1. QUESTIONS

Mr Adrian Braun asked why highways officers had refused to implement any actions related to the petition presented at the last meeting particularly preventing pavement parking.

The Chair responded that various proposals have been considered none of which have found favour with the majority of residents in the area. He added that any changes in King’s Road will have a knock on effect for other nearby roads and no proposals can be introduced in King’s Road without having evidence of the effect nearby. He suggested it would be useful to undertake a wide consultative exercise to identify ideas for dealing with the traffic and parking issues in that area.

Mr Braun raised concerns about accuracy of measurements of the highway and pavement and suggested that the road width in King’s Road is not sufficient to allow
two cars to pass. The Chair responded that he had driven down King’s Road earlier that day and passed another car. Whilst it was tight it was possible for two cars to pass slowly.

The highways engineer added that a study was needed and the Maldens and Coombe Neighbourhood would need to be involved as well. He confirmed that he would bring a report later in the year in response to the petition with options about how the issues can be addressed.

Mr Braun requested the committee to resolve that evening to remove pavement parking in King’s Road and the Chair confirmed that this was not possible.

2. APPOINTMENT OF CHAIR AND VICE CHAIR FOR NEIGHBOURHOOD COMMITTEE AND PLANNING SUB COMMITTEE

Nominations for the position of Chair and Vice Chair of Kingston Town Neighbourhood Committee and the Planning Sub Committee for the 2019/20 Municipal year were put forward:

Chair – Councillor David Ryder-Mills, proposed by Councillor Caroline Kerr and seconded by Councillor Rebekah Moll.

Vice Chair – Councillor Rebekah Moll, proposed by Councillor Jon Tolley and seconded by Councillor Caroline Kerr.

RESOLVED that:

Councillor David Ryder Mills is appointed as Chair of the Neighbourhood Committee and Planning Sub Committee and Councillor Rebekah Moll is appointed as Vice Chair of the Neighbourhood Committee and Planning Sub Committee.

Voting: Unanimously in favour

3. APOLOGIES FOR ABSENCE AND ATTENDANCE OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Zain Abbas, Fiona Boult, Emily Davey, and Katrina Lidbetter.

4. DECLARATIONS OF INTEREST

A declaration of interest was made by Councillor Olly Wehring in relation to item 9, Gloucester Road/Cambridge Road Junction as he lives close to this junction.
5. **MINUTES**

**RESOLVED that:**

The minutes of the meeting held on 27 March 2019 were confirmed as a correct record of the meeting.

6. **PETITIONS**

There were no petitions.

7. **NEIGHBOURHOOD MANAGER’S REPORT**

Denise Parry, Neighbourhood Manager, reported that as part of the ongoing “Healthy Streets” feasibility studies the Project Centre is undertaking two co-design workshop sessions with residents to help shape proposals to improve air quality, reduce car use and encourage walking, cycling and public transport use. The sessions on Thursday 13 June are at:

- Tudor Drive Library Hall (192 Tudor Drive) 1.30-3.30pm
- Canbury Pavilion (Canbury Gardens) 6.00-8.00pm

The Kingston Town Community Forum on “Let’s Talk Your Community Plan” is on 20 June at Kingsmeadow, Jack Goodchild Way, 422a Kingston Road KT1 3PB from 7.30-9.30pm.

Friends of Latchmere Fun Day and Dog Show is on Sunday 16 June at the Latchmere Recreation Ground from 11am to 3.00pm.

Wild Kingston on Sunday 9 June is taking place at the Rose Theatre and can be booked online.

8. **EARLY ENGAGEMENT ON THE LOCAL PLAN**

The report to all Neighbourhood Committees outlined the development of and the early engagement on the new Local Plan which will replace the current RBK Core Strategy (2012) and the Kingston Town Centre Area Action Plan (2008). Planning applications must be determined in accordance with the Local Plan, unless material considerations indicate otherwise and the new Local Plan is critical in shaping the future of the Borough.

This is the first public stage of development of a new Local Plan. The statutory consultation period runs from 1 May to 31 July 2019 and views of Kingston’s varied communities and stakeholders are being sought in an early, proportionate and effective engagement with a wide range of groups about the future of the borough from 2019 to 2041. Responses will inform the development of the vision, objectives and planning policies that will be contained in the future Local Plan. The feedback will be developed into a range of options, each of which will then be assessed using...
the sustainability appraisal process to understand their economic, social and environmental impacts. This will help ensure the final Local Plan is an appropriate strategy for the borough, taking into account all reasonable alternatives.

The report listed a number of questions to which members and others may wish to respond together with links to the consultation document, the site assessment documents and where to provide online comments:

- Where should the growth on housing be located?
- Should we be thinking about whether it would be appropriate to build on parts of the Green Belt and/or Metropolitan Open Land to meet our housing needs?
- What infrastructure (including transport, community facilities, healthcare, education and leisure) is needed to support the borough now and in the future?
- What type of workspaces should be provided and where?
- What is the future for our town centres?
- Should we be doing more to attract and encourage visitors to the borough and if so what? How do we support our town centres and should we encourage more night time activity?
- How should we help people move around the borough?

The Corporate Head of Planning presented the report and explained that a new London Plan is due at the end of the year/early next year and as the Local Plan is drafted there will be examination of how the draft sits with the London Plan.

The following comments were made by members:

- A schedule of the elements which would be included in the Local Plan would be helpful to assist in eliciting views and ideas
- It was suggested that the approach for our Local Plan may be slightly premature as the new London Plan is not currently available and there would be little point in publishing a draft Local Plan until the London Plan is available
- Members recognised the importance of ensuring diverse and representative engagement/comments

RESOLVED that:

1. Comments made by the committee are reported to the Strategic Housing and Planning Committee when it considers the Local Plan Early Engagement document; and

2. Individuals and organisations are encouraged to submit their own responses.

9. GLOUCESTER ROAD/CAMBRIDGE ROAD JUNCTION

At meeting on 22 January 2019 this Committee resolved to implement a scheme to convert the current priority junction of Gloucester Road with Cambridge Road into a traffic signal-controlled junction subject to no significant objections being received during public consultation.
The report set out the results of the local consultation. Whilst 73% of the respondents considered there was an issue with the current junction and 63% supported the proposal, the number of responses to the consultation was very low. Just nineteen responses were received whereas the total number of letters delivered to residents was 1715 giving a response rate of just 1.1%. In view of the very low response rate the recommendation in the report was that no further action be taken.

During the discussion the highways engineer suggested that a further report is brought back to the committee detailing any traffic collisions which may happen and whether there is a need for further proposals.

A request was made for the conversion of five parking permit only bays close to small businesses to be converted into pay and display to enable improved access for customers.

RESOLVED that:

1. The results of the consultation are noted;

2. Given the low response rate and for the reasons explained in the report, no immediate action is taken on the proposal for the conversion into a single-controlled junction but a further report is presented in one year’s time to consider any further collisions which may have occurred; and whether there is a need for further action, and

3. A Traffic Management Order is published (including consultation) to convert the five parking bays from parking permit only to pay and display to enable customers to access the local businesses.

Voting:

Additional resolution 3:

For – Councillors Olivia Boult, Rebekah Moll, David Ryder-Mills, Jon Tolley, Olly Wehring

Against - none

Abstain – Councillors David Cunningham, Caroline Kerr, Maria Netley

Final resolution: unanimously in favour

A declaration of interest was made by Councillor Olly Wehring as he lives close to this junction.
10. MANORGATE ROAD - RESPONSE TO THE PETITION

The report responded to the petition requesting the Council to consider closing Manorgate Road to through traffic in order to make it a proper Home Zone area where traffic does not exceed 100 vehicles per hour.

A Home Zone is defined as a residential street where people and vehicles share the whole of the street space safely and on equal terms. A number of Home Zones were introduced in the borough in 2004, including at Manorgate Road and Wolverton Avenue, ahead of the Home Zone regulations and guidance published in 2006. As part of this width restrictions were placed in Manorgate Road to prevent HGVs using the road.

Previous traffic surveys show that there are 393 vehicles per hour in both directions during peak hours in Manorgate Road and 178 vehicles in both directions during peak hours in Wolverton Avenue.

Manorgate Road is currently closed to traffic for works associated with the implementation of Go Cycle in Kingston Hill and this has provide the opportunity for further traffic flow assessment in the area. This has shown 302 vehicles per hour in both directions during peak hours in Wolverton Avenue – an increase of 124 vehicles per hour which demonstrates that closing Manorgate Road will have an impact in displacing traffic on to the surrounding road network, especially Wolverton Avenue.

The report proposed consultation with residents of Manorgate Road, Carlisle Close and Wolverton Avenue for an experimental closure for up to 18 months, with the closure being at the western end of the road.

A number of points were made by members during discussion including the suggestion that all residents would prefer their road to be a cul de sac. A proposal was put forward by Councillor David Cunningham that as there are a number of problems in the wider area, including traffic flows from Kingston Hill, it would be beneficial for a detailed area study be carried out in the area bounded by Coombe Road, Galsworthy Road, Kingston Hill, Crescent Road, Liverpool Road, Queen’s Road, King’s Road, Park Road, Tudor Drive and Richmond Road. It was noted that a wider consultation had been proposed by the Chair in a response during question time on King’s Road earlier in the meeting.

Other points included the proposed Lidl store (planning application) in Manorgate could impact local traffic flows, and Galsworthy Road and the nearby network needs to allow good access for ambulances arriving at Kingston Hospital.

The traffic engineer was asked for his views and he advised that the Manorgate Road and Wolverton Avenue have different traffic flows and should be considered as two distinct issues.

The gallery were invited to contribute to the debate and the following points were made:

Councillors Rowena Bass and Ian George (who both sit on Maldens and Coombe Neighbourhood Committee) pointed to the links between the Norbiton area and
Manorgate Road and that any road closure will impact on Galsworthy Road which already comes to a standstill and presents a concern for ambulances arriving promptly at the hospital. The hospital had recently sold off land for redevelopment which will give rise to an increase in traffic flow.

The Chair and Vice Chair of the Manorgate Residents Association provided further views. The Home Zone had enabled improvements for residents including the holding of social events, a range of self-funded gardening initiatives and better walking routes for children at schools close by, however the volume of traffic had increased. They raised a question about whether it would be possible for both Manorgate Road and Wolverton Avenue to be closed. A further suggestion was that Manorgate Road is closed and Wolverton Avenue is made one way.

In response to a question about why Manorgate Home Zone is receiving more attention than Wolverton Avenue Home Zone the highways engineer explained the difference between the two roads. Manorgate Road has no footway and pedestrians need to use the road whereas Wolverton Avenue does have a footway.

Following the discussion a vote was taken on the proposal (proposed by Councillor David Cunningham and seconded by Councillor Olly Wehring) that Officers investigate having an area traffic study carried out over a wider area such as the area north of the railway line bounded by Coombe Road, Galsworthy Road, Kingston Hill, Crescent Road, Liverpool Road, Queen’s Road, King’s Road, Park Road, Tudor Drive and Richmond Road and report back to the committee with proposals.

RESOLVED that:

1. The petition is noted; and

2. Officers investigate having an area traffic study carried out over a wider area such as the area north of the railway line bounded by Coombe Road, Galsworthy Road, Kingston Hill, Crescent Road, Liverpool Road, Queen’s Road, King’s Road, Park Road, Tudor Drive and Richmond Road and report back to the committee with proposals.

Voting:

For – Councillors David Cunningham, Maria Netley, David Ryder-Mills, Jon Tolley, Olly Wehring

Against – Councillors Caroline Kerr, Olivia Boult

Abstain – Councillor Rebekah Moll

11. COMMUNITY GRANTS PROGRAMME: COMMUNITY INFRASTRUCTURE LEVY ALLOCATION

At the meeting on 27 March 2019 this Committee requested that further consideration be given to its powers in relation to the allocation of grants arising from the
Community Infrastructure Levy (CIL) and in particular the criteria for making grants and whether or not a cap should be applied on the amount of a grant. The report stated that as at February 2019 Kingston Town had available CIL funds of £85,157 but on-going funding is entirely dependent on the development in the area and this can vary year on year.

The Corporate Head of Planning introduced the report. She explained that there are strict regulatory requirements on how CIL can be spent. Neighbourhoods can spend 15% of the CIL raised by development in their area. However, where there is a designated Neighbourhood Plan then this entitlement increases to 25% of the CIL. Two of the four Neighbourhood wards (Tudor and Canbury) will soon be covered by a Neighbourhood Plan drawn up by the North Kingston Forum which will enable spending at the higher 25% rate for those two wards only.

Any spend of the CIL allocation must reflect the priorities of the community for the area and there is a need for good engagement with the community to identify their priorities.

During discussion it was pointed out that both CIL income and grant applications could vary so making effective consideration of grants problematic and there may be a need for clear principles for making decisions. The Corporate Head of Planning informed the committee that criteria for CIL usage had been adopted by the previous Growth Committee and officers will provide detailed advice, but the decisions on expenditure rests with the Neighbourhood Committee. She added that Neighbourhoods could be approached to contribute to a larger strategic project. Also there is a balance to be struck between ensuring the community benefits from the funds available and the identification of the community's priorities.

Comments made by members included a view that locations of areas of development experiencing pressures on local infrastructure should receive the most help and clarity is needed for members of the public on the different “Plans” i.e. the Community Plan, Neighbourhood Plans, the Local Plan. A request was made for a breakdown of CIL by development site to better appreciate the amount and source of funds. The question of applying a cap to grant funding was discussed and the view of the committee was that a cap should not be applied for the time being.

It was noted that the Kingston Town Community Forum on 20 June would begin engagement on the development of a Community Plan and this would lead to the development of a list of projects which could be considered for CIL funding.

Diane Watling, Chair of the North Kingston Forum Committee, updated the committee on progress with the North Kingston Neighbourhood Plan and stated that it was hoped to submit the Plan to the Council in 2020. The Plan would include a list of projects for CIL funding in the two North Kingston wards.

RESOLVED that:

1. The opportunities available for further grant funding and the Community Infrastructure Levy (CIL) receipts are noted;
2. A cap is not applied to the amount of CIL funding which can be allocated to individual projects each year but will be borne in mind for the future; and

3. Details of CIL funding by development site are circulated to members of the committee.

Voting – unanimously in favour

12. WORK PROGRAMME

RESOLVED that: The work programme and dates of future meetings are noted.

Future dates are:

- Community Forum – Thursday 20 June at 7.30pm at Kingsmeadow
- Planning Sub Committee meeting – Tuesday 16 July at 7.30pm (at the Richard Mayo Centre, Eden Street)
- Neighbourhood Committee meeting – Thursday 5 September at 7.30pm at the Guildhall

13. URGENT ITEMS AUTHORISED BY THE CHAIR

There were no urgent items.

Signed…………………………………………………….Date…………………
Chair