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## **SANDWICH RAISED TABLES - RESULTS OF CONSULTATION**

To: **Dover Joint Transportation Board - 10 September 2015**

Main Portfolio Area: **KCC – Enterprise and Environment**

By: **Director of Highways and Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Sandwich** Division: **Sandwich**

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**Summary:** The report summarises the results of the public consultation for four new raised tables. Two tables were proposed in High Street and two in New Street.

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### **1.0 Introduction and Background**

- 1.1 Kent County Council (KCC) is proposing the introduction of raised tables in New Street and High Street, Sandwich.
- 1.2 Residents have requested measures to improve pedestrian crossing facilities, discourage through traffic and reduce driver speeds through Sandwich. Particular concern has been raised about driver speeds in High Street, New Street and Strand Street which form part of the one way system around the town. The request was submitted directly to the local KCC Member, Leyland Ridings, and through ongoing discussions with Sandwich Town Council and Sandwich Town Team.
- 1.3 The principal scheme aim is to reduce the amount of through traffic entering Sandwich, by making the bypass a more favourable route. Other objectives include improving pedestrian safety when crossing High Street and New Street, and encourage walking and cycling in the area. The scheme also aims to lower vehicle speeds on the one way system which has been raised as a concern by residents.
- 1.4 The existing speed limit in both roads is 20mph. Traffic surveys were carried out from 8<sup>th</sup> May 2015 which showed that there were a total of 30,407 vehicles travelling along the High Street in a week long period, with average speeds of 19.2mph. New Street was surveyed in the same week, the results show that 46,360 vehicles travelled along New Street in a week long period, with average speeds of 22mph.
- 1.5 A crash analysis was carried out in High Street from its junction with Upper Strand Street to its junction with New Street (a distance of approximately 300 metres) to ascertain if a crash record is present. In the last three years one slight injury crash was reported. The crash involved a pedestrian who slipped into the road whilst walking on the footway. A crash analysis was also carried out in New Street from its junction with St George's Road to its junction with No Name Street (a distance of approximately 450 metres). In the last three years two slight injury crashes were reported. One of the crashes involved a collision with a pedestrian whilst crossing near the petrol station, the other was due to a driver black out at the wheel which led to a collision with street furniture.
- 1.6 Other measures including controlled pedestrian crossings (such as signalised and zebra crossings) were explored, but it is not physically possible to place crossings

where footway widths are too narrow for beacons / lights to be placed. According to the Department for Transport (DfT) guidance a minimum of 5 metres gap is required from any junctions or side roads to safely install a new pedestrian crossing. Raised tables are not restricted by the same design criteria as controlled crossings, and can be safely placed nearer junctions if required. In the case of the High Street this meant that no controlled pedestrian crossing could be placed unless it was nearer the middle section of the road, in the vicinity of numbers 34 / 37, and would require removal of existing on street parking provision. It has been noted that the main pedestrian flows appear to and from the various footpaths such as the Ropewalk, Seven Post Alley and Mill Wall. With this in mind the tables were proposed in the vicinity of the footpaths where they would be of greatest benefit to pedestrians.

## 2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and put forward for public consultation. The scheme proposal may be seen in Annex 1 and 2.
- 2.2 The consultation period ran for 3 weeks, from 19<sup>th</sup> June 2015 to 10<sup>th</sup> July 2015. Information leaflets and plans were distributed to 110 immediately affected residents and businesses and 5 notification posters were placed along New Street, High Street, The Chain and Galliard Street. The proposals were also advertised in the local KM newspaper.
- 2.3 All of the consultation information was made available on the [www.kent.gov.uk](http://www.kent.gov.uk) website, which included the opportunity to comment via email, post or telephone. Other consultees directly contacted included Dover District Council, the local District and County Councillors, the emergency services and bus companies.
- 2.4 Consultees were asked whether they supported the proposals, and to provide any additional comments/thoughts that were relevant to the scheme. A summary of the responses received can be seen in Annex 2. Detailed copies of the consultation responses can be viewed upon request. The results were as follows:-

Do you support the proposed raised tables in Sandwich?	
Yes	No
54.2% (13)	45.8% (11)

- 2.5 Several responses were received after the consultation deadline. So Members can make an informed decision I have included these additional responses in the details of the report and added the total figures including submissions after the consultation deadline in the table below:-

Do you support the proposed raised tables in Sandwich? (Including late responses)	
Yes	No
72.5% (29)	27.5% (11)

- 2.6 The Sandwich Town Team has provided strong support for the scheme as has Stagecoach Bus Company. Most residents have also requested some form of traffic calming to address a wider concern about driver speeds in other parts of Sandwich this may be looked at a later phase proposal.
- 2.7 Nearly all of the objectors to the proposal have supported the need for some form of highway improvements and / or crossing provision in Sandwich. Most objections were from residents in High Street relating to noise and vibration, and potential damage to their properties. More detailed reasons and causes for the objections are outlined in Annex 3.

### **3.0 Financial**

- 3.1 The scheme will cost £26,050 to implement if all four tables are progressed to construction. This will include the chosen colour and type of block paving as requested and discussed with Sandwich Town Council, and the costs associated with drainage works in the area to facilitate safe installation of the tables in New Street. Kent County Councillor Leyland Ridings chose to use some of his Combined Member Grant allocation to consult, advertise and design the proposals. If the scheme is approved for construction all scheme build costs will be funded from local development money (s106 agreements).
- 3.2 Based on the results of the public consultation, and previous detailed discussions with the Sandwich Town Team and Sandwich Town Council it is recommended that the scheme proceeds as proposed in New Street, which received only two objections to the proposed tables (site shown in Annex 2). Most of the objections received during the consultation were in direct reference to High Street, based on the nature of buildings in the road. The same issues and concerns were not raised in New Street. We would like Members to indicate which of the following two recommendations below they would like to proceed with, or choose to abandon the scheme completely.

### **4.0 Recommendation(s)**

- 4.1 Taking into account the number of objections to the proposals in High Street it is recommended that the proposed scheme outlined in the public consultation is abandoned and further investigation made into what other options may be available in High Street. The raised tables in New Street should proceed as proposed in the consultation.

**OR**

- 4.2 After analysis of the overall consultation results, including the late submissions, and subject to detailed vibration and core surveys the scheme should proceed as outlined in the consultation, in both High Street and New Street.

Future Meeting if applicable: N/A	Date: 31/07/2015
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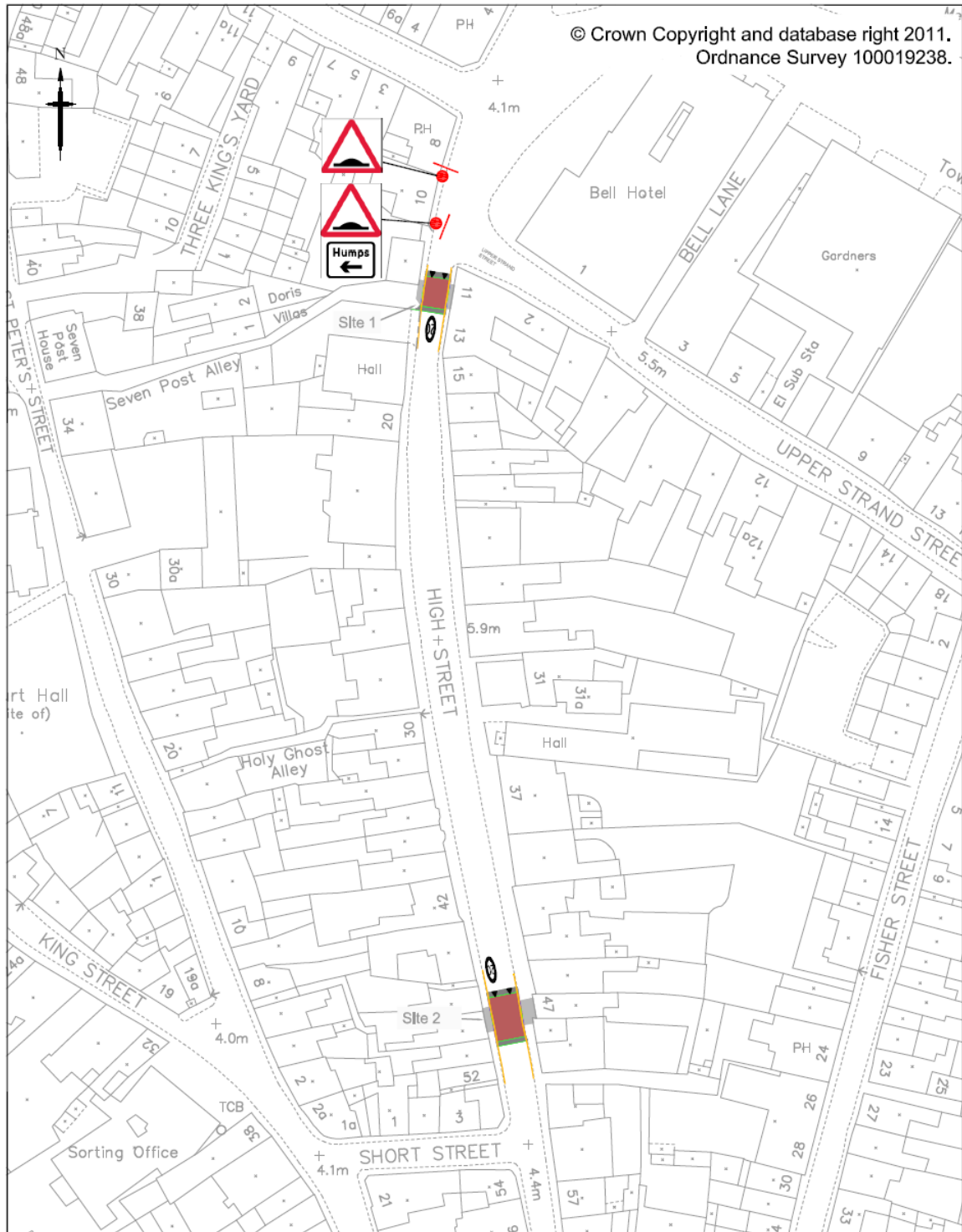
Contact Officer:	<i>Ryan Shiel, Traffic Engineer 03000 418181</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

### **Annex List**

<i>Annex 1</i>	<i>Scheme Proposal/Plan – High Street</i>
<i>Annex 2</i>	<i>Scheme Proposal/Plan – New Street</i>
<i>Annex 3</i>	<i>Consultation Responses</i>
<i>Annex 4</i>	<i>Construction Drawing Example</i>

# SANDWICH – RAISED TABLES – Combined Member Grant Scheme

## Annex 1 – High Street Scheme Proposal/Plan



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

0	10/06/2015	FOR CONSULTATION	RJS	TJ	TJ
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



**Kent County Council**  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford TN24 8AD  
Tel: 03000 418181

Project **COMBINED MEMBER GRANT**

Drawing title  
**HIGH STREET, SANDWICH  
-  
PROPOSED RAISED TABLES  
HIGH STREET OVERVIEW (SITES 1 AND 2)**

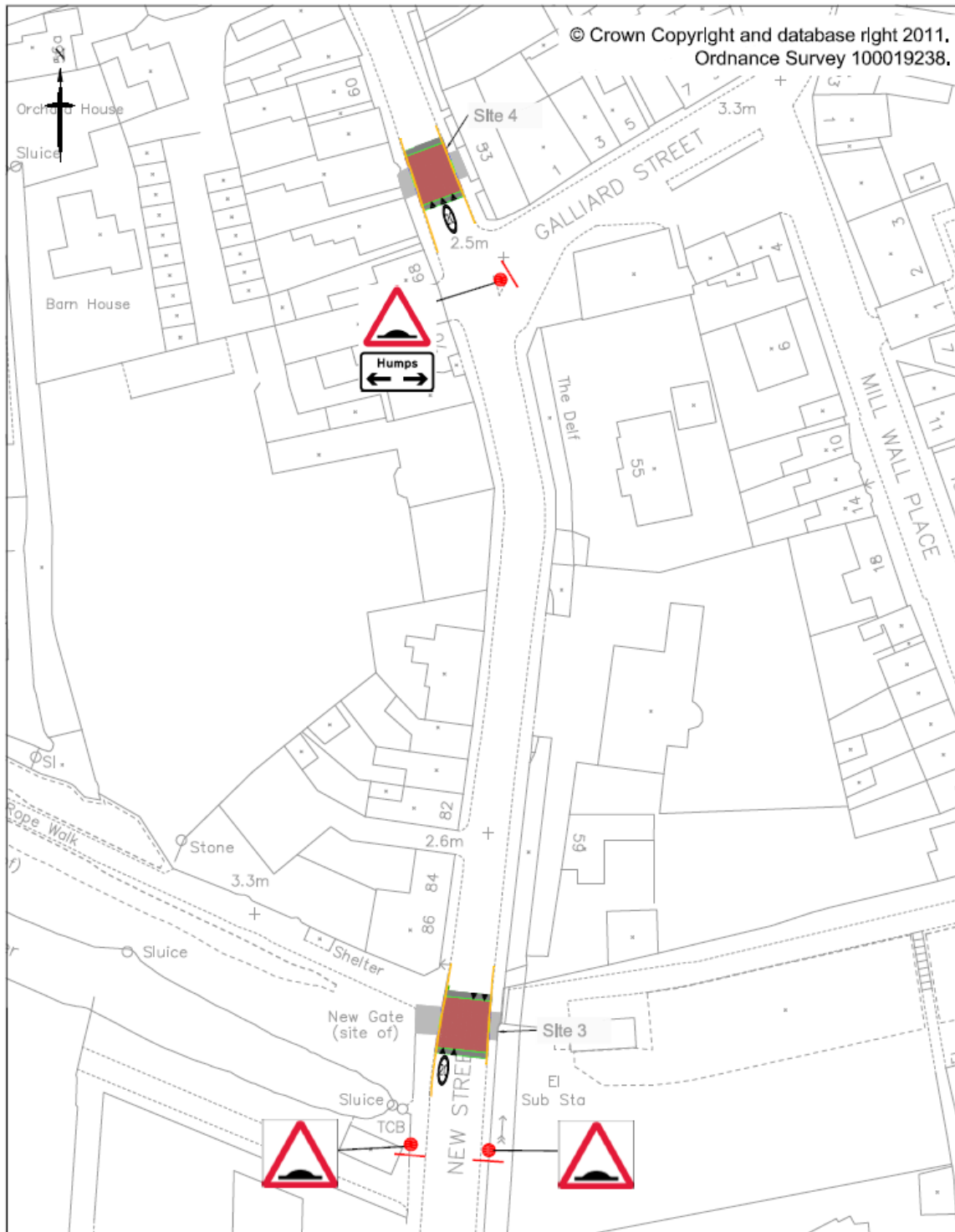
Drawing status  
**FOR CONSULTATION**


Scale **Not to scale at A4** Do not scale

Drawing number  
**14-MHF-DO-SANDWICH**

Rev  
**0**

**SANDWICH – RAISED TABLES – Combined Member Grant Scheme**  
**Annex 2 – New Street Scheme Proposal/Plan**



This drawing is not to be used in whole or part other than for the Intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	10/06/2015	FOR CONSULTATION		RJS	TJ	TJ
Rev		Revision Date		Purpose of revision		Drawn	Check'd	App'd
 <b>Kent County Council</b> Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181		Drawing title <b>NEW STREET, SANDWICH</b>  <b>PROPOSED RAISED TABLES</b> <b>NEW STREET OVERVIEW (SITES 3 AND 4)</b>						
Project <b>COMBINED MEMBER GRANT</b>		Drawing status <b>FOR CONSULTATION</b>						
		Scale		Not to scale at A4		Do not scale		
		Drawing number <b>14-MHF-DO-SANDWICH/08</b>						Rev <b>0</b>

## SANDWICH – RAISED TABLES – Combined Member Grant Scheme

### Annex 3 – Consultation Responses

Item	Comment received	KCC response
1.	Supports the need for traffic calming, but not the use of tables.	Several forms of traffic calming were considered as part of the proposals including cushions, chicanes and bumps. Tables were seen as the best solution as they can be constructed from conservation friendly materials and also provide crossing facilities for pedestrians.
2.	To loss of parking to install controlled pedestrian crossings will be very unpopular.	Noted. This is why the raised tables proposal was identified as a good option.
3.	The addition of pedestrian crossing facilities is very much needed.	Noted.
4.	Supports the scheme, these proposals are long overdue.	Noted.
5.	Please can a speed camera be installed?	Safety cameras in Kent are managed by the Kent and Medway Safety Camera Partnership, who have full control of where they are placed and are responsible for on-going maintenance. There is a high demand for speed cameras across the county, they are only erected in locations where there is a proven highway injury / crash record. There is no injury record to justify the provision of safety (speed) cameras in Sandwich.
6.	The table in New Street, near the Galliard Street junction (Site 4), will need to be moved slightly further north towards Cattle Market to ensure buses can make the turn from Galliard Street.	Noted. If the scheme proceeds to construction the location of the table near Galliard Street can be located slightly further north (suggest 5m from proposed location).
7.	Traffic causes too much noise already; the raised tables will further increase noise pollution from vehicles.	Noted. Any traffic calming can increase road noise as vehicles break on approach to the feature or mount / dismount in the case of tables, humps and cushions. The overall amount of traffic disturbance can also be significantly reduced as the number of vehicles using roads with traffic calming tends to reduce once the features are installed.
8.	Would like to request additional tables along the High Street to ensure that drivers do not gather too much speed in between the tables.	The proposals outlined in this consultation are a phase one proposal. Based on the outcome of the public consultation and the JTB decision further measures / features may be installed in the future.
9.	Would hope that the proposed tables would be of sufficient height to act as a real deterrent to speeding drivers.	According to Kent County Council design criteria, raised tables should be a maximum height of 75mm above the surrounding carriageway. This height will not be achievable in all of the four proposed locations due to the height of footways and other factors.
10.	The proposed tables will encourage start	Noted. Vehicle emissions can be increased

	stop acceleration. The affect they will have on motorists will increase the amount of vehicle emissions in the area.	by increased start stop manoeuvres, but the purpose of this scheme is to deter through traffic and encourage more drivers to use the bypass which will reduce the amount of vehicle emissions in the town centre.
11.	Could an additional table be placed near the Mill Wall Place junction opposite the Chinese restaurant?	Noted. See response to item 8.
12.	There is a lack of enforcement to help deter speeding in Sandwich.	Kent Police to answer.
13.	Stagecoach buses are the main offenders, their drivers travel at a reckless speed and cause buildings to shudder with the impact of their air displacement. There vehicles are too large and outdated, creating excessive emissions and damaging property	Stagecoach to answer. Stagecoach have been actively involved with the proposals outlined in this report and support the proposed measures. They are also working with the Town Council to come up with solutions in relation to buses travelling through Sandwich.
14.	There is not a speeding or traffic issue that needs addressing. Installing tables will simply suburbanise the historic town.	Noted. Traffic surveys have identified a minor speeding trend in the Sandwich 20mph zone. Traffic calming in any form can often be considered unsightly or suburban.
15.	This scheme is a complete waste of public money, particularly at a time of where KCC budgets are under extreme pressure.	All construction costs will be funded through development contributions that have been allocated for highway improvements in Sandwich. No additional funding will be required from central KCC budgets.
16.	The scheme will affect access to front doors and through routes to disabled road users.	No obstructions to accesses or entrances will be caused by the proposals. No additional street furniture will be required at the sites where the tables are proposed. All existing footway widths will be maintained.
17.	Could traffic from Discovery Park be prohibited from cutting through Sandwich?	Prohibiting traffic from Discovery park would be not be possible to enforce. The only way would be to prohibit all vehicles travelling into Sandwich from Ramsgate Road. This was suggested in the highway report, but not supported as a suitable option.
18.	Please can any additional road signs be omitted as they are not in keeping with the historic nature of the town?	There is a design requirement to advise drivers of tables and other physical forms of traffic calming by way of signage. Signs need to be erected at the start of the system of traffic calming, but are not required elsewhere in the road. The number of signs will be minimal and will make use of existing posts and street furniture where possible.
19.	The tables will help to reinforce the existing 20mph speed limit.	Noted. Traffic calming is generally seen as a good measure to help 20mph speed limits to become self-enforcing.
20.	Can the table proposed in New Street next to the Ropewalk (Site 3) be placed slightly further north to the point where pedestrians currently cross?	Locating the table further north would cause the feature to be placed directly in front of a private driveway. This is not recommended as pedestrians would be advised to cross at a point where drivers would be exiting entering the carriageway. Placing a table directly in front of a dropped kerb access also has design implications.
21.	A proper controlled pedestrian crossing	Please see item 1.5 of the main report.

	would be a good measure somewhere along the High Street, rather than tables.	
22.	Strongly supports the scheme, believes lots of investigation and effort has gone into the proposals.	Noted.
23.	Please could additional tables be placed in Moat Sole?	Noted. See response to item 8.
24.	The tables will cause increased vibration from passing vehicles that will lead to property damage.	Noted. Tables can cause changes to road vibration experienced, particularly when over-run by larger vehicles. Detailed surveys will need to be carried out to ascertain if negative impacts or property damage are likely.
25.	The traffic situation in Sandwich town centre is dangerous to both pedestrians and valuable, irreplaceable medieval buildings.	Noted.



14-MHF-DO-SANDWICH -01/701

[illegible]

Proposed new conservation herbs to be grey in colour and **Pratia** to **KDC21150001** ID. Updated to be **Green**, **Asch** with **confagasy**

Ectofing garble notes, typed UDP, to be mild and treated as input

Proposed recovery goals to be followed and related to new levels to match dropped levels.

referred to as the "referred to" table.

**100x120x60mm to be kept over 30mm and base**

Project and mailing diagram number. Refer to the Truth Sign Regulations and General Checks 2002 for details.

0	24/11/2014	OUTLINE	R/S	CBCM	CRC
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Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd
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Kern Group

**Kent County Council**  
**Asford Highway Depot**

Hamwood Industrial Estate  
Ashtford TN24 8AD

Project	IEC 09/00-618181
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COMBINED MEMBER GRANT

Drawing the

HIGH SCHOOL, SANDPICK

PROPOSED RAISED TABLE

SITE 1 - NEAR OFFER SHAWD SITE 1

O U T L I N E	
Scale	1-100 at A3
	Do not scale

Drawing number	Paper
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14-MHF-DO-SANDWICH-01/701 0

This drawing is not to be used in whole or part other than for the intended purpose and

Project as defined on the grant application is not eligible for all states and countries.