
PROPOSED WAITING RESTRICTIONS - MARKET STREET, SANDWICH

To: **Dover Joint Transportation Board – 14 June 2018**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Sandwich Ward, Dover District**

Summary: **This report gives details of proposed one-way working in Market Street and a prohibition of motor vehicles in Potter Street.**

For Recommendation

1.0 Introduction and Proposal

1.1 On the advice of the "Vision for Sandwich" Project Board, the Town Council have asked that changes be made to Market Street as per the Sandwich Masterplan. A copy of the Masterplan can be seen on the Sandwich Town Council Website and a hard copy is available to view at the Town Council offices at the Guildhall.

1.2 The proposals are as follows:

- Market Street be made one-way, with the traffic flow being from the King Street/Delf Street junction towards The Butchery.
- Potter Street be closed to motor vehicles, with an exemption for mobility scooters. Exemptions are also present for other circumstances such as emergency services or utility works.
- Removable bollards be installed at both ends of Potter Street to enforce the prohibition of motor vehicles.
- The one-way working in Potter Street be removed to allow mobility scooters and cycles to lawfully travel both ways.

1.3 The proposals are with the aim of improving traffic movement, pedestrian safety and protecting the historic buildings in the town.

2.0 Consultation

2.1 A consultation letter was sent in 2017 to affected residents and businesses within the immediate area, as well as Ward Councillors, County Members, Dover Town Team and The Sandwich Society. A copy of the Consultation Document is shown in Appendix A.

- 2.2 The consultation letters were hand delivered to local residents and businesses by Sandwich Town Council on 21 November 2017, with a closing date for comments of 18 December 2017.
- 2.3 As the proposals would also require Traffic Regulation Orders (TRO) to be made, the statutory notices for these were also included with the consultation letters. In accordance with legislative requirements, the TRO was placed in the Kent Messenger, and copies sent to statutory consultees, ward members, County Members and the Town Council, Sandwich Town Team and The Sandwich Society. Notices were placed in Market Street, The Butchery and Potter Street on 24 November 2017. A copy of the Notices is shown in Appendix B.
- 2.4 38 responses were received by post and by e-mail. Of these, 16 were in support of the proposals and 22 against.
- 2.5 A number of comments were made as a result, these are summarised below as follows:

Comments	KCC response
<ul style="list-style-type: none"> Proposed signs will not be in the right position 	<ul style="list-style-type: none"> There is a constraint on available road space so the signs are being positioned where it is practicable to do so.
<ul style="list-style-type: none"> As large vehicles cannot exit back out of Market Street, they will have to go down The Butchery, which is unsuitable for such vehicles due to its narrow width. 	<ul style="list-style-type: none"> The Butchery is as narrow as 2.5m in places which could make it hard for very large vehicles to use the road.
<ul style="list-style-type: none"> Access to Potter Street should not be denied to residents and businesses located in the road. 	<ul style="list-style-type: none"> Local residents of Potter Street are broadly in support of the proposal and none of the businesses responded.
<ul style="list-style-type: none"> Deliveries needed for large vehicles which cannot exit via The Butchery. 	<ul style="list-style-type: none"> It would be necessary for businesses needing such deliveries to make alternative arrangements.
<ul style="list-style-type: none"> Loading bay in Strand Street not big enough to accommodate deliveries to shops 	<ul style="list-style-type: none"> It might be that consideration would need to be given to making more loading provision in Strand Street.
<ul style="list-style-type: none"> Cars are often parking in delivery bay in Strand Street 	<ul style="list-style-type: none"> The loading bay would need to be robustly enforced by Dover District Council parking enforcement officers
<ul style="list-style-type: none"> Bollards proposed in Potter Street mean that large and bulky manual deliveries will not be able to pass. 	<ul style="list-style-type: none"> It would be necessary for businesses needing such deliveries to make alternative arrangements.
<ul style="list-style-type: none"> Additional waiting and loading restrictions will be required at both ends of Potter Street to stop obstructive parking 	<ul style="list-style-type: none"> It is likely that restrictions and Keep Clear road markings might be required to stop people parking, as emergency access would need to be maintained. Enforcement would need to be undertaken by Dover District Council enforcement officers.
<ul style="list-style-type: none"> Two way working in Market Street keeps speeds low 	<ul style="list-style-type: none"> Removing the presence of oncoming vehicles can have the effect of speeding up traffic, but there is so much going on in Market Street with people parking, pulling out, deliveries and pedestrians that it is likely that speeds will continue to be low.
<ul style="list-style-type: none"> There are often stationary vehicles in The Butchery, such as ambulances outside the surgery, or people dropping off or picking up 	<ul style="list-style-type: none"> Stationary vehicles in The Butchery for what ever reason will invariably cause delays as the road would be blocked.

passengers. Making The Butchery the only way out of Market Street will cause long tailbacks and delays when vehicles are stopped in The Butchery.	
<ul style="list-style-type: none"> The junction of Harnet Street and Strand Street (known as Breezy Corner) is a busy junction and directing all traffic from Market Street to this junction will increase congestion. 	<ul style="list-style-type: none"> Traffic surveys have been conducted to gather data on vehicle volumes and so ascertain what additional traffic will be using this route. See section 4.0.
<ul style="list-style-type: none"> Increased congestion and traffic issues could drive visitors away from the town. 	<ul style="list-style-type: none"> It is hard to quantify what congestion, if any, would occur and if this would have an effect on visitor numbers to the town.
<ul style="list-style-type: none"> Cars will have to drive a longer more circuitous route to access Market Street instead of cutting through up Potter Street. 	<ul style="list-style-type: none"> Closing Potter Street would result in a longer route for vehicles entering the town from Strand Street to access Market Street. However vehicles entering the town from other directions will be unaffected.
<ul style="list-style-type: none"> No supporting evidence of the need for any works here 	<ul style="list-style-type: none"> The proposal is part of the Sandwich Masterplan, and is not proposed to solve a problem per se – see paragraph 1.1 & 1.3
<ul style="list-style-type: none"> Impacts have not been assessed. 	<ul style="list-style-type: none"> The Consultation is being run to gather people's views and concerns over impact on the town. It is hard to ascertain quantifiable impacts.
<ul style="list-style-type: none"> The Butchery is narrow with no footways and restricted space for pedestrians. It would not be appropriate to direct all traffic along this road and will be a hazard to pedestrians. 	<ul style="list-style-type: none"> Traffic surveys have been conducted to gather data on vehicle volumes and so ascertain what additional traffic will be using this route. See section 4.0.
<ul style="list-style-type: none"> No alternative exit in case of an emergency or road works. 	<ul style="list-style-type: none"> The Traffic Regulation Order permits traffic to travel against the flow of traffic if directed by a police constable or traffic warden in uniform, so in the event of an emergency traffic could be directed out of Market Street. In the event of road works, the Traffic Regulation Order could be suspended.
<ul style="list-style-type: none"> Closure of Potter Street will improve access for pedestrians and disabled. 	<ul style="list-style-type: none"> The closure of this road to motor vehicles will allow other road users to use the whole width of the road.
<ul style="list-style-type: none"> Works could affect value of property in The Butchery 	<ul style="list-style-type: none"> This is hard to quantify.
<ul style="list-style-type: none"> Could drive visitors away and therefore affect trade of local businesses. 	<ul style="list-style-type: none"> It is hard to quantify what congestion, if any, would occur and if this would have an effect on local businesses.
<ul style="list-style-type: none"> May displace traffic into other narrow roads. 	<ul style="list-style-type: none"> It is unlikely that traffic would be displaced since there are no alternative routes to or from Market Street.
<ul style="list-style-type: none"> Heavy vehicles will be forced to use The Butchery, causing vibration and pollution issues. 	<ul style="list-style-type: none"> Large vehicles, by their very nature, could cause vibration issue and can increase pollution levels.
<ul style="list-style-type: none"> Large vehicles using The Butchery could damage buildings. 	<ul style="list-style-type: none"> It is possible that large vehicles could damage buildings if not driven with due care.
<ul style="list-style-type: none"> Large vehicles might not be able to negotiate the space between the kerb and the doctors parking bays at the bottom of The Butchery. 	<ul style="list-style-type: none"> The space between the kerb and the edge of the parking bay has been measured at 2.3m, but the actual space available will be dependent on how far from the edge of the bay the car is parked. Respondents state that ambulances are often stopped outside the surgery so they can get through, and if there is insufficient space the doctor in the bay will be able to come and move their car slightly.
<ul style="list-style-type: none"> Large vehicles will struggle to negotiate 	<ul style="list-style-type: none"> Despite the changes to this junction, double

Breezy Corner	decker buses can negotiate it so many large vehicles will be able to turn at this junction.
<ul style="list-style-type: none"> • Can parking bays in Stand Street be made to apply at all times as cars park in them outside of hours which can cause problems for deliveries. 	<ul style="list-style-type: none"> • It is possible that the timings of the loading bays can be adjusted.
<ul style="list-style-type: none"> • Safety assessment required 	<ul style="list-style-type: none"> • A Stage 1 and stage 2 safety audit has been undertaken and the findings are summarised below.
<ul style="list-style-type: none"> • Will help reduce damage to buildings 	<ul style="list-style-type: none"> • Restricting access to Potter Street will help reduce damage to nearby buildings, although concerns have been raised about damage to properties in The Butchery.
<ul style="list-style-type: none"> • Will free up flow in Market Street and stop U-turns 	<ul style="list-style-type: none"> • Introducing one-way systems often have the effect of improving traffic flow in the affected roads. Speed of vehicles might also increase as a result of the improved flow.
<ul style="list-style-type: none"> • Will make area more pedestrian friendly 	<ul style="list-style-type: none"> • This is hard to quantify, but increased traffic along The Butchery would not improve the pedestrian streetscape.
<ul style="list-style-type: none"> • Concerns about access to Potter Street and who will have access to a key 	<ul style="list-style-type: none"> • A copy for the key is held by KCC (Sandwich depot), and the Town Council could also have one. It is possible a local resident could have a copy, although it is not common practice to permit this.

2.6 The responses break down as follows:

Support – 16 responses	
Sandwich Town Council	1
Sandwich Town Team	1
Resident of Potter Street	3
Resident of Market Street	1
Resident of Sandwich	9
Resident outside Sandwich	1
Object – 22 responses	
Sandwich Surgery (The Butchery)	1
Business on Market Street	3
Resident of The Butchery	5
Resident of Sandwich	12
Resident outside Sandwich	1

3.0 Road Safety Audit

3.1 A stage 1 & 2 Road Safety Audit of the proposal (outline and detailed design) was conducted on 19 December 2017. A report for the findings can be found in Appendix C.

3.2 The Audit had concerns over the safety of the proposal and emergency access, namely:

- Closing Potter Street to motor vehicles could lead to vehicles parking across the entrances, thereby blocking emergency access should it be needed.

- Making Market Street one-way will result in larger vehicles using The Butchery, posing a risk to pedestrians and of building strikes.
- There will be an increase in traffic volume using The Butchery, increasing the potential for danger to pedestrians.
- The lack of opposing traffic flow could lead to an increase in vehicle entry speeds to The Butchery.

3.3 The recommendations of the Safety Audit were that, on a safety basis, the scheme should not go ahead.

4.0 Traffic Surveys

4.1 An automated traffic survey was conducted for one week, installed on Friday 19 January 2018. The surveys were carried out in Potter Street, The Butchery and Market Street (near the Delf Street junction).

4.2 To ensure that the traffic volumes were correct, a second survey was conducted in April 2018 (starting Wednesday 25 April).

4.3 The surveys were conducted using a system comprising two parallel pneumatic rubber tubes 1 metre apart, stretched across the road surface and connected to a data recorder. The pattern of hits on each tube is then analysed to determine the speed and class of vehicles at the site

4.4 The survey in Market Street was damaged for the final two days of the survey period in January (Wednesday and Thursday). To provide an indicative figure, the figures for Monday, Tuesday and Friday have been averaged out and used.

4.5 The figures can be summarised as follows:

		January 2018	April 2018
Potter Street		1546*	1419
Market Street	Northbound	3936*	4472
	Southbound	2106*	2141
The Butchery		2651*	3557

4.6 It can be seen that should a one way system be implemented in Market Street, the volume of traffic using The Butchery could be increased by around 2100 vehicles since traffic that currently travels south out of Market Street would have to exit via The Butchery. This will include any goods vehicles that have entered Market Street to deliver to businesses.

5.0 Crash Record

5.1 Our Crash Database shows there have been two slight injury crashes in five years up to 30 September 2017. One when vehicle exiting parking space struck another parked car, the other was when a passenger got out of a car and leant against it. The driver drove off and the passenger fell to the ground.

6.0 Corporate Implications

6.1 Financial and VAT

6.1.1 None for Dover District Council.

6.2 Legal

6.2.1 None for Dover District Council.

6.3 Corporate

6.3.1 None for Dover District Council.

7.0 Recommendation(s)

7.1 Based on the results of the Road Safety Audit and subsequent concerns about the safety of pedestrians and residents in The Butchery and Potter Street, it is recommended that this scheme is not progressed.

Contact Officer:	Richard Heaps, Schemes Project Manager (Dover), Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

Background Papers

Title	Details of where to access copy
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>

Appendix A – Consultation Document



The Owner / Occupier

**Kent County Council Highways
And Transportation and Waste**
Ashford Highway Depot
Javelin Way
Ashford
Kent
TN24 8AD

Email: Traffic.schemes@kent.gov.uk
Telephone: 03000 418181
Ask for: Richard Heaps
Our ref: Market Street, Sandwich
Date: 22/11/2017

Dear Sir / Madam,

Proposed One-Way working, Market Street, Sandwich

Where will the work take place?

Market Street and Potter Street, Sandwich

Why do we want to carry out this work?

On the advice of the "Vision for Sandwich" Project Board, the Town Council have asked that Market Street be made one-way and Potter Street be closed to vehicles to improve traffic movement, pedestrian safety and protect buildings as per the Sandwich Masterplan. A copy of the Masterplan can be seen on the Sandwich Town Council Website and a hard copy is available to view at the Town Council offices at the Guildhall.

What does this scheme involve?

This scheme (as shown on the plan overleaf) involves:

- Introducing a one-way system in Market Street, Sandwich from Delf Street to The Butchery.
- The closure of Potter Street to motor vehicles using lockable bollards.

The parking allocation will remain unchanged. The works are being funded by Sandwich Town Council.



**SANDWICH
TOWN TEAM**

**DISCOVERY
PARK**

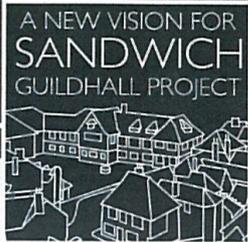
**SANDWICH
TOWN
COUNCIL**

**COASTAL
COMMUNITIES
TEAM
DEAL & SANDWICH**

Working together with
Historic England

**Kent
County
Council**

**DOVER
DISTRICT
COUNCIL**



Scheme Implementation

We would like to hear from you, should you wish to support or object to these proposals, or if you have any other points that you feel are appropriate to be considered as part of the progression of this scheme.

How to Contact us?

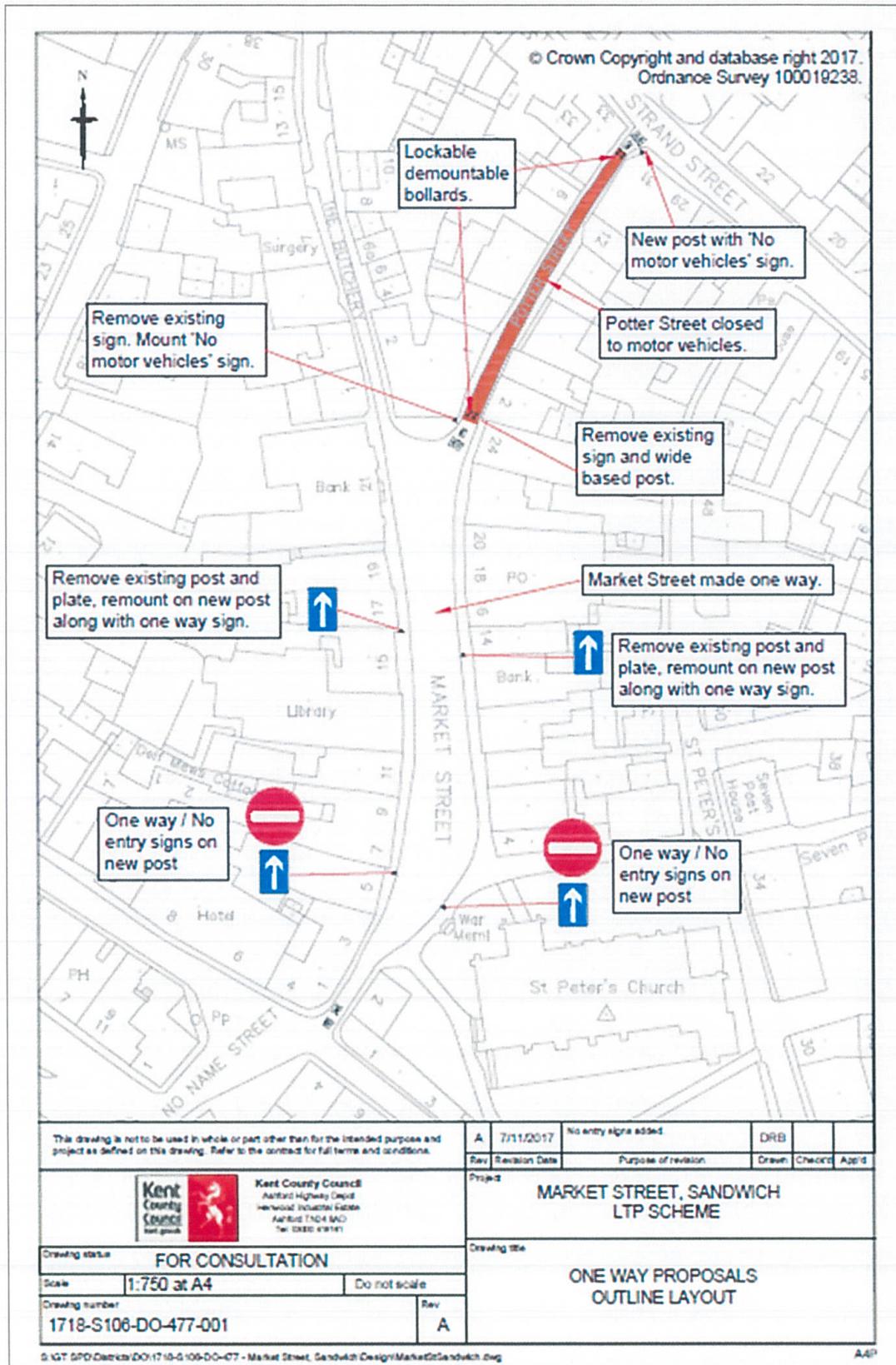
You can also see the proposals online at www.consultations.kent.gov.uk. Please contact us either in writing or by e-mailing SandwichConsultations@kent.gov.uk quoting **Market Street, Sandwich**. Please contact KCC with any comments before the consultation deadline of **Monday 18 December 2017**.

For further information you can call Kent County Council Highways and Transportation on our helpline 03000 418181, Monday – Friday, 8am – 6pm.

Yours faithfully,

Richard Heaps
Schemes Project Manager (Dover)





Appendix B – Traffic Regulation Order Public Notices

**PUBLIC
NOTICE**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, SANDWICH)
(ONE WAY STREETS AND PROHIBITION OF MOTOR
VEHICLES) ORDER 2018**

NOTICE is hereby given that the Kent County Council proposes to make an Order under Sections 1, 2, 3, 4, 32, 35 and 124 of Schedule 9 to the Road Traffic Regulation Act 1984, the effect of which would be to introduce the following:

Road Name	Restriction	Description
Market Street, Sandwich	One-way	From south west to north (from King Street/No Name Street junction to The Butchery)
Potter Street, Sandwich	Prohibition of motor vehicles	Entire length of Potter Street

A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at www.consultations.kent.gov.uk

IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO SandwichConsultations@kent.gov.uk TO ARRIVE BY 12 NOON ON MONDAY 18 DECEMBER 2017.

PUBLIC NOTICE

**Kent
County
Council**
kent.gov.uk



THE KENT COUNTY COUNCIL (VARIOUS ROADS, SANDWICH) TOURIST COACHES PARKING PLACES (ONE-WAY AND WAITING RESTRICTIONS) (NO.2) ORDER 2018

Notice is hereby given that The KENT COUNTY COUNCIL, in exercise of its powers under Sections 1, 2, 32, 35 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 proposes to remove the one-way working in the following road:

	Lengths of Road	Direction
(12)	Potter Street between its junction with Strand Street and its junction with Market Street	North to South

A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at www.consultations.kent.gov.uk

IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO SandwichConsultations@kent.gov.uk TO ARRIVE BY 12 NOON ON MONDAY 18 DECEMBER 2017.

Appendix C – Road Safety Audit (extract)

2 ITEMS RAISED AT THIS STAGE 1/ 2 AUDIT

2.1 Problem

Location: Potter Street

Summary: Installation of closure may result in parked vehicles blocking the emergency access

It is proposed that Potter Street will be closed to traffic and that demountable bollards will be installed to make access available to emergency vehicles if required. The provision of bollards at the southern end will encourage parking in front of the bollards where this is current kept clear to maintain vehicle exit. This will mean that emergency vehicles are only able to access Potter Street from the northern end which has limited width and turning space (Photo 1 and 2). Vehicles such as fire engines would need to mount the pavement to access the road from this end and may also strike overhanging buildings. This may result in pedestrians being struck or pinned against buildings during an emergency or being struck by falling masonry. There is a further risk that emergency vehicles will be unable to access the street quickly to respond to incidents.

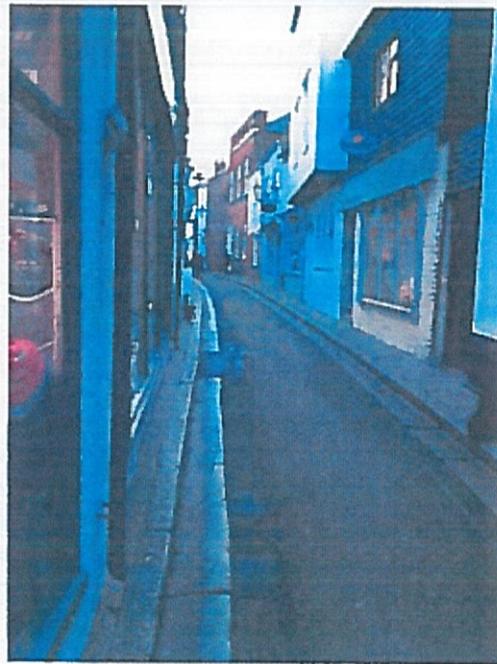
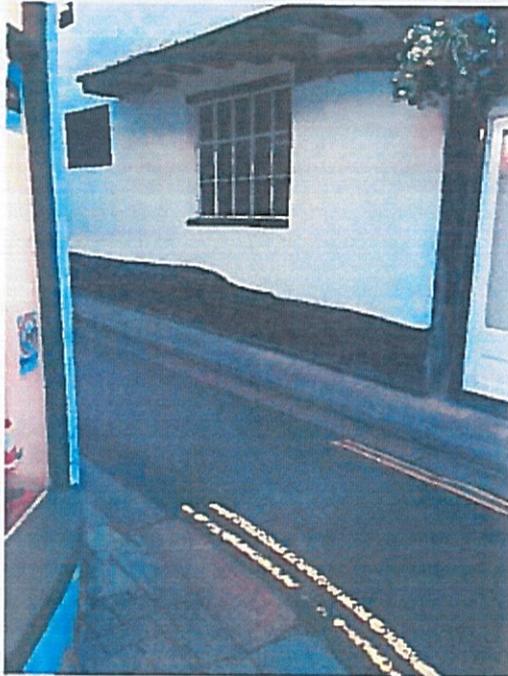


Photo 1 – Northern entry to Potter Street

Photo 2- View south along Potter Street

It is recommended that Potter Street remains open to traffic in the current configuration and that the proposed one way system is not installed.

2.2 Problem

Location: Northern entrance with Potter Street

Summary: no entry may not be visible for oncoming traffic

The proposed closure of Potter Street to traffic is supported by the installation of demountable bollards at both the northern and southern end and new no entry signing at the northern end. The location of the bollards at the northern end may result in approaching traffic failing to see that there is no vehicular access and turn into the Street. This will require drivers to reverse and they may conflict with other traffic or pedestrians. The proposed no entry sign on the eastern footway may also be obscured to approaching traffic by the building line (Photo 3).

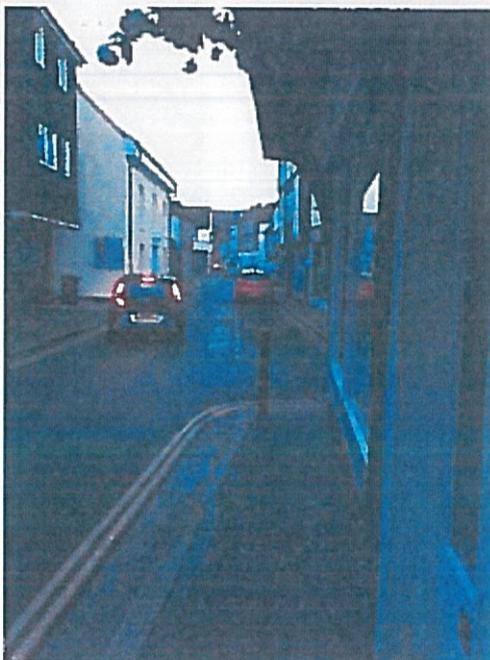


Photo 3 – Northern end of Potter Street

It is recommended that if the no entry and bollards are installed that they are positioned to be clearly visible to approaching traffic. This may conflict with the existing loading bay which may need to be made shorter to accommodate the road closure.

2.3 Problem

Location: The Butchery

Summary: Wider vehicles using this road may conflict with pedestrians

The current traffic arrangement in Market Street means that larger delivery vehicles can turn and use the southern exit to leave Market Street. The new arrangement means that they will need to exit through The Butchery which does not have any footpath on either side for a majority of the length. The width of the existing street and the position of both the ground level and overhanging building line (Photos 4, 5 and 6) may result in pedestrians being struck by exiting vehicles or pinned against buildings at the narrowest points. There is a further danger that overhanging building may be struck by the larger vehicles and pedestrians may be struck by falling masonry.

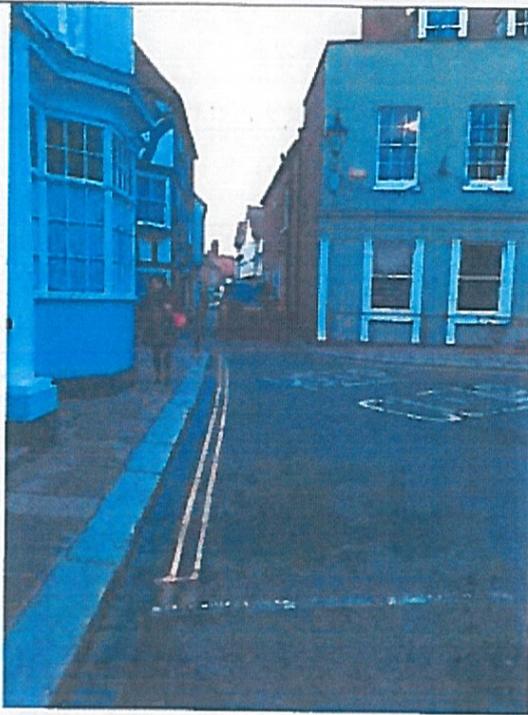


Photo 4 southern entry to The Butchery

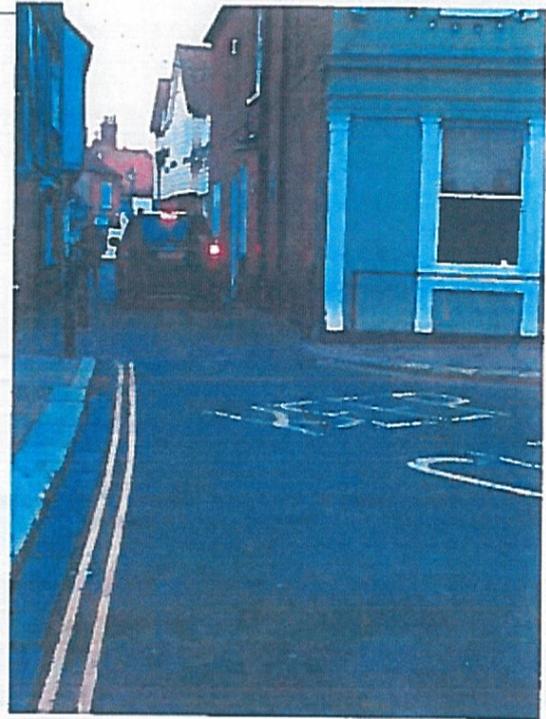


Photo 5 – Lack of pedestrian provision

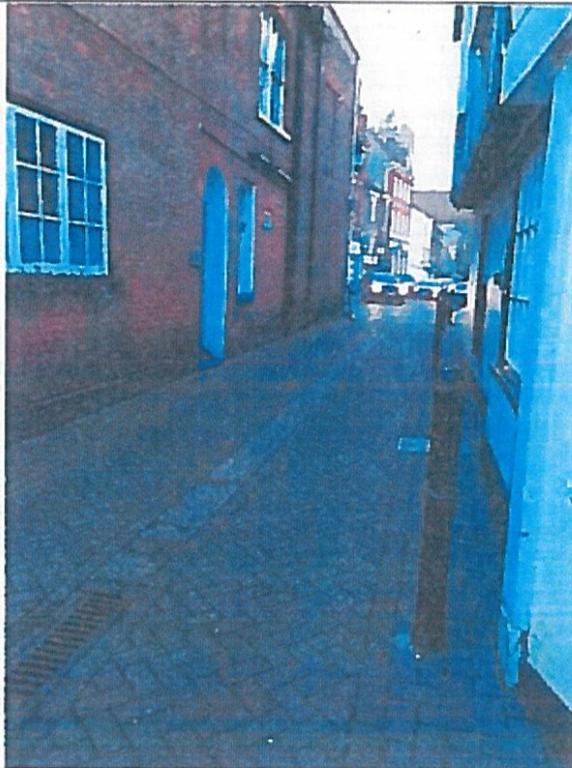


Photo 6 – Narrow southern section of The Butchery

It is recommended that the proposed one way system in Market Street is not installed. Pedestrians are unlikely to divert to Potter Street if they are heading to the north west of Market Street and many will be walking with their backs to traffic.

2.4 **Problem**

Location: The Butchery

Summary: One way system in Market Street may increase traffic volume

The proposed one way system in Market Street will result in an increase in northbound traffic in The Butchery. As in problem 2.3, this may increase the risk of pedestrians being struck by passing traffic in this narrow street or pinned against the building line. There may also be an increase in speeds as entry speeds to The Butchery will not be mitigated by tuning traffic in the current 2 way arrangement in Market Street.

It is recommended that the proposed one way system in Market Street is not installed. Pedestrians are unlikely to divert to Potter Street if they are heading to the north west of Market Street and many will be walking with their backs to traffic which could be more frequent and faster.