

St. Dunstan's Regeneration Steering Group
7th August 2013 1030 to 1300
Marion Attwood Room, Canterbury City Council Offices

Military Road, Canterbury, Kent, CT1 1YW

MINUTES

Attendance List	Apologies for Absence	Distribution
Chair: David Brazier (Cabinet Member for Transport & Environment) Deputy Chair: Peter Vickery Jones (Canterbury Councillor) Richard Moore (Transportation Manager, Canterbury City Council) Tim Read (Kent County Council, Head of Transportation) Andrew Westwood (Kent County Council , Traffic Manager) Katie Clarke (Kent County Council) Martin Vye (KCC Member) John Gilbey (Canterbury City Council, Leader) Bob Jones (Canterbury City Centre Partnership) Paul Southgate (Managing Director, Stagecoach) Philip Norwell (Stagecoach) John Todd (Kent County Council, Communications)	Paul Barrett (Canterbury for Business) Colin Carmichael (Canterbury City Council , Chief Executive) Graham Gibbens (KCC Member)	All Steering Group members

Item	Details	Action
1	Apologies for absence and opening of group by Chair and acceptance of minutes from last meeting	
2	<p>Feedback from Key Stakeholders</p> <p>The KCC Officer (AW) presented the results from the Key Stakeholder engagement. KCC approached 23 groups for responses, of which 17 replied. Please see Appendix A to the minutes for a copy of the questions and a review of the responses.</p> <p>AW stated that 2 Key Stakeholder meetings were held late with 2 City Councillors James Flanagan and Ida Linfield. Their views were similar to a large number of other key Stakeholders. Their comments will be taken into account.</p> <p>The CCC Officer (RM) commented that the dual use of North Lane car park as a green space and parking area has been suggested before. The Leader of CCC (JG) reported that there was Heritage Lottery Funding for the improvements in Westgate Gardens, but no funding at the moment for links through to North Lane. KCC Officer suggested</p>	

	<p>that, dependent on the Option selected, pedestrian link improvements could be included in a final scheme.</p> <p>The KCC Member (MV) commented that there were residents at either end of Canterbury who access the city centre and stated that it is important that their views are taken into account.</p>	
<p>3/4</p>	<p>Options discussion and workshop</p> <p>Following the review of the Key Stakeholder Engagement information, a working group met to draw up options to take to the Steering Group for review. There were 9 options in total and no additional options were put forward by members of the Steering Group.</p> <p>Below is an outline of each option, the initial considered advantages/disadvantages, with comments made and the decision on each;</p> <p><i>Common issues applicable to all options</i></p> <ul style="list-style-type: none"> • Weight limit • 20mph zone • Pound Lane closure • Widened footways on St. Dunstan's Street • Width restriction on Towers • Pedestrian improvements on Station Road West • Lower railway track (action taken to reduce the waiting time for the level crossing or track alterations so that traffic is not delayed) <p>KCC Member (MV) requested that the consultation document makes it clear that consultees can have these additions as well as an option, including "do nothing".</p> <p><i>Option A – The Existing Layout</i></p> <p>Advantages</p> <ul style="list-style-type: none"> • No changes required • No funding needed • No restrictions on traffic movement <p>Disadvantages</p> <ul style="list-style-type: none"> • Towers not protected • Does not improve street scene • Poor pedestrian links • Buses unable to use Towers • No cycling improvements • No improvement for businesses <p>Decision on Option A: To be put in to consultation</p> <p><i>Option B – Remove or modify the Westgate Towers</i></p> <p>Advantages</p> <ul style="list-style-type: none"> • Buses can use St Dunstan's • No restrictions on traffic movement <p>Disadvantages</p> <ul style="list-style-type: none"> • Expensive • Objections from English Heritage • Loss of tourist attraction 	

- No cycling improvements
- No improvement for businesses
- Does not improve street scene

Additional comments from Group

Loss of the only one of its kind in the country. The Towers are an ancient scheduled monument.

Canterbury City Centre Partnership (BJ) commented that in a recent visitor survey, 83% of visitors came to see historic buildings in Canterbury.

There is a meeting with English Heritage at the end of August to discuss the protection of the Towers. It is likely that they will not agree to any movement or alteration as it would contravene the Scheduled Monuments Act.

KCC to report back EH meeting to group

Decision on Option B: Exclude from consultation.

Canterbury City Council will not allow modification and it is expected that English Heritage will be of the same opinion.

Option C – Build a replacement road behind the Guildhall

Advantages

- Buses are able to use St Dunstan's
- Improve traffic movements around St Dunstan's
- Enable pedestrianisation of the Towers
- Protects the Towers

Disadvantages

- Very expensive
- Requires removal of a graveyard
- Objections from English Heritage due to route
- Encourages use of North Lane and St Peters Place as a through route
- Requires new bridge over River Stour

Additional comments from Group

There are listed buildings on the proposed route and a Roman City Wall which is a scheduled monument. This would be highly unlikely to gain planning consent and would be extremely expensive.

Decision on Option C: Exclude from consultation.

Canterbury City Council will not consent and it is expected that English Heritage will be of the same opinion.

Option D – Hopper Buses

This option has been promoted locally within Canterbury as a viable alternative to allow buses to travel through the Towers. The commercial bus operator always seeks to maximise revenue.

Advantages

- No restriction on traffic movement
- Buses can pass through the Towers

Disadvantages

- Extra drivers required
- Passengers would have to change buses
- Difficult to assess the demand
- Buses would only be slightly smaller in width and may still have problems negotiating the Towers
- Increased costs would fall to the County Council

- Towers not protected

Additional comments from Group

Stagecoach has investigated the use of Hopper buses, identifying the Bluebird Orion a 20 seat vehicle with disabled access. Using existing bus capacity, costs and timing it would cost Stagecoach approximately 3 to 4 times more to run a Hopper service in the area (if the frequency of buses and passenger figures were to be maintained).

It would be possible to convert some aspects of the route to shuttle service, this would require passengers to alight the buses and board a shuttle, adding time to the journey. This would need considerable financial support from the local authority and could risk losing passengers to cars due to asking passengers to change buses mid-way through the journey.

CCC Officer (RM) asked how the transition would work between the shuttle and the bus. Stagecoach proposed that this would be outside the Church on London Road. However there are practicality issues here and some investment would need to be made to make this feasible. The interchange needs to be quick so using the North Lane car park (for example) would add to the length of the journey.

Canterbury City Centre Partnership have spoken to businesses along St Dunstan's – who have benefited from the widened footways with outdoor dining. They noted that the road is less noisy and dirty due to the buses not using the route. Stagecoach plan to use Eco buses on this route in the future.

KCC Officer (TR) suggested that KCC market test Hopper buses so that the costs can be assessed fully and to establish whether it is a commercial viable option.

Decision on Option D: Go to tender to establish whether this is viable. Option D will be excluded from the consultation at this stage, but the results of the tender will be released by the press when the consultation begins.

Option E – Closure of St Dunstan's Street between Station Road West and North Lane, with 3 options

- 24 hour closure
- Times closure between 1000 to 1600
- Closure of south bound carriageway (one way heading north)

Advantages

- Pedestrian link improvements
- Street scene improvements
- Links High Street with St Dunstan's Street
- Times closure no change during peak times

Disadvantages

- Buses unable to access Westgate Tower area
- Increased traffic in Station Road West
- Increased traffic in North Lane
- Towers not protected

Additional comments from Group

If this was a continuous pedestrian zone through the Tower then this would fit objectives, but it does not create the link.

KCC
Officer
to start
market
testing
process

Access to Linden Grove would be difficult – there is a narrow single lane bridge at the back of Linden Grove, but this is not a feasible alternative route.

Canterbury City Centre Partnership (BJ) mentioned that pedestrianising the route comes up with traders, the sort of businesses that are along this route now would benefit from this.

Decision on Option E: Do not include in consultation

This option does not create the link with and protection of the Westgate Towers

Option F – Trial Layout – Shuttle working traffic signals around the Westgate Towers. Traffic restrictions on North Lane and St Dunstan's Street, buses and taxis only.

Advantages

- Protects the Towers
- Improved pedestrian links
- Buses are able to go around the Towers
- Reduced traffic on North Lane and St Peter's Place
- Business benefit with widened footways

Disadvantages

- Traffic congestion on Station Road West
- Affects on wider Canterbury congestion
- Abuse of restriction

Additional comments from Group

The evidence from the Key Stakeholder engagement showed that there were groups who were in favour of this scheme.

There was significant resistance from 50% of stakeholders who had major concerns about congestion.

Decision on Option F: Include in consultation

This option will be included to ensure that it is considered as it was introduced on a temporary basis.

Option G - Shuttle traffic signals at the Towers. Traffic restriction on St Peter's Place only and all traffic able to use Westgate Tower Area and North Lane

Advantages

- Protects the Towers
- Improved pedestrian links
- Buses are able to use Westgate Tower Area
- Business benefit with widened footways
- Street scene improvements

Disadvantages

- Perceived similar to Option F
- Increased demand on Rheims Way and London Road with restriction on St Peters Place
- Abuse of restriction

Additional comments from Group

Traffic is restricted on St Peters Place only, this is an improvement on the Trial as traffic will still be able to use North Lane. This is a scheme which CCCP submitted before the trial.

Decision on Option G: Include in consultation

Option G1 – Shuttle signals around the Towers with St Dunstan's Street closed to south bound buses (one way north bound). Buses must turn left into Station Road West and use North Lane.

Advantages

- Protects the Towers
- Improved pedestrian links
- Buses are able to use Westgate Tower Area
- Business benefit from widened footways
- Street scene improvements
- Reduced buses in the area

Disadvantages

- Perceived similar to Option F
- Increased demand for Rheims Way and London Road with restriction on St Peters Place
- Abuse of restriction

Additional comments from Group

KCC Officer was asked whether it would be possible to drive buses around the Towers – swept paths would need to be looked at.

Stagecoach were asked if they would review their bus services in the area, if the number was reduced then this option would be viable.

Decision on Option G1: Include in consultation

Option H – Advanced stop line traffic signals with separate bus lane in St Dunstan's Street and North Lane to allow buses to go around the Towers and width restricted traffic through the Towers.

Advantages

- Protects the Towers from larger vehicles
- Buses are able to service the area
- Street scene improvements
- Traffic movements remain the same

Disadvantages

- Complex arrangement
- Confusing for pedestrians
- No improvement for businesses on St Dunstan's Street

Additional comments from Group

3 lanes of traffic on St Dunstan's Street may not be possible due to the existing width of the carriageway.

This does not fully protect the Towers from damage.

Decision on Option H: Do not include in consultation

Option I – Shuttle traffic signals with pedestrianisation of St Dunstan's Street (between 1000 and 1600) and Westgate Tower (permanent).

Advantages

- Protects the Towers
- Buses are able to use the area outside of restricted times
- Street scene improvements
- Business benefits with closure

Against

- Diversion of buses

KCC to review swept path

	<ul style="list-style-type: none"> • Increased traffic on Station Road West • Possible delays at the traffic signals • Affects will be similar to trial scheme <p>Additional comments from Group Concerns raised over shutting off too much and causing congestion.</p> <p>KCC Officer (AW) presented it as a vision – tourists and visitors to Canterbury leaving the train station and entering an open environment to take them through into the city.</p> <p>The Chair noted that the democratic principle that just because it was a radical option should not preclude it from the process.</p> <p>The CCC Chair (JG) commented that it was a vision for the future</p> <p>Decision on Option I: Include in consultation</p>	
5	<p>Publicity</p> <p>The KCC Press Officer (JT) outlined the publicity program</p> <ul style="list-style-type: none"> • A press release has already gone out in the Chair’s name • Press conference 19th September to open consultation at the Beaney Institute • Dedicated page on the KCC website – with a link on the CCC website to this • Leaflets to be distributed advertising the consultation and how to access information • Advertising on bus backs/shelters • Wraparounds on the newspapers - most likely the Extra and The Canterbury Times • Advertising on radio • Community Engagement Officer will work with parishes to share information • Social Media will be analysed – “get involved” messages will be issued 	
6	<p>Next Steps</p> <p><i>The Consultation Document</i> A draft consultation document (with no options outlined) was presented to the group – a copy will be circulated to the Group for comments now that the Options have been selected. Please feedback any comments.</p> <p><i>Joint Transportation Board</i> KCC Officer (TR) raised involvement of the JTB in this process. Decision: To submit a paper on the consultation to the JTB for their information only. Note: Next Canterbury JTB – 24th September</p> <p><i>Flint Wall</i> The Flint Wall is scheduled to be replaced in the autumn.</p> <p><i>Widened Footways</i> The Group have requested that the Chair ask the Leader of the Council for a decision on the widened footways. The footpaths have received support and there is a petition from the local businesses for them to be retained at present until the consultation has been completed.</p>	<p>All</p> <p>KCC Officer</p> <p>Chair to action</p>

	To remove them and then put them back if the consultation shows support would be counterproductive.	
7	Program KCC Officer (AW) presented a general time line of events – the Chair has requested that this be circulated in tabular form. Please see Appendix B.	KCC Officer
8	Next Meeting The next meeting has been set following the completion of the consultation process - 15 th January 2014 at 10.30am	

Appendix A

Key Stakeholder Engagement Questions and responses

Stakeholder engagement questionnaire

Stakeholder group:

Stakeholder contact name:

Stakeholder contact details:

Who do you represent?

How many members do you represent?

The experimental scheme

A twelve month trial was implemented in March 2012 that aimed to enhance the whole area of St Dunstan's by tackling the growing problem of traffic congestion, Improving air quality, protecting the Westgate Towers, improving walking and cycling links between St Peter's Street and the Canterbury West Railway Station and creating better pedestrian links between St Dunstan's and the city centre.

What were the objectives of the experimental scheme?

Were you in favour of the experimental scheme objectives?

Yes No

Were you in favour of the experimental scheme?

Yes No

Which elements of the experimental scheme do you think worked well?

	Pedestrianising the Westgate Towers
	Widened footways
	Traffic restrictions
	Pedestrian access
	Public transport changes
	Pound Lane closure
	20mph zone
	HGV weight restriction

Any additional comments related to the above elements?

Going Forward – St Dunstan’s Regeneration

Aim: To regenerate the St Dunstan’s area of Canterbury by consulting fully with the community to identify a scheme that will deliver real benefits to local business, the wider community and visitors.

Scheme Objectives

- Positive Economic Impact for the community
- Improve walking and cycling routes between the West Station and City Centre
- Improve Public Transport (both Buses and Taxis)
- Enhance the Public Realm
- Improve air quality
- Preserve and Promote the Historic West Gate Towers
- To maintain the quality of life, mitigate any changes in congestion and gain community support by engaging in a full consultation

Do you agree with the objectives?

Yes No

If not why?

How would you rank from 1 to 8 the importance of the following issues:-

Issues	Ranking
Congestion	
Public transport provision	
Economic benefits	
Air quality	
Improved street appearance	
Pedestrian crossings/corridors	
Protecting the historical and Grade 1 listed monument	
Improved Cycling	

Note: 1 being the most important

Would you support changes in the area?

What changes would you make?

Any other comments

Stakeholder engagement summary of responses

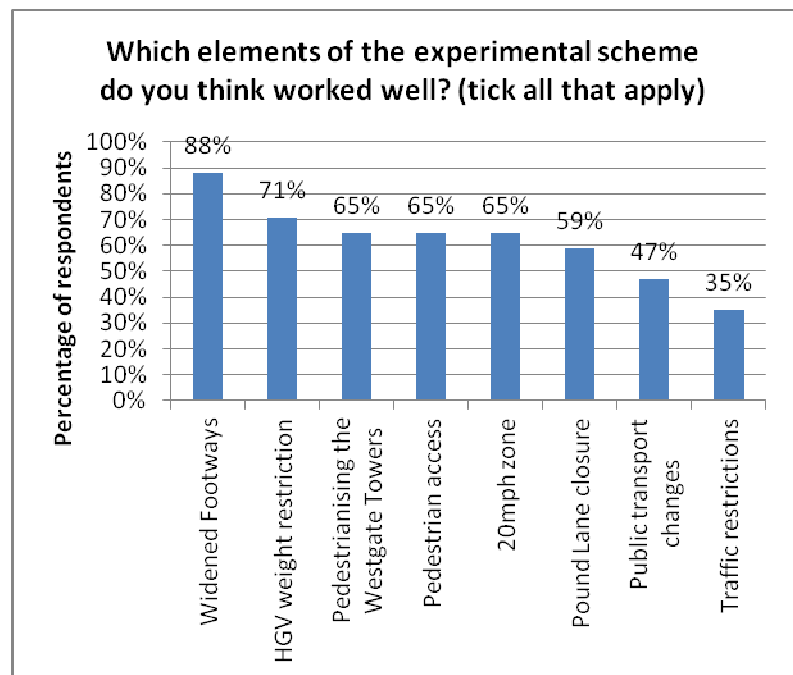
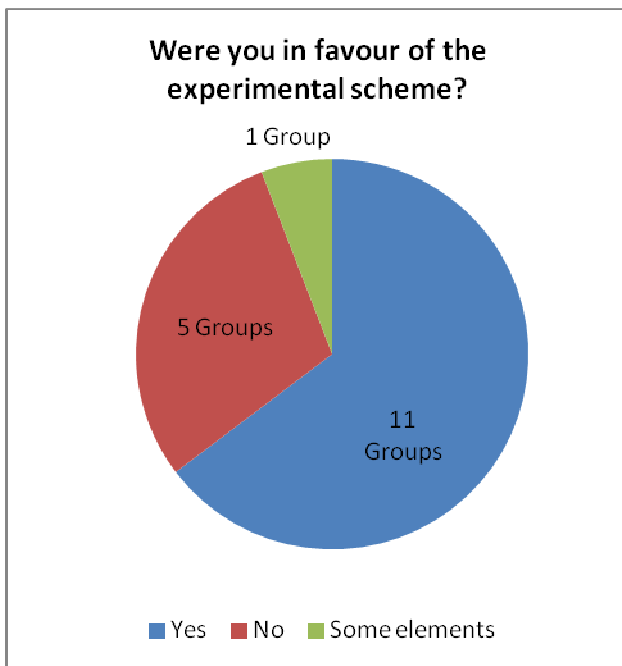
Responses were received from 17 groups:

Councillor for St Stephens Ward
 Councillor for St Stephens Ward
 Councillor for St Stephens Ward
 Taxi Association
 Southeastern Railway
 Canterbury Archaeological Trust
 Spokes East Kent Cycle Campaign
 Harbledown and Rough Common Parish Council
 St Peter's Residents Association
 Canterbury Independent Traders Association
 Get Canterbury Moving
 Canterbury Society
 St Dunstan's Residents' Association
 Canterbury Alliance for Sustainable Transport
 Canterbury Conservation Advisory Committee
 Kent Union
 North Lane Residents Association

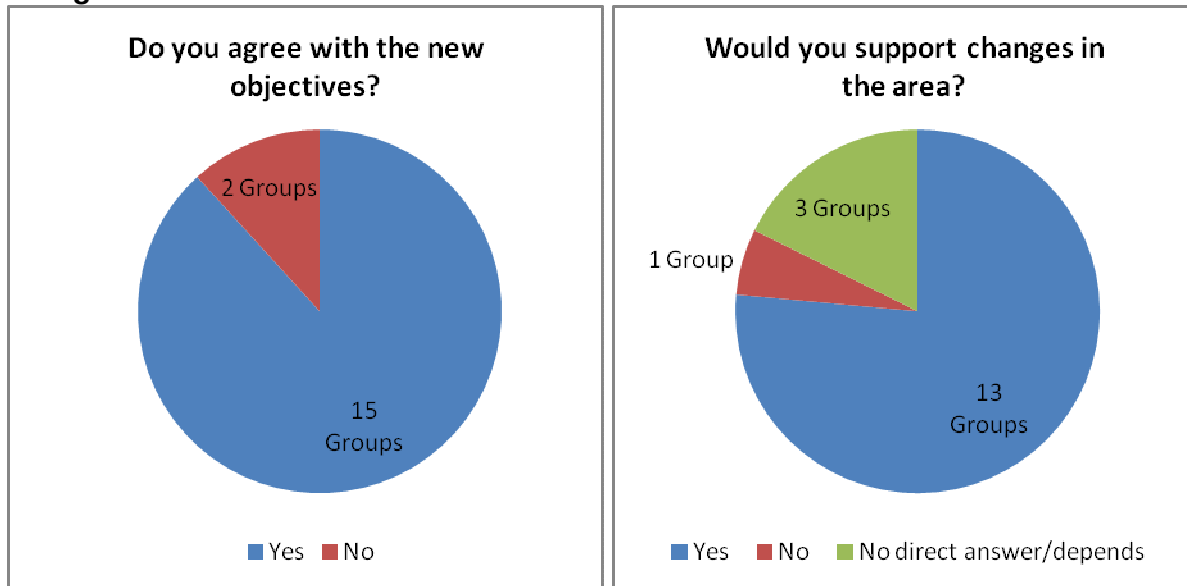
6 groups did not respond:

Canterbury for Clean Air
 Visit Kent
 Christchurch University
 Visit Canterbury
 St Peters Primary School
 English Heritage

The experimental Scheme



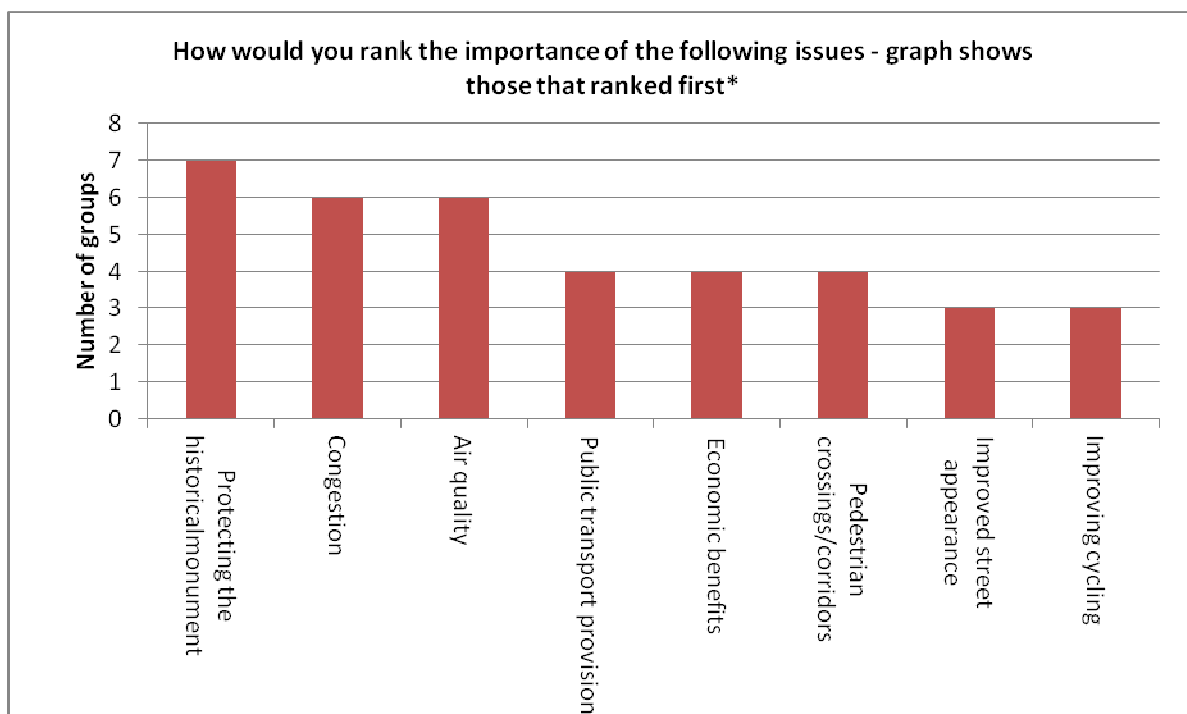
Going Forward



2 responders stated that the current situation (with the removal of widened footways and reinstatement of flint wall) is the ideal solution for the objectives.

It is the buses which are causing the issue – keep them as they currently are or change them to smaller buses

*Caveat: each responder was asked to rank the issues from 1 to 8, however some ranked all 1's and some did not use all 8. 2 responders did not complete the ranking. "Ranked 1" are the number of responders who ranked those issues primary importance.



What changes would you make?

Listed in order by number of responders who commented similar issues – the number in brackets is the number of responders – if no number = 1 responder

Buses	Pedestrian/Cyclists	Other transport	Parking	Visual appeal
Reintroduce buses at Westgate (2)	Crossing on Station Road West (5)	Discourage heavy goods vehicles from using the area (4)	Parking opposite Sainsbury's, outside Dry Cleaners, pavement parking, double yellow lines	Improve the visual aspects of the area, tree line St Dunstan's and erect traditional style street lighting (3)
Use smaller buses	Widened footways (4)	Reduce the length of time the level crossing is down (3)	Short stay parking on St Dunstan's	Plants in planters need to be maintained (2)
Stop buses going through Towers	Pelican crossing on North Lane – reinstate railings (ornamental) (2)	Loading bays for shops in widened footways	Congestion charge or work place parking levy	Re-open The Gaol café (2)
Bring buses to the Station	Crossing improvements at the Tower	Restore the "no lorries" signs on Rough Common Road	Pinch Points, parking laybys	Attractive for tourists and visitors and the local community would get on board
Put in bus priority measures around the city	Improve walking and cycling links between Station and City	New taxi rank works at night but not in the day		Introduce cycle paths, gardens and green picnic areas
Implement a no left turn at the Coach Station	Provide cycle racks/secure parking			
Put in bus layby at St Dunstan's Church	Introduce extensive cycle lanes and give cyclists and pedestrians priority over cars and car drivers			

Westgate	Road Closures	Traffic movements	Other
Public open/pedestrian space on either side of the gateway – a market space (4)	Close Orchard Street (2)	Improve the junction of London Road and Rheims Way – introduce a slip road and/or traffic lights to ease flow and allow a constant filter of traffic onto Rheims Way (2)	(3) 20mph throughout
Shut the towers (2)	Close Pound Lane (2)	Redirect all through traffic along Station Road West (as designed) and London Road	Shared space (2)
Current format is best compromise with a width restriction on the Towers (2)	Close St Dunstan's Street (2)	Change the traffic flow priority at the junction of North Lane and Station Road West and the junction of Station Road West and St Dunstan's Street. Remove the mini roundabouts at both of these junctions and create the primary route between St Dunstan's to St Stephens via Station Road West. This would relieve some of the through traffic away from St Dunstan's and The Westgate	15mph limit
Extend the Westgate Gardens through and into North Lane car park. Landscape North Lane car park and continue this theme along the riverside walk and into Millers Field.	Close North Lane (2)		
Remove the internal arch	Close St Peter's Place (2)		
	Pound Lane to remain open		

Appendix B

Timeline for consultation

NB. Subject to change

Date	Action
August	Consultation planning
19 th September	Press launch for the start of the consultation at The Beaney Institute
14 th October to 11 th November	Public exhibition in Canterbury Library with 2 dates for KCC representatives to attend for questions (dates TBC)
9 th December (TBC)	Consultation closes
December to early January	Review of consultation responses
15 th January 2014	Steering Group Meeting