



Date: **09 June 2022**  
Our Ref: **Joint Transportation Board/Supplementary Agenda**  
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## **JOINT TRANSPORTATION BOARD**

**9 JUNE 2022**

A meeting of the Joint Transportation Board will be held at **7.00 pm on Thursday, 9 June 2022** in the Council Chamber, Council Offices, Cecil Street, Margate, Kent.

### **Membership:**

Councillor M Saunders (Thanet District Council) (Chair); Councillors: Fellows (Thanet District Council), Hart (Thanet District Council), Potts (Thanet District Council), Scobie (Thanet District Council), Yates (Thanet District Council), Binks (Kent County Councillor - Broadstairs), Constantine (Kent County Council - Ramsgate), Crow-Brown (Kent County Council - Birchington and Rural), Game (Kent County Council - Cliftonville), Lewis (Kent County Council - Margate), Shonk (Kent County Council - Ramsgate), Wright (Kent County Council - Birchington and Rural), Cornford (Westgate Town Council) and Quittenden (Minster Parish Council)

## **SUPPLEMENTARY AGENDA**

Item  
No

Subject

4. **NORTHDOWN ROAD, CLIFTONVILLE, MARGATE – CASUALTY REDUCTION MEASURES** (Pages 3 - 12)

Would Members PLEASE NOTE that this updated report replaces the one in the main agenda.

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## Northdown Road, Cliftonville, Margate – Casualty Reduction Measures

To: **Thanet Joint Transportation Board, 9 June 2022**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Cliftonville West** Division: **Margate**

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**Summary:** **This report provides information on a proposed Casualty Reduction Scheme in Northdown Road, Margate prior to public consultation.**

### **For Information**

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#### **1.0 The Proposed Scheme**

1.1 Kent County Council (KCC) is proposing to make some changes to Northdown Road to reduce the number of personal injuries occurring – particularly to pedestrians – through road traffic collisions.

1.2 During the past ten years, up until March 2021, there were 49 collisions reported to the police where a pedestrian was injured. We have already made improvements for pedestrian safety along Northdown Road during this time, but the collision rate remains high. A recent study of the road and previous crashes along it identified the following issues:

- The footpath on the southern side of the road is in shade for much of the day, making any pedestrians waiting to cross less visible to drivers.
- The road is straight, which may encourage drivers to travel at a higher speed.
- Some pedestrian crossing points are in front of bus stops, so drivers passing a bus at the stop may not see a pedestrian stepping out until they are out in the road.
- There are many pedestrian crossing points (informal dropped kerbs and zebra crossings), often very close together.
- Two of the zebra crossings incorporate centre islands, and some crashes seemed to have occurred when a pedestrian has crossed to the centre island, and then been struck on the second part of the crossing. There may be uncertainty between pedestrians and drivers whether to treat such crossings as one or two separate movements.
- Buses stopping near the junction with Godwin Road cause conflict between vehicles overtaking the bus and vehicles turning right out of Godwin Road.

1.3 In response to these concerns, we are proposing the following changes in eight locations along Northdown Road:

- Location 1 and 2 - On Clifton Road, St Paul's Road and Edgar Road: Reduction of 'at any time' waiting restrictions (double yellow lines)

- Location 3 - By Arthur Road: The existing parking bays (equivalent to four car lengths) would be reduced to the equivalent of three car lengths and moved near to the junction of Arthur Road. The footway would be widened to allow buses to pull up close to and parallel to the kerb. This will also allow pedestrians crossing outside of the church to see vehicles approaching from their right.

On Wilderness Hill: The existing parking bay would be extended by the equivalent of half a car length. The kerb would be extended around the corner to provide an improved crossing point, and the 'give way' line would be moved forward to give better visibility for drivers turning out of the junction.

- Location 4 - By Wilderness Hill: The existing bay would be extended by approximately one car length. A new footway build-out would be created on the southern side along with dropped kerbs for pedestrian crossing points on both sides. The kerbs at the bus stop will also be raised.

By Edgar Road: The footway would be enlarged in front of St Paul's Church and a pedestrian crossing point created set back into the side road. The existing splitter island would be removed and narrowed at its junction with Northdown Road. The footway on southern side of road would be widened on both sides of the zebra crossing. The existing centre islands would be removed from the zebra crossing as well as the existing parking bays on the north side to allow the full eight zig-zag marks for the zebra crossing to be placed. By shortening the width of the crossing, we would improve visibility between pedestrians waiting to cross and approaching vehicles.

Bollards would be installed to deter people from parking on widened sections of footway.

- Location 5 - Northdown Road: The dropped kerbs would be replaced with raised bus stop kerbs and the existing pedestrian crossing point removed. The build-out on north side would be removed with full height kerbs reinstated and a smaller island installed with a 'keep right' bollard.

The bus stop adjacent to Godwin Road would be relocated to the existing kerb build out on the other side of the junction opposite Cliftonville Avenue. The buildout will be enlarged slightly and raised bus stop kerbs installed. The corresponding dropped kerbs and tactile paving on the opposite side of the road would be removed.

- Location 6 - By Sweyn Road: We are not proposing any changes to the existing zebra crossing. However, we would extend the wider part of the footway southwards to discourage drivers from stopping and blocking visibility for pedestrians. It will be necessary to relocate the carriageway gully.
- Location 7 - Northdown Road: The build-out footway would be removed, and parking bays joined to allow the equivalent of one additional car length. The dropped kerbs would be replaced with raised bus stop kerbs.

By Prices Avenue and Harold Road: The existing pedestrian guard railing would be extended by two 2 metre lengths.

- Location 8 - By Lyndhurst Avenue and Warwick Road: The existing centre islands would be removed from the zebra crossing. The southern side footway

would be further widened. The Lyndhurst Avenue junction line would be moved out, in line with widened southern footway.

There will be no loss of parking spaces in the immediate area.

1.4 The scheme would deliver positive impacts by:

- improving road safety for all road users
- improving facilities for bus users

1.5 The scheme is being funded by KCC's Crash Remedial Measures fund.

1.6 An Equality Impact Assessment (EqIA) will be undertaken to assess possible impacts of the scheme on protected characteristics as defined in the Equality Act 2010. These are: age, disability, sex, gender identity, sexual orientation, race, religion, and carer's responsibilities.

1.7 During the works, alternative routes would be provided for pedestrians with barriers and ramps for those with visual and mobility impairments, as required and in accordance with industry standards.

1.8 A public consultation is currently being put together and residents and businesses will be letter-dropped, public notices will be placed on site and posts will be put on internet and social media platforms. The intended consultation date is 1 July 2022

1.9 The results of the consultation will be used to help finalise the scheme design and the results will be reported to this Joint Transportation Board.

## 2.0 For Information

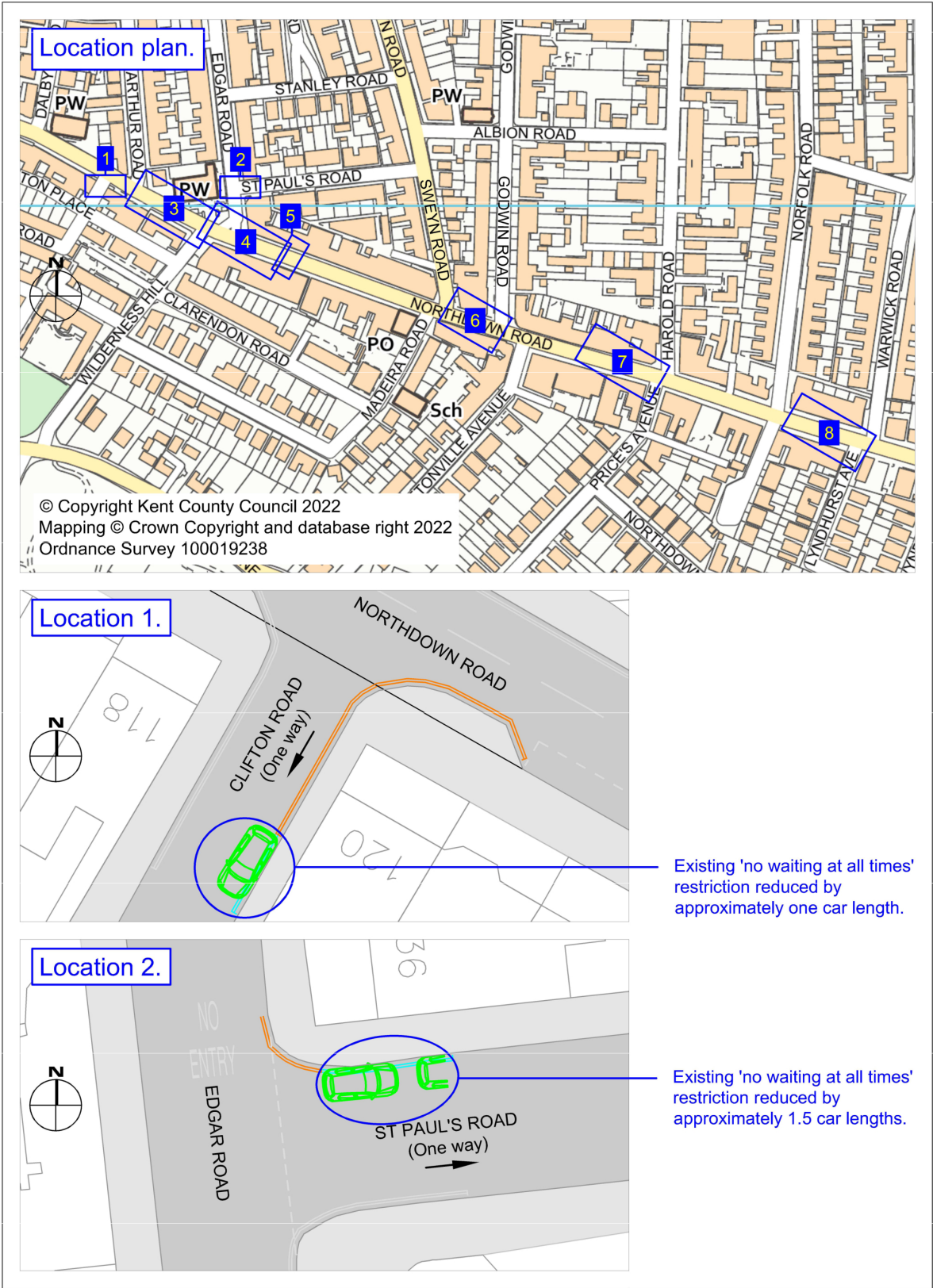
2.1 The Board is asked to note the contents of this report.

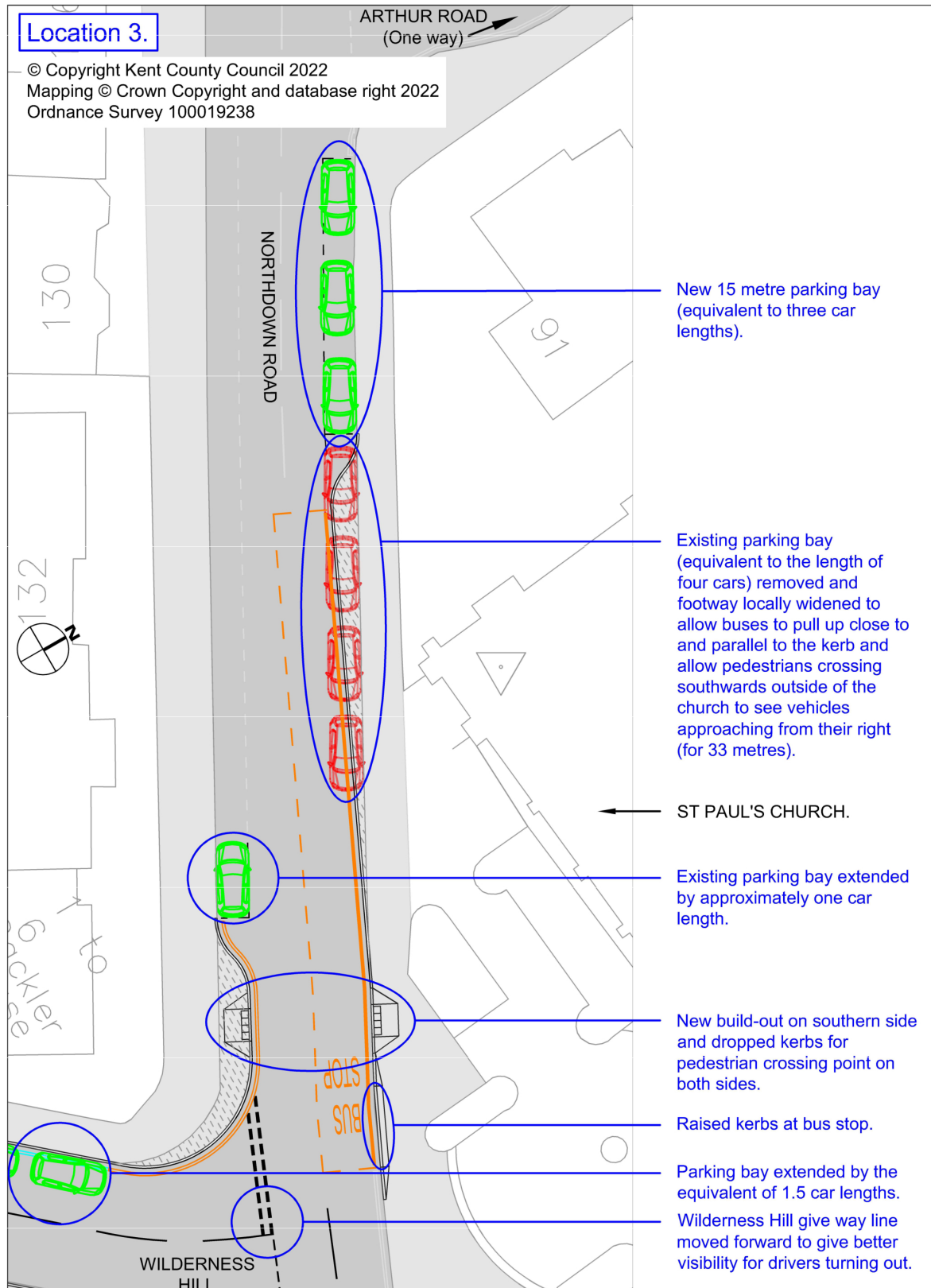
Contact Officer:	<i>Richard Heaps, Road Safety Engineering Project Manager</i>
Reporting to:	<i>Nikola Floodgate, Road Safety &amp; Active Travel Group Manager</i>

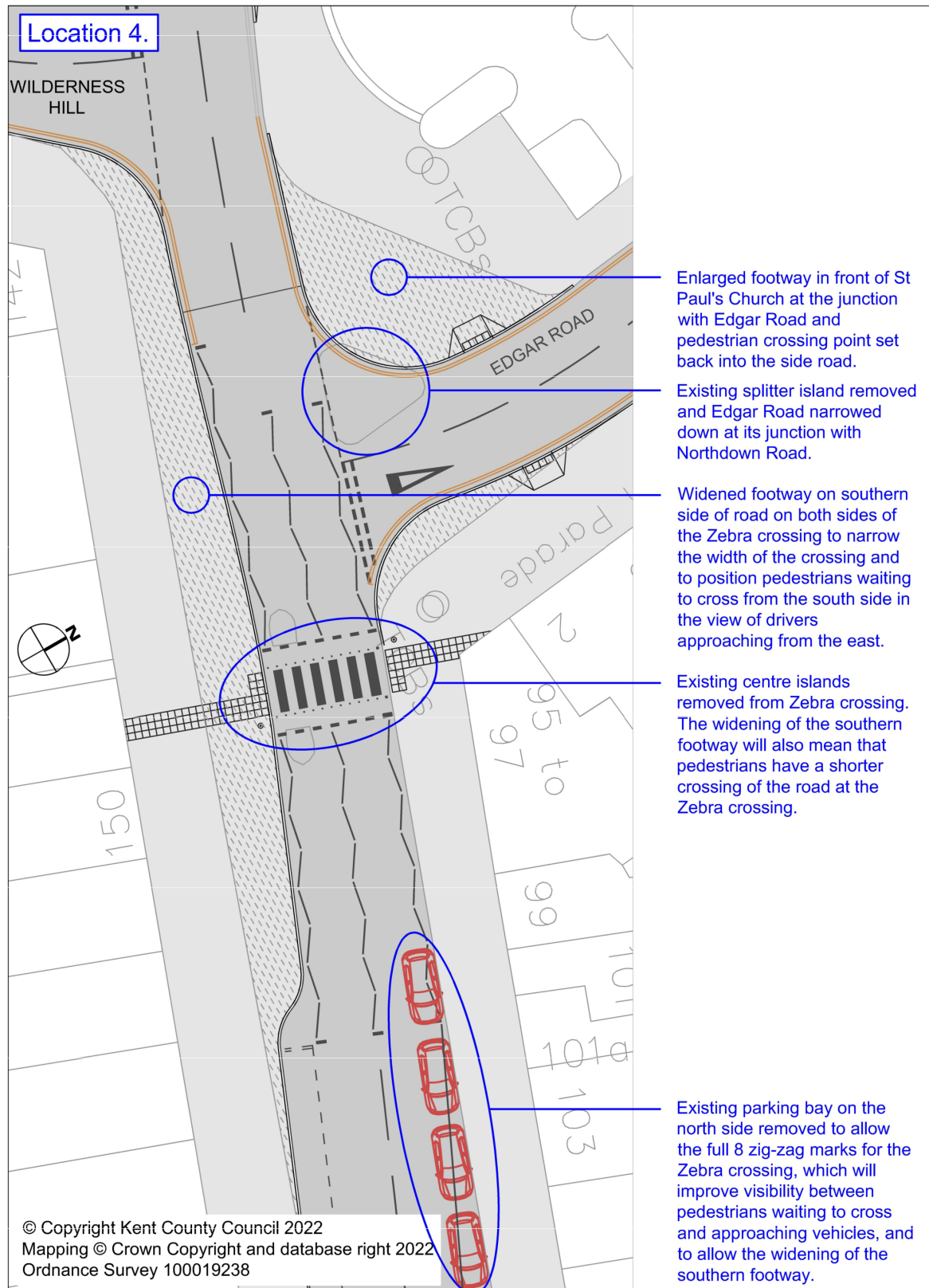
## Appendix List

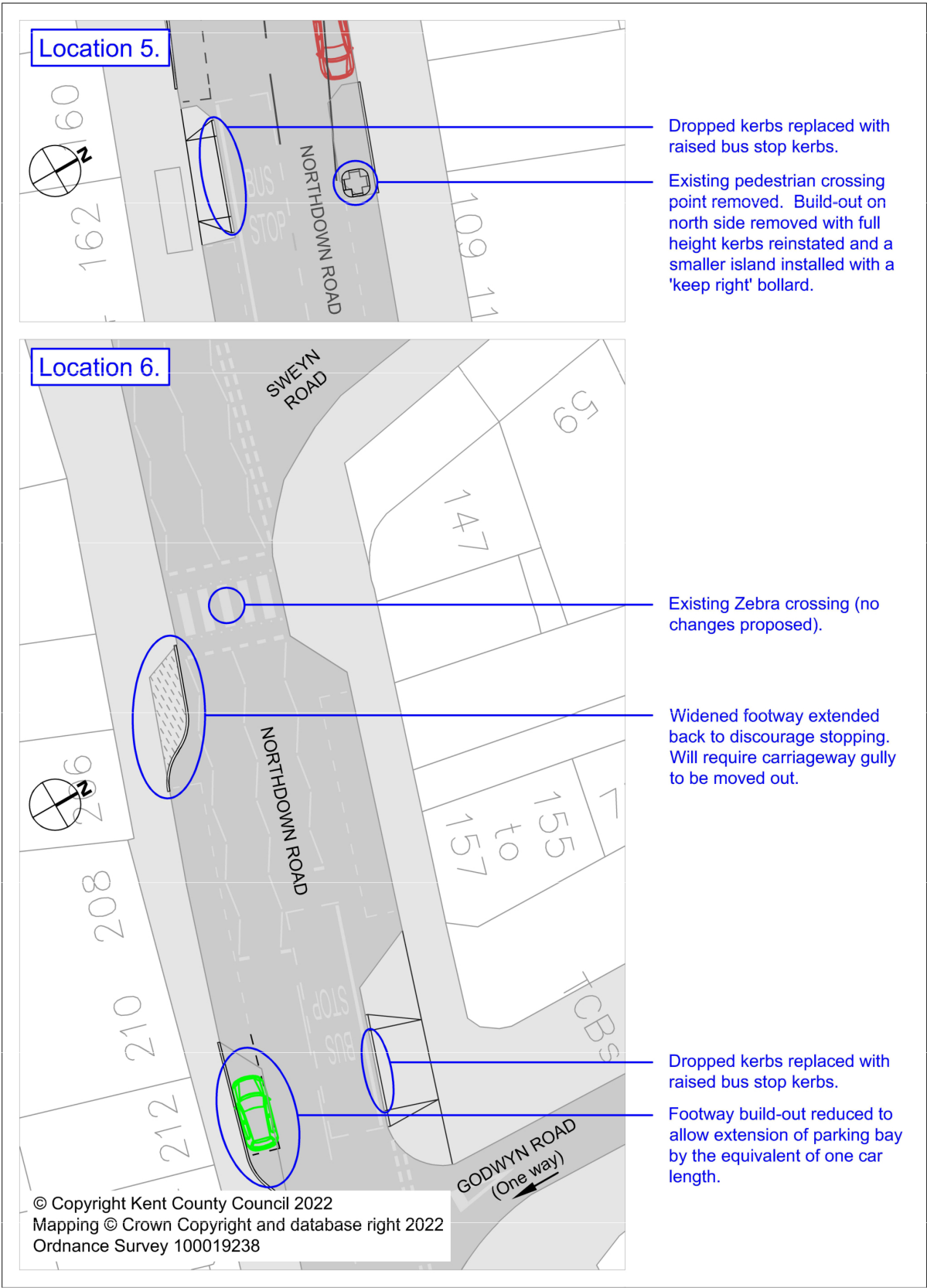
<i>Appendix A</i>	Plans of proposed scheme
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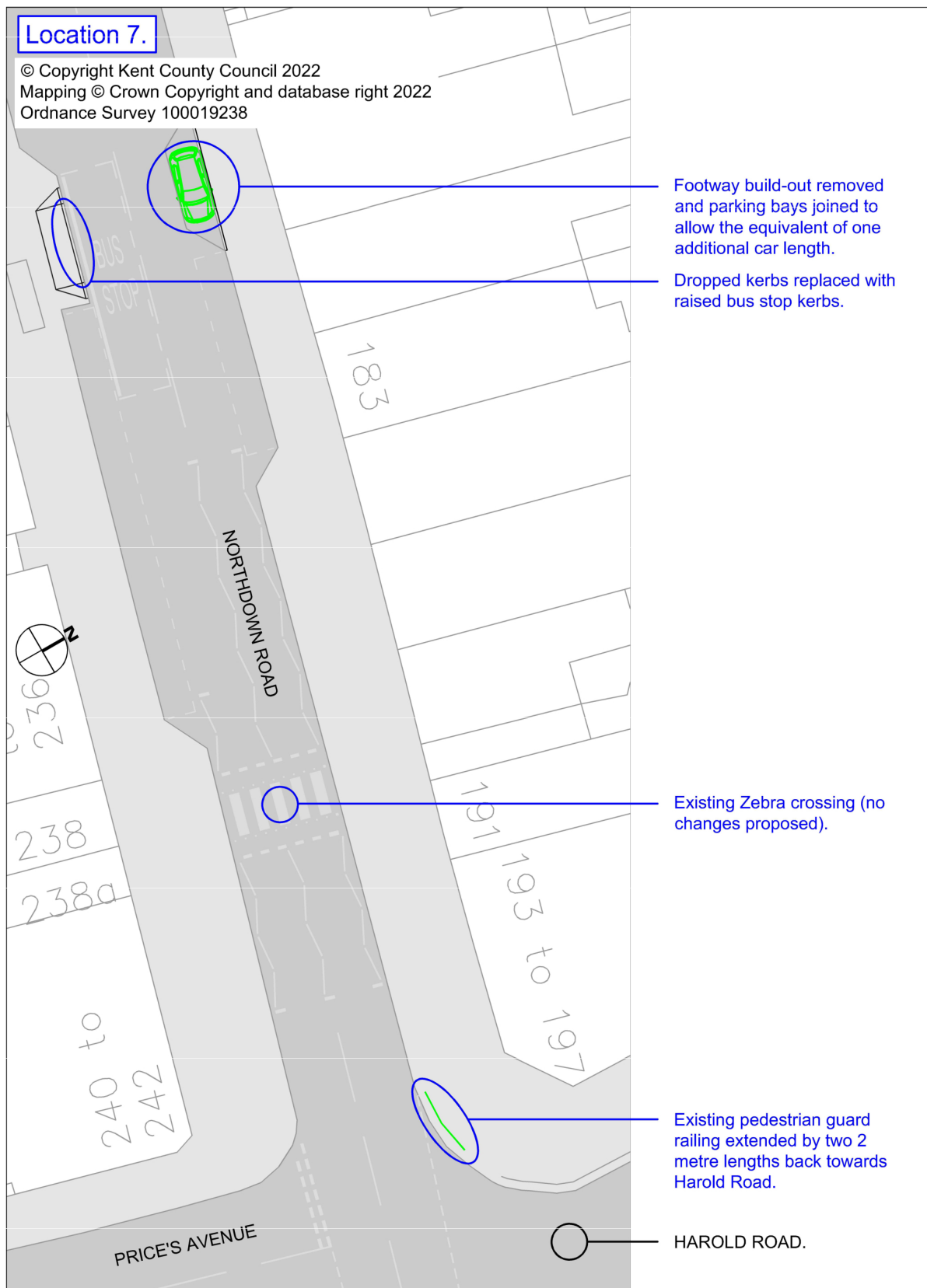
Appendix A – Plans of proposed scheme

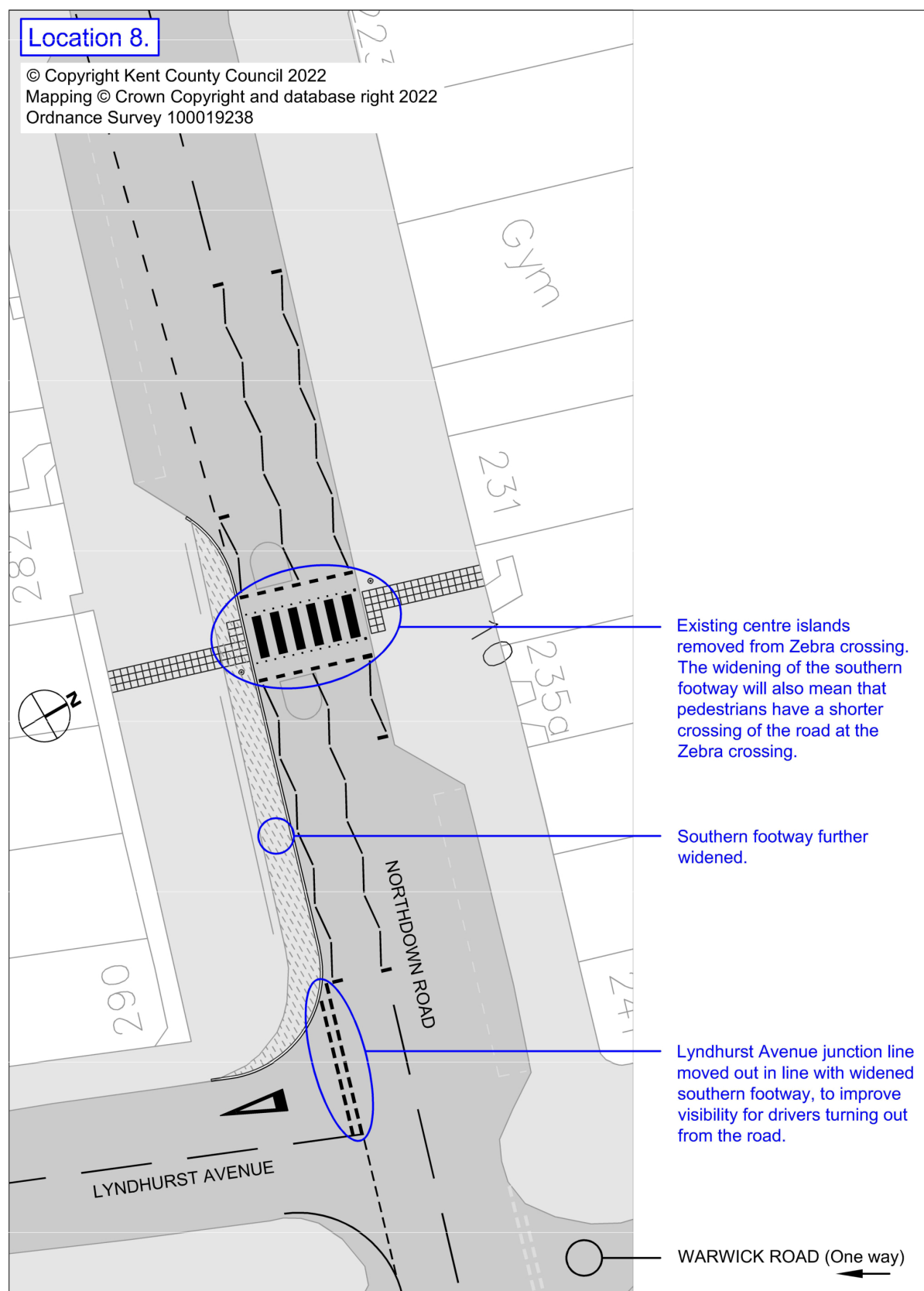












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