

Minutes of the 20's Plenty Working Group – Wednesday 29 August 2018

Attendees:

Cllr C Belsom	Cllr Antony Hook
Cllr Mike Henderson	Chris Oswald-Jones
Gulliver Immink	Cllr David Simmons
Amanda Russell	Tim Stonor

Present: Louise Bareham

1. Apologies for Absence

Ellie Jupp, Alison Eardley

2. Declarations of Interest

None

3. Minutes of the Meeting dated 27 June 2018 and Matters Arising

GI asked for a timeline of the engagement strategy and thought that all actions should have dates/deadlines.

4. Street Character, Speed Survey and Signage Analysis

It was suggested to postpone the presentation of the report until September's meeting as EJ was absent. TS had been engaging with Phil Jones on various points.

AH joined the meeting at 7.10pm

AR noted the report was a response to information following the walkabout with KCC which AH, MH and COJ attended. The report would provide a more meaningful discussion with KCC on how the scheme should be implemented. COJ asked what the proposal for public consultation would be, AR said that EJ had taken the approach of drawing out KCC's objectives and showing how 20mph would meet them and will present 20mph as a solution to the triad of public health concerns; road casualties, obesity, air quality.

DS gave apologies for the September meeting and asked to have the report in advance, so he could comment.

Action: TS will continue to work with EJ and will issue the report ahead of the meeting

A discussion took place to agree a different meeting date, but it was finally agreed to keep it to 26 September. MH gave apologies and also asked for time to consider the report and that written views would be taken into account at the next meeting, as if the person was present.

5. KCC Update

AH reported that another speed survey would take place in St Mary's Road, which he would pay for. There has been a reshuffle at KCC with a new Finance Member, Peter Oakford, Tunbridge Wells Member who supported 20mph. AH had written to him congratulating him on his new position and asking what budget KCC had for 20mph and whether he would consider expanding Kent's investment next year. AH will follow up next week.

AH also met with Adrian Berendt (AB), Chair of Kent 20mph to discuss strategies how to get KCC to invest and change policies, particularly their block on A roads. He stressed the need to build the support of the 40+ members and had the support of at least 14. AB will prepare a document selling the benefit to the KCC members and will try to get a policy discussion either at full council or the Environment and Transport Committee. AH had asked for the item to be on September's agenda but it was too full, so likely to be November. There had been a recent change to the chair of this committee to Matthew Balfour, who will now scrutinise decisions he made in the first place. The aim will be to get KCC to change their policy and set up an all-party group.

AH thought KALC's motion was timely and suggested parish councils made contact with all local KCC councillors. The budget meeting was in February 2019 and support needed to be built up in the interim. MH noted that decisions were often made before February.

AH had received prices for signs and 4 would be needed at each junction, therefore total cost of £600, legal costs would be approximately £2,000. AH felt that Davington, Priory Road area could be undertaken for £1,800, he felt it was important that something was done this financial year. AR welcomed his explanation as to why he had been pursuing a zoned rather than a town-wide approach as agreed. TS thought that funding and permission were two separate issues. He reminded the group that KCC have not said that Faversham couldn't have a town-wide scheme, just that it would demand more physical calming on higher speed streets. Although he thought permission would be there the question was how big a scheme and it shouldn't just be based on cost. He would need to look at a map but was struggling to find where a meaningful scheme could be implemented that would need less than 10 signs. He also pointed out that experts advised that small schemes didn't work as the benefits are not felt tangibly by residents across town and this makes compliance harder to obtain. TS said that a town wide limit was what had always been proposed and agreed to and that a

fragmented zoned scheme would exclude some of the roads most in need of speed reduction and therefore it wouldn't be worth it on balance. He was grateful for AH's update and explanation of his wishes for a zoned approach and the proposed push for policy change but did not want to risk seeing us set back with a small scheme that wouldn't be of benefit to Faversham.

COJ asked if a different contractor was being used for the speed survey. AH confirmed it was but would be an accurate comparison and was a radar based survey.

CB agreed with AH that it would make sense to look at each Ward with the possibility of rolling out a scheme in each with Priory first and others to follow year after year, accompanied by lots of press and social media support and actually start making some progress.

MH felt small schemes grew into big schemes from his experience and that the danger with KCC was that big schemes don't happen. He thought there was a serious danger of working with KALC and AB and then Paul Carter bombing the idea, he therefore leant toward a ward by ward project which might get there in a few years rather than nothing.

TS said looking at the map, he was struggling to find where you could implement a meaningful area with 10 signs in one Ward and questioned the wisdom of doing this when we could have the whole town with signs at 15 to 18 locations could cost between £50-60k. We have previously been advised that the scheme could cost between £50-60k, which we need to ask consultants to look further into. £50-60k is not a large transport project. AR said that evidence showed that the smaller schemes tended to fail and should it fail would lose us all public support and prevent any further rollout, that setting speed limits according to ward boundaries was meaningless to drivers and more difficult to enforce. She said that the most common feedback from Tunbridge Wells' zoned scheme has been from drivers asking "how do we know when we should be doing 20mph?". GI made the point that Faversham gets a lot of visitors and ward boundaries would be meaningless to them whereas a town-side scheme sends a clear message.

DS said he was torn as he wanted to see progress because the project had been going on so long but thought that members should really get behind our original objective for a town-wide scheme. He thought covering the whole town to the north of the A2 was doable with 18 signs and had an inclination to press for that. GI wanted to go for gold with a town wide scheme and thought that the overall cost of a zoned approach, phasing in one ward at a time, would be much higher.

AH suggested sitting down and plotting how many signs were required in each Ward. TS said that would be very time consuming and he didn't personally have the time to do that and would advise we don't pursue that

approach. He felt that the group needed a professional advisor who could help us engage meaningfully with KCC and deliver a town-wide scheme quickly and efficiently.

It was agreed to move to item 10 on the Agenda – Proposals from PJA

6. Proposal from PJA

TS argued that the group needed the expertise of Phil Jones Associates with the benefit of a professional meeting with Paul Brand and thought in the long term this would save money and provide a scheme that didn't exclude the most dangerous roads or result in excessive engineering. TS said Phil Jones would be personally involved and they had quoted £3,100 plus VAT. AH asked what the timescale for the report would be, TS said he hoped it could be done by the end of October. MH asked what the report would add to the scheme. COJ thought it would be better for local knowledge to have a roundtable discussion, not a consultant. TS reminded the group that PJA were already very familiar with the layout of Faversham because they provided the original technical report that formed a significant part of the presentation made to the Joint Transportation Board in Dec 2016, which resulted in unanimous support for a town-wide scheme in Faversham. AR explained that Phil Jones was the consultant involved in the writing of the highly respected "manual for streets" which KCC officers work from as well as the more recent DfT manual for cycling infrastructure and that this report would take the project forward as it was originally conceived, to meet its objectives, easier to enforce and wouldn't degrade air quality. She said that argument goes back and forth and is distracting us and is preventing us making progress.

MH, whilst not criticising the consultant, thought he would not take the project forward. AR disagreed and thought it would make sense to employ a consultant who wrote the manual that highways officers work from.

COJ was concerned that it would halve the money available from the Town Council. DS suggested making an application to the TC's small grant scheme. However LB thought using the EMR set aside for a traffic management plan would be more acceptable. AH agreed that this would be more suitable and that he would be more likely to support this but was concerned that public opinion might not support consultant's fees, although he acknowledged that PJA are not just any consultant and could see that the EMR option would preserve the £5,000 budgeted. LB said that the group would have to recommend the TC agrees the expenditure for the consultancy fee. AR asked the group to take a vote as to whether they were happy for this recommendation to go to the town council, the vote was taken and the group voted unanimously in favour.

Action: AR and TS are to attend the next TC meeting and present the PJA proposal at the next TC meeting on the 10th September.

Action: TS to request a more detailed quotation from PJA for consideration by the TC

RECOMMENDATION: That the Town Council agrees the sum of £3,100 + VAT for the implementation of a report by Phil Jones Associates with funding from EMR.

7. Air Quality

DS reported on the A2 traffic modelling on air quality for Swale's Local Plan 2020/2022 which would feed into the development of the Air Quality Action Plan. This is being presented to Cabinet on 31st October and to the JTB on 17th December. It had received a supportive letter from KCC Cllr Mike Whiting. 20mph on parts of the A2 were part of the clean air zone.

8. Community Engagement

Deferred until AE's return

9. Terms of Reference

The Terms of Reference were agreed.

10. Any Other Business

AR asked members to consider the motion put forward by KALC, regarding the delegation of speeding enforcement powers to local authorities, and attempted to ask the opinion of the Speedwatch member's present regarding the suggestion to use the data recorded by Speedwatch, to issue a penalty, rather than just a letter of advice. COJ said that Speedwach is just for recording and GI said that he wanted time to properly read and respond to both motions put forward by KALC, so discussion was postponed to the next meeting.

11. Date of Next Meeting

Wednesday 26th September at 7pm, The Guildhall

Apologies from DS and MH are noted