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Date: 14 November 2011
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JOINT TRANSPORTATION BOARD

23 NOVEMBER 2011

A meeting of the Joint Transportation Board will be held at **7.00 pm on Wednesday, 23 November 2011** in the Council Chamber, Cecil Street, Margate, Kent.

Membership:

Councillor H Scobie (Chairman); Councillors: Burgess (Kent County Council) (Vice-Chairman), Aldred, Alexandrou, Ezekiel, S Hart, Savage, Sullivan, S Tomlinson, Bayford (Kent County Council), E Green (Kent County Council), Hayton (Kent County Council), Hibberd (Kent County Council), Jarvis (Kent County Council), Kirby (Kent County Council), Wells (Kent County Council) and Councillor Sheila M P Bransfield (Thanet Area Local Councils' Committee)

A G E N D A

Item
No

Subject

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS OF INTEREST**

To receive any declarations of interest. Members are advised to consider the extract from the Standard Board Code of Conduct for Members, which forms part of the Declaration of Interest Form at the back of this Agenda. If a Member declares an interest, they should complete that Form and hand it to the Officer clerking the meeting.

3. **MINUTES OF PREVIOUS MEETING** (Pages 1 - 6)

To approve the Minutes of the Joint Transportation Board meeting held on 6 September 2011, copy attached.

3a **MATTERS ARISING** (Pages 7 - 8)

Schedule attached

4. **PETITION - CAR PARKING, KENT GARDENS, BIRCHINGTON** (Pages 9 - 20)

5. **PETITION - ROAD SAFETY IN THE VICINITY OF ST GREGORY'S PRIMARY SCHOOL AND THE SALMESTONE WARD** (Pages 21 - 22)

6. **PETITION - CAR PARKING IN ADDISCOMBE ROAD, MARGATE** (Pages 23 - 24)

7. **DRAINAGE UPDATE** (Pages 25 - 26)

To receive a verbal update by Katie Lewis, Drainage Manager, Kent Highway Services

<u>Item No</u>	<u>Subject</u>
8.	<u>A256 WESTWOOD ROAD, BROADSTAIRS - PROPOSED HIGHWAY IMPROVEMENT SCHEME</u> (Pages 27 - 32)
9.	<u>CONNAUGHT GARDENS, MARGATE - PARKING RESTRICTIONS, MEMBER HIGHWAY FUND SCHEME - RESULTS OF CONSULTATION</u> (Pages 33 - 36)
10.	<u>MARGATE HIGH STREET - 20 MPH SPEED LIMIT, MEMBER HIGHWAY FUND SCHEME - RESULTS OF CONSULTATION</u> (Pages 37 - 40)
11.	<u>READING STREET, BROADSTAIRS - 20 MPH SPEED LIMIT, MEMBER HIGHWAY FUND - RESULTS OF CONSULTATION</u> (Pages 41 - 44)
12.	<u>NETHERCOURT HILL, RAMSGATE - 30 MPH SPEED LIMIT, MEMBER HIGHWAY FUND - RESULTS OF CONSULTATION</u> (Pages 45 - 48)
13.	<u>TRAFFIC MANAGEMENT - RESIDENTS PARKING</u>
13a	<u>QUEENS GARDENS, BROADSTAIRS</u> (Pages 49 - 54)
13b	<u>CANNONBURY ROAD, RAMSGATE</u> (Pages 55 - 60)
13c	<u>CRESCENT ROAD, MARGATE</u> (Pages 61 - 66)
14.	<u>ANDREW'S PASSAGE, MARGATE - GUARDRAIL AND FOOTWAY</u> (Pages 67 - 72)
15.	<u>MAINTENANCE AND OWNERSHIP OF THE SEAFRONT RAILINGS AT MARINE DRIVE & MARINE TERRACE, MARGATE</u> (Pages 73 - 80)
16.	<u>NEW STAFF ARRANGEMENTS IN KENT COUNTY COUNCIL - HIGHWAY AND TRANSPORTATION</u> (Pages 81 - 84)
17.	<u>LOCAL WINTER SERVICE PLAN</u> (Pages 85 - 112)
18.	<u>HIGHWAY WORKS PROGRAMME 2011/12</u> (Pages 113 - 122)
19.	<u>POSC REPORTS FROM MEETING HELD ON 27 SEPTEMBER 2011</u>
19a	<u>REDUCING CONGESTION - MANAGEMENT OF ROADWORKS</u> http://democracy.kent.gov.uk/documents/s19258/Item%20C1%20-%20Reducing%20Congestion.pdf
19b	<u>WINTER SERVICE POLICY 2011/12</u> http://democracy.kent.gov.uk/documents/s19261/Item%20C4%20-%20Winter%20Service.pdf
19c	<u>WINTER SERVICE APPENDIX 1 - WINTER SERVICE POLICY STATEMENT</u> http://democracy.kent.gov.uk/documents/s19262/Item%20C4%20-%20Appendix%20Winter%20Service.pdf
20.	<u>GARLINGE JUNIOR SCHOOL - REQUEST FOR 20 MPH ZONE</u> To receive a verbal update from Paul Valek, District Manager, Kent Highway Services
21.	<u>DATE OF NEXT MEETING</u> The next meeting will be held on Thursday, 15 March 2012, at 7.00 pm. Declaration of Interest form - back of agenda

JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 6 September 2011 at 6.00 pm in Council Chamber, Cecil Street, Margate, Kent.

Present: Councillor Harry Scobie (Chairman); Councillors Burgess (Kent County Council), Aldred, Alexandrou, Ezekiel, S Hart, Savage, Sullivan, S Tomlinson, Bayford (Kent County Council), Hayton (Kent County Council), Hibberd (Kent County Council), Jarvis (Kent County Council), Kirby (Kent County Council) and Wells (Kent County Council)

In Attendance: Councillors Fenner, Gregory, C Hart, Johnston & Poole
Paul Valek, District Manager, Kent Highway Services
Steve Darling, Safety Critical Schemes Engineer, Kent Highway Services
Robin Chantrill-Smith, Civil Enforcement Manager, Thanet District Council

ACKNOWLEDGEMENT OF RECEIPT OF PETITIONS - KENT HIGHWAYS SERVICES

Paul Valek, District Manager, announced that two petitions, relating to the following matters, had been received by Kent Highway Services:

1. Car Parking, Kent Gardens, Birchington (Lead Petitioners: Mrs Sylvia Whitlock, Mrs B Bushall and Mrs P Bird)
2. Increased Pedestrian Road Safety, St Gregory's RC Primary School and Salmestone Ward (Lead Petitioners: Mrs Fay Shuttle).

Paul confirmed that acknowledgements had been sent to the lead petitioners.

VARIATION OF AGENDA

On the suggestion of the Chairman, it was agreed that "Westfield Road, Margate – Parking and Waiting Restrictions" – be taken directly after Agenda Item 3 – "Minutes of Previous Meeting", to enable Councillor Gregory (*who had requested to speak under Council Rule 24.1*) to attend another meeting.

14. APOLOGIES FOR ABSENCE

There were no apologies for absence.

15. DECLARATIONS OF INTEREST

There were no declarations of interest.

16. MINUTES OF PREVIOUS MEETING

Amendment

It was noted that "Kirstie Lewis" (Minute No. 10, Page 5) should read "Katie Lewis".

On the proposal of Councillor Jarvis, seconded by Councillor Ezekiel, the minutes of the meeting held on 16 June 2011 were approved, subject to this amendment.

Matters Arising

Paul Valek, District Manager, provided updates on minutes on the following topics:

(a) **A254 & A256 AT WESTWOOD - PROPOSED SPEED LIMIT REDUCTION (Minute No. 6)**

1. A further extension to the reduced speed limit from 40 mph to 30 mph on the A254 Margate/Ramsgate Road would require the re-advertisement of the Traffic Regulation Order (TRO);
2. A decision had been taken at senior level not to progress this further extension as:
 - i. It would delay the original proposal resulting in an implementation after the completion of the road-widening scheme;
 - ii. It did not have the support of Kent Police, who had advised that it was not suitable for the road conditions on the stretch of road in question;
 - iii. It would lessen the impact on the approach to the Westwood roundabout, where it was most required, and there would be no “gateway feature” as road users entered the built-up section, reminding them of the 30 mph speed limit (*30 mph repeater signs not being permitted in street-lit areas*).

Members of the Board asked that their dismay at receiving this feedback at this time, be recorded, given the lengthy debate that had taken place at the previous meeting and Members not having received any communication/ update prior to this meeting.

It was suggested that responses from all statutory consultative bodies should be reported to the Board before a decision is taken.

Decision-Making Process

It was requested that an item entitled, “decision-making process”, be placed on a future agenda of the Board.

Pre-meeting for Kent County Council Members

Paul Valek explained that a pre-meeting had not taken place for Kent County Council Members prior to this meeting, owing to the recent Kent County Council staff restructure, but he assured Members that this would be held for future meetings of the Board.

(b) **Report by Drainage Manager - Minute No. 10**

Paul Valek apologised on behalf of the newly appointed Drainage Manager that a report to cover issues previously raised by Members was not available for this meeting.

A full report would, however, be made to the next meeting of the Board.

17. **WESTFIELD ROAD, MARGATE - PARKING AND WAITING RESTRICTIONS**

Speaking under Council Procedure Rule No. 24.1, Councillor Gregory re-iterated that the safety of children walking to and from Garlinge Primary School took precedence over the protection of car parking spaces.

It was proposed by Councillor Tomlinson, seconded by Councillor Ezekiel:

“that on safety grounds, Recommendation 7.1 of the report be adopted, namely:

To approve the implementation of a revised proposal that waiting should be prohibited at all times for 15 metres in each direction on the Westfield Road arm of each of the junctions with Burlington Gardens and Waverley Road with a 10 metres prohibition being applied on each side of Burlington Gardens and Waverley Road at their junctions with Westfield Road.

MOTION UNANIMOUSLY ADOPTED.

The need for policing restrictions was stressed by a Member.

18. PETITION FOR A PELICAN CROSSING ON HERESON ROAD, RAMSGATE (NR TESCO'S AND THE NORTH POLE INN)

Speaking under Council Procedure Rule 24.1, Councillor Poole stated that, although a pelican crossing which had been petitioned for on the grounds of perceived safety had reportedly not been possible, an upgrade to the existing zebra crossing, as referred to in the report, would be welcomed.

He thanked Councillor Hayton for his offer to process an investigation into an upgrade through the Member Highway Fund.

Councillor Hayton stated that he hoped to have a residue to use for the upgrade, but could not give a commitment at the present time.

Councillor Bayford, who offered to contribute to the costs of the scheme out of his Member Highway Fund, proposed and Councillor Hayton seconded that Recommendations 5.1 & 5.2 of the report be adopted, namely:

1. to note the proposed investigation into the zebra crossing, through the Member Highway Fund;
2. to advise the lead petitioner accordingly.

On being put to the meeting, the motion was DECLARED CARRIED.

PROCESS OF SUBMITTING PETITIONS TO THE BOARD

In response to a query by Councillor Kirby, Paul Valek, District Manager, stated that the process of taking petitions to the Board was governed by the number of signatures on the petitions.

19. PETITION - ST MARY'S AVENUE, MARGATE - PARKING ON VERGES

It was proposed by Councillor Burgess, and seconded by Councillor S Tomlinson:

“that Recommendations of the report be adopted, namely:

1. to note the work carried out on the verge damage;
2. to note the proposed investigation into the installation of bollards through the Member Highway Fund;
3. to advise the lead petitioner accordingly.”

MOTION ADOPTED.

Paul Valek, District Manager, noted from a Member that the parking of vans and trucks on the grass verge at Friendly Close was giving rise to particular concerns for local residents.

20. ETHELBERT CRESCENT MARGATE - ZEBRA CROSSING AND KERB BUILD OUTS

It was proposed by Councillor S Tomlinson, seconded by Councillor Burgess:

“that it be noted that funding is to be fully delivered by Kent County Councillors Michael Jarvis and Chris Wells and that, as no objections were raised through public consultation, the scheme will be programmed for construction in early 2012”.

MOTION ADOPTED.

21. BROADLEY ROAD, MARGATE- PROHIBITION OF DRIVING

Although the proposed cycle route was welcomed, concern was expressed about cyclists' safety upon exiting this route.

It was proposed by Councillor Hayton, and seconded by Councillor Ezekiel:

1. that the recommendations contained in the report be adopted, namely:
 - i. to make the 'Kent County Council (Broadley Road, Thanet) (Prohibition of Driving) Order 2011', as advertised;
 - ii. to implement the measures outlined in Para 3.1 and to install the additional warning signs as outlined in Para 3.5, in support of the Order;
 - iii. to progress a further package of improvements as outlined in Para 3.4, as and when funding becomes available;
2. that schools in the vicinity of Broadley Road be asked to report to Kent Highway Services on any “near misses” or concerns regarding the safety of cyclists of which they became aware.

MOTION ADOPTED.

22. HIGHWAY WORKS PROGRAMME

(a) **Annex B5 - Weather Damage Repairs**

Annex B5 – Weather Damage Repairs

Paul provided a verbal update as follows:

- a) £6.5 m had been made available for road repairs across Kent. This was split: £2.5m (of which Thanet's share was £220K) for pothole and patch work; and £4m, for preventative treatment in the form of surface dressing and micro surfacing.
- b) The roads identified in Thanet for preventative treatment were:

Poor Hole Lane, Broadstairs
George Hill Road, Broadstairs

Acol Hill, Acol
 Spitfire Way, Minster
 Manston Road, Manston
 Woodchruich Road, Margate
 St Peter's Road, Margate
 Violet Avenue, Ramsgate
 Bush Avenue, Ramsgate
 Vale Road, Broadstairs (*deferred*)
 Luton Avenue, Broadstairs
 Crescent Road, Birchington (*deferred*).

- c) All of those schemes had been completed, with the exception of Vale Road, Broadstairs and Crescent Road, Birchington, which had had to be deferred.

Speaking under Council Procedure Rule 24.1, Councillor Johnston raised the following issues:

(b) **Bridge Works - Seaview Terrace West, Margate - Annex D1**

Paul Valek reported that there was a possibility that the land would be developed, in which case the toilet block might be removed; that it was necessary to ascertain if there was a commercial interest; and that until that happened, funds could not be committed.

(c) **Union Row, Margate - Traffic Conditions**

Paul Valek undertook to provide an update on the scheme that had been proposed at a previous meeting of the Board.

(d) **Andrews Passage, Margate**

Paul Valek reported that the site had been visited by a Structural Engineer the previous week and that a full report with recommendations would be brought to the next meeting of the Board. In the meantime, temporary measures would be taken to make the railings safe and secure.

(e) **Railings - Margate Seafront**

Paul Valek reported that he had spoken to the Structures Manager that day (6 September 2011) and that, in view of the uncertainty around who was responsible for maintenance, investigations would now be made into previous ownership, agreements etc via their Legal Team.

Councillor Bayford suggested that the TDC Engineer be also consulted.

The following issue was raised by Councillors Hibberd and Bayford.

(f) **Works by Southern Gas Network**

Concerns were expressed by Councillors Hibberd & Bayford about South Gas Network's work in Thanet:

1. **Tothill Street, Minster:** Councillor Hibberd was aware that surfacing works had been postponed due to the proposed SGN works and asked for an update on when the SGN works were due and when the surfacing works would be completed.
2. **SGN's Programme of Mains Replacement in Thanet:** Councillor Hibberd asked to be updated on SGN's programme as the works in Hawley Street, Margate had been problematic.

3. **Harbour Street, Broadstairs:** Councillor Bayford was under the impression that no works would take place in Harbour Street, Broadstairs for five years, as promised to traders, and asked for clarification on this issue.

Paul Valek stated that he would provide an update at the next meeting of the Board.

23. HIGH STREET, MARGATE (FROM MARINE GARDENS TO GROSVENOR HILL) - SPEEDING TRAFFIC AND ANTI-SOCIAL DRIVING

Councillor Johnston spoke under Council Procedure Rule 24.1 and, in doing so, referred to the letter to Board Members from Rebecca Smith, Vice-Chairman of Margate Town Partnership, (letter circulated to Members immediately prior to the meeting), requesting the Board to ask for an Officer report investigating pedestrianisation as a positive solution to speeding traffic and to encourage business to thrive in the area.

Councillor Johnston also called for the option of pedestrianisation to be looked into.

During a discussion that ensued, the merits of TDC Ward Councillors leading on an informal consultation with traders regarding an extension of time on pedestrianisation were considered. It was also suggested that Officers consider the possibility of installing speed bumps on upper High Street.

In response to a query as to whether two consultations could proceed hand-in-hand, Paul Valek pointed out that consultation on pedestrianisation would take much longer than that on speed limit reduction, owing to the complexities it would involve, and that Officers' remit had been confined to coming up with a solution to speeding vehicles.

It was proposed by Councillor Wells, and seconded by Councillor Ezekiel:

“that Recommendation 3.1 of the report be adopted, namely:

‘to grant approval for KCC to advertise, consult on and implement (if no objections received) the Traffic Regulation Order to reduce the speed limit from 30 mph to 20 mph on upper High Street, Margate’ “.

MOTION ADOPTED

24. REPORTS TO THE ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW & SCRUTINY COMMITTEE, 5 JULY 2011

It was AGREED that the following reports on the KCC website, hyperlinks to which had been provided on the Agenda, be NOTED.

- (a) **Winter Service 2010/11 Review**
- (b) **Member Highways Fund**

25. DATE OF NEXT MEETING

It was noted that the next meeting of the Board would take place at 6.00 pm on Wednesday, 23 November 2011.

Meeting concluded : 7.46 pm

MATTERS ARISING FROM MEETING OF THE JOINT TRANSPORTATION BOARD, HELD 6 SEPTEMBER 2011

Verbal Updates to be provided by Paul Valek, District Manager,
Kent Highway Services

Minute No.	Subject
16a	Decision-making process
18	Petition for pelican crossing – Hereson Road, Ramsgate
19	Petition – St Mary’s Avenue, Margate- Parking on verges
22c	Union Row, Margate
22f	Works by Southern Gas Network
23	High Street, Margate (from Marine Gardens to Grosvenor Hill) – speeding traffic and anti-social driving

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PETITION: CAR PARKING IN KENT GARDENS, BIRCHINGTON

To: **Thanet Joint Transportation Board, 23 November 2011**

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

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

Classification: **Unrestricted**

Ward: **Birchington South**

Division: **Birchington & Villages**

Summary: A petition has been received, requesting parking restrictions in Kent Gardens, Birchington

For Decision

1. Introduction

- 1.1 A petition of 44 signatures was received by Kent County Council (KCC) in July 2011, from residents who live in Kent Gardens, Birchington. A standard letter was signed, containing the following text:

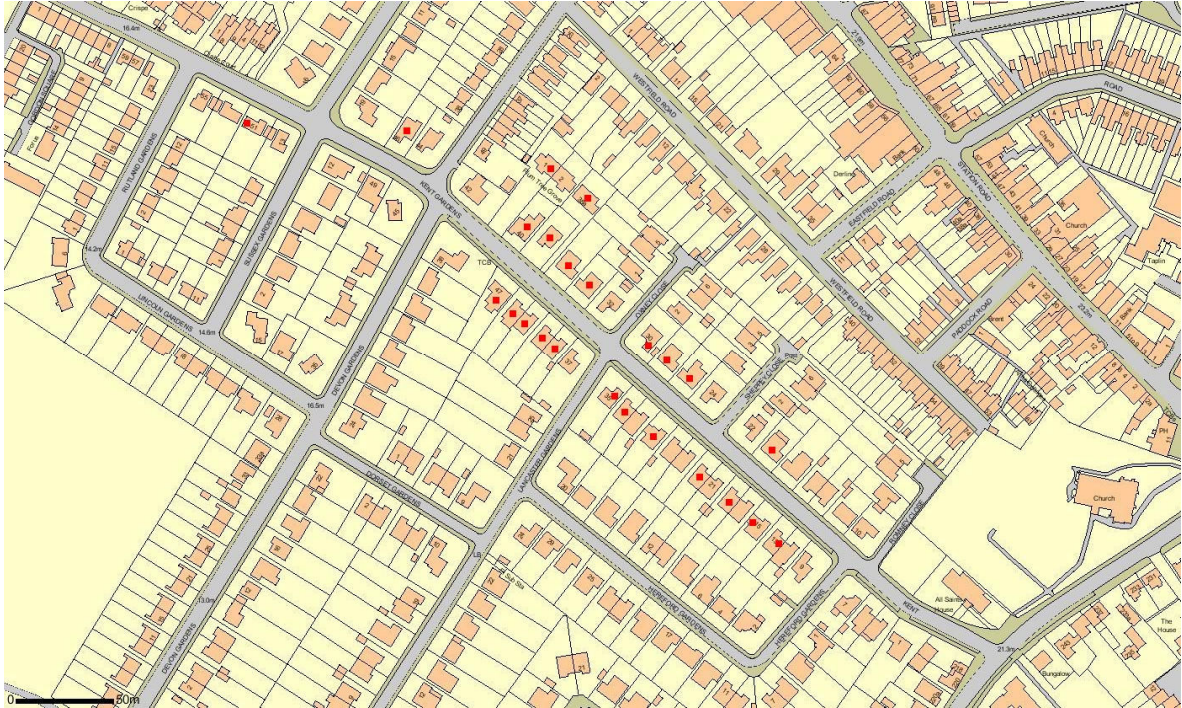
“The residents of Kent Gardens are much concerned regarding the haphazard parking which almost blocks our road between 8.30am and 5.30pm on weekdays. Many of us have parking space on our own driveways but have difficulty actually getting out on to the road because of impaired vision due to parked cars. Also because parking is permitted on both sides of the road there is frequently insufficient room to turn out into the road from your drive. When large vehicles such as 4x4s and vans are parked it is impossible to see whether the road is clear. A further concern is that emergency vehicles needing to serve a particular property may not have access to that property. The road is also used as a ‘rat-run’ to avoid the High Street with its speed restriction humps and large lorries often have to back up because they cannot get through. Also people with boats on trailers drive through on the way to the seaside and it has been known to damage cars as some are so wide. Very often this traffic is frequent and often exceeds 30mph. These are serious concerns for the inhabitants of Kent Gardens and we would appreciate your attention to them and your suggestions as to how our problems may be alleviated”.

- 1.2 A subsequent letter was received on 14 August 2011, relating to an incident on 12 August 2011, and is contained in Addendum 1.

2. Investigation

- 2.1 Kent Gardens is a residential street, located to the south-west of the main shopping street in Birchington (see plan below). Double yellow lines are present, in order to protect the side road junctions. It lies just outside the restricted parking zone, centred on Station Road. As such, it can be used for on-street parking by persons not wishing to be restricted by the amount of time they can remain, or having to pay parking charges. As well as visitors and workers in Station Road, these persons may also be rail commuters or visitors to the church and the community centre. Parking occurs on both sides of the road. This allows cars to pass through; larger vehicles may have difficulty. This is a similar scenario to many other streets in Thanet.

Kent Gardens, Birchington: Site location



- 2.2 KCC has access to a database that includes a log of all crashes resulting in personal injury that have been reported to Kent Police. In the last 3 year crash investigation period to 30/06/11, there have been no reported personal injury crashes where the presence of restrictions could have assisted with the prevention of the incident.
- 2.3 Reference is made in the petition to 'haphazard parking'. Badly parked vehicles that are causing an obstruction of the highway should be referred to the Police, for their further consideration. If the emergency services have concerns over access to roads and properties, there are channels of communication by which they can raise issues. KCC has not been contacted by the emergency services in this way.
- 2.4 Driveway obstruction is highlighted as a concern. White vehicle access marking lines (also known as dog bones, or hockey sticks) can be introduced outside a property. These markings are advisory and give no extra power to the Police to prosecute other road users. To introduce a new white 'access highlight' line marking, it is necessary to prove a persistent obstructive parking problem. This helps prevent too many lines on the highway, and ensures that markings are at priority locations and adhered to by drivers. The costs associated with implementing a white vehicle access marking are met by the applicant.
- 2.5 Concerns over traffic speed are mentioned in the petition. It should be noted that additional double yellow lines would exacerbate this situation.

3. Current financial situation

- 3.1 KCC receives numerous requests every year for new highway works, including double yellow lines. Unfortunately due to substantial Government cuts in funding, KCC does not have the budget to meet this huge demand, and has to prioritise what works can be delivered with the limited funding available. On this basis, KCC is prioritising new works deemed as being 'safety critical'; i.e. a record of personal injury crashes, where it can demonstrated that a reduction in crashes can be achieved, through implementing the measure being requested.

3.2 With the lack of a pattern of personal injury crashes at this location, or any contact from the emergency services to register their concerns, the works being requested are not a priority for the limited funding available.

3.3 Residents expressed concerns over excessive on-street parking. An information leaflet is contained in Addendum 2, regarding residents' parking schemes.

4. Conclusion

4.1 A petition with 44 signatories has been received requesting parking restrictions in Kent Gardens, Birchington. Given the current financial situation and a lack of recorded crashes, this request for highway improvements cannot be justified at the current time.

5. Recommendation

5.1 To advise the lead petitioner that no further action can be taken at this time; and of the application processes for residents parking schemes, and white vehicle access markings.

Contact Officer:

Kelly Garrett *Traffic Engineer (Canterbury & Thanet)* 08458 247 800

Supporting documents

Addendum 1 – Letter from petitioner dated 14 August 2011

Addendum 2 – Residents' parking information leaflet

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14.8.2011

Dear Mr Valek,

Further to my letter dated 20th July with its enclosures, an incident occurred on the evening of Friday 12th August which has underlined the importance of suitable parking restrictions within Kent Gardens. A large white van and an estate car were parked in the unrestricted zone 'no double yellow lines' opposite the entrance to Plum Tree Grove, at the same time as an ambulance was trying to gain access to a 999 call to a resident who has subsequently died. The ambulance couldn't reach the ladies bungalow until I had run around and knocked on all the houses in Prospect Road until I found the owner of the white van. Luckily this being moved just allowed the ambulance access, the estate car owner could not be found and is not a resident of Kent Gardens. The delay in this serious situation hampered the medics vital time and access to medical equipment from the ambulance.

This is not the first time I have witnessed emergency vehicles being hampered by cars being parked on both sides of Kent Gardens having been left to go to work in Station Road or residents of neighbouring roads who want to avoid the parking restrictions in Birchington. I think you will agree something needs to be done urgently before another life is lost or a house burns to the ground because of this ongoing problem.

I have surveyed the positive responses of the residents in Kent Gardens and have found that those who did not respond were near by the Church car park, double yellow lines or the few who are too old and infirm to be affected by the traffic problems.

I appeal to you to agree to a site meeting or act on behalf of the people of Kent Gardens and make changes in the way non residents

are parking all day and night severely restricting through access and visibility when exiting from their driveways.

I look forward to a speedy response to the above.

Yours sincerely,

T B W

40 KENT GARDENS
MRS P BIRD +
MR B BUSHEN

Sylvia H. Whitlock
47 Kent Gardens
Birmingham
C77 9RX

PARKING IN THANET

RESIDENTS' PARKING SCHEMES

RESIDENTS' PARKING IN THANET

GENERAL

Members have introduced residents' 'on street' parking schemes in Thanet in order to address problems relating to the availability of local parking spaces for residents, and to stimulate a turnover of parking spaces to encourage shoppers and short term visitors to the area who may otherwise be discouraged from coming to a town because of a lack of suitable 'on street' parking. The schemes are also designed to improve traffic management in terms of flow, and may assist in reducing traffic speed.

THE CONTROL OF PARKING SCHEMES

Since January 2000 the enforcement of all parking and waiting controls in Thanet was taken over by the Thanet District Council in partnership with and on behalf of the Kent County Council, which remains the Highway Authority. Under the agreement, the Thanet Joint Transportation Board (JTB), a committee which comprises Elected Members of both the County and District councils, has greater involvement in the promotion and introduction of Traffic Regulation Orders (TROs) in Thanet. The JTB will in turn make recommendations about TROs to the District Council's relevant Cabinet Portfolio Holder.

Whereas the original residents' parking schemes were initiated by the Highway Authority, Members are now of the opinion that the concept of residents' parking is generally better understood and that it is appropriate that future schemes should be resident led. The Council, therefore, takes the view that no new residents' parking schemes will be proposed, investigated or introduced unless the request has come from, and is supported by, a significant majority of residents living within a particular area.

RESIDENTS' PARKING EXPLAINED

This brochure is intended to clarify some of the issues associated with the provision and management of residents' parking schemes so that you may decide if the concept is relevant to your situation.

THE CAUSES OF PARKING PROBLEMS

In broad terms, some of the traffic related problems which confront both residents and shoppers are:-

(a) difficulties caused when certain large goods vehicles need to make a delivery, either in

isolation or in combination;

(b) indifferent regard to time limits on waiting, with the knock-on inconvenience to other motorists and residents who rely on the availability of a parking bay;

(c) in many roads car owning residents without garages have regular parking difficulties, and residents with garages have occasional to frequent access problems, due to inconsiderate 'on-street' parking;

(d) commuters, including some who live outside the immediate area – who park close to railway stations and who utilise kerb-space all day which could be better used by other categories of motorists;

(e) pedestrian safety is compromised by pavement parking and by the manoeuvring of certain large vehicles through narrow streets congested with cars;

(f) shop workers who occupy parking places close to town centres, therefore denying the space to both residents and shoppers.

These problems are known to exist, to a greater or lesser extent, in other areas of Thanet.

FREQUENTLY ASKED QUESTIONS

What do residents' parking schemes offer?

In Thanet, residents' permit bays are always for shared use, meaning that the general public are able to use the parking bays but are subject to a parking time limit (generally for the periods of 1 hour, 2 hours or 4 hours) whereas Resident Permit Holders are permitted to park without time limit in those same bays.

There are two types of residents' parking places. The first is in areas where parking is most sought after, usually close to the main shopping areas where on street residents' parking places are subject to a one hour or two hour waiting limit between 8 am and 6 pm on Mondays to Saturdays. The second is in areas further away from the shops, where there are parking places subject to a four hour waiting limit between 9 am and 5 pm on Mondays to Fridays.

In both cases, there is no restriction after the period when the time limit ceased to apply, or on Sundays. The time limit does not apply to Permit Holders or to purchasers of a daily visitors permit.

Generally, pay and display (P&D) bays may not be used for residents' parking, although residents living within roads with P&D may apply for a permit to use a convenient adjacent road provided with residents' bays if they so wish.

Why are parking bays shared?

The Kent County Council, as Highway Authority, has established the shared model for all past and future residents' parking schemes.

Experience, both in Thanet and elsewhere, has shown that better use of existing kerb space is achieved by allowing vacant residents' parking bays to be used for strictly time limited waiting by other drivers. In places where bays are strictly for residents only – usually only in city centres – this is sometimes very inconvenient for residents as there is then no recognised parking place for their visitors – which includes not only family, but repair services, etc. By providing significantly more parking places, shared parking has not been an issue in Thanet.

What time limits are best?

There is no hard and fast rule – it is up to residents to consider the options and to propose which time limit will best suit their particular circumstances. It might be helpful to consider the following:-

1 hour limit applying Monday to Saturday – these parking places have the quickest turnover and are very useful close to shops where shoppers can make good use of the bays. It also means that returning residents have a better chance of immediately finding a vacant bay close to home. Not so useful if the walking time from the parking place to the shops and back will take up a good portion of the allotted hour, and inconvenient for residents having weekend visitors.

2 hour limit applying Monday to Saturday – usually placed further out from the shops, these bays are more useful to the motorist who wants more than an hour and is willing to spend a few minutes walking from vehicle to destination. Although the turnover of bays should ensure a parking place for returning residents, they may have less luck in immediately finding their 'ideal' parking place. Visitors can stay longer without needing a visitor's permit.

4 hour limit applying Monday to Friday - great for visitors who can stay from 1 pm on Fridays to 1 pm on Mondays without needing a permit. These parking places are avidly sought by motorists requiring free parking for up to four hours – shoppers, visitors, part-time workers and even some 'unsocial hours' shift workers.

Some areas already have time limited parking or P&D without any residents' scheme. In these cases, where residents request a scheme, it is probable the existing parking time limits will remain unchanged.

Who can have a Residents' Permit?

When an area is nominated for residents' parking, any resident of that area will be able to

apply to the Council for the issue of a Residents' Parking Permit.

What types of vehicle qualify?

Residents' Parking Permits will be restricted to:- (a) passenger motor vehicles; (b) goods vehicles having a gross weight not exceeding 3500 kilograms; and (c) motor cycles (with or without sidecar). Residents' permits are not provided in respect of caravans, trailers or lorries.

What about my visitors?

All residents can obtain a daily permit for their visitors to park in a residents' parking bay. Permits are sold singularly (£2.50 each) or in books of 20 (£40). There is no limit on the number of permits you can have. You do not need to be a Residents' Permit holder to obtain a permit for your visitors – you merely need to live in the Zone.

What about tradesmen?

If you have a tradesman who needs to park outside your house, arrangements can be made through the Council's Civil Enforcement Office for a weekly parking ticket. The tradesman will need to apply in person, and will be required to pay a fee.

Will it be compulsory to have a Residents' Parking Permit?

No. If residents can work within the regulations which apply to other motorists, then there is no need to apply for a permit. It is only if residents need to park for more than the time limited parking period during the daytime on Mondays to Saturdays that a permit may be useful.

How much will a permit cost?

From April 2010, the Thanet Council has set the annual fee for a Residents' Parking Permit at £60 for cars and light vans, and £15 for motorcycles. The penalty for non-permit holders who overstay their time limit will be £50 (reduced if paid within 14 days).

Why is the permit not free?

To ensure the parking places are properly patrolled and the rules enforced, Thanet District Council employs Civil Enforcement Officers (CEOs). The Council is required to operate parking schemes at no cost to the general rate fund – in simple terms, that means the wages of those who administer and enforce the scheme, plus the upkeep of the signs and lines, must be paid for by a contribution from those who use the parking places and from the penalties paid by those who infringe the rules. Resident Permit Holders are required to make a contribution to help offset the running costs of the scheme.

What about road tax?

Road tax grants drivers the freedom to use the

roads under the same rules and constraints as other motorists, with no special privileges. Anyone who parks in a residents' parking area within the rules which apply to the general motorist, need only buy their road tax disc. Only residents, if they feel they need the extra facilities which a residents' permit provides, need to purchase one.

What about disabled drivers?

Blue badge holders are statutorily permitted to park without payment in 'on-street' pay and display bays; without time limit in limited waiting and residents/shared parking places; and subject to not causing obstruction for up to three hours on a yellow line. Disabled persons' vehicles – along with all other non-goods vehicles – are not permitted in goods vehicle Loading Bays.

Disabled persons' vehicles properly displaying a blue badge will be permitted to park in a residents' parking place without the need for a Residents' Parking Permit. If the vehicle is used by other members of the family, it may be useful to consider what will be the position when the vehicle is not being used by the disabled badge holder.

What happens to the fees?

Annual residents' parking fees, other permit and pay and display income, all go towards paying for the setting up and maintenance of a parking scheme. Lines and signs have to be provided and kept in good order, and a Civil Enforcement has to be provided to ensure non-permit holders obey the rules.

What action is taken?

Civil Enforcement Officers will place a Penalty Charge Notice (PCN) on any vehicle not displaying a Residents' Parking Permit, a pay and display ticket, or which has parked for longer than the authorised time limit. CEOs will similarly deal with infringements of yellow line restrictions, and parking on school 'Keep Clear' markings, bus stop clearways, and by unauthorised vehicles in special bays such as those for disabled persons' vehicles or for goods vehicles loading, or on taxi ranks.

CEOs will routinely pass to the DVLA details of vehicles not displaying a current road tax disc.

What happens to the fines?

The Council is allowed to keep the penalties from 'on-street' parking place offences, but is required by law to use any surplus income for other parking related schemes. No money collected from on-street parking can be used to subsidise other areas of Council operations.

DVLA will continue to take action on any untaxed vehicle reported by CEOs.

Are Residents' Parking Permits limited?

The Council will not be required to issue more permits than there are parking places available in the Zone. Permits will initially be limited to one permit per household. These will automatically be renewable each year. If, once everyone in the Zone has had an opportunity to apply for a first permit, there are some remaining, applications for second and even third permits will be permitted. These permits will not be automatically renewable each year. Renewal will be by fresh application each year, and will depend on availability. This will largely depend on how many 'first' permits need to be issued to – say – new residents to the Zone or existing residents owning a car for the first time.

This rule is in place purely to protect the scheme.

In Thanet no application for an additional permit (however many were required) has ever been declined. There have always been more than enough parking bays in each of the Zones to ensure all permit applications have been granted in full. This may not, however, be the case in the future, especially if the initiative to start a new residents' parking scheme comes from an area where parking is particularly difficult. That is why the Council proposes to retain this reserve power.

What happens if I move?

For administrative convenience, all permits will expire on 31 March each year. Anyone joining the scheme part-way through the year will pay proportionately. Anyone leaving will be entitled to a proportionate refund.

What happens if I change my car?

Permits are only valid on the car for which they are issued. When a resident changes vehicles, the permit should be removed and exchanged at the Council Offices for a permit for the replacement vehicle. A small administrative charge will be made.

Can my permit be withdrawn?

The Council will authorise termination of Residents' Parking Permits if there is any contravention of the conditions concerning the issue or use of the permit. In these circumstances the permit holder will not be entitled to any refund. Termination of rights will not preclude the Council from also taking civil or criminal action if the circumstances warrant it.

Can I surrender my Residents' Parking Permit?

Yes. A Residents' Parking Permit may be surrendered at any time and the appropriate refund will be given.

Business Permits

Businesses have always been encouraged to park away from the main shopping areas to

ensure a maximum of kerb space is available for potential shoppers and local residents. Businesses may use both P&D and time limit parking places for loading and unloading, and for casual parking subject to observance of the rules applicable to that parking place. Business Permits enable a vehicle to be parked in a residents parking bay for longer than the time limit are available, and cost £350 per annum.

What is a parking bay?

A parking bay is a space marked on the road by white lines, with a parking plate nearby.

Is it permissible to use a parking bay in the evening and on Sunday?

Yes. Outside the times shown on the parking plate all may park without limit of time. Other parking place conditions, such as not carrying out vehicle maintenance, will still apply.

Will there be an occasion when parking in a parking bay will not be permitted?

Occasionally it may be necessary to suspend a parking bay for a particular reason. When this occurs notices will be posted or 'no waiting' cones will be placed.

What happens if a non-permit holder overstays the time limit?

When this occurs, a patrolling Civil Enforcement

Officer will place a Penalty Charge Notice on the vehicle informing the driver that a penalty of £50 has been incurred. Failure to pay the charge will invoke procedures under the Traffic Management Act 2004. If payment is made within 14 days, the penalty charge is reduced to £25. Residents' Parking Permit and Visitors' Parking Permit Holders cannot become liable to a penalty charge if their vehicle is correctly parked and their permit is properly displayed on the correct vehicle.

What about yellow lines?

Double or single yellow lines give effect to a prohibition of waiting which applies to everyone – including Residents' Parking Permit Holders. Throughout Thanet double yellow lines apply for the full 24 hours every day, including Sundays. Single yellow lines apply between 8am and 6 pm on Mondays to Saturdays. Drivers may park on a single yellow line in the evening and on Sundays provided no obstruction is caused.

Where else can't I park?

In Thanet, it is an offence to stop on specially marked bus stop clearways and school 'Keep Clear' zigzag markings, and drivers who do so can be given a Penalty Charge Notice. The Highway Code gives additional advice concerning parking.

ADDITIONAL ANNUAL PERMIT HOLDER BENEFIT

The holder of a valid annual resident's parking permit may park a vehicle of the permitted class for up to 1 hour free in nearly all the Council operated pay and display 'off street' car parks. Further information can be obtained from the Council's Civil Enforcement Office– telephone 577470/1

IS RESIDENTS' PARKING THE ANSWER?

Before you make a decision as to whether a residents' parking scheme would be of benefit in your particular area, please also consider the following:-

(a) When engineers are asked to draw up a scheme it must be one which meets certain recognised criteria – what we call safety and technical audit. By law, the parking bays must be of certain dimensions, they must be placed in such a way that parked vehicles do not cause obstruction, and – most importantly of all – there must be enough room for fire engines and ambulances to get through. When carrying out the assessment to identify safe spaces to park, Officers may spot situations that necessitate additional waiting restrictions in the form of yellow lines to preserve the free flow of traffic. If you live in an area where parking is untidy but, because everyone co-operates it works that way, you may consider that a regulated residents parking scheme might not be appropriate because some existing spaces could be lost.

(b) In some towns a blanket 'yellow line' parking restriction of, say, 1 hour mid-morning and 1 hour mid-afternoon is sufficient to deter all day parking, and works quite well. If most of the residents take their cars to work then a limited number of residents' parking spaces spanning the 'yellow line' times might work.

(c) It is possible to make a traffic order prohibiting all vehicles except those requiring access to premises in the prohibited road. This allows residents, their visitors, deliveries and tradesmen, but prohibits those who have no business in the road but just want somewhere to park. The disadvantage of this arrangement is that, because it is logistically impossible to issue permits, the only way an offender can be prosecuted is if residents are prepared to report offenders to the Police, who would then issue a Fixed Penalty Notice.

FURTHER INFORMATION

For further information contact the Civil Enforcement Office, Council Offices, Cecil Street, Margate CT9 1XZ

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PETITION: ROAD SAFETY IN THE VICINITY OF ST GREGORY'S RC PRIMARY SCHOOL

To: **Thanet Joint Transportation Board, 23 November 2011**

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

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

Classification: **Unrestricted**

Ward: **Salmestone**

Division: **Margate & Cliftonville**

Summary: A petition was received at the September meeting of this JTB concerning road safety in the vicinity of St Gregory's RC Primary School and the Salmestone ward.

For Decision

1. Introduction

1.1 A petition of 181 signatures was accepted at the September 2011 meeting of this JTB. In relation to the safety of pedestrians walking to school the signatories are petitioning for:

- 'The erection of edge of road railings on the school corner of Shottendane Road near the junction with Nash Road.
- The erection of a road island at the end of Tivoli Park Avenue, at the junction with Tivoli Road.'

2. Investigation

2.1 KCC has access to a crash data base which includes a log of all crashes resulting in personal injury that have been reported to Kent Police. In the last 3 year crash investigation period to 30/06/11, there have been no reported personal injury crashes involving pedestrians at either location where a safety concern has been raised in the petition. Whilst there is a perceived lack of road safety at these locations, the crash record does not evidence this.

2.2 Having conducted a site visit, there is already in existence some guard railing at the Nash Road / Shottendane Road junction, by St Gregory's RC Primary School. The guard rail has been located at the point where vehicle / pedestrian conflict could be at its greatest. As vehicles clear the corner, their distance from the kerb edge increases and the potential for conflict is lessened.

2.3 At the Tivoli Park Avenue / Tivoli Road junction, adequate parking restrictions are in place to keep visibility at this junction clear. Whilst at the junction mouth the road width to be crossed is wide, a little further into Tivoli Park Avenue, the road narrows down. Pedestrians are advised that it is better to cross at the narrower section than at the wide junction mouth.

3. Current financial situation

- 3.1 KCC receives numerous requests every year for new highway works, including pedestrian facilities. Unfortunately due to substantial Government cuts in funding, KCC does not have the budget to meet this huge demand, and has to prioritise what works can be delivered with the limited funding available. On this basis, KCC is prioritising new works deemed as being 'safety critical'; i.e. a record of personal injury crashes, where it can demonstrated that a reduction in crashes can be achieved, through implementing the measure being requested.
- 3.2 Given the lack of personal injury crashes involving pedestrians at these two locations, the works being requested are not a priority for the limited funding available.

4. Conclusion

- 4.1 A petition with 181 signatories has been received requesting guard railing on the St Gregory's corner of the Nash Road / Shottendane Road junction; and a pedestrian crossing island at the junction of Tivoli Park Avenue and Tivoli Road.
- 4.2 Given the current financial situation and a lack of recorded personal injury crashes at both locations, this request for highway improvements cannot be justified at the current time.

5. Recommendation

- 5.1 To advise the lead petitioner that no further action can be taken at this time.

Contact Officer:

Kelly Garrett *Traffic Engineer (Canterbury & Thanet)* 08458 247 800

PETITION: CAR PARKING IN ADDISCOMBE ROAD, MARGATE

To: **Thanet Joint Transportation Board, 23 November 2011**

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

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

Classification: **Unrestricted**

Ward: **Margate Central, Dane Valley**

Division: **Margate & Cliftonville**

Summary: A petition has been received, requesting parking restrictions in Addiscombe Road, Margate

For Decision

1. Introduction

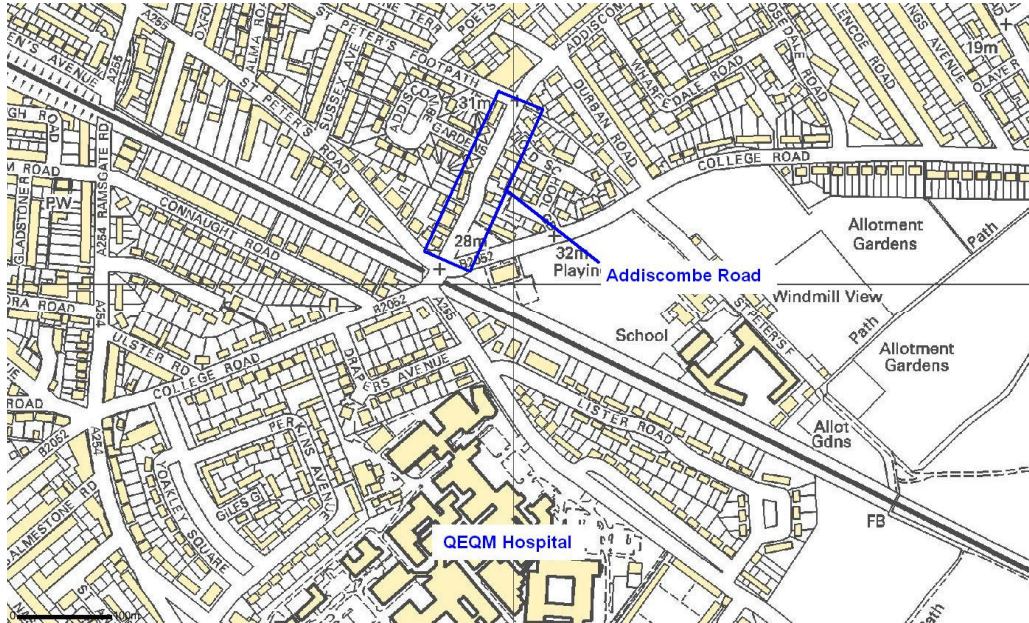
- 1.1 A petition of 31 signatures was received by Kent County Council (KCC) in September 2011, from residents who live in Addiscombe Road, Margate. A covering letter contained the following text:

“We are writing to you with deep concern over the parking in Addiscombe Road. Due to being close to the QEQM hospital parking is an issue, due to double yellow lines being put in College Road and also Addiscombe Gardens the issue has escalated. My neighbours and I have witnessed two accidents in the past two months, daily there are numerous near misses. The parking is becoming so congested that people are parking across the parking bay entrance on occasions making it impossible to leave our own car park. We have three houses with disabled badge holders who if can not access their own car and require a taxi it can not park close enough to pick up the disabled person as there is no where to pull in. On another occasion a midwife could not get to a resident who was in labour as she could not park. On talking to all the neighbours we would like double yellow lines on both sides of the road from St Peters Footpath to the roundabout, as we feel this is where the main congestion is. A few of the residents have already individually complained to Thanet District Council regarding this issue to no avail, it was advised to contact you and on doing so we leave this in your capable hands.”

2. Investigation

- 2.1 Addiscombe Road is a local distributor road, between Dane Park and the A255 St Peters Road (see plan below). Double yellow lines are present, to protect the side road junctions. It can be used for on-street parking by persons accessing the QEQM hospital, not wishing to be restricted by the amount of time they can remain, or having to pay parking charges.
- 2.2 KCC has access to a database that includes a log of all crashes resulting in personal injury that have been reported to Kent Police. For the section of Addiscombe Road between St Peters Road and St Peters Footpath, in the last 3 year crash investigation period to 30/06/11, there have been no reported personal injury crashes where the presence of restrictions could have assisted with the prevention of the incident.

Addiscombe Road, Margate: Site location



- 2.3 The issue of on-street parking associated with the hospital is a complex matter, and is not unique, as there are similar scenarios in Canterbury and Ashford. In this context, specific sites should not be considered in isolation, without due regard to the wider situation.

3. Current financial situation

- 3.1 KCC receives numerous requests every year for new highway works, including double yellow lines. Unfortunately due to substantial Government cuts in funding, KCC does not have the budget to meet this huge demand, and has to prioritise what works can be delivered with the limited funding available. On this basis, KCC is prioritising new works deemed as being 'safety critical'; i.e. a record of personal injury crashes, where it can be demonstrated that a reduction in crashes can be achieved, through implementing the measure being requested. With the lack of such a pattern of personal injury crashes at this location, the works being requested are not a priority for the limited funding available.

4. Conclusion

- 4.1 A petition with 31 signatories has been received, requesting parking restrictions in Addiscombe Road, Margate. Given the current financial situation and a lack of recorded crashes, this request for highway improvements cannot be justified at the current time.
- 4.2 It is recognised that there are wider parking issues associated with the hospital, which cannot be dealt with by tackling isolated locations. A cross-authority working group should be formed, to look at the whole situation regarding parking and access to the hospital.

5. Recommendation

- 5.1 To advise the lead petitioner that no further action can be taken at this time;
- 5.2 To approve the formulation of a cross-authority working group, to look at the wider issue of parking and access to the QEQM Hospital.

Contact Officer:

Kelly Garrett Traffic Engineer (Canterbury & Thanet) 08458 247 800

DRAINAGE UPDATE

by Katie Lewis, Drainage Manager, Kent Highway Services

To Cover:

TOPIC	RAISED BY	RELEVANT JTB MINUTE
Drains, High Street, Margate	Councillor Johnson	No. 72, 24 March 2011
Flooding, Ramsgate Seafront	Councillor Green	No. 72, 24 March 2011
Remedial Works, Harbour Parade, Ramsgate	Councillor Green	No. 72, 24 March 2011

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A256 WESTWOOD ROAD WIDENING – PROPOSED SCHEME FOR CONSULTATION

To: **Thanet Joint Transportation Board, 23 November 2011**

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

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

Classification: **Unrestricted**

Ward: **St Peters** Division: **Broadstairs and Sir Moses Montefiore**

Summary:

For Decision

1.0 Introduction and Background

- 1.1 Members may recall that an overall Westwood Transport Plan was approved by this Board on 30 September 2010. The plan sets out proposed highway improvements to address the increasing level of traffic that is attracted to Westwood and reflects the success of the Westwood Cross shopping area.
- 1.2 The first phases of the Westwood Transport Plan were completed in September 2011 and provide two lanes in each direction on A254 Margate Road between the Westwood roundabout and the superstores roundabout..

2.0 Proposal

- 2.2 The next phase of the transport plan is the widening of Westwood Road on the approach to Westwood roundabout and includes:
- Two westbound lanes between Tesco's roundabout and Westwood roundabout,
 - Modifications to the mini roundabout to provide left slips into and out of Tesco store,
 - Improved right turn lane into Poorhole Lane,
 - Shared footway / cycle way on the southern side of Westwood Road
 - Improvements to footway / cycleway on the northern side between Poorhole Lane and Westwood roundabout
 - The relocation and upgrade of existing pelican crossing to a toucan crossing.
 - Improved pedestrian refuges and islands
- 2.3 These proposals are shown on drawing numbers 10-ITS-TH-02-003 to 006 in Appendix 1.

3.0 Financial

- 3.1 The scheme is estimated at £420,000 and will be funded from developer contributions. Construction is expected to be programmed for mid 2012.

4.0 Conclusion

- 4.1 The scheme provides improvements in highway capacity, traffic flow, and pedestrian and cycle facilities and delivers a further element of the Westwood transport plan.

5.0 Recommendation

- 5.1 It is therefore recommended that the scheme shown on drawings 10-ITS-TH-02-003 to 006 in Appendix 1 are approved for consultation, and that if no objections are received the scheme is approved for construction.

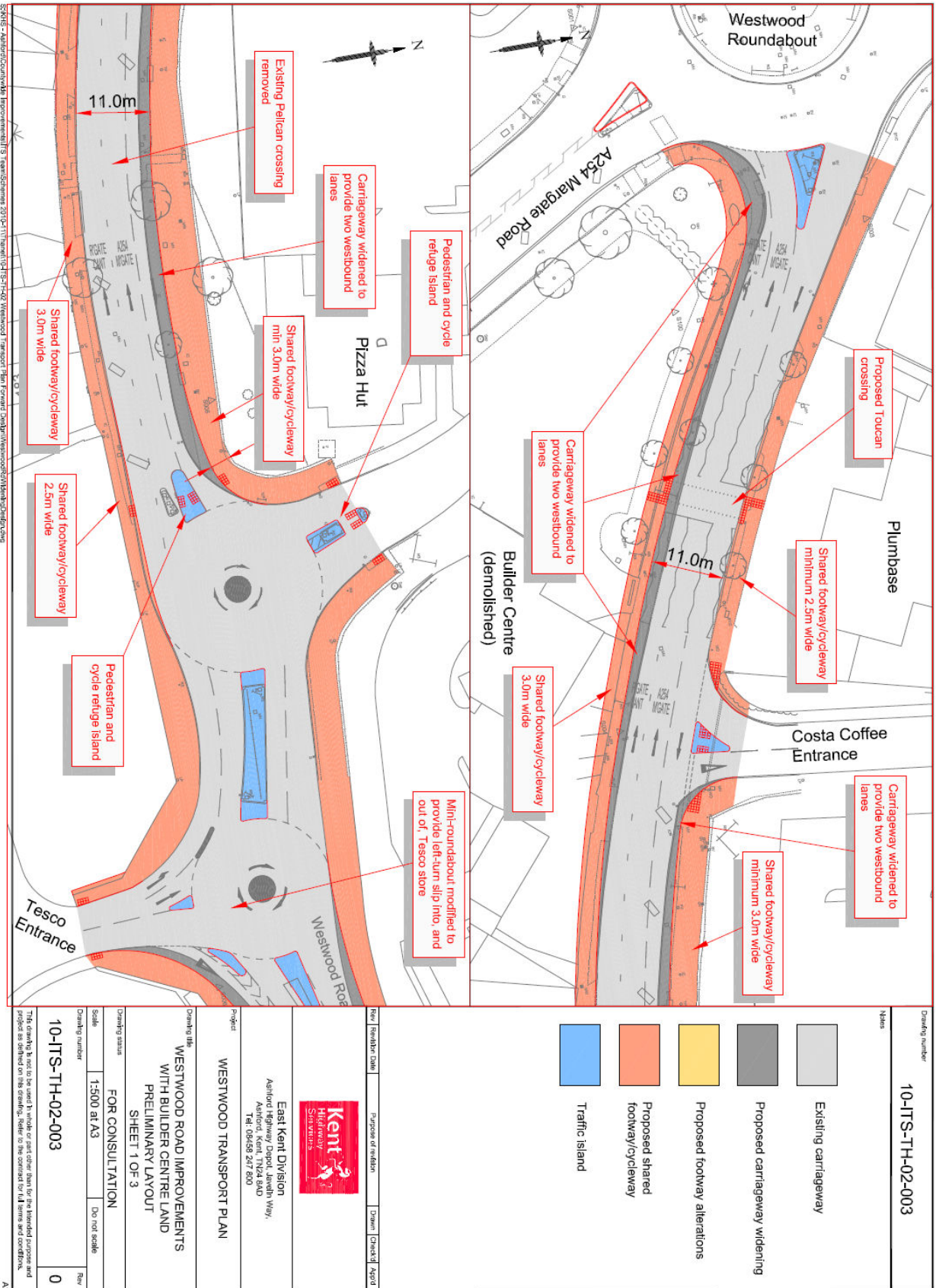
Future Meeting if applicable: March 2012 JTB if objections are received at consultation stage.	Date: 20/10/2011
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Contact Officer:	<i>Kelly Garrett, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

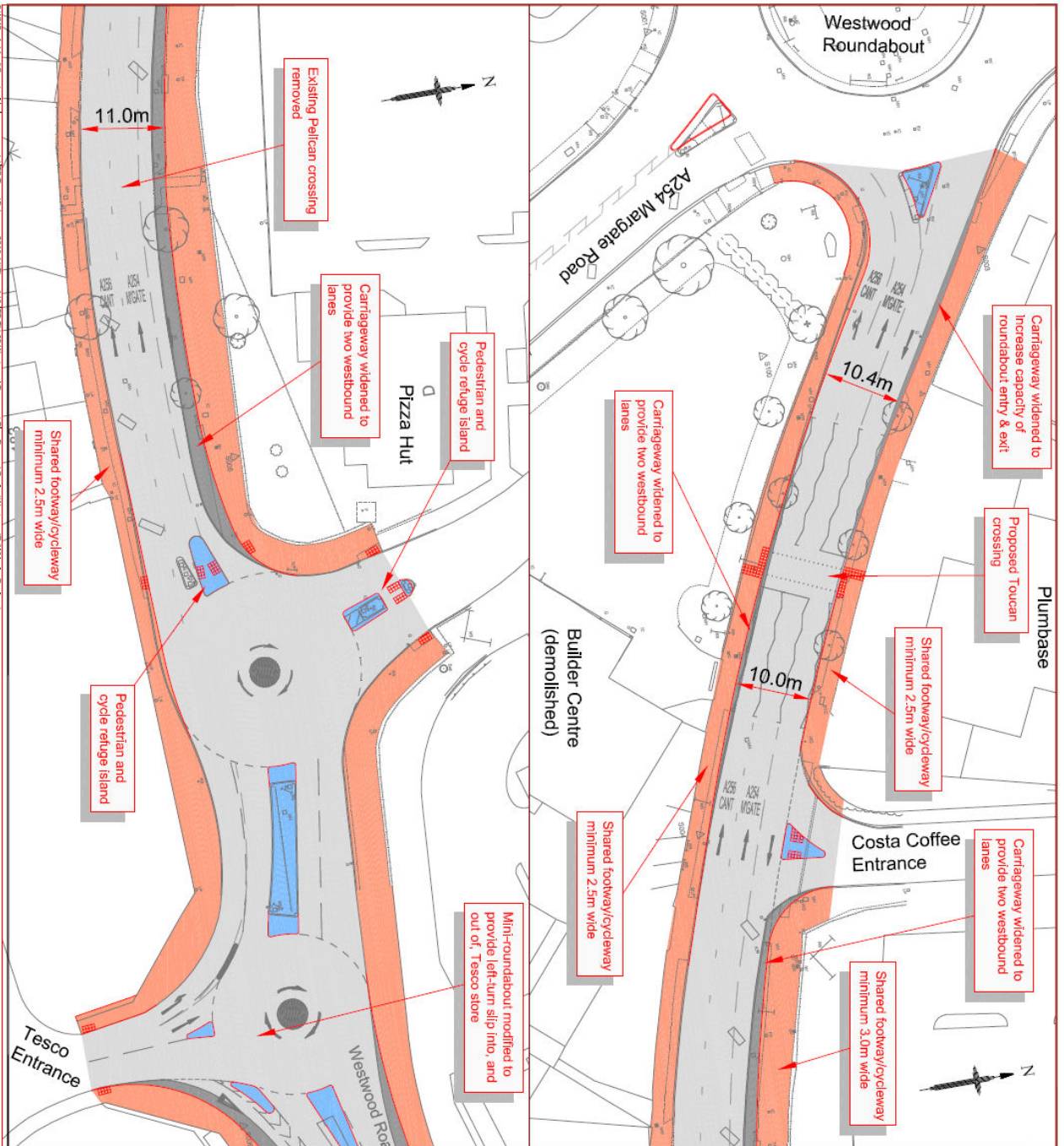
<i>Annex 1</i>	Drawing numbers 10-ITS-TH-02-003 to 006
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Agenda Item 8 Annex 1



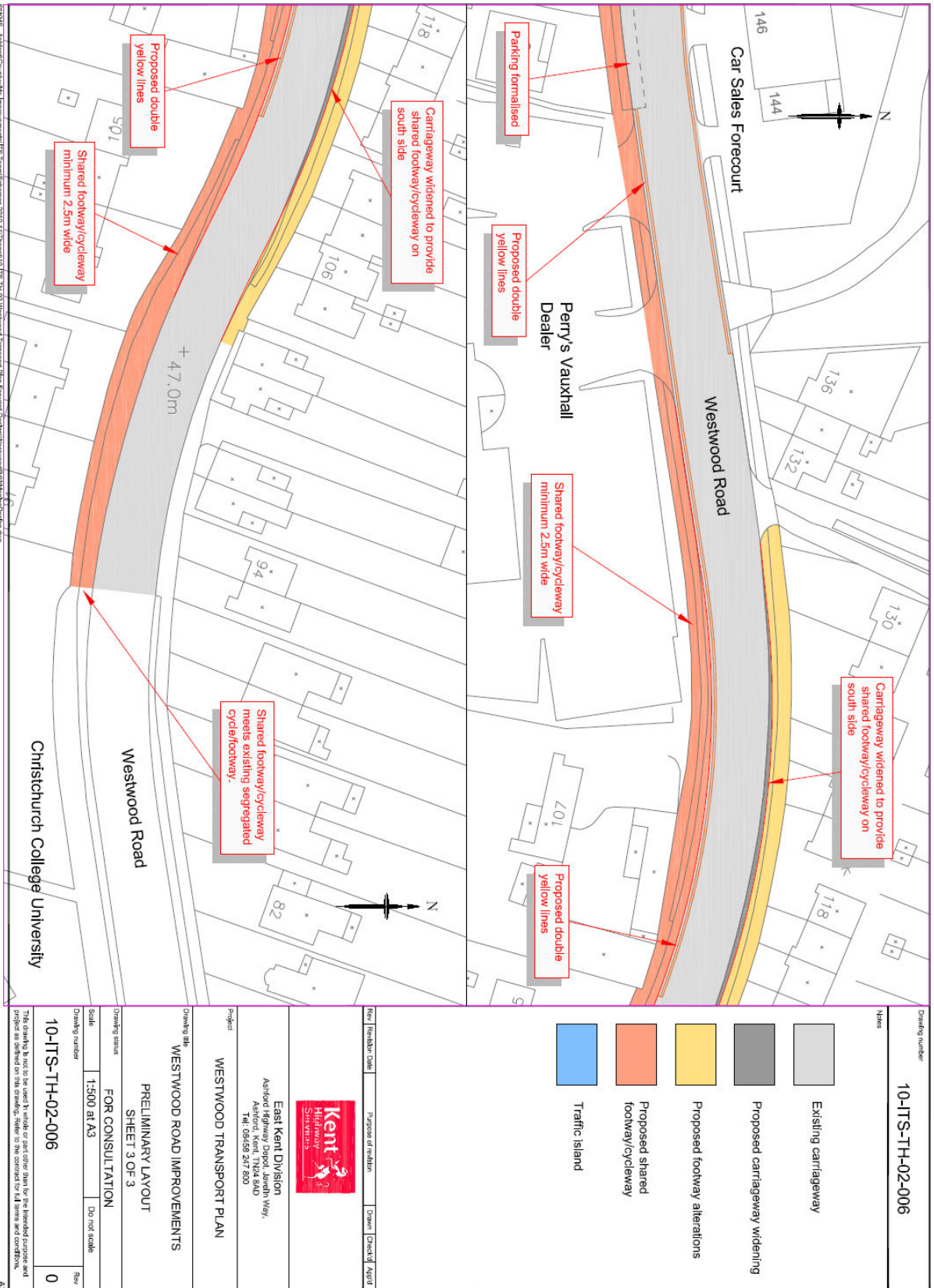
Drawing number 10-ITS-TH-02-003					
Name					
	Existing carriageway				
	Proposed carriageway widening				
	Proposed footway alterations				
	Proposed shared footway/cycleway				
	Traffic island				
Rev	Revision Date	Purpose of revision	Drawn	Checked	Agreed
					
East Kent Division Ashford Highway Depot, Javelin Way, Ashford, Kent, TN24 5AD Tel: 01859 247 600					
Project WESTWOOD TRANSPORT PLAN					
Drawing title WESTWOOD ROAD IMPROVEMENTS WITH BUILDER CENTRE LAND PRELIMINARY LAYOUT SHEET 1 OF 3					
Drawing status FOR CONSULTATION					
Scale 1:500 at A3					
Drawing number 10-ITS-TH-02-003					
Rev 0					

This drawing is not to be used for tender or part other than for the intended purpose and project as defined in the contract. It is the client's responsibility to ensure that all drawings are up to date.








S:\Projects - National\Countywide Improvements\13\TeamSchemes\2015\11\Westwood\10-ITS-TH-02-004 Westwood Transport Plan Format Design\Westwood\10-ITS-TH-02-004.dwg

Drawing number 10-ITS-TH-02-004	Notes	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td>Existing carriageway</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #cccccc;"></td> <td>Proposed carriageway widening</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #ffff00;"></td> <td>Proposed footway alterations</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #ff9966;"></td> <td>Proposed shared footway/cycleway</td> </tr> <tr> <td style="width: 20px; height: 20px; background-color: #99ccff;"></td> <td>Traffic island</td> </tr> </table>		Existing carriageway		Proposed carriageway widening		Proposed footway alterations		Proposed shared footway/cycleway		Traffic island	Drawing title WESTWOOD ROAD IMPROVEMENTS WITHIN HIGHWAY BOUNDARIES PRELIMINARY LAYOUT SHEET 1 OF 3		
	Existing carriageway														
	Proposed carriageway widening														
	Proposed footway alterations														
	Proposed shared footway/cycleway														
	Traffic island														
Project WESTWOOD TRANSPORT PLAN	Drawing status FOR CONSULTATION	Scale 1:500 at A3	Drawing number 10-ITS-TH-02-004												
Rev 0	Do not scale	The 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 all terms and conditions.													
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	East Kent Division Ashford Highway Dept, Javelin Way, Ashford, Kent TN24 8DF Tel. 01622 247 800														



Drawing number
10-ITS-TH-02-006

Name

-  Existing carriageway
-  Proposed carriageway widening
-  Proposed footway alterations
-  Proposed shared footway/cycleway
-  Traffic island

Rev / Issued Date / Purpose of revision / Drawn / Checked / App'd



East Kent Division
Ardour Highway Depot, Javelin Way,
Ardour, Kent ME24 6AD
Tel: 09589 211 630

Project
WESTWOOD TRANSPORT PLAN

Drawing title
WESTWOOD ROAD IMPROVEMENTS

PRELIMINARY LAYOUT
SHEET 3 OF 3

Drawing status
FOR CONSULTATION

Scale
1:500 at A3

Drawing number
10-ITS-TH-02-006

Rev
0

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 all terms and conditions.

CONNAUGHT GARDENS – PARKING RESTRICTIONS – Member Highway Fund Scheme RESULTS OF CONSULTATION

To: **Thanet Joint Transportation Board, 23rd November 2011**

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

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

Classification: **Unrestricted**

Ward: **Salmestone** Division: **Margate**

Summary: **The report summarises the results of the consultation for proposed double yellow line parking restrictions in Connaught Gardens.**

For Decision

1.0 Introduction and Background

- 1.1 Kent County Council (KCC) is proposing the introduction of double yellow lines in Connaught Gardens on its northern side.
- 1.2 Residents have requested that parking restrictions be introduced in Connaught Gardens to stop inconsiderate and obstructive parking. It is proposed to place double yellow lines for the entire length of Connaught Gardens on its northern side. The proposed parking restrictions will start from the existing double yellow lines present at the junction of Ramsgate Road and will extend to include the whole of the northern side of the road and the turning head.
- 1.3 The principal scheme aim is to stop obstructive parking and to reduce the amount of damage caused to vehicles and property caused by drivers parking and driving inconsiderately.
- 1.4 There have been no recorded injury crashes in Connaught Gardens or at its junction with Ramsgate Road in the last three years.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and a traffic regulation order (TRO) consultation was carried out at the end of October. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for 3 weeks, from 30th October to 21st November 2011. Site notices were erected in Connaught Gardens and Ramsgate Road and a newspaper advert was displayed in the Kent on Sunday. Additionally councillors and other statutory consultees were sent consultation packs via post.
- 2.3 Responses to this consultation will be updated verbally by the District Manager at this JTB. If no objections are received then the scheme will be progressed as outlined.
- 2.4 All of the consultation information was made available on the www.kent.gov.uk website, which included the opportunity to comment via an email feedback form. Other consultees directly contacted included Thanet District Council, the local District and County Councillors, the emergency services and bus companies.

2.5 A copy of the consultation responses can be viewed upon request.

3.0 Financial

3.1 The scheme will cost £813 to implement. Kent County Councillors Chris Wells and Michael Jarvis have chosen to use some of their Member Highway Fund allocation to progress and construct this scheme.

4.0 Recommendation

4.1 Funding is to be fully delivered by Chris Wells and Michael Jarvis and based on the results of the TRO consultation it is recommended that the scheme proceed as outlined.

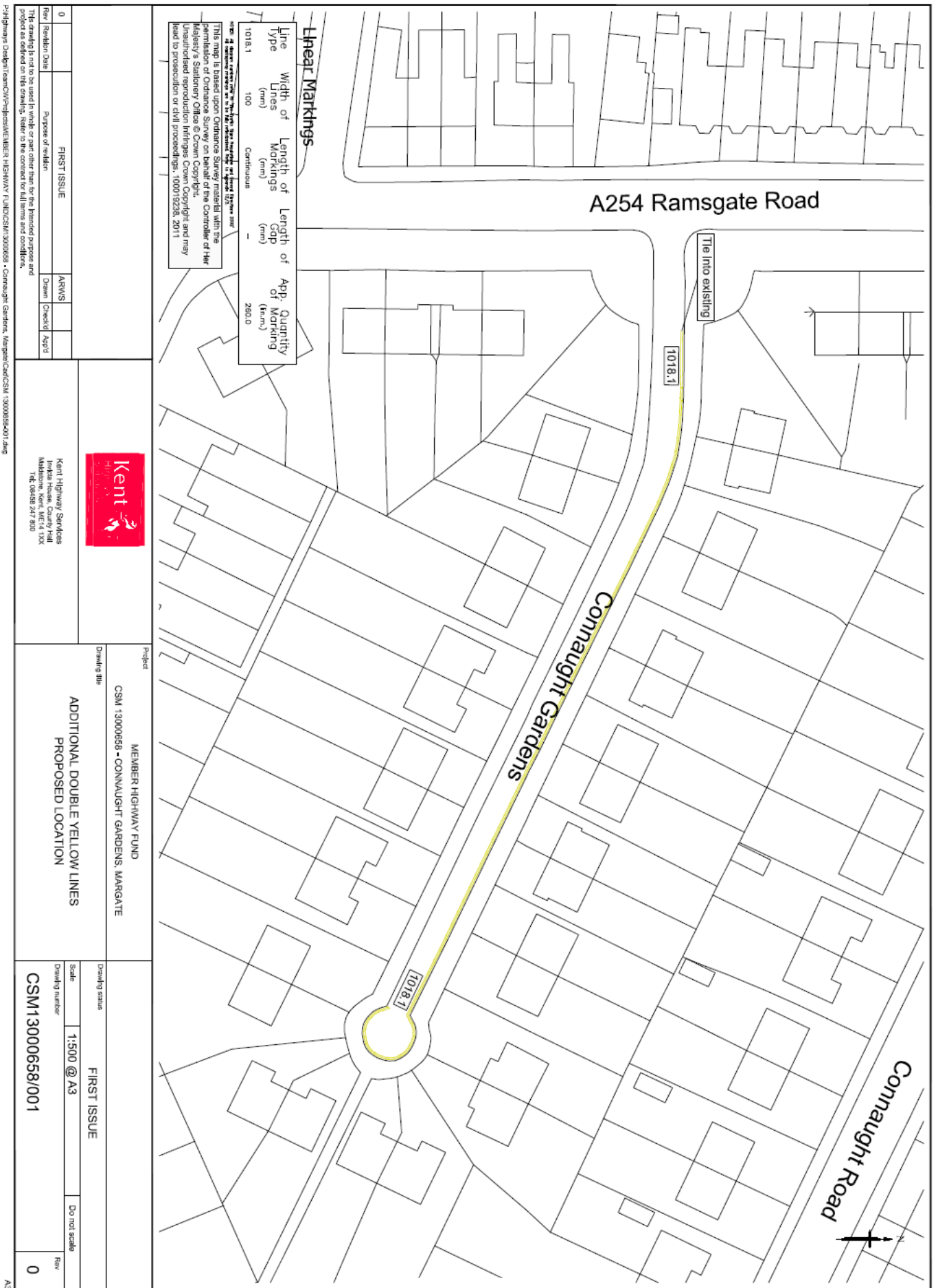
Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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CONNAUGHT GARDENS – PARKING RESTRICTIONS – Member Highway Fund Scheme

Annex 1 – Scheme Proposal / Plan



Linear Markings

Line Type	Width of Lines (mm)	Length of Markings (mm)	Length of Gap (mm)	App. Qty of Marking
1018.1	100	Continuous	-	260.0

NOTE: All markings require a 75mm minimum edge of line (75mm zone)

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0	Revision Date	Purpose of revision	ARWS	Checked	Appt
		FIRST ISSUE			

Kent Highway Services
 Inika House, County Hill
 Maidstone, Kent, ME14 1XX
 Tel: 01622 247 800

Project
 MEMBER HIGHWAY FUND
 CSM 13000658 - CONNAUGHT GARDENS, MARGATE

Drawing title
 ADDITIONAL DOUBLE YELLOW LINES
 PROPOSED LOCATION

Drawing status	FIRST ISSUE
Scale	1:500 @ A3
Drawing number	CSM13000658/001
Do not scale	
Rev	0

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A3

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MARGATE HIGH STREET - 20MPH SPEED LIMIT – Member Highway Fund Scheme RESULTS OF CONSULTATION

To: **Thanet Joint Transportation Board, 23rd November 2011**

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

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

Classification: **Unrestricted**

Ward: **Margate Central** Division: **Margate and Cliftonville**

Summary: The report summarises the results of the consultation for a proposed extension of the existing 20mph speed limit in Margate High Street.

For Decision

1.0 Introduction and Background

- 1.1 Kent County Council (KCC), is proposing the introduction of an extended 20mph speed limit to include the upper and lower parts of Margate High Street.
- 1.2 Residents and business owners have requested that Margate High Street either be made 20mph for its whole length or that the upper part of the High Street is pedestrianised for a longer duration each day. The High Street is currently designated as a pedestrian zone from 10.00-16.00 (all other times entry for access only).
- 1.3 The principal scheme aim is to improve pedestrian safety and advise drivers that they need to maintain lower speeds in the busy pedestrian zone. To ascertain if a speeding issue is currently present, a speed survey is to be conducted in the Southern part of The High Street. It is hoped that the results from this survey will be available for the Thanet JTB on the 23rd November.
- 1.4 No recorded crashes have been identified in the upper section of Margate High Street (southern) in the last three years, and there is no notable crash record present in the lower part of The High Street (northern).

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and a traffic regulation order (TRO) consultation was carried out at the end of October. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for 3 weeks, from 30th October to 21st November 2011. Site notices were erected along Margate High Street and nearby roads and a newspaper advert was displayed in the Kent on Sunday. Additionally councillors and other statutory consultees were sent consultation packs via post.
- 2.3 Responses to this consultation will be updated verbally by the District Manager at this JTB.
- 2.4 All of the consultation information was made available on the www.kent.gov.uk website, which included the opportunity to comment via an email feedback form. Other consultees

directly contacted included Thanet District Council, the local District and County Councillors, the emergency services and bus companies.

2.5 A copy of the consultation responses can be viewed upon request.

3.0 Financial

3.1 The scheme will cost £2, 965 to implement. This will include the cost of signing the new speed limit and the removal of existing speed terminals signs at the junction of The High Street and New Street. Kent County Councillors Michael Jarvis and Chris Wells have chosen to use some of their Member Highway Fund allocation to progress and construct this scheme.

4.0 Conclusion

4.1.1 At the September JTB district councillors suggested a proposal to extend the times for excluding vehicles from the pedestrianised High Street. Primarily a decision needs to be reached as to whether members want to proceed with either:

4.1.2 An extended 20mph speed limit.

4.1.3 An extension of the current times for the prohibition of vehicular traffic in the High Street (additional information to be supplied by councillors). Members need to remember that the current times for prohibiting traffic allow for deliveries, to change these could be problematic for local businesses.

5.0 Recommendation

4.1.4 Based on the results of the TRO consultation and the Transport Survey it is recommended that the 20mph scheme proceed as outlined.

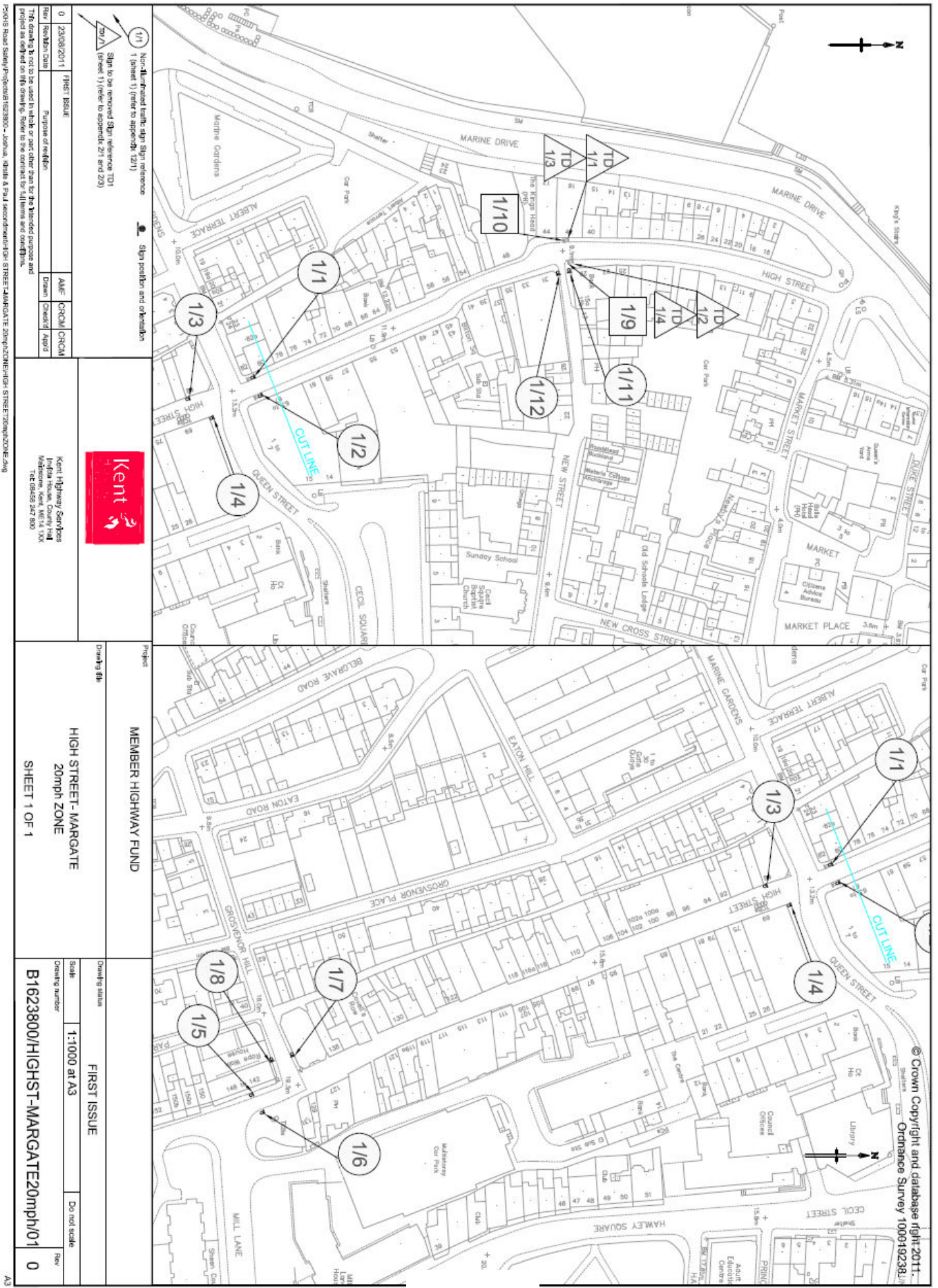
Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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MARGATE HIGH STREET - 20MPH SPEED LIMIT – Member Highway Fund Scheme

Annex 1 – Scheme Proposal / Plan



0	23/08/2011	FIRST ISSUE			
Rev	Revision date	Purpose of revision	AMC	CR/M	CR/M
			Drawn	Checked	Approved

1/1 Non-illuminated traffic sign. Sign reference 1 (number 1) refers to appendix 1 (2/1)

1/13 Sign to be removed. Sign reference 13 (number 13) refers to appendix 2/1 and 2/3

Sign position and orientation

This drawing is not to be used in whole or in part for any other purpose and the user of this drawing shall be deemed to have accepted the conditions of use.

Kent Highway Services
 Judicial House, County Hall
 Maidstone, Kent, ME14 1XX
 Tel: 01622 247 800



Project: MEMBER HIGHWAY FUND

Drawing title: HIGH STREET- MARGATE
 20mph ZONE
 SHEET 1 OF 1

Project: MEMBER HIGHWAY FUND

Drawing status: FIRST ISSUE

Scale: 1:1000 at A3

Drawing number: B1623800/HIGHST-MARGATE20mph/01

Do not scale

Rev: 0

Project: MEMBER HIGHWAY FUND

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READING STREET - 20MPH SPEED LIMIT – Member Highway Fund Scheme RESULTS OF CONSULTATION

To: **Thanet Joint Transportation Board, 23rd November 2011**

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

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

Classification: **Unrestricted**

Ward: **Beacon Road** Division: **Broadstairs and Sir M M'fiore**

Summary: The report summarises the results of the consultation for a proposed 20mph speed limit in Reading Street and surrounding roads.

For Decision

1.0 Introduction and Background

- 1.1 Kent County Council (KCC) is proposing the introduction of a 20mph speed limit in Reading Street.
- 1.2 Residents have requested through the means of a petition that Reading Street be made 20mph for its whole length from the junction with Beacon Road to the junction with Elmwood Avenue. As part of the same scheme it is proposed to include the following side roads within the 20mph limit: Trinity Square, Elmwood Close and Astor Road.
- 1.3 The principal scheme aim is to improve pedestrian safety and advise drivers that they need to maintain lower speeds in the area. Speed surveys were previously carried out in Reading Street and the results of this survey demonstrated that 85th percentile speeds were below 30mph (26.6mph westbound and 28mph eastbound).
- 1.4 A crash analysis was carried out in Reading Street to ascertain if a crash record is present. In the last three years one slight injury crash was reported in Reading Street, this does not represent a crash record.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and a traffic regulation order (TRO) consultation was carried out at the end of October. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for 3 weeks, from 30th October to 21st November 2011. Site notices were erected in Reading Street and nearby roads and a newspaper advert was displayed in the Kent on Sunday. Additionally councillors and other statutory consultees were sent consultation packs via post.
- 2.3 Responses to this consultation will be updated verbally by the District Manager at this JTB. If no objections are received then the scheme will be progressed as outlined.
- 2.4 All of the consultation information was made available on the www.kent.gov.uk website, which included the opportunity to comment via an email feedback form. Other consultees directly contacted included Thanet District Council, the local District and County Councillors, the emergency services and bus companies.

2.5 A copy of the consultation responses can be viewed upon request.

3.0 Financial

3.1 The scheme will cost £15, 611 to implement. This will include the cost of signing the new 20mph speed limit and the introduction of red hi-friction surfacing at each of the speed limit entrances. Kent County Councillor Bill Hayton has chosen to use some of his Member Highway Fund allocation to progress and construct this scheme.

4.0 Recommendation

4.1 Funding is to be fully delivered by Bill Hayton and based on the results of the TRO consultation it is recommended that the scheme proceed as outlined.

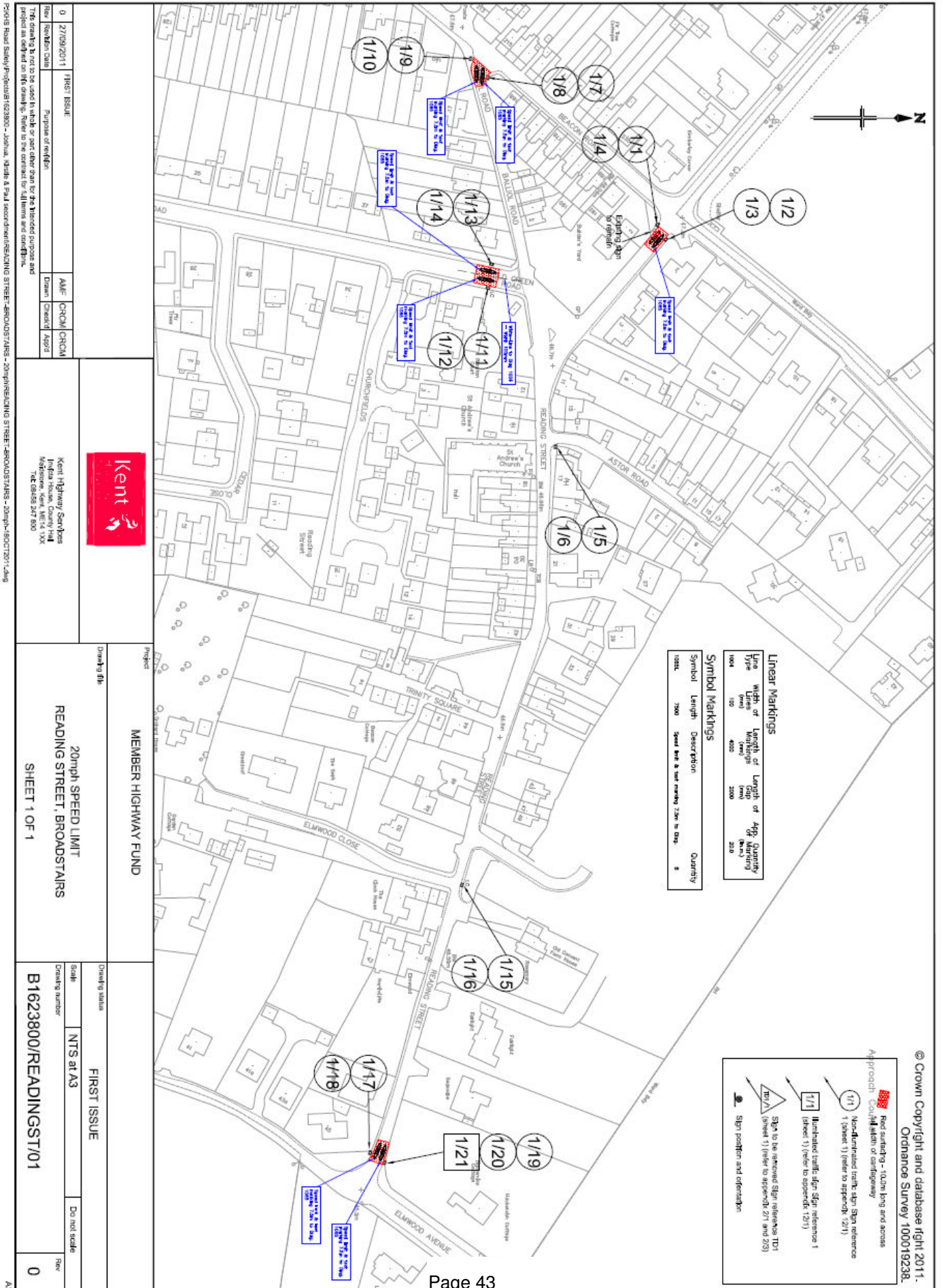
Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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READING STREET - 20MPH SPEED LIMIT – Member Highway Fund Scheme

Annex 1 – Scheme Proposal / Plan



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NETHERCOURT HILL - 30MPH SPEED LIMIT – Member Highway Fund Scheme RESULTS OF CONSULTATION

To: **Thanet Joint Transportation Board, 23rd November 2011**

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

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

Classification: **Unrestricted**

Ward: **Nethercourt** Division: **Ramsgate**

Summary: The report summarises the results of the consultation for a proposed extension of the existing 30mph speed limit in High Street St Lawrence to include Nethercourt Hill.

For Decision

1.0 Introduction and Background

- 1.1 Kent County Council (KCC) is proposing the introduction of a 30mph speed limit in Nethercourt Hill.
- 1.2 Residents have requested that Nethercourt Hill be made 30mph for its whole length from the point where Nethercourt Hill becomes High Street St Lawrence to the junction with the Nethercourt Circus roundabout.
- 1.3 The principal scheme aim is to improve pedestrian safety and advise drivers that they need to maintain lower speeds in the area. Previously a Crash Remedial Measures scheme was introduced in Nethercourt Hill and Canterbury Road East to help improve crossing facilities in the area, through the introduction of kerb build outs and hatching. The improvements aimed to help reduce vehicle speeds, but a 30mph speed limit was not introduced as part of this scheme.
- 1.4 Previously a crash record was present in Nethercourt Hill but, the scheme which was introduced in 2008/2009 has helped to reduce the number of crashes in this location. Since 2008, 3 slight injury crashes have been recorded in Nethercourt Hill. Two of these crashes were caused by drivers failing to stop and the third was caused by a collision whilst a driver was turning right out of the Nethercourt caravan park entrance. We have also been advised about a recent crash related fatality in this location but, have not yet received a detailed report from Kent Police regarding this crash.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and a traffic regulation order (TRO) consultation was carried out at the end of October. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for 3 weeks, from 30th October to 21st November 2011. Site notices were erected in Nethercourt Hill and nearby roads and a newspaper advert was displayed in the Kent on Sunday. Additionally councillors and other statutory consultees were sent consultation packs via post.

- 2.3 Responses to this consultation will be updated verbally by the District Manager at this JTB. If no objections are received then the scheme will be progressed as outlined.
- 2.4 All of the consultation information was made available on the www.kent.gov.uk website, which included the opportunity to comment via an email feedback form. Other consultees directly contacted included Thanet District Council, the local District and County Councillors, the emergency services and bus companies.
- 2.5 A copy of the consultation responses can be viewed upon request.

3.0 Financial

- 3.1 The scheme will include the cost of signing the new speed limit and the removal of existing speed terminals signs at the junction of Nethercourt Hill and Nethercourt Farm Road. Kent County Councillor Elizabeth Green has chosen to use some of her Member Highway Fund allocation to progress and construct this scheme.

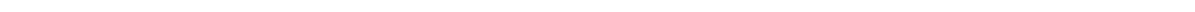
4.0 Recommendation

- 4.1 Funding is to be fully delivered by Elizabeth Green and based on the results of the TRO consultation it is recommended that the scheme proceed as outlined.

Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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NETHERCOURT HILL - 30MPH SPEED LIMIT – Member Highway Fund Scheme

Annex 1 – Scheme Proposal / Plan



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Ordnance Survey 100019238.

Drawing number
11-TH-16900059/1201

Key

- Existing sign
- Proposed sign orientation
- Proposed illuminated sign reference. See sign schedule for details
- Existing sign to be removed. See sign schedule for details
- Proposed speed limit roundel to diag-105, 7500mm long

Rev	Revision Date	FIRST ISSUE	CRGM	KW	KW
0	31/10/11	Purpose of revision	Drawn	Checked	Agreed



Kent Highway Services
M25 Services
Waldstone, Kent, ME14 1XX
Tel: 08453 247 800

Project
MEMBER HIGHWAY FUND

Drawing title
**NETHERCOURT HILL, RAMSGATE
30MPH SPEED LIMIT**

Drawing status
**FOR INFORMATION
ONLINE DESIGN**

Scale
NOT TO SCALE

Drawing number
11-TH-16900059/1201

Rev
0

S:\CHS - Rail\01\EHM Member Highway Fund\CW East11-TH-16900059 Nethercourt Hill Ramsgate\DL Plans, Designs & Schedules\201 Outline Design.dwg

TRAFFIC MANAGEMENT – RESIDENTS PARKING – QUEENS GARDENS - BROADSTAIRS

To: **Thanet Joint Transportation Board – 23rd November 2011**

By: **Civil Enforcement Manager**

Classification: **Unrestricted**

Ward: **Viking** Division: **Broadstairs & Sir Moses Montefiore**

Summary: To report upon a request for the provision of a ‘residents parking scheme’ within Queens Gardens.

For Recommendation

1.0 Introduction and Background

1.1 During October 2011 a letter was presented to the Parking Office in support of a request to introduce a ‘residents’ parking scheme’ within Queens Gardens Broadstairs. The application was organised by Grand Mansions (Management Services) Ltd.

1.2 Queens Gardens is located to the southern side of the town centre close to the sea front at the junction of Victoria Parade with Granville Avenue. Queens Gardens is bounded by Grand Mansions, an apartment building, to the eastern side and a block of terraced houses to the southern side. The surface of the carriageway within the centre of Queens Gardens is segregated into formal car parking spaces. See annex ‘1’.

2.0 The Current Situation

2.0 Shoppers, visitors, residents and workers compete for the available ‘on street’ parking space within the roads that form the town centre. The situation is compounded during the summer season which is one of the reasons why the Council introduced zoned parking involving a combination of time limited, ‘pay and display’ and ‘residents parking schemes’ in an effort to provide all road users with an opportunity to find a space. The boundary of the outer zone, nearest Queens Gardens, includes Wrotham Road and part of Victoria Parade. Consequently the 15 spaces in Queens Gardens are very popular.

2.1 Residents’ parking schemes in Thanet are based upon shared parking arrangements all in accordance with the guidelines set by the Kent County Council (KCC) as Highway Authority.

2.2 Based on previous experience, residents’ parking schemes now incorporate ‘pay and display’ controls to underwrite the costs of administering the scheme and to encourage a turnover of space.

2.3 Time limited parking bays are introduced and are available for all motorists to use, not just the residents. Highways are also routes to which all have access and therefore are not restricted to residents only. However, residents who display a permit on the windscreen of the vehicle may park for longer than the authorised limit once they have secured a space. There is no dispensation for visitors or relations who would also be required to display a daily permit if they wish to park for longer than the limit. These schemes normally operate 8am to 6pm Mondays to Saturdays, including bank holidays, with no Sunday or evening restrictions and any disabled drivers vehicles properly displaying a blue badge will be permitted to park without the need for a resident’s permit. In most situations it would be preferable to create a zone embracing a number of streets

to improve the chances of finding an available space. Permits are initially restricted to 1 per property.

- 2.4 If Members support an application Officers undertake an informal consultation. A factual leaflet is distributed to all households giving residents the opportunity to complete and return a reply slip. Officers then assess the data and report to Members. If Members subsequently recommend that a scheme be introduced the Council must formally publicise its Notice of Intent for public comment/objection to comply with current legislation.
- 2.5 At the present time there are 36 apartments in Grand Mansions, of which 27 are registered on the electoral role with 27 residents over the age of 18. In Queens Gardens 20 properties (houses/flats) are registered with 12 residents over 18. In West Cliff Avenue 6 properties are registered with 7 residents over 18 – one property being a guesthouse. Assuming 1 permit per household, there could be a future potential demand for 62 permits.
- 2.6 ‘On street’ parking comprises 2 formal disabled drivers bays and 4 spaces on the east side of Victoria Parade close to Queens Gardens. Within Queens Gardens there are 15 marked bays and 8 spaces on the eastern side of Westcliff Avenue. ‘Off street’ provision consists of 3 drives in Westcliff Avenue. In effect there are 27 ‘on street’ spaces.
- 2.7 Given the above, Members will note that there would be an imbalance between existing supply and potential demand. There would be a shortfall of spaces. A specific residents’ scheme comprising part of Victoria Parade, Queens Gardens and Westcliff Avenue only would be sub-standard.
- 2.8 The adjacent ‘Victoria’ residents’ parking scheme comprises approximately 187 spaces and the Parking Office has issued 145 permits. This zone covers Belvedere Road, Chandos Road, Chandos Square, Charlotte Street, Dundonald Road, High Street(1 – 67), John Street, Oscar Road, Queens Road (even no’s only), Raglan Place, Ramsgate Road, Serene Court, Serene Place, Victoria Parade, Wrotham Avenue, Wrotham Road, York Avenue and York Street.
- 2.9 Given the above, it is probable that part of Victoria Parade, Queens Gardens and Westcliff Avenue could be absorbed into the existing ‘Victoria’ residents zone. This would also bring into the zone those roads close to the seafront without any formal controls and encourage a better turnover of space.

3.0 Options

- 3.1 1 – Take no further action. A residents’ scheme, applicable to householders living within the Queens Gardens area only, would be sub-standard. The number of eligible permit holders would exceed the number of ‘on street’ spaces available.
- 3.2 2 – Undertake an informal consultation. Establish if the residents living within Queens Gardens and Westcliff Avenue would support a proposal to incorporate these roads into the ‘Victoria’ zone and introduce time limited ‘pay and display’ parking to which permit holders would be exempt.

4.0 Corporate Implications

4.1 Financial

- 4.1.1 Parking and waiting restrictions are funded, managed and enforced by the Thanet District Council using the ‘decriminalisation budget’.

4.2 Legal

4.2.1 There are no legal implications.

4.3 Corporate

4.3.1 There are no corporate implications.

4.4 Equity and Equalities

4.4.1 There are no equity and legal issues.

5.0 Recommendation

5.1 Members are requested to recommend option 2 – that an informal consultation be undertaken to establish if the residents living within Queens Gardens and Westcliff Avenue would support a proposal to incorporate these roads into the ‘Victoria’ zone and introduce time limited ‘pay and display’ parking to which permit holders would be exempt.

6.0 Decision Making Process

6.1 The recommendation of the Board will be placed before the Portfolio Holder decision under the decision making process.

Contact Officer:	Robin Chantrill-Smith (Civil Enforcement Manager) 01843 577472
Reporting to:	Mark Richardson (Enforcement Services Manager) 01843 577606

Annex

Annex 1	Location map
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Background Papers

A copy of the Grand Mansions (Management Services) Ltd letter will be available for inspection in the Members Lounge before the meeting.

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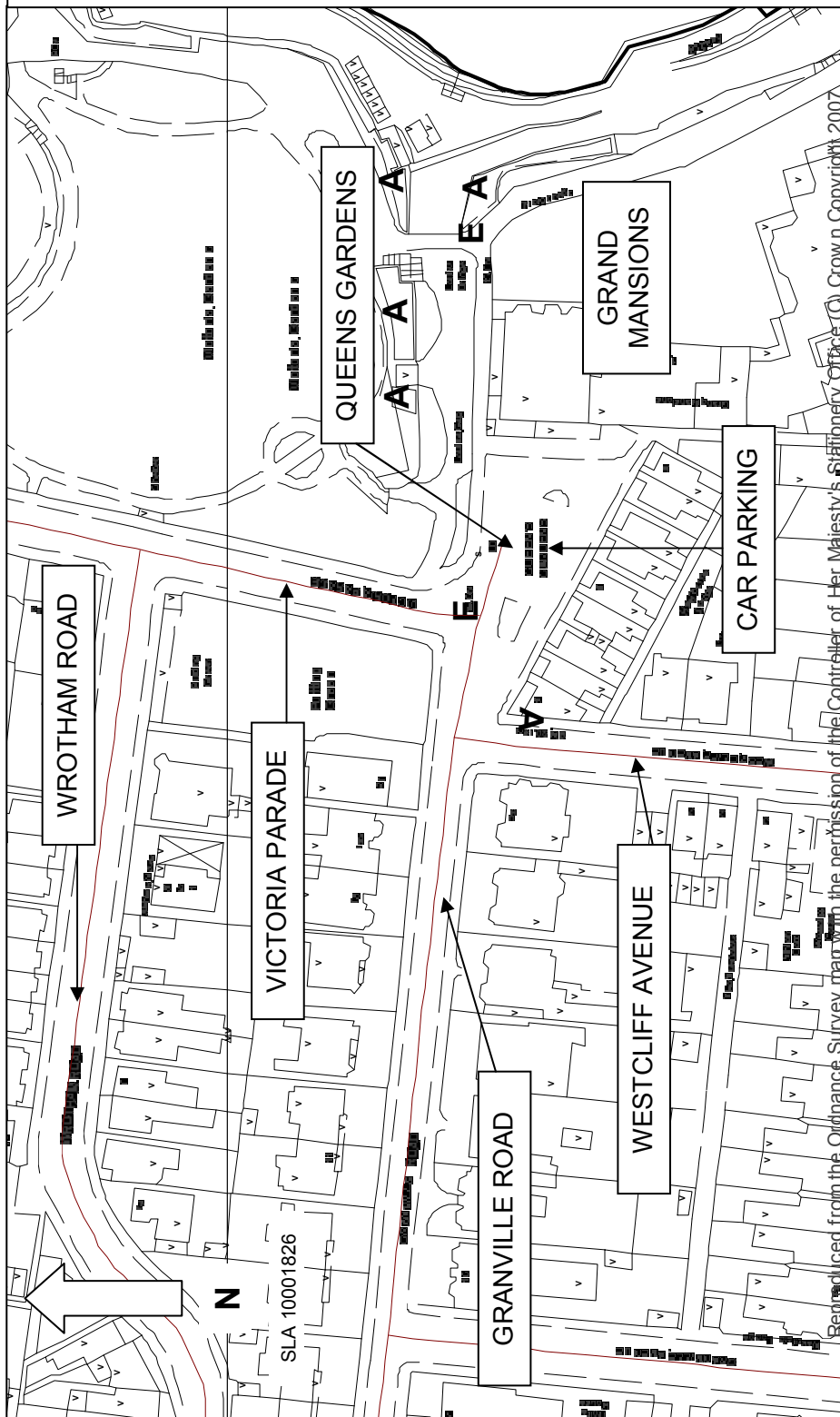


QUEENS GARDENS

THANET JOINT
TRANSPORTATION
BOARD

23rd November 2011

ANNEX 1



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TRAFFIC MANAGEMENT – RESIDENTS PARKING – CANNONBURY ROAD - RAMSGATE

To: **Thanet Joint Transportation Board – 23rd November 2011**

By: **Civil Enforcement Manager**

Classification: **Unrestricted**

Ward: **Central Harbour** Division: **Ramsgate**

Summary: **To report upon a request for the provision of a ‘residents parking scheme’ within Cannonbury Road.**

For Recommendation

1.0 Introduction and Background

- 1.1 During September 2011 a letter with 11 signatures was presented by the residents of Cannonbury Road to the Parking Office in support of a request to introduce a ‘residents’ parking zone for this section of road.
- 1.2 Cannonbury Road is a residential side road located off Grange Road and West Cliff Road close to the nearby shops and promenade. Cannonbury Road is a through road with a mixture of terraced, town houses, flats and a nursery school. Unauthorised parking is located on both sides of the road although only one side can be used at any time unless vehicles park with two wheels on the pavement. There are no current restrictions in any of the nearby side road (see annex ‘1’).

2.0 The Current Situation

- 2.0 Shoppers, visitors and residents compete for the available kerb side space and the residents are concerned that they are being displaced by long term parking albeit by residents and visitors. Private ‘off street’ parking is limited to 6 drive ways and 2 garages and unauthorised parking ‘on street’ is currently available on both sides of the road with corner protection at the junction with West Cliff Road for a distance of 15 metres.
- 2.1 Residents’ parking schemes in Thanet are based upon shared parking arrangements all in accordance with the guidelines set by the Kent County Council (KCC) as Highway Authority.
- 2.2 Based on previous experience, residents’ parking schemes now incorporate ‘pay and display’ controls to underwrite the costs of administering the scheme and to encourage a turnover of space.
- 2.3 Time limited parking bays are introduced and are available for all motorists to use, not just the residents. Highways are also routes to which all have access and therefore are not restricted to residents only. However, residents who display a permit on the windscreen of the vehicle may park for longer than the authorised limit once they have secured a space. There is no dispensation for visitors or relations who would also be required to display a daily permit if they wish to park for longer than the limit. These schemes normally operate 8am to 6pm Mondays to Saturdays, including bank holidays, with no Sunday or evening restrictions and any disabled drivers vehicles properly displaying a blue badge will be permitted to park without the need for a resident’s permit. In most situations it would be preferable to create a zone embracing a number of streets

to improve the chances of finding an available space. Permits are initially restricted to 1 per property.

- 2.4 If Members support an application Officers undertake an informal consultation. A factual leaflet is distributed to all households giving residents the opportunity to complete and return a reply slip. Officers then assess the data and report to Members. If Members subsequently recommend that a scheme be introduced the Council must formally publicise its Notice of Intent for public comment/objection to comply with current legislation.
- 2.5 At the present time there are 80 properties in Cannonbury Road 65 properties (houses/flats) are registered with 107 residents over 18. Assuming 1 permit per household, there could be a future potential demand for 107 permits.
- 2.6 'On street' parking is currently un-restricted with approximately 38 spaces. Given the above, Members will note that there would be an imbalance between existing supply and potential demand. There would be a shortfall of spaces. A specific residents' scheme comprising Cannonbury Road only would be sub-standard.

3.0 Options

- 3.1 1 – Take no further action. A residents' scheme, applicable to householders living within the Cannonbury Road area only, would be sub-standard. The number of eligible permit holders would exceed the number of 'on street' spaces available. Shared residents parking schemes are not considered suitable in isolated short sections and zoning is more appropriate. A project for Cannonbury Road would not meet this requirement.
- 3.2 2 – Undertake an informal consultation. Establish if the residents living within Cannonbury Road would support a proposal to introduce a residents scheme with time limited or 'pay and display' parking to which permit holders would be exempt.
- 3.3 3 – Review parking and waiting restrictions. Review this street as part of the next annual review.

4.0 Corporate Implications

4.1 Financial

- 4.1.1 Parking and waiting restrictions are funded, managed and enforced by the Thanet District Council using the 'decriminalisation budget'.

4.2 Legal

- 4.2.1 There are no legal implications.

4.3 Corporate

- 4.3.1 There are no corporate implications.

4.4 Equity and Equalities

- 4.4.1 There are no equity and legal issues.

5.0 Recommendation

- 5.1 Members are requested to recommend option 3 – Review this street as part of the next annual review.

6.0 Decision Making Process

- 6.1 The recommendation of the Board will be placed before the Portfolio Holder decision under the decision making process.

Contact Officer:	<i>Robin Chantrill-Smith (Civil Enforcement Manager) 01843 577472</i>
Reporting to:	<i>Mark Richardson (Enforcement Services Manager) 01843 577606</i>

Annex

Annex 1	Location map
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Background Papers

A copy of the letter with signatures will be available for inspection in the Members Lounge before the meeting.

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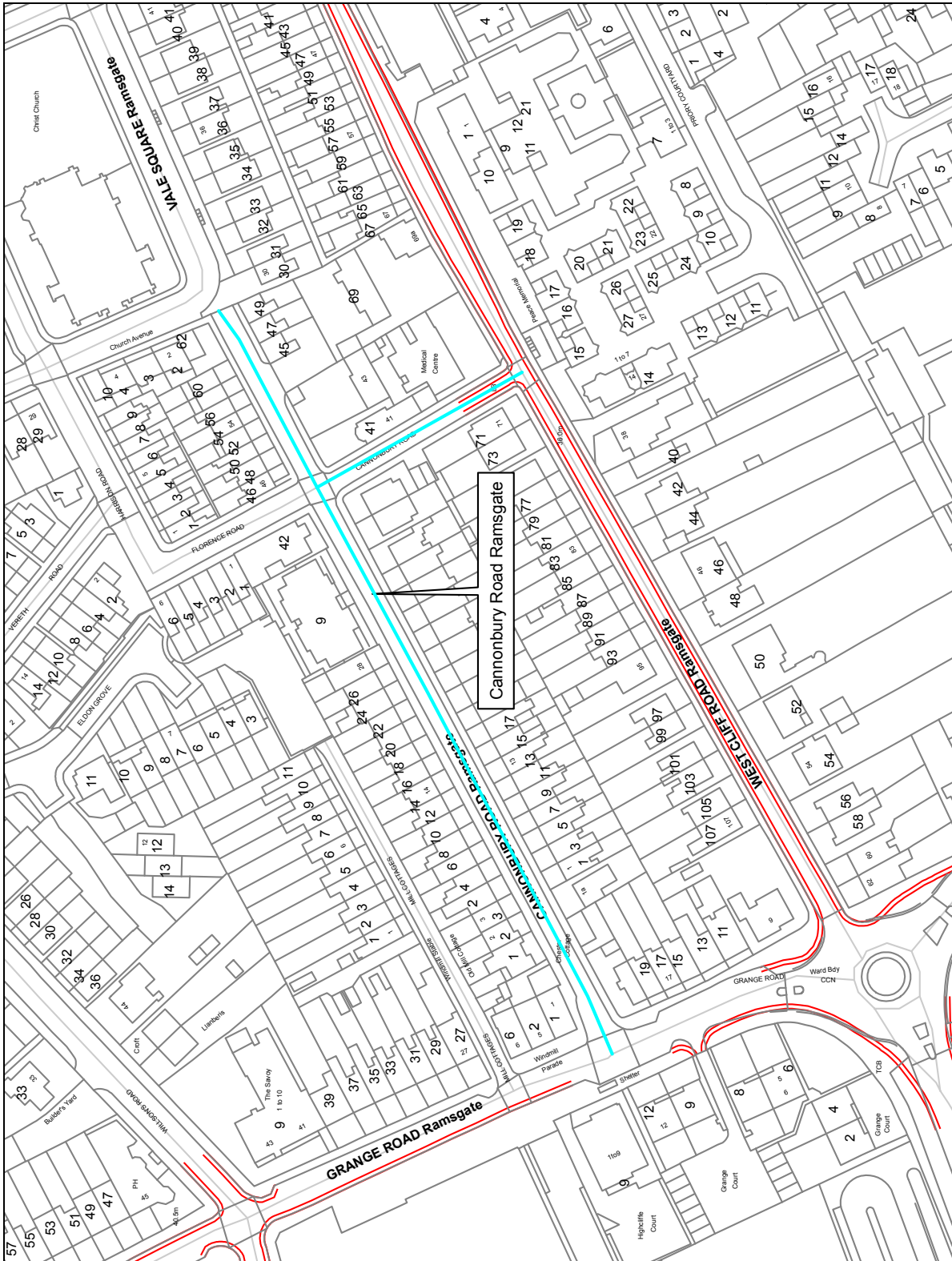
Cannonbury Road
Ramsgate

THANET JOINT
TRANSPORTATION
BOARD

23 NOVEMBER 2011

ANNEX 1

SLA 100018261



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TRAFFIC MANAGEMENT – RESIDENTS PARKING – CRESCENT ROAD - MARGATE

To: **Thanet Joint Transportation Board – 23rd November 2011**

By: **Civil Enforcement Manager**

Classification: **Unrestricted**

Ward: **Westbrook** Division: **Margate**

Summary: To report upon a request from residents for the provision of Crescent Road for a 'residents parking scheme' within a short section of road.

For Recommendation

1.0 Introduction and Background

- 1.1 During September 2011 22 letters were presented by the residents of Crescent Road Margate to the Parking Office in support of a request to introduce a 'residents' parking zone for this section of road.
- 1.2 Crescent Road is a residential side road located off the Canterbury Road and to the western side of the main beach and near to a collection of local shops in Westbrook. Crescent Road is a no through road with a mixture of terraced houses and flats unauthorised parking is located on both sides of the road. There are no current restrictions in any of the nearby side roads (See annex 1).

2.0 The Current Situation

- 2.0 There is competition for the available kerb side space and the residents are concerned that they are being displaced by long term parking albeit by visitors during the summer months. Private 'off street' parking is limited and unauthorised parking 'on street' is currently available on both sides of the road with double yellow line corner protection at the junction of Canterbury Road for a distance of 10 metres.
- 2.1 Residents' parking schemes in Thanet are based upon shared parking arrangements all in accordance with the guidelines set by the Kent County Council (KCC) as Highway Authority.
- 2.2 Based on previous experience, residents' parking schemes now incorporate 'pay and display' controls to underwrite the costs of administering the scheme and to encourage a turnover of space.
- 2.3 Time limited parking bays are introduced and are available for all motorists to use, not just the residents. Highways are also routes to which all have access and therefore are not restricted to residents only. However, residents who display a permit on the windscreen of the vehicle may park for longer than the authorised limit once they have secured a space. There is no dispensation for visitors or relations who would also be required to display a daily permit if they wish to park for longer than the limit. These schemes normally operate 8am to 6pm Mondays to Saturdays, including bank holidays, with no Sunday or evening restrictions and any disabled drivers vehicles properly displaying a blue badge will be permitted to park without the need for a resident's permit. In most situations it would be preferable to create a zone embracing a number of streets

to improve the chances of finding an available space. Permits are initially restricted to 1 per property.

2.4 If Members support an application Officers undertake an informal consultation. A factual leaflet is distributed to all households giving residents the opportunity to complete and return a reply slip. Officers then assess the data and report to Members. If Members subsequently recommend that a scheme be introduced the Council must formally publicise its Notice of Intent for public comment/objection to comply with current legislation.

2.5 At the present time there are 26 properties in Crescent Road 15 properties (houses/flats) are registered with 29 residents over 18. Assuming 1 permit per household, there could be a future potential demand for 29 permits.

2.6 'On street' parking is currently un-restricted with approximately 24 spaces. Given the above, Members will note that there would be an imbalance between existing supply and potential demand. There would be a shortfall of spaces. A specific residents' scheme comprising Crescent Road only would be sub-standard.

3.0 Options

3.1 1 – Take no further action. A residents' scheme, applicable to householders living within the Crescent Road area only, would be sub-standard. The number of eligible permit holders would exceed the number of 'on street' spaces available. Shared residents parking schemes are not considered suitable in isolated short sections and zoning is more appropriate. A project for Crescent Road would not meet this requirement.

3.2 2 – Undertake an informal consultation. Establish if the residents living within Crescent Road would support a proposal to introduce a residents' scheme with time limited or 'pay and display' parking to which permit holders would be exempt.

4.0 Corporate Implications

4.1 Financial

4.1.1 Parking and waiting restrictions are funded, managed and enforced by the Thanet District Council using the 'decriminalisation budget'.

4.2 Legal

4.2.1 There are no legal implications.

4.3 Corporate

4.3.1 There are no corporate implications.

4.4 Equity and Equalities

4.4.1 There are no equity and legal issues.

5.0 Recommendation

5.1 Members are requested to recommend option 1 – A residents' scheme, applicable to householders living within the Crescent Road area only, would be sub-standard. The number of eligible permit holders would exceed the number of 'on street' spaces available. Shared residents parking schemes are not considered suitable in isolated short sections and zoning is more appropriate. A project for Crescent Road would not meet this requirement.

6.0 Decision Making Process

6.1 The recommendation of the Board will be placed before the Portfolio Holder decision under the decision making process.

Contact Officer:	<i>Robin Chantrill-Smith (Civil Enforcement Manager) 01843 577472</i>
Reporting to:	<i>Mark Richardson (Enforcement Services Manager)01843 577606</i>

Annex

Annex 1	Location map
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Background Papers

A copy of the residents' letters will be available for inspection in the Members Lounge before the meeting.

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**Crescent Road
Margate**

**THANET JOINT
TRANSPORTATION
BOARD**

23 NOVEMBER 2011

ANNEX1

SLA 100018261



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TITLE OF REPORT **Andrew's Passage, Margate- Guardrail and Footway**

To: **Thanet District Council – date of meeting**

By: **District Manager - Thanet**

Classification: **Unrestricted**

Ward: **Margate**

Summary: **Report on condition with options for closure or repair**

For Decision

1.0 Introduction and Background

1.1 Andrew's Passage is a defined public highway U23615 which lies between Margate High Street and Albert Terrace. There is regular pedestrian traffic along this footway which lies within the Margate Town Centre Conservation Area and is used as a pedestrian link between the seafront and the High Street.

The highway authority accepts responsibility for the highway surface and needs to provide adequate edge protection to this footway. There is no existing highway lighting provision.

The footway surface and railings have deteriorated markedly in recent years and due to failures of areas of the guardrail and the supporting stone coping remedial action is required if the route is to continue to be used safely.

This report outlines issues to be resolved and estimates for remedial work.

2.0 The Current Situation

2.1 The surface of the passage is predominantly a mixture of stone/concrete slabs and bituminous material. The highway surface is supported by a combination of privately owned basements and brick arch structures. These are all in poor condition. The ownership of the brick arches is currently unknown and will be complicated to define given the historical development of the town.

The existing railings are heavily rusted and broken in places. The supporting stone coping has also begun to fall away in a few locations.

A fire escape exits onto the passageway from the local Primark store.

Temporary fencing has been erected by KCC along the passageway in front of the existing guardrail to improve the existing edge protection. Without this temporary fencing the route could be deemed to be unsafe and would need to be closed causing inconvenience to residents, shopkeepers and visitors to the town.

3.0 Future Options

3.1 Take no action

In the event of no action being taken the current route will become unsafe due to the continued deterioration of the footway, guardrail and the supporting stone coping. The section of open footway protected by railings will almost certainly need to be closed probably within the next year.

The estimated costs of permanently closing the route will be in the region of £6,500-£9,500. This would include for legal fees, notices and engineering work.

3.2 Short term temporary measures

To ensure the route remains open in the immediate future, temporary fencing (Heras) has been placed along the footway by the highway authority. The cantilevered stone sections of the footway have been propped to ensure that further sections of the existing stonework do not fall to the open basement area below.

It must be noted that there is a fire escape exit and gate leading to the footway from the open basement at the rear of the Primark building.

Temporary measures should not be expected to be in place for a period exceeding two years. Within this period a decision to complete permanent repairs or permanently close the route should be taken. It will cost approximately £3,000 - £6,000 to supply and maintain the necessary temporary measures to ensure the route remains open for a period of up to 2 years.

3.3 Permanent Remedial Works

General

Prior to any permanent remedial works being carried out it would be necessary to confirm the ownership and condition of the various structures supporting the footway. A full structural survey would be required and an intrusive investigation on adjacent private property may also be necessary.

As carrying out permanent remedial works would entail closure of the route for a period of up to 3 months, discussion with the owner of the northern fire escape (Primark) and Thanet District Council regarding temporary arrangements for potential staff / customer escape would be needed.

The existing open footway is partially supported at the eastern end by brick arches and at the western end by exposed steel support beams, columns and concrete blockwork. Before completing work to the railings and footway surface, repairs would be required to the brick arches and steelwork which are privately owned. The steelwork is heavily rusted and requires protective treatment.

Temporary works (ie scaffolding) would need to be erected on private property (ie the open basement area) to enable the permanent works to proceed.

As the route lies within the town centre conservation area the technical details of any proposed repair would need to be discussed with Thanet District Council.

Two options are offered for consideration for remedial work to the railings, footway surfacing and coping:-

Option 1

A functional design/specification employing standard unpainted pedestrian railings and bituminous surfacing would satisfy the requirements of the highway authority. A new reinforced concrete slab or coping to contain the new railings would be required.

The estimated cost of the preparation, surveys, design and works is £83,500-£101,000. (See section 5.1.1)

Option 2

An alternative solution would be to replace the footway surface, coping, corbels and railings with similar 'lookalike' materials. As the existing railings and coping are probably beyond economic repair it would be necessary to design a new reinforced coping or slab to mirror the existing stonework and enable low maintenance railings similar in appearance to the existing to be erected. The existing railings although heavily corroded are of architectural merit and will be expensive to replace. It would be more economic and require less maintenance if the new railings were fabricated in panels rather than bespoke 'drill and fix' bars. A robust marine paint specification would be required for the railings. Where condition permits the existing stone paving slabs could be reused.

The estimated cost of the preparation, surveys, design and works is £122,000-£141,000 (See section 5.1.1)

4.0 Next Steps

- 4.1 Maintain temporary measures to protect the public until a decision is taken to either:-
- a) Close Andrews Passage permanently due to the condition of the existing guardrail and footway surface.
 - b) Effect permanent repairs to a functional standard to the footway surface, railings and private structures where appropriate (Option 1).
 - c) Effect permanent 'like for like' repairs to the footway surface, railings and private structures where appropriate (Option 2).

5.0 Corporate Implications

5.1 Financial and VAT

- 5.1.1 The estimated costs of temporary measures to protect the public are £3,000-£6,000.
- 5.1.2 The Estimated costs of closing the route to the public are £6,500-£9,500.
- 5.1.3 The full estimated costs of remedial works are £83,000 to £101,000(See Table 1-Option 1).
- 5.1.4 The full estimated costs of the more expensive option for remedial work are £122,000-£141,000 (See Table 1-Option2).

Funding for work to complete the repair work up to Option 1 will need to be found from the highway budget. **Contributions from other sources would be required if Option 2 were selected.**

Table 1 - Estimate details for permanent remedial work.

Description	Estimate –Option 1 Highway minimum permanent repairs	Estimate –Option 2 Like for like' permanent repairs
Temporary fencing (interim)-	£3,000-£6000	£3,000-£6,000
Consultation (residents, shopkeepers, TDC, members, statutory undertakers, Emergency services, ecology)	£10,000-£15,000	£10,000-£15,000
Legal Services (land searches, easements, rights of way, agents fees)	£15,000-£25,000	£15,000- £25,000
Permits and TRO. (Works and closure)	£1000	£1000
Structural survey	£5,000	£5,000
Intrusive Investigation and report	£5,000	£5,000
Design, drawings, specification	£13,000	£25,000
Site supervision		
<u>Works</u>		
Temporary Works	£10,000	£10,000
Railings	£3,000	£15,000
Coping /slab	£10,000	£15,000
Footway Surfacing	£2,000	£8,000
Painting	£1,000	£5,000
Structural repairs	£2,000	£2,000
CDMC	£1,000	£1,000
As-built drawings	£1,000	£1,000
.Health and Safety File	£1000	£1000
Total	£ 83,000-£101,000	£122,000- £141,000

5.2 Legal

- 5.2.1 Legal advice is required to establish existing land ownership, the rights and responsibilities of private owners of the support structures to the highway, any existing rights of way and/or easements.

5.3 Corporate

5.3.1 The highway authority has a responsibility to maintain the public highway in a safe condition. The state of the existing guardrail and the footway surface in Andrew's Passage is now a cause for concern. Temporary measures have been undertaken to ensure the safety of pedestrians. A decision to either permanently close the route or carry out permanent remedial work is required.

5.4 Equity and Equalities

The route is used by residents, local businesses and visitors to the town. It forms a pedestrian link from the High Street to the seafront. The access from the High Street is via a covered walkway which is dark and has poor forward visibility. Access from the seafront is via steps. The overall appearance of the passageway is intimidating.

6.0 Recommendation(s)

- 6.1 Effect temporary measures (for a period not exceeding two years) to allow Andrew's Passage to remain open and enabling a subsequent decision to be made to close the route or carry out permanent remedial work.
- 7.0 Reason for urgency. Ensure a safe local pedestrian link remains open.

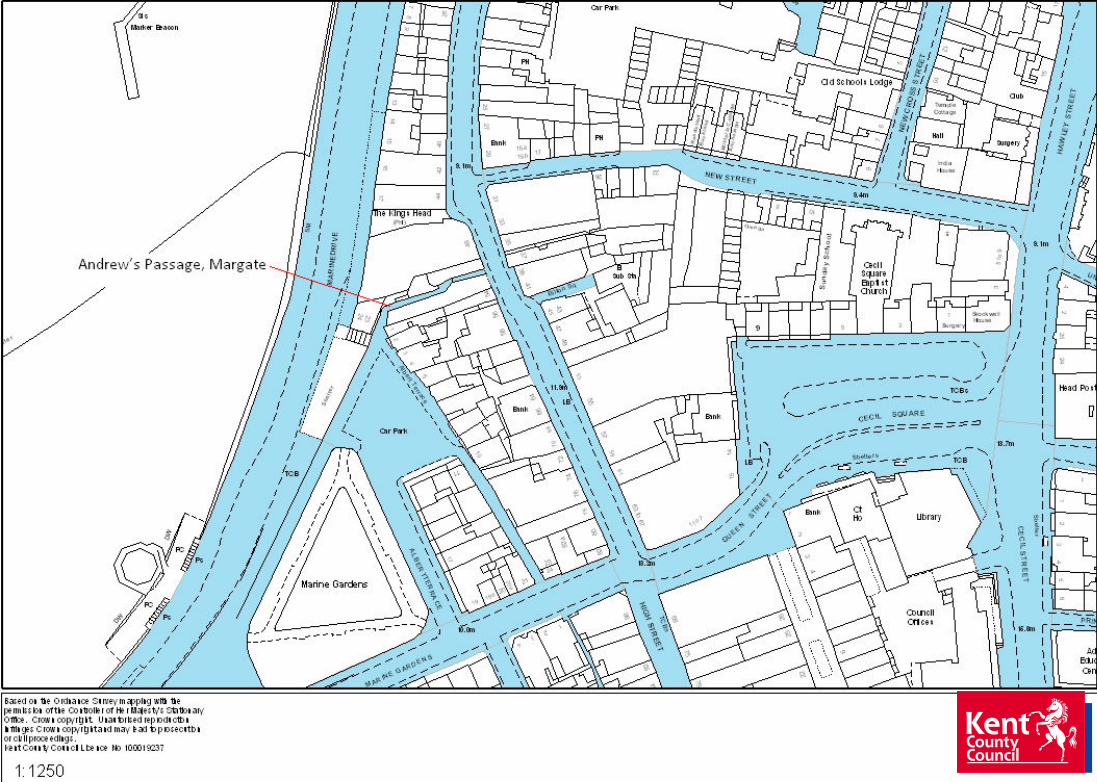
Contact Officer:	Paul Valek – District Manager
Reporting to:	Toby Howe – Highway Manager East Kent

Annex List

Annex 1	Location Plan and photo
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Agenda Item 14 Annex 1

Annex 1 – Location Plan and photo of Andrew's Passage, Margate



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MAINTENANCE AND OWNERSHIP OF THE SEAFRONT RAILINGS AT MARINE DRIVE AND MARINE TERRACE, MARGATE

To: **Thanet Joint Transportation Committee 23 November 2011**

By: **District Manager-Thanet**

Classification: **Unrestricted**

Ward: **Margate Central**

Summary: Maintenance and ownership of the seafront railings at Marine Drive and Marine Terrace, Margate.

For Information

1.0 Introduction and Background

1.1 The railings located between the Turner Contemporary gallery on the B2051 Marine Drive and the junction of the A28 in Marine Terrace with All Saints Avenue are an historic feature of the seafront and date from Victorian times. They are positioned at the top of the seawall and lie within the Margate Seafront Conservation Area. This paper outlines the responsibilities for the maintenance of the railings.

2.0 The Current Situation

2.1 There are two forms of railing identified on the Margate sea front between the Turner Contemporary gallery and the junction of the A28 in Marine Terrace with All Saints Avenue. The beach cafe on the seafront provides a convenient demarcation point between both types. In this paper and for ease of reference the railings to the east of the beach cafe have been identified as Type A and those to the west as type B.

2.2 The railings (Type A) are positioned above the seawall and are located between the beach cafe and the Turner Contemporary gallery in Marine Drive. They comprise a single steel rail topping a concrete pedestrian barrier. Seating is incorporated into the barrier along the promenade. The railings are interspersed with 18 concrete plinths supporting decorative lighting units known locally as the Sturgeon Lights. The Oct 2009 issue of the monthly publication 'The Margate Handbook' suggests that the works were originally commissioned by the former Borough of Margate in 1878. Ten of the lighting units and supporting plinths were refurbished by Thanet District Council (TDC) during 1997/98. The lighting units are wholly maintained by TDC. The county council has never accepted responsibility for the maintenance of the railings, plinths or lighting units.

2.3 The railings (Type B) are positioned above the seawall and are located between the beach café westwards to the junction of the A254 Marine Terrace with All Saints Avenue. They are of painted cast iron construction. They are interspersed with similar concrete plinths and lighting units (as described in 2.2 above). The railings were refurbished during 2000 in conjunction with repairs to the seawall. The specification for the works was prepared by TDC. The work was funded by the Heritage Lottery Fund. A £25,000 contribution from Kent County Council (KCC) was made to help make up a shortfall in funding.

General Inspections have been carried out by KCC since 1996 but ownership has remained with TDC.

2.4 There are differences between KCC and TDC regarding maintenance responsibility for the Marine Terrace and Marine Drive seafront railings. No specific agreement has been identified between KCC and TDC which encapsulates responsibilities for maintenance of the railings and barriers along the seafront in the above area.

It must be noted:-

- The railings prevent falls from the promenade to the beach below. They have not been designed to act as a vehicular safety barrier.
- Considering the slow speed of traffic (30mph) along the seafront and the width of the promenade the highway authority does not require highway barriers along the seawall.
- In practical terms it is extremely difficult for an authority different to that responsible for the seawall to maintain railings which are dependant on the wall for fixity and support.
- Where the highway authority has installed highway barriers in Marine Terrace (adjacent to the Clock Tower) they are intended to direct pedestrians to traffic controlled crossing points.
- KCC only need to maintain the strength/integrity of the railings and not the architectural integrity/ appearance

Table 1 below outlines the current situation for maintenance based on existing practice, past history and available documents.

Table 1-Summary Table

Location	Responsibility	Comments
Sea wall – Turner Contemporary to Nayland Rock	TDC	TDC have responsibility for the seawall supporting the Type A and Type B railings under the terms of their obligations under the 1949 Coastal Protection Act, Note: MAFF coast protection survey of England dated June 1996 defence code 573/475-2. TDC confirmed their responsibility for maintenance in their letter to KCC dated 25 th June 1998.
Type A -Single rail and concrete pedestrian barrier from the Clock Tower to Turner Contemporary including the Sturgeon Lights.	TDC	Appendix 2 to the approval in principal document prepared by TDC consultants Holt Wotton dated 6/2/1997 for refurbishment of the Sturgeon Lights acknowledges TDC as responsible for future maintenance. The incorporation of the seating within the pedestrian barrier indicates the designer's intention that it was to be used as an amenity by passersby and visitors to the seafront.
Type B - Cast iron painted railings from the Clock Tower (Beach café) for 324 lin. metres westwards to the beach ramp in the direction of the Nayland Rock.	TDC	No formal agreement between KCC and TDC exists.
Type B - Cast iron painted railings for 230 lin. metres from the beach ramp towards Nayland Rock.	TDC	This section of railings is a continuation of the above and clear of the adopted highway. It makes no contribution to the safety of highway users and is maintained by TDC.

2.5 From a review of the existing information, documents and practice it appears clear that despite input by KCC technical staff and past financial contributions by KCC towards refurbishment works, the current responsibility for the future inspection and maintenance of the railings and the supporting seawall lies with TDC. The continued management of the seafront railings and seawall by TDC ensures the most efficient and effective means of maintaining the seawall and railings.

3.0 Corporate Implications

3.1 Financial and VAT

3.1.1 The item listed below is the principal financial risk:-

3.1.2 Ongoing lifetime cost of inspecting and maintaining the structures and pedestrian railings along the seafront.

3.2 Legal

3.2.1 Legal advice has not been sought.

3.3 Corporate

3.3.1 The railings lie within the area reported in 2010 for improvement under terms of a Public Realm scheme.

3.3.2 As much of seafront infrastructure throughout Kent has been developed since Victorian times it often is extremely difficult to identify the responsibility of public or private owners for future maintenance. In this context and when agreements are completed in respect of future maintenance there are risks to be accounted for in setting future precedent.

3.4 Equity and Equalities

3.4.1 The railings and seawall support facilities open to all residents and visitors of all ages and abilities.

4.0 Conclusion

- TDC has the responsibility for the existing and future maintenance of the seafront railings.

Contact Officer:	Paul Valek, District Manager
Reporting to:	Toby Howe – Highway Manager East kent

Annex List

<i>Annex 1</i>	Location of type A and B railings
<i>Annex 2</i>	Photo of railing types

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Agenda Item 15 Annex 2

Annex 2 Photo of railing types

Type A



Type B



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NEW STAFFING ARRANGEMENTS IN KENT COUNTY COUNCIL – HIGHWAYS AND TRANSPORTATION

To: **Thanet Joint Transportation Board – 23rd November 2011**

Main Portfolio Area: *KCC – Enterprise & Environment*

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

Classification: **Unrestricted**

Ward: **all**

Summary: As a part of the county council's strategy, Bold Steps for Kent and wider national legislation and budget reductions, there have been changes across Kent County Council. This includes the work done in Kent Highway Services now called Kent County Council- Highways and Transportation (KCC H&T). This report sets out recent changes following a restructure of the department and highlights how 'KCC H&T' will continue to focus on working with communities and ensure proper engagement with Members, Councillors, parishes and local people.

For Information

1.0 Introduction

- 1.1** As a part of the county council's strategy, Bold Steps for Kent and wider legislation around community engagement, the way KCC works is changing with an aim to improve all the services provided by the council and to improve the service offered to communities in Kent.
- 1.2** Kent County Council- Highways and Transportation (KCC H&T) - formerly called Kent Highway Services - will continue to focus on working with communities and are committed to proper engagement with Members, district councils, parishes and local people. In order to strengthen this area, meet the budget savings requirements and bring about efficiencies and effectiveness, changes have been made to the staffing of the department. This follows a two phased restructuring process.

2.0 New Structure

- 2.1** Prior to the restructure each district had allocated contacts within the Highway Operations teams, namely Highway Inspectors and Community Liaison Officers. From 1st July the new structure came into force and there are no longer community liaison officers. Instead we now have Highway Stewards and statutory Highway Inspectors. The Highway Stewards have been allocated to a specific area and they will deal with customer service enquiries, Member, parish and community contact. They will be empowered to carry out small jobs on site as necessary and will be able to raise jobs they find out on their patch directly to our Highway Management Centre (HMC) at Aylesford so that these can be dealt with in a timely manner. They will undertake parish visits as agreed locally and will be working out in the community on a daily basis. As is the case now, defects should be

reported via our Contact Centre to ensure that they are recorded and entered into our system to be fixed.

2.2 Highway Inspectors will continue to carry out statutory inspections and will highlight defects as they do now and ensure that these are repaired. Inspectors and stewards will be supported by an efficient HMC which is co-located with our new contractor, Enterprise.

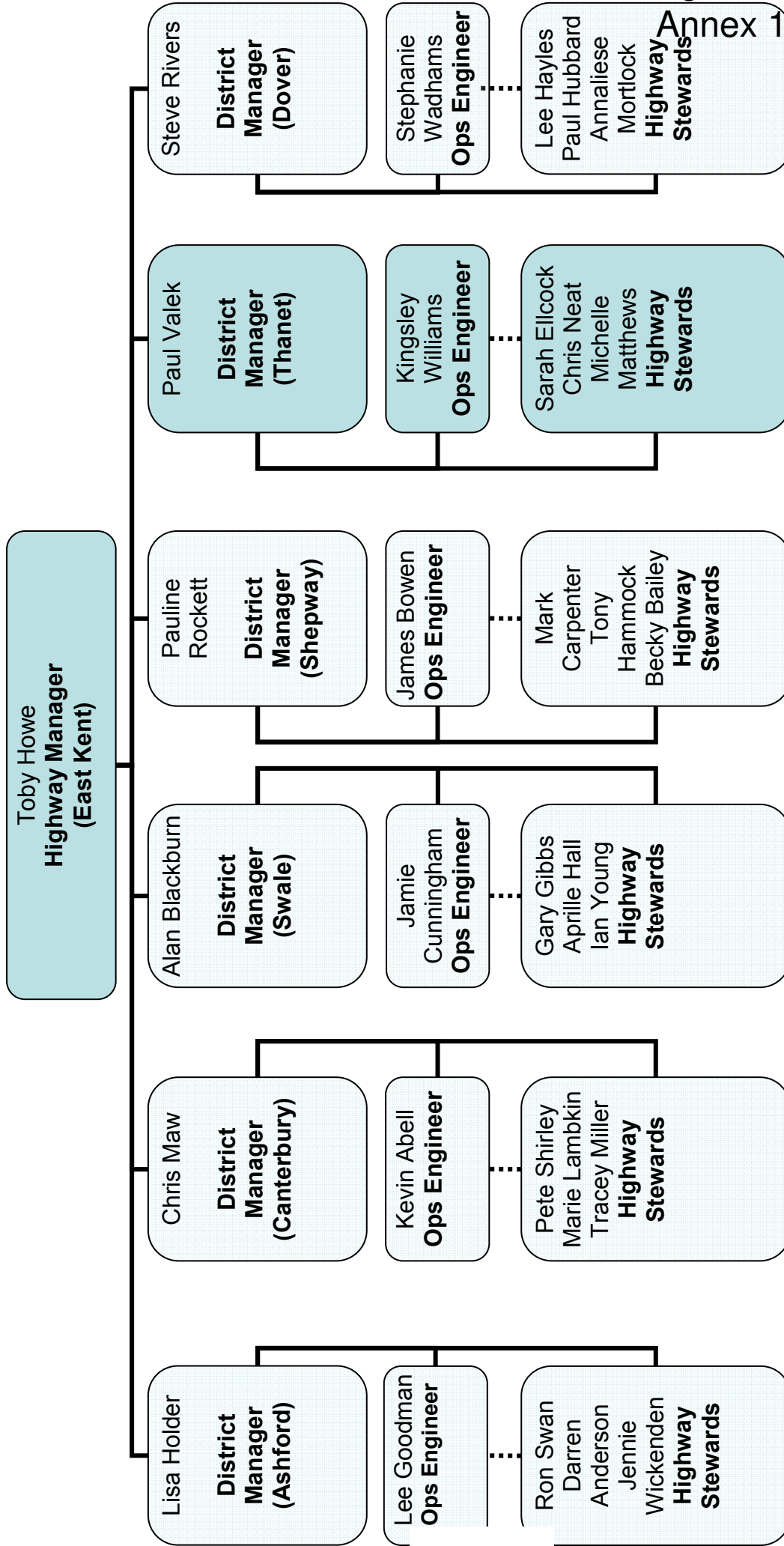
2.3 A list of key staff for this district is attached at the Annex.

3.0 Conclusion and Recommendation

3.1 KCC H&T is committed to providing a high quality service to the communities in Kent. The recent changes will ensure that despite budget reductions and other challenges KCC H&T will keep a focus on community engagement. Members of this Joint Transportation Board are asked to note this report

Annex List

Annex 1	Highway Operations Staff Structure – East Kent
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Annex 1

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THANET LOCAL WINTER SERVICE PLAN

To: **Thanet Joint Transportation Board – 23rd November 2011**

Main Portfolio Area: *KCC – Enterprise & Environment*

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

Classification: **Unrestricted**

Ward: **all**

Introduction

1. Kent County Council- Highways and Transportation (KCC H&T) prepares an annual policy and plan which are used to determine actions that will be taken to manage its winter service operations. On 27 September 2011 the Environment, Highways and Waste Policy Overview Committee supported the Winter Service Policy Statement and Plan for 2011/12. Additionally local district based plans have been produced as detailed below.

District based winter service plans

2. Following successful work last year with district councils arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally KCC H&T will supply a small quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan attached at Appendix 1. This plan enhances the work that KCC H&T will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects your area.

Pavement clearance

3. Areas for clearing pavements have been identified in the district plans. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Conclusion

4. Working in partnership with the district councils will enable KCC H&T to provide an effective winter service across the county.

Annex List

<i>Annex 1</i>	Thanet Local Winter Service Plan
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Contact Officer – Carol Valentine, Highway Manager, Kent County Council-
Highways and Transportation- Tel: 08458 247200

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THANET

Local Winter Service Plan



Contents

1. **KCC HIGHWAYS AND TRANSPORTATION policy statement and plan**

This will be the document approved by Environment and Enterprise Policy Overview Committee

2. **Winter service procedure**

During normal working hours the District Manager will deal with all winter service matters, including managing local action in snow/ice emergencies. The Duty Officer (DO) will assume control out of hours. District Manager (DM) will also ensure that adequate support is provided to DO out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day.

2.1 The Duty Officer will commence duty at 12.00 hours on Friday until 08.00 the following Friday and will be responsible for all the actions below. Assistance will be given but the ultimate responsibility will be with the DO.

2.2 Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone. (Update forecasts may be available at 21.30 hours each day or when issued.)

2.3 **Instructing and recording actions** –The DO will record action taken on the Winter Service action sheet Email to Enterprise this will instruct them of the action that is needed. Provide as much detail as possible on the form. In the event that additional actions are needed, confirm by phone with the Enterprise Duty Supervisor. If, in the opinion of the duty officer, or on a site check, different action is taken to that recommended by the Winter Duty Officer (WDO), please inform the WDO. Enterprise will be informed directly of the main action. Duty Officer will decide and instruct on any other action needed.

The winter service action sheet should also be copied by email to the relevant Priority Response Officer, District Manager and Area Manager. The PRO will ensure that a WAMS order is raised as soon as practicable. The PRO will save the form in the designated folder on the KCC HIGHWAYS AND TRANSPORTATION IT system.

2.4 At weekends/bank holidays the winter forecast/action will be sent out at 14.00 hours or soon thereafter. In the event that a forecast is not received the DO will phone the KCC forecast to receive forecast and instructions.

2.5 If there are any changes, i.e. rain, contact the Enterprise Winter Duty Supervisor as soon as possible to cancel/ amend the instruction and inform the WDO

2.5 A snow/ice emergency can only be declared by an Area Manager. In the event of a snow/ice emergency being declared by the Area Manager, strategic action should be considered, i.e. opening an Emergency Room and calling in other staff etc.

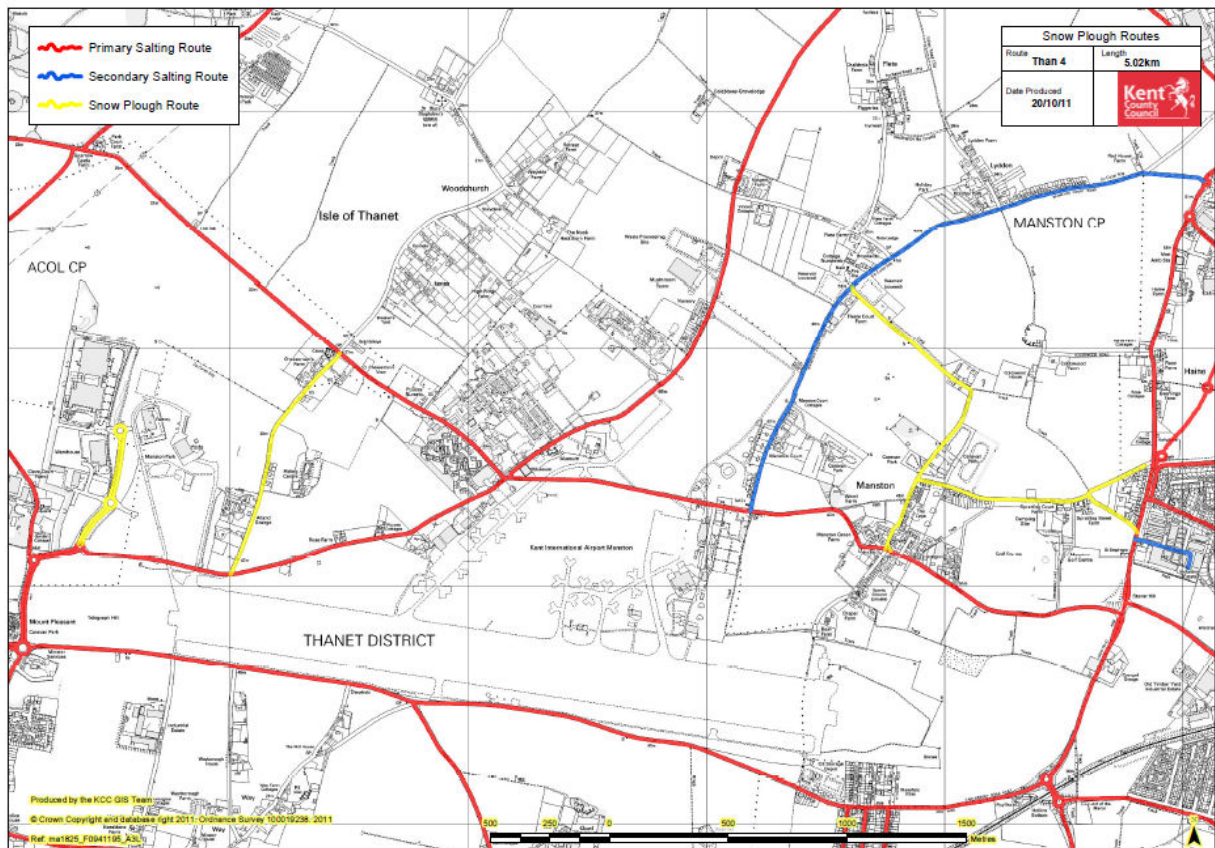
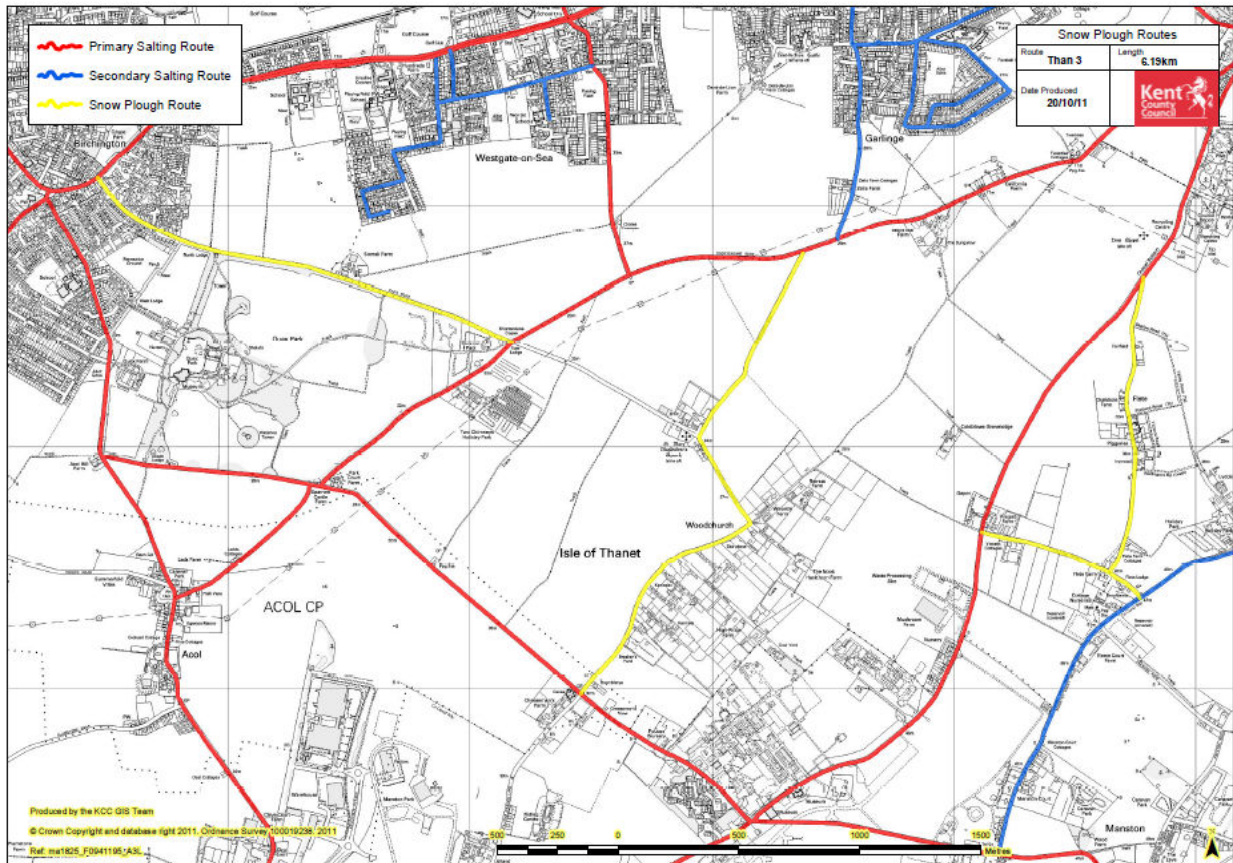
2.6 In a declared snow emergency the priorities are primary routes, secondary routes, recorded snow clearance priorities and finally anything reported by the public

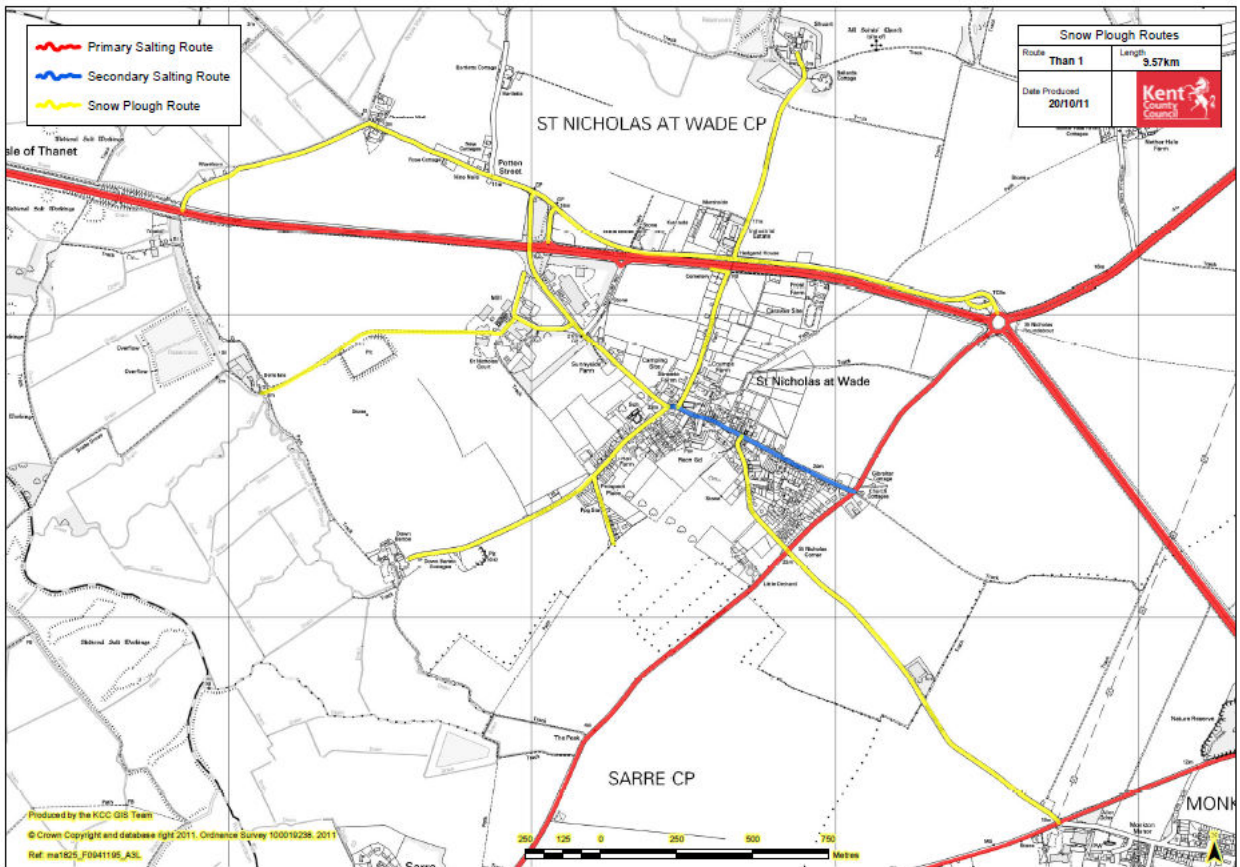
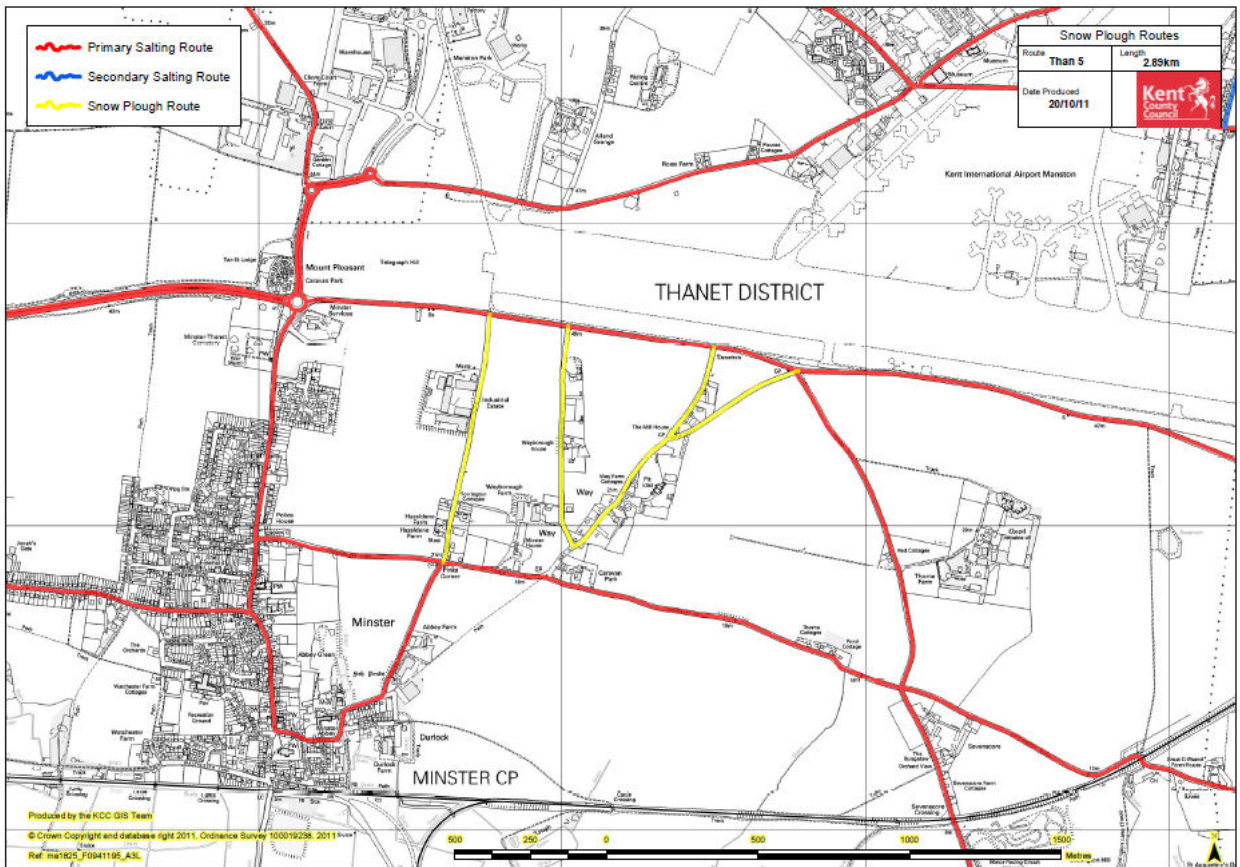
Contact Officer: Paul Valek

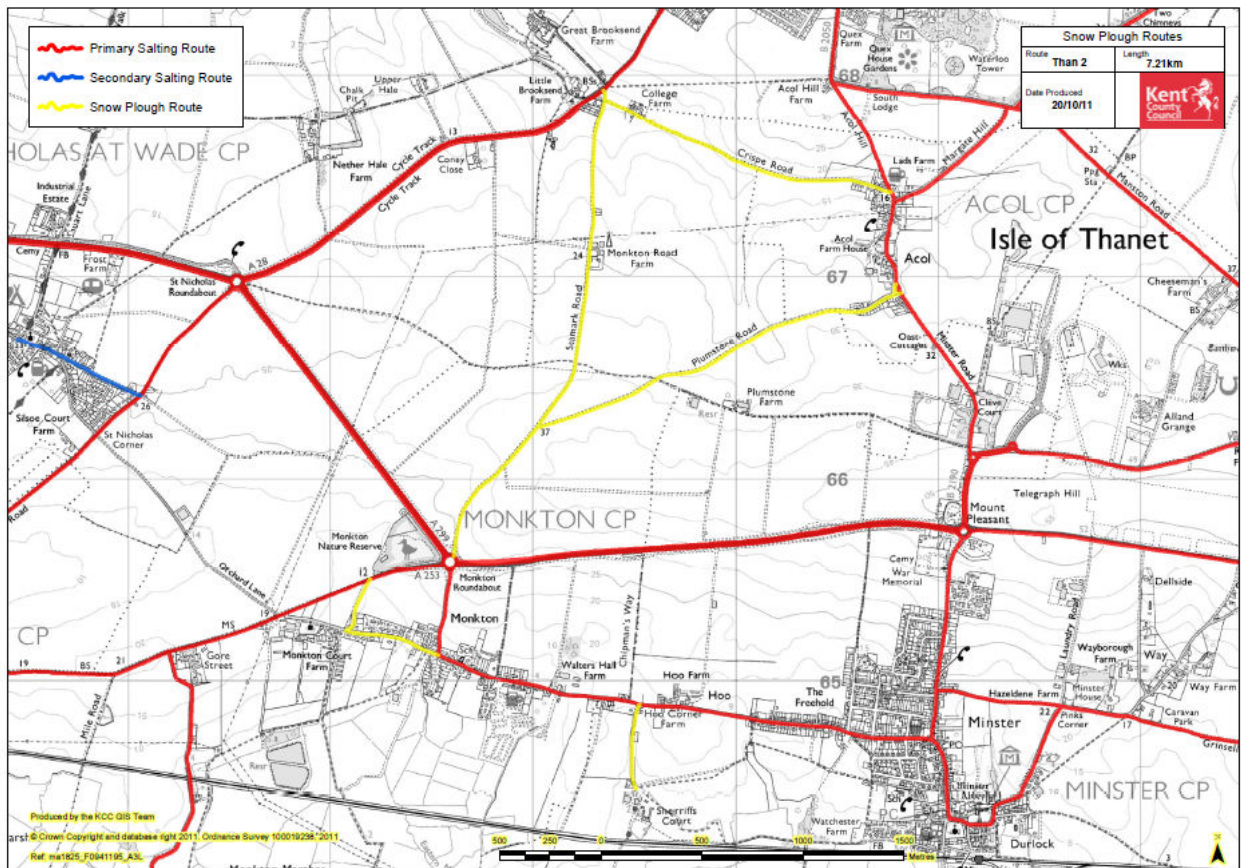
District Manager (Thanet)

08458 247800

Farmer snow plough routes







**KCC HIGHWAYS & TRANSPORTATION – THANET –
SCHEDULE OF FARMERS SNOW PLOUGHS**

AREA	LOCATION	COMPANY NAME AND ADDRESS	CONTACT NAME	DAYTIME TELEPHONE NO.
1	St Nicholas Court Farm Ltd.	St Nicholas Court Farm, St Nicholas Court, St Nicholas at Wade Birchington Kent, CT7 0PT	Mr Ian Moss Matt Kisby (Assistant Manager) Plough	
3	Quex Park Estate	Quex Park Estate Co. Ltd. Quex Park Birchington Kent, CT7 0BH	Mr Jeremy McCabe Anthony Curwen Plough and Possible Snow Blower	
2	Monkton Court Farm	St Nicholas Court Farm, St Nicholas Court, St Nicholas at Wade Birchington Kent, CT7 0PT	Mr Ian Moss Matt Kisby (Assistant Manager) Plough	
5	Cliffsend Farm	Cliffsend Farm Cliffsend Road Cliffsend Ramsgate Kent, CT12 5JG	Mr R Chapman Plough	
4	Cleve Court Farm	Cleve Court Farm Ramsgate Kent, CT12 4BA	Mr T Rindslan Snow Blower and Plough	

Traffic calming features



Cowley Rise	Margate	Ramps Traffic Calming - Round top humps
Crow Hill	Broadstairs	Traffic Calming - Speed Cushions
Dane Valley Road	Margate	Cushions
Irvine Drive	Margate	Ramps

Thanet winter service
Locations of traffic calming features on winter service routes

Thanet Primary Route 1

Road name		features
High Street/Grosvenor Hill	Margate	Ped Zone Extension
High Street/St Lawrence	Ramsgate	Islands
Queens Road	Broadstairs	Traffic Calming round top humps
Town Centre	Broadstairs	Traffic Calming round top humps
Victoria Parade	Ramsgate	Kerb build out

Thanet Primary Route 2

Road Name		
Albion Street	Broadstairs	Kerb build out
Charlotte Street	Broadstairs	Kerb build out
Nelson Place	Broadstairs	Kerb build out
Oscar Road	Broadstairs	Traffic Calming round top humps
York Street	Broadstairs	Traffic Calming round top humps

Thanet Secondary Route

Road Name		
Cowley Rise	Margate	Ramps
Crow Hill	Broadstairs	Traffic Calming round top humps
Dane Valley Road	Margate	Traffic Calming speed cushions
Irvine Drive	Margate	Ramps

Snow clearance priorities, with details by town/area in priority order

THANET - GENERAL AREA

SNOW CLEARANCE PRIORITIES

BUS ROUTES	Bus routes not covered by priority 1		
HOSPITAL	Queen Elizabeth the Queen Mother		Entrances
	St Peters Road	Margate	
	Ramsgate Road	Margate	
FIRE STATIONS	Effingham Street	Ramsgate	Entrances
	Grosvenor Gardens	Margate	
	Margate Road	Broadstairs	
	Osbourne Road	Westgate	
POLICE STATION	Fort Hill	Margate	Entrance
TRAIN STATIONS			
Birchington	Station Approach Road		
Broadstairs	Lloyd Road		
Margate	Station Road		
Ramsgate	Station Approach Road		
Westgate	Station Road		
LIBRARIES			
Birchington	Alpha Road		Entrances
Broadstairs	The Broadway		
Cliftonville	Queen Elizabeth Avenue		
Margate	Cecil Square		
Newington	Newington Road		
Ramsgate	Guildford Lawn		
Westgate	Minster Road		

THANET - GENERAL AREA
SNOW CLEARANCE PRIORITIES

SHOPPING AREAS

Albion Street
 The Broadway
 Church Street
 Fosters Avenue
 Gladstone Road
 Harbour Street
 High Street
 High Street
 Hopeville Avenue
 St Peters Park Road
 Victoria Parade
 (Oscar Road/John Street)

BROADSTAIRS

Broadstairs
 Broadstairs
 Broadstairs
 Broadstairs
 Broadstairs
 Broadstairs
 Broadstairs
 St Peters
 Broadstairs
 Broadstairs
 Broadstairs

C/W F/W
 C/W F/W
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 C/W F/W
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INDUSTRIAL/COMMERCIAL

Haine
 Pysons Road
 Westwood

THANET

Broadstairs
 Broadstairs
 Broadstairs

C/W F/W
 C/W F/W
 C/W F/W

COUNCIL OFFICES

Cecil Square

THANET

Margate

C/W F/W

POST OFFICES

The Broadway
 Cecil Square
 High Street

THANET

Broadstairs
 Margate
 Ramsgate

C/W F/W
 C/W F/W
 C/W F/W

POSTAL SORTING OFFICES

The Broadway
 Addington Road
 Wilfred Road

THANET

Broadstairs
 Margate
 Ramsgate

C/W F/W
 C/W F/W
 C/W F/W

CEMETERIES AND CREMATORIA

Manston Road
 Cecilia Road

Margate
 Ramsgate

Entrance

THANET - GENERAL AREA
SNOW CLEARANCE PRIORITIES

SCHOOLS

PRIMARY

Cliftonville
Drapers Mills
Garlinge
Holy Trinity
Northdown
Palm Bay
Salmestone
St Crispins
St Gregorys
St Saviours
Birchington
Minster
Monkton
St Nicholas

SECONDARY

Hartsdown
Usuline

SCHOOLS

PRIMARY

Chilton
Christchurch
Dame Janet
Ellington
Newington
Newlands
Priory
Ramsgate Holy Trinity
St Ethelberts
St Lawrence

SECONDARY

Clarendon House
Ellington
The Marlowe Academy

SCHOOLS

PRIMARY

St Peters
Upton
Bromstone
Callis Grange
St Mildreds

MARGATE

Northumberland Avenue
College Road
Westfield Road
St John's Road
Tenterden Way
Palm Bay Avenue
College Road
St Crispins Road
Shottendane Road
Elms Grove
Park Lane
Footpath 33
The Street
Down Barton Road

George V Avenue
A28

RAMSGATE

Chilton Lane
London Road/St Mildreds Road
Newington Road
High Street St Lawrence
Princess Avenue
Dumpton Lane
Cannon Road
Dumpton Park Drive
Dane Park Road
Newington Road

Clarendon Gardens
Ellington Place
Stirling Way

BROADSTAIRS

Ranalegh Grove
Edge End Road
Rumfields Road
Old Green Road
St Mildreds Avenue

Entrances

Entrances

Entrances

Entrances

Entrances

Birchington and Villages Children's Centre
Park Lane
Birchington
Kent

Callis Grange Children's Centre,
Beacon Road,
St Peters,
Broadstairs,
Cliftonville Children's Centre
Cliftonville Community & Training Centre
St Paul's Road
Cliftonville

Garlinge Children's Centre
(In the grounds of Garlinge Primary School)
Caxton Road
Margate

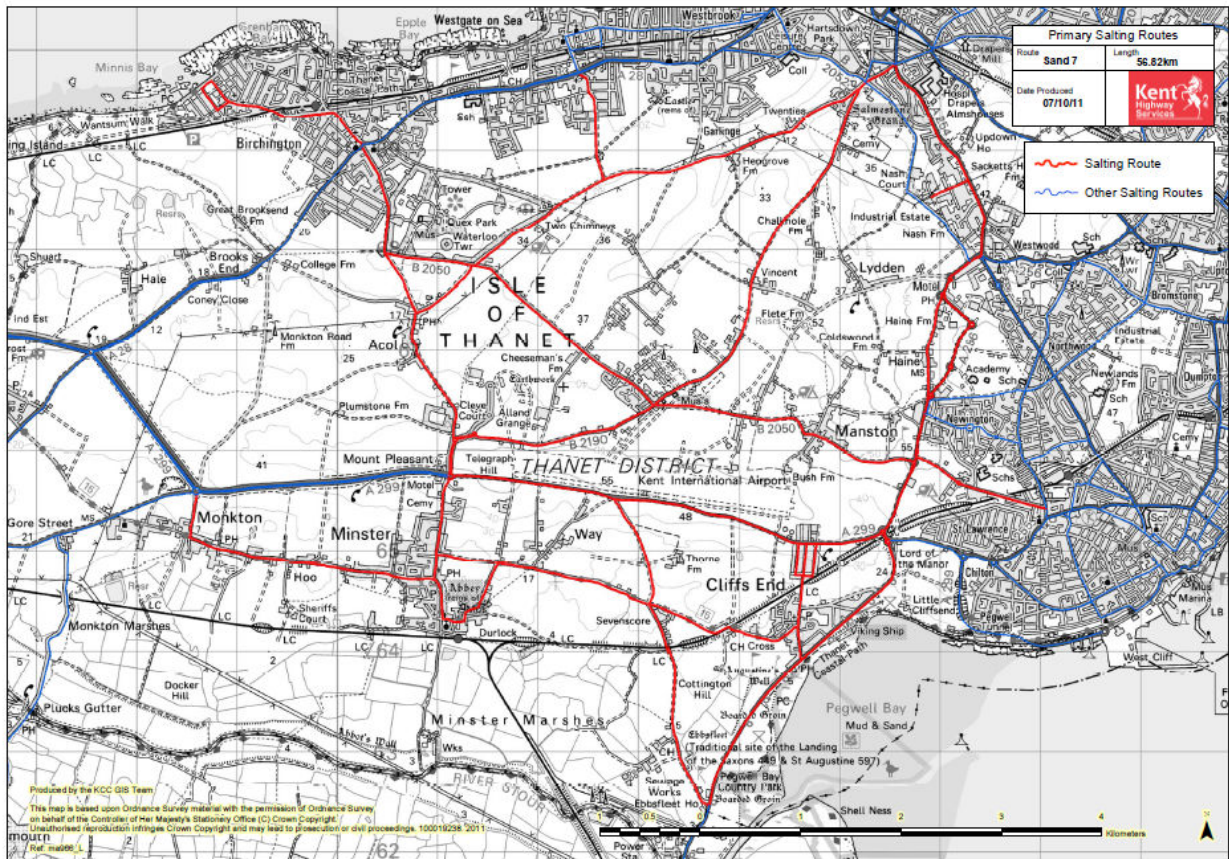
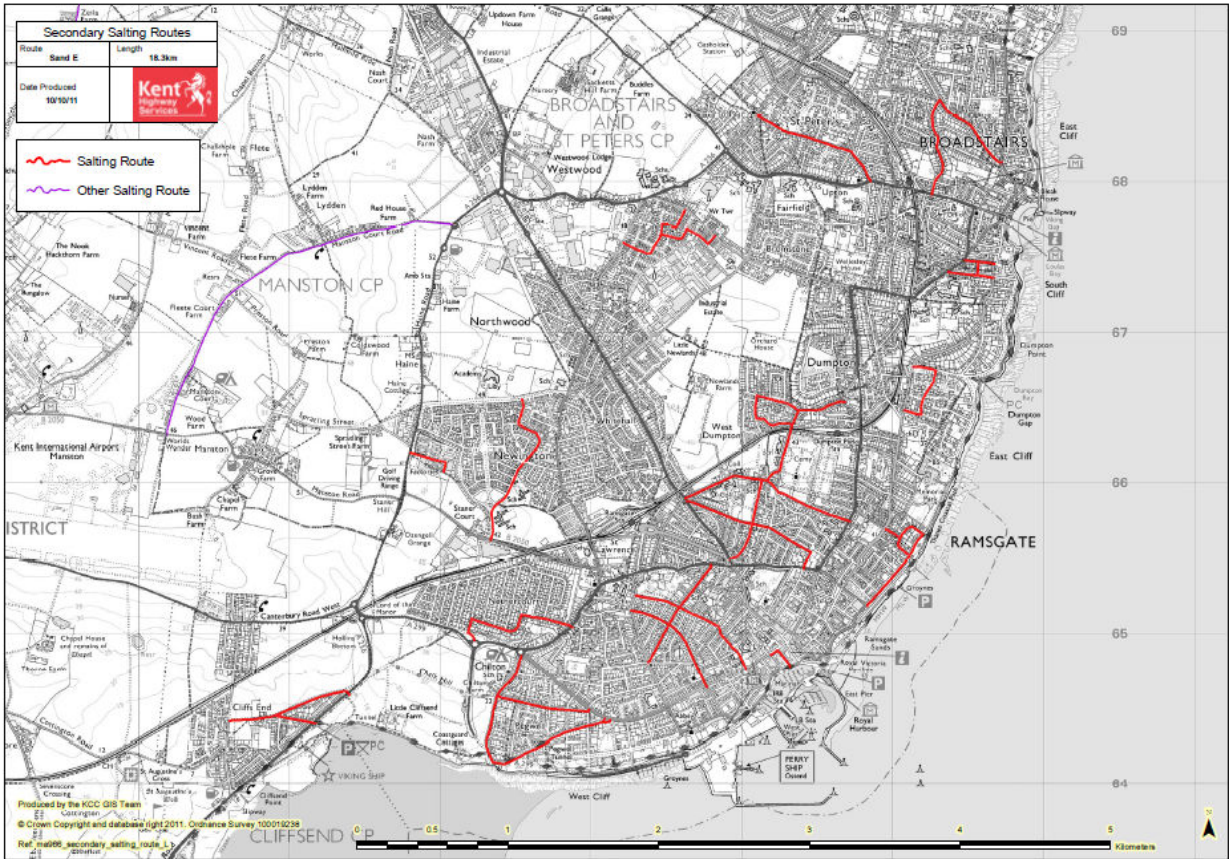
Millmead Children's Centre
Dane Valley Road
Margate
Newington Children's Centre

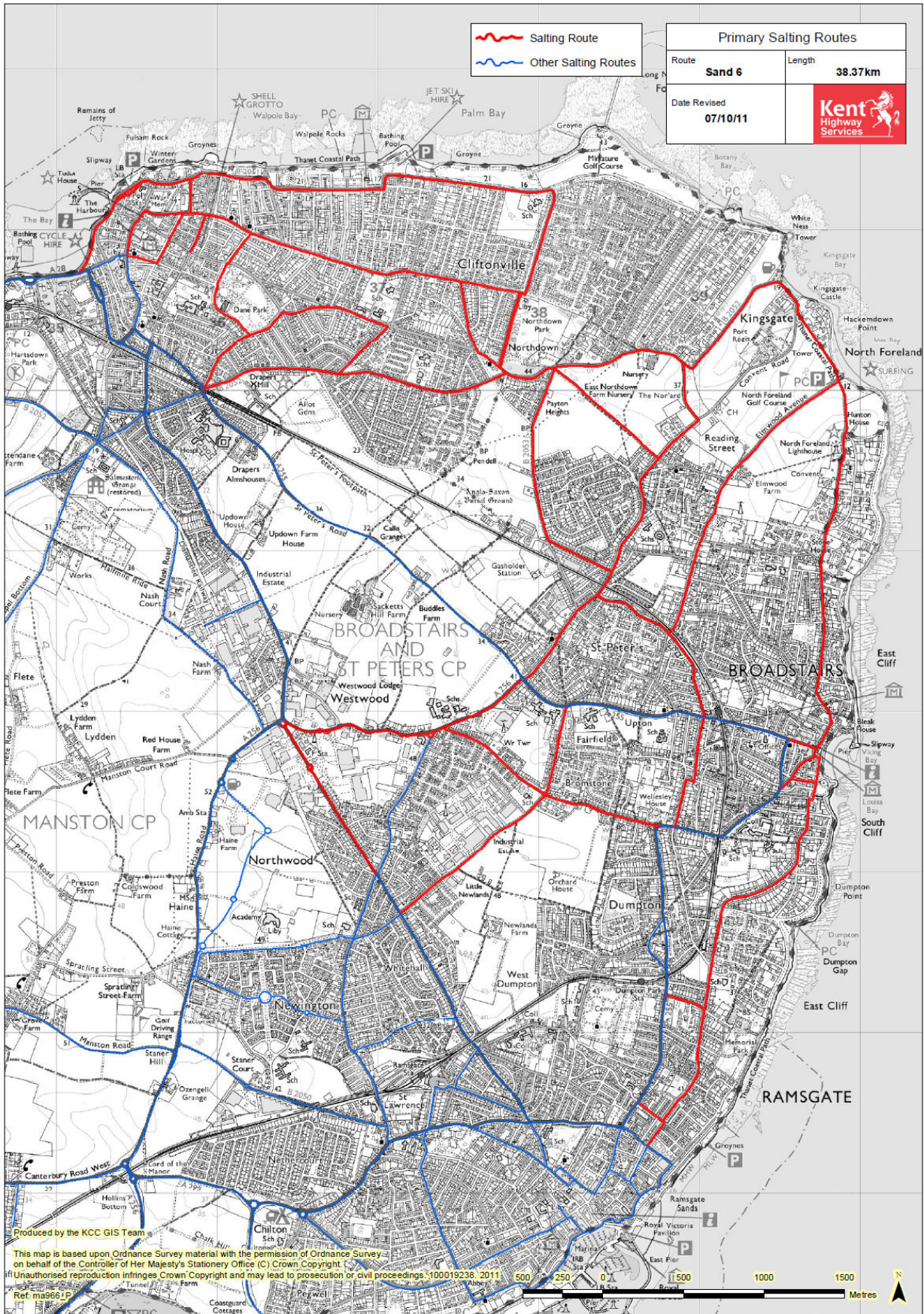
Princess Margaret Avenue
Ramsgate

Newlands Children's Centre
Dumpton Lane
Ramsgate

Priory Children's Centre
Cannon Road
Ramsgate

Six Bells Children's Centre,
201 High St,
Margate,





Spot salt list i.e. wet spots on and off precautionary routes.

		Route	New Hand /spot salting route for Thanet small gritter	
Wharfdale Road Margate	On bend at top of hill	S	50m	Bend and gradient and junction with other road at bottom of hill. Parked cars make it difficult for a lorry.
Alfred Road Margate	All of the hill and bend	S	200m	Bend and gradient and junction with other road at bottom of hill. Parked cars make it difficult for a lorry.
Victoria Avenue Margate	All of the hill and bend	S	340m	Bend and gradient and junction with other road at bottom of hill. Parked cars make it difficult for a lorry.
Fiztroy Ave Margate	All of the hill and bend	S	256m	Bend and gradient and junction with other road at bottom of hill. Parked cars make it difficult for a lorry.
Hengist Ave Margate	All of the hill and bend	S	95m	Bend and gradient and junction with other road at bottom of hill. Parked cars make it difficult for a lorry.
Holly Road Margate	j/w Old green Road on bend	S	50m	Bend and gradient. 5 accidents last year
Florence Road Ramsgate	On hill and bend at bottom	S	50m	Steep hill and bend at bottom
Cliff Street Ramsgate	Whole length	S	50m	Hill near to town centre and junction at bottom
Grundys Hill Ramsgate	Whole length	S	50m	Hill near to town centre and junction at bottom
Woodford Avenue Ramsgate	Junction with A254 Margate Road	P	30m	Steep hill at junction evidence last year of vehicles not stopping at junction.
Yarrow Close Broadstairs	J/w A55 Ramsgate Road	P	30m	Steep hill at junction evidence last year of vehicles not stopping at junction.

Molinuex Rd Thorne Rd Taylor Rd Domneva Rd St Marys Rd	Minster	P	500m	School / Bus route and residential area with bends and gradients
St Dustans Rd St Mildreds Rd	Margate	S	150m	Steep hill and bend at bottom meeting main road

Emergency primary actions

A28 Canterbury Road Brooksend Hill

Salt bin locations

Location	Area	Type	Start of Winter	End of Winter	Capacity M ³
Brooksend Hill	Birchington	Bin	Leave	Leave	
Station Approach	Birchington	Bin	Stored	Leave	
Station Approach	Birchington	Bin	Leave	Leave	
Approach Road/Dane Road	Margate	Bin	Stored	Collect	
Bath Road	Margate	Bin	Leave	Leave	
Dane Hill/King Street	Margate	Bin	Stored	Collect	
Park Crescent Road	Margate	Bin	Stored	Collect	
Trinity Hill	Margate	Bin	Stored	Collect	
Wilderness Hill	Margate	Bin	Stored	Collect	
Bedlam Court	Minster	Bin	Stored	Collect	
Albion Hill	Ramsgate	Bin	Stored	Collect	
Chalk Hill/Downs Road	Ramsgate	Bin	Stored	Collect	
Dumpton Lane	Ramsgate	Bin	Stored	Collect	
Pegwell Road/Lauriston Close	Ramsgate	Bin	Stored	Collect	
Pegwell Road/Pegwell Close	Ramsgate	Bin	Stored	Collect	
Thanet Road	Ramsgate	Bin	Stored	Collect	
Station j/w Rd	Roxbrough	Bin	Stored	Collect	
Holly lane J/W Old Green Road	Margate	Bin	leave	leave	
Greenhill Gardens j/w Brockmans Close	Minster	Bin	Leave	Leave	

Local agreements/actions with Districts/others

Pavements

During snow days arrangements will be made to clear pavements in key town centre and other areas as identified and agreed by district council and KCC HIGHWAYS AND TRANSPORTATION staff. The prioritised pavements/footways are identified in this document.

Local agreement with Thanet district Council to assist during snow emergencies as per

KHS Winter Service arrangements with Thanet District Council

- KHS will provide a stock of salt / sand to TDC before the start of winter to be stored at Dane Park and Manston Road depot. TDC will collect the salt/ sand from Sandwich depot. This will provide a ready stock for TDC to use should a snow emergency be declared. When conditions persist and more salt/sand is required TDC will collect from Sandwich depot.
- TDC have a fleet of Mercedes pick ups and 2/3 man gangs. During snow emergencies, when resource allows, TDC will assist KHS in the clearing and salting/sanding of priority footways. This work will be undertaken free of charge during normal working hours when TDC staff are unable to carry out their normal duties. KHS may pay for assistance outside of normal working hours and this can be agreed as the demand arises. KCC will instruct TDC officers and in turn TDC officers will supervise their staff.
- KCC will provide detail of priority footways and routes to TDC in order that there is no duplication of work and operatives are clear on areas to be treated.
- Communications: TDC will receive instruction from one source and this will generally be the KCC District Manager or Engineer who will be based in Sandwich depot or in the District at the time of Snow emergencies.
- When the snow has gone there will at times be accumulations of sand left on footways. Where this is excessive or dangerous KCC will liaise and agree with TDC areas to be cleared. KCC and TDC may share this task.

Contact numbers:

Paul Valek KCC District Manager
Kingsley Williams KCC Highways Engineer
Peter Thomas TDC officer
KHS Contact Centre 08458247800
TDC main switchboard 01843 577000
Paul Verrall Parks Manager
Peter Thomas Waste and Recycling Manager
Paul Morgan Emergency Planning Officer TDC
Mick Bates

Emergency local control centres

KCC HIGHWAYS AND TRANSPORTATION Highways Depot
Ash Road
Sandwich
CT13 9HZ

.
Thanet District Council Offices
Cecil Street Margate
Kent
CT9 1XZ
01843 577000

Appendix 1

Personnel Roles

Duty Officer (DO) is the Duty Officer who assumes responsibility for winter service out of hours and is usually the same DO that would deal with all out of hour calls.

Winter Duty Officer (WDO) is the KCC HIGHWAYS AND TRANSPORTATION officer who receives weather forecasts and decides the appropriate salting actions.

Enterprise Winter Duty Supervisor (EWDS) is the Enterprise officer who arranges the Enterprise out of hours WS actions.

Highways Manager will declare a snow/ice emergency when appropriate.

District Managers will co-ordinate action during normal office hours in conjunction with the WDO and where necessary the relevant Highway Manager.

Appendix 2

Winter Service Action sheet

Date and time	Instruction for contractor	Officer completing form	Any other details	WAMS reference (to be added by PRO)

Appendix 3

WINTER SALTING REQUEST FOR:						
Parish - Road	C/W, F/W, Salt Bin Fill	CSM Log	Suitability for gritter or hand salt	Route Priority Primary, Secondary, Other	Inspector knowledge if needed	Budget Code
Shoreham -	CW	1000000000	HS	S		
Shoreham Rd	CW	1000000000	HS	S		
London Road	FW	1000000001	Gritter	O		
Richards Close	SBF	1000000002	Gritter	S		

ENGINEER'S INSTRUCTION

Contract: Winter Service 2011/12

Contractor: EnterpriseFax:

The Contractor is instructed to act on or carry out work in accordance with the undernoted instruction.

Instruction Number

Date Time

**Issued under the authority of Clause 7(1)
of the conditions**

Action

..... for (evening/morning of 2011/12

(other

Engineer's Representative

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Highway Works Programme 2011/12

A report by Kent County Council, Highways and Transportation to the Thanet Joint Transportation Board on 23rd November 2011

Introduction

1. This report summarises the identified schemes that have been programmed for construction by Kent County Council- Highways and Transportation in 2011/12. Each County Council Directorate is expected to ensure that the cash limits for next year are adhered to. Any within-year Directorate pressures must therefore be met from these cash limits and budgets/work programmes would have to be adjusted accordingly.

Road Surface Treatments

2. **Grip Fibre** –see ANNEX A1
Thin Surfacing – see ANNEX A2

Highway Maintenance Schemes

3. **Carriageway Schemes** - see ANNEX B1
Footway Schemes - see ANNEX B2
Street Lighting Schemes - see ANNEX B3
Drainage Maintenance Works – see ANNEX B4
Weather Damage Repairs – see ANNEX B5
4. Indicated below are those schemes identified for the Thanet district for construction 2011/12 funded through the Local Transport Plan.

Local Transport Plan Funded Schemes - see ANNEX C1
Public Rights of Way (LTP Funded) – see ANNEX C2
Developer Funded Schemes (Delivered by KHS) - see ANNEX C3

Other Works

5. **Bridge Works** - see ANNEX D1
District Council Funded Schemes - see ANNEX D2
County Members Highway Fund Works - see ANNEX D3
Major Capital Projects - see ANNEX D4

Contact Officers:

Toby Howe	Highway Manager (East)
Paul Valek	District Manager
Mary Gillett	Resurfacing Manager
Sue Kinsella	Street Lighting Manager
Andy Corcoran	Traffic Schemes and Members Highway Fund Manager
Andrew Hutchison	Public Rights of Way Area Manager (East)
Tony Ambrose	Structures Manager
Katie Lewis	Drainage Manager

Tel : 08458 247 800

ANNEX A – ROAD SURFACE TREATMENTS

ANNEX A1 – THIN SURFACING: 15 – 24mm depth

Location	Parish	Budget £	Status
None			

ANNEX A2 – GRIPFIBRE: 5 – 15mm Overlay

Location	Parish	Budget £	Status
Approach Road	Margate	24,480	Completed April 2011
Butts Estate: Molineux Road, Taylor Road, St Mary's Road, Thorne Road, Domneva Road	Minster	29,574	Completed July 2011
Carlton Avenue	Broadstairs	34,170	Completed April 2011
Spratling Street, St Anthony's Way, Tenterden Way, Northdown Way	Margate	41,088	Completed April 2011
West Dumpton Lane into Dumpton Lane	Ramsgate	18,834	Completed April 2011

ANNEX A3 – SURFACE DRESSING: 6 – 10mm Overlay

Location	Parish	Budget £	Status
Cottington Road	Cliffsend	9,937	Completed August 2011
Manston Court Road	Ramsgate	30,550	Completed May 2011
Minster road	Westgate	6,095	Completed May 2011
Nash Road	Margate	28,925	Deferred
Park Road	Birchington	17,937	Completed May 2011
Seamark Road	Birchington	29,640	Completed May 2011
The Street	Acol	8,220	Completed May 2011

ANNEX B – HIGHWAY MAINTENANCE SCHEMES

ANNEX B1 – CARRIAGEWAY SCHEMES

Location	Description	Budget	Status
None			

ANNEX B2 – FOOTWAY SCHEMES

Location	Description	Budget	Status
None			

ANNEX B3 – STREET LIGHTING SCHEMES

Inventory data collection has been completed and is being used to produce a programme of work for street lighting replacements. A number of roads have already been identified where upgrade is required which are detailed below. These works are now complete.

Location	Description	Budget	Status
	Street Lighting Replacement works	£86,180.23	Completed June 2011
Botany Road			
Knockholt Road			
Sandhurst Road			
Eynsford Close			
Springfield Road			
Staplehurst Gardens			
Penshurst Gardens			

ANNEX B4 – DRAINAGE MAINTENANCE WORKS

Gully Cleansing Schedules

From the 1st September 2011 a more programmed approach to gully cleansing will be adopted. The level of resource dedicated to cleansing will remain the same however this change will enable Kent Highways to maximise efficiency, gain best value from the new contractual arrangement with Enterprise Plc and ensure that the entire network is being maintained on a regular basis. Cleansing schedules will be developed on monthly basis with a view to incorporating as many enquiry locations (i.e. locations where blocked gullies have been reported) as is feasible and will then be made available the members of the public via kent.gov.uk.

Whilst undertaking gully cleansing activities, crews will record defects such as broken covers or blockages and these will then be investigated and auctioned by the engineers in the Drainage Team. The crews will also be collecting information such as location, size and silt levels prior to cleansing each individual gully. This data will enable Kent Highways to develop and improve our planning of gully maintenance and move towards a needs based approach to cleansing in the future.

ANNEX B5 – WEATHER DAMAGE REPAIRS

Location	Description	Status
Vale Road, Broadstairs	Micro-Asphalt	Deferred until 2012
Crescent Road, Margate	Micro-Asphalt	Deferred until 2012

ANNEX C – TRANSPORTATION, PROW & SAFETY SCHEMES

ANNEX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget (£)	Status
Westwood	A254 widening and bus hub entrance improvements	£250,000	works completed Sep 2011

Location	Description	Budget (£)
Thanet QBPs – Stagecoach Loop/ Eastonways (Thanet to Margate)	Clearways, poles/flags, timetable cases and raised boarders at principal stops on the Stagecoach <i>Thanet Loop</i> and to support Eastonways 39 & 56 <i>County Links</i> liveried buses	60,000
Garlinge Primary School – SRTS (Thanet)	Scheme deferred from 2010/11. To be programmed with Enterprise.	111,000
Bus Stop Infrastructure Improvements - Countywide	Countywide reactive bus stop maintenance and minor improvement programme	68,000
Smart card ticket machines - Countywide	The remaining contribution to Stagecoach to GPS enable their ticket machines. Links to congestion monitoring and passenger info systems	55,000

ANNEX C2 –PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Status
None		

ANNEX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
Westwood	New Neighbourhood road network	Design check complete. Awaiting developer's completion of S278 Agreement in January 2011. Works not due to commence until 2012
Broadstairs - Thanet Retail Park	Widening of part of Poor Hole Lane to provide access to rear of development	In maintenance, due for adoption by December
Monkton Road, Minster	Junction works as part of section 38 development	Remedial works on going, adoption to take place in 2012
Grange Road, Ramsgate	Waiting restrictions and highway works for new doctors surgery	Technical approval complete, awaiting developers start date
MASH site	New access to MASH site	Technical approval complete, awaiting developers start date
Margate Sea Defence	Highway works associated with flood defence scheme	Technical Approval Complete, Works to commence 31/10/11
The Centre, Newington	Highway works associated with regeneration scheme	Technical approval on-going
McDonalds, Laundry Road	New access to McDonalds	Works commenced and on-going

ANNEX D – OTHER WORKS

ANNEX D1 – BRIDGE WORKS

Location	Description	Status
Seaview Terrace West Margate	Strengthen as existing retaining wall in poor condition. Joint scheme with Thanet DC	Thanet District Council seeking developer contribution.
Andrews Passage, Margate (from High Street to Marine Gardens, Margate)	Condition of railings at this location	See separate report

ANNEX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
None		

ANNEX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Members Name & Electoral Division	Brief Description of Proposal	Amount of MHF	Date Works Programmed
John Kirby – Ramsgate	To introduce one way working with a Traffic Regulation Order and relevant signage Chapel Road to exit on to High Street St Lawrence	£13,200	Programmed for November construction
John Kirby – Ramsgate	Install a zebra crossing opposite the pedestrian entrance to Waitrose supermarket. Queen Street, Ramsgate	£23,540	Programmed for 2012 construction
Charles Hibberd – Birchington and Villages	Burn off all existing lining and re-line the three crossings with specialist long lasting paint. Station Road, Birchington	£8500	Programmed for October construction
Charles Hibberd – Birchington & The Villages	Extend speed limit and move the speed limit signs Manston Road, Manston	£616	Programmed for November construction
Charles Hibberd – Birchington & The Villages	Install Advanced Direction Sign and direction sign to advise drivers of the left turn Potten Street Road, St Nicholas at Wade	£545	Programmed for November construction
John Kirby – Ramsgate	Install 1 dropped kerb opposite the existing one outside Vyeson Court and install 'Elderly Persons Crossing' signs Queen Street, Ramsgate	£2310	Programmed for November construction
Michael Jarvis – Margate and Cliftonville	Install 8 pairs of dropped kerbs and the appropriate tactile paving. Millmead Road, Millmead Avenue, St John's Road and Summerfield Road, Margate	£7,216	Works Complete
Chris Wells – Margate and Cliftonville	Install 8 pairs of dropped kerbs and the appropriate tactile paving. Millmead Road, Millmead Avenue, St John's Road and Summerfield Road, Margate	£7,216	Works Complete

Michael Jarvis – Margate and Cliftonville	To rationalise the existing Advanced Direction Sign in College Road. To install new No Entry markings at the side junction to Beatrice Road and hatched markings to increase width of traffic island. Erect new reflecta bollard. Victoria Traffic Lights, Margate	£1,981	Programmed for November construction
Chris Wells – Margate and Cliftonville	To rationalise the existing Advanced Direction Sign in College Road. To install new No Entry markings at the side junction to Beatrice Road and hatched markings to increase width of traffic island. Erect new reflecta bollard Victoria Traffic Lights, Margate	£1,981	Programmed for November construction
Michael Jarvis – Margate and Cliftonville	To install a zebra crossing and kerb build outs to improve pedestrian safety Ethelbert Crescent, Margate	£22,797.50	Consultation complete. To be programmed for construction in 2012
Chris Wells – Margate and Cliftonville	To install a zebra crossing and kerb build outs to improve pedestrian safety Ethelbert Crescent, Margate	£22,797.50	Consultation complete. To be programmed for construction in 2012
Michael Jarvis – Margate and Cliftonville	To install two new verge marker posts in Nash Road either side of the access to Salmestone Grange.	£86	Programmed for November construction
Chris Wells – Margate and Cliftonville	To install two new verge marker posts in Nash Road either side of the access to Salmestone Grange	£86	Programmed for November construction
Charles Hibberd-Birchington and The Villages	To install timber bollards in Kings Road in the existing grass verge to stop inconsiderate and dangerous parking near the Birchington Primary School	£914	To be programmed
Charles Hibberd-Birchington and The Villages	To install a new pedestrian dropped kerb where the existing footway ends near St Nicholas Church	£1225	To be Programmed

Michael Jarvis/Chris Wells	To resurface 100m ² of existing road surface, re-mark yellow hatching, re-mark white highlight marking and improve existing drainage		Programmed for February construction
Charles Hibberd-Birchington and The Villages	Install two new bend ahead warning triangles on approach to the Preston Road bend. Bend markings to be accompanied by 'slow' markings on carriageway	£1415	To be programmed
John Kirby- Ramsgate	To install 6 Manchester bollards on the southern side of Wellesley Court to stop inconsiderate parking. The existing block paving will need to be reinstated as part of the scheme	£1996.40	Consultation with residents to end 31 st Oct
Charles Hibberd-Birchington and The Villages	Install 2 new black and white fingerpost signs (cast aluminium) and mount on existing posts. Existing black and white post to be repainted.	£1113	Awaiting programme date
Elizabeth Green-Ramsgate	To install a new Ramsgate town sign on the Margate Road at the site where the existing Broadstairs sign is located	£687	Awaiting programme date
Charles Hibberd-Birchington and The Villages	Improve existing no HGV signs by including lighting units and re-siting signs in a more visible location. The Street at its junction with Plumstone Road and Crispe Road	£17034	To be programmed
Charles Hibberd-Birchington and The Villages	To install two new interactive signs in Tothill Street and Monkton Road, Minster	£7544	Consultation with residents to be carried out
Charles Hibberd-Birchington and The Villages	To introduce new unsuitable HGV's sign in Manor Road and The length, St Nicholas at Wade. Advanced no right/left turns for HGV's will also need installing advising larger vehicles that they cannot use Manor Road and The Length	£2196.55	To be programmed

ANNEX D4 – MAJOR CAPITAL PROJECTS

Location	Description	Budget	Status
East Kent Access Phase 2	Scheme to improve remaining sections of A299 and A256 to support East Kent	£87m	<p>Progress remains good and the new dual carriageway connecting the A299 to the A256 at Richborough was opened to traffic on 29 September 2011.</p> <p>Opening this section has enabled a 12 week temporary closure of the A256 near Lord of the Manor to allow safe and efficient construction of the new junction at Lord of the Manor.</p> <p>Completion of the dual carriageway alongside Kent International Airport is expected at the end of November 2011.</p> <p>Jacking of the underpass structure was completed on 24 August 2011 and, following reinstatement works, the level crossing in Cliffsend was re-opened on 19 October 2011.</p> <p>A public consultation was held in Cliffsend on 21 and 22 October 2011, seeking local views on traffic calming proposals for the old roads.</p> <p>Subject to the winter weather, the overall project, is on target for completion in spring 2012 – some 6 months ahead of schedule.</p>
Victoria Road, Broadstairs	Reinstatement of highway following subsidence on 23 December 2009.	£150,000	<p>KCC have been working with the loss adjusters responsible for the 6 properties that subsided. Two of the properties have been written off and the other 4 and the highway are to be reinstated using ground stabilisation methods.</p> <p>Jacobs have been appointed to oversee the grouting and have carried out further site investigation to determine the correct specification. The start date is yet to be agreed.</p> <p>Following the stabilisation Ringway will be carrying out the reconstruction of the highway.</p> <p>KCC will be coordinating all the work on the highway as the utilities will need to be involved. A meeting with the residents affected will be held once work the programme has been determined.</p> <p>Designs for the new layout of the highway have commenced now agreement has been reached with the property loss adjusters.</p>

THANET DISTRICT COUNCIL DECLARATION OF INTEREST FORM

Do I have a personal interest?

You have a **personal interest** in any business of your authority where it relates to or is likely to affect:

- a) An interest you must **register**.
- b) An interest that is not on your register, but where the well-being or financial position or you, members of your family (spouse; partner; parents; in laws; step/children; nieces and nephews), or people with whom you have a close association (friends; colleagues; business associates and social contacts that can be friendly and unfriendly) is likely to be affected by the business of your authority more than it would affect the majority of:
 - Inhabitants of the ward or electoral division affected by the decision (in the case of the authorities with electoral divisions or wards.)
 - Inhabitants of the authority's area (in all other cases)

These two categories of personal interests are explained in this section. If you declare a personal interest you can remain in the meeting, speak and vote on the matter, unless your personal interest is also a prejudicial interest.

Effect of having a personal interest in a matter

You must declare that you have a personal interest, **and the nature of that interest**, before the matter is discussed or as soon as it becomes apparent to you except in limited circumstances. Even if your interest is on the register of interests, you must declare it in the meetings where matters relating to that interest are discussed, unless an exemption applies.

When an exemption may be applied

An exemption applies where your interest arises solely from your Membership of, or position of control or management on:

1. Any other body to which you were appointed or nominated by the authority.
2. Any other body exercising functions of a public nature (e.g. another local authority)

Is my personal interest also a prejudicial interest?

Your personal interest will also be a **prejudicial interest** in a matter if all of the following conditions are met:

- a) The matter does not fall within one of the **exempt categories** of decisions
- b) The matter affects **your financial interests** or relates to a **licensing or regulatory matter**.
- c) A member of public, who knows the relevant facts, would **reasonably think your personal interest is so significant** that it is likely to prejudice your judgement of the public interest.

What action do I take if I have a prejudicial interest?

- a) If you have a **prejudicial interest** in a matter being discussed at a meeting, you must declare that you have a prejudicial interest as the nature of that interest becomes apparent to you.
- b) You should then leave the room, **unless members of the public are allowed to make representations, give evidence or answer questions about the matter**, by statutory right or otherwise. If that is case, you can also attend the meeting for that purpose.
- c) However, you must immediately leave the room once you have finished or when the meeting decides that you have finished (if that is earlier). You cannot remain in the public gallery to observe the vote on the matter.

d) In addition you must not seek to **improperly influence** a decision in which you have a prejudicial interest.

This rule is similar to your general obligation not to use your position as a Member improperly to your or someone else's advantage or disadvantage.

What if I am unsure?

If you are in any doubt, Members are strongly advised to seek advice from the Monitoring Officer or the Democratic Services Manager well in advance of the meeting.

DECLARATION OF PERSONAL AND, PERSONAL AND PREJUDICIAL INTERESTS

MEETING

DATE..... **AGENDA ITEM**

IS YOUR INTEREST:

PERSONAL

PERSONAL AND PREJUDICIAL

NATURE OF INTEREST:

.....
.....
.....

NAME (PRINT):

SIGNATURE:

Please detach and hand this form to the Committee Clerk when you are asked to declare any interests.