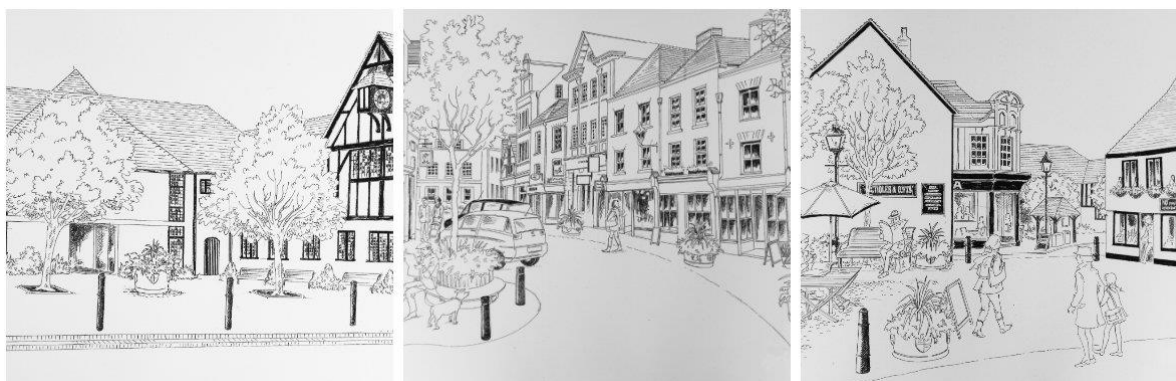


WHITE PAPER: A TRANSPORT STRATEGY FOR SANDWICH (Part 1)**Contents**

Section	Subject	Page
1	Introduction and Purpose	1
2	Context	2
3	Modifications to the Green Paper	4
4	Overview of Phase 1 and Phase 2	5
5	Phase 1: A Closer Look	7
6	Town Centre Improvements: Consultancy	8
7	Funding	8
8	Management Summary	9
Annexe	Public Consultation Findings	10

**1) Introduction and Purpose**

This paper follows on from the Town Team's Green Paper, published in July 2015. It takes into account all subsequent outputs from the Traffic Summits and Working Group meetings together with feedback from various consultations.

The strategy divides into two distinct implementation phases: short term and longer term.

A level of consensus has now emerged on actions which are achievable over the next few months. These are traffic improvements which are generally acknowledged to be urgent, which have widespread support and which should be feasible without undue procedural or financial complications. We are calling this Phase 1.

The initiatives in Phase 2 are provisional at this point in time. They require further analysis and development with expert assistance. Kent County Council officers propose that this vital preparatory work be sub-contracted to an urban planning consultant under their direction.

Implementation of Phase 2 – once specified and costed – will be the subject of a second White Paper.

Although focused on traffic-related matters, the Town Team believes that this programme of improvements will help to stimulate regeneration of Sandwich's historic centre.

The purpose of this current paper is:

➤ To promote support from Sandwich Town Council for:

- Phase 1 in full, as set out in section 5 below, and
- Phase 2 in principle.

We shall be asking the Council to pass a resolution allocating section 106 funds accordingly.

[Target date: Council session on 30 November 2015]

• To promote in turn the Dover Joint Transportation Board's approval for:

- Implementation of Phase 1 in full, and to
- Endorse the commissioning of the consultancy project to enable Phase 2 planning.

[Target date: JTB meeting on 10 December 2015]

Note: A further round of public consultation will be required once Phase 2 takes shape.

2) Context

2.1 Historical timeline

- March 2014: Sandwich Council's Annual Town Meeting at which Cllr Sue Laslett invited residents with traffic concerns to a forthcoming Town Team meeting. This effectively marked the birth of the Team's campaign for radical improvements to the traffic situation.
- Summer 2014: Lorry Watch organised by the Town Team, from which the headlines were:
 - Volume of 498 vehicles per hour
 - One heavy vehicle (over 7.5 tonnes plus buses and coaches) every 6.4 minutes
 - Excluding buses and coaches, one heavy vehicle every 14.4 minutes
 - Dangerous incidents witnessed at busy junctions plus frequent breaches of the one-way system.
- November 2014: Provisional agreement from KCC to fund the initial two pairs of raised traffic tables out of Section 106 funds, plus improved signage and white line refurbishment out of KCC's maintenance budget. The first two pairs of tables were to be located in High Street and New Street.
- November 2014: Sandwich Town Council resolution of support for the above programme.
- December 2014: Support in principle from the Dover Joint Transportation Board for the first two pairs of traffic tables.

SANDWICH TOWN TEAM

- February 2015: Traffic Summit, organised by Laura Sandys MP, bringing together senior stakeholders from local government, heritage, commerce, public transport, emergency services and other sectors.
- March 2015: Sandwich Council's Annual Town Meeting at which the initial traffic proposals were outlined to a public audience.
- June/July 2015: Breezy Corner Bus Watch, from which the headlines were:
 - 64% of buses turning left mounted the pavement.
 - 39% of buses turning right overswept the pavement.
 - Translating to 43% of all buses using Breezy Corner apparently committing safety infringements, or over 50 alleged offences per day at this single spot.
 - 45% of buses were 15+ years old.
- July 2015: Green Paper published by the Town Team and put before the Traffic Summit, chaired by Craig Mackinlay MP. A smaller working party was tasked with progressing discussions on the Green Paper at a more detailed level.
- July 2015: Statutory KCC consultation with residents on the New Street and High Street tables. A single objection was raised to the New Street tables and about a dozen to those on High Street. However, a follow-up petition showed a large majority of neighbouring residents in favour of the High Street tables.
- July/August 2015: Town Team consultation with representatives of traders.
- September 2015: Dover JTB approved the New Street tables but rejected those for High Street with a recommendation that KCC looked at an alternative traffic calming solution for that location.
- October 2015: Town Team's public Drop-In Day - publicised via leaflet drop, newspaper articles, web and social media posts, window posters, etc. Headline statistics are shown below.
- October 2015: Traffic Summit, chaired by Craig Mackinlay MP, which commended the Phase 1 proposals emanating from the working party meetings.

2.2 Public Consultation

2.2.1 Public Drop-In

The Town Team organised a public Drop-In on 8 October. It featured an exhibition, PowerPoint presentations of the Green Paper proposals (x 6 sessions) and the opportunity to ask questions and give feedback.

Strong support was given by attendees both to the strategy as a whole and to its individual components. The findings are detailed in Annexe 1 to this paper.

2.2.2 Business owner consultations

Some local business owners were among the attendees at the public Drop-In. Prior to that, two consultations were held with traders as the target group. The first was an open, self-selecting meeting whereas the second was with a smaller representative contact group.

Where there is common ground, it is reflected in the proposals contained in section 4 below.

Traders initially voiced strong opposition to a delivery time window and to the pedestrianisation of King Street and No Name Street. However there is reason to believe that compromise might be possible around shared space in King Street with the time window being dropped.

However the pedestrianisation of No Name Street is considered by the Town Team to be fundamental to the aim of revitalising that locality in the general interests of the town: residents, visitors and the trading community as a whole. The idea received over 80% approval at the public at the Drop-In. The resulting pedestrian piazza would be designed so as to allow access for refuse collection and emergencies.

3) Modifications to Green Paper Proposals

The proposals in section 4 reflect a degree of evolution through consultation. However it might be noted that three of the original suggestions have altered substantially.

3.1 Traffic tables

Expert advice last year led us to apply for raised traffic tables in New Street and High Street. Although a majority of residents supported them – and indeed the New Street tables were subsequently approved – there is an undercurrent of unease that deserves mention. We have heard it from several townspeople, from one or two district politicians and also from the Listed Property Owners Club. It is mostly based on concerns about either perceived nuisance value or fear of detriment to ancient buildings.

We have no compelling reason to press the issue, particularly in the light of advice that opposition could delay the entire programme. Therefore the Town Team is now minded to back alternative chicane-based calming measures in New Street and High Street.

3.2 Delivery time window

A delivery time window between 7.a.m. and 10a.m. was mooted in the Green Paper. However subsequent feedback (chiefly from traders) persuades us that any general benefit to the town could be outweighed by the potential adverse impact on businesses.

3.3 Cow Leas car park

It is now accepted that Cow Leas is an unsuitable venue for a new car park. Several concerns have been heard, not least being the presence on site of an ancient monument. Whilst the objective to create an additional car park remains important, an alternative location will now be explored.

4) Overview of Phase 1 and Phase 2 Proposals

In the following table, Phase 1 items represent firm proposals endorsed by the Working Group and Traffic Summit. They are expanded in section 5.

Phase 2 items are subject to amendment and/or refinement in the light of the town planning consultant's report. At this point in time they should be taken as indicative recommendations of the Town Team and not necessarily endorsed by all parties. For example KCC asked to be dissociated from the proposed siting of a bus and coach terminal at the KCC Highways Depot, while progress with Stagecoach has so far been limited.

Ref	Phase 1	Phase 2
Vehicle weight limits		
4.1.1	Mandatory 7.5tonne limit (except for access)	
4.1.2	Voluntary 7.5 tonne limit at other times	
4.1.3	Gateways at Deal roundabout, Ash roundabout and Woodnesborough Road	
4.1.4	Advance HGV warning signs on the by-pass and Discovery Park roundabout.	
Buses and coaches		
4.2.1		No full size buses/coaches inside the conservation zone
4.2.2		Bus and coach park at KCC Highways depot (see disclaimer above).
4.2.3		Hopper buses running on a loop
Traffic calming and defensive works		
4.3.1	Traffic calming - New Street	
4.3.2	Traffic calming - High Street	
4.3.3	Traffic calming - Strand Street	
4.3.4	Traffic calming - Moat Sole	
4.3.5	Protective bollards - Breezy Corner	
Inner conservation zone traffic flow and pedestrian primacy		
4.4.1		No Name Street pedestrianisation
4.4.2		King Street access by right turn from New Street into Delf Street
4.4.3		Middle section of King Street between No Name Street and Short Street – shared space

SANDWICH TOWN TEAM

Ref	Phase 1	Phase 2
4.4.4		Market Street one-way – access by left turn from Delf Street, exit via Butchery
4.4.5		Widened pavement together with chevron or right angle parking format
4.4.6		The Butchery – shared space, requiring formalisation and upgrade of the present configuration.
4.4.7		Loading bays on Delf Street (Harnet Street end), Market Street, Potter Street/Strand Street corner and King Street Post Office
4.4.8		Potter Street closed at Strand Street end – resident access only from Market Street.
4.4.9		Austins Lane closed at New Street end – resident access only from King Street
Car parking		
4.5.1		Additional car park @ venue to be agreed.
4.5.2		Free initial minutes in Market Street, Guildhall and Gazen Salts
Sundry		
4.6.1	Traffic lights sequencing at the Barbican	
4.6.2		Review of 20 mph limits throughout the town and specifically to include St Barts Road.
4.6.3		Actions arising from an expert safety assessment of narrow lanes near Infant School. Expected to include closure of Guildcount Lane at Harnet Street end.
4.6.4		Actions arising from a holistic review of road signs and markings in town and on the by-pass. Expected to include double red lines outside Carpenters and at the Barbican end of Strand Street.
4.6.5		Improvements to traffic flow and pedestrian safety at the Toll Bridge and Barbican. Among items to consider are relocation of traffic signals to Strand Street, two-way access through the Barbican and an engineered pedestrian safety solution on the bridge itself.
4.6.6	Active enforcement of parking and weight regulations	

5) Phase 1: A Closer Look

A separate paper has been prepared by Tim Middleton, of Kent County, showing options in detail complete with time and cost indicators and some schematic drawings.

Given the limited discussion time, we urge Councillors to focus on the big picture on 30/11 and sign off the programme subject, where necessary to fine-tuning later. This will avoid delays, loss of political momentum and possible disenchantment from townsfolk who support the project.

The proposals are summarised below.

Ref	Description	Estimated cost
5.1	<p><u>Traffic Regulation Order</u> to give statutory force to a 7.5 tonne weight limit throughout Sandwich.</p> <ul style="list-style-type: none"> Traffic Regulation Orders (TROs) give exemption to HGVs that require access to collect goods or make deliveries; also to buses, refuse wagons and emergency vehicles. The purpose is therefore to deter heavy vehicles with no business in Sandwich from entering the town. The options are either a Permanent or Temporary TRO. A temporary order involves less up-front consultation, thus reducing susceptibility to vexatious obstruction or legal challenge. For this reason it would be the Town Team's preferred option. A Temporary TRO Instead would be effective for up to 18 months, during which time a 10-week consultation process must take place. 	£3.5k
5.2	<p><u>Voluntary 7.5 tonne weight limit at other times.</u></p> <ul style="list-style-type: none"> To be finalised after further consultation with local traders. Some specific exemptions may be pre-agreed. 	Nil
5.3	<p><u>Gateways</u> at the Deal roundabout, Ash roundabout and Woodnesborough Road with appropriate signage upgrades.</p> <ul style="list-style-type: none"> KCC advise synchronisation with the TRO but warn of a possible 6-month lag in work scheduling. The Town Team would not welcome such a delay. 	£12k
5.4	<p>Traffic calming in New Street, High Street, Moat Sole and Strand Street.</p> <ul style="list-style-type: none"> The comparatively expensive initial solution of raised tables in the first two streets is replaced here with cheaper options in all four streets. Options include build-outs and various types of parking chicane. It is not immediately clear why KCC indicate that all parking solutions for Moat Sole and Strand Street are impracticable. We therefore seek an early second opinion before finalising the calming proposals. In the meantime we make provision here for up to £44.5k in total for the four streets. 	Up to £44.5k

SANDWICH TOWN TEAM

5.5	Protective bollards and engineering work at Breezy Corner. <ul style="list-style-type: none"> • The specification and hence a firmer cost are dependent on investigative excavations. • The Town Team consider it a safety priority on which Stagecoach have had due warning and on which any delay would be unacceptable. 	£3k to £8k
5.6	Traffic lights sequencing at Barbican	Minimal
5.7	Active enforcement of parking and weight regulations. <ul style="list-style-type: none"> • To be referred to the Working Party with a view to proposing a solution before the next Summit in March. • Extra vigilance/resource on parking infringements would potentially self-fund. CCTV cameras are a possible option. • Police resource for HGV enforcement is realistically very limited. However we would advocate automatic prosecutions of offenders causing actual blockages plus occasional purges to derive maximum publicity. 	No cost attributable to the project
Total		Up to £68k

6) Town Centre Improvements: Consultancy

The requirement is for an urban planning consultant to take a holistic look at Sandwich with a view to protecting its architectural heritage, enhancing the streetscape, improving traffic flow and creating a more pedestrian-friendly environment. .

Although focusing primarily on the historic centre, time would also be devoted to looking at Sandwich as a whole.

KCC expect the cost of consultancy to amount to around £50k, depending on the scope of the project.

7) Funding

It is understood that the Section 106 fund contains a balance of just over £80k. This is earmarked by statute to be used for the benefit of Sandwich.

The Town Team would argue that the traffic strategy needs to take absolute priority over any other claims bearing in mind the level of positive stakeholder engagement, the momentum and expectations that have consequently built up, the pressing need to solve long-standing traffic chaos and the desire to kick-start town centre regeneration.

In that case we would hope that the section 106 fund be allocated to finance Phase 1 in full.

Funding for Phase 2 costs is to be sought from other sources. They might include the Coastal Communities Fund, Heritage Lottery Fund, the Sandwich KCC Councillor's member fund, hopefully a contribution from Sandwich Town Council and 1:1 matching of Sandwich's contribution by Dover District Council.

8) Management Summary

- This paper follows on from the July 2015 Green Paper. It requests the implementation of traffic improvements in two phases.
- Phase 1, for immediate implementation, centres on a town-wide 7.5-tonne Temporary Traffic Regulation Order, the installation of town gateways to deter HGVs without bona fide business in Sandwich, and traffic calming measures in four central streets.
- The estimated cost of Phase 1 is up to £68k depending on the options selected and some additional investigations.
- Town Council agreement will be sought at the 30/11 session to fund the Phase 1 programme in entirety out of the Section 106 fund. These monies are currently awaiting allocation for the benefit of Sandwich.
- Phase 2 items are provisional and subject to development using expert resource. Agreement is sought to commission an urban planning consultant's analysis and report, for which funding will be sought elsewhere.
- Assuming the required resolutions are passed by Sandwich Town Council, ratification will then be sought from the Dover Joint Transportation Board on 10/12.
- Although geared mainly to traffic issues, the Town Team believes the programme will help stimulate town centre generation too. Comments were also noted at the recent summit that solving traffic problems could be a key factor in securing the next Sandwich Open Golf.

Sandwich Town Team
24 November 2015

Annexe: Public Consultation Findings

a) Public Drop-In

The Town Team's Drop-In on 8 October featured an exhibition, PowerPoint presentations of the Green Paper proposals (x 6 sessions) and the opportunity to ask questions and give feedback. Attendance was circa 150, of whom 125 completed entry questionnaires and 117 completed the more detailed exit forms.

In the entry poll, 98% of respondents believed Sandwich has a traffic problem and that changes are required to address traffic issues.

People were asked to list what they perceive to be the main traffic problems. We allocated each top answer 3 points, each second choice 2 points and each third choice 1 point. Here are the top ten results.

	Points
Vehicle size <ul style="list-style-type: none"> - HGV size: 180 points - Bus size/use of double deckers: 43 points - Large vehicles in general: 57 points 	280
Speed	103
Inconsiderate parking/driving	57
Traffic volume/congestion	41
Pedestrian unfriendliness/need for pedestrianised areas	37
Car parking provision	36
Lack of enforcement	19
Narrow streets unsuitable for motor traffic	19
Rat running	11
Parking charges	6

After hearing the presentation, townspeople were invited first to rate the overall proposed strategy, and then its individual components. The results were as follows:

Overall strategy

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
Overall strategy	58	24	6	4	0	92	82	4
	63%	26%	7%	4%	0%		89%	4%

HGVs

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
7.5 tonne limit (except for access)	94	18	1	4	0	117	112	4
	80%	15%	1%	3%	0%		96%	3%
Fixed time window for deliveries	65	21	15	9	0	110	86	9
	59%	19%	14%	8%	0%		78%	8%
Gateways and signs on town approaches	86	22	3	1	0	112	108	1
	77%	20%	3%	1%	0%		96%	1%

SANDWICH TOWN TEAM

Buses and coaches

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
No full size buses in town centre	67	16	10	7	10	110	83	17
	61%	15%	9%	6%	9%		75%	15%
Bus and coach park at KCC Highways Depot	64	26	4	10	9	113	90	19
	57%	23%	4%	9%	8%		80%	17%
Hopper buses running on a loop	56	21	10	12	11	110	77	23
	51%	19%	9%	11%	10%		70%	21%

Traffic calming

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
High St	66	28	4	10	5	113	94	15
	58%	25%	4%	9%	4%		83%	13%
Strand St	68	25	6	9	5	113	93	14
	60%	22%	5%	8%	4%		82%	12%
Breezy Corner	71	24	6	6	5	112	95	11
	63%	21%	5%	5%	4%		85%	10%
Moat Sole	58	27	7	8	5	105	85	13
	55%	26%	7%	8%	5%		81%	12%

Inner conservation zone

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
No Name St - pedestrian piazza	75	19	8	3	11	116	94	14
	65%	16%	7%	3%	9%		81%	12%
King St - pedestrian priority	70	18	11	3	10	112	88	13
	63%	16%	10%	3%	9%		79%	12%
Market St - one-way	68	24	9	3	8	112	92	11
	61%	21%	8%	3%	7%		82%	10%

Car parking

	Strongly agree	Agree	Neither	Disagree	Strongly disagree	Total	Positive	Negative
Additional car park	66	29	8	1	3	107	95	4
	62%	27%	7%	1%	3%		89%	4%
Revised tariff with free initial minutes	72	30	10	2	0	114	102	2
	63%	26%	9%	2%	0%		89%	2%

As seen in the tables, approval (i.e. “agree” or “agree strongly”) ranged from 70% on hopper buses up to 96% on a 7.5-tonne HGV limit and town gateways.

b) Online survey

The Drop-In entry questionnaires were replicated in a controlled online survey, to which 30 responses were received as at 31 October. They produced very similar results with the exception of car parking provision jumping from sixth to second ranking and traffic speed falling from second to sixth.