

Minutes of the 20's Plenty Working Group

Dated 24 October 2018

Present:

Amanda Russell	Tim Stonor	Cllr David Simmons
Cllr Mike Henderson	Cllr Antony Hook	Ellie Jupp
Gulliver Imminck	Chris Oswald Jones	

In attendance:

Adrian Berendt	Phil Jones	Cllr Peter Flower
----------------	------------	-------------------

Louise Bareham

1. Apologies

Cllr Claire Belsom, Alison Eardley

2. Minutes and Matters Arising

The Minutes of the Meeting dated 29th August and notes of 26th September were agreed.

3. Declaration of Interest

None

4. Presentation by Phil Jones of PJA Associates

PJ gave a presentation to the meeting, noting 60% of the traffic is local and travels no further than 5 miles. A 1mph reduction sees a reduction in accidents of 6%. He referred to the More Faversham report which showed the town as a 1km and 2km area. He noted that Faversham is flat, small, walkable and cycle-able and had profiled the town with a propensity to cycle tool. Faversham is not over-performing despite its cycle-ability.

He also explained that city-wide schemes are more likely to a positive change in travel and driving behaviour in the longer term.

AB and PJ identified KCC's misinterpretation of DfT policy regarding traffic calming as a main obstacle. i.e that the advice is for calming over a number of

roads and not every road. PJA said that it would take some years to get traditional physical calming in place on every road over 24mph, due to the cost, so how do we achieve our objective in the short term?

PJ presented a map breaking down the roads that KCC had agreed. PJ had categorised them as acceptable cases, edge cases and future extension cases. All three were discussed and AH identified certain future extension cases that could be included immediately, it would just mean additional signage. PJ made the point that edge cases are only 14% of the total road network.

There was general consensus that it should be 20mph outside Abbey School. PJ explained that a street needs to signal its speed to drivers with good urbanism. We also need to signal to developers that they must use this technique to design for a 20mph limit.

Concern was raised that including the A2 would be 'like a red rag', but could KCC be persuaded to treat the area outside the Abbey School as a trial, reducing the speed during peak hours only? AB said that Tunbridge Wells have been approached by KCC to see if they want pilot 20mph schemes outside schools,

It was discussed that with current speed data, deviations are high where averages are not, therefore could the speed data for just the daytime be included, as those travelling at higher speeds at night detracted from the true speed?

A discussion took place concerning roads outside schools being closed, although it would take more in-depth thought to decide which schools in Faversham might benefit from this.

Phil Jones explained the theory of psychological calming and gave examples such as; removal of centre white lines and, advisory cycle lanes adding of parking bays, creating build-outs and planters to emphasise "place". AB said that KCC do allow for removal of the centre line.

It was agreed that the PJA would need to go higher than Paul Brand – Simon Jones, Tim Read and Nichola Floodgate. In the meantime it was agreed that AH would contact Paul Brand, following the latest speed survey.

MH questioned whether funding could be raised within the town such as Tesco Bags of Help. It was questioned whether residents would build planters for speed calming.

The Ordnance Survey were providing a new service giving speed data using GPS technology on mobile phones which is much cheaper and more reliable than speed strip data. There are gaps in the current data so more data is always good. TS will make enquiries with Miranda Sharp.

PF raised concern that Abbey Fields had not been speed surveyed, yet has speeding lorries. It was suggested that the new technology from the OS could get that data.

PJA will continue to develop ideas that had been discussed at the meeting. TS was asked to provide the Red Dots "Protest Map" to PJA as this was the document that first led the group to push for a town-wide limit.

AB noted that informal and formal consultation would be required and recommended as much as possible. The 20's Plenty for Tunbridge Wells group leafleted the area in Tonbridge that was to be covered by 20mph, asking residents to write in. 200 people responded, less than 10% were against, 60-70% were in favour prior and 70 to 80% in favour after the scheme had gone in.

It was agreed to reconsider whether the group actually needed to go back to the JTB and what they would achieve by doing so. AH is to ask PB what the best way to proceed would be.

Date of Next Meeting

Wednesday 28 November, 7pm