**PUBLIC MEETING**

**Tuesday 4th June 2019, St Richard’s Church Hall, Ham**

**MINUTES**

**Chair: Justine Langford**

1. **Welcome** **and introduction**

The Chair welcomed everyone to the meeting.

Over recent years residents in Ham and Petersham have been developing a plan to guide future development in the area. Our vision is an environmentally and economically sustainable community with a strong sense of identity in this distinctive and green part of London.

During the development of the [Neighbourhood Plan](about:blank), residents raised concerns about the impact of congestion on the Petersham Road. Residents are reliant on this road to access the local town centres of Richmond and Kingston by private and public transport. Buses, local traffic, through traffic and freight all use this road which makes it busy and uncomfortable for walking and cycling contributing to the fact that over a third of car journeys are under two kilometers. The tow path is well used for recreational walking and cycling but regular flooding limits utility use.

In response Neighbourhood Plan policies were drafted to improve the permeability in and out of the area for walking and cycling. Policies support sustainable and active transport through the provision of an attractive, safe and welcoming environment which includes a network of walking and cycling routes that are reliable and accessible to everyone. The Neighbourhood Plan sees active travel as an opportunity to reduce pollution and congestion, encourage use of local shops and facilities and to improve our health and wellbeing.

The Forum won funding for consultants PJA and Sustrans to carry out a community study to propose ways which would enable a wide range of people to walk and cycle for local journeys.

1. **Liveable and Active Neighbourhood - Ham and Petersham**

Speakers: Phil Jones and John McQueen from Phil Jones Associates.

Phil Jones and John McQueen spoke about the Ham and Petersham Active Neighbourhood walking and cycling feasibility study and how to create liveable neighbourhoods.

PJA are consultants on transport, engineering and place-making and adopt an integrated approach. Their aim in this study was to identify barriers to cycling and walking, advise on cycle routes between Richmond and Kingston, potential infrastructure improvements and initial design and cost options. They worked in partnership with Sustrans who helped with the community engagement aspect of the study.

The London Plan and Mayor of London’s Transport Plan require reductions in traffic levels and the promotion of ‘healthy routes to schools’ with associated accessibility and facilities such as cycle parking. The greatest potential for improvement is in Outer London.

Community engagement in the study was achieved through presence at Ham Market days, Ham Fair and cycle workshops as well as discussion with local stakeholders e.g. Ham House (National Trust), Kingston and Richmond councils and local landowners.

Data analysis included looking at the road network, topography, public rights of way and potential cycle paths, crossing points, local hubs, condition of the towpath and reasons for local journeys. Design principles for cycle routes were coherence, directness, comfort, attractiveness and safety.

Three strategic routes had been considered and one preferred option presented as the easiest to deliver. (Other options required a bridge to Twickenham or negotiation with major landowners). Recommendations for the dry route across Petersham meadows included cattle grids, decking, low-level lighting etc.

Concept designs for improvements to Ham Cross and Ham Parade were presented. These are only initial proposals which would require wide consultation, principally with Tfl, and more detailed design work. Kingston Council are currently developing a study of their section of the A307.

PJA concluded that there is community support for better access for cyclists and pedestrians. They have created a bank of ideas which could be achieved either incrementally or as part of a larger scheme.

1. **Q & A**

Q. **How do you reconcile the differing needs of cyclists and pedestrians?**

A. The proposal for the cycle route is to find an inland dry route which will reduce pressure on the towpath, which is too narrow to be segregated and often used by families and dog-walkers. The aim is to reduce car use, not to take space from pedestrians. Speed bumps are unhelpful to those using mobility aids, but other strategies such as different colours or surfaces can help to improve co-existence of cyclists and pedestrians.

Q. **Why did the Liveable Neighbourhood bid fail in 2018?**

1. Feedback suggested that while the aims were in line with the criteria, the proposal did not evidence significant modal shift. Another bid can be made; it might help to talk further to Teddington and Kingston. Other funding is available for creating healthy routes to schools and reducing road collisions. The existence of the Neighbourhood Plan can allow the Forum to promote changes in line with its policies.

**AGM**

**MINUTES**

**Chair: Justine Langford**

1. **Apologies**  were accepted from Brian Willman, Justine Glynn, Chris Ruse, Andree Frieze and Anne and Christopher Bayne.
2. **The minutes of the AGM of 11 October 2018** were approved.
3. **Matters arising not covered by the meeting** - none.
4. **Chair’s Annual Report**

Brian Waters presented the report written by Brian Willman, Chair 2015-19.

The two goals of the Forum were the adoption of the Neighbourhood Plan and the securing of funds for Plan projects. The Plan went to a Referendum on 18th October 2018 and secured an 84.61% Yes vote on a 20.41% turnout. It now has statutory power alongside the Local Plan and Mayor’s London Plan. Plan policies will be used to determine whether Planning Permission is granted. It allows the community more influence on the future of Ham and Petersham.

The adoption of the Plan now means that the share of funding from the Community Fund for Ham and Petersham rises from 15% to 25%. The bid for £25k for a cycling and walking feasibility study, described above, was successful. Another bid for a feasibility study to consider the redevelopment of St Richard’s Square was not successful. However, it formed the background to a Liveable Neighbourhood bid by LBRuT. While this did not succeed, the Forum will continue to look for funding opportunities for this project.

Brian Willman thanked local residents and organizations, Ham Market, Ham and Petersham magazine, LBRuT, the Forum committee, drafting team and co-ordinator for their support.

1. **Amendments to the constitution**

The constitution dated from 2013. General updates to the text were required to reflect the fact that the Neighbourhood Plan has now come into existence. Other significant changes included:

‘Item 1.4 Future role of the Forum: to monitor development management policy and its application in the Area and to service the Neighbourhood Plan.’

‘Item 3.3. A committee comprising 12-20 members will be elected at each AGM to carry out the day-to-day work of the Forum. The quorum for the committee will be half the membership of the committee.’

The motion: ‘**The membership votes to approve the amendments to the constitution**’ was proposed by Siriol Davies and seconded by Gareth Richards. The motion was carried.

1. **Future role of the forum**

The future role was presented as:

1. To monitor major development proposals and planning applications. The Forum is now a statutory consultee.
2. Monitoring Local planning authority decisions on planning applications in relation to the Neighbourhood Plan.
3. Monitoring local and national planning policy context and strategy.
4. Input into the allocation of the Neighbourhood Community Infrastructure Levy.

A fuller text will be put on the website. The extent of open space in Ham and Petersham makes it a distinctive and unusual community in Greater London; continued effort is required to protect it.

1. **Redesignation of the Forum**

The Forum was first designated by LBRuT in 2014 for a 5-year term. Redesignation is therefore required to allow it to continue. The application needs to show that:

1. The purpose is to further the social, economic and environmental well-being of the Ham and Petersham area.
2. The membership is open to people residing or working in the area and elected borough councillors for the area.
3. The application is supported by at least 21 named people who meet the above criteria.

The application letter and constitution have been checked to ensure that they conform with the above requirements. The boundary of the area covered by the Forum is unchanged. 25 members (to date) had given their names in support of the application.

The Motion: ‘**The membership resolves to apply to LBRuT to be recognised as the Neighbourhood Forum for Ham and Petersham**’ was proposed by Brian Waters and seconded by David Williams. The motion was carried.

Members were invited to add their names to the list of those in support of the application.

1. **Election of committee**

All those standing for re-election were approved. Rev. Simon Coupland was elected as a new committee member and kindly agreed to take the role of Chair. (Updated list attached.)

1. **Finance**

A finance report for the year 2018-19 was available for reference.

1. **Any other business**

Members thanked Brian Willman for steering the Forum through the Referendum and adoption of the Plan and for being a superb Chairman.

Phil Jones and John McQueen were thanked for their presentation.

1. **Date, time and place of next meeting**:

Tuesday 16th July, Ham Library Community Space