

Joint Transportation Board
7pm, Tuesday 30 January 2024

Draft minutes

Present:

Councillor Alex Ricketts (chair)
Dan Watkins (KCC - vice chair)
Councillor Dane Buckman
Councillor Mike Bland
Councillor Rachel Carnac (substitute)
Mark Dance (KCC)
Mel Dawkins (KCC)
Councillor Keji Moses
Robert Thomas (KCC)
Mike Sole (KCC)
Councillor J Stockley
Councillor Clare Turnbull

In attendance:

Alan Atkinson (PC representative)

Officers:

Ruth Goudie - Transportation team Leader
Andrea James - Democratic Services Officer
Hazel Waters - Highway Manager Canterbury (KCC)
Jamie Watson - Senior Programme Manager Active Travel (KCC)

JTB1. Apologies for absence

Apologies were received from Councillors David Thomas, Keith Bothwell and Naomi Smith, and from Dan Watkins (KCC), Neil Baker (KCC) and Alan Marsh (KCC).

JTB 2. Substitute members

Councillor Rachel Carnac was present as a substitute for Councillor Thomas, and Councillor Clare Turnbull for Councillor Bothwell.

JTB 3. Declarations of interest by Members or Officers

There were no declarations of any interest from members or officers.

JTB 4. Public participation

There were no public speakers for the meeting.

JTB 5. Petition - Road Layout Herne Bay New Plaza

A petition from Mrs Baxter titled 'Road Layout Herne Bay New Plaza' was received. The Chair confirmed that the petition would be referred without discussion to the next meeting of the Joint Transportation Board, to be held on 19 March 2024, when Mrs Baxter would

introduce it.

JTB 6. TRO Closure of Pound Lane

The Transportation Team Leader, Ruth Goudie, introduced the report, which set out the rationale for the proposed closure of Pound Lane and the results of the statutory consultation on the advertised change to the Traffic Regulation Order.

Members of the JTB asked questions and made clarifications, including the following:

- The bollards on Pound Lane would be removable in the event of emergency.
- 900 extra vehicle movements on North Lane sounded a lot, but it carried 12-15,000 vehicle movements a day already on average.
- Pound Lane had been closed for several months already due to building works and road users had got used to it being closed without significant problem.
- Traffic would be monitored at busy times, like after a show at the Marlowe, and the ANPR car parks could be brought into play to manage traffic flow.
- The closure would be clearly visible from the westgate towers, so it was very unlikely a car would attempt to turn left in error.
- A footpath had been created from Pound Lane through to Westgate Hall as part of the housing development.
- Pound Lane had been part of a mapped cycle route for 20 years and operated as a shared space without need for a marked cycle lane, however e-bikes could go considerably faster than push bikes, so officers would monitor use and consider whether further safety measures were necessary. The design of the Westgate Square under the LUF programme was a different issue, however, to that of Pound Lane.
- The use of crossing islands, like in St Peters Street, helped to guide pedestrians to the safe place to cross.
- The views of local businesses had been recorded as 'neutral - negative' while councillors were in favour, which was a bit like the Herne Bay Plaza, which local people were now vocally rejecting. Maybe more consultation with BID members could take place.
- The closure of Pound Lane formalised an informal situation for pedestrians and traffic and improved safety for all.
- Unfortunately, the Kent Roadworks Coordinator felt the level of building work still taking place on Pound Lane meant it was too dangerous to open the lane for cycles and pedestrians any time soon. This issue would be followed up if the JTB voted in favour of the proposal, however, to see if the reopening to be expedited.
- Might removing the cars from the lane put cycles at the top of the road hierarchy, making it more dangerous for pedestrians?
- Pedestrians were safer when not sharing a space with cars as well as cycles.
- cyclists were unlikely to speed down Pound Lane when there was a major junction at its Westgate tower end, but safety and reduced speed would be important issues during the design elements of work around Westgate Towers.

It was proposed, seconded and when put to a vote

AGREED, that

The Joint Transportation Board recommend to the KCC Cabinet Member: The permanent closure of Pound Lane to motorised traffic near to the junction with St Peters Street.

Record of the voting:

For the proposal (8): Bland, Brady, Buckman, Dawkins, Moses, Sole, R Thomas, Turnbull
Against (0): none
Abstained (4): Carnac, Dance, Ricketts, J Stockley

JTB 7. Sturry Bypass

The KCC Highway Manager for Canterbury, Hazel Waters, read out a brief update from Richard Shelton (KCC) on the Sturry Bypass.

It was agreed by general assent that the JTB would request a further, fuller written update from the officer for the June JTB meeting date, as the March meeting agenda was already very full.

JTB 8. Active Travel Update Report

Jamie Watson, Senior Active Travel Programme Manager at KCC, and Ruth Goudie, Transportation Team Leader at CCC, introduced the report, which updated members on KCC's Active Travel agenda and requested that a recommendation be made to the KCC Cabinet Member that funding be sought for the construction of the Crab and Winkle extension cycle route scheme.

Members asked questions and made clarifications with officers, including the following:

- The road safety audit had not yet taken place as that usually took place at stage 3 once construction was finished.
- It was very important to have community engagement right from the start.
- The heritage of local places was also very important and needed to be recognised early on in each project and integrated into the design and implementation - possibly via a heritage toolkit to cover issues collaboratively from the beginning.
- Lessons had been learned from the Herne Bay Plaza experience.
- There needed to be more education and explanation about shared spaces.
- Rob Thomas
- Schemes should come forward from the current and new Local Plans to be considered for Active Travel inclusion and funding. Local Plan schemes would have been through the consultation process. Schemes needed to be part of a plan, not made on a whim.
- Ruth
- The Crab and Winkle had been part of the CCC cycle strategy, part of the transport strategy and part of the current 2014-31 Local Plan.
- Lots of cycle schemes had been left over from the former Local Plan that would be included in the new draft.
- The criteria for Active Travel funding was: what was relatively deliverable in a short space of time.
- The Crab and Winkle scheme was as 'shovel ready' as it could be before going to tender and had undergone a lot of consultation.
- KCC was developing a Kent-wide cycling plan as an overarching strategy, under which some schemes from the districts would be prioritised. Work was underway to collate a list of schemes that were agreed and supported.
- Community engagement on the Crab and Winkle scheme would be crucial as planning had been granted a long time ago and the biodiversity and green corridor it currently provided was very important.
- Active Travel was useful for funding but very quick, and some people new to the area may not be aware of these old schemes that had already been consulted on. More consultation on the wider area might be needed.
- The detailed design would be consulted on and local residents and businesses would be involved and re-engaged.
- The contract would include a 12-months maintenance period for the contractor, so that

any defects found during that 12 months would be under the contractor's costs. After that 12 months, the scheme would be handed to KCC for general maintenance.

- Councillors would speak to local people about these plans to gauge their interest and concerns and get a feel for how best to navigate further consultation and implementation.

It was proposed, seconded and when put to a vote

AGREED that

The Joint Transportation Board recommend to the KCC Cabinet Member: that a bid for funding be made to Active Travel England for the construction of the Crab and Winkle extension cycle route scheme and, if the bid is successful, construction should begin as soon as practicable thereafter.

Record of the voting:

For the proposal (11): Bland, Brady, Buckman, Carnac, Dance, Dawkins, Moses, Sole, J Stockley, R Thomas, Turnbull

Against (0): none

Abstained (1): Ricketts

JTB 9. Highway Works Programme

The Highway Manager for Canterbury, Hazel Waters, introduced the report, which updated members on the identified schemes approved for construction 2023/24.

Members made remarks and asked questions, including the following:

- Harbledown Little Meadow was missing from this list (page 39) for street lighting works.
- Light shielding on Roman Road (opposite Prospect Cottages) should be added to the list.
- In Appendix H - Combined Members Grant Programme Update - 2 schemes funded / supported by Mr Mark Dance (KCC) were not shown.
- An updated plan for 2024/25 would be supplied in March 2024.
- A request was made that Valley Road be added to the list for resurfacing.

The report was NOTED by general assent.

JTB 10. Monitoring of previous decisions

Members noted a verbal update and it was agreed by general assent that a renewed monitoring sheet would be supplied at the next meeting.

JTB 11. Date of next meeting

7pm on Tuesday 19 March 2024

JTB 12. Any other urgent business to be dealt with in public

There was no other urgent business.

JTB 13. Exclusion of the press and public

Not required.

JTB 14. Any other urgent business to be dealt with in private

There was no other urgent business to be dealt with in private.