

MINUTES of the MEETING of the COMMUNITY SAFETY COMMITTEE held at THE COUNCIL CHAMBERS, THE GROVE, SWANSCOMBE on WEDNESDAY 17 APRIL 2019 at 7.00 PM

PRESENT:

Councillor P C Harris (Chairman)
Councillor P M Harman (Vice-Chairman)
Councillor Mrs S P Butterfill
Councillor Ms L M Cross
Councillor Ms L C Howes
Councillor B R Parry
Councillor A S Reach

ALSO PRESENT:

Martin Harding – Assistant Town Clerk / Responsible Financial Officer
Billy Unsworth (KCC Community Warden).
Steve Kears – PCSO
Sarah Rawlinson (Youth & Community Engagement Officer, Diocese of Rochester)
Tony Henley – Dartford Borough Council CSU
Zoe Harris – Kent County Council
2 x member of the public

ABSENT:

There were none

578/18-19. ARRANGEMENTS AND CONSTRAINTS REGARDING FILMING OR RECORDING THE MEETING.

The Chairman explained the arrangements and constraints relating to the filming or recording of the meeting.

579/18-19. APOLOGIES FOR ABSENCE.

Apologies for absence were received from Councillors' Mrs A E D Barham, Mrs M B Kelly, R J Lees, D J Mote and B E Read.

Apologies were also received from Martin Smith (Dartford Borough Council Parking Enforcement), Rev Andrew Avery (St Marys Church, Greenhithe), Insp Gavin Wade (Kent Police) and Sgt Dan Horsley (Kent Police).

580/18-19. SUBSTITUTES.

There were none.

581/18-19. DECLARATIONS OF INTEREST IN ITEMS ON THE AGENDA.

There were none.

The Chairman gave the opportunity for the meeting to be adjourned at this point to accept questions from the public.

A resident explained his dissatisfaction with the manner in which Kent Police handled his report of an incident.

PCSO Steve Kears agreed to take the residents details back to Kent Police and investigation his concerns further.

582/18-19. ITEMS DEEMED URGENT BY THE CHAIRMAN / MATTERS ARISING FROM PREVIOUS MINUTES AND THEIR POSITION ON THE AGENDA.

There were none.

583/18-19. TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 13 FEBRUARY 2019.

Recommended: That the Minutes of the Meeting held on 13 February 2019 be confirmed and signed as a true record.

584/18-19. POLICE COMMUNITY SUPPORT OFFICERS (PCSO) REPORT.

PCSO Steve Kears gave a brief summary of recent incidents within the town including reports of nuisance vehicles and anti-social behaviour. PCSO Kears also updated members on the steps being taken to assist the gentlemen living within the telephone box near to Greenhithe Station. Members were updated that facilities were being shared at the moment with teams in Gravesham during the refurbishment of offices in Dartford.

Members thanked PCSO Kears for his attendance but wished him to take back their disappointment that neither the Inspector nor Sergeant were able to attend.

Recommended: That the report be noted and PCSO Kears be thanked for his attendance

585/18-19. KCC COMMUNITY WARDENS REPORT.

KCC Warden Unsworth gave an update on cases he had been involved with in the area, including fly tipping, abandoned cars, hostile dogs, suspected scams, safeguarding concerns and anti-social behaviour.

Recommended: That the report be noted and KCC Warden Unsworth be thanked for his attendance.

586/18-19. COMMUNITY SAFETY LIAISON.

Youth services / officers – Sarah Rawlinson gave an update that she had been working with Manor Community School to resolve incidents occurring involving students from a neighbouring school.

Zoe Harris, Kent County Council co-ordinator for Youth Services gave an update on the youth sessions recently undertaken at the Swanscombe Pavilion. These sessions were aimed to restart again in May. A further provision was planned for Castle Hill in partnership with Dartford Football Club, due to begin shortly.

Kent Fire Service – Councillor A S Reach confirmed that the Fire Service had been undertaking a lot of co-responding calls in support of the Ambulance Service recently.

Neighbourhood Watch – Councillor P C Harris updated that the importance of Neighbourhood Watch had been raised and discussed at the recent Dartford and Gravesham Community Safety Panel.

Community Speed Watch – Councillor P C Harris confirmed that sessions were due to be starting again shortly.

Dartford Borough Council (CSU) – Tony Henley, Dartford Borough Council CSU gave members a brief summary of the updated Dartford & Gravesham Community Safety Partnership Strategy 2019 - 2022.

Kent County Council – KCC Member Mr P M Harman updated that KCC were due to begin charging for certain waste at recycling centres from 3 June 2019. It was currently feared that this may increase fly tipping and impact on Dartford Borough Council services.

Recommended: That the information be noted.

587/18-19. **DETAILED ANALYSIS OF CRIME STATISTICS FOR SWANSCOMBE AND GREENHITHE.**

Members were provided with the up to date detailed analysis of crime figures for Swanscombe and Greenhithe.

Recommended: That the item be noted.

588/18-19. **ANTI-SOCIAL PARKING – LOCAL SCHOOLS.**

Further to minutes 132/18-19, 224/18-19 and 355/18-19 Councillor P C Harris gave a brief verbal update to members.

All three schools had undertaken traffic surveys and the findings and recommendations had been given to KCC Member Mr P M Harman for consideration with Kent Highways.

Students at each school had designed posters and material as part of a competition to promote walking to school. A scheme named 'Walk on Wednesdays' was being considered across the three schools.

A Community Speed Watch sessions was scheduled to be held in Craylands Lane, Swanscombe and was being conducted in partnership with the school council at Craylands School.

Recommended: That the information be noted.

589/18-19. NITROUS OXIDE CANISTERS

The Assistant Town Clerk explained the volume of canisters that had been collected over the last 6 months and the incidents of use that had been witnessed.

Members discussed the challenges faced with enforcement due to the substance not being illegal but more likely classed as littering/fly tipping.

Tony Henley Dartford Borough Council CSU explained that the Borough Council could investigate whether Community Protection Notices were possible in certain circumstances and would liaise with officers from the Town Council on individual cases.

Recommended: That the information be noted.

590/18-19. DARTFORD BOROUGH COUNCIL (DBC) CRIME AND DISORDER (OVERVIEW AND SCRUTINY) COMMITTEE.

Members discussed the contents of the draft minutes and noted the Community Safety Partnership Strategic Assessment which had already been summarised earlier in the meeting.

Recommended: That the information be noted.

There were no confidential items for discussion.

There being no further business to transact, the Meeting closed at 8.40 pm.

Signed _____

Chairman

Date

Parish Council monthly update

Swanscombe and Greenhithe

From April 1st to
April 30th 2019

Information provided by: PCSO Robert Young 60354, Dartford Community Policing Team

Crimes of note:

- 16/04/19, Burglary, Hayes Road, Greenhithe, Rear door to property smashed, money and a few other items taken.
- 19/04/19, Burglary, Louvain Road, Greenhithe, Entrance through open kitchen window, Jewellery, iPad, Alcohol and Perfumes taken.
- 12/04/2019, Attempt Burglary, Craylands Square, Swanscombe.
- 17/04/2019, Burglary of Aluminium tower, Craylands Lane.
- 21/04/19, Attempt Robbery, The Grove, Swanscombe.

Anti-social behaviour and other incidents of note:

- 05/04/19, suspicious activity, Havelock Drive/Castleridge drive, Greenhithe, Two people trying vehicle door handles on this road.
- 02/04/19, Vehicle rear number plate theft, Nelson House, London Road, Greenhithe.
- 02/04/19, Vehicle front number plate theft, Nelson House, London Road, Greenhithe.
- 05/04/19, suspicious activity, Knockhall Road, Greenhithe, Two males wearing black were seen shining torches into rear gardens. Police attended within 10 minutes, area search no trace for the males.



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Parish Council monthly update

Items of good work:

- Anti-Social use of vehicle, April 2019, Tiltman Avenue. A moped was pulling wheelies along Tiltman Avenue, this resulted in the offender getting a section 59 warning.
 - Numerous vehicles have been stopped in the bus lanes and given relevant words of advice.
 - 01/04/2019 Vehicle no insurance, High Street, vehicle was recovered by Police
-

Updates of previous reported issues:

N/A as this is the first update



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Parish Council monthly update

Swanscombe and Greenhithe

From May 1st to
May 31st 2019

Information provided by: PCSO Robert Young 60354, Dartford Community Policing Team

Crimes of note:

- 16/05/19, Burglary, London Road, Greenhithe, Entry gained through front door, money and a few other items taken.
 - 29/05/2019 Burglary, Mounts Road, Greenhithe, Forced entry, Generator stolen and other equipment.
 - 03/05/2019 Burglary, Childs Crescent, shed break, some garden tools taken.
 - 21/05/2019 Attempt Burglary, Manor road, attempted to gain entry through back door, fled the scene.
 - 27/05/2019 Attempt Burglary, Trebble Road, Entry was attempted to a garage.
-

Anti-social behaviour and other incidents of note:

- There has been a number of reports of moped users riding in an anti-social manner in Swanscombe
- 01/05/2019 and 12/05/2019 Nuisance youths in Asda Greenhithe, local patrols are aware of the youths and are dealing with them.
- 21/05/2019 suspicious activity, Alkerden Lane, Greenhithe, two male's one in a balaclava pushing a bike. Police attended shortly after the call came in.
- 23/05/2019 Nuisance youths, Dial close, Greenhithe, police attended shortly after the call came in.
- 01/05/2019 suspicious activity, Pentstemon drive, two males jumping into gardens, police attended shortly after the call came in.



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Parish Council monthly update

Items of good work:

- Section 59 warning issued to a moped user in Swanscombe for pulling wheelie and anti-social driving.

Updates of previous reported issues:

- In relation to suspicious activity on Havelock drive on 05/04/19 a vehicle that was used in this sus activity has been seized by police
- Increased patrols on Craylands lane/Craylands square in relation to Burglary and attempt Burglary
- Increased patrols in Louvain road and Hayes road in relation to Burglary's



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Parish Council monthly update

From June 1st to
June 30th 2019

Swanscombe and Greenhithe

Information provided by: PCSO Robert Young 60354, Dartford Community Policing Team

Crimes of note:

- 16/06/19 Assault, Ingress park outside of Ingress abbey, Police attended shortly after
 - 25/06/19 Assault with bladed article, Knockhall Road, Police attended scene
 - 01/06/19 Males with knives, The pavilion, Swanscombe, police attended shortly after
 - There has been numerous reports of vehicle tyres being slashed on Snowden Hill, these have all been reported and under investigation.
 - A few calls relating to vehicle crime, people trying to gain access to vehicles around the pentstemon drive, Caspian way location and surrounding roads on the 30th June 2019
-

Anti-social behaviour and other incidents of note:

- 26/06/19 Glass bottles being thrown from Ames road into the tennis courts
- 13/06/19 Suspicious Event Moped failed to stop for police, riders wearing balaclava's, Steele Avenue
- 01/06/19 Nuisance youths in Portland place, Ingress park, Greenhithe
- 22/06/19 Nuisance youths, Greenhithe train station
- A number of calls regarding nuisance vehicles all across swanscombe
- 15/06/19 Vehicles going onto the field next to broomfield road, driving at excess speed, police attended shortly after the call
- There have been numerous reports of begging on many roads including Ames road, Broad road, Stanhope road, Keary road. This is being dealt with.



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Parish Council monthly update

Items of good work:

- A number of colleagues have been working with vulnerable adults and safeguarding them due to recent issues.

Updates of previous reported issues:

- Moped riders continue to be monitored and dealt with by section 59
- Increased patrols in Swanscombe to reduce the amount of ASB



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Detailed statistics for Dartford - Swanscombe



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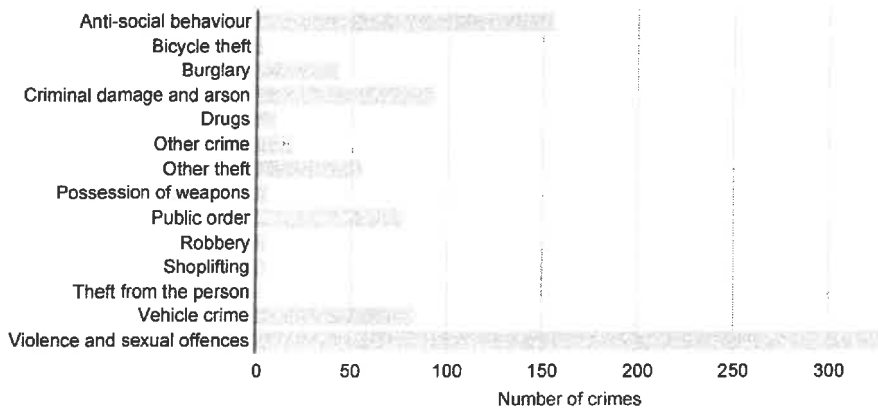
[Comparison of crime types in this area between May 2018 and April 2019](#)

[Comparison of outcomes in this area between May 2018 and April 2019](#)

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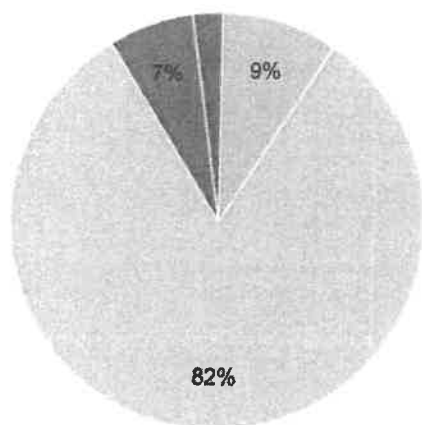
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Comparison of crime types in this area between May 2018 and April 2019



Crime type ↕	Total ↕	Percentage ↕
Anti-social behaviour	156	17.63%
Bicycle theft	3	0.34%
Burglary	43	4.86%
Criminal damage and arson	93	10.51%
Drugs	10	1.13%
Other crime	19	2.15%
Other theft	56	6.33%
Possession of weapons	5	0.56%
Public order	77	8.70%
Robbery	5	0.56%
Shoplifting	5	0.56%
Theft from the person	1	0.11%
Vehicle crime	83	9.38%
Violence and sexual offences	329	37.18%

Comparison of outcomes in this area between May 2018 and April 2019



- Under investigation
- No further action
- Offender dealt with by police
- Offender sent to court
- Offender dealt with at court

Outcome type	Total	Percentage
Under investigation	67	9.19%
Under investigation	26	3.57%
Status update unavailable	41	5.62%
No further action	597	81.89%
Formal action is not in the public interest	0	0.00%
Further investigation is not in the public interest	3	0.41%
Investigation complete; no suspect identified	261	35.80%
Unable to prosecute suspect	333	45.68%
Offender dealt with by police	48	6.58%
Action to be taken by another organisation	39	5.35%
Offender given a drugs possession warning	1	0.14%
Offender given penalty notice	0	0.00%
Offender given a caution	7	0.96%
Local resolution	1	0.14%
Offender sent to court	0	0.00%
Suspect charged	0	0.00%
Suspect charged as part of another case	0	0.00%
Offender dealt with at court	17	2.33%
Court case unable to proceed	2	0.27%
Defendant sent to Crown Court	0	0.00%
Defendant found not guilty	2	0.27%

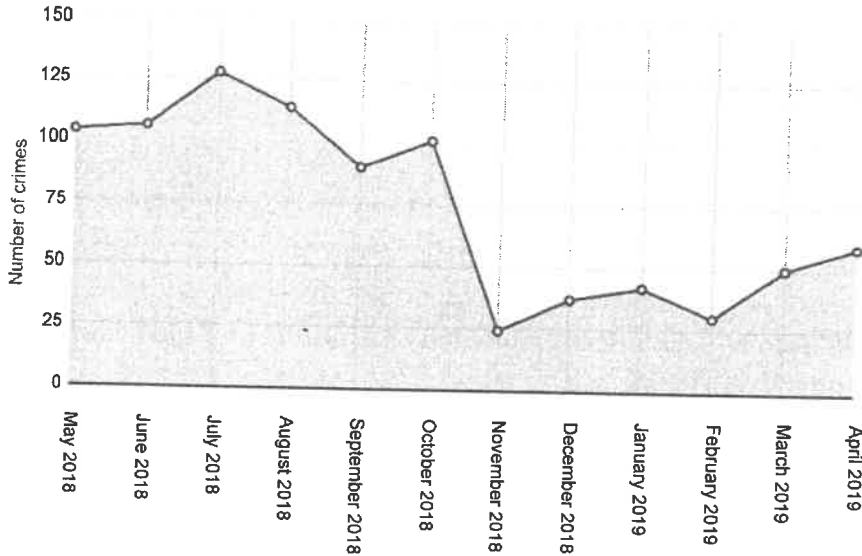
Outcome type	Total	Percentage
Offender given absolute discharge	0	0.00%
Offender given conditional discharge	2	0.27%
Offender ordered to pay compensation	0	0.00%
Offender fined	2	0.27%
Offender deprived of property	0	0.00%
Offender given community sentence	1	0.14%
Offender given suspended prison sentence	2	0.27%
Offender sent to prison	0	0.00%
Offender otherwise dealt with	0	0.00%
Court result unavailable	6	0.82%

Crime levels in this area between May 2018 and April 2019

Showing:

All crime

Update



Month ↕	Total ↕
April 2019	59
March 2019	50
February 2019	30
January 2019	42
December 2018	37
November 2018	24
October 2018	101
September 2018	90
August 2018	114
July 2018	128
June 2018	106
May 2018	104

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Detailed statistics for Dartford - Greenhithe



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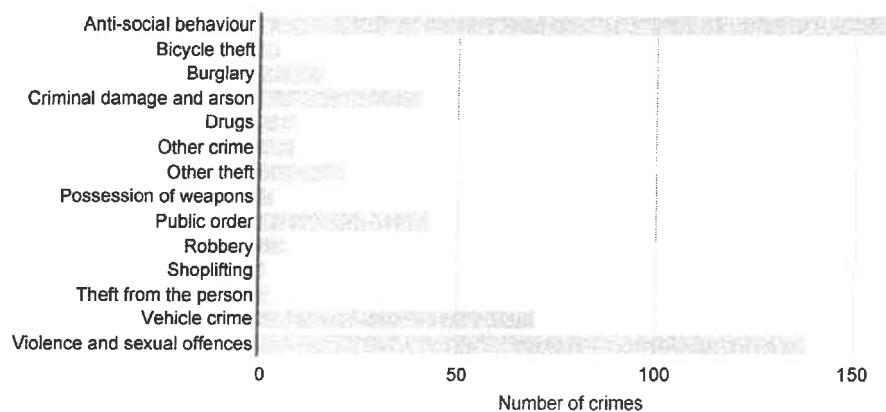
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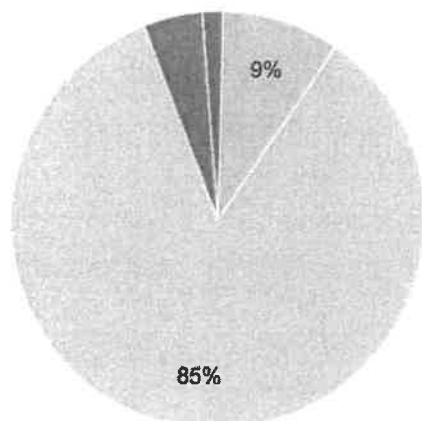
[Download crime data for this area as a CSV file](#)

Comparison of crime types in this area between May 2018 and April 2019



Crime type ⇅	Total ⇅	Percentage ⇅
Anti-social behaviour	158	29.98%
Bicycle theft	5	0.95%
Burglary	16	3.04%
Criminal damage and arson	41	7.78%
Drugs	9	1.71%
Other crime	9	1.71%
Other theft	22	4.17%
Possession of weapons	4	0.76%
Public order	43	8.16%
Robbery	7	1.33%
Shoplifting	2	0.38%
Theft from the person	3	0.57%
Vehicle crime	70	13.28%
Violence and sexual offences	138	26.19%

Comparison of outcomes in this area between May 2018 and April 2019



- Under investigation
- No further action
- Offender dealt with by police
- Offender sent to court
- Offender dealt with at court

Outcome type	Total	Percentage
Under investigation	34	9.21%
Under investigation	9	2.44%
Status update unavailable	25	6.78%
No further action	312	84.55%
Formal action is not in the public interest	0	0.00%
Further investigation is not in the public interest	1	0.27%
Investigation complete; no suspect identified	152	41.19%
Unable to prosecute suspect	159	43.09%
Offender dealt with by police	17	4.61%
Action to be taken by another organisation	10	2.71%
Offender given a drugs possession warning	2	0.54%
Offender given penalty notice	0	0.00%
Offender given a caution	4	1.08%
Local resolution	1	0.27%
Offender sent to court	0	0.00%
Suspect charged	0	0.00%
Suspect charged as part of another case	0	0.00%
Offender dealt with at court	6	1.63%
Court case unable to proceed	0	0.00%
Defendant sent to Crown Court	0	0.00%
Defendant found not guilty	1	0.27%

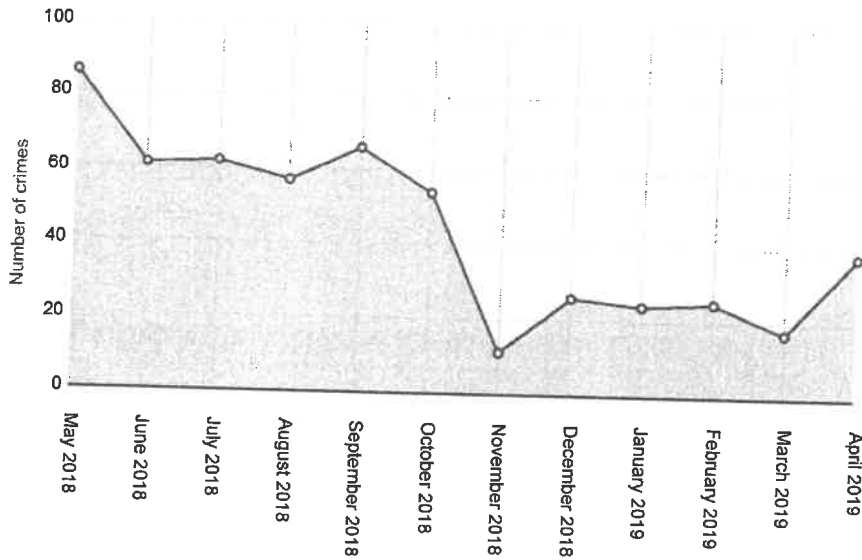
Outcome type	Total	Percentage
Offender given absolute discharge	0	0.00%
Offender given conditional discharge	1	0.27%
Offender ordered to pay compensation	0	0.00%
Offender fined	0	0.00%
Offender deprived of property	0	0.00%
Offender given community sentence	0	0.00%
Offender given suspended prison sentence	1	0.27%
Offender sent to prison	2	0.54%
Offender otherwise dealt with	0	0.00%
Court result unavailable	1	0.27%

Crime levels in this area between May 2018 and April 2019

Showing:

All crime

Update



Month	Total
April 2019	38
March 2019	17
February 2019	25
January 2019	24
December 2018	26
November 2018	11
October 2018	54
September 2018	66
August 2018	57
July 2018	62
June 2018	61
May 2018	86

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UPDATE REPORT – THE SCHOOL RUN CAMPAIGN ^{CSC 10/7/19}**Community Safety Committee - 10 July 2019****General.**

1. All three schools have been briefed and 3 meetings per school have taken place to coordinate the plans.
2. Aim of the campaign is to reduce the number of cars being used for the school run. Promote healthier lifestyles, reduce pollution and potential for accidents around schools, and promote organisational, communication and social skills amongst the pupils, parents and teachers.
3. Inter class competitions have been organised within each school but no inter school competition as yet.
4. The campaign is based on a gradual increase in pressure not only on parents to walk but also improve the infrastructure around the schools to maximise safety. This will take time as each school, both teachers and pupils, as always, are extremely busy but are keen to see improvements.
5. Each school has different issues to deal with but best practice is being sought.
6. This campaign may help improve the organisational skills of some parents??
7. An Initial car use survey was carried by each school council as a starting point to ascertain the scale of the problem.
8. The target given to each school was a 50% reduction in the number obtained in para 7 above.

Craylands Primary School.

1. Letters to parents have gone out including reminders via their weekly Newsletters.
2. At staff meetings, teachers have been reminded of the school run campaign.
3. A school assembly has also been used to remind the children.
4. A parents evening was used to educate the parents on the school run campaign.
5. A Speed watch session was held in May where the school council monitored the speed of passing vehicles. Although it poured with rain the entire session, the recorded speeds were discussed at the next school council. It has been noted that the 20/30 mph signs are located too close to the school and need to be moved further away as noted in the road survey.

UPDATE REPORT – THE SCHOOL RUN CAMPAIGN

Community Safety Committee - 10 July 2019

6. A road survey has been carried out by the school council and the results submitted to Cllr Peter Harman as the KCC member for Swanscombe and Greenhithe to action.
7. A walk on Wednesday (WOW) has been initiated on 1 May 2019

Knockhall Primary School.

1. The following has been received from Knockhall Primary School:

Hi Peter,

I hope you are well. I had put a plan together for the walk to school for April but since then we have had a new head. I sent him the agenda with the plans which I will send to you as an attachment with the letters that were going to go to parents and residents. He decided that the school will do the walk to school only but not to contact parents about the parking and penalty since it will bring conflicts and also not to involve the residence.

Shirley

2. A Walk to school week was held from 21 - 27 May 19 the results of which are awaited.
3. A road survey has been carried out by the school council and the results submitted to Cllr Peter Harman as the KCC member for Swanscombe and Greenhithe to action.
4. The school is taking action to improve the safety of all during the morning and afternoon drop off and pick up using staff to control the traffic.
5. The governors have written to KCC requesting Eynsford Road is made one way with no apparent response to date.
6. The RBL have given permission for parents to use their car park for park and walk.
7. Poster campaign within the school.

UPDATE REPORT – THE SCHOOL RUN CAMPAIGN

Community Safety Committee - 10 July 2019

Manor Community Primary School.

1. SGTC has given permission for parents to use the Swanscombe car park for drive and walk
2. Latest from the Manor School:

Manor Community School Council 2018/2019 Safer Parking Campaign

What have we done so far?

All school council members are fully aware and involved in our aim for creating a safer environment outside of the school gates in regards to parking and drop offs etc.

All parents were sent a letter written by our School Council leader, Molly Webb, highlighting the issues and the concerns of the children. We hoped that by sending a child's letter out, there would be a bigger impact to show the importance of keeping our outside school environment safe.

As a school council team, the children and supporting adults stood outside the school gates one morning to monitor the traffic. This gave the children an opportunity to be seen in their high-vis vests and for other children/parents to see us outside as well. The main issues that we noted during the observation were:

- A high number of children not wearing seat belts as they approach Keary Road
- The fumes coming from cars, taxis etc
- The children counted a number of cars that stop to drop children off on the zig zag lines
- Parents parking on the corners of the road, leaving residents and other drivers unable to see around the corners when pulling out of roads.
- After interviewing the lollipop lady, we learnt that the situation is worse at the end of the road (Swanscombe Street). She feels that parents are aware teaching staff do not see this part of the school day (drop offs and pick-ups)

We also successfully launched a poster campaign throughout the whole school (Yr 1-Yr6). We asked all children to create a poster that could be displayed around the school and in the local community. This poster had to include the dos and don'ts for parking near a school. We had a huge selection of superb posters. The school councillors then chose the best posters which are currently being displayed around the school buildings. Our next task is to get them circulated in the community with our school name attached.

Our most current activity is our Walk to Wednesday campaign. We discussed the details with school council children and staff. All children were given the information in

UPDATE REPORT – THE SCHOOL RUN CAMPAIGN

Community Safety Committee - 10 July 2019

Key Stage assemblies with the intent for the first walk to begin early May. Incentives have been put in place to encourage children to walk to school on this one day a week. The parents will be informed of this early next week via letter.

Our next tasks:

- Complete our first Walk to Wednesday morning- giving out the stickers etc.
- Evaluate Walk on Wednesday success – prize to class who has walked the most – by the end of Term 5/early Term 6.
- Take the school councillors out again in the mornings wearing their high-vis to continue to monitor traffic and parking
- Inform residents about our safer parking campaign and ask for suggestions and concerns from them.

Caitlin Lake

Alison Atkins

3. A speed watch session on Swanscombe Street on Wed 26 Jun 19

EXAMPLES OF POTENTIAL FUTURE ACTION.

1. All schools to write to affected local residents requesting support in identifying parents who park and drive obstructively and perhaps issuing a school council PCN.
2. Push KCC for action to recommended road improvements.
3. Identify walking routes and make them safe(r).
4. Investigate the employment of a school bus for Manor and Craylands.
5. Carry out driver surveys at the beginning and end of the school day and record dangerous and obstructive parent parking
- 6 As a result of para 5 above, each school council is to engage with CSU Dartford , DBC parking team and police for potential future education and enforcement for persistent offenders for obstructive car parking and driving.

Councillor Peter Harris

2 July 2019

UPDATE REPORT – THE SCHOOL RUN CAMPAIGN

Community Safety Committee - 10 July 2019

Annex A

Letter to parents from Molly (School council lead).

Dear parents and carers,

During school council meetings we discussed one main issue: road safety. Our number one priority is the children's safety, and there are a number of ways you can help us out. It would be dreadful news to find out that one of our pupils have been involved in an accident. Adults say "I know my child, they're safe, and that they cross the road safely" but What if...?

Parking

The school run can be tiring sometimes and I am sure all parents have experienced it before. We have had many concerns about people driving to school which is not an issue but the fact they are stopping in the middle of the road, blocking people from crossing and also endangering the child jumping out. As well as that, people are parking directly on the pedestrian crossing, making children walk in the road, which we advise all children not to do. Outside the school gates we have zig zag lines, however many people have been found parking on them. You must not park on those lines between 8:00-9:30am and 2:30-4:00pm.

Driving

In Swanscombe the roads are very narrow and the speed limit is 30mph. Hitting a child at that speed could kill them or seriously injure them. On the other hand, hitting a child at 20mph would lower the chance of serious injury. It is easier to brake a car at 20mph than 30mph.

Consideration of others

Paths are very narrow too but inconsiderate parking on curbs means people are struggling to get past, resulting in them having to walk in the road. This is especially difficult for those with pushchairs and wheelchairs. A few houses have driveways and these are being partially and in some cases fully blocked. People leaving their houses to find their car blocked in by another one can be extremely frustrating.

What we are doing to help?

- We made surveys to find out the percentage of those that drive to school.
- A member of school council made badges.
- We will be creating posters to put around our school gates.
- We have come up with 'walk and stride' - which aims to encourage people to park safely a little further away from school and take a short walk, rather than parking irresponsibly and potentially risking a child's life.

Kind regards,

Chair of school council

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ESC 10/7/19

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

To: Environment and Transport Cabinet Committee – 24 May 2019

Decision No: N/A

Subject: 20mph – policy review

Classification: Unrestricted

Past pathway of paper: N/A

Future pathway of paper: N/A

Electoral Division: County-wide

Summary:

Following the Government publication of new research relating to 20mph speed limits, the Cabinet Member for Planning, Highways, Transport and Waste requested a review of the County Council's approach to 20mph speed limits to ensure they met the requirements of the latest guidance.

Recommendations:

The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph.

1. Background

- 1.1 Kent County Council's (KCC) approach to implementing 20mph schemes was established in 2013. A copy is provided in Appendix 1.
- 1.2 This is based on the 2013 Department for Transport (DfT) Circular 'Setting Local Speed Limits'. This follows the core principle that the existing road environment is key to the setting of appropriate speed limits.
- 1.3 In 2013, DfT revised the guidelines (DfT Circular 01/2013) and stated authorities could set 20mph speed limits in areas where local needs and conditions suggested the current speed limit was too high.
- 1.4 It went on to state (para 85) that: "Successful 20 mph zones and 20 mph speed limits are generally self-enforcing."

- 1.5 After deliberation by Members, this approach was agreed in 2013. Six school trials were undertaken. The Committee paper is included in Appendix 2.
- 1.6 To date, Kent has more than 1,000 roads that are subject to 20mph zones or limits.
- 1.7 In the past 24 months, 22 schemes covering 286 roads have been implemented.

2. Consistency

- 2.1 We have compared our approach to 20mph with other local authorities.
- 2.2 Hertfordshire, Durham, Essex and Wiltshire Councils have adopted a similar methodology. Specifically, they prioritise locations where the existing prevailing speeds are lower than 24mph.
- 2.3 Where speeds are greater than 24mph, additional traffic calming is required but the introduction of speed humps/platforms can be cost prohibitive and is often unpopular.
- 2.4 Some authorities, including Richmond and Watford, have set borough-wide or town-wide limits. In many instances, this approach has excluded strategic A/B roads. This is also true of the case studies contained within the Department of Transport (DfT) commissioned Atkins report into 20mph zones.

3. National Research

- 3.1 In November 2018, DfT published the Atkins Report which had been commissioned to collate national evidence on 20mph Zones.
- 3.2 The report found (see Appendix 4):
 - 20mph is the right speed where people and vehicles closely mix
 - 20mph schemes are very popular with the general public
 - 20mph speed limit schemes with little physical change bring an average reduction of 1 – 2 mph, with faster drivers potentially slowing more
 - There is a clear need for more enforcement
- 3.3 This report considers the use of more innovative and less intrusive traffic calming measures when existing speeds are between 24 and 28mph.
- 3.4 These lower cost traffic calming measures could include more innovative 'psychological' alternatives such as centre line removal, provision of bus build outs, changes to the location of parking bays (subject to TROs) or the provision of gateway features.

- 3.5 These traffic calming measures have been used elsewhere in the UK, and in some cases in Kent, to reinforce the new 20mph limits.
- 3.6 We have reviewed one of the largest and most recently installed 20mph schemes in the County (St John's in Tunbridge Wells) and the detail is included in Appendix 3.
- 3.7 In summary we have found that there has been a small reduction in speeds travelling on the majority of the roads where signed only limits were implemented and a more significant reduction in speeds on the road that required traffic calming measures to be installed (due to its existing speed being above 24mph at time of implementation).
- 3.8 Therefore, our local schemes seem to support the findings of the national research and would support an adaptation of our approach.

4. Kent Police

- 4.1 We consult with Kent Police in relation to the setting of appropriate speed limits.
- 4.2 Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less, as research has shown that signed only 20mph limits where traffic calming is absent have little effect on traffic speeds and have not been evidenced to significantly reduce accidents.
- 4.3 Kent Police are supportive of appropriate 20mph schemes where a high level of compliance is expected.

5. Legal Implications

- 5.1 The 1988 Road Traffic Act (Section 39) puts a Statutory Duty on local authorities to undertake studies into road accidents, and to take steps to both prevent and to reduce the severity.
- 5.2 We satisfy this duty through our Casualty Reduction Programme. The current approach to 20mph schemes aligns with this duty as the schemes can be justified in terms of casualty savings.
- 5.3 The Equality Duty 2010 sets out clear principles for the way in which public services should meet the needs of their customers, including disabled people.
- 5.4 The Traffic Management Act 2004, places a duty to secure the expeditious movement of traffic on their network. This requires balancing the needs of all road users.
- 5.5 Where decisions are required on the setting of speed limits, we are obliged to consider social issues such as active travel, health and obesity and environmental implications such as noise and air pollution.

6. Local Issues

- 6.1 Requests are received from groups such as '20's Plenty for Kent' and the Kent Association of Local Councils (KALC) to reconsider the current approach to implementing 20mph limits.
- 6.2 Local requests for 20mph schemes need to be assessed against our Casualty Reduction Programme, Active Travel Strategy and other related schemes. They also need to be tested against local opinion, as objections are often revealed when schemes progress to implementation.
- 6.3 Some requests have asked to make all residential streets in Kent 20mph. Others ask us to:
- Interpret the DfT (Setting Local Speed Limits) less rigidly to make schemes more affordable.
 - Set the default speed limit of 20mph in all new residential developments.
 - Implement all schemes supported by residents where funding is available.
 - Support local communities to source funding for new schemes.
 - Facilitate external funding by explicitly linking 20mph to active travel; and
 - Allow implementation of 20mph limits, without traffic calming, on roads where existing speeds are in excess of 24mph.

7. Next Steps

- 7.1 Understanding the issues and problems in an area is key in deciding what measures should be implemented.
- 7.2 Community support is key, and it has been proven that schemes with active community support are more successful and achieve more compliance.
- 7.3 To avoid moving the 'problem' (rat running, high speeds, increased traffic volumes) simply migrating onto neighbouring roads the surrounding road network needs to be considered.
- 7.4 Surrounding land use also influences the need for a 20mph scheme. For example, roads where community centres and leisure facilities are sited will generate more foot traffic including a wide range of users such as children and young people and would support lower speeds.
- 7.5 Similarly, 20mph schemes may be appropriate on roads where there are nurseries, schools or care homes, as there is increased likelihood of people needing to use cycles, mobility scooters and push buggies. Ideally, they should not have to mix with high speed traffic.
- 7.6 Whilst the current approach remains compliant, consistent with national standards and in line with other local authorities, there is merit in exploring the benefits of modifying the criteria required to implement a 20mph speed

limit as by, providing greater flexibility in the options available it may be possible to deliver improvement in a more cost effective or more timely manner.

7.7 It is recommended that the current approach is modified to reflect current learning and best practice

7.8 A two-stage approach is proposed:

Stage 1 Verifying community support.

This will be instigated and undertaken by the Town/Parish Council/Residents' Group who will seek local views to establish strong resident support. They will also secure a scheme "sponsor" such as a County Member/Parish or Town Council/ JTB.

Stage 2 Verify local benefits and need.

Following technical and safety compliance approval, the scheme will be appraised against an expanded list of local factors (see Section 9 below). This will establish scheme acceptance and a priority when compared to other acceptable schemes.

7.9 In view of this new methodology current policy should be amended to:

1. Consider where the intervention is likely to address several issues including reducing speeds, road crashes and improving the road environment for people walking and cycling.
2. Consider where there is clear evidence of local support which outweighs opposition.
3. Consider all of the factors affecting a road environment not only the existing average speeds.

7.10 In line with the original introduction of 20mph limits, it is recommended that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph.

7.11 We will work with Kent Police to develop an evidence base to support the future use of an expanded list of traffic calming measures.

7.12 In order to select suitable pilots, we will consider schemes that successfully undertake the two-stage process but have highlighted a prevailing road speed of between 24 and 28 mph and where the location supports the use of alternative traffic calming.

7.13 The pilot schemes would be evaluated 12 months after their implementation and outcomes reported back to this Cabinet Committee.

8. Expanded Consideration

8.1 To gather a wider knowledge of the needs and benefits of a 20mph scheme the following categories will now be considered. Each category will be individually weighted reflecting its specific location/circumstance:

- Casualty analysis
- Public Health indicators
- Existing speeds
- Air quality
- Road environment type
- Cost effectiveness e.g. ability of the scheme to be self-enforcing with minimal intervention
- Surrounding land use – what is the surrounding land use, is there land use which will generate more pedestrians and other vulnerable road users e.g. community centres, schools, shops.
- Strong evidence of community support

8.2 This list is not exhaustive and may be modified subject to the specific issues of each location or in line with policy and/or available funding.

8.3 Appendix 5 provides sample criteria along with typical costs of 'signed only' schemes compared to those schemes that would require engineering measures.

9. Financial Implications

9.1 Schemes are funded from either our Casualty Reduction Programme, health programmes or from external funding such as Combined Member Grants or Parish Council funds.

9.2 Currently all schemes need to meet the 2013 DfT criteria.

9.3 £75,000 is available from Local Transport Plan allocation 2019-20 to undertake research schemes.

10. Recommendations

Recommendations:

The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph

11. Contact details

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APPENDIX 5 Expanded Criteria : example and note on costs

Area Name	Street Name	Option limitations			Operating speeds		Collision (only speed related)		Traffic Volumes		Heavy Vehicles		Public Health		Surrounding Land use		Community Support		Score	
		Highway Type	Suitable alternative link?	Bus route	Raised treatment ok?	Mean speed	Score	Minor	Serious/ Killed	Score	AADT	Score	% of HGV's	AQWA	Ranked score	Land Use	Score	Evidenced		Preferred action
Residential Estate name District or Borough name	Sylvan Rd	Local Access	N/A	Yes - Low Freq.	Maybe	28.0	0	2	0	2	6685	0	1.9%	Yes	3	Residential	5	Yes	Speed calming	34
	Arden Rd	Local Access	N/A	No	Yes	29.0	0	0	0	0	1215	4	1.2%	Yes	1	School	4	Yes	Speed calming	18
	Newmarket Rd	Local Access	N/A	No	Yes	19.0	2	1	0	1	8775	0	1.7%	No	0	Shops / community centre	4	Yes	Signs and markings	13.5
	Brantridge Rd	Local Access	N/A	No	Yes	19.0	2	0	0	0	8218	1	5.0%	Yes	2	Undeveloped	0	No	Signs and markings	11
	Furnace Dr	Connector	Yes	Yes - High Freq.	No	20.0	0	2	0	2	4376	2	0.2%	No	0	Undeveloped	0	No	No action	-

Costs

The cost of 20mph zones can vary significantly and will depend on the number of and the type and amount of traffic calming required.

Typical starting costs for the installation of a 20mph limit are around £10,000 but this can vary dramatically. The costs include the Traffic Regulation Order, any Zone entry treatments such as signs on new posts and carriageway markings. There is also a cost associated with the required road safety audits (Stage 1,2 & 3 in some cases).

The overall cost for schemes that require traffic calming are higher as in addition to the Traffic Regulation Order there is a cost associated with the engineering measures – some typical examples are:

- blacktop speed hump approximately £1,350 each
- pre-cast concrete speed cushions from £7,250 per pair
- carriageway speed limit roundel £160 per pair
- chicane from £3,000 each
- Road safety audits £4050.

In addition to the above costs, there is also the road safety audit costs and potentially costs such as traffic management, restricted hours charges etc.