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06 April 2016

Dear Councillor

I am now able to enclose, for consideration at the meeting of the **DOVER JOINT TRANSPORTATION BOARD** on Thursday 14 April 2016 at 6.00 pm, the following **LATE REPORT** which has been authorised by the Chairman of the Dover Joint Transportation Board as a matter of urgency.

10a Sandwich Town Centre Improvements (Pages 2 - 6)

To consider the report of the Head of Transportation, Kent County Council.

This item did not form part of the original agenda published five clear days before the meeting.

By reason of special circumstances, the Chairman of the Dover Joint Transportation Board, Councillor S C Manion, is of the opinion that this matter should be included on the agenda as a late item of business published within the five clear days' notice period by reason of the urgent need for a decision in respect of Breezy Corner due to on-going damage being caused by vehicles.

The reason for the special circumstances shall also be specified in the Minutes.

Yours sincerely

A handwritten signature in black ink, appearing to read "Nicky", written over a white, wave-like shape that matches the Dover District Council logo.

Chief Executive

Sandwich Town Centre Improvements

To: Dover Joint Transportation Board, 14th April 2016

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

This report is a progress update on the Sandwich Town Improvements

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It also seeks JTB approval for the Breezy Corner proposal as outlined below.

1. Introduction

On the 30th November 2015 Sandwich Town Council voted to allocate up to £80,000 to bring about a number of improvements to Sandwich. These include:

1. Install a 7.5 Tonne Weight Restriction across the Town.
2. Install 3 new village gateway features and multilingual signage (where possible) on the outskirts of the town.
3. Employ an external consultant to holistically look at Sandwich and propose changes to improve traffic flows and the pedestrian experience.
4. Employ KCC to carry out detailed analysis with a view to create a design to install parking chicanes along New Street and High Street (in place of originally proposed traffic tables).
5. Employ KCC to carry out detailed analysis of Breezy Corner with a view to create a design that will protect the pedestrians and historic buildings from damage caused by vehicles.

The £80,000 has been allocated from the Section 106 fund.

2. Progress update

2.1 Install a 7.5 Tonne Weight Restriction across the Town

KCC have started to carry out the required steps to implement the Sandwich wide 7.5 Tonnes Weight restriction (except for access). This work is expected to be completed in May 2016.

As an Experimental Traffic Order this is to trial the restriction to see if it reduces HGV traffic in the town. In accordance with policy if sufficient objections are received, a recommendation may be required by JTB at a later date as to whether to implement permanently.

2.2 Install 3 new village gateway features and multilingual signage on the outskirts of the town.

KCC have started works to install the gateway features on the outskirts of the town. This work is expected to be completed in May 2016.

2.3 Employ an external consultant to holistically look at Sandwich and propose changes to improve traffic flows and the pedestrian experience.

Sandwich Town Council (STC) and KCC have shortlisted, interviewed and appointed a consultant – Rummey Design. They have begun work and this is expected to be completed at the end of August 2016.

2.4 Employ KCC to carry out detailed analysis with a view to create a design to install parking chicanes along New Street and High Street (in place of originally proposed traffic tables).

STC and KCC have agreed that it would be beneficial to wait until the external consultant has assessed these roads, and potentially recommended a solution, before KCC engineers conduct their own assessment. This is expected to take place in May.

2.5 Employ KCC to carry out detailed analysis of Breezy Corner with a view to create a design that will protect the pedestrians and historic buildings from damage caused by vehicles.

KCC have created an outline proposal for Breezy Corner, see below. This proposes extending the footways and potentially installing bollards to physically prevent Heavy Goods Vehicles from being able to make the turn left on to Strand Street when travelling from Harnet Street.

Extending the footway is deemed necessary as the footway is not currently wide enough to accommodate bollards (which would offer the protection to buildings and pedestrians) without forcing pedestrians into the carriageway.

2.5.1 Initially it appeared that this proposal would prevent the number 14 bus (from Sandwich to Canterbury) from being able to turn left at Breezy and continue along the Ash Road. **This no longer applies as the new proposal will still allow the no 14 bus to operate its current route.**

KCC released a consultation document which ended on the 30th March describing the proposed changes (specifically highlighting the potential loss of the no 14 bus), which is no longer relevant. This was distributed to Stagecoach, placed at the bus stops and delivered to a large number of houses located off Strand Street and the Ash Road.

There were **44** responses in total to the consultation and 56 downloads of the documents from the KCC website.

Support	Against	Unclear
19	21	5

Additionally there were many comments made, some comments representing resident feedback has been highlighted below:

The corner is and has been for many years a dangerous place for pedestrians and a threat to the buildings on this corner.

We need a bus service that does not involve walking into town

I have witnessed the repeated damage caused by freight to properties on this junction.

It is some considerable distance from the town and many of these customers are elderly people and mothers with young children who have no other way of getting there.

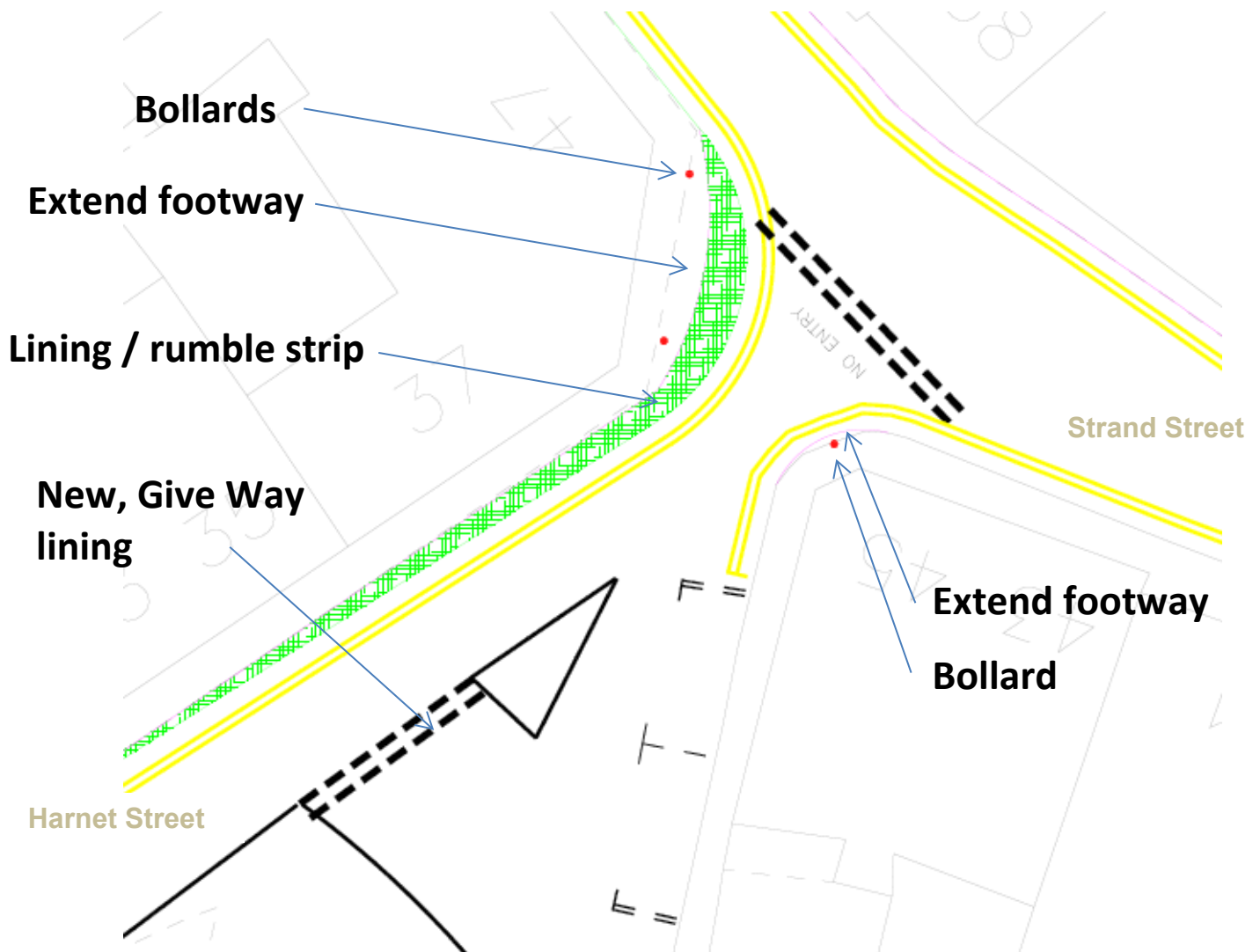
2.5.2 However, during the consultation period Stagecoach indicated that they could ensure their buses used are the shortest double decker available at 9.9m long.

KCC used tracking software and performed a test with Stagecoach on the ground to see if the buses could still make the turn with a build out. It was

clear that with precise driving the 9.9m buses could currently navigate the left turn at Breezy Corner without mounting the footway.

- 2.6 Therefore KCC propose to extend the footway and potentially install a bollard in such a way as to continue to allow 9.9m buses to turn left at Breezy Corner. The exact details of the proposal are subject to a detailed design phase which will adapt the design to suit the constraints of the site including material choice, drainage need and utilities.

However the aim of the proposal will be to prevent HGV's from turning left and will offer protection to the buildings as well as provide more footway space for pedestrians.



2.6.1

- This proposal will prevent HGV's from turning left at Breezy Corner (from Harnet Street into Strand Street). HGV's will still be able to turn right.
- This proposal will still allow 9.9m long double decker buses, and smaller, to turn left and right from Harnet Street into Strand Street.
- This proposal will still allow refuse vehicles to turn left and right from Harnet Street into Strand Street.
- This proposal may restrict fire engines from turning left from Harnet Street into Strand Street. Consultation with the fire service will take place before any scheme is implemented. There is potential for a removable bollard to allow emergency access, subj. to detailed design.
- Cars will still be able to turn left and right from Harnet Street into Strand Street.
- All vehicles will still be able to travel east along Strand Street towards the Barbican.

2.7 Initially the consultation proposed removing the bus stops along Strand Street and the Ash Road – this is no longer proposed.

2.9 KCC Public Transport have stated:

It should be noted that The Councils subsidised bus budget has come under severe pressure recently as funding has been reduced. The department have already had to achieve over £1 million of savings in 2015/16, with a further £500K still to find in 2016/17. This means that in the event Stagecoach withdrew service 14, the Councils ability to provide alternative provision would be limited at best.

3 Decision required:

To approve the proposal so that KCC continue to a detailed design with a view to implementation of a scheme.

Future Meeting if applicable:	A progress report will be presented at a later JTB
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Reporting to:	Tim Read, Head of Transportation (03000 411662)