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Date: 5 March 2012
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JOINT TRANSPORTATION BOARD

15 MARCH 2012

A meeting of the Joint Transportation Board will be held at **7.00 pm on Thursday, 15 March 2012** 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 - 10)

To approve the Minutes of the Joint Transportation Board meeting held on 23 November 2011, copy attached.

3a **MATTERS ARISING** (Pages 11 - 12)

Schedule attached

4. **EAST KENT ACCESS PHASE 2 - TRAFFIC MANAGEMENT MEASURES ALONG DE-CLASSIFIED ROADS** (Pages 13 - 20)

Plans will be display in the Council Chamber from 6.45 pm and there will be an adjournment of the meeting for approximately 10 minutes to allow Members to study the plans

- | <u>Item No</u> | <u>Subject</u> |
|----------------|---|
| 5. | <u>WESTWOOD ROAD: A256 WESTWOOD ROAD WIDENING - RESULT OF CONSULTATION</u> (Pages 21 - 28) |
| 6. | <u>NORTHWOOD ROAD/WESTWOOD ROAD, BROADSTAIRS - PEDESTRIAN AND CYCLE SAFETY SCHEME</u> (Pages 29 - 34) |
| 7. | <u>NEWINGTON ROAD, RAMSGATE - PROPOSED ZEBRA CROSSING - MHF SCHEME - RESULTS OF CONSULTATION</u> (Pages 35 - 38) |
| 8. | <u>HIGH STREET, ST LAWRENCE, RAMSGATE - PROPOSED ZEBRA CROSSING - MHF SCHEME - RESULTS OF CONSULTATION</u> (Pages 39 - 42) |
| 9. | <u>MONKTON ROAD AND TOTHILL STREET, MINSTER - PROPOSED INTERACTIVE SIGN - MHF SCHEME</u> (Pages 43 - 46) |
| 10. | <u>KENT FREIGHT ACTION PLAN</u> (Pages 47 - 52) |
| 11. | <u>HIGHWAY WORKS PROGRAMME 2011/12</u> (Pages 53 - 60) |
| 12. | <u>A COMMON SENSE PLAN FOR SAFE AND SENSIBLE STREET LIGHTING</u> (Pages 61 - 66) |
| 13. | <u>TRAFFIC MANAGEMENT - PARKING AND WAITING RESTRICTIONS - THANET</u> (Pages 67 - 94) |
| 14. | <u>POSC REPORTS FROM MEETING HELD ON 22 NOVEMBER 2011</u> |
| 14a | <u>A SENSIBLE APPROACH TO SUPPORTED BUS SERVICES</u>
http://democracy.kent.gov.uk/documents/s27704/Item%20C4%20-%20Supported%20Bus%20Services.pdf |
| 15. | <u>POSC REPORTS FROM MEETING HELD ON 12 JANUARY 2012</u> |
| 15a | <u>HIGHWAY MANAGEMENT CENTRE AND HIGHWAY NETWORK MANAGEMENT</u>
http://democracy.kent.gov.uk/documents/s29334/Item%20C1%20-%20HMC%20and%20Highway%20Network%20Management.pdf |
| 15b | <u>HIGHWAYS AND TRANSPORTATION ENTERPRISE TERM MAINTENANCE CONTRACT</u>
http://democracy.kent.gov.uk/documents/s29340/Item%20C3%20-%20HT%20Enterprise%20Term%20Maintenance%20Contract.pdf |
| 15c | <u>GROWTH WITHOUT GRIDLOCK - UPDATE</u>
http://democracy.kent.gov.uk/documents/s29342/Item%20C5%20-%20Growth%20without%20Gridlock%20-%20Update.pdf |
| 16. | <u>DATE OF NEXT MEETING</u>
The next meeting of the Board will be held at 7.00 pm on Thursday, 14 June 2012. |

Declaration of Interest form - back of agenda

JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 23 November 2011 at 7.00 pm in Council Chamber, Cecil Street, Margate, Kent.

Present: Councillor Harry Scobie (Chairman); Councillors Burgess (Kent County Council), Aldred, Alexandrou, S Hart, 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)

In Attendance: Councillors Fenner, Johnston, C Hart, Poole & W Scobie, Paul Valek, District Manager, Kent County Council - Highways & Transportation
Katie Lewis, Drainage Manager, Kent County Council - Highways & Transportation
Robin Chantrill-Smith, Civil Enforcement Manager, Thanet District Council

WELCOME TO PARISH COUNCILLOR SHEILA BRANSFIELD

The Chairman extended a welcome to Parish Councillor Sheila Bransfield as newly appointed Parish and Town Council representative to the Board.

26. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Ezekiel, Savage & Sullivan.

27. DECLARATIONS OF INTEREST

There were no declarations of interest.

28. MINUTES OF PREVIOUS MEETING

On the proposal of Councillor Tomlinson, seconded by Councillor Hayton, the minutes of the meeting held on 6 September 2011 were approved and signed by the Chairman.

29. MATTERS ARISING

(a) Decision-making process

(Minute No. 16a of previous minutes refers)

Paul Valek, District Manager, pointed out that, although Kent County Council, Highways & Transportation (KCC – H&T) always valued and fully considered, and generally acted upon, the views of the Board, there were occasions where, for reasons such as budget restriction, legislation, lack of support from other stakeholders, engineering or practicality issues, decisions had to be referred to senior management level within Kent County Council.

He stated that, as an advisory body, the Board had no decision-making powers and that the existing Agreement on Joint Transportation Boards between Kent County Council and District Councils was currently being reviewed in order to provide further clarity and guidance on the decision-making process.

NOTED

(b) **Petition for a Pelican Crossing - Hereson Road, Ramsgate**

(Minute No. 18 of Previous minutes refers)

Paul Valek reported that:

- a) Owing to the location of the existing zebra crossing, it was not possible to replace it with a pelican crossing;
- b) Councillors Bayford & Hayton had both expressed interest in funding improvements to the zebra crossing through their Member Highway Fund allocation;
- c) Proposed improvements included upgrading the existing beacons to modular lit posts and enhanced enforcement in the area;
- d) If the scheme was progressed, reports would be submitted to the Board in the future.

Speaking under Council Procedure Rule 24.1, Councillor Fenner stated that residents were very concerned about the safety of residents, in particular, school children, when using the zebra crossing.

Councillor Fenner referred to:

- a) Factors which made the road unsafe:
 - History of dangerous driving;
 - History of heavy traffic, as evidenced by the area having recently been identified as a possible Area for Air Quality Management;
 - History of indiscriminate parking at the zebra crossing.
- b) The history of accidents in the area, including one fatality.

She suggested that, in the interests of safety, pedestrian guardrails should be provided at the crossing, on the Tesco Store side of the road.

Paul Valek, who pointed out that modular lit posts should significantly enhance the visibility of the zebra crossing, took those comments on board, and undertook to:

- a) look into the possibility of installing guardrails at the crossing;
- b) provide costings for guardrails to Councillors Bayford and Hayton.

(c) **Petition - St Mary's Avenue, Margate- Parking on verges**

(Minute No. 19 of previous minutes refers)

It was **NOTED** from Paul Valek, District Manager that:

- a) Councillors Jarvis & Wells had agreed, by means of their Member Highway Fund allocation, to install bollards to prevent parking on the verge and footway;
- b) letters had been sent to residents of St Mary's Avenue on 18 October 2011, advising them of the proposals; and

- c) scheme approval by Members and feedback from residents were currently awaited.

Councillor Wells asked for an update on the parking of vans and trucks on the grass verge at Friendly Close (Page 4 of the minutes refers). Paul Valek undertook to provide an update at the next Board meeting.

(d) **Union Row, Margate**

(Minute No. 22c of previous minutes refers)

It was **NOTED** from Paul Valek, District Manager, that:

- a) KCC – H&T had attempted to contact the landowners of College Square, Margate, with a view to obtaining permission to install a new dropped kerb to their footway but that, to date, no response had been received;
- b) site notices would be erected to advise landowners to contact KCC – H&T and report any objections they might have in relation to the proposed improvements;
- c) the scheme had been designed and costed, and information submitted to Councillors Jarvis & Wells for approval and to enable part funding to be discussed with Dr Henry;
- d) once financial agreement had been reached, a programme date would be identified.

Councillor Johnston spoke under Council Procedure Rule 24.1 and, in doing so, offered to help in contacting College Square landowners.

(e) **Works by Southern Gas Network (SGN)**

(Minute No. 22f of previous minutes refers)

Paul Valek, District Manager, provided updates as follows:

- a) **Harbour Street, Broadstairs:** The Roadworks Team was unaware of any agreement to halt works for a period of five years. A six-month Order to prevent programmed works had been in place since 1 October 2011 but any emergency works arising would proceed.
- b) **Tothill Street, Minster:** Proposed surfacing works had been suspended, owing to SGN's scheduled mains replacement for the length of Tothill Street. **All** works had now been put on hold pending completion of Phase 2 of the East Kent Access Road Scheme.

Councillor Hibberd asked that Highways and Transportation keeps pressure on SGN at a County level. Noted by Paul Valek.

(f) **High Street Margate (from Marine Gardens to Grosvenor Hill) - Speeding Traffic & Anti-Social Driving**

(Minute No 23 of previous minutes refers)

It was **NOTED** from Paul Valek, District Manager, that:

- a) any proposal for Upper High Street, Margate, such as full pedestrianisation or traffic calming, must be dealt with separately from the proposal to reduce the

speed limit from 30 mph to 20 mph, with support being evidenced both locally and budgetary;

- b) Highways and Transportation would not look to consult on something which they could not fund owing to criteria for spend being based on personal injury crash data.
- c) District Councillors might wish to lobby for support through petition, leaflet and letter drop, but the issue of funding would always remain.

(g) **Garlinge Junior School - Request for 20 mph zone**

Details recorded at Minute No. 46 below.

30. PETITION - CAR PARKING, KENT GARDENS, BIRCHINGTON

It was proposed by Councillor Wells, and seconded by Councillor Bayford, that Recommendation 5.1 of the Report be adopted:

“That the lead petitioner be advised that no further action can be taken at this time and of the application processes available for residents’ parking schemes and white vehicle access markings”.

Councillor Hibberd pointed out that minor collisions had occurred on Kent Gardens and drivers could easily misjudge the width of vehicles when it was dark.

On being put to the vote, the motion was declared CARRIED, Councillor Hibberd abstaining.

31. PETITION - ROAD SAFETY IN THE VICINITY OF ST GREGORY'S PRIMARY SCHOOL AND THE SALMESTONE WARD

During consideration of the report, Members made reference was made to:

- a) indiscriminate parking which occurred at zig-zag lines at traffic lights;
- b) need for enhanced enforcement of parking restrictions;
- c) a fatality having occurred at Tivoli Park Avenue.

In answer to a query, Robin Chantrill-Smith, Civil Enforcement Manager, assured Members that the area was patrolled regularly, and on a rota basis with other schools, particularly between 3.00 pm & 3.30 pm.

It was proposed by Councillor Wells, and seconded by Councillor Hayton, that Recommendation 5.1 of the Report be adopted, namely:

“That the lead petitioner be advised that no further action can be taken at this time”.

On being put to the vote, the motion was declared CARRIED.

32. PETITION - CAR PARKING IN ADDISCOMBE ROAD, MARGATE

During consideration of the report, it was noted that:

- a) a consultation on a Thanet District Council Parking Review, which would include parking issues in the vicinity of the QEQM Hospital, was due to take place by March 2012.

- b) difficulties were experienced by the local “Lollipop Lady” in getting children safely across the road, owing to traffic management issues;
- c) Councillors Jarvis and Wells were willing to commission a speed survey in the area, using their Member Highway Fund allocation.

It was proposed by Councillor Wells and seconded by Councillor S Tomlinson:

“That the lead petitioner be advised of:

- a) the forthcoming Thanet District Council Parking Review Consultation;
- b) the speed survey which Councillors Jarvis & Wells were commissioning through use of the Member Highway Funding allocation.”

On being put to the vote, the motion was declared CARRIED.

33. DRAINAGE UPDATE

Katie Lewis, Drainage Manager, provided a verbal update as follows:

- a) **Harbour Parade & Seafront, Ramsgate:** KCC – Highways & Transportation (H&T) had been liaising with Southern Water on a regular basis regarding a number of sewerage leaks that had occurred as a result of system blockages. Currently, there was no work outstanding but the situation would continue to be monitored. As had been agreed with Councillor E Green, H&T would map the system to identify any breaks, blockages or absent connections.
- b) **Westbrook Avenue, Margate:** Following the discovery of a void in October 2011, works been undertaken under an emergency road closure to re-build the system. The problem had now been resolved.
- c) **Staffordshire Street, Ramsgate:** Subsequent to a system collapse in October 2011, an emergency road closure had been put in place, enabling the system to be rebuilt.
- d) **Drainage Cleansing, including Margate High Street:** Since September 2011, H&T had attended 183 roads in Thanet. Of those, 86 had been completed. Re-attendance of others was required primarily because parked cars were obstructing the gullies or the drain covers were jammed and needed to be removed and replaced.

Work was currently being programmed and re-attendances would take place at the earliest opportunity.

A number of roads were outstanding on the basis of requiring attendance out of hours. Those included Ramsgate and Margate High Streets, which H&T aimed to attend prior to Christmas 2011.

H&T were currently planning their maintenance programme for January to March 2012. If there were specific locations that Members wished to be attended, these would be accommodated as far as possible providing that the efficient delivery of the programme would not be compromised.

That programme was currently with Kent County Council Contact Centre, and it was expected that information would “go live” before Christmas. Data would be updated on a weekly basis.

In answer to queries from Members, Katie Lewis stated that:

- a) where vehicles were parked over a blocked drain, H&T would generally carry out a local "letter drop";
- b) In Maidstone, there was effective joint working between KCC – H&T and the local Council, enabling enforcement of parking restrictions and H&T works to take place at the same time. Thanet District Council may wish to participate in a similar joint scheme;
- c) Currently, eleven Cleansing Crews were deployed across Kent. They were moved around to respond to greatest need.

Katie Lewis was thanked for her update.

34. A256 WESTWOOD ROAD, BROADSTAIRS - PROPOSED HIGHWAY IMPROVEMENT SCHEME

It was proposed by Councillor Wells, seconded by Councillor Bayford and **RESOLVED** that the recommendation at Paragraph 5.1 of the report be adopted:

"That the scheme shown on drawings 10-ITS-TH-02-003 to 006, Annex 1 to the report, is approved for consultation, and, if no objections are received, approved for construction".

Tribute was paid to KCC H&T on the marked improvements brought about by the first phases of the Westwood Transport Plan.

35. CONNAUGHT GARDENS, MARGATE - PARKING RESTRICTIONS, MEMBER HIGHWAY FUND SCHEME - RESULTS OF CONSULTATION

Paul Valek, District Manager, outlined the results of the Traffic Regulation Order (TRO) consultation, as follows:

10, in favour; One, against; and 2, unsure.

It was proposed by Councillor Wells, seconded by Councillor Hayton and **RESOLVED** that the recommendation at Paragraph 4.1 of the report be adopted:

"That, based on the results of the TRO Consultation, the scheme, funding for which would be fully delivered by Councillors Jarvis and Wells, proceeds as outlined".

36. MARGATE HIGH STREET - 20 MPH SPEED LIMIT, MEMBER HIGHWAY FUND SCHEME - RESULTS OF CONSULTATION

Paul Valek outlined the results of the Traffic Regulation order (TRO) consultation as follows:

6, in favour; 2, against; and One, not sure.

Speaking under Council Procedure Rule 24.1, Councillor Johnston made reference to the particular danger at the junction of New Street with High Street. Whilst welcoming the funding for a reduced speed limit, she was of the view it would have been economically beneficial to proceed with a pedestrianisation consultation at the same time as the TRO consultation.

It was proposed by Councillor Wells, seconded by Councillor Bayford and **RESOLVED** that the recommendation at Paragraph 4.1.4 of the report be adopted:

“That the 20 mph scheme proceeds as outlined”.

37. READING STREET, BROADSTAIRS - 20 MPH SPEED LIMIT, MEMBER HIGHWAY FUND - RESULTS OF CONSULTATION

Paul Valek, District Manager, outlined the results of the Traffic Regulation Order (TRO) consultation as follows:

2, in favour; One, against; and None, not sure.

It was proposed by Councillor Hayton, seconded by Councillor Bayford and **RESOLVED** that the recommendation at Paragraph 4.1 be adopted:

“That, based on the results of the TRO consultation, the scheme, funding for which is to be fully delivered by Councillor Hayton, proceeds as outlined.

38. NETHERCOURT HILL, RAMSGATE - 30 MPH SPEED LIMIT, MEMBER HIGHWAY FUND - RESULTS OF CONSULTATION

Paul Valek, District Manager, outlined the results of the Traffic Regulation Order (TRO) consultation as follows:

7 for; One against; and None, not sure.

Councillor E Green stated that residents had contacted her on a number of occasions to express support for the proposed scheme.

It was proposed by Councillor Wells, seconded by Councillor E Green and **RESOLVED** that the recommendation at Paragraph 4.1 of the report be adopted:

“That, based on the results of the TRO consultation, the scheme, funding for which is to be fully delivered by Councillor E Green, proceeds as outlined.

The view was expressed that the illuminated speed limit was currently at the wrong location. Paul Valek recommended that Members continue to have conversations with Kelley Garrett, Traffic Engineer, regarding that issue.

CONSULTATION RESULTS

Concern was expressed at the very low number of respondents to the consultations referred to at Minutes Nos. 35 to 38 above.

Paul Valek, District Manager, confirmed that, in each case, the consultation process had been: notices put up on site; letters to residents by letter drop; and advertisement in press.

39. TRAFFIC MANAGEMENT - RESIDENTS PARKING

(a) Queens Gardens, Broadstairs

It was proposed by Councillor Bayford and seconded by Councillor Wells, that Recommendation at Paragraph 5.1 be adopted:

“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”.

On being put to the vote, the motion was declared CARRIED.

(b) **Cannonbury Road, Ramsgate**

It was proposed by Councillor Kirby, seconded by Councillor Wells and **RESOLVED** that the recommendation at Paragraph 5.1 of the report be adopted:

“That this street be reviewed as part of the next annual review”.

(c) **Crescent Road, Margate**

It was proposed by Councillor Wells, seconded by Councillor Bayford and **RESOLVED**:

“That Option 1 – ‘Take no further action’ (as outlined at Para 3.1 of the report) be adopted”.

40. ANDREW'S PASSAGE, MARGATE - GUARDRAIL AND FOOTWAY

Councillor Johnston, who spoke under Council Procedure Rule 24.1, expressed the view that Option 2 – “Like for like” Permanent Repairs – should be adopted.

In response to a query from Councillor Wells, Paul Valek, District Manager, undertook to investigate ways to raise the surplus funding required for Option 2 and report back to the Board.

It was proposed by Councillor Wells and seconded by Councillor Bayford that Recommendation in Paragraph 6.1 be adopted:

“That temporary measures (for a period not exceeding two years) be effected to allow Andrew’s Passage to remain open and enable a subsequent decision to be made to close the route or carry out permanent remedial work”.

On being put to the vote, the motion was declared CARRIED.

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

Speaking under Council Procedure Rule 24.1, Councillor Johnston referred to joint working that had taken place between Kent County Council and Thanet District Council when railings had previously been refurbished.

Harvey Patterson, Corporate & Regulatory Services Manager, Thanet District Council, outlined reasons to support his view that Kent County Council had responsibility for the maintenance of “Type B” railings.

Paul Valek, District Manager, asked that the legal views of Thanet District Council be submitted to Kent County Council Legal Services in writing.

The ongoing investigations by Kent County Council and Thanet District Council were **NOTED** by the Board.

42. NEW STAFF ARRANGEMENTS IN KENT COUNTY COUNCIL - HIGHWAY AND TRANSPORTATION

The report was **NOTED**.

43. LOCAL WINTER SERVICE PLAN

In response to a query from Councillor Hibberd, Paul Valek, District Manager, undertook to circulate copies of the Winter Service Plan to Parish Councils.

The Board **NOTED** the Plan.

44. HIGHWAY WORKS PROGRAMME 2011/12

The Programme was **NOTED**.

45. POSC REPORTS FROM MEETING HELD ON 27 SEPTEMBER 2011**(a) Reducing Congestion - Management of Roadworks**

NOTED

(b) Winter Service Policy 2011/12

NOTED

(c) Winter Service Appendix 1 - Winter Service Policy Statement

NOTED

46. GARLINGE JUNIOR SCHOOL - REQUEST FOR 20 MPH ZONE

(Minute No. 29g above refers)

It was **NOTED** from Paul Valek, District Manager, that:

- a) at the meeting of the Garlinge Residents Association, held on 17 October 2011, the ladies who operated the school crossing patrol at Garlinge Junior School had requested the introduction of a 20 mph speed limit;
- b) Councillor Gregory had requested that this request should be considered at a future meeting of the Board, possibly March 2012;
- c) there was an existing scheme, which had been publicly consulted upon, to address road safety at this junction;
- d) The Head Teacher and local "Lollipop Lady" had expressed support for the scheme when the Engineers had recently met with them;
- e) the scheme, for which funding was available, was due to commence on 5 December 2011.

47. DATE OF NEXT MEETING

It was **NOTED** that the next meeting of the Board would be held at 7.00 pm on Thursday, 15 March 2012.

Meeting concluded : 8.56 pm

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**MEETINGS ARISING FROM THE JOINT TRANSPORTATION BOARD
MEETING, HELD 23 NOVEMBER 2011**

**Verbal Updates to be provided by Paul Valek, District Manager, Kent County Council –
Highways & Transportation**

To cover:

Minute No.	Subject
29a	Petition for a Pelican Crossing – Hereson Road, Ramsgate
29c	Petition – St Mary's Avenue, Margate – Parking on verges (Friendly Close)
46	Garlinge Junior School – Request for 20 mph zone

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To: Thanet Joint Transportation Board
By: Head of Programmed Works Service
Date: 15 March 2012
Subject: East Kent Access Phase 2 – Traffic Calming Along Declassified Roads
Classification: For Decision

Summary: Proposals for traffic management and traffic calming measures along the former A299 and A256 primary routes following the opening of East Kent Access Phase 2

1.1 Background

1.1.1 The route of East Kent Access Phase 2 (EKA2) was the only realistic scheme available because on-line improvements would have required extensive property demolition along the A299 and encroachment into the Pegwell Bay RAMSAR nature conservation area along the A256. It was supported by about 80% of local residents but the inherent disadvantage is that the main traffic movements would be less direct and slightly longer, and there was an understanding that some form of traffic calming would be required along the old roads (see Appendix 1).

1.2 Overview of A299 Canterbury Road West through Cliffsend

1.2.1 The existing A299 through Cliffsend north has been a concern because of the high volume of traffic, especially HGV's, which compromise safety and create severance. There is an existing 30 mph speed limit through the village which is emphasised by an interactive speed sign. Motorists have difficulty accessing the A299 from the south of the village where three roads connect to the main road on steep gradients. There is also a bus service along this route that serves the residents of Cliffsend north.

1.2.2 This section of road is an obvious short cut to and from Lord of the Manor and is of greatest concern as a potential rat run.

1.3 Overview of A256 Sandwich Road through Cliffsend

1.3.1 The A256 through Cliffsend south has a much more open aspect with views across Pegwell Bay and the recreational areas near the Viking Ship. Large volumes of traffic create delays for motorists and those who wish to access the road from the village and from frontage properties. The character of the road is different to the A299 and there are some small businesses including a petrol service station, a public house and a seasonal café. There is an existing 40 mph speed limit through the built up area that is in keeping with the nature of the road.

- 1.3.2 This section of road should be less attractive than the A299 to rat running but the recreational nature of the route does make it an option for motorists, although some continued use could help the small businesses. The main concern is that with less traffic, vehicle speeds will increase especially along the southerly downhill section.

1.4 Traffic Calming Objectives.

- 1.4.1 The main objectives of traffic calming at Cliffsend is to discourage through traffic from using the old roads, to encourage the use of the new dual carriageway and to make the road safe by discouraging inappropriate speeds.
- 1.4.2 The above objectives can be achieved by installing a significant amount of traffic calming but experience has shown that this rarely enjoys universal support and is of course very expensive. EKA2 already requires significant funding support from KCC and in the current economic climate it is particularly important to avoid unnecessary cost or carry out work that subsequently proves to be abortive. The proposed strategy is to not prejudge the issues but to install 'low risk' measures and then monitor their effectiveness.
- 1.4.3 Although expenditure on traffic calming at Cliffsend is perceived as essential, it would be inappropriate to over provide for a village that will now have a bypass when there may be more compelling demands for traffic calming elsewhere in the County.

1.5 Options Considered

- 1.5.1 The most effective measure is to sever both roads at suitable locations. However, there are regular bus services that would no longer be able to serve Cliffsend if either or both roads were closed. The old roads are also required to be used as alternative routes during overnight maintenance operations along the new section of dual carriageway through the underpass under Foads Hill. The Police are also of the view that the old roads should serve as a much needed relief route in the event of a traffic incident along the new road.
- 1.5.2 Any form of road closure would also require vehicle turning areas and provision to serve large vehicles would require land acquisition that could be prohibitively difficult and expensive.
- 1.5.3 There are sound reasons for not closing either road due to the various bus routes that serve the area, including school buses. Adverse public reaction to closure of the A256 during late 2011, while reconstructing Lord of the Manor junction, highlighted the importance of the bus services to Cliffsend. These services are particularly important for the village that has a high proportion of elderly residents.
- 1.5.4 Various Traffic Regulation Orders (TRO's) were considered, such as 'prohibition of all vehicles except for access', installation of bus lanes, and various speed limits. Consultation with the Police identified difficulties with enforcement and so it was not practical to pursue these options.

- 1.5.5 An Order prohibiting Heavy Goods Vehicles (HGV's) from using either road, except for access is supported by the Police and this is already being progressed as it should be uncontroversial and desirable to have in place when EKA2 opens. However, should there be any objections to the Order prohibiting HGV's this will be reported verbally at the Board meeting.
- 1.5.6 It is recognised that, with a large proportion of continental lorries using the two primary routes, and with satellite navigation systems now being widely used, HGV's are still likely to be directed along the old roads in the short term. To help discourage such use it is proposed to install non standard 'Do Not Follow Sat Nav' signing, which has been successfully trialled elsewhere, to mitigate this problem. This should help discourage many vehicles, and not just HGV's, from continuing their journey through Cliffsend village.

1.6 Proposals for Public Consultation

- 1.6.1 Proposals were prepared by Jacobs for consultation purposes and which took account of initial discussions with the key stakeholders and these plans will be on display at the Board meeting.
- 1.6.2 The designs propose similar treatment on each approach to the village and with coloured surfacing at each end to highlight the changing character of the road together with the HGV restrictions.
- 1.6.3 Each approach has an initial gateway feature located on the outskirts of the village with kerb build outs to narrow the road, red surfacing and priority signing. There is then a further gateway feature closer to the built up area with red rumble surfacing, kerb build outs to narrow the road again, red surfacing and priority signing. Signing gives priority to those vehicles leaving the village, while those entering the village are required to 'give way'. Village signs will be incorporated into one of the gateways on each approach.
- 1.6.4 The A299 eastbound approach to the village is proposed to have red rumble surfacing on the approaches to both gateways.
- 1.6.5 Traffic speed restrictions were discussed and agreed with the Police. Gateway locations have been coordinated with the speed restrictions and speed limit signing is included in the gateway signing design as appropriate.
- 1.6.6 The existing 30mph speed limit along the A299 Canterbury Road West is proposed to be reinforced with '30' roundel road markings along the carriageway. The existing 40mph speed limit along the A256 Sandwich Road is also proposed to be reinforced with '40' roundel road markings along the carriageway.
- 1.6.7 Traffic Regulation Orders (TRO's) will need to be progressed to coordinate the new speed restrictions with those that already exist. Any objections received to these Orders could potentially frustrate delivery and the Board is asked to endorse a means of addressing any objections received.

1.7 Public Consultation

- 1.7.1 Public consultation was held at Cliffsend Village Hall on Friday evening 21 October 2011, and Saturday morning 22 October 2011. It was well attended with 166 residents signing in, 92 of whom submitted comment sheets. Jacobs' Consultation Report will be available at the JTB meeting
- 1.7.2 The draft proposals outlined above were exhibited to the public who were asked to comment on the proposals and to add any suggestions for alternative features they would like to see, should further measures need to be considered.
- 1.7.3 There was a clear majority in support of the draft proposals with 66% being in favour, 10% expressing no preference, 20% against and 4% unmarked. 49% expressed a view that they doubted if the measures would adequately address the problems perceived, and this probably influenced their scoring.
- 1.7.4 A resident who had studied various publications on traffic calming was advocating table ramps as being the most effective form of traffic calming. He subsequently embarked upon a post consultation exercise in liaison with the residents association. Although feedback questionnaires from his work have been considered by Jacobs, they have advised that this additional consultation did impose some bias on public opinion.
- 1.7.5 The most commented upon issue was the speed limit of 40 mph along the A256 Sandwich Road where more than one third of residents considered 30 mph to be more appropriate. However, given the open aspect of the road, the Police would be unwilling to support such a speed limit without further 'self enforcing' traffic calming measures.
- 1.7.6 A variety of other traffic calming measures were suggested with almost a quarter of residents requesting additional kerb build outs. A variety of other measures and provisions were suggested but only 1 in 15 suggested any vertical deflection perhaps reflecting the unpopularity of such forms of traffic calming.

1.8 Further Consultation with Stakeholders

- 1.8.1 Much of the discussion with key stakeholders occurred prior to finalising the exhibition plans and it was their initial comments that helped shape the proposals. As they had not been given the opportunity to comment upon the latest proposals, a further consultation by letter was carried out. Details included the exhibition plans and a summary of the feedback from residents.
- 1.8.2 Key stakeholders included:- South East Coast Ambulance, Kent Fire and Rescue, Kent Police, Bus Operators, KCC Highways & Transportation and Kent International Airport (KIA). The Parish Council and Residents Association have been consulted throughout.
- 1.8.3 The Police were supportive of the proposals but, as expected, they would not support a reduced speed limit along Sandwich Road without 'engineering' a

solution that would make the lower speed limit self enforcing. They also considered additional kerb build-outs would only be necessary in conjunction with a reduced speed limit.

- 1.8.4 Stagecoach indicated a wish to upgrade their existing bus stops from lay-bys to 'on street' bus stops. This would itself be a form of traffic calming that could be looked into should further traffic calming be considered necessary.
- 1.8.5 KIA had no objections to the proposals or to any additional measures suggested by residents.

1.9 Conclusions

- 1.9.1 The traffic calming proposals as consulted upon would appear to be a favoured, non-controversial provision. There was no strong representation for any other specific form of traffic calming other than for a reduced speed limit along Sandwich Road.
- 1.9.2 Residents' comments that "the measures are unlikely to be adequate" indicates that they would like something else done, yet they appear unable to be specific. This could be because it is a perceived problem or, alternatively, it is because there is nothing suitable that they would like.
- 1.9.3 This seems to indicate a general acceptance to address the problem in stages by first constructing the traffic calming as exhibited, and then to carry out monitoring to test the effectiveness and to identify any problems for further consideration.

1.10 Programme

- 1.10.1 Subject to the views of the Board and the Cabinet Member's approval, the ideal time for constructing traffic calming measures is as soon as possible following the opening of the East Kent Access Phase 2 scheme that is currently programmed for late April 2012.
- 1.10.2 It is known that Southern Gas Networks are keen to carry out works along the old A299 that have been deferred until EKA2 was open, and this work could be coordinated with the traffic calming.
- 1.10.3 There is therefore some uncertainty on timing but the aim would be to carry out the works as soon as possible. Depending on programme and commercial considerations the work may be carried out by either the EKA2 contractor or our Term Maintenance Contractor, Enterprise.

1.11 Financial Implications

1.11.1 The estimated cost of the traffic calming proposals and operational monitoring is £195k and this is included within the overall EKA2 project budget. There is no formal budget as such for any further measures because KCC will have liability for any costs and if further measures are considered necessary then they will need to be considered on their merits, with due consideration of the wider objectives of the East Kent Access Phase 2 scheme.

1.12 Recommendation

1.12.1 Subject to the views of this Board, it is proposed to **RECOMMEND** to the Cabinet Member for Environment, Highways and Waste that approval be given:

- i) to implement the traffic calming measures shown on Drg. No's 331700/TC/001 to 004 inclusive.
- ii) to assess the operational effectiveness of the traffic calming proposals and to report back to this Board six months after implementation.
- iii) that if valid written objections are received to Traffic Regulation Orders, the Area Manager, in consultation with the Chairman of this Board and the Cabinet Member for Environment, Highways and Waste, give consideration to the objections and make a decision whether or not the TRO should be introduced.

Background documents:

Drg. No's 331700/TC/001, 331700/TC/002, 331700/TC/003 and 331700/TC/004 on display at the JTB meeting.

Public consultation Report - Jacobs January 2012 titled "Cliffsend Traffic Calming - Consultation Report"- To be available at the JTB meeting.

Appendices

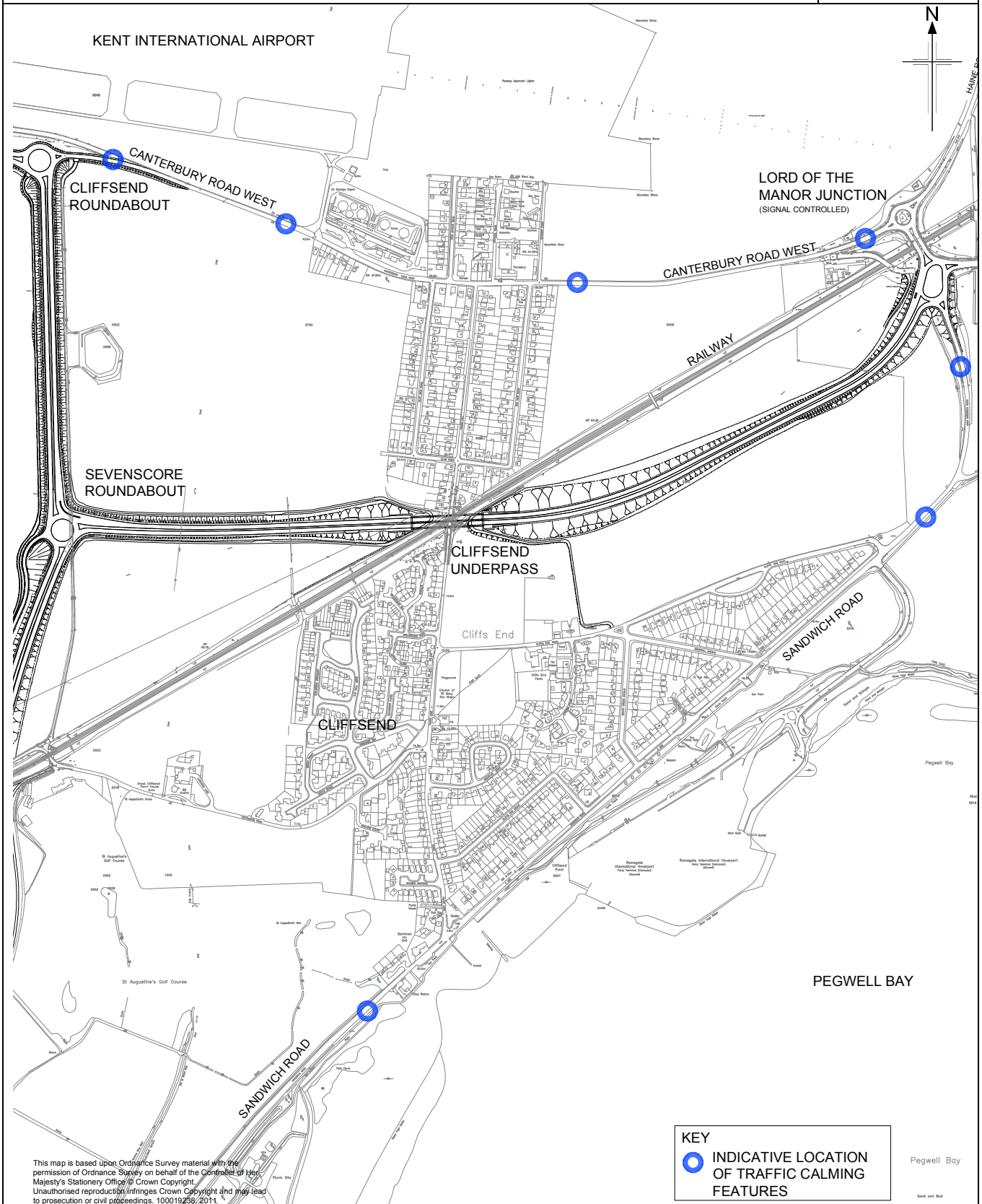
Appendix 1 – Figure 1- Plan of Traffic Calming Locations

Contact officer:

Geoff Cripps

Tel: 01622 696880

CLIFFSEND TRAFFIC CALMING



Highways & Transportation

Thanet Joint
Transportation
Board

AGENDA ITEM No. 1

DATE of MEETING:
15 March 2012

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A256 WESTWOOD ROAD BROADSTAIRS: PROPOSED HIGHWAY IMPROVEMENT SCHEME

To: **Thanet Joint Transportation Board – 15th March 2012**

Main Portfolio Area: *KCC – Enterprise & Environment*

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

Classification: **Unrestricted**

Ward: **St Peters**

Division: **Broadstairs & Sir Moses Montefiore**

Summary: Kent County Council are promoting a highway improvement scheme for A256 Westwood Road Broadstairs. On 23rd November 2011 the Members of this Board approved proposals for consultation purposes (and construction in the event of no objections being received). This report details the results of that consultation.

For Decision

Please Note: This report is incomplete as the consultation runs to 12th March. Details of the consultation results will be provided as a hard copy at the meeting of this Board on 15th March, along with the subsequently revised plans.

1.0 Introduction and Background

- 1.1 Members may recall that an overall Westwood Transport Plan was approved by this board on 30th September 2010. The plan sets out a package of proposed highway improvements aimed at addressing the increasing levels of traffic congestion by providing a choice of routes, increasing road capacity, improving traffic flow and improving pedestrian and cycle connectivity and safety.
- 1.2 Work has started on implementing the first phases of the Westwood Transport Plan. In 2010 pedestrian and cycle facilities were constructed on the A254 Margate Road between the Hare and Hounds traffic signals and Invicta Motors. In 2011, widening of the A254 Margate Road took place to provide two lanes in each direction between the Westwood roundabout and the superstores roundabout. Pedestrian and cycle facilities were also improved as part of this.
- 1.3 On 23rd November 2011 Members of this Board approved proposals for the next phase of improvement. This involves the widening of A256 Westwood Road on the approach to the Westwood roundabout; the provision of a right turn lane into Poorhole Lane and further improvements to pedestrian and cycle facilities. Approval was given to take these proposals to public consultation and progress with construction in the event of no objections being received. The approved plans are included in Annex 1 to this report.
- 1.4 KCC Highways & Transportation carried out the public consultation during February and March 2012. The deadline for responses to be received by KCC was 12th March

2012. Over 100 consultation packs were distributed to local residents & businesses; Local County & District Councillors and key organisations including the emergency services. Consultees were asked if they understand and support the proposals and were given an opportunity to provide comment. In addition to consultation packs being distributed to the above, details were provided on line at www.kent.gov.uk/khsconsult and public notices were put up on site.

- 1.5 The consultation drawings have been amended taking into consideration the comments received during that consultation. Please see Annex 3 for the revised plans.

2.0 Results of Consultation

- 2.1 A total of ?? responses have been received.

Yes	No	Not Sure	Did not indicate a preference

- 2.2 A summary of the comments received can be seen in Annex 2.

3.0 Recommendation

- 3.1 That Members of this Board approve revised plans (as detailed in Annex 3) for detailed design and construction.

Contact Officer:	<i>Kelly Garrett (Engineer), Kent County Council - 08458 247 800</i>
Reporting to:	<i>Tim Read (Head of Highway Transportation), Kent County Council - 08458 247 800</i>

Annex List

<i>Annex 1</i>	<i>Consultation Plans as approved by JTB Members on 23rd November 2011</i>
<i>Annex 2</i>	<i>Summary of consultation comments</i>
<i>Annex 3</i>	<i>Revised Plans for approval</i>

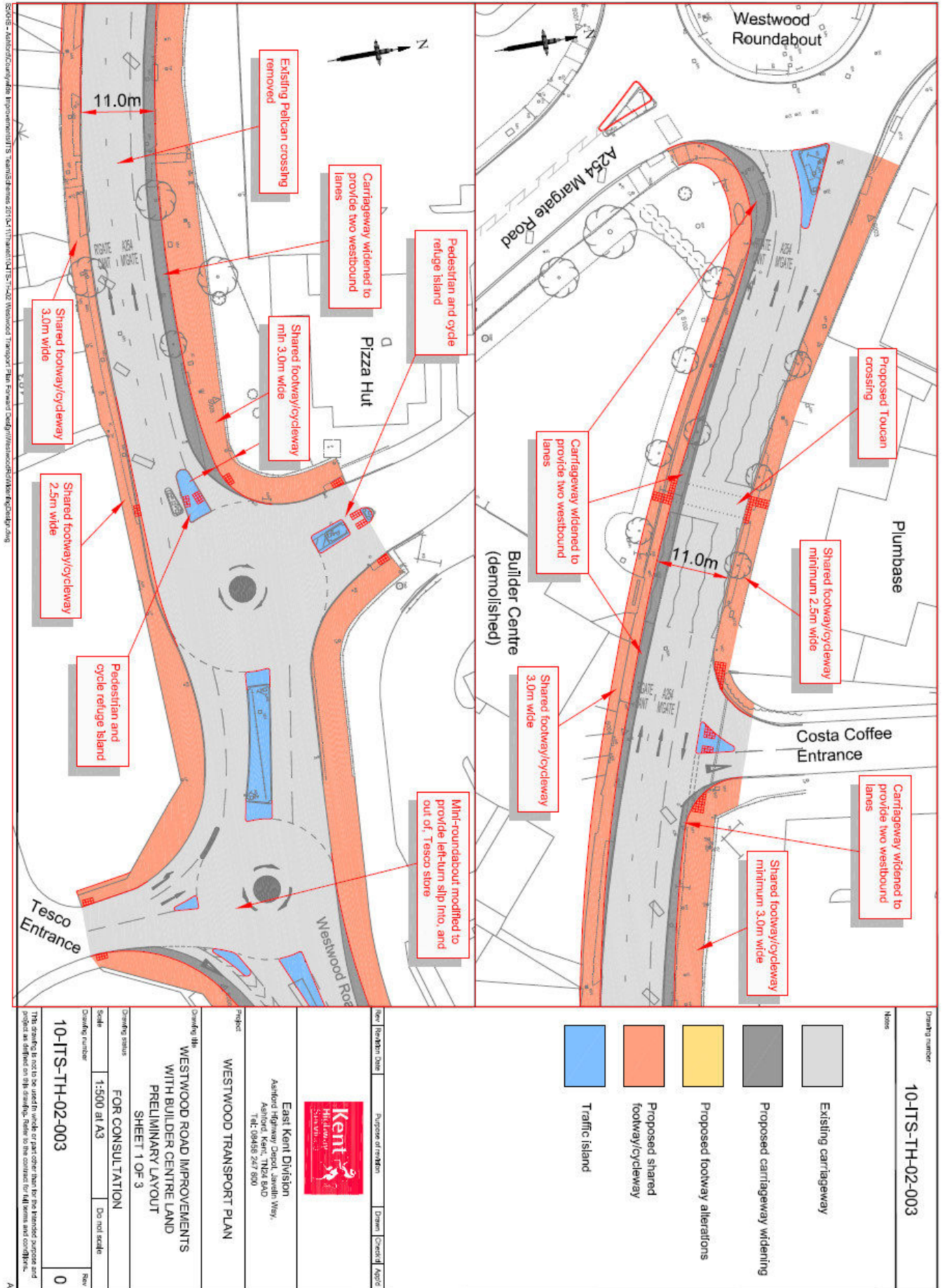
Background Papers

Title	Details of where to access copy
<i>Letters & Feedback forms received from consultees.</i>	<i>To be provided at this meeting of the JTB for Member inspection. Summary provided in Annex 2 of this report.</i>

Corporate Consultation Undertaken

Finance	<i>None needed</i>
Legal	<i>None needed</i>
Communications	<i>Consultation materials provided to Corporate web team for inclusion on the Kent website</i>

Annex 1: Consultation Plans



Annex 3: Revised Plans for Approval

Westwood Road/ Northwood Road: Proposed new stretch of cycle path

To: **Thanet Joint Transportation Board, 15th March 2012**

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

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

Classification: **Unrestricted**

Ward: **St Peters**

Division: **Broadstairs & Sir Moses Montefiore**

Summary: To update Members about the proposals to permit cycling on the southern footway of Westwood Road between Rumfields Road and Northwood Road (in the vicinity of the Westwood Road/ Northwood Road roundabout). This is to address a cycle related personal injury crash problem at this roundabout.

For Decision

1. Background & Discussion

- 1.1 Kent County Council (KCC) is promoting a pedestrian and cycle safety scheme for Westwood Road/ Northwood Road in the vicinity of the roundabout (by St Georges School). The proposals plan can be seen in Appendix 1.
- 1.2 This scheme is being promoted as a crash remedial measure to address an identified pattern of personal injury crashes. These crashes involve cyclists being hit by motor vehicles whilst negotiating the roundabout. The volume of traffic is high at this location, particularly at peak times as Westwood Road forms a part of the A256. The volume of pedestrians and cyclists is also high at this location, especially due to the proximity of the University, St Georges Secondary school and other nearby schools.
- 1.3 This crash remedial measure involves the following:
 - The upgrade of a stretch of footway to a shared use facility for pedestrians and cyclists on the southern side of Westwood Road between Rumfields Road and Northwood Road.
 - Upgraded crossing point on Northwood Road to cater for cyclists as well as pedestrians.
 - A section of pedestrian guard rail at the new pedestrian entrance to St Georges School.
- 1.4 In December 2011, KCC carried out a public consultation on the proposals. Consultation documents were distributed to local residents as well as key organisations including the emergency services and local County & District Councillors. Comments were invited on the proposals. A total of 13 responses were received. Of those, 9 stated that they support the proposals; 1 did not support; and the remaining 3 just provided comment without stating a preference of support or not. The comments received and officers response can be seen in the below table.

Respondent	Comment	Officers Response
Local resident – Northwood Road	Considers that the proposals will not improve pedestrian & cycle safety as we will not be reducing the speed of traffic.	Pedestrians & cyclists will both be able to use the path segregating them from other traffic.
Member of the Thanet Cycle Forum	<p>1) Guard rail encourages higher traffic speeds.</p> <p>2) Can vehicle deflection be increased at the roundabout going from Westwood Road to Northwood Road to slow vehicle speeds?</p> <p>3) Concern over vehicle to cycle conflict as the cyclists transfers from the road to the path.</p> <p>4) Can the existing pedestrian & cycle refuge island to the west of the roundabout be widened?</p> <p>5) Can we introduce a 20mph zone?</p> <p>6) Can we introduce interactive signs displaying “slow down – school” like outside King Ethelberts on A28 Canterbury Road?</p>	<p>1) Guard rails are located on exit from roundabout; vehicle speeds should be relatively low as they have just negotiated the roundabout. The guard rails will prevent school children from drifting across the road in multiple locations.</p> <p>2) It is not normal to provide deflection on the exit of a roundabout. Technical advice on roundabout design requires that there should be a minimum of 6m width between splitter island and adjacent nearside kerblines. The width here is a little below this at present, so further path or island widening is not recommended.</p> <p>3) There will be a short stretch of cycle lane leading to the path. Visibility is good at this location.</p> <p>4) This is beyond the scope of this scheme but could be considered as part of the Westwood Road Improvement Scheme at a later date.</p> <p>5) This is not advised for class ‘A’ roads.</p> <p>6) This is beyond the scope of this scheme. The A28 in the vicinity of King Ethelberts has a 40mph speed limit and no features to naturally slow traffic. The interactive signs there required special DFT approval. The roundabout by St Georges acts as a feature to slow traffic.</p>
Member of the Thanet Cycle Forum	Can the cycle path be extended along Westwood Road to link the cycle paths in the vicinity of the University and at Westwood Cross?	This will be proposed as part of the Westwood Road Improvement Scheme.

Sustrans Ranger	Agrees that this scheme will improve safety by prevent pedestrians crossing Westwood Road except at the existing crossing points. And that the upgraded path will be safer for cyclists preventing them from being 'cut-up' by vehicles negotiating the roundabout. Also will be safer for those crossing Northwood Road linking up with the existing shared use path outside the University.	Noted.
Member of Thanet Cycle Forum	Favours the proposals as agrees that this area is notoriously busy with vehicular traffic. This new section of shared use path will link with existing shared use paths outside the University and St Georges School completing a missing link in the vicinity of this roundabout.	Noted.
Head teacher of St Georges School	Welcomes the scheme, particularly the guard rails as they will concentrate pedestrians at the formal crossing points as well as prevent parents from dropping off children at this location on the exit of the roundabout.	Noted.
Kent Police	No objection to the proposed scheme provided that it is implemented to the current guidelines.	Noted.
Local County Councillor Bill Hayton	Strongly supports the scheme.	Noted.
Local District Councillor Ian Gregory	Considers this a necessary & suitable scheme.	Noted.

2. Legal Implications

2.1 In order to convert all, or part of a footway to a cycle track, all, or the appropriate part of, the footway alongside a carriageway must be 'removed' under the power of Section 66(4) of the Highway Act 1980, and a cycle track 'constructed' under section 65(1). The process need not necessarily involve physical construction work, but there needs to be clear evidence that the Local Highway Authority has exercised its powers. This can be provided by a resolution of this Board.

2.2 The cycle track will need to be clearly signed.

2.3 The new facility will be classed as a cycle track, however it will have pedestrian right of way, hence the term 'shared use'.

4. Conclusion

4.1 As part of this pedestrian and cycle safety scheme the southern footway on Westwood Road between Rumfields Road and Northwood Road will need to be upgraded to a shared use facility for use by both pedestrians and cyclists.

4.2 The results of the consultation demonstrate support for this scheme with only one respondent not supporting the proposals.

5. Recommendation

5.1 It is recommended that Members endorse the proposal to redesignate the footway as a shared use cycle track on the southern side of Westwood Road between Rumfields Road and Northwood Road.

5.2 That pursuant to Section 66 (4) Highways Act 1980 Members endorse the removal of the footway identified in Appendix 1 to this report.

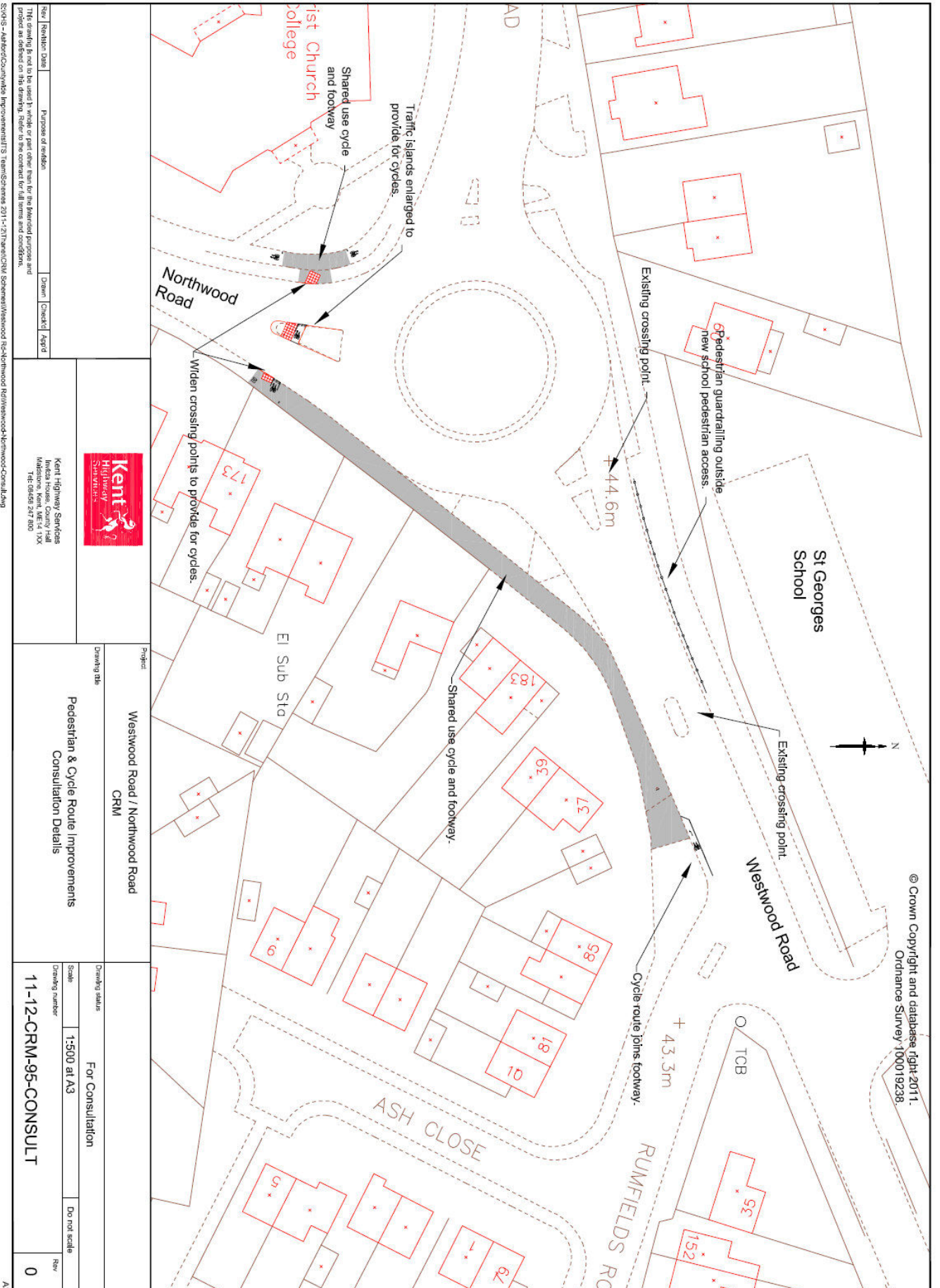
5.3 That pursuant to Section 65 (1) of the Highways Act 1980 Members endorse Kent County Council constructing a shared pedestrian/cycle facility along the above mentioned length of footway.


Background Papers:

Respondents' letters & feedback forms as summarised in paragraph 1.4 and accompanying table.

Contact Officer:

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



<table border="1"> <tr> <td>Rev</td> <td>Revision Date</td> <td>Purpose of revision</td> <td>Drawn</td> <td>Checked</td> <td>Appr'd</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> <p>The drawing is not to be used for any other purpose than for the intended purpose and project as outlined on this drawing. Refer to the contract for all terms and conditions.</p>	Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd							 <p>Kent Highway Services Imtiza House, Quarry Hill Maidstone, Kent, ME17 1XX 01622 547 800</p>	<p>Project:</p> <p>Westwood Road / Northwood Road CRM</p>	<p>Drawing title:</p> <p>Pedestrian & Cycle Route Improvements Consultation Details</p>	<p>Drawing status:</p> <p>For Consultation</p> <table border="1"> <tr> <td>Scale</td> <td>1:500 at A3</td> <td>Do not scale</td> </tr> <tr> <td>Drawing number</td> <td>11-12-CRM-95-CONSULT</td> <td>Rev</td> </tr> <tr> <td> </td> <td> </td> <td>0</td> </tr> </table>	Scale	1:500 at A3	Do not scale	Drawing number	11-12-CRM-95-CONSULT	Rev			0
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NEWINGTON ROAD ZEBRA CROSSING SCHEME – Member Highway Fund Scheme RESULTS OF CONSULTATION

To: **Thanet Joint Transportation Board, 15th March 2012**

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

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

Classification: **Unrestricted**

Ward: **Northwood** Division: **Ramsgate**

Summary: The report summarises the results of the public consultation for a new pedestrian crossing and associated zigzag lines in Newington Road, Ramsgate.

For Information

1.0 Introduction and Background

- 1.1 Kent County Council (KCC), is proposing the introduction of a new zebra crossing in Newington Road, Ramsgate
- 1.2 Residents and pupils from the nearby schools have requested a new crossing facility to assist pedestrians when crossing the Newington Road, in particular for children and parents when crossing to reach the Dame Janet Community Infant and Junior Schools.
- 1.3 The principle scheme aim is to improve pedestrian safety when crossing Newington Road. The scheme also aims to lower vehicle speeds in the area which has been raised as a concern by residents.
- 1.4 A crash analysis was carried out in Newington Road from its junction with Margate Road to its junction with Allenby Road / Stirling Way (a distance of 440 metres) to ascertain if a crash record is present. In the last three years six slight injury crashes were reported, three of these involved pedestrians but no crash pattern was identified.
- 1.5 To safely install a new pedestrian crossing in the vicinity of the schools in Newington Road some on street parking will need to be removed. The proposed site has been deemed the most suitable location for a crossing, but will require the removal of all on street parking spaces between nos. 177 and 185 Newington Road.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and put forward for public consultation. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for just over 3 weeks, from 10th February to 5th March 2012. Information leaflets and feedback forms were distributed to 50 immediately affected residents and businesses and 5 notification posters were placed along Newington Road and Roman Road.

- 2.3 Responses to this consultation will be updated as soon as the consultation period ends on the 5th March and a copy of these will be available at the JTB meeting. 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 Consultees were asked whether they supported the proposals, and were also given the opportunity to make additional comments. A summary of the responses received at the time this report went to print can be seen below and in Annex 2. A full summary of responses will be available at the JTB meeting once the consultation period ends on the 5th of March.

2.6

Do you support the proposed zebra crossing in Newington Road?	
Yes	No
88.9% (8)	11.1% (1)

- 2.7 The Head teacher of the Dame Janet Community Junior School has provided strong support for the scheme as has the local district councillors.
- 2.8 A copy of the consultation responses can be viewed upon request.

3.0 Financial

- 3.1 The scheme will cost £18,882 to implement. This will include hi-friction road surfacing on approach to the crossing. 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 public consultation it is proposed that the scheme proceed as outlined.

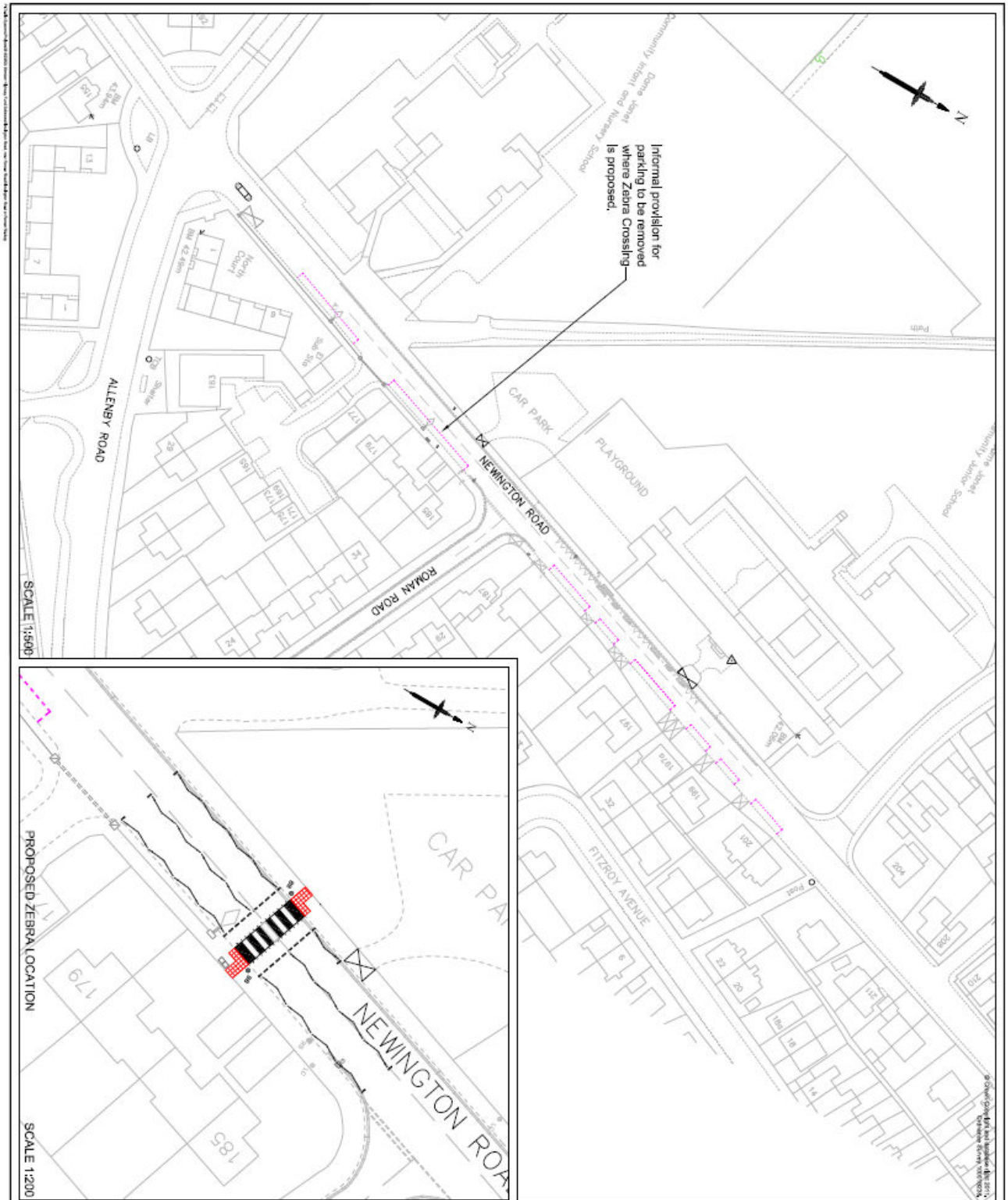
Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
<i>Annex 2</i>	<i>Consultation Responses</i>

NEWINGTON ROAD ZEBRA CROSSING SCHEME – Member Highway Fund Scheme

Annex 1 – Scheme Proposal / Plan



<p>CSM16900062</p>	<p>Access Driveway</p> <p>Proposed Car</p> <p>Existing Lane Columns</p> <p>Existing Road Signs</p> <p>Existing Sign Posts</p> <p>Existing Signposts</p> <p>Traffic Parking</p>	<p>CSM16900062</p> <p>Proposed Zebra Crossing</p> <p>Outline Details</p> <p>As Shown at A1</p> <p>Do not scale</p> <p>0</p>	<p>CSM16900062</p> <p>Proposed Zebra Crossing</p> <p>Outline Details</p> <p>As Shown at A1</p> <p>Do not scale</p> <p>0</p>	<p>CSM16900062</p> <p>Proposed Zebra Crossing</p> <p>Outline Details</p> <p>As Shown at A1</p> <p>Do not scale</p> <p>0</p>	<p>CSM16900062</p> <p>Proposed Zebra Crossing</p> <p>Outline Details</p> <p>As Shown at A1</p> <p>Do not scale</p> <p>0</p>
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NEWINGTON ROAD ZEBRA CROSSING SCHEME – Member Highway Fund Scheme
Annex 2 – Consultation Responses

Item	Comment received	KCC response
1.	Supports the need for a pedestrian crossing but, this scheme removes on street parking which is needed in front of my property. Would it be possible to remove some of the double yellow lines in the Newington Road Cul-de-sac (serving nos. 163-175) to provide some extra parking?	The double yellow line parking restrictions have been installed in this road to ensure access and visibility can be maintained. Additionally this is a private parking area which is not publically owned or maintained.
2.	The scheme is a welcome and long over due safety measure. With 2 primary schools and over 600 children coming out onto Newington Road it makes perfect sense to locate the zebra crossing according to the proposal.	Comment noted.
3.	More speed limits signs and parking enforcement is also needed along this section of Newington Road.	The highway code states that in the absence of any signage to say otherwise, any road which is served by a system of street lighting is a 30mph restricted speed road. It is prohibited by the Department for Transport (DfT) to install 30mph repeater signs on street lit 30mph roads. Enforcement of parking restrictions is a Thanet District Council (TDC) responsibility
4.	Believes a crossing should have been installed a long time ago.	Comment noted.
5.	Can something be done about the parking in Newington Road? At school times you cannot move because parents park inconsiderately. Double yellow lines are present but, not enough enforcement takes place.	TDC to action.
6.	Will the school still have a crossing patrol i.e. lolly pop lady?	The scheme does not require or include the removal of the existing school crossing patrol. KCC Highways do not employ the crossing patrol staff they are managed by the schools themselves.

**HIGH STREET ST LAWRENCE ZEBRA CROSSING SCHEME –
Member Highway Fund Scheme
RESULTS OF CONSULTATION**

To: **Thanet Joint Transportation Board, 15th March 2012**

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 public consultation for a new pedestrian crossing and associated build out in High Street St Lawrence, Ramsgate.

For Information

1.0 Introduction and Background

- 1.1 Kent County Council (KCC), is proposing the introduction of a new zebra crossing in High Street St Lawrence, Ramsgate
- 1.2 Residents have requested a new crossing facility to assist pedestrians when crossing the High Street, in particular to improve access to the new Tesco's development opposite Chapel Road.
- 1.3 The principle scheme aim is to improve pedestrian safety when crossing High Street St Lawrence. The scheme also aims to lower vehicle speeds in the area which has been raised as a concern by residents.
- 1.4 A crash analysis was carried out in High Street St Lawrence from the Newington Road / High Street mini roundabout to its junction with Ashburnham Road (a distance of 230 metres) to ascertain if a crash record is present. In the last three years three slight injury crashes were reported, however these do not represent a crash pattern.
- 1.5 To safely install a new pedestrian crossing the existing kerb line will need to be built out on the north western side of High Street St Lawrence. Currently on street parking bays are present directly next to the proposed crossings location. The build out is required to make sure visibility is not obscured by parked cars for pedestrians, and for drivers so they can see pedestrians waiting at the crossing. In total 4 metres of on street parking provision will be lost.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and put forward for public consultation. The scheme proposal may be seen in Annex 1.
- 2.2 The consultation period ran for 3 weeks, from 14th February to 6th March 2012. Information leaflets and feedback forms were distributed to 40 immediately affected residents and businesses and 5 notification posters were placed along High Street St Lawrence and Chapel Road.

2.3 Responses to this consultation will be updated as soon as the consultation period ends on the 6th March. 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, Ramsgate Town Council, the emergency services and bus companies.

2.5 A copy of the consultation responses will be available at the JTB meeting.

3.0 Financial

3.1 The scheme will cost £21,121 to implement. This will include hi-friction road surfacing on approach to the crossing. 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

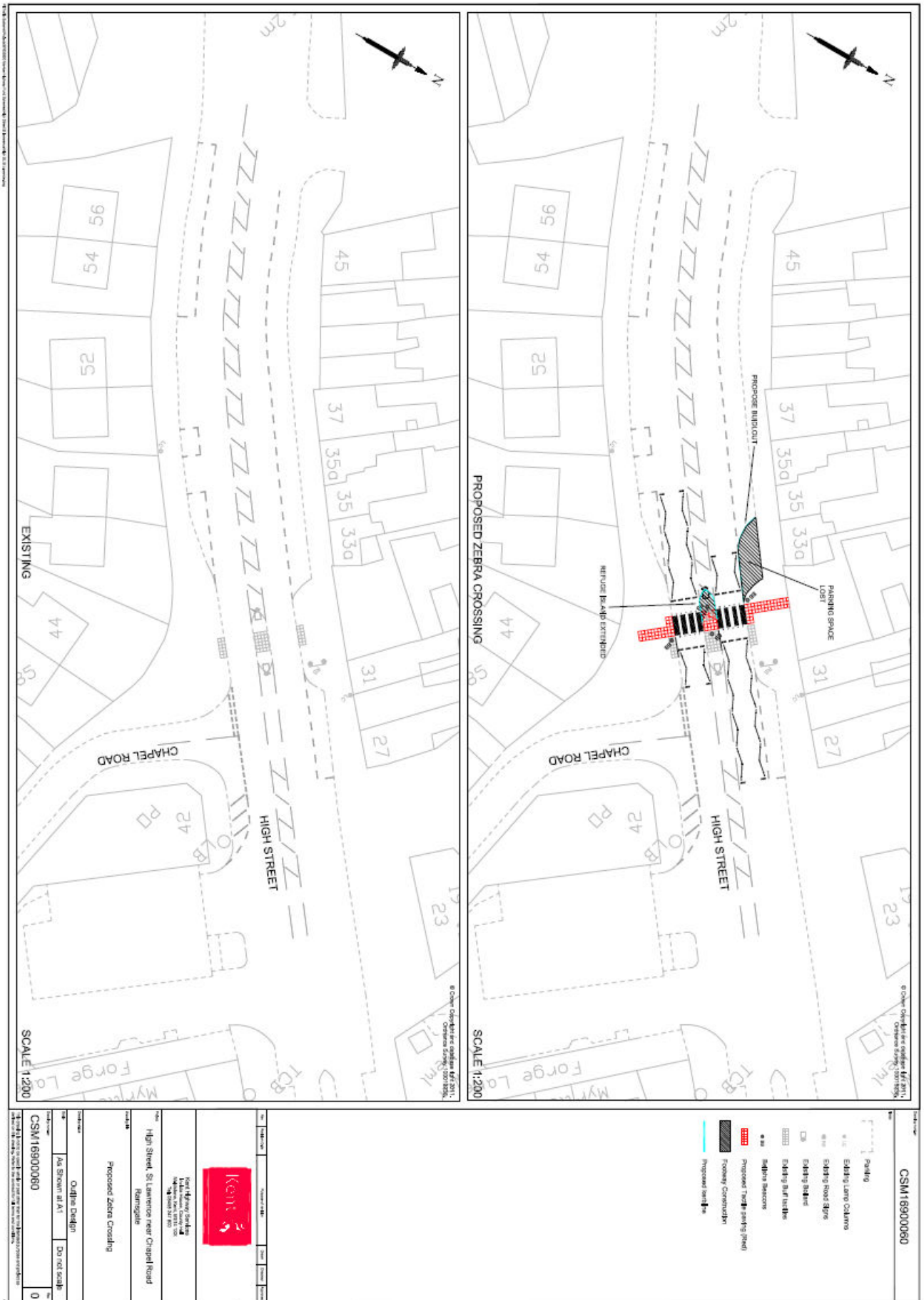
4.1 Funding is to be fully delivered by Elizabeth Green and based on the results of the public consultation it is proposed that the scheme proceed as outlined.

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>
<i>Annex 2</i>	<i>Consultation Responses</i>

HIGH STREET ST LAWRENCE ZEBRA CROSSING SCHEME – Member Highway Fund Scheme Annex 1 – Scheme Proposal / Plan



**HIGH STREET ST LAWRENCE ZEBRA CROSSING SCHEME –
Member Highway Fund Scheme
Annex 2 – Consultation Responses**

No responses had been received at the time of writing this report.

All responses will be presented to the JTB when the consultation deadline has been reached.

**TOTHILL STREET AND MONKTON ROAD, MINSTER – INTERACTIVE SIGNS
– Member Highway Fund Scheme
RESULTS OF CONSULTATION**

To: **Thanet Joint Transportation Board, 15th March 2012**

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

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

Classification: **Unrestricted**

Ward: **Thanet Villages** Division: **Birchington and Villages**

Summary: **The report summarises the results of the consultation for proposed interactive signs in Tothill Street and Monkton Road, Minster.**

For Decision

1.0 Introduction and Background

- 1.1 Kent County Council (KCC) is proposing the introduction of interactive signs in Tothill Street, twenty metres north of its junction with Hill House Drive and Monkton Road, twenty four metres west of the western boundary of number 137.
- 1.2 Residents in Minster have raised concerns regarding vehicle speeds in the area. Interactive signs have therefore been recommended to inform drivers who are travelling too quickly that they are entering the built up area of Minster, and should adjust their speed accordingly.
- 1.3 The principal scheme aim is to improve safety by advising drivers that they are entering the village, and should, therefore, slow down.
- 1.4 A crash analysis was carried out in Monkton Road and Tothill Street to ascertain if a crash record is present. Monkton Road was surveyed from its junction with Sheriff's Court Lane to its junction with Tothill Street (a distance of 1,500 metres) and Tothill Street was surveyed from the access to Minster cemetery to its junction with Monkton Road (a distance of 870 metres). In the last three years one slight injury crash was reported in Monkton Road (near the junction with Prospect Road) and two slight injury crashes were reported in Tothill Street, however this does not represent a crash pattern within either road.

2.0 Summary of consultation response

- 2.1 Scheme proposals were prepared and scheme consultations were carried out at the beginning of February. The scheme proposals may be seen in Annex 1.
- 2.2 The consultation period ran for 2 weeks, from 1st February to 17th February 2012. Letters were delivered to all residents in the immediate area. Additionally the Parish Council, County and District councillors were sent consultation packs via post.
- 2.3 Several residents responded to the consultation to register their support for the scheme, however we have also received many comments about the proposed sign location in Monkton Road. The two main concerns were making sure that the interactive sign was

not sited directly in front of resident's properties, and secondly moving the sign closer to Monkton village in the vicinity of Hoo Farm.

2.4 Residents in the Hoo Farm area were worried that they would not receive any benefit from the new sign if it was to be sited near 137 Monkton Road as proposed. Our consultants at Jacobs who designed the scheme advised that there are limited places to locate the sign near the dwellings of Hoo Farm. Additionally, this would involve placing the sign at least 330 metres further away from the proposed site, this would likely reduce the signs effectiveness for the more urban part of Monkton Road, as drivers would have already passed the sign.

2.5 A copy of the consultation responses will be available at the JTB meeting.

3.0 Financial

3.1 The scheme will cost £7,544 to implement. This will include the cost of the signs themselves and electrical connections. Kent County Councillor Charles Hibberd has chosen to use some of his Member Highway Fund allocation to progress and construct this scheme.

4.0 Recommendation

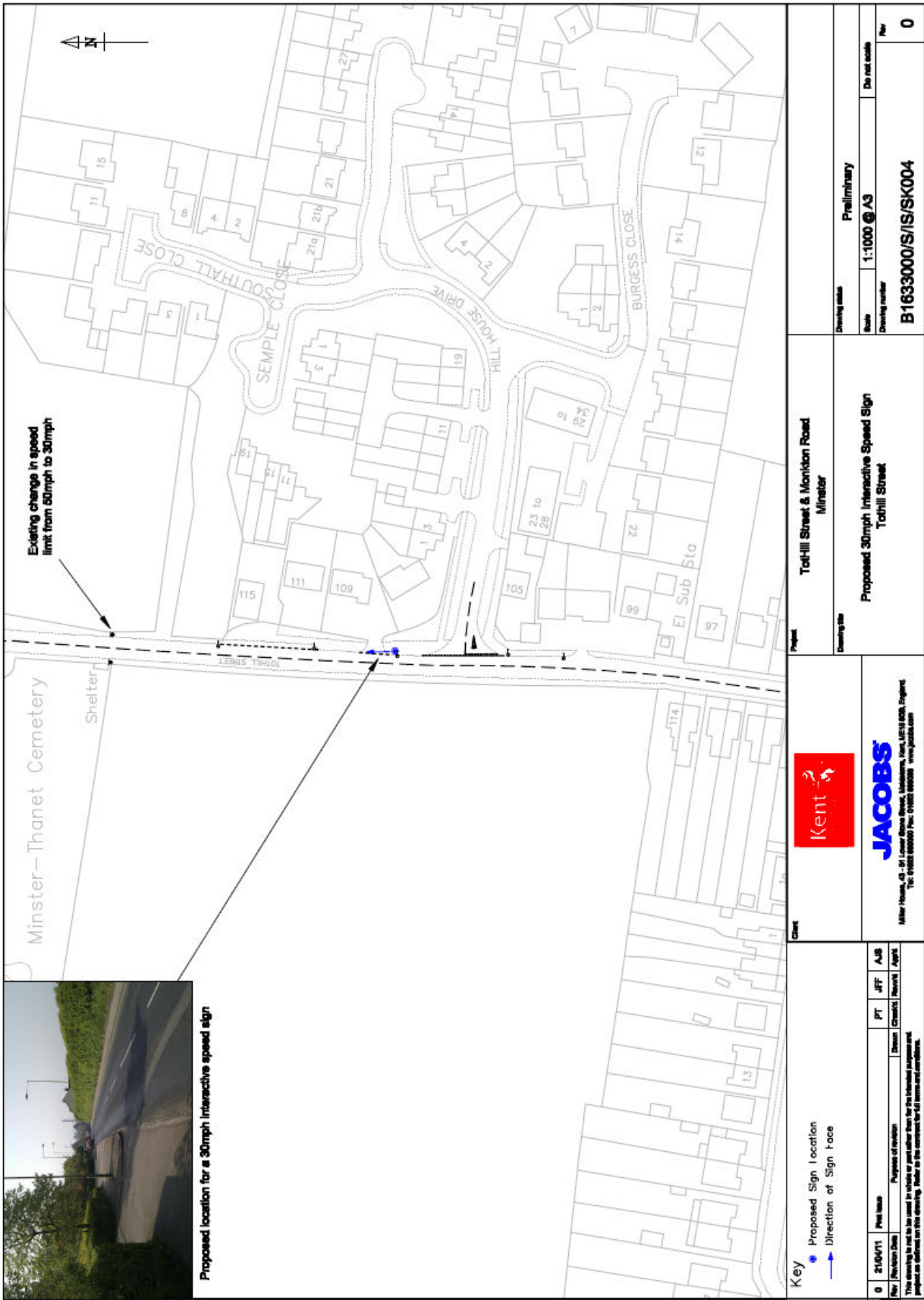
4.1 Funding is to be fully delivered by Charles Hibberd and based on the results of the consultation it is recommended that the scheme proceed. A decision needs to be agreed with the board to either locate the sign as proposed in Monkton Road or place it closer to Monkton as outlined in item 2.5 of this report.

Contact Officer:	<i>Ryan Shiel, Traffic Engineer 08458 247 800</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

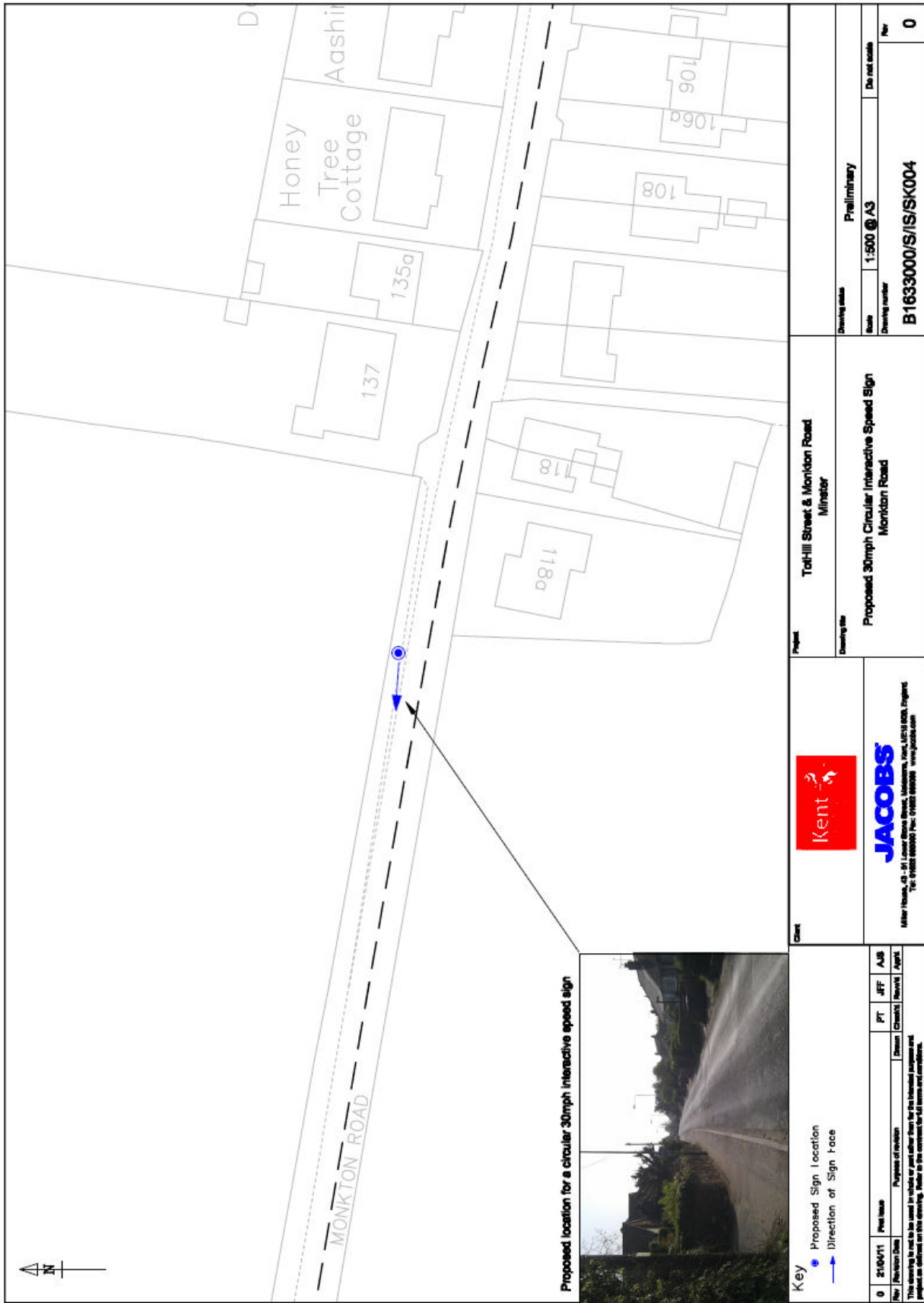
Annex List

<i>Annex 1</i>	<i>Scheme Proposals / Plans</i>
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Annex 1 – Scheme Proposals / Plans



Annex 1 – Scheme Proposals / Plans



Kent Freight Action Plan

To: **Thanet Joint Transportation Board – 15 March 2012**

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

Classification: **Unrestricted**

Ward: **All**

Summary: This report describes the current progress with the Kent Freight Action Plan (FAP) and the next steps in the process before it is formally adopted. This report aims to update Members on the Kent FAP and the consultation process.

For information

1.0 Introduction and Background

1.1 The Traffic Management Team has been working to form a draft Kent FAP that will effectively help to address concerns with the movement of freight both through and within the county.

1.2 The FAP sets out the vision to:

Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.

1.3 The draft FAP has been specifically written to include actions achievable by Kent County Council (KCC), albeit some of them by working with partner organisations. Hence, schemes like Foreign Lorry Road User Charging have been omitted because the decision to implement such a tax regime lies with central government and KCC does not have a direct influence over it. Furthermore, the emphasis of the FAP is on road haulage as this has the greatest impact on our residents and, clearly, the highway.

1.4 The draft FAP has at its heart six objectives under which a number of action points sit. Some of these actions are already being undertaken, others are beginning to take shape and the rest are for the future development. Timeframes for all actions will be assigned.

2.0 Objectives and selected action points

2.1 This section will outline the six objectives and provide example action points for each.

2.2 Objective 1: To find a long-term solution to Operation Stack.

2.2.1 Operation Stack is a relatively rare occurrence. Aside from the financial burden on Kent Police and other agencies, the primary negative effect is on business activities in East Kent.

2.2.2 Action point: KCC will continue to progress the Operation Stack lorry park scheme adjacent to the M20.

2.3 Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.

2.3.1 In 2005, the Kent Overnight Lorry Parking Study found there was demand for 1000 spaces in the county but a supply of only 450 official and 220 unofficial spaces. It was also found that signing on trunk roads was poor, likely resulting in greater use of unofficial and unsuitable sites to avoid the possibility of getting lost.

2.3.2 Action point: KCC are working on updating the recommended lorry route maps for Kent that will also show lorry parking facilities. These will be distributed online and through industry associations.

2.3.3 Action point: KCC will continue investigating the feasibility of new truck stops at various locations along the M20/A20 and M2/A2 corridors.

2.4 Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.

2.4.1 Probably the most widely recognised issue with HGV routing is overreliance on satellite navigation systems that have been designed with cars in mind resulting in large vehicles using inappropriate routes or getting stuck.

2.4.2 Action point: KCC are investigating the development of a lorry route journey planner that would sit on the KCC website so that hauliers would be able to input specific vehicle details, such as weight and height, and generate a suitable route.

2.4.3 Action point: KCC are working with some boroughs and districts, including Maidstone Borough Council, as they start the procurement process for waste collection. Advice is being provided on key routes to keep refuse vehicles off at peak times.

2.5 Objective 4: To take steps to address problems caused by freight traffic to communities.

2.5.1 This objective will cover some of the common freight-related incidents that are reported to KCC and the range of interventions that KCC can make.

2.5.2 Action point: To continue to use positive signing to direct HGVs onto the strategic road network.

2.5.3 Action point: To use width, weight and height restrictions where appropriate. However, KCC recognises that the success of these measures is largely down to enforcement, which is done on a priority basis.

2.5.4 Action point: KCC will continue to work in partnership with industry bodies and freight generators. For example, KCC is currently working with the National Farmers' Union to produce an article in their regional newsletter that highlights seasonal issues, such as slow moving vehicles, as well as offering support to the farming community.

2.6 Objective 5: To ensure that KCC Highways and Transportation continues to make effective use of its role in forward planning and development management to reduce the impact of freight traffic.

2.6.1 Involvement in forward planning and development planning enables KCC to influence freight movements and, therefore, to reduce their impact on local communities where possible.

2.6.2 As the highway authority (excluding trunk roads), KCC can recommend that the district council (as the planning authority, except for "County matters" applications) imposes conditions of planning consents and/or enters into legal agreements with developers. Such conditions can be made with the aim to minimise any impact on the physical road network as well as the surrounding properties.

2.6.3 KCC H&T is also involved, in partnership with the district councils, with the forward planning of development through the preparation of local development frameworks/local plans and related local transport strategies.

2.6.4 However, KCC also monitors applications for Goods Vehicle Operator Licences (GVOL), which are made to the Traffic Commissioner. These licenses relate to sites at which HGVs are based and from which they operate.

2.6.5 Action point: To continue to comment on Operator Licences and work with districts and boroughs in doing so.

2.6.7 Action point: To recommend that necessary planning conditions be placed on sites to minimise any impact on the road network and local communities.

2.7 Objective 6: To encourage sustainable freight distribution.

2.7.1 Many people use home delivery for goods but a large proportion of deliveries fail and have to be redelivered. This primarily uses smaller vehicles but there is great potential to reduce the number of these on the roads and, therefore, their impact on congestion, air quality and noise.

2.7.2 Action point: To support and promote alternative delivery networks.

2.7.3 Action point: To investigate the use of workplace deliveries within KCC.

The Traffic Management Team intends to begin internal consultation on the initial draft soon. This will ensure any current projects and processes that can help alleviate the negative impacts of freight transport have been included.

3.0 Consultation process

- 3.1 The Traffic Management Team intends to begin internal consultation on the initial draft FAP soon. This will ensure that any current and future projects and processes that can help alleviate the negative impacts of freight transportation have been included.
- 3.2 Once this is complete, the new version of the FAP will be sent to partner organisations for comment, including the districts and boroughs, industry bodies and KCC Members.
- 3.3 After the consultation process is complete, the FAP can be adopted by the County Council.

4.0 Conclusion

- 4.1 The issues discussed in the Kent FAP are not new but the document presents an opportunity to show residents and businesses in Kent that KCC is aware of the problems and working to alleviate them.

Contact Officer:	Andrew Westwood	01622 222729
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Annex List

Annex 1	Frequently asked Questions
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Kent Freight Action Plan

Frequently Asked Questions
January 2012

Summary

This document sets out some common questions about the Kent Freight Action Plan (FAP) and provides answers to them.

Frequently Asked Questions

1. Who should I contact about the FAP?

The Traffic Manager (Andrew Westwood) has responsibility for the plan and can be contacted on 01622 222729 or andrew.westwood@kent.gov.uk.

2. When will the actions be completed?

Many of the actions in the Plan are already underway, for example the work to secure an Operation Stack lorry park, investigating the use of an online freight journey planner and partnership working with the National Farmers' Union. The actions intended for the future will have dates assigned to them before the FAP is sent for consultation.

3. How will the action points be measured?

The nature of many of the action points mean that they are not able to be measured quantitatively or that it does not add value to do so. The FAP is designed as a comprehensive guide to what KCC will do over the coming years to alleviate freight-related problems. Therefore many of the actions include working with other organisations, the measure being that KCC are carrying out this partnership work.

4. What should I say if a resident in my division asks me about a freight-related problem?

The action points discussed in the JTB report can be disclosed and residents can be made aware of the approaching release of the Kent FAP. The issue can be passed on to the relevant district/borough engineer in the Traffic Schemes and Member Highway Fund Team who will be able to advise on any action for safety critical matters.

5. Has the freight industry been consulted on the Plan?

In preparing the Plan the Traffic Management Team has consulted with a number of outside organisations; both freight generators and haulage companies representatives. A wider range of these bodies will be asked to comment on the FAP when it goes out to formal consultation.

6. When will the consultation take place?

Internal consultation will begin imminently and it is anticipated that wider consultation will take place in the spring.

7. What are the financial implications of the FAP action points?

The FAP has been written with the current financial situation in mind. As such, many of the actions are relatively low-cost ways to influence the transportation of freight and change behaviour. One aim of the FAP has been to recognise the issues that communities and individual residents face but also help them to understand that there is often no feasible or low-cost solution. For example, where HGVs are frequently using a route it is often the case that there is a licensed operator in the area and therefore they have a legitimate reason to use the route and a weight restriction would not apply.

Highway Works Programme 2011/12

A report by Kent County Council, Highways and Transportation to the Thanet Joint Transportation Board on 15th March 2012

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
Countywide Schemes - see ANNEX C2
Public Rights of Way (LTP Funded) – see ANNEX C3
Developer Funded Schemes (Delivered by KCC) - see ANNEX C4

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	Interim Flood and 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	Broadstairs	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

Structural testing is currently underway to identify column and lanterns that require replacing, from which a programme of work for 2012/13 will be produced. 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

Cleansing of gullies on strategic and locally important roads is continuing. This schedule is available on line at the following address.

http://www.kent.gov.uk/roads_and_transport/highway_maintenance/roads_and_pavements/drainage/drainage_cleansing_schedules.aspx

ANNEX B5 – WEATHER DAMAGE REPAIRS

Location	Description	Status
Vale Road, Broadstairs	Micro-Asphalt	Est Completion March 2012
Crescent Road, Birchington	Micro-Asphalt	Est Completion March 2012

ANNEX C – TRANSPORTATION, PROW & SAFETY SCHEMES

ANNEX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

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 Thanet Loop and to support Eastonways 39 & 56 County Links liveried buses. due to be delivered by end of March 2012.	60,000
Garlinge Primary School – SRTS (Thanet)	Works currently under construction	111,000
Westwood	A254 widening and bus hub entrance improvements. works completed Sep 2011	250,000

ANNEX C2- COUNTYWIDE SCHEMES

Location	Description	Budget (£)
Bus Stop Infrastructure Improvements - Countywide	Countywide reactive bus stop maintenance and minor improvement programme. Estimated completion March 2012.	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 C3 –PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Status
None		

ANNEX C4 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
Westwood	New Neighbourhood road network	Awaiting developer's completion of S278 Agreement in January 2011. Progress meeting arranged with developer February 2012
Broadstairs - Thanet Retail Park	Widening of part of Poor Hole Lane to provide access to rear of development	Adopted January 2012
Monkton Road, Minster	Junction works as part of section 38 development	Remedial works complete, adoption to take place in 2012
Grange Road, Ramsgate	Waiting restrictions and highway works for new doctors surgery	Works commenced on site
MASH site	New access to MASH site	Works Commenced on site
Margate Sea Defence	Highway works associated with flood defence scheme	Technical Approval Complete, Highway Works to commence late 2012
The Centre, Newington	Highway works associated with regeneration scheme	Technical approval complete – Awaiting signing of S278 Agreement
McDonalds, Laundry Road	New access to McDonalds	Works complete

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	temporary measures carried out to ensure Andrews Passage remain open. Subsequent decision to be made to close the route or carry out permanent remedial work”

ANNEX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
None		

ANNEX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

The following schemes are those which have been approved by both the relevant Member and have been approved by Bryan Sweetland the Cabinet Member for Enterprise and Environment and is up to date as of 16th February 2012.

Bill Hayton – Broadstairs and Sir Moses Montefiore

Scheme	CSM	Cost	Status
Rumfields Road, Broadstairs – request for dropped kerbs and re-surfacing at the junction / access to Bradstow House.	13000628	£3,940	February Construction
Reading Street, Broadstairs – 20mph speed limit with associated signage and gateways.	13000574	£15,611	March Construction
Hereson Road, Broadstairs – Zebra improvements, upgrading of existing crossing beacons.	13000604	£5,572	Ongoing

Charles Hibberd – Birchington and Villages

Scheme	CSM	Cost	Status
Haine Road, Manston – Extension of 30mph speed limit.	10602796	£616	Complete
The Street, St. Nicholas-at-Wade – New pedestrian dropped kerb in vicinity of church.	10602799	£1,225	February Construction
Potten Street Road, St. Nicholas-at-Wade – Improved signage	10602800	£545	Complete
Monkton Street, Monkton – New fingerpost sign	10602804	£1,113	Ongoing
Station Road, Birchington – Re-painting of the pedestrian crossing markings with specialist long lasting paint.	10602807	£8,500	February / March Construction
Tothill Street and Monkton Road, Minster – Proposed interactive signs.	10603236	£7,544	Currently at consultation stage – update at JTB
Crispe Road and The Street, Acol – New illuminated HGV signs.	10603301	£17,034	Complete
Kings Road, Birchington – Proposed new bollards to stop parking on grass verge.	10603304	£914	February Construction
Preston Road, Manston – New bend signs and slow markings.	10603305	£1,415	Complete
Monkton Nature Reserve, A253 – Resurfacing of access and drive.	10603372	£14,033	Complete
Cliff Road, Birchington – Footway resurfacing.	10603373	£11,035	Ongoing
Manor Road and The Length, St. Nicholas-at-Wade – No HGV signs.	13000586	£2,196.55	Complete

Chris Wells and Michael Jarvis – Margate and Cliftonville

Scheme	CSM	Cost	Status
College Road (Victoria traffic lights), Margate – Improved signage and markings.	10602836	£3,962	February Construction
Ethelbert Crescent, Margate - Zebra crossing and kerb build outs.	10602837	£45,595	Ongoing / Awaiting Program Date

Union Row, Margate – Kerb build out and dropped kerbs.	10603234	£3,538.57	March Construction
St. Peters Footpath, Margate – Resurfacing and refreshing of markings.	10603237	£2,877	Ongoing / Awaiting Program Date
High Street, Margate – Extension of 20mph zone.	13000630	£2,964.44	Ongoing / Awaiting Program Date
Trinity Square, Margate – Kerb build out and footway widening.	13000629	£3,332	Ongoing / Awaiting Program Date
St. Mary's Avenue, Margate – Bollards to stop verge parking.	13000657	£1,665.38	February Construction
Connaught Gardens, Margate – Proposed double yellow line parking restrictions.	13000658	£813.31	February Construction
Nash Road, Margate – Bollards to stop verge parking.	10603233	£189	(Partially Complete – further works required)

Elizabeth Green - Ramsgate

Scheme	CSM	Cost	Status
York Street, Ramsgate – Introduction of heritage Manchester bollards.	10603144	£4,508.48	Ongoing
Augusta Road and Nelson Crescent, Ramsgate – New Street lighting scheme (to be part funded by Thanet District Council).	10603145 and 10603146	£33,130	Ongoing / Awaiting lamp columns from supplier
Haine Road, Northwood Road, Pysons Road, Canterbury Road East, Canterbury Road West and Margate Road, Ramsgate – New Ramsgate town signs.	16900061	£2,221	Ongoing / Awaiting program date from Enterprise
Nethercourt Hill, Ramsgate – Extended 30mph speed limit.	16900059	£3,415	February Construction
High Street St Lawrence, Ramsgate – Zebra crossing.	16900060	£21,121	Currently at consultation stage – update at JTB
Newington Road, Ramsgate – Zebra crossing.	16900062	£18,882	Currently at consultation stage – update at JTB
Ramsgate division – Gang hire to carry out maintenance works and cleaning throughout division.	16900313	£5,117	Ongoing / Awaiting works details from Member

John Kirby - Ramsgate

Scheme	CSM	Cost	Status
Chapel Road, Ramsgate – One way system	10406152	£13,200	Complete
Queen Street, Ramsgate – Zebra crossing	10406397	£23,540	Ongoing / Awaiting program date from Enterprise
Queen Street, Ramsgate – Elderly person's signs and pedestrian dropped kerb.	10603121	£2,310	Ongoing / sign to be illuminated
Wellesley Court, Ramsgate – Bollards to stop parking on footway	10408088	£1,996.40	February Construction
Newington Road, Ramsgate - Zebra improvements, upgrading of existing crossing beacons.	10603434	£7,544	Ongoing / Awaiting program date
Grange Road, Ramsgate – Bollards to stop parking on footway.	10603435	£7,087	Ongoing / Awaiting program date
Royal Esplanade, Ramsgate (Near St. Lawrence Avenue) – Kerb build out and signage.	13000679	£2,907	Ongoing /

Robert Burgess – Margate West

Scheme	CSM	Cost	Status
Hartsdown Road / George V Avenue, Margate – Junction and crossing improvements.	16900348	£25,000	Ongoing / Awaiting detailed designs

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>Long sections of new carriageway are already in use and remaining work is focused on completing the Foads Lane/railway underpass section that will provide the key section of new road connecting to Lord of the Manor.</p> <p>Progress remains good and subject to weather it is hoped that the scheme will be fully completed in April./May - some 6 months ahead of schedule.</p> <p>A separate Report to the Board discusses traffic management measures for the bypassed sections of A299 and A256 through Cliffs End.</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 are to be repaired. A target date of April 2012 has been agreed for all repairs to be completed and enable the residents of the 4 remaining properties to return to their homes.</p> <p>After the completion of site investigation works in December 2011, KCC started on site in January 2012 to construct a new highway drainage system and reconstruct the road and footpaths. There has been some delay due to the unfavourable weather conditions but it is anticipated that the main highway works will be complete by the end of February 2012.</p> <p>Repairs to the statutory undertakers' apparatus within the public highway are required and KCC have coordinated this work. It is anticipated that all the services will be installed by April 2012, when the residents are due to return to their homes.</p>

A COMMON SENSE PLAN FOR SAFE AND SENSIBLE STREETLIGHTING

To: **Thanet Joint Transportation Board – 15TH MARCH 2012**

Main Portfolio Area: *KCC – Enterprise & Environment*

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

Classification: **Unrestricted**

Ward: **all**

Summary: Energy costs in the recent past have increased significantly and this trend is likely to continue. In response the County Council has been reviewing its Street Lighting management, details of which are set out in the attached report

For Information

1.0 Introduction

1.1 Energy costs in the recent past have increased significantly and this trend is likely to continue. In response the County Council has been reviewing its Street Lighting management, details of which are set out in the attached report - A Common Sense Plan for Safe and Sensible Street Lighting. This report was considered and wholeheartedly endorsed by KCC's Environment, Highways and Waste Policy Overview Committee on 22 November, with some Members indicating that the County Council should consider being more radical in approach.

2.0 Conclusion

As part of its formal consultation process, KCC would welcome the views of Joint Transportation Boards.

Contact Officer	Behdad Haratbar, Head of Programmed Work, Kent Highways and Transportation
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Annex List

Annex 1	A Common Sense Plan for Safe and Sensible Street Lighting- Report submitted to the Environment Highways & Waste Policy Overview & Scrutiny Committee on 22 November 2011
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Agenda Item 12

Annex 1

To: Environment Highways & Waste Policy Overview & Scrutiny Committee - 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment Highways and Waste
John Burr, Director of Highways and Transportation

Subject: A Common Sense Plan for Safe and Sensible Street Lighting

Classification: Unrestricted

Summary: This report sets out how the County Council can reduce energy costs in street lighting whilst working with the community to improve acceptance of this and reduce the perception that such a policy increases crashes and reduces personal safety. The proposals in this report for safe and sensible street lighting in Kent are informed by the Street Lighting Policy agreed by the EHW POSC in May 2010.

1. Introduction

Street Lighting energy costs the County Council £5.1m p.a. It is on an upward trend and the cost of energy is set to rise year on year, the anticipated increase for the next financial year is over 10%.

KCC has some 118,500 street lights and 29,000 lit signs/bollards. Provision of street lighting is not a legal requirement, except when linked to demonstrable road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness, ie automatically turn on at dusk (due to a fitted light sensor in each column) and turn off at first light.

The challenge of rising energy costs and carbon emissions were among the key factors resulting in a new approach to street lighting provision and operation being formally agreed at the EH&W POSC in May 2010.

The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. The street lighting energy in Kent currently equates to approx 29,000 Tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.

A number of initiatives have been introduced by Highways & Transportation in the past two years to reduce energy consumption, these are:

- Upgrades – 6,289 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 12,616 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 230 columns of 60w and above to dim the wattage at pre-determined times to reduce energy consumption. This is quite costly as it requires replacement of lanterns and has only been incorporated where lantern replacement was programmed.

These initiatives have reduced the energy charges by £128,000 annually.

2. Discussion

Light pollution and costs can be reduced in locations where the street lights are not contributing to safety at all. Many road lights were installed when vehicles had poor lighting systems and ambient light levels on major urban roads were low. Today, some street lighting is far less effective than the illumination provided by traffic or nearby buildings yet it remains switched on all night.

Where streetlights have been dimmed or switched off, data shows that crashes and crime have **not** increased. There is a clear difference between perception and actual data. It is the design of lighting schemes, rather than the number or hours of illumination that is most important. Kent County Council's aim is to target the wasted lights and energy.

There are a number of useful articles linking street lighting and crime, for example;

From the Guardian newspaper (2003): Bright lights 'do not deter criminals'. "Over-anxious Britons are placing a blind, almost medieval, faith in brighter street-lamps and security lighting as crime deterrents, according to a statistical analysis... published in the British Journal of Criminology. "

In Essex, a trial to turn off suburban street lights between midnight and 05.30, has been deemed a success. Police state: "A year on year comparison for April 2006 to May 2007 [when street-lights were left on all night] and April 2007 to May 2008 [when street-lights were turned off at midnight] has shown that night-time crime has almost halved in Saffron Walden and reduced by over a third in Dunmow."

Better lighting by itself has very little effect on crime.", a quote from The effect of Better Street-lighting on Crime and Fear: A review, by Malcom Ramsay of the UK's Home office.

"The principal conclusion is that no evidence could be found to support the hypothesis that improved street lighting reduces reported crime.", from The Influence of Street lighting on Crime and the Fear of Crime (Crown Copyright 1991).

"The very wide extent of the study, covering some 3500 new street lights introduced over a period of nearly three years, was unprecedented in the UK. The change in street lighting standard was considerable; typically a four-fold increase in the intensity of lighting was achieved, with more lighting columns and white light sources being introduced throughout.

"The main database for the study consisted of over 100,000 reported crimes, although analysis was principally focused on some 9500 allegations in the most relevant locations and time periods. The area studied, an inner London Borough, has a high crime rate in a national context and thus represented a fair test for environmental crime prevention measures. In short, if street lighting does affect crime, this study should have detected it."

To overcome the negative perception, it is vital that we address this by involving residents in discussions about what makes some people feel they are less safe.

3. Next Steps

We have established how further savings could be achieved. This has identified a number of potential areas suitable for energy conservation, these are:

Part Night Lighting – This involves installing new light sensor in each column that has a timer built into it. The net result is that the column would light automatically at dusk, turn off at a pre determined time (possibly midnight), turn back on at a predetermined time (possibly 5am) and stay on until first light. Other than complete removal of lighting, part night lighting provides the most significant energy savings. Two categories of roads could be suitable for this, minor roads (which includes residential, estate and rural roads) and high speed roads. There are over 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of 10% in the annual energy bill.

Removal of Lights – In the past, extension of street lighting went far beyond the required needs, a clear case in point here is street lighting on main routes. These are generally roads leading to or out of local settlements where current design standards would not recommend street lighting. There are some 5000 unnecessary high wattage lights on these roads potentially suitable for permanent disconnection and removal. Their removal will have no adverse effect on the locality yet delivery a saving of around 5% of the energy bill. Lights within the settlements would be retained.

Future areas for possible review

Dimming – This involves reducing the illumination level of lights. However, the technology for implementing this option is currently very expensive as it involves replacing the lantern on each lighting column. Some 25,000 lights could be suitable for this treatment and as technology improves this could become a viable option. Savings could be achieved up to 10% of the annual energy bill. As of today, this is not a cost effective option.

Central Monitoring System -This involves installing a small radio device on each column, a collection of these, around 1,000 are then linked to a local base station, which in turn is connected to a remote Central Monitoring Unit. This future option would allow each column to be remotely monitored and controlled. Benefits would be significant but the systems are relatively new and expensive. This option will be reviewed in detail in the spring of 2012/13. There will be no abortive costs if this option is adopted.

4. Conclusion

In order to ensure that KCC utilises its limited resources in the best manner it is proposed to follow the agreed Street Lighting Strategy agreed by POSC in May 2010. This will reduce energy costs and protect the environment. The County Council should;

- Ensure value is achieved by supplying lighting at the time of greatest demand or need.
- Manage energy sensibly thus reducing consumption for street lighting. This will help address the financial challenge to reduce costs of service delivery as outlined in Bold Steps for Kent.
- Reduce CO2 emission to help meet the challenge of climate change as set out in Bold Steps for Kent.
- Engage with Kent stakeholders to consult on ways to ensure an appropriate and effective level of street lighting.

5. Recommendations

Members of the Committee are asked to comment on:

- (1) The specific proposals outlined above to introduce a common sense approach to safe and sensible management/operation of street lighting is endorsed

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Traffic Management - Parking & Waiting Restrictions – Thanet

To: **Thanet Joint Transportation Board – 15 March 2012**

By: **Civil Enforcement Manager**

Classification: **Unrestricted.**

Ward: **Across the District – Various**

Summary: **The report presents the results of investigations at various locations where parking restrictions have been requested over the past year.**

For Recommendation:

1. Introduction and Background

- 1.1 Since 2005 the responsibility for parking matters in the Thanet District is split between Kent Highways and Transportation for requests relating to safety and Thanet District for amenity requests. Requests that both councils have received over the past year have been investigated and those that are considered to be viable, or those that have not been resolved are shown with recommendations in appendix1.
- 1.2 Making changes to Traffic Regulation Orders is a lengthy and costly process involving changes to legal documents and thorough public consultation. In order to optimise the handling of these changes, the requests are consolidated into an annual review. Objections that are received during the public consultation will be brought back to the Board later in the year for a decision about whether to implement the proposed changes.
- 1.3 The officers' recommendations as to whether each proposal should be implemented are based on the General Provision for Traffic Regulation in the Road the Road Traffic Regulation Act 1984. Within the Act changes are considered to be justified:
- a) where a road safety hazard exists;
 - b) where traffic flow on main roads is impeded;
 - c) where access is seriously obstructed, particularly for emergency vehicles;
 - d) where damage to the highway or to buildings is caused by particular classes of vehicle;
 - e) where serious loss of amenity is caused.
- 1.4 Additionally, as a general rule, parking restrictions are not recommended in remote locations where there is little chance of enforcement. The opportunity has also been taken to review locations where parking restrictions can be removed.

2. Options available

- 2.1 Members of the Board can:

- 2.11 Support the officers' recommendations about whether to consult on each of the proposals,
- 2.12 Make a different recommendation about whether to consult on individual proposals,
- 2.13 Recommend amendments to any of the proposals to be advertised.

3. Corporate Implications

3.1 Financial

- 3.1.1 Parking and waiting restrictions are funded, managed and enforced by the Thanet District Council using the decriminalisation budget.
- 3.1.2 No additional staffing resources are proposed, as the majority of the controls should be self-enforcing.

4.2 Legal

- 4.2.1 There are no legal implications.

5.3 Corporate

- 5.3.1 The proposals are intended to improve access, sight lines and the free flow of traffic. This is applicable not only to residential traffic but also to Emergency Service vehicles. If controls are not introduced, having identified a problem and proposed a solution and if an incident were to occur, it is possible that Members could be challenged for a failure to discharge their duty of care.

6.4 Equity and Equalities

- 6.4.1 Some proposals will improve sight lines not only for drivers but also for pedestrians. Additionally, some waiting restrictions on corners will discourage inconsiderate parking and improve pedestrian access to footways. This will be of benefit to both able bodied and disabled road users.

7.0 Recommendation

- 7.1 That subject to the views of this Board, the recommendations shown in appendix 1 are approved, and
- 7.2 That the proposals which require statutory consultation are advertised, and that any objections are reported back to a future meeting of the Board.

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

Background Papers

None

Annex List	
<i>Annex 1</i>	<i>List of sites and site plans to be advertised.</i>

PARKING & WAITING REVIEW 2012

APPENDIX 1 RECOMMENDATIONS

* JOINT SITE VISIT – KENT COUNTY COUNCIL/ TDC PARKING

REF	LOCATION	COMPLAINT	SITE VISIT	COMMENTS	PLAN
1	Park Avenue j/w Norrie Road, Brichington.	Residents – concerned about inconsiderate parking close to junction with Norrie Road.	*19/02/12 RCS & LD	Agree. Add additional 15m from the corner to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan
2	Sowell Street j/w St Peters Park Road and Albion Road, Broadstairs.	Residents – via member concerned about inconsiderate parking close to junction with St Peters Park Road.	*19/02/12 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan
3	St Georges Road j/w Clarendon Road, Broadstairs.	KCC – concerned about inconsiderate parking which is stopping traffic flow due to width of road.	*24/02/12 RCS & LD	Agree. Single yellow lines in the bend of the road to help with traffic flow at peak times.	See site plan
4	Tunis Row j/w Devonshire Terrace, Broadstairs.	Residents – via member concerned about inconsiderate parking due to the width of the road to help with the free flow of traffic.	*24/02/12 RCS & LD	Agree. Double yellow lines both sides of Tunis Row for the entire length, and 15m corner protection to deal with sight line issues, reduce vehicular blockage and to keep the junction clear.	See site plan
5	All Saints Avenue Margate.	Residents – are double yellow lines necessary due to width of road.	*07/10/11 RCS & LD	Agree. Lines between the front of 121 and 125 could be removed to allow extra parking.	See site plan
6	Fairview Close j/w Wilderness Hill, Margate.	Residents – concerned about inconsiderate parking close to the junction with Wilderness Hill.	*19/02/12 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan
7	Gainsborough Avenue j/w Millmead Road, Margate.	Residents – concerned about inconsiderate parking close to the junction with Millmead Road.	*07/10/11 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan

8	<u>Lyndhurst Avenue</u> Margate.	KCC and Trader – concerned about inconsiderate parking close to the entrance of business car park.	*07/10/11 RCS & LD	Agree. 10m protection across the rear vehicular access of 292 Northdown Road to deal with sight line issues, reduce potential vehicular conflict and to keep access clear.	See site plan
9	<u>Nightingale Place</u> j/w Wilderness Hill, Margate.	Residents – concerned about inconsiderate parking close to the junction with Wilderness Hill.	*07/10/11 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan
10	<u>Royal Crescent</u> Margate.	Members – request controlled parking in this location.	*19/02/12 RCS & LD	Agree. Pay and Display parking with residents parking scheme and yellow lines at junctions with Canterbury Road to deal with sight line issues.	See site plan
11	<u>Trinity Square</u> Margate.	Residents – concerned about inconsiderate parking across access.	*19/02/12 RCS & LD	Agree. To extend Double Yellow lines to deal with sight line issues and reduce potential vehicular conflict.	See site plan
12	<u>Trinity Square</u> Margate.	Residents- via Member concerned about inconsiderate parking and access to Trinity Court.	*19/02/12 RCS & LD	Agree. To extend Double Yellow lines and add new ones to deal with sight line issues, reduce potential vehicular conflict and allow access to rear of premises.	See site plan
13	<u>Cannonbury Road</u> j/w Grange Road, Ramsgate.	Residents – concerned about inconsiderate parking on the pavement due to width of the road.	*07/10/11 RCS & LD	Agree. Double Yellow lines for the entire length of the northern side of the road to reduce potential vehicular conflict.	See site plan
14	<u>Chilton Lane</u> j/w Nethercourt Circus, Ramsgate.	Residents – concerned about inconsiderate parking on the roundabout.	*07/10/11 RCS & LD	Agree. To extend Double Yellow lines by 15m to deal with sight line issues and to keep the junction clear.	See site plan
15	<u>Hope Lane</u> j/w Pysons Road, Ramsgate	Residents- via Member concerned about inconsiderate parking close to the junction with Pysons Road.	*24/02/12 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan
16	<u>Hopes Lane</u> Ramsgate.	Residents- via Member concerned about inconsiderate parking close to the bend.	*24/02/12 RCS & LD	Agree. Double Yellow lines on the bend and for access protection to deal with sight line issues, reduce potential vehicular conflict.	See site plan

17	<u>Priory Road</u> j/w St Augustines Road, Ramsgate.	Residents – concerned about inconsiderate parking close to the junction with St Augustines Road.	*07/10/11 RCS & LD	Agree. 15m corner protection on both sides of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan
18	<u>Vale Square</u> j/w Crescent Road, Ramsgate.	Residents – concerned about inconsiderate parking close to the junction with Crescent Road.	*07/10/11 RCS & LD	Agree. 15m corner protection on one side of the junction to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	See site plan
19	<u>Winstanley Crescent</u> j/w Margate Road, Ramsgate.	Residents – concerned about inconsiderate parking on the pavement due to width of the road.	*07/10/11 RCS & LD	Agree. Double Yellow lines for the entire length of the eastern side of the road to reduce potential vehicular conflict.	See site plan
20	<u>Cedric Road</u> Westgate.	Residents - via Member concerned about inconsiderate parking and access to Turnstone Court.	*19/02/12 RCS & LD	Agree. 10m protection across the rear vehicular access of Turnstone Court to deal with sight line issues, reduce potential vehicular conflict and to keep access clear.	See site plan
21	<u>Quex Road</u> j/w Canterbury Road, Westgate.	Residents – concerned about inconsiderate parking on the pavement due to width of the road.	*19/02/12 RCS & LD	Agree. 15m corner protection on the western side of the junction to keep the pavement free of vehicles.	See site plan
22	<u>The Grove</u> Westgate.	Residents- via Member concerned about inconsiderate parking and access to Read Court.	*19/02/12 RCS & LD	Agree. 10m protection across the rear vehicular access of Read Court to deal with sight line issues, reduce potential vehicular conflict and to keep access clear.	See site plan
23	<u>Westbury Road</u> j/w St Mildred's Road and The Grove, Westgate.	Member – request controlled parking in this location.	*19/02/12 RCS & LD	Agree. Time limited controlled parking between the hours of 9 and 11am with 15m corner protection at both junctions to deal with sight line issues and to keep the junction clear.	See site plan

PARK AVENUE BIRCHINGTON

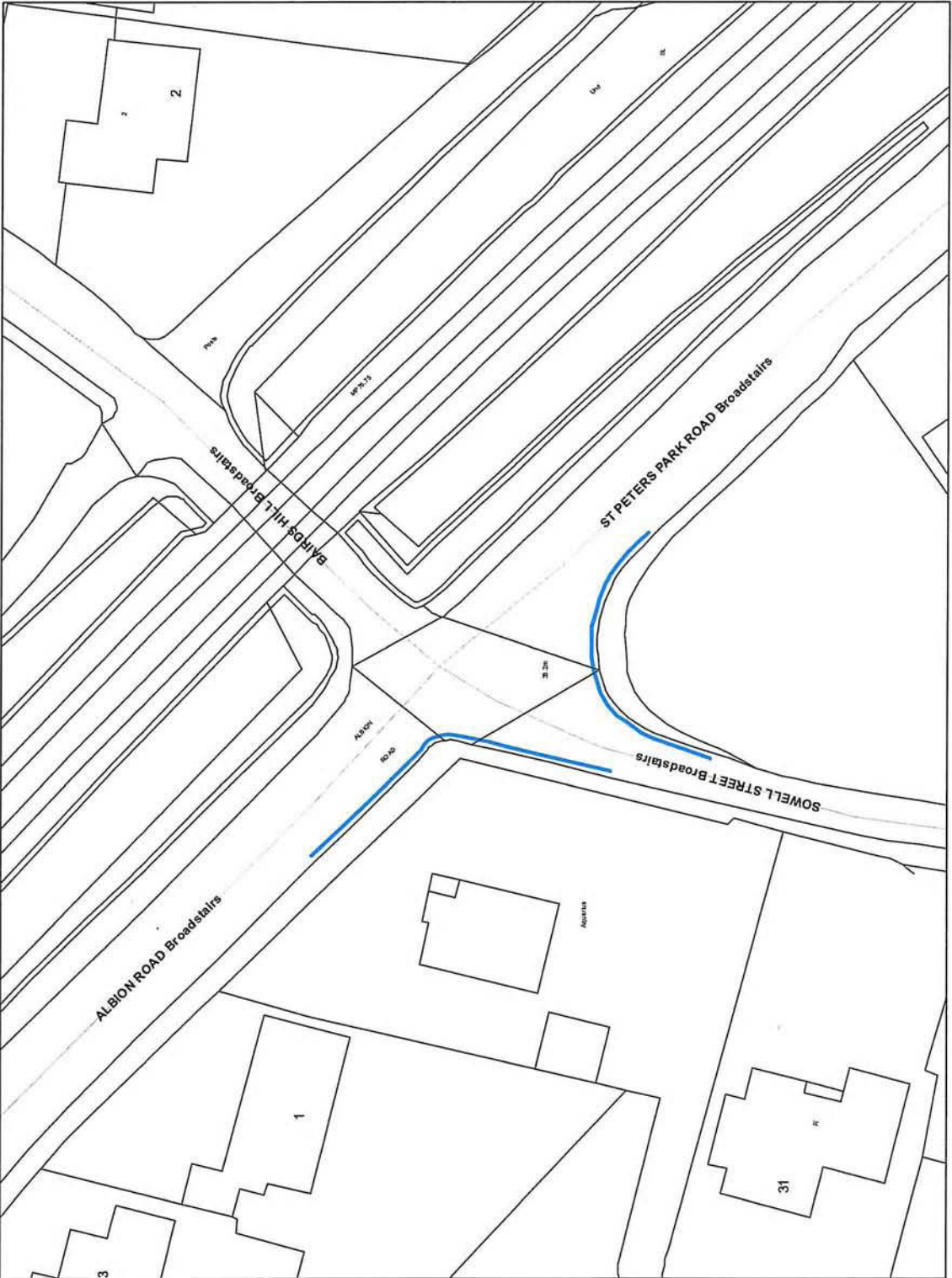


Park Avenue
Birchington

No waiting at any
time, 15 metres
corner protection,
junction with Norrie
Road



SOWELL STREET / ST PETERS PARK ROAD BROADSTAIRS



Sowell Street / St
Peters Park Road
Broadstairs

No waiting at any
time, 15 metres
corner protection



ST GEORGES ROAD BROADSTAIRS



St Georges Road
Broadstairs

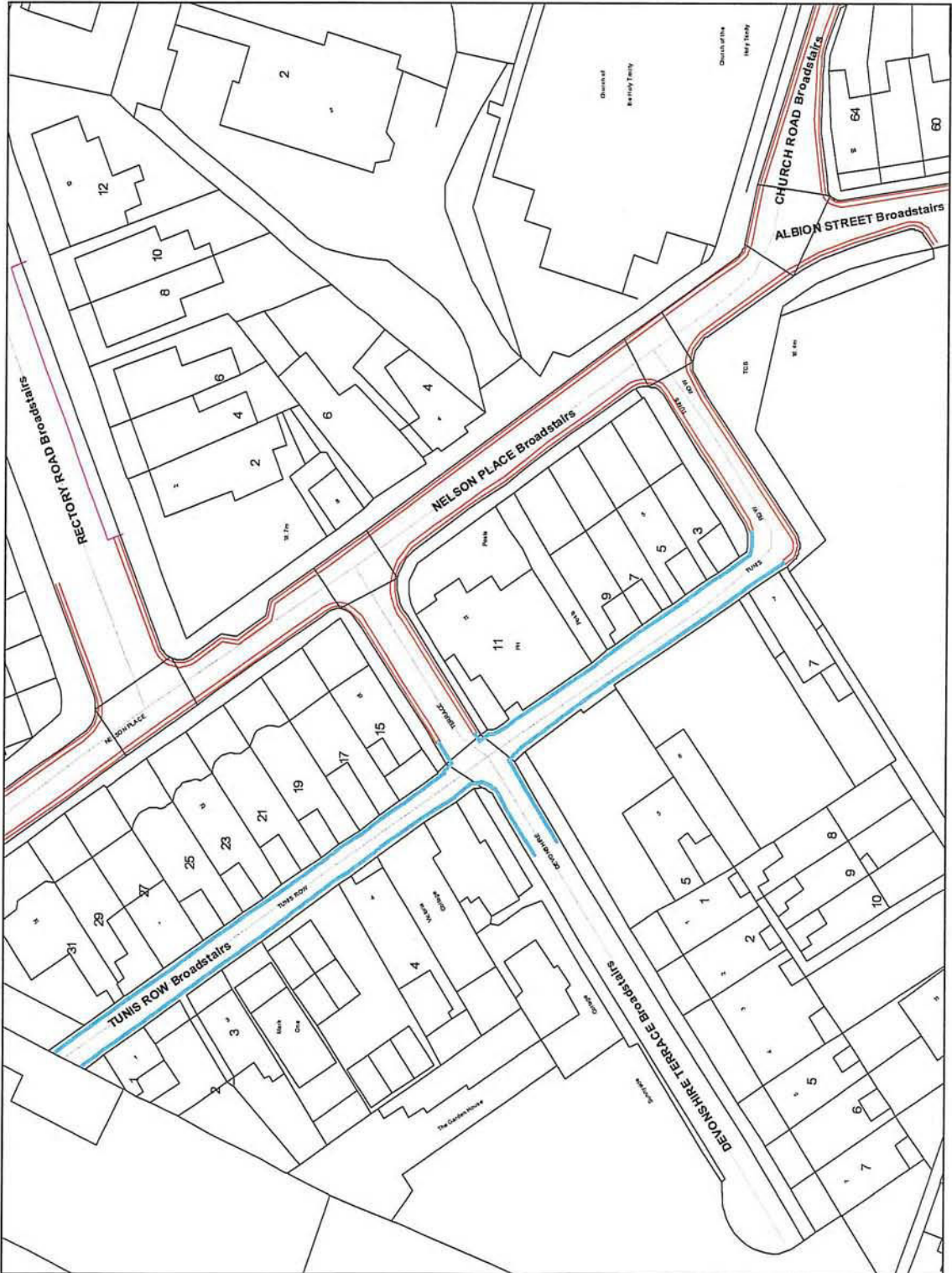
No waiting SYL 8am
to 6pm



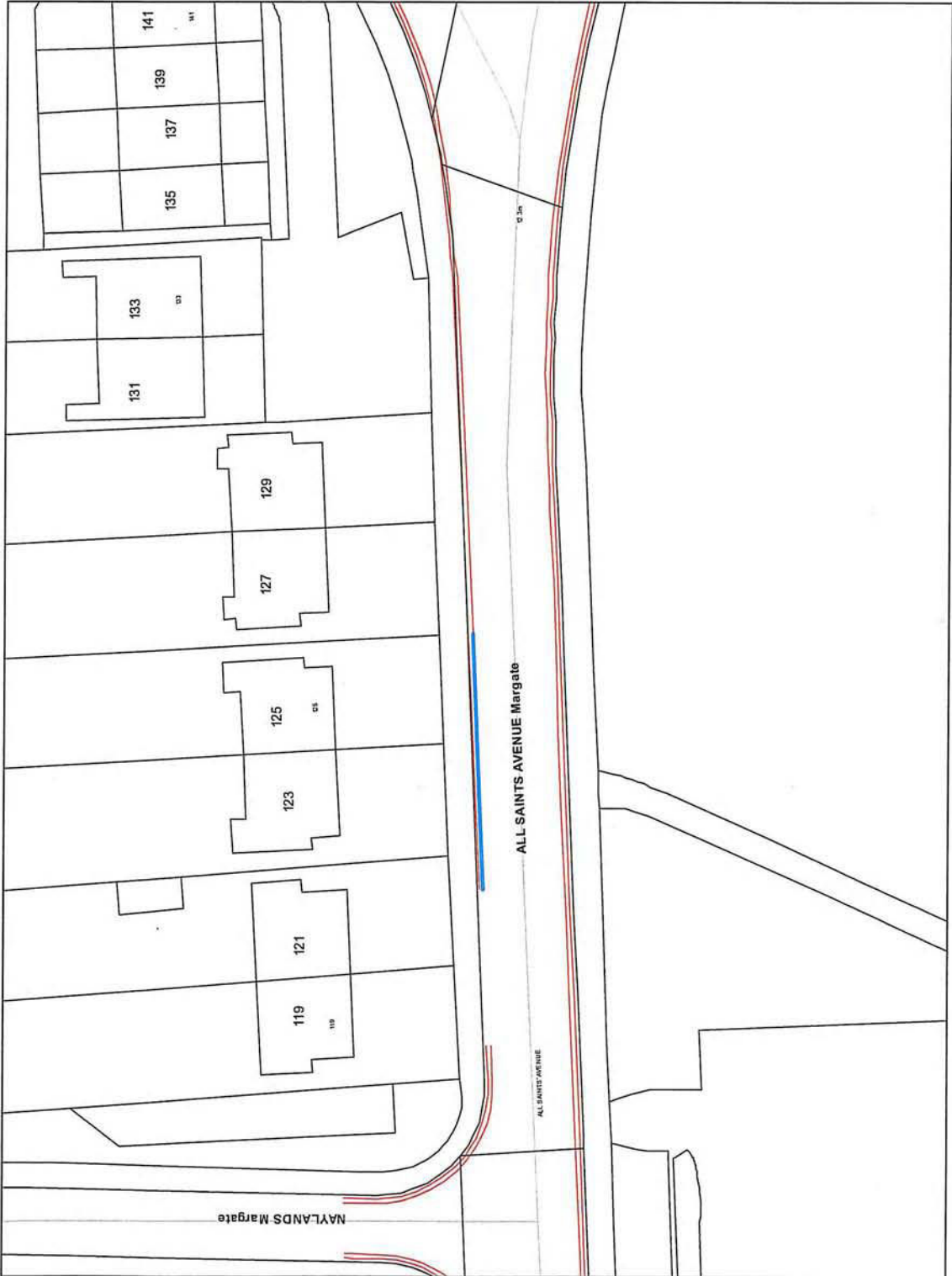
TUNIS ROW / DEVONSHIRE TERRACE BROADSTAIRS

Tunis Row /
Devonshire Terrace
Broadstairs

No waiting at any
time on Both Sides
for entire length of
Tunis Row and 15
metres corner
protection in
Devonshire Terrace.



ALL SAINTS AVENUE MARGATE



All Saints Avenue
Margate

Remove no waiting
at any time



FAIRVIEW CLOSE / WILDERNESS HILL MARGATE

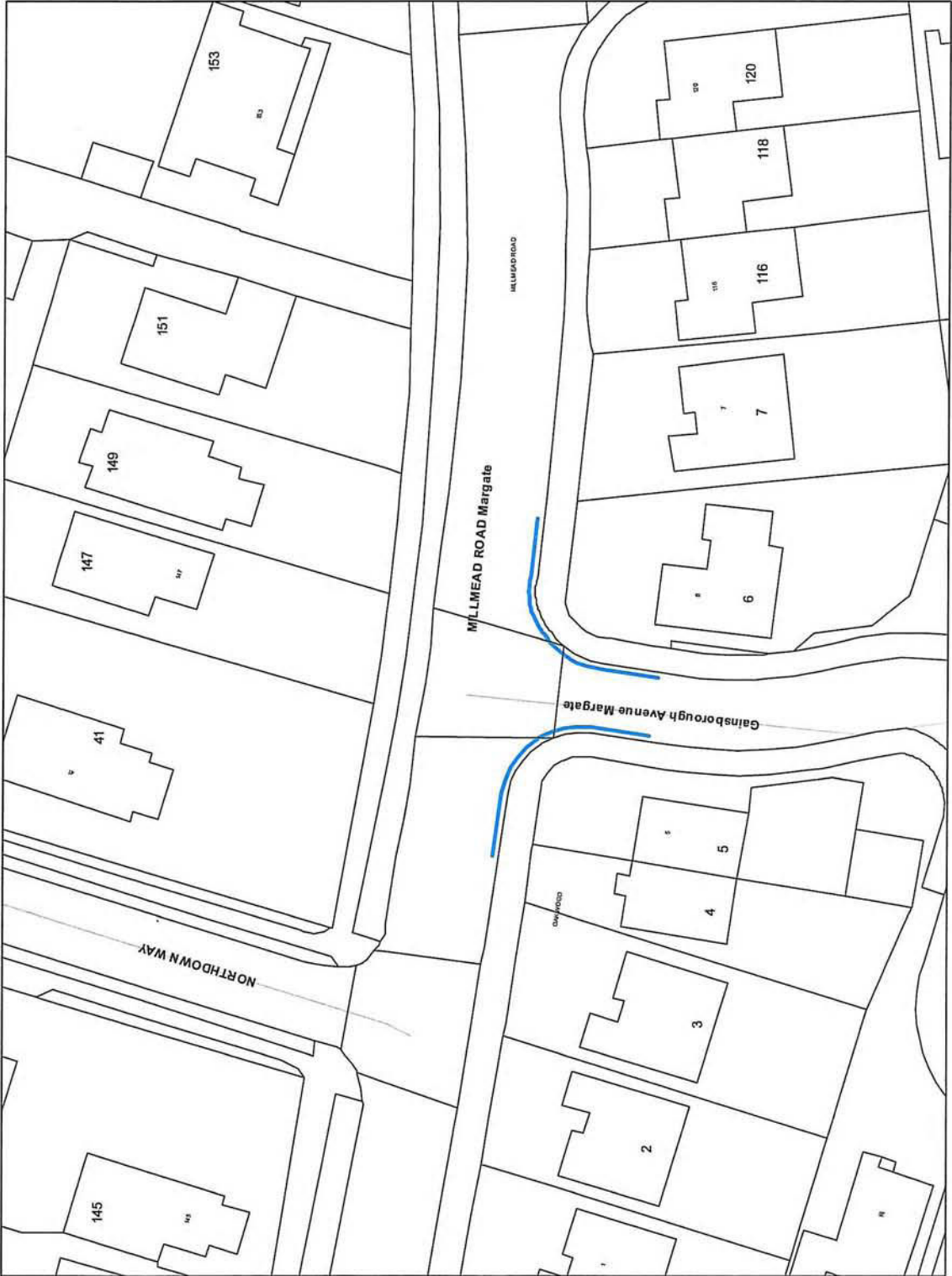


Fairview Close /
Wilderness Hill
Margate

No waiting at any
time, 15 metres
corner protection



GAINSBOROUGH AVENUE / MILLMEAD ROAD MARGATE

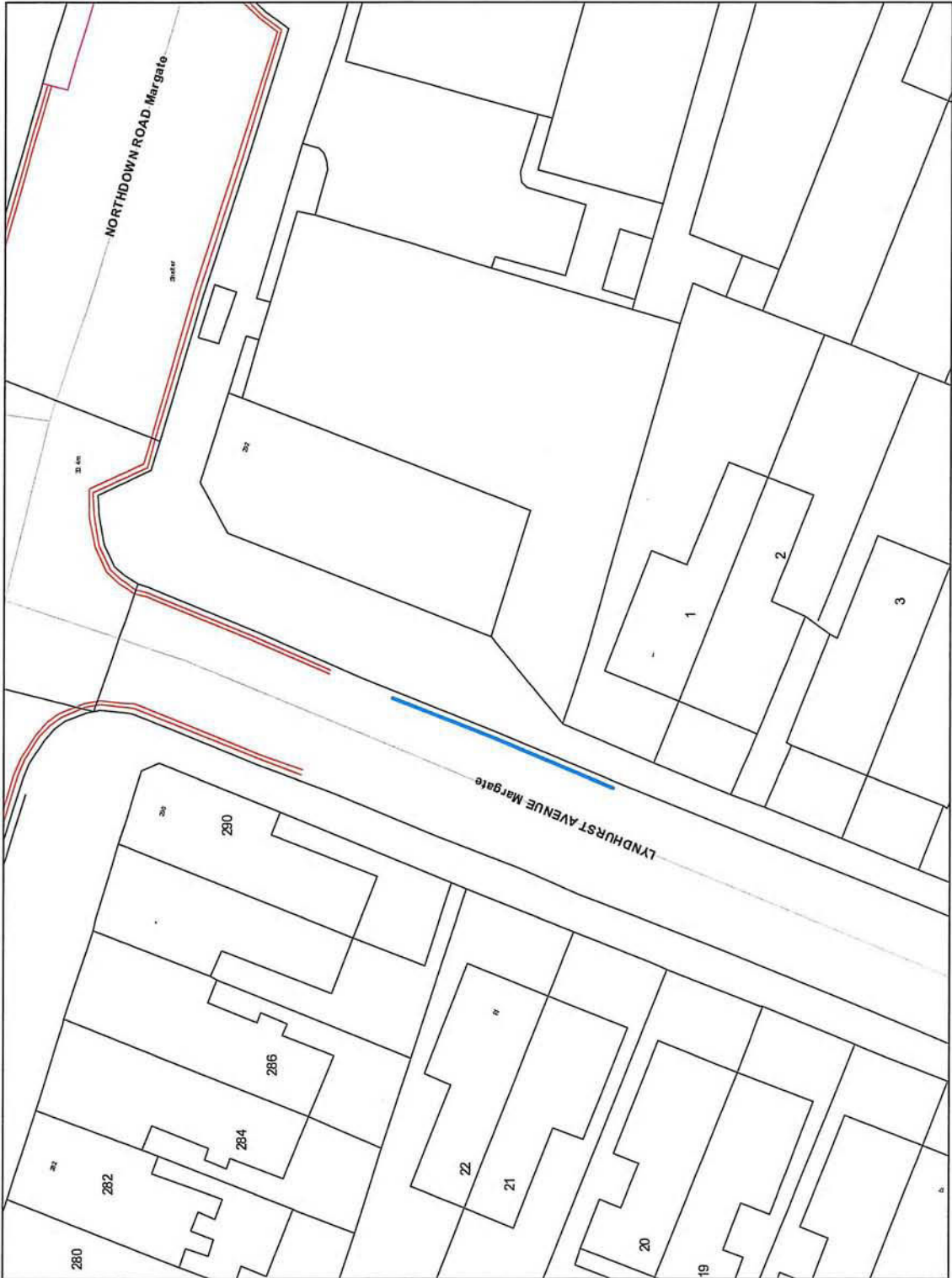


Gainsborough
Avenue / Millmead
Road Margate

No waiting at any
time, 15 metres
corner protection



LYNDHURST AVENUE MARGATE



Lyndhurst Avenue
Margate

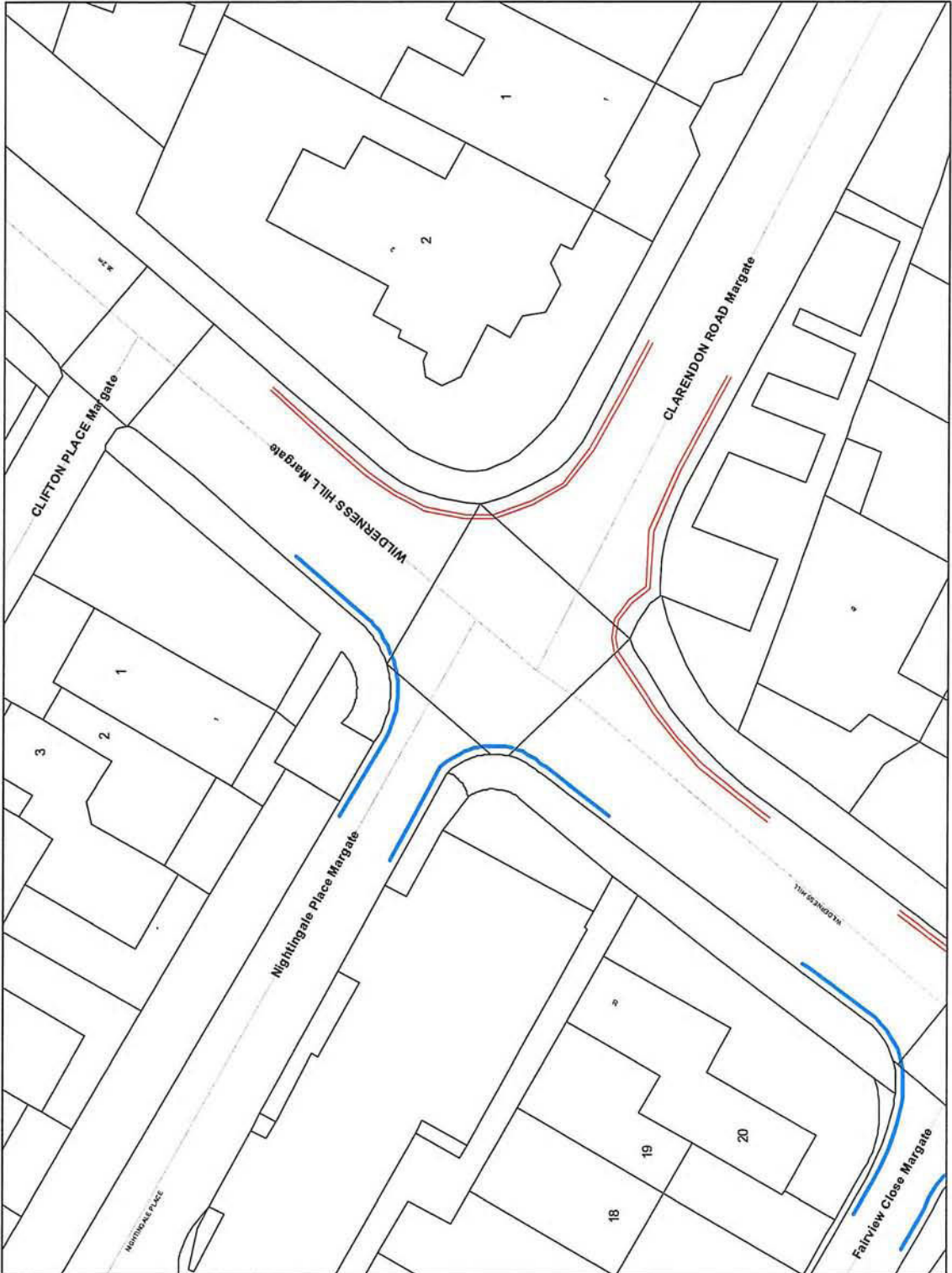
No waiting at any
time, 10 metres in
front of James Décor
(292 Northdown
Road) vehicle access



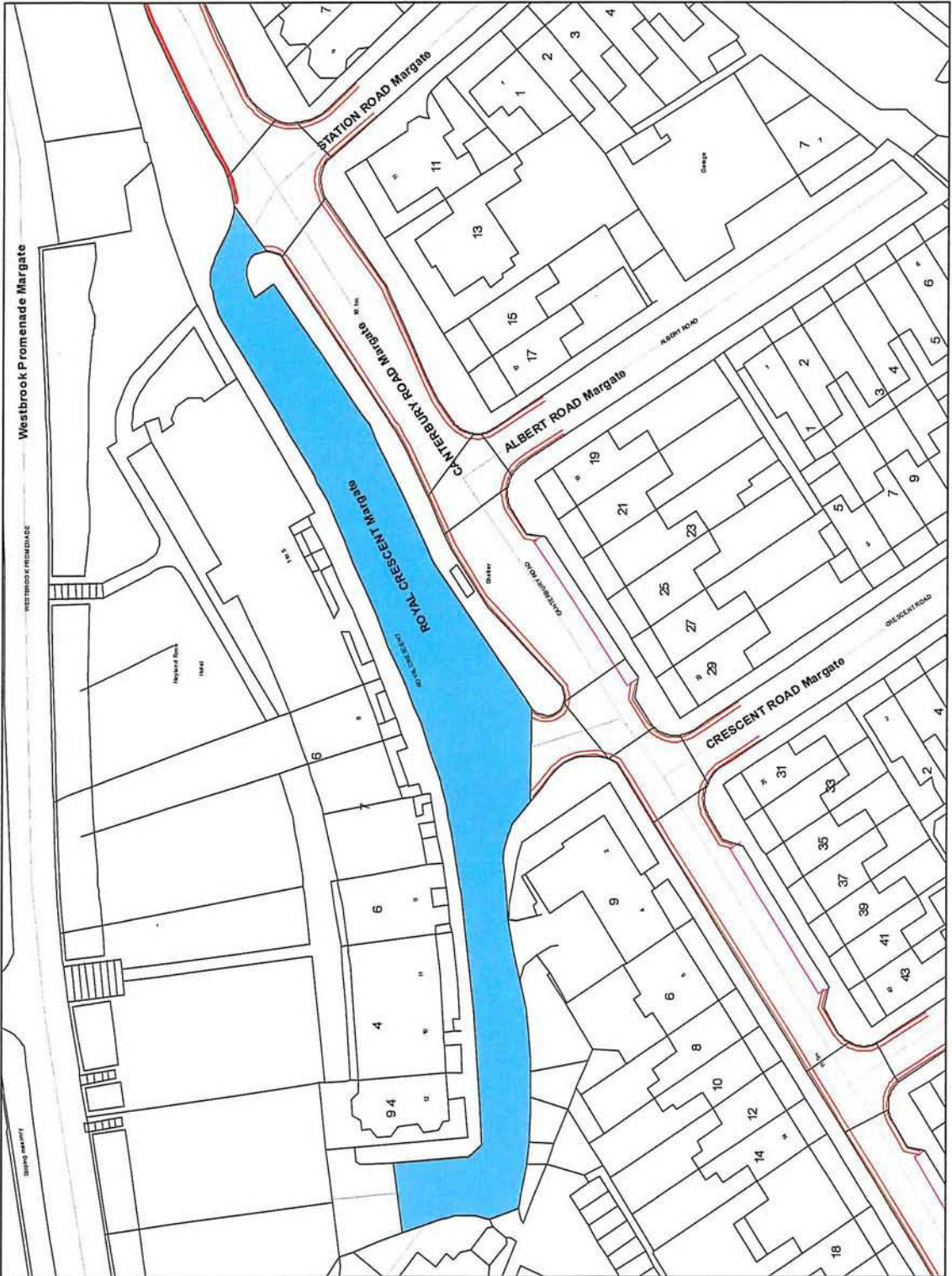
NIGHTINGALE PLACE / WILDERNESS HILL MARGATE

Nightingale Place /
Wilderness Hill
Margate

No waiting at any
time, 15 metres
corner protection



ROYAL CRESCENT MARGATE



Royal Crescent
Margate

Pay and Display with
residents parking and
DYL as required and
Corner Protection



TRINITY SQUARE MARGATE



Trinity Square
Margate

No waiting at any
time, Across rear
access of 28 Fort
Crescent



CANNONBURY ROAD RAMSGATE

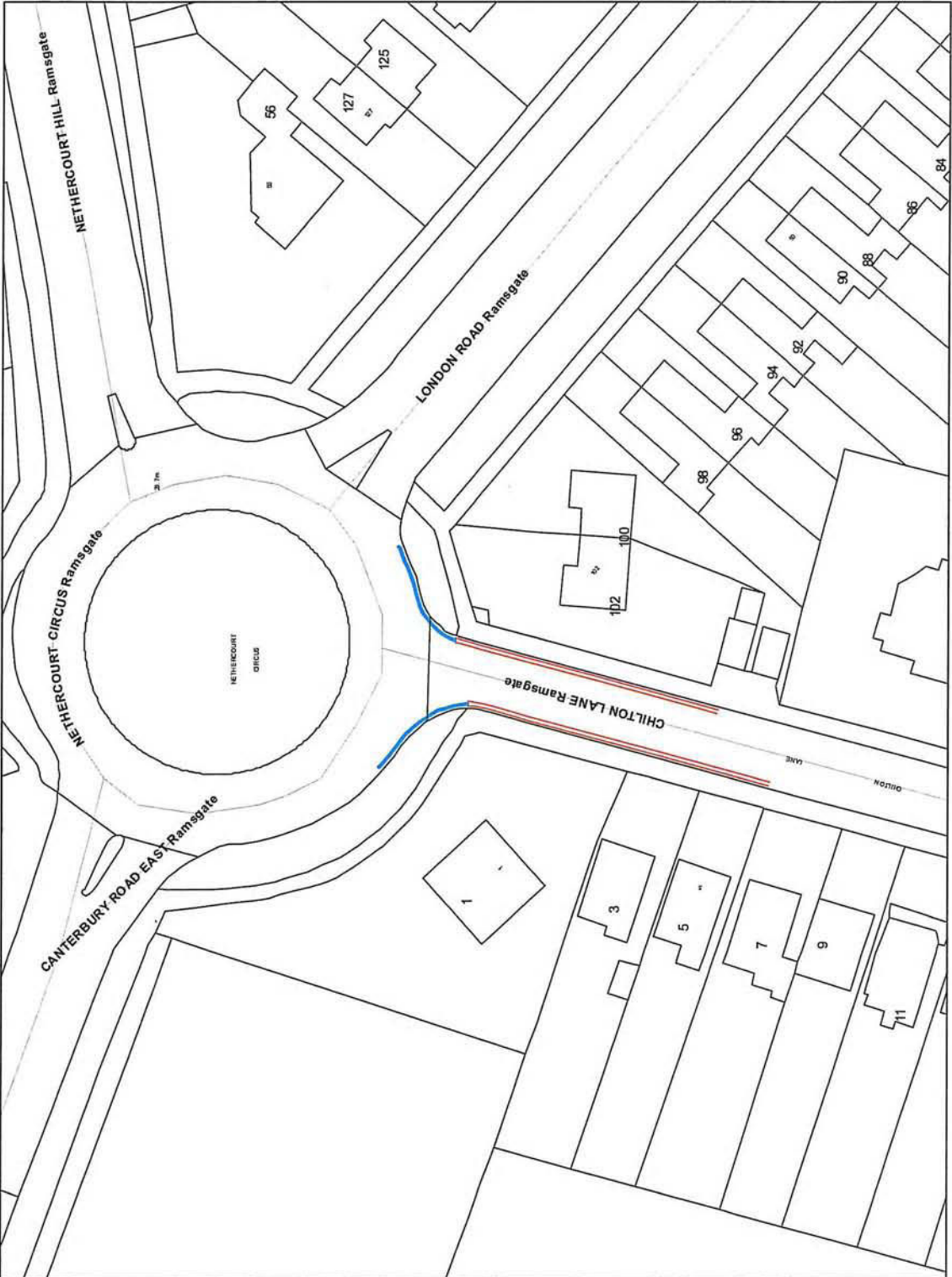


Cannonbury Road
Ramsgate

No waiting at any
time, on the northern
side, for the entire
length



CHILTON LANE RAMSGATE



Chilton Lane
Ramsgate

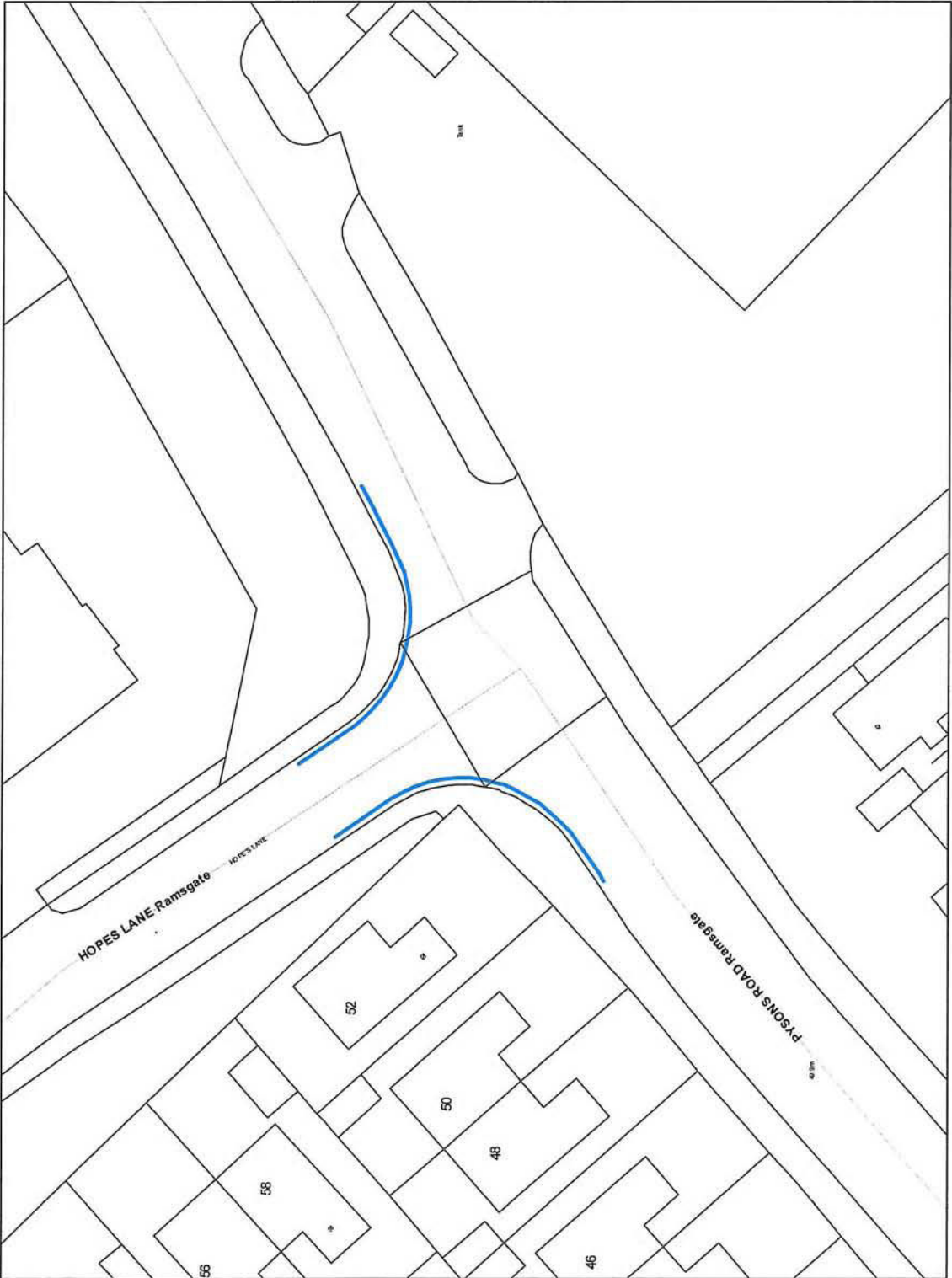
No waiting at any
time, extend existing
lines 15 metres



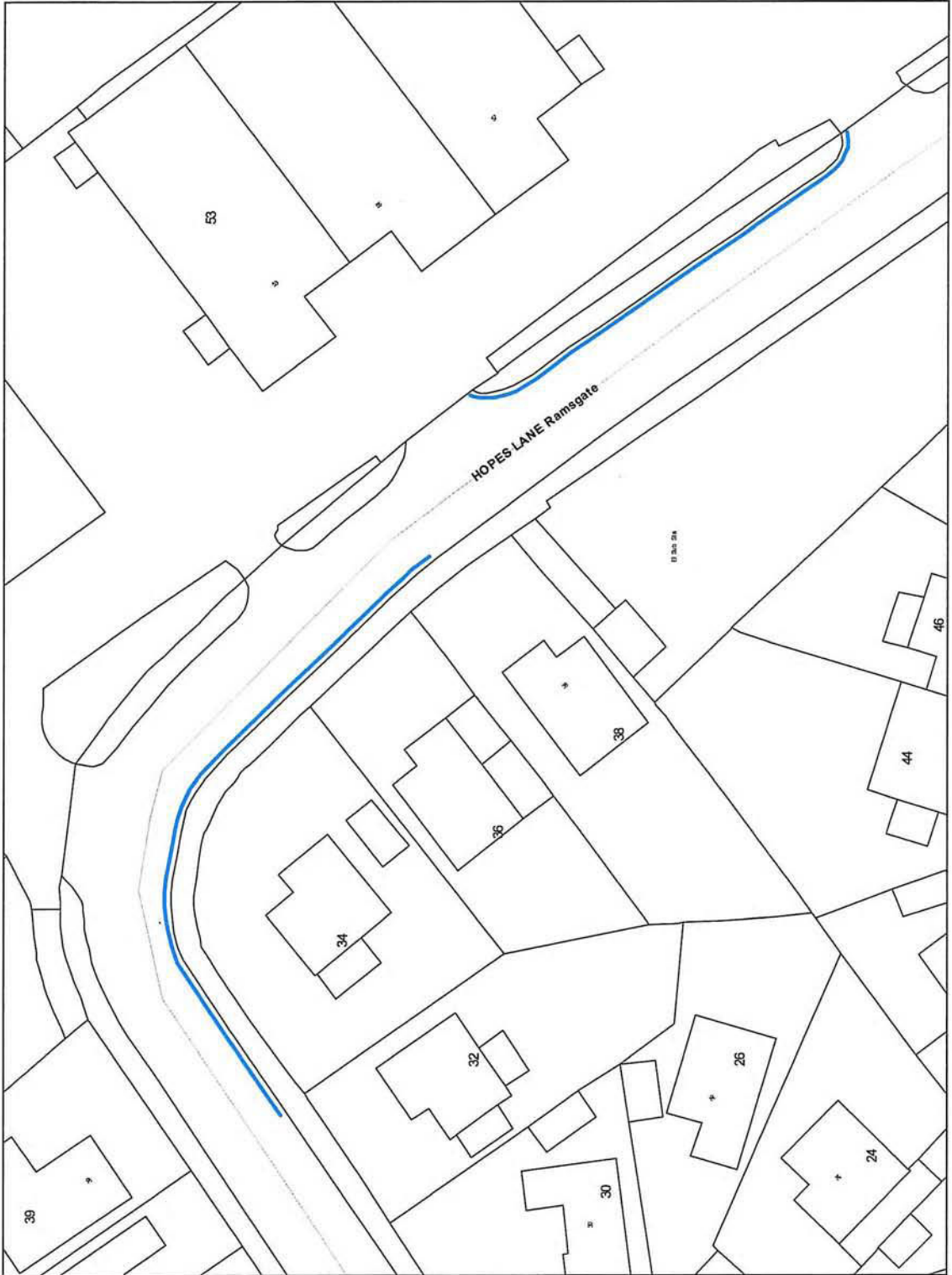
HOPES LANE / PYSONS ROAD RAMSGATE

Hopes Lane / Pysons
Road Ramsgate

No waiting at any
time, 15 metres
corner protection



HOPES LANE RAMSGATE

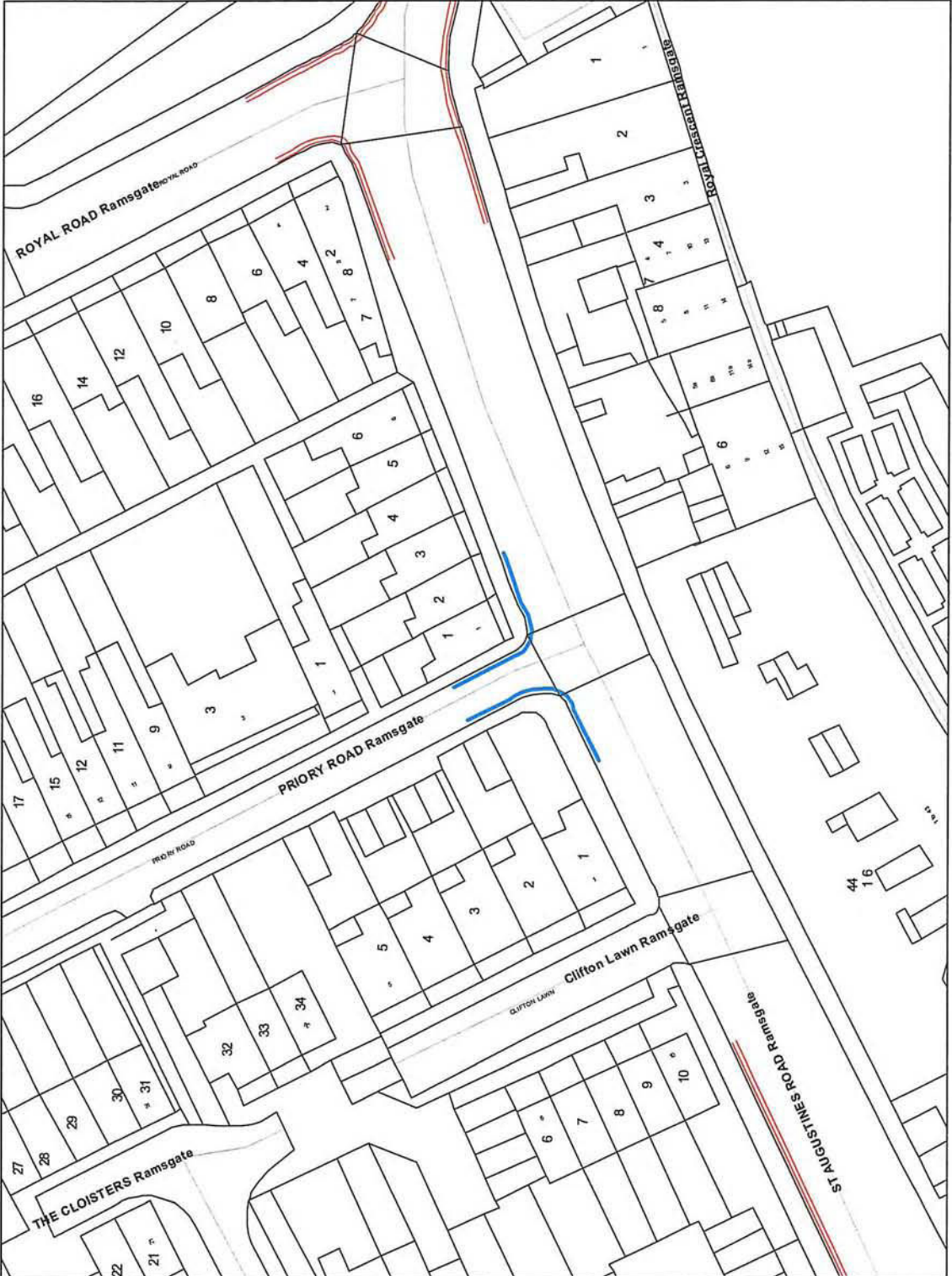


Hopes Lane
Ramsgate

No waiting at any
time, corner and
access protection



PRIORY ROAD / ST AUGUSTINES ROAD RAMSGATE



Priory Road / St Augustines Road Ramsgate

No waiting at any time, 15 metres corner protection



VALE SQUARE / CRESCENT ROAD RAMSGATE



Vale Square /
Crescent Road
Ramsgate

No waiting at any
time, 15 metres
corner protection



WINSTANLEY CRESCENT RAMSGATE

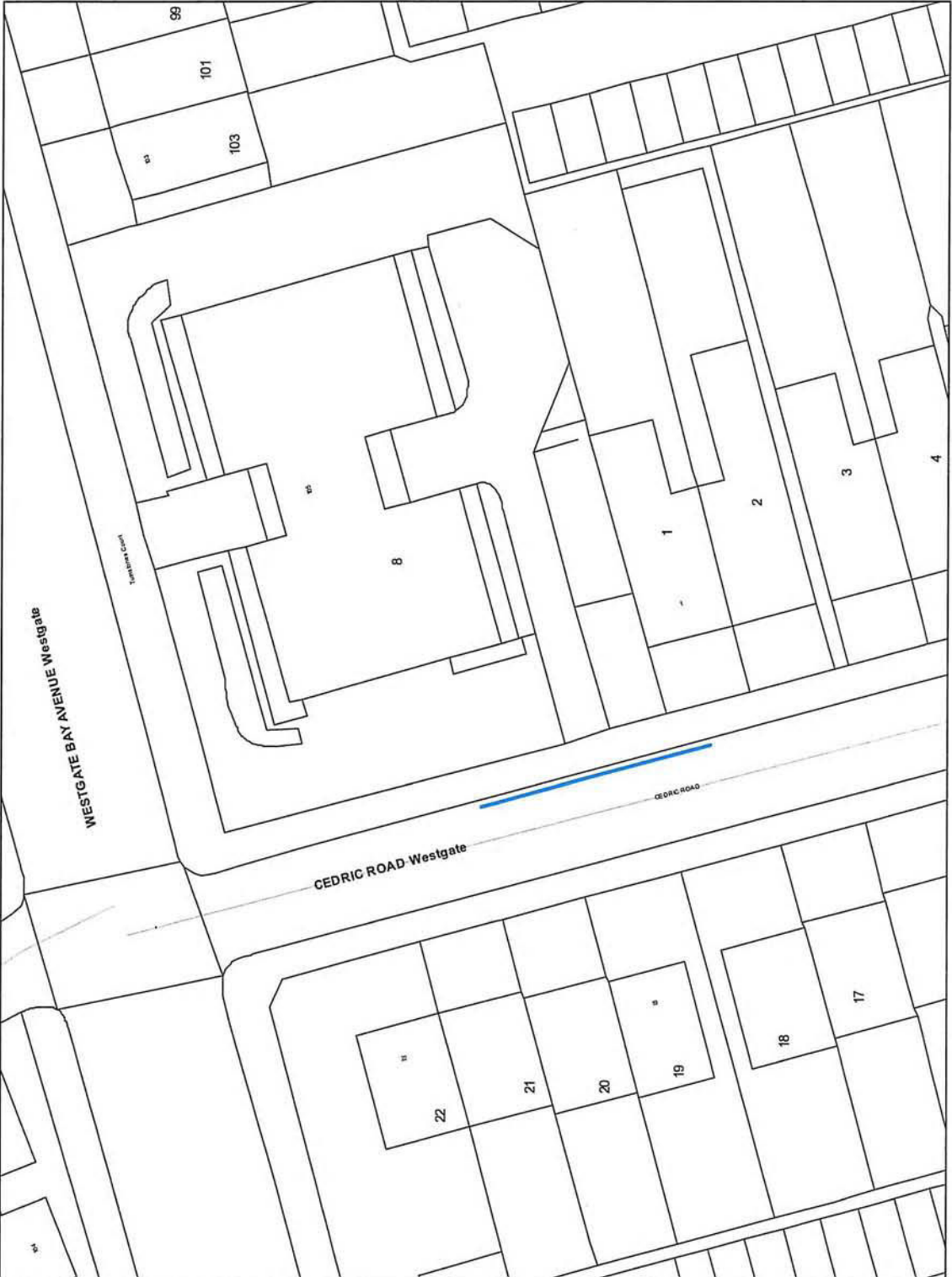


Winstanley Crescent
Ramsgate

No waiting at any
time, on the eastern
side, for the entire
length



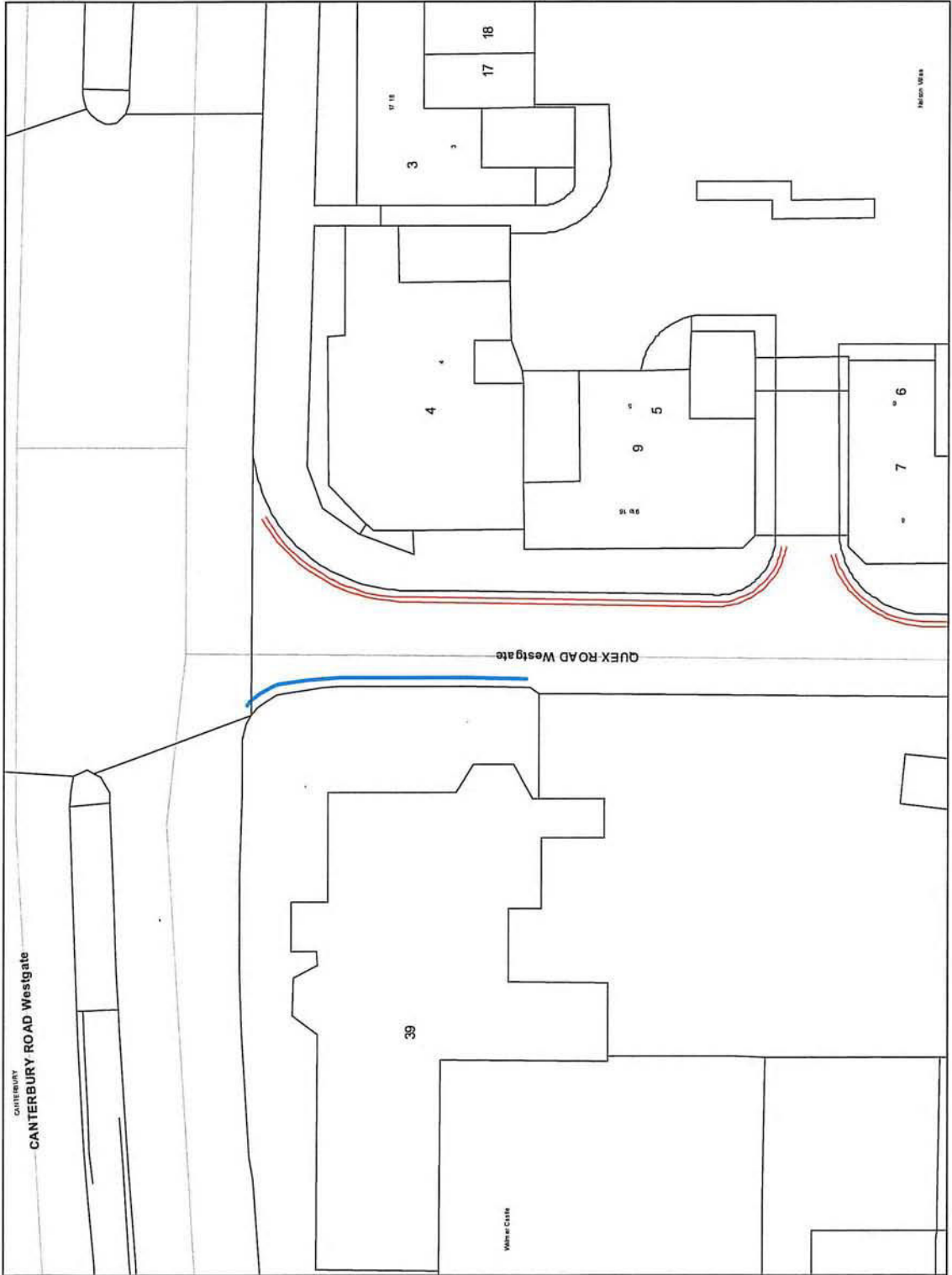
CEDRIC ROAD WESTGATE-ON-SEA



Cedric Road
Westgate-on-sea

No waiting at any
time, 10 metres
either side of
entrance to
Turnstones Court

QUEX ROAD WESTGATE-ON-SEA

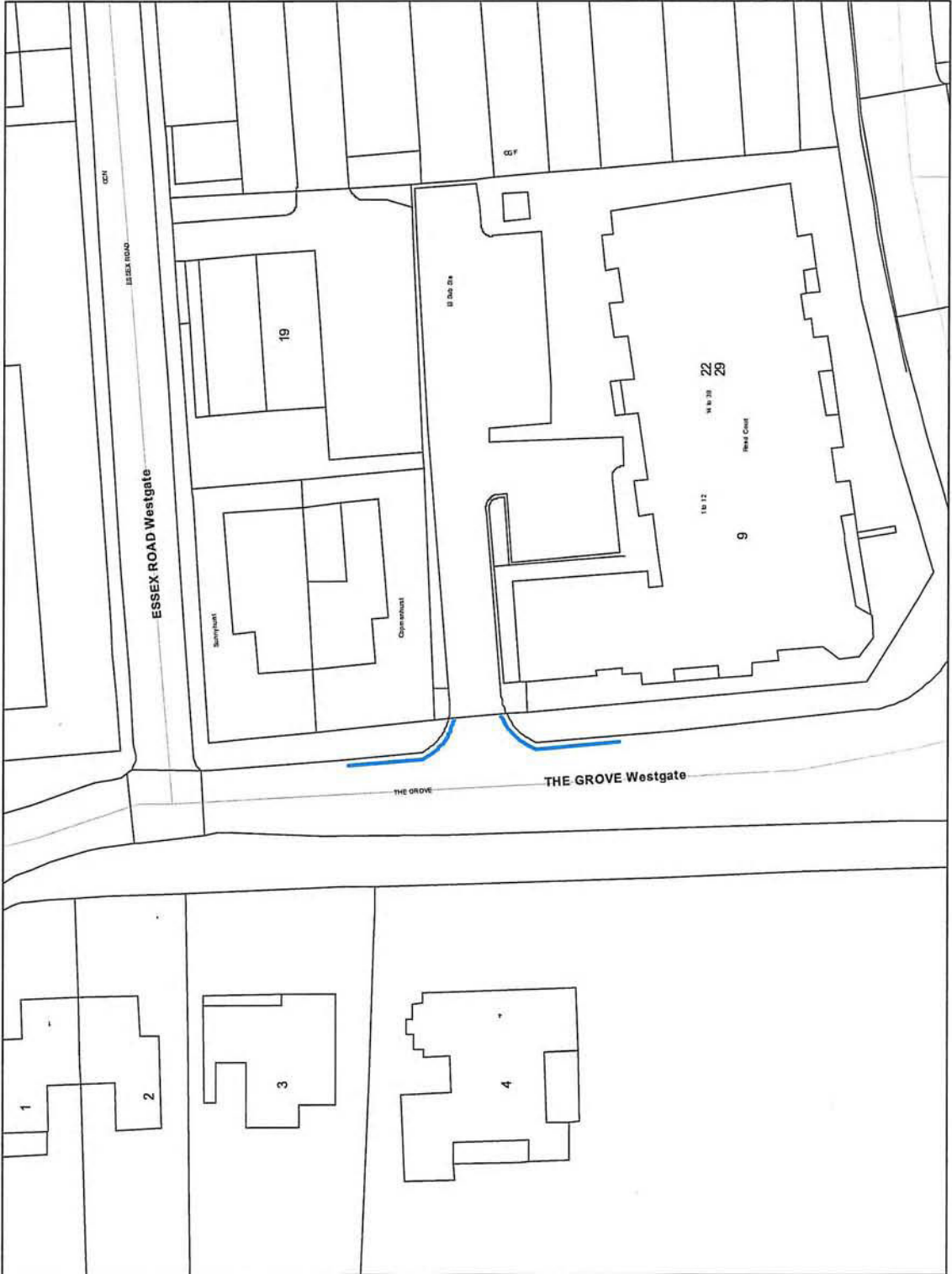


Quex Road
Westgate-on-sea

No waiting at any
time, 15 metres
corner protection on
western side



THE GROVE WESTGATE-ON-SEA



The Grove Westgate-
on-sea

No waiting at any
time, 10 metres
either side of the
entrance to Read
Court



WESTBURY ROAD WESTGATE-ON-SEA



Westbury Road
Westgate-on-sea

Time limited between
9am and 11am and
DYL's as required
and corner protection

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.