
SWALE JOINT TRANSPORTATION BOARD

MINUTES of the Meeting held Virtually via Microsoft Teams on Monday, 5 December 2022 from 5.30 pm - 7.02 pm.

PRESENT: Councillors Monique Bonney (Vice-Chair, in the Chair), Alastair Gould, Elliott Jayes, Julian Saunders, David Simmons, Paul Stephen and Eddie Thomas.

Kent County Councillors: Cameron Beart, Mike Dendor, Antony Hook and Rich Lehmann.

Kent Association of Local Councils: Parish Councillors John Fassenfelt and Jeff Tutt.

OFFICERS PRESENT: Billy Attaway, Alan Blackburn (KCC), Mike Knowles, Kellie MacKenzie, Lyn Newton, Jamie Watson (KCC) and Emma Wiggins.

ALSO IN ATTENDANCE: Councillors Steve Davey, James Hall and Tony Winckless.

APOLOGIES: Parish Councillor Peter MacDonald and Kent County Council Councillor John Wright.

475 **DECLARATIONS OF INTEREST**

Councillor David Simmons declared a disclosable non-pecuniary interest in respect of Item 5 (Faversham Pedestrianisation) as he was involved with the running of Faversham Market.

476 **MINUTES**

The Minutes of the Meeting held on 20 June 2022 (Minute Nos. 108 – 123) were taken as read, approved and signed by the Chair as a correct record.

477 **PUBLIC SESSION**

There were no registered speakers.

478 **FAVERSHAM PEDESTRIANISATION**

The Director of Regeneration & Neighbourhoods introduced the report which summarised the work undertaken to-date for the Faversham Town Centre permanent road closure scheme and to recommend the next steps to implement the closure. She said that a lot of informal work had been undertaken which including an informal consultation from 21 May to 14 June 2021. She said that they had been working with Project Centre the consultants for the scheme and advised that Jonathan East (Project Centre) was in attendance to respond to any technical questions.

The Director of Regeneration & Neighbourhoods drew attention to the two recommendations to progress the Traffic Regulation Order (TRO) and to undertake a formal consultation from 16 January 2023 to 22 February 2023 on proposals to close Market Street, Court Street, Market Place, Middle Row, East Street and Preston Street, Faversham from 10 am to 4 pm with exceptions for Permit Holders and Blue Badge holders.

The Chair invited Members to ask questions.

Councillor Alastair Gould asked whether Blue Badge holders would need to register for the scheme to be picked-up on the Automatic Number Plate Recognition (ANPR)? Mr East said they would need to be pre-registered but, if they did not and received a fine there was an appeals process. Councillor Gould asked that suitable signage was provided clearly advising that Blue Badge holders needed to pre-register.

Councillor Eddie Thomas supported the proposals and asked what specific signage would be provided to communicate it was a pedestrian priority area and how would the interim period between the new TRO and signage being erected and the ANPR being commissioned be managed? Mr East advised that it was proposed to provide standard pedestrian and cycle zone signage at the gateway to the zone to inform motorists that they were entering the pedestrian and cycle zone. Mr East acknowledged that during the interim period there was likely to be some difficulties with enforcement until the traffic cameras were operational. He advised that they had liaised with Kent Police who advised that they would not have the capacity to enforce but parking attendants could.

Councillor Eddie Thomas asked whether the Court Street gate would be closed every market day including Tuesdays and would more enforceable and dedicated unloading bays be provided outside of the pedestrian area? Mr East said that the existing Court Street gate closures and maintenance and emergency access arrangements would remain unchanged. He confirmed that the existing and new TRO did not allow the gate to be closed on a Tuesday. Mr East confirmed that there would be no unloading during 10 am and 4 pm and no further dedicated unloading bays were proposed.

Councillor David Simmons said that he was aware that the gate was closed on a Tuesday but not locked. He said he was concerned about the lack of a physical barrier at the start of the pedestrianised area and asked whether cafes would be allowed to put tables and chairs out on the days the road was closed? Mr East said that due to emergency access and potential residential access this had been discounted as not being feasible.

Councillor Julian Saunders welcomed the pedestrianisation and raised two areas of concern. He said it would be important to review the impact allowing vehicles to access the Court Street/Market Place area would have on the aged and disabled who could not access the Market Place by vehicle. He said any review should also look at whether full pedestrianisation would prevent blue badges accessing essential services and added it was important to ensure pedestrians had priority in the market area and methods were put in place to ensure cyclists/e-bikers/scooter

users dismounted. Mr East said that Blue Badge holder access was picked-up by the Equality Impact Assessment and needed to be included in the scheme.

Kent County Council (KCC) Councillor Anthony Hook supported the proposal. He considered it was right to plan for allowing Blue Badge Holders access and agreed that certain aspects of the proposals needed to be reviewed and monitored. He had received feedback from some businesses that were concerned about deliveries and their concerns would hopefully be picked-up within the consultation.

KCC Councillor Rich Lehman asked whether the option to include or exclude closing of the gate on Tuesday could be considered? The Director of Regeneration & Neighbourhoods said that the issue could be clarified via the formal consultation.

Recommended:

- (1) To proceed with the implementation of Faversham Town Centre Road closures.***
- (2) To proceed with the preparation of the draft traffic order and formal consultation on the traffic order.***

479 FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER - SWALE AMENDMENT 39 2022

The Seafront & Engineering Manager introduced the report which provided details of objections, comments and indications of support received in relation to the recently advertised TRO, Swale Amendment 39 2022, which covered various amendments to on-street waiting restrictions in the Swale area. He outlined the recommendations for each scheme as set-out in the report.

The Chair invited Members to speak on each recommendation.

Recommendation (1) – Monks Close, Faversham

Councillor Julian Saunders supported abandonment of the scheme.

Recommendation (2) – Recreation Way, Kemsley

KCC Councillor Mike Dendor, clarified that it was not proposed to abandon but for withdrawal at present as some objectors were concerned that it would result in traffic being dispersed to their side of the road. He said that they were looking to install three sets of double yellow lines around a 90 degree bend with a roundabout in the middle and was looking to undertake an informal consultation on proposals prior to drafting a future TRO.

Recommendation (3) – Bramley Avenue, Faversham

Councillor Eddie Thomas provided some background for requesting the scheme. He said that following discussions with the Seafront & Engineering Manager it seemed putting double yellow lines in the whole length of the road was contrary to what they wanted to achieve. He said that to make the 20-mph scheme more self-enforcing putting in a passing point seemed the best option.

Recommendation (4) – 18 Jubilee Crescent, Queenborough

KCC Councillor Cameron Beart supported the proposal and said that he understood that Queenborough Town Council (QTC) also supported the proposal. He said that he may have to declare an interest as he was present when the item was considered by QTC but he had not taken part in the discussion.

In response to a question, the Seafront & Engineering Manager confirmed that Power Station Road, Queenborough was included within Swale Amendment 39 and no objections had been received.

Recommended:

- (1) That the proposed double yellow lines in Monks Close, Faversham, be abandoned.**
- (2) That the proposed double yellow lines in Recreation Way, Kemsley be removed from the current Traffic Regulation Order and an informal consultation be undertaken with residents on revised proposals following comments received.**
- (3) That the proposed double yellow lines in Bramley Avenue, Faversham be progressed to create a passing point.**
- (4) That the proposed formalising of the disabled persons' parking bay outside 18 Jubilee Crescent, Queenborough, be abandoned and the blue badge holder currently using the bay be asked to apply for a bay outside of their property.**

480 INFORMAL CONSULTATION RESULTS - TANNERS STREET AND FORBES ROAD, FAVERSHAM

The Seafront & Engineering Manager introduced the report which provided details of recent informal consultations which had taken place with residents and statutory consultees on proposed amendments to on-street waiting restrictions in the Faversham area.

Recommendation 1 – Tanners Street, Faversham

Councillor Julian Saunders spoke in support of progressing the scheme and said that it should resolve the waste collection access issue.

Recommendation 2 – Forbes Road, Faversham

Councillor Eddie Thomas spoke in support of further investigation of installation of new Residents' Parking Bays and double yellow lines in Forbes Road, Faversham.

Councillor David Simmons said he had some sympathy with residents but raised concern about the impact it may have on air quality due to vehicles stopping and starting, and also that it may push traffic onto other roads particularly Athelstan Road, Faversham.

Councillor Julian Saunders supported further investigation. With regard to vehicles stop/starting he noted KCC's comments that there was sufficient space for vehicles to bypass each other and introducing parking would have positive impacts on slowing traffic.

Resolved:

(1) That the proposed amendments to the parking bays, and installation of double yellow lines, in Tanners Street, Faversham be progressed to a Traffic Regulation Order.

(2) That the proposed installation of new Residents' Parking Bays and double yellow lines in Forbes Road, Faversham, be investigated further through liaison with KCC Officers and a possible further informal consultation.

481 QUIET LANES

The Senior Programme Manager (Active Travel) introduced the report which provided detail on the objectives of Quiet Lanes. He advised that KCC did not have a policy on the introduction of Quiet Lanes but did have a historical report on where they had been implemented. The Senior Programme Manager (Active Travel) explained that any proposed Quiet Lanes were subject to a comprehensive public consultation and needed to be able to demonstrate low traffic volume and speeds. They should not rely on Police enforcement and KCC did not have specific funding to promote and implement them.

The Chair welcomed questions.

Councillor David Simmons said Porters Lane, Faversham would be an ideal Quiet Lane. He asked if the Quiet Lane requests were better coming from the relevant Parish Council? The report referred to a 40 mph speed limit but he thought a Quiet Lane for walking and cycling should be 20 mph? The Senior Programme Manager (Active Travel) said that Parish Councils could put them in their Parish Highway Improvement Plan (HIP). He said Sustrans were promoting Quiet Lanes and the 40 mph was a maximum speed and it was important to consider carefully whether "rat-runs" would be suitable as Quiet Lanes and each road needed to be assessed on its own merits.

Parish Councillor Jeff Tutt welcomed the report.

Parish Councillor John Fassenfelt spoke about the success of the Quiet Lane implemented at Munsgore Lane, Borden. He said that sensitive signage was important and it was about educating motorists on driving slower subject to road conditions.

Councillor Alastair Gould said that linking bridal paths would be a good use of a Quiet Lane and a good example would be Dawes Road, Dunkirk. He said that speed limits should be applied by signage as many rural roads were 60 mph. The Senior Programme Manager (Active Travel) felt that bridal paths could be linked. He said that existing low speeds were key for Quiet Lanes not signage as some rural roads could be driven quite fast and any traffic calming needed to be sensitive

to the environment. Councillor Gould considered a 30 mph speed limit sign would improve the understanding that it was a Quiet Lane.

Councillor Julian Saunders felt there were a number of rural lanes in Swale which would function well as Quiet Lanes. He felt Vicarage Lane, Faversham would also be suitable. He asked if some Quiet Lanes could be limited to access only? The Senior Programme Manager (Active Travel) said that limiting access using signage was not always successful but measures were needed to remove the “dominance” of vehicles by cycling, walking, horse-riding.

KCC Councillor Mike Dendor asked how many rural lanes were KCC diversion routes? He said that it may not be legal to limit access to roads. The Senior Programme Manager (Active Travel) said it was difficult to deal with the number of road closure requests and provide suitable diversion routes. He said that there was a TRO that needed to be consulted on if you wanted to prohibit vehicles and needed to consider access for refuse vehicles and any turning-heads which may be required.

KCC Councillor Cameron Beart drew attention to paragraph 2.6 in the report which said that 20 mph speed limits should be self-enforcing. He said that 95% of the roads in his borough ward on the Isle of Sheppey were 20 mph and achieved nothing because they were not enforced. The Senior Manager (Active Travel) said it was difficult to make 20 mph compliant particularly in rural lanes.

The Chair thanked the officer for the report. She considered there was an appetite for Quiet Lanes in the borough but noted that funding was not currently available.

Resolved:

(1) That the report be noted.

482 HIGHWAYS WORK PROGRAMME

The Chair invited comments from Members.

KCC Councillor Dendor asked when the proposed puffin crossing at Eurolink Way, Sittingbourne reference SW/00384 was going to be installed? The Swale District Manager agreed to check with KCC’s Developments team and inform the Member. He confirmed that it was developer dependent.

Parish Councillor Jeff Tutt referred to page 162 of the report and flooding affecting the area beneath the railway bridge at Selling Road. Councillor Tutt said that to his knowledge the area had flooded for the last 15 years because it was always repaired badly and requested that it must be repaired properly. The Swale District Manager agreed to speak with KCC’s Drainage Team about the design work and update the Member.

Councillor Tutt also referred to replacement LED street lighting and raised the issue that Parish Councils had with the Street Lighting grant.

KCC Councillor Cameron Beart raised concern regarding how the developer was progressing on Belgrave Road, Minster. He said following meetings on-site works were to take place in February 2023 half-term but said the developer should provide a temporary surface for the pavements before then. The Swale District Manager agreed to look into the issue and update the Member.

The Chair asked if the flood water management works at Snipes Hill, Sittingbourne were connected to land going onto Stones Farm Countryside Gap? The Swale District Manager agreed to check with the Drainage Team but he understood it was to do with the flooding by the speed camera.

Resolved:

(1) That the report be noted.

483 PROGRESS UPDATE REPORT

Resolved:

(1) That the report be noted.

484 ITEM FOR NOTING ONLY - REQUESTS MADE BY COUNCILLORS AND MEMBERS OF THE SWALE JOINT TRANSPORTATION BOARD

Following a request from a Member the Chair agreed that the report would include the name of Member/Parish Council that had submitted the request.

There was some discussion about the request to have a presentation from KCC about how decisions were made about developer funded highway improvements and it was agreed that it be considered as an item for the next Swale Joint Transportation Board meeting.

Resolved:

That the report be noted.

485 DATE OF NEXT MEETING

The next meeting of the Swale JTB would be at 5.30 pm on Monday 27 February 2023.

Chair

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All Minutes are draft until agreed at the next meeting of the Committee/Panel

