

Minutes of the 20's Plenty Working Group

Dated Wednesday 30 January 2019

Present

Amanda Russell	Cllr Claire Belsom	Chris Oswald-Jones
Cllr Antony Hook	Cllr David Simmons	Tim Stonor

In attendance

Louise Bareham
Town Clerk

1. Apologies

Cllr Mike Henderson	Alison Eardley
Gulliver Immick	Ellie Jupp

2. Declarations of Interest

None

3. Minutes of the Previous Meeting

The Minutes of the previous meeting were agreed.

4. Meeting with KCC

A meeting between Nikola Floodgate (NF) and Paul Brand of KCC with DS, AR and Phil Jones (PJ) in attendance took place on 18th January in the Guildhall. *Notes from this meeting are attached to these minutes.*

Following this, NF had provided a joint statement to send to JTB on 4th March. At the meeting, NF had mentioned Section 106 monies as a potential resource to fund the project, although it was noted that 106 money was often not forthcoming until a large number of houses had been occupied and this may delay the project. Also, she had not been specific whether the funding was via a development in Swale or not. DS was sceptical about the idea and wondered if she had got confused with CIL, which has not been adopted in Swale. Other funding, or possible short term loans from FTC or others were discussed. DS questioned how a link between sustainable transport and 20's Plenty could be made to acquire the S106 funding. However, both DS and AR were clear that NF had said not to let the question of funding get in the way. AH confirmed that she was not looking for too much detail in the first instance and it could just be a bit more work by PJ

TS had spoken to PJ who confirmed he would be happy to attend the JTB in March and saw the next work needed would be:

- Sketch of a note
 - Create an outline design scheme (not detailed) with a map building on previous work, street by street, from very minimal to slightly more physical intervention, signing, removing the centre line, parking bays etc;
 - Liaise with KCC drawing a consensus to the design;
 - Detailed design – conditions, how many parking spaces, CAD drawings
 - Liaise with KCC;
 - Costings

AR reported that at the meeting with KCC PJ had been able to provide and in-depth knowledge of policy, ongoing continuity and demonstrate and in-depth understanding of the recent DfT commissioned WS Atkins Report, that re-enforced 20mph and counteracted KCC's arguments. It was agreed that Phil Jones should be instructed to carry out the initial outline scheme and TS will ask him for a step-by step written quote.

ACTION: TS to obtain a step-step quote from PJ

RECOMMENDATION that the Town Council agrees to fund the stage one outline scheme.

ACTION: AR to attend the Town Council meeting to speak in support of the recommendation.

It was agreed that by making a concession with Love Lane, Western Link and the A2 the group was able to bank the town wide scheme. They felt residents in these roads will start questioning as to why their roads hadn't been included and that would be the time to go back to KCC and apply more pressure. AR said KCC realised that the scheme has verb very much community led. TS was disappointed that the Atkins Report had not mentioned the benefits to air quality. DS confirmed KCC's position; that the speed cameras would need to be removed from the A2 if the speed limit was reduced and more casualties would have to accrue before it could be re-instated at the new speed of 20mph. This was questioned vigorously in the meeting and we will need to revisit this with KCC.

Action: AR to circulate the Atkins Report

5. Next Steps/Strategy

There was concern that NF's statement mentioned area wide rather than town wide and that this might lead to some confusion. There was also disappointment that the statement appeared to have been presented as a fait

accomplish despite being a 'joint statement'. It was agreed that a town wide scheme was important and would lead to less confusion, better compliance and reduce the need for signage – send a clear message that the town was is a 20mph town.

TS proposed that the group responded to NF's email that they were generally happy with the statement but to change area wide to protect the integrity of the scheme and prevent confusion for those who may think it means outlying villages.

Action: AR to write to NF

6. Community Engagement Strategy

AR stressed the importance of recruiting more volunteers who would be willing to help with public engagement and spread the word. It was agreed to ask people to pledge to drive a 20mph, similar to Plastic Free asking for pledges. TS suggested we identify key, supportive influencers in the town. It was decided to have a presence in 12 Market Place during the Transport Weekend and give away car stickers as a visual pledge so other drivers would understand why the person in front was driving at 20mph. Other ideas included hosting a meeting for interested people, influencers, who could help to spread the campaign, working with the FFF, Faversham Society and Faversham Voice, arrange a talk, invite key speakers, social media campaign etc.

Action: TS to update the engagement timeline. AR to discuss with AE the community engagement plan and to contact business owners – particularly Chris Williams who is on the FTA and owner of Edible Culture and James Thorn of Wild Bread.

7. Any Other Business

It was noted that KCC was undertaking a review of their policy following the Atkins Report which was likely to be reported in March. AR discussed how it was important for the 20's Plenty national campaigners and ourselves to have input to the revision, given all our collected knowledge but that this was proving difficult. Adrian Berendt of 20's Plenty for Kent & Tunbridge Wells has so far been trying without success to open up a dialogue with KCC officers and councillors.

8. Date of Next Meeting

Wednesday 27 March 2019, at 7pm

The JTB Meeting is Monday 4th March 2019 at 5.30pm, Swale House

Report on Meeting with KCC

A quick update on Friday's meeting, which I'll try and keep brief because I know we will discuss in more detail at the next WG meeting, which is on the 30th Jan.

It was very positive, Phil Jones gave an excellent presentation, which I've attached. His understanding of Faversham, transport design and policy and also the recent WS Atkins report findings were put to excellent use and he fully engaged Nikola and Paul.

The main points that came out of the meeting are:

1) They understand that a town-wide scheme is key to the integrity of the scheme's success and acknowledge that it we will need to include the "edge cases". We agreed to exempt Love Lane, Western Link and the A2 for now. The latter we talked about in a lot of detail but I'll speak more about at the meeting. I learned a lot about the KCC position on this, which I think will be helpful going forward.

Phil demonstrated various options for calming on those edge streets and they were discussed by us all. It was really interesting to hear KCC's position, they were very receptive to all his suggestions. KCC are still very risk averse, (although illogically this translates as viewing 20mph limits with signage only, as more dangerous than leaving a street at 30mph) and they seem to think that compliance is not a priority for us, so we were able to talk over this counter-logic and dispel some of their misgivings about us. I think the more we work with them, the better we will understand each other. Nikola could see that we need someone to be bold and take a chance on this town-wide scheme but she also thinks the scheme will have to be a compromise for both KCC and the WG.

2) Nikola is drafting a note, setting out KCC's position/response to our scheme and will forward to us to discuss and collaborate on, this will then form an official paper to go to the JTB in March, where I will briefly present. This came about because we thought rather than task them with preparing their report in response to the PJA work, it would be better to take what we all learned from the meeting with Phil and collaborate to create a document together, which will then go to the JTB as a joint piece of work.

The next stages are:

Establish funding for design and implementation
Create the design / KCC to carry out safety audit
Maximise our social engagement in readiness for both the public consultation but also to achieve early compliance. We want to create a groundswell of support

3) Funding

Nikola is looking into specific Section 106 funding which has been set aside for “sustainable transport planning”. There is also the possibility of funding from on street parking fines. She said that we should not let funding be an obstacle and believes that we will be able to secure the funding we need. I was very surprised to hear this. Antony, she asked specifically what your commitment to funding the scheme is going forward. If we can show some funding in place, it will attract other funding etc.

What’s been key in recent weeks is the WS Atkins findings that traffic traveling at higher speeds is slowing down by a greater margin, with 20mph signage only. New evidence out of Bristol is also supporting this and Phil included a ministerial letter which highlighted this point. This is a potential game changer, it means that people are complying and they are complying on the faster streets, without humps or speed cameras etc... we need to keep making this point.

David was excellent at pinning KCC down in terms of both a town-wide scheme and a timeline. Nikola thought that we would need to allow a year and a half to get the scheme in place. I think it’s imperative that Phil Jones remains attached to the project. It’s clear the officers have immense respect for him and his understanding of all the elements. He was able to answer all the more technical questions they asked him there and then, so a lot of progress was made.

My memory is not functioning as well as it should be post-virus, so David may have more to add but I think that was gist of it. Sadly Tim was too ill to attend.