, without amendments to scheme
<b>Question 1</b>	Don't care one way or the other, the traffic is so congested can't do 20mph, but the cost of the scheme for little return. DFT report- it didn't say it was a waste of time, 'there is sufficient evidence to prove that there has been a significant change in accidents in the short term based on information to date. You claim that this will produce 6% reduction in accidents, but that flies in the face of the evidence in the DFE report.'

<b>Response</b>	<b>Cllr. Ehmman:</b> there is insufficient evidence. Brighton shows dramatic reduction, LBRUT is following the Brighton model. Closest comparison is Brighton, dramatic reduction in accidents and fatalities. £700K which might produce a result. Fit with Mayor of London and road safety schemes. His priorities. To deliver physical public road calming measures is more expensive. Delivery on £700,000 has most returns on this scheme. To repave a pedestrianised road is £35 -55k. It won't deliver as much as 20mph signage.
<b>Supplementary question</b>	Wouldn't it be better to target roads where there is a preponderance of accidents?
<b>Response</b>	<b>Cllr. Ehmman:</b> Cost of implementing on selection of roads, increases costs. £1.5million would need to be invested, and yet would be less effective. Lower cost higher effectiveness in current proposal.
<b>Question 2</b>	Dubious about statistics, noise reduction on 6mph stat – 1-2mph reduction. NOX -31mph-19mph measure. Modal shift significant to air quality. publicly available information, not false statistics. Should be encouraging participation in consultation  A316 has many accidents, but not included in the survey. Need central Twickenham statistics, where already 20mph.
<b>Response</b>	<b>Cllr. Ehmman:</b> Cover all roads, for clarity in road system. Taken out A316, South Circular and Royal Parks as not included in scope of 20mph proposal.
<b>Question 3</b>	Concerned that you are tied up in statistics; surely safer roads, reduce poisonous emissions means the system works, but the scale of the difference only things to argue about.
<b>Response</b>	<b>Cllr. Ehmman:</b> If we save 1 life it is a sufficient success
<b>Question 4</b>	(Trained as civil engineer) Taking one element of whole traffic situation, hopefully have no accidents when slowed down. 30mph lower apparent speed for braking than 50 years ago, but cyclists need to be educated far more than now. No helmets, no insurance and no education. A lot of money to spend. Have been roads at 20mph already but drivers do not travel at 20mph presently. Need to be policed.
<b>Question 5</b>	Voted against proposal. Though 20mph would reduce accidents. Waldegrave Rd. is 40mph every day, drivers are never caught, as speed limit not enforced. Drive through Petersham every week at 20mph, cars tailgating, overtaking – needs

	enforcement.	
<b>Response</b>	<b>Cllr. Ehmman:</b> in the Borough of Richmond drivers will be caught and prosecuted if driving over 20mph.	
<b>Supplementary question</b>	Undeliverable, police do not have resources. Speed cameras on the road not proposed	
<b>Response</b>	In Ham and Petersham when road had 20mph traffic calming, the speed has reduced. Would have been higher speeds.	
<b>Question 6</b>	Partial implementation- double the cost. If you implement on key roads, why need to implement on residential roads, wouldn't it cost less then?	
<b>Response</b>	<b>Cllr. Ehmman:</b> The figure is £700k for a borough wide proposal. £1.5m for 20mph on purely residential roads, as need to put in more variable signage.	
<b>Question 7</b>	<b>Second Cross Road resident:</b> 2% increase in fatalities in Richmond. Case studies used. Rather than speed restrictions, better to educate on speeding. National case study shows that speed education courses are very successful.	
<b>Response</b>	<b>Cllr. Ehmman:</b> At 30mph speed limit – 33-35 acceptable, risk judgement of drivers. Greater chance to survive accidents at 20mph.	
<b>Action to be taken</b>	Look at speed education courses	<b>By Whom:</b> Cllr. Ehmman
<b>Question 8</b>	This consultation is a fait accompli. 20mph at every junction with A315 and South Circular – proliferation of roads signs already on these roads. Kew Rd at 11.30pm, 20mph when roads are empty, not easy to keep at this speed. Currently overtaken at 30mph on Kew Rd. Education point and enforcement point are interesting. Cycling will be a quicker form of transport. Appalled at behaviour of some other cyclists. What would you do to educate other road users?	
<b>Response</b>	<b>Cllr. Ehmman:</b> Take the opportunity to remove signage and clean up road signage. Would hope for compliance with the law of the land. Irritated too by bad behaviour of cyclists. Difference in harm, car goes through red light – could kill someone, less impact by cyclists.	
<b>Question 9</b>	Is this a done deal – going to happen anyway? Residential roads only would be common sense to implement.	
<b>Response</b>	<b>Cllr. Ehmman:</b> Not a done deal. Fought last election on a manifesto which included 20mph proposal, therefore we have a mandate to implement it. But it is a significant change, so wanted to hear back from residents. It is not a referendum. We are currently talking to bus providers and other transport forms. Trying to get more compliance. Actually, the accidents are less on residential roads.	

Open Questions from the floor	
<b>Headline Topic – Future use of Village Planning consultation</b>	
<b>Question 1</b>	(FORCE member) Village planning process had a lot of effort and time put into it. What happen to that thought process, does this process supersede it?
<b>Response</b>	<p><b>Cllr Allen:</b> this is an attempt to move away from villages, more about our communities, but we do not want to lose the valuable work that has been done. This exercise gives a voice to residents.</p> <p><b>Cllr. Butlin:</b> I was concerned about the old pattern that split Twickenham Green and Strawberry Hill. We are trying to build local community. Boundaries were a concern before in Village Planning. Yet also believe in the ‘village’ concept, for local communities. Village of Twickenham Green Fete, for example.</p> <p><b>Chair:</b> what will be different this time round?</p> <p><b>Cllr Mansfield:</b> learn from feedback already given, will be followed up by councillors.</p>
<b>Headline Topic Impact of reduction in public transport services</b>	
<b>Question 6</b>	There needs to be a balance between public transport and private cars, but decline in train service under new operators, potential reduction in bus services in current TFL consultation. What do councillors think about this?
<b>Response</b>	<p><b>Cllr. Mansfield:</b> in relation to the bus journey timetables, we have pulled together feedback from residents and Vince Cable is meeting with TFL.(Transport for London)</p> <p><b>Cllr. Ehmman:</b> not directly in our gift. Vince has had a debate with SWR (South West Railways) on their punctuality. Network Rail accepts that network is degrading. Bus consultation has extended the consultation deadline to the 6<sup>th</sup> Jan 2019. The Borough is disappointed by the proposal, but other boroughs have had more dramatic cuts. We have seen an increase in bus usage in LBRUT, so the council and residents need to reply to the TFL consultation.</p> <p><b>Cllr. Lee-Parson:</b> (Staines Rd resident) concerned about travelling along Staines Rd. People work in Richmond, children studying in Richmond, but only the 490 bus service, which is packed and overcrowded, will be available. Please respond to the TFL questionnaire. People will take to their cars again, as there will not be a sufficient bus service.</p>
<b>Supplementary Question</b>	<b>Supplementary question:</b> From Second Cross Rd drivers park and walk to the Green, station, shops. Second Cross Rd, Third Cross Rd and Mereway Rd need controlled parking zone
<b>Response</b>	<b>Cllr. Ehmman:</b> these roads are a pinch point as CPZ’s are around them. There are so many requests for CPZ’s, it has created a large work programme. Currently putting in place CPZ consultations for 2019-20 and trying to improve resources. There has to be residential buy in for CPZ’s in terms of the hours, days of the week etc. But there is no reason not to move quickly on its implementation.

<b>Headline topic: Anti – idling measures</b>		
<b>Question 7</b>	Has the Council got any plans for anti- idling measures?	
<b>Response</b>	<b>Cllr. Ehmann</b> – we will be implementing anti idling measures from next year, by using existing traffic enforcement officers to concentrate on level crossings and around schools and other hot spots.	
<b>Headline topic: Pavement repairs</b>		
<b>Question 8</b>	Reported Spencer Rd. and junction with Worple Gdns. for pavement repairs. Why hasn't it happened?	
<b>Response</b>	<b>Cllr Butlin:</b> uneven pavement surfaces make it easy to fall. Radnor Rd has a tarmac surface rather than paving stones, which is better. <b>Cllr Mansfield:</b> there is limited money for pavement fixes, but a specific problem will be investigated.	
<b>Headline Topic: Fly tipping</b>		
<b>Question 9</b>	On Saville Rd, there is fly tipping daily by builders, landlords etc. This then attracts more rubbish. It does get shifted and action is taken by the Council, but there is still a lot of rubbish around recycling units especially.	
<b>Response</b>	<b>Cllr Lee-Parsons:</b> the council are good at clearing, so flytippers are encouraged to dump more. Officers can find evidence in the rubbish that is dumped of who is flytipping, but not enough enforcement enacted. CCTV Cameras do not always capture what we hope for.	
<b>Question 10</b>	Heath Rd has a problem with vermin. At the back of Heath Rd the rubbish is collected regularly, but not the recycling. Why?	
<b>Action to be taken</b>	To check recycling collection of Heath Rd service area	<b>By Whom:</b> Cllr. Bennett
<b>Headline topic: Richmond paving uplift</b>		
<b>Question 11</b>	The new pavements outside Richmond Stn. were new but are now filthy. Why is there no cleaning?	
<b>Response</b>	<b>Cllr. Ehmann:</b> York Stone is 'designed' to fade to grey. They have been sporadically cleaned, but we need to find additional funds to clean it.	
<b>Headline topic: Need for plastic straws in cafes for disabled</b>		
<b>Question 12</b>	<b>Hampton Rd resident:</b> (from the disability community) Plastic straws are being removed from coffee shops, but this is a problem for people with disabilities as paper straws are not so suitable. Businesses will lose business from disabled customers. Are the Councillors aware of this? Understand that we need to preserve the environment from costly plastics, but...	
<b>Response</b>	<b>Cllr. Juriansz;</b> this has not been brought up before. Recently had 'Purple Tuesday' where local businesses were looking at the	

	'purple pound'. The People Hive is carrying out work to identify how businesses can make shops more accessible for the disabled community.
<b>Headline topic: Fly tipping</b>	
<b>Question 13</b>	Fly tipping on Court Close Avenue. Every week something is dumped, builders rubbish etc. The Council is good at collection, but they need to identify people doing it.
<b>Response</b>	<b>Cllr Allen:</b> officers do investigate, delay picking up flytipping sometimes in order to investigate and successfully prosecute offenders.
<b>Supplementary statement</b>	Officers are good at collecting fly tipped items and prosecuting offenders, but fly tippers are coming from further afield eg Northampton. But if you see a fly tipper, take a picture. But it is often done at night. 4 people were prosecuted in the last few weeks.

<b>Headline topic: empty shops in Twickenham</b>	
<b>Question 14</b>	There are many empty shops in Twickenham, no need to build more.
<b>Response</b>	<p><b>Cllr Juriansz:</b> Twickenham has very few empty shops in comparison to other shopping centres. 5% are actually empty, this is a low figure, it is still vibrant. For shops on Heath Rd. we maybe need to improve car parking for shop keepers.</p> <p><b>Cllr. Ehmman:</b> it is difficult, we need to make sure there is provision for traders, alongside cost restriction/impact on residential parking. 5 business permits are given for each business. Try to provide mixed usage.</p> <p><b>Cllr. Butlin:</b> where small businesses are concerned, I buy local when I can. Must buy local to keep small local shops. Also need to maximise their business strategies. I am in conversation with the new operator of Arthurs in the Green in relation to parking issues for the business.</p>