

Public Document Pack

Date: 8 September 2014
Ask For: Anona Somasundaram
Direct Dial: (01843) 577046
Email: anona.somasundaram@thanet.gov.uk



JOINT TRANSPORTATION BOARD

18 SEPTEMBER 2014

A meeting of the Joint Transportation Board will be held at **7.00 pm on Thursday, 18 September 2014** in the Council Chamber, Cecil Street, Margate, Kent.

Membership:

Councillor Latchford (Kent County Council - Birchington and Villages) (Chairman); Councillors: Clark (Vice-Chairman), Aldred, K Gregory, S Hart, D Saunders, M Saunders, Savage, J Scobie, M Elenor (Kent County Council - Margate & Cliftonville), J Elenor (Kent County Council - Margate West), Heale (Kent County Council - Ramsgate), W Scobie (Kent County Council - Margate and Cliftonville Electoral Division), Shonk (Kent County Council - Ramsgate), Terry (Kent County Council - Broadstairs and Sir Moses Montefiore), Wiltshire (Kent County Council - Broadstairs and Sir Moses Montefiore Electoral Division) and Councillor Sheila M P Bransfield (Thanet Area Local Councils' Committee)

A G E N D A

- | <u>Item No</u> | <u>Subject</u> |
|----------------|---|
| 1. | <u>APOLOGIES FOR ABSENCE</u> |
| 2. | <u>DECLARATIONS OF INTEREST</u> |
| 3. | <u>MINUTES OF PREVIOUS MEETING</u> (Pages 1 - 4)
To approve the Minutes of the Joint Transportation Board meeting held on 12 June 2014, copy attached |
| 4. | <u>HIGHWAY WORKS PROGRAMME 2014/15</u> (Pages 5 - 18) |
| 5. | <u>PARKING AND WAITING RESTRICTIONS - UPDATE SUMMARY</u> (Pages 19 - 62) |
| 6. | <u>TRAFFIC MANAGEMENT - PARKING AND WAITING RESTRICTIONS</u> (Pages 63 - 68) |
| 7. | <u>PARKING PLACES FOR DISABLED PERSONS VEHICLES - THANET</u> (Pages 69 - 82) |
| 8. | <u>SUMMARY OF STORM AND FLOOD ISSUES</u> (Pages 83 - 108) |
| 9. | <u>MARGATE RAILWAY STATION FORECOURT ENHANCEMENT UPDATE AND RAMSGATE RAILWAY STATION - FORECOURT ENHANCEMENT CONSULTATION RESULTS - LOCAL SUSTAINABLE TRANSPORT FUND</u> (Pages 109 - 118) |
| 10. | <u>MANSTON COURT ROAD</u> (Pages 119 - 122) |
| 11. | <u>DATE OF NEXT MEETING</u>
The next meeting of the Board will be held at 7.00 pm on Tuesday, 16 December 2014. |

Item
No

Subject

JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 12 June 2014 at 7.00 pm in Council Chamber, Cecil Street, Margate, Kent.

Present: Councillor Roger Latchford OBE (Chairman); Councillors Clark (Thanet District Council) (Vice-Chairman), Aldred (Thanet District Council), K Gregory (Thanet District Council), S Hart (Thanet District Council), D Saunders (Thanet District Council), M Saunders (Thanet District Council), J Scobie (Thanet District Council), M Elenor (Kent County Council - Margate & Cliftonville), J Elenor (Kent County Council - Margate West), Heale (Kent County Council - Ramsgate), W Scobie (Kent County Council - Margate and Cliftonville Electoral Division), Shonk (Kent County Council - Ramsgate), Terry (Kent County Council - Broadstairs and Sir Moses Montefiore), Wiltshire (Kent County Council - Broadstairs and Sir Moses Montefiore Electoral Division) and Hovenden (Thanet Area Local Councils' Committee)

In Attendance: Councillors Fenner and Poole

Paul Valek, District Manager, Kent County Council Highways and Transportation

Sally Bengel, Strategic Transport & Development Planner, Kent County Council Highways and Transportation

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTERESTS

There were no declarations of interests.

3. MINUTES OF PREVIOUS MEETING

It was NOTED that the second part of Minute No. 32 (*page 1 of the minutes*) should read:

"PETITIONS

"At this stage of the meeting, and upon being invited to do so by the Chairman, Councillor Fenner presented to Paul Valek, District Manager, Kent County Council Highways & Transportation, two petitions: one requesting traffic calming measures at Cecilia Road, Ramsgate and the other requesting closure to through traffic of Honeysuckle Road, Ramsgate."

It was AGREED, on the proposal of Councillor K Gregory, seconded by Councillor D Saunders, that, subject to that amendment, the minutes of the meeting held on 27 March 2014 be approved and signed by the Chairman.

4. VICTORIA PARADE, BROADSTAIRS - PROPOSED PEDESTRIANISED ZONE

The Chairman read a statement received from Councillor Binks, who was unable to attend the meeting to speak under Council Procedure Rule 24.1, as follows:

"I have been asked by some residents to help them voice their objections to the planned pedestrianisation. Whilst there is understanding of the benefits of this scheme, the major objection is the removal of parking for

Blue Badge holders. I respectfully ask the Members to take on board the concerns of a number of residents and to consider whether these concerns can be mitigated in any way, before making their recommendations to Kent County Council”.

During consideration of the officer’s report, the following points were referred to:

1. There were several locations near to Victoria Parade which were suitable for parking by Blue Badge holders, for example, at Dickens Pub (*where there were 2 designated bays*); at Albion Hotel, Chandos Square and John Road;
2. *Were the tables and chairs outside of Dickens Pub licensed on an annual basis or for specific events, for example, Dickens Week and Folk Week?*

Paul Valek replied that the use of the tables and chairs were licensed on an annual basis. Conditions of licence would ensure that tables and chairs were positioned in such a way as not to obstruct access for delivery or emergency service vehicles.

It was proposed by Mrs Wiltshire, seconded by Councillor K Gregory and AGREED:

“THAT the recommendation at paragraph 4.1 of the officer’s report be adopted, namely:

‘That, based on the petition for a pedestrianized zone and funding for the works having been secured, the scheme proceed as outlined in the report”.

5. HIGHWAY WORKS PROGRAMME 2014/15

Paul Valek, District Manager, Kent County Council Highways and Transportation, presented the Programme. Additional issues were raised as follows:

1. Resurfacing:

Paul Valek reported that:

- a) extra funding was now available to enable High Street, Broadstairs to be resurfaced in its entirety, Monkton Roundabout and Northdown Park Road from Millmead Road to Foreland Avenue;
- b) Northdown Road, Margate would be next on the list of priorities, but works would have to proceed on a section by section basis due to the length of the road and may have to wait for new funding in the next financial year.
- c) Station Road, Westgate-on-Sea - between its junctions with St Mildreds Road and Roxburgh Road, and St Mildreds Road, Westgate – between Station Road and Westgate Bay Avenue - were due to be resurfaced this summer.

In response to a query from Mr Heale, Paul Valek undertook to consult Ryan Sheil, Traffic Engineer (Member Highway Fund Team) and his team regarding remedial works in Wellington Crescent, Westgate-on-Sea, and report back to Mr Heale.

2. Drainage Repairs and Improvements

Councillor S Hart’s comments regarding flooding issues in the vicinity of the junction of Prices Avenue with Northdown Road were noted by Paul Valek.

3. Street Lighting

A member pointed out that street lights were reportedly being switched off at 12.30 pm at Windermere Avenue, Ramsgate. Paul Valek suggested that queries in relation to the street lighting switch-off scheme be made direct to Sue Kinsella, Street Lighting Manager. He explained that phase one of the scheme, being the switch off, had taken place in March and April of this year and that phase two, being the part night switch off, was taking place now in Thanet.

6. MINSTER SECTION 106 SPEND

Sally Benge, Strategic Transport and Development Planner, made reference to the consultation responses circulated to Members immediately prior to the meeting (now published as part of the meeting details on Thanet District Council's website).

During discussion, reference was made to: the need for the new scheme to be self-enforcing; the footpath at the opposite side of Monkton Road having resulted in vehicles being forced to park along Taylor Road, which, in turn, obstructed access for Stagecoach buses; and parking reportedly still occurring on both sides of Taylor Road.

Sally Benge said that she was aware of the difficulties posed by the footpath along Monkton Road caused, particularly for larger vehicles turning at the junction with Tothill Street. However, the double bus lay-by that had been installed at the junction of High Street with Monkton Road should help clear the way for lorries and buses.

In response to a Member's query, Sally Benge explained that the parking bays could not extend along the whole of Taylor Road because of the need to provide free access to private driveways.

It was proposed by Councillor K Gregory, seconded by Mrs Wiltshire and AGREED:

"THAT works progress as outlined in the report".

7. PARKING AND WAITING RESTRICTIONS UPDATE SUMMARY

Robin Chantrill-Smith, Civil Enforcement Manager, presented the report and responded to Members' queries and comments as follows:

1. **Queens Gardens**, Westcliff Avenue & Victoria Parade, Broadstairs:

Robin Chantrill-Smith would review the provision of disabled parking bays in the vicinity of Queens Gardens.

2. **Queen Street**, j/w Cliff Street, Ramsgate:

This scheme would include the implementation of a loading ban.

The report was NOTED.

Meeting concluded : 7.40 pm

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To: Thanet Joint Transportation Board
By: KCC Highways and Transportation
Date: 18th September 2014
Subject: Highway Works Programme 2014/15

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Developer Funded Works – see Appendix D

Transportation and Safety Schemes – see Appendix E

Public Rights of Way – see Appendix F

Member Highway Fund – see Appendix G

Major Projects – See Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Paul Valek	Thanet District Manager
Neil Tree	Carriageway Surface Treatment
Alan Casson	Carriageway Machine Surfacing
Wendy Boustead	Footway Improvement Team Leader
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Kelly Garrett	Transportation and Safety Schemes
Melvyn Twycross	PROW
Tony Ambrose	Structures Manager
Glenn Holliday	Developer Funded Works
Russell Boorman	Project Manager Major Projects

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Surface Dressing – Contact Officer Mr Neil Tree			
Road Name	Parish	Extent of Works	Current Status
Joss Gap Road	Broadstairs	Whole Length	Completed
Whiteness Road	Broadstairs	Whole Length	Completed
Cottington Road	Minster	From its junction with Thorne Hill to A299 slip road	Postponed due to Gas works
Convent Road	Broadstairs and St Peters	From its junction with George Hill Road to its junction with Joss Gap Road	Completed
Hereson Road	Broadstairs and St Peters	From its junction with Sycamore Grange to its junction with Ramsgate Road	Completed
A255 Ramsgate Road	Broadstairs and St Peters	From its junction with Gladstone Road to Ramsgate Road roundabout	Completed
Micro Asphalt Schemes – Contact Officer Mr Neil Tree			
Road Name	Parish	Extent of Works	Current Status
Radley Close	Broadstairs	Whole length including junction with Tina Gardens	Programmed to start 01/09/2014
Dumpton Lane	Ramsgate	From its junction with the railway bridge to its junction with College Road	Programmed to start 30/08/2014
Linden Avenue & Dalmaney Close	Broadstairs	Whole length	Completed
Pysons Road	Ramsgate and Broadstairs	From its junction with Margate Road to its junction with Hopes Lane	Completed

Vicarage Street	Broadstairs	Whole length	Completed
Church Street	Broadstairs	Whole length	Completed
High Street St Peters	Broadstairs	Whole length	Completed
Hopeville Avenue	Broadstairs	Whole length	Completed
Albion Road	Birchington	Whole length	Programmed to start 29/08/2014
Roxburgh Road	Westgate	Whole length	Completed
Sundew Grove	Ramsgate	Whole length	Completed
Hollicondane Road	Ramsgate	Whole length	Completed
Machine Resurfacing – Contact Officer Mr Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
A256 Westwood Road/Northwood Road Roundabout	Broadstairs	Eastbound and westbound approaches only	Programmed to start Autumn 2014 / Spring 2015
A28 Canterbury Road	St Nicholas-at-Wade	Southbound approach to roundabout	Programmed to start 12/09/14 - 15/09/14
A255 High Street	Broadstairs	Both approaches to the pedestrian crossing near Carlton Avenue	Programmed to start 03/10/14 - 09/10/14
Station Road/St Mildreds Road	Westgate	Westgate Bay Avenue to Railway bridge/St Mildreds Road to Roxburgh Road	Programmed to start 23/10/14 - 24/10/14
School Lane	Ramsgate	Broad Street to Sussex Street	Completed

Northdown Park Road	Margate	Foreland Avenue junction to and including mini roundabout at Queen Elizabeth Avenue	Programmed to start Summer/Autumn 2014
A299/A253 Monkton Roundabout	Monkton	Roundabout	Programmed to start Summer/Autumn 2014
Footway Improvement - Contact Officer Mrs Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Callis Court Road	Broadstairs and St Peters	From its junction with Grange Road to its junction with Reading Street. This scheme is still in the design stages. Construction still to be determined.	Programmed to start 10/11/14 for five weeks

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Parish	Description of Works	Current Status
Canterbury Road	Brooksend, Birchington	Dig out pond and installation of additional gullies	Autumn 2014

Appendix C – Street Lighting

The following columns are being replaced as they have been identified as high risk during structural testing. Work is programmed to be completed by the end of July 2014.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
MINNIS ROAD	HMCM004	BIRCHINGTON	SITE PROBLEMS TO BE REPROGRAMED
MINNIS ROAD	HMCM005	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM019	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM020	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM029	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM031	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM035	BIRCHINGTON	COMPLETE
MINNIS ROAD	HMCM036	BIRCHINGTON	COMPLETE
SEA ROAD	HSAU047	WESTGATE	COMPLETE
SEA ROAD	HSAU051	WESTGATE	COMPLETE
SEA ROAD	HSAU052	WESTGATE	COMPLETE
SEA ROAD	HSAU053	WESTGATE	COMPLETE
SEA ROAD	HSAU054	WESTGATE	COMPLETE
SEA ROAD	HSAU055	WESTGATE	COMPLETE
SEA ROAD	HSAU057	WESTGATE	COMPLETE
SEA ROAD	HSAU058	WESTGATE	COMPLETE
SEA ROAD	HSAU063	WESTGATE	COMPLETE
SEA ROAD	HSAU064	WESTGATE	COMPLETE
SHOTTENDANE RD	HSCA006	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA012	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA014	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA019	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA024	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA026	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA027	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA028	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA030	MARGATE	TO BE PROGRAMED
SHOTTENDANE RD	HSCA031	MARGATE	TO BE PROGRAMED
GRANGE ROAD	HGBB013	RAMSGATE	TO BE PROGRAMED

GRANGE ROAD	HGBB023	RAMSGATE	TO BE PROGRAMED
GRANGE ROAD	HGBB025	RAMSGATE	TO BE PROGRAMED
LEOPOLD STREET	HLAZ001	RAMSGATE	TO BE PROGRAMED
LEOPOLD STREET	HLAZ002	RAMSGATE	TO BE PROGRAMED
LEOPOLD STREET	HLAZ003	RAMSGATE	TO BE PROGRAMED
LEOPOLD STREET	HLAZ004	RAMSGATE	TO BE PROGRAMED
EASTERN EPLANADE	HEAF001	MARGATE	COMPLETE
EASTERN EPLANADE	HEAF003	MARGATE	COMPLETE
NORTHDOWN PARK ROAD	HNCO033	MARGATE	TO BE PROGRAMED
NORTHDOWN PARK ROAD	HNCO036	MARGATE	TO BE PROGRAMED
NORTHDOWN PARK ROAD	HNCO037	MARGATE	TO BE PROGRAMED
NORTHDOWN PARK ROAD	HNCO051	MARGATE	TO BE PROGRAMED
NORTHDOWN PARK ROAD	HNCO066	MARGATE	TO BE PROGRAMED
NORTHDOWN PARK ROAD	HNCO076	MARGATE	TO BE PROGRAMED
NORTHUMBERLAND AVENUE	HNBV002	MARGATE	TO BE PROGRAMED
NORTHUMBERLAND AVENUE	HNBV003	MARGATE	TO BE PROGRAMED
NORTHUMBERLAND AVENUE	HNBV005	MARGATE	TO BE PROGRAMED
NORTHUMBERLAND AVENUE	HNBV007	MARGATE	TO BE PROGRAMED
NORTHUMBERLAND AVENUE	HNBV011	MARGATE	TO BE PROGRAMED
PALM BAY AVENUE	HPAC029	MARGATE	TO BE PROGRAMED
PALM BAY AVENUE	HPAC031	MARGATE	TO BE PROGRAMED
PALM BAY AVENUE	HPAC032	MARGATE	TO BE PROGRAMED
ETHELBERT CRESCENT	HEBU005	MARGATE	TO BE PROGRAMED
WYNDHAM AVENUE	HWDZ001	MARGATE	TO BE PROGRAMED
BOUNDRY ROAD	HBCF017	RAMSGATE	TO BE PROGRAMED
VICTORIA ROAD	HVAQ009	RAMSGATE	TO BE PROGRAMED
ALL SAINTS AVENUE	HABN009	MARGATE	TO BE PROGRAMED
ALL SAINTS AVENUE	HABN012	MARGATE	TO BE PROGRAMED
HIGH STREET	HHES034	MARGATE	TO BE PROGRAMED
NETHERCOURT HILL	HNAO015	RAMSGATE	TO BE PROGRAMED
HAIN ROAD	HHAB049	RAMSGATE	TO BE PROGRAMED
HAIN ROAD	HHAB050	RAMSGATE	TO BE PROGRAMED
HAIN ROAD	HHAB057	RAMSGATE	TO BE PROGRAMED
CHANNEL ROAD	HWCIO03	WESTWOOD IND EST	TO BE PROGRAMED
CHANNEL ROAD	HWCIO05	WESTWOOD IND EST	TO BE PROGRAMED
CONTINENTAL	HCJC001	WESTWOOD IND EST	TO BE PROGRAMED

APPROACH			
CONTINENTAL APPROACH	HCJC004	WESTWOOD IND EST	TO BE PROGRAMED
STRASBOURG STREET	HSIQ001	WESTWOOD IND EST	COMPLETE
TIVOLI ROAD	HTCD003	MARGATE	TO BE PROGRAMED
TIVOLI ROAD	HTCD004	MARGATE	TO BE PROGRAMED
TIVOLI ROAD	HTCD006	MARGATE	TO BE PROGRAMED
TIVOLI ROAD	HTCD010	MARGATE	TO BE PROGRAMED
MARGATE ROAD	HMAU121	RAMSGATE	TO BE PROGRAMED
PYSOND ROAD	HPDL040	BROADSTAIRS	TO BE PROGRAMED
PYSONS ROAD	HPDL042	BROADSTAIRS	TO BE PROGRAMED
WESTWOOD ROAD	HWCK013	BROADSTAIRS	TO BE PROGRAMED
MONKTON ROAD	HMCU002 TO HMCU049	MINSTER	TO BE PROGRAMED
MONKTON STREET	HTDH050 TO HTDH103	MONKTON	TO BE PROGRAMED
TOTHILL STREET	HTCH006	MINSTER	TO BE PROGRAMED
TOTHILL STREET	HTCH011	MINSTER	TO BE PROGRAMED
TOTHILL STREET	HTCH023	MINSTER	TO BE PROGRAMED
TOTHILL STREET	HTCH027	MINSTER	TO BE PROGRAMED
SANDWICH ROAD	HSAL066	RAMSGATE	PROPOSED IMPROVEMENT SCHEME
COTTAGE ROAD	HCFV001	RAMSGATE	STILL AWAITING EQUIPMENT
HAWLEY STREET	HHGB001	MARGATE	STILL AWAITING PROGRAMING
HIGH STREET	HHBX001	BROADSTAIRS	COMPLETE
HIGH STREET	HHBX002	BROADSTAIRS	COLUMN UP BUT WILL REQ PRIVATE SERVICE. ORDER RAISED
HIGH STREET	HHBX003	BROADSTAIRS	COMPLETE
JOHN STREET		BROADSTAIRS	COMPLETED WITH A WALL MOUNTED UNIT
PROPOSED CONCRETE REPLACEMENTS			ON HOLD AT THE MOMENT
EASTCHURCH ROAD	22 COLUMNS TO COMPLETE EXISTING SCHEME	MARGATE	ON HOLD AT THE MOMENT
SUMMERFIELD ROAD	8	MARGATE	ON HOLD AT THE

	COLUMNS TO COMPLETE EXISTING SCHEME		MOMENT
MILLMEAD ROAD	37 COLUMNS TO COMPLETE EXISTING SCHEME	MARGATE	ON HOLD AT THE MOMENT
HIGH STREET	NEW LIGHTING SCHEME	RAMSGATE	ORDER RAISED AWAITING PROGRAM DATE

Appendix D – Developer Funded Works

Developer Funded Works (Section 278 Works) Contact Officer Glenn Holliday			
Road Name	Parish	Description of Works	Current Status
Westwood TH2016	Ramsgate	New Neighbouring Road network.	On Maintenance
Ramsgate Road TH2049	Broadstairs	Hereson School. New Access and zebra crossing on Ramsgate Road and New access of Merrivale Heights serving residential development.	Works Completed – Remedials ongoing On Merrivale Heights
The Centre, Newington TH2037	Ramsgate	Highway Works associated with regeneration scheme.	S278 agreement signed and works ongoing
Northdown Road Th00036	Margate	Capital House Section 38 residential development with new access onto Northdown Road.	On Maintenance
Marstons Pub Margate Road	Broadstairs	New access serving public house.	Works Complete

TH3008			
Sainsbury's Westwood Cross TH3013/3014/3006	Broadstairs	New link road between New Haine Road and Margate Road, including amendments to existing roundabouts, serving new superstore	S278 Agreement for New Haine Road Signed and works are ongoing. No signed S278 Agreement for Margate road works, works due to commence December 2014 (no works during Christmas embargo for Westwood Cross). S38 Agreement unsigned, however technical design has been granted technical approval. Store due to open December 2014. Scheme completion due March 2015.
Honeysuckle Road TH2048	Ramsgate	New scheme footway works and new access to residential development.	On maintenance.
Boundary Road TH3007	Ramsgate	New access to Aldi Store	Works Ongoing
Newington Road Th3016	Ramsgate	New access to private development	Design approved, awaiting signing of agreement before works can commence
Melbourne Ave Th3015	Ramsgate	New access to private development	Design approved and S278 agreement agreed. Works due to commence 8 th Sept 2014

Appendix E – Transportation and safety schemes

The Traffic Schemes Team is implementing a number of schemes within the Thanet District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). New Casualty Reduction Measures (CRMs) have been identified to address a known history of personal injury crashes; for Members' information, these are specifically highlighted with an asterisk:

Local Transport Plan Funded Schemes- Contact Officer Kelly Garrett			
Road Name	Parish	Description of Works	Current Status
Fort Road/ Love Lane/ King Street/ Hawley Street	Margate	Pedestrian route improvements to Turner Contemporary. Zebra crossing to be installed across Hawley Street. Footway to be widened on King Street. Localised kerb works/ build outs. Extension to the old town 20mph zone.	Work complete.

Broadley Road/ St Peters Road	Margate	Have secured funding to install a toucan crossing at the junction of Broadley Road and St Peters Road.	Works complete.
Park Lane/ Brunswick Road*	Birchington	One mains powered interactive sign to be installed with additional slow markings. Existing 'side road ahead' sign to be moved to accommodate this. Speed limit terminal signs to be moved and TRO revised.	Works complete.
Canterbury Road West and Sandwich Road	Cliffsend	Phase 2: Making Phase 1 elements permanent & implementation of remaining traffic calming measures on Canterbury Road West & Sandwich Road.	Canterbury Road West & Lord of the Manor – Works complete. Sandwich Road – Works programmed September 2014.
Thanet QBP - public transport infrastructure	Margate	Bus stop infrastructure improvements at pair of bus stops on Cecil Street, Margate (opposite & adjacent to Thanet DC offices). To include footway widening at stop opposite Thanet DC offices.	Bus shelter has been removed in preparation. Remaining works planned for 2014/15.
A255 Broadstairs Road *	Broadstairs	Pedestrian Crossing outside Charles Dickens Secondary School.	At design stage. Works planned for 2014/15.
A28 Canterbury Road *	St Nicholas-at-Wade/ Birchington	Phase 1: On section between St Nicholas roundabout and Brooksend: Signing/ lining/ road studs/ reduced speed limit on dual carriageway/ mobile safety camera at Brooksend.	Traffic Regulation Order advertised for new 50mph speed limit. Works planned for 2014/15.

Appendix F – Public Rights Of Way

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
NO further updates			

Appendix G – Member Highway Fund

All Members in the Thanet District have now submitted applications, but many are still at the design or approval stage. The following schemes are those which have been approved by both the relevant Member and have been approved by John Burr, and is up to date as of 4th August 2014.

More detail on the schemes below can be found within the individual Member update sheets which are available for each Member to access online.

Alan Terry and Zita Wiltshire (combined) – Broadstairs and Sir Moses Montefiore

Scheme	Cost	Status
Callis Court Road, Broadstairs – Resurfacing of public footway from Grange Road junction to Reading Street junction and installation of new SLOW markings and road narrowing signs.	£9,600 contribution	Programmed for October 2014

Alan Terry – Broadstairs and Sir Moses Montefiore

Scheme	Cost	Status
Westwood Road, Broadstairs – installation of new bus shelter at the St. Peters bound bus stop opposite Asda. Bus shelter will include internal light and advertising boards.	£10,240	Awaiting programme date

Zita Wiltshire – Broadstairs and Sir Moses Montefiore

Scheme	Cost	Status
Victoria Parade, Broadstairs – installation of pedestrianized zone with new block paving surface.	£12,710	Awaiting programme date

Jeffrey Elenor – Margate West

No outstanding schemes

Martyn Heale and Trevor Shonk – Ramsgate

Scheme	Cost	Status
Wellington crescent, Ramsgate – Installation of new pedestrian refuge island	£11,600	Complete
St Luke's Avenue, Ramsgate – New traffic calming scheme involving 5 series of traffic cushions.	£12,620	Programmed for August 2014
Margate Road, Ramsgate – Installation of a zebra crossing near the junction with Coxes Lane.	£22,020	Complete, awaiting remedials

Mo Elenor – Margate and Cliftonville

Scheme	Cost	Status
Northumberland Avenue, Cliftonville (o/s)	£10,580	Programmed for August 2014

Primary School) – Installation of new zebra crossing and kerb build out. Scheme to be jointly funded with KCC Member William Scobie.		
Northdown Road, Margate (near Trinity Square) – Installation of two new bollards to stop drivers over running the footway.	£715	Awaiting programme date

Roger Latchford – Birchington and Villages

Scheme	Cost	Status
All current approved MHF schemes in Birchington and Villages complete		

William Scobie – Margate and Cliftonville

Scheme	Cost	Status
Northumberland Avenue, Cliftonville (o/s Primary School) – Installation of new zebra crossing and kerb build out. Scheme to be jointly funded with KCC Member Mo Elenor.	£10,580	Programmed for August 2014
Northdown Road, Margate – Request for traffic survey and pedestrian crossing count	£1000	Complete
Grotto Hill, Bath Road and surrounding roads, Margate – Request Highway gang and half day lining crew	£1,119	Complete

Appendix H – Major Projects

Major Projects Contact Officer – Russell Boorman			
Road Name	Parish	Description of Works	Current Status
Poorhole Lane	Broadstairs and St. Peters	Carriageway widening including the construction of two new roundabouts at either end.	Works commenced: Shrub clearance completed, drainage elements ongoing. Kerbing of the Margate Road roundabout is underway and existing traffic islands removed. Scheme completion due May 2015.

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Paul Valek 03000 418181

Traffic Management - Parking & Waiting Restrictions – Thanet

To: **Thanet Joint Transportation Board – 18 September 2014**

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 last four months.**

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 four months have been investigated and those that are considered to be viable 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 on traffic related matters 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 and stagecoach. 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 traffic related 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 Seed (Director of Operational Services) 01843 577742</i>

Background Papers None

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

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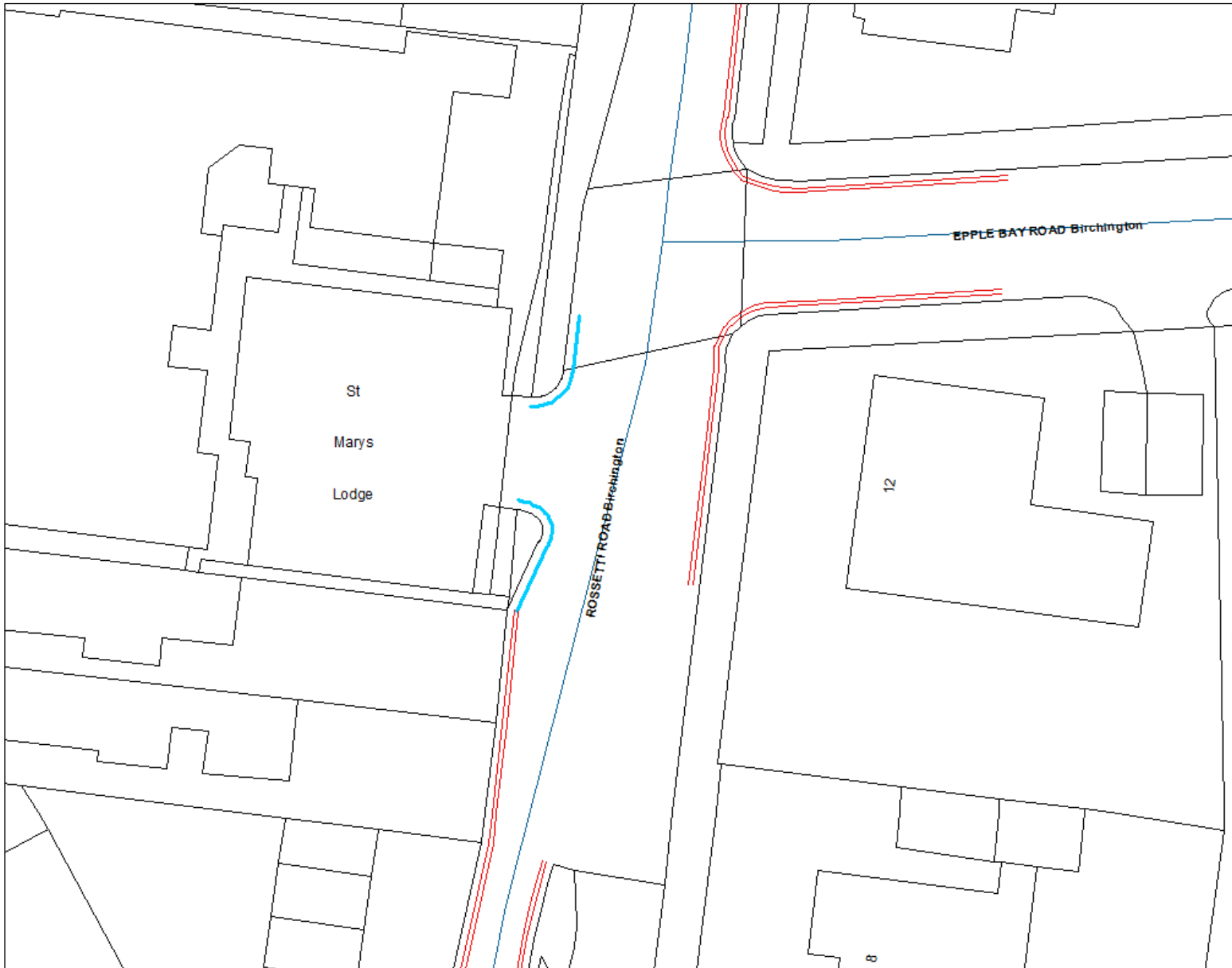
PARKING & WAITING REVIEW SEPTEMBER 2014

APPENDIX 1 RECOMMENDATIONS

REF	LOCATION	COMPLAINT	SITE VISIT	COMMENTS	PLAN
1	<u>Rossetti Road</u> , Birchington.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 1
2	<u>The Parade</u> , j/w Kings & Queens Avenue Birchington.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 2
3	<u>Dickens Road</u> , j/w Eastern Esplanade, Broadstairs.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 3
4	<u>Leybourne Road</u> , j/w Western Esplanade, Broadstairs.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 4
5	<u>Osbourne Road</u> , Broadstairs.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow lines on one side between the junctions to deal with sight lines and reduce potential vehicular conflict.	See site plan 5
6	<u>Seapoint Road</u> , j/w Western Esplanade, Broadstairs.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 6
7	<u>West Cliff Road</u> , Broadstairs.	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To extend the Double Yellow lines on one side to deal with sight lines, reduce potential vehicular conflict.	See site plan 7
8	<u>Westover Road</u> , Broadstairs.	Residents are concerned about the lack of parking following the new restrictions.	11/06/14 RCS, KG & LD	Agree. To remove 5 metres of Double Yellow lines to allow more available on street parking for residents.	See site plan 8
9	<u>Channel Road</u> , Margate.	Business, Members, TDC and KCC – are concerned about inconsiderate parking.	30/04/14 RCS, KG, LD and ME	Agree. To install Double yellow lines to deal with sight line issues, reduce potential vehicular conflict.	See site plan 9
10	<u>Enterprise Road</u> , j/w Channel Road, Margate	Business, Members, TDC and KCC – are concerned about inconsiderate parking.	30/04/14 RCS, KG, LD and ME	Agree. To install Double yellow line corner protection to deal with sight line issues, reduce potential vehicular conflict.	See site plan 10

11	<u>Geroge V Avenue, j/w Hartsdown Road, Margate.</u>	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow Lines corner protection at all junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan 11
12	<u>Grotto Hill and Clifton Gardens, Margate.</u>	KCC and TDC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	See site plan 12
13	<u>Half Mile Ride, Margate</u>	KCC and TDC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow Lines from the junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan 13
14	<u>Tivoli Road, Margate.</u>	Businesses are concerned about the lack in the turnover of vehicles to help their businesses.	11/06/14 RCS, KG & LD	Agree. To change the free parking bay outside of the property numbers 3 – 11 Tivoli Road to 1 hour time limited bays between the hours 8am to 6pm Monday to Saturday between.	See site plan 14
15	<u>Grange Road, Ramsgate.</u>	Residents are concerned about the lack of parking following the new restrictions that have been put in place.	11/06/14 RCS, KG & LD	Agree. To reduce the Double Yellow lines to the boundary of 5-6 Windmill parade to help with parking issues.	See site plan 15
16	<u>High Street, Ramsgate.</u>	Businesses are concerned about the un-used Bus Stop Clearway.	11/06/14 RCS, KG & LD	Agree. To remove the Bus Stop Clearway and install a larger loading bay to help business's received deliveries.	See site plan 16
17	<u>Monetfiore Avenue, j/w Dumpton Park Drive, Ramsgate</u>	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow Line corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan 17
18	<u>Muir Road, j/w Dumpton Park Drive, Ramsgate.</u>	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow Line corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan 18
19	<u>Silverdale Road, j/w Pegwell Road, Ramsgate.</u>	Residents, TDC and KCC – are concerned about inconsiderate parking.	11/06/14 RCS, KG & LD	Agree. To install Double Yellow Line corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	See site plan 19

Rossetti Road, Birchington. Site plan 1



Proposed 5 metres double yellow line corner protection at entrance

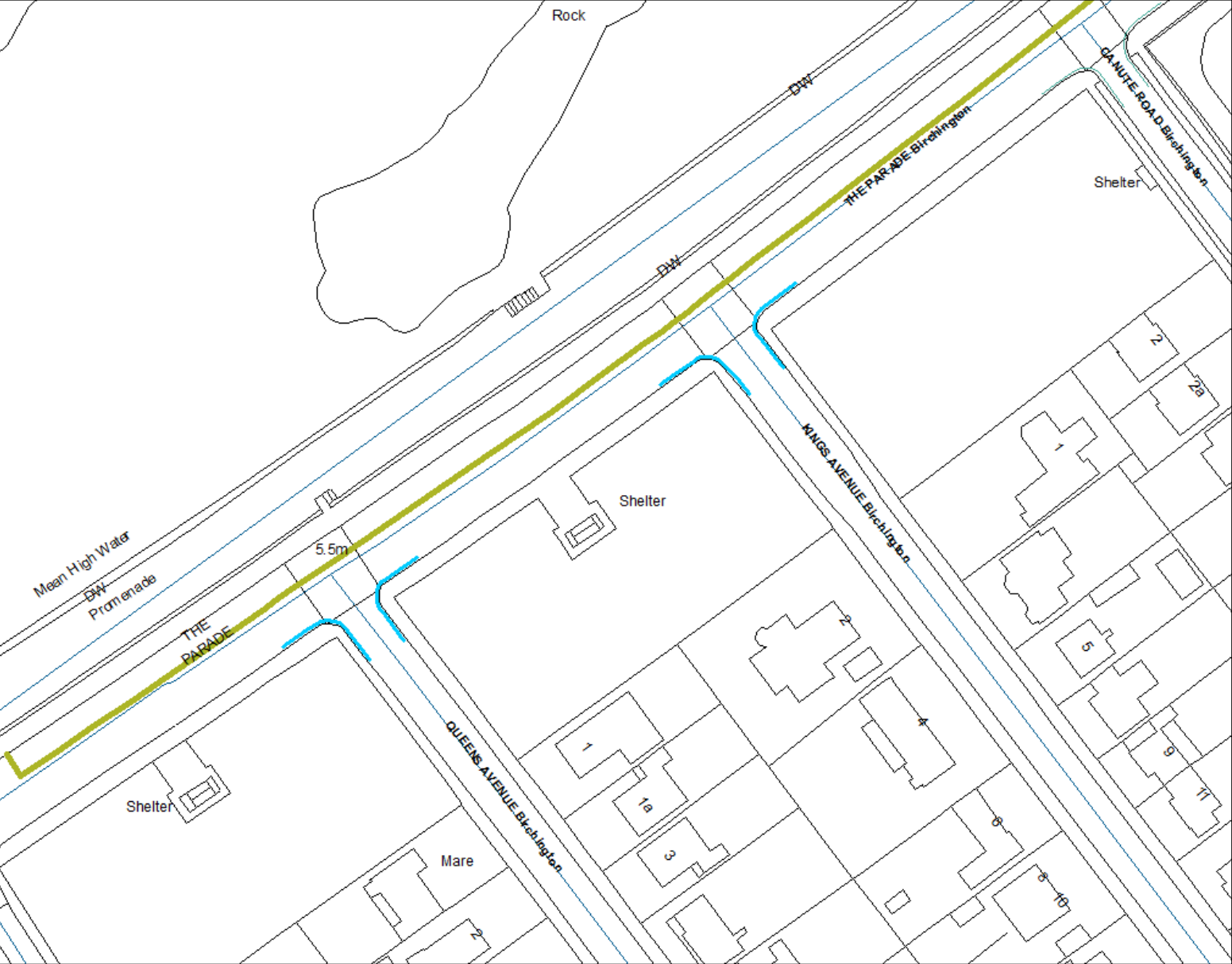


Site Plan 1
Rossetti Road
Birchington

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The Parade/Kings Avenue/Queens Avenue, Birchington. Site Plan 2



Kings Avenue, Queens Avenue and The Parade Birchington 10 meters double yellow line corner protection

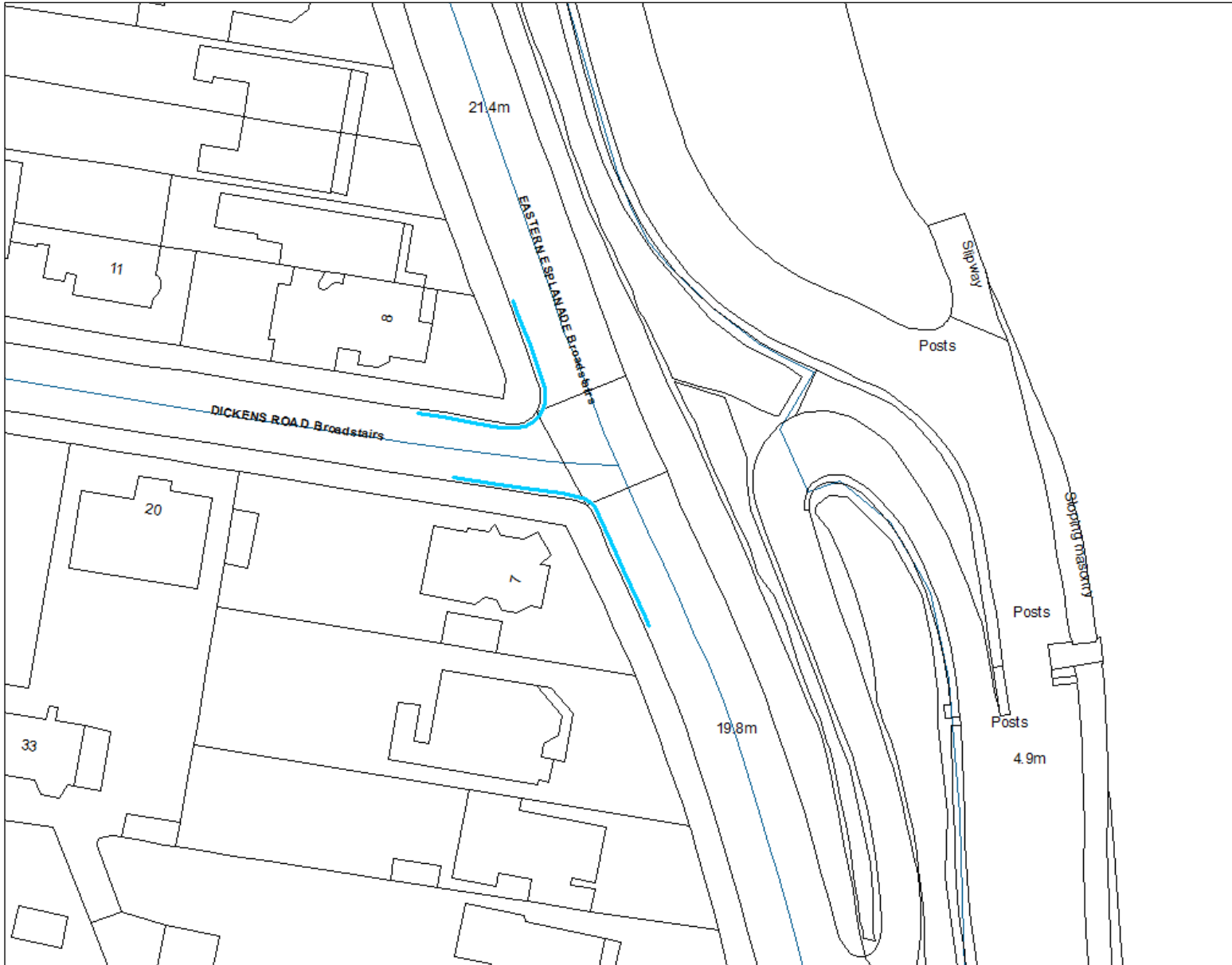


Site Plan 2
The Parade/Kings Avenue/Queens Avenue,
Birchington

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Dickens Road/Eastern Esplanade, Broadstairs. Site plan 3



Corner protection of 10 metres on the junction with Eastern Esplanade Broadstairs

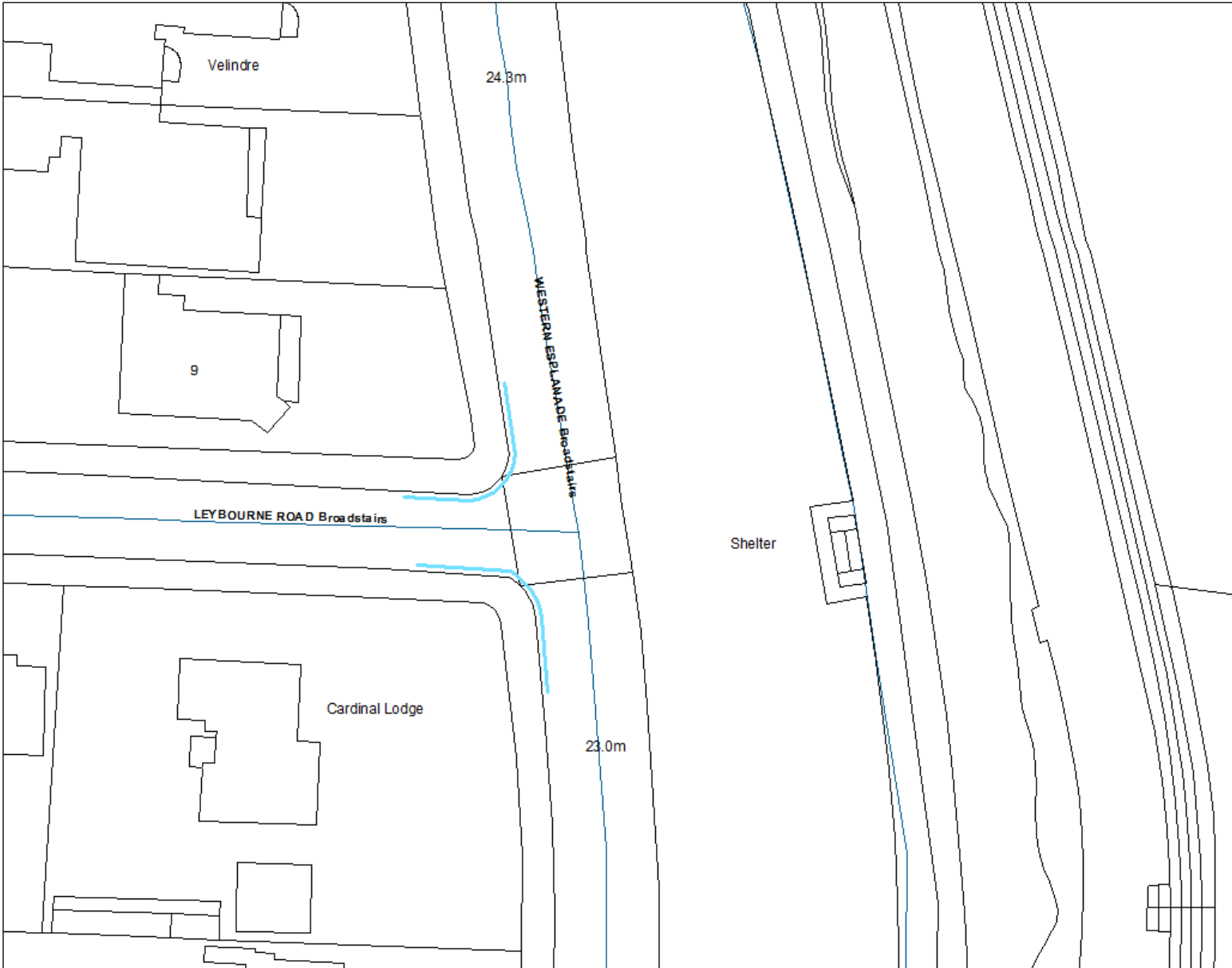


Site Plan 3
Dickens
road/Eastern
Esplanade,
Broadstairs

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Leybourne Road/Western Esplanade, Broadstairs. Site plan 4



Proposed 10 meters double yellow lines on the junction with Western Esplanade

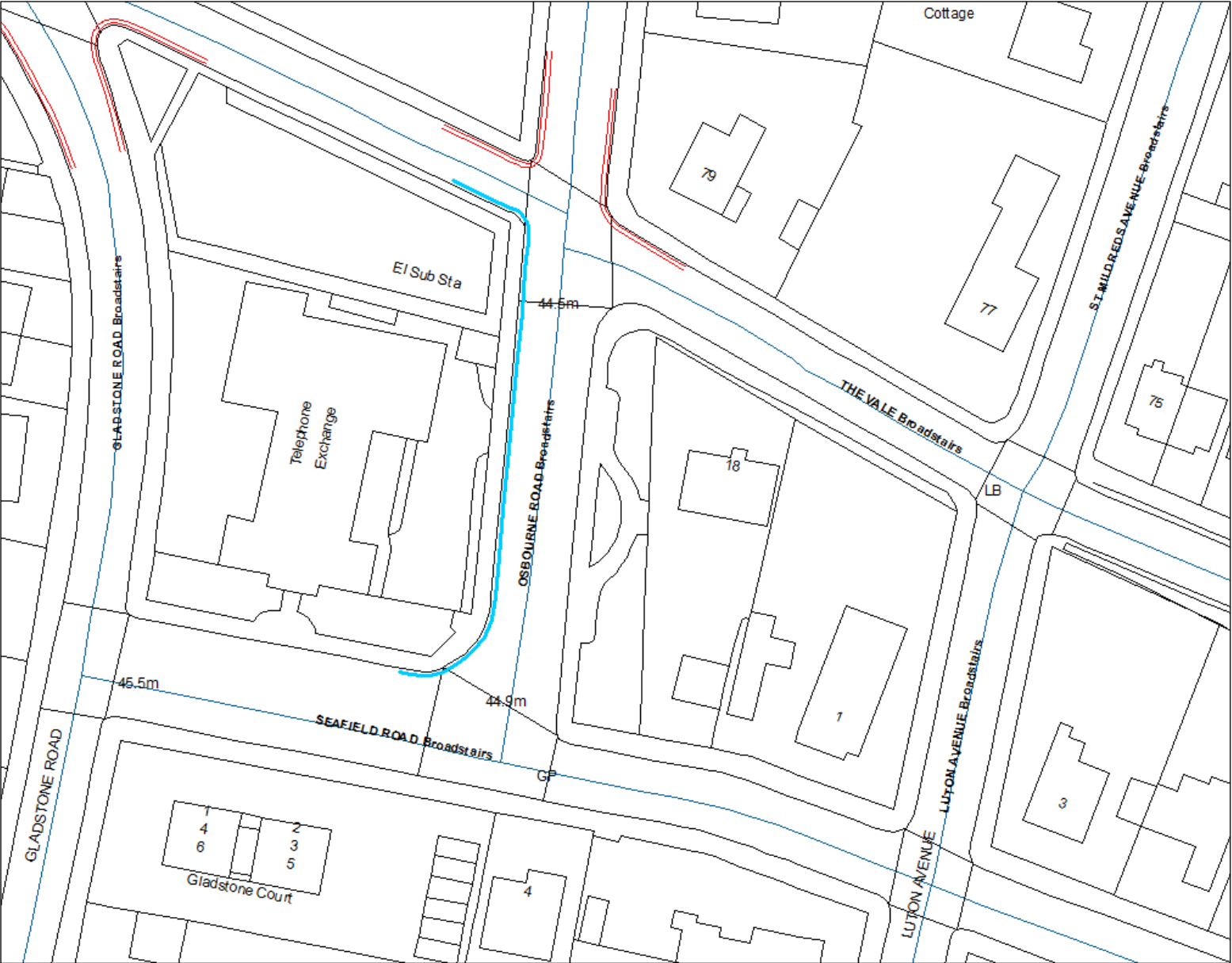


Site Plan 4
Leybourne
Road/Western
Esplanade,
Broadstairs

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Osbourne Road, Broadstairs. Site plan 5



Proposed double yellow lines on one side and at each junction.

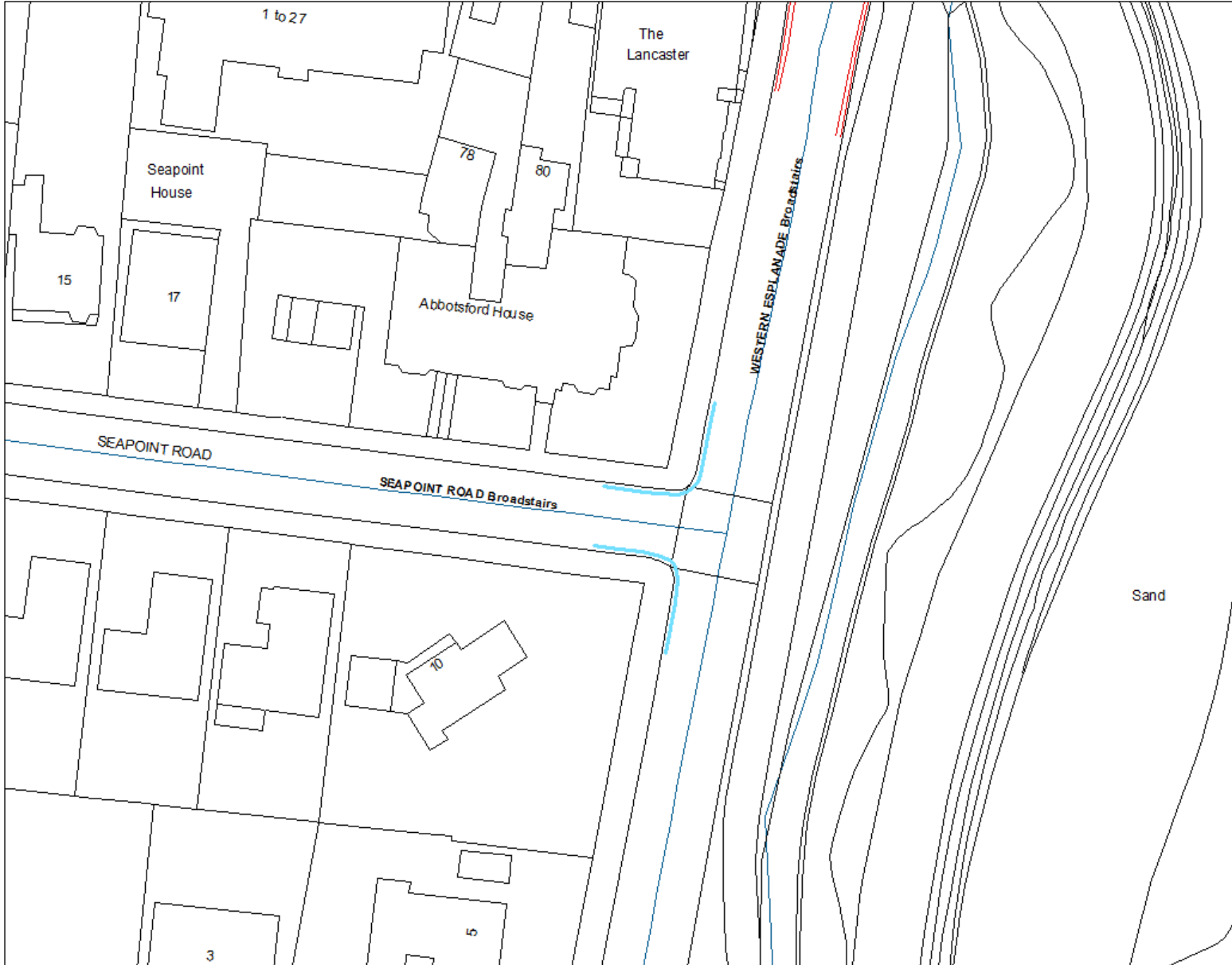


Site Plan 5
Osbourne
Road,
Broadstairs

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Seapoint Road/Western Esplanade, Broadstairs. Site plan 6



Proposed 10 meters double yellow lines on the junction with Western Esplanade

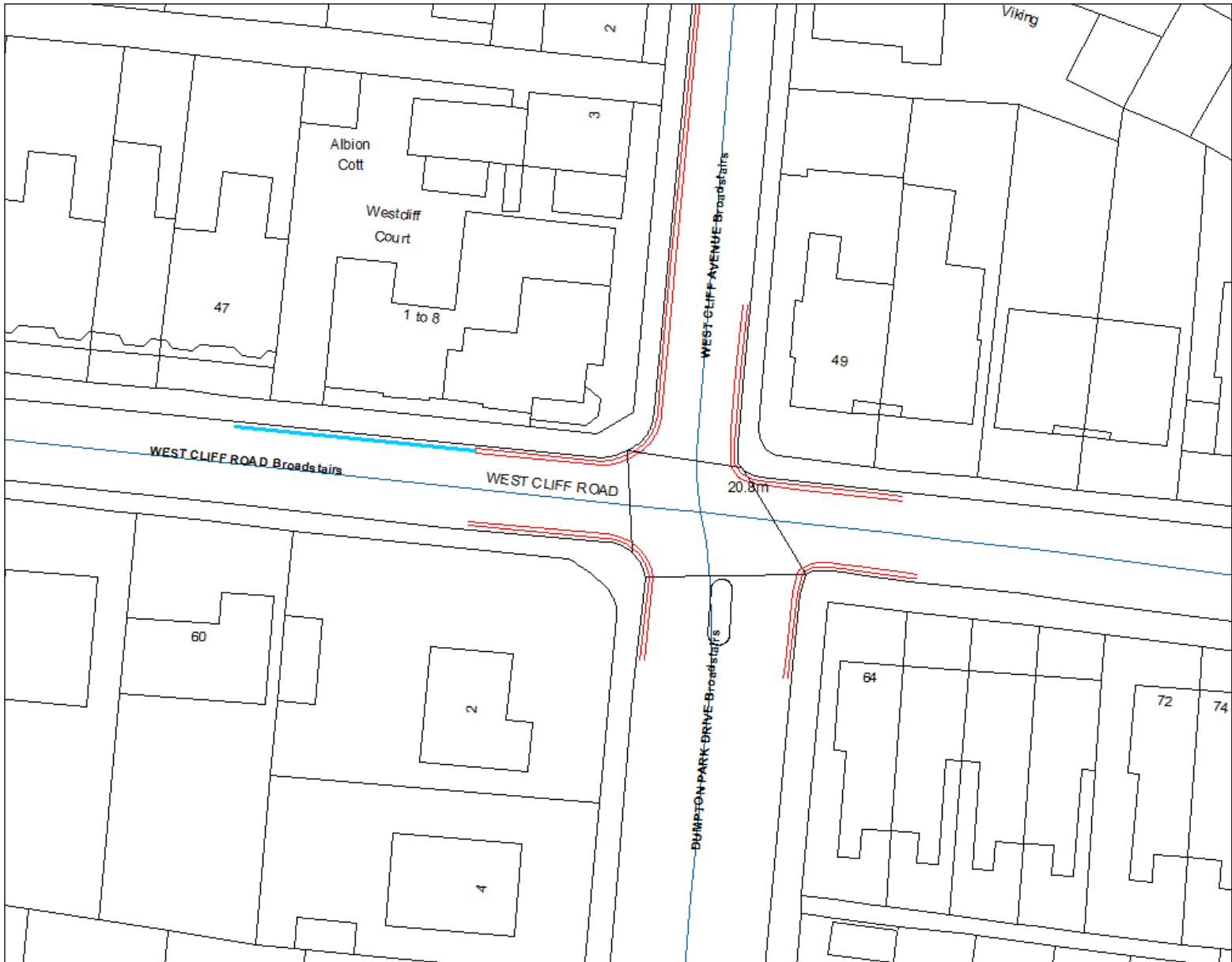


Site Plan 6
Seapoint
Road/Western
Esplanade,
Broadstairs

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West Cliff Road, Broadstairs. Site plan 7



Proposed extension of 21 metres double yellow lines

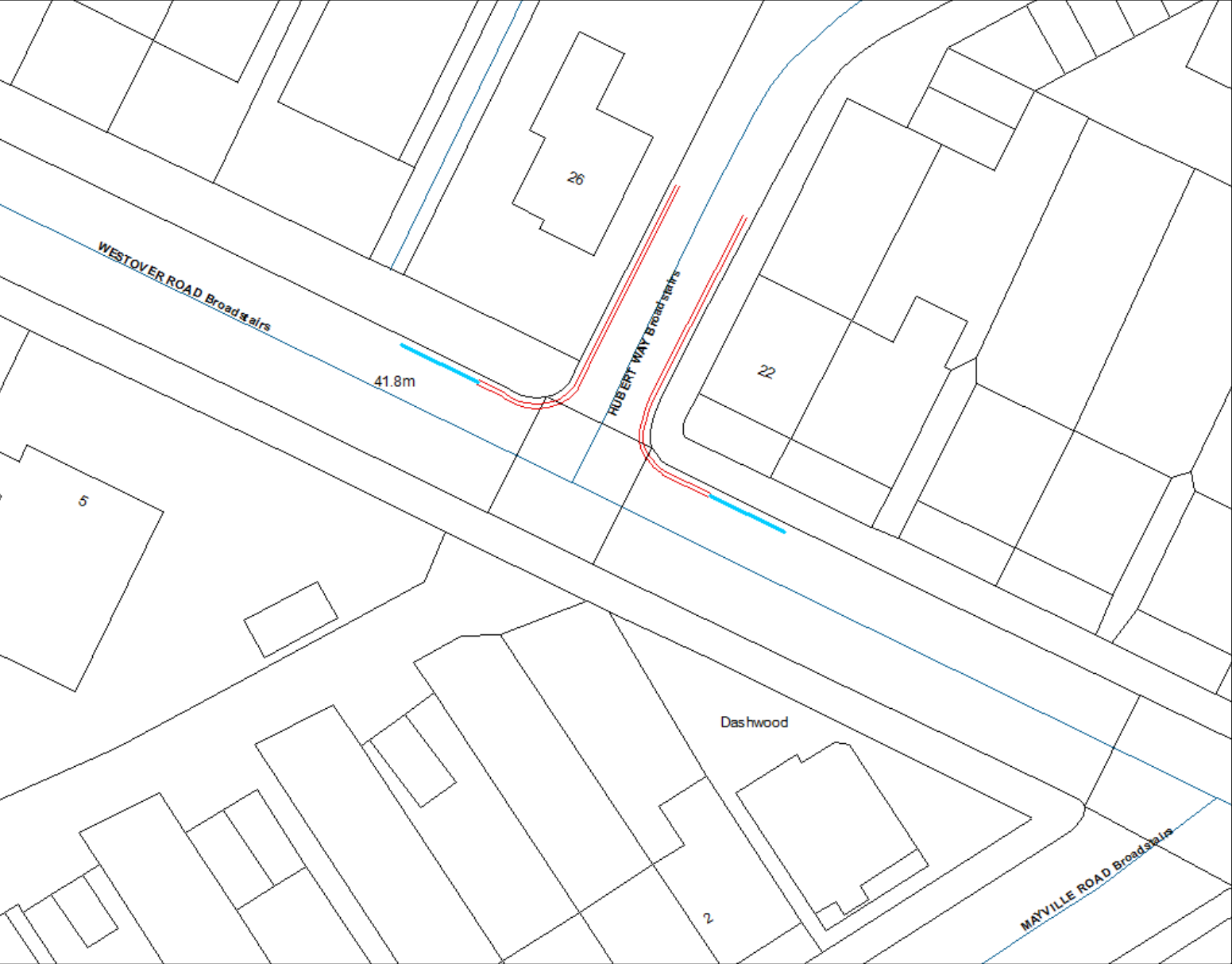


Site Plan 7
West Cliff Road
Broadstairs

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Westover Road, Broadstairs. Site plan 8



Proposed 5 metre reduction of double yellow lines on the junction with Hubert Way

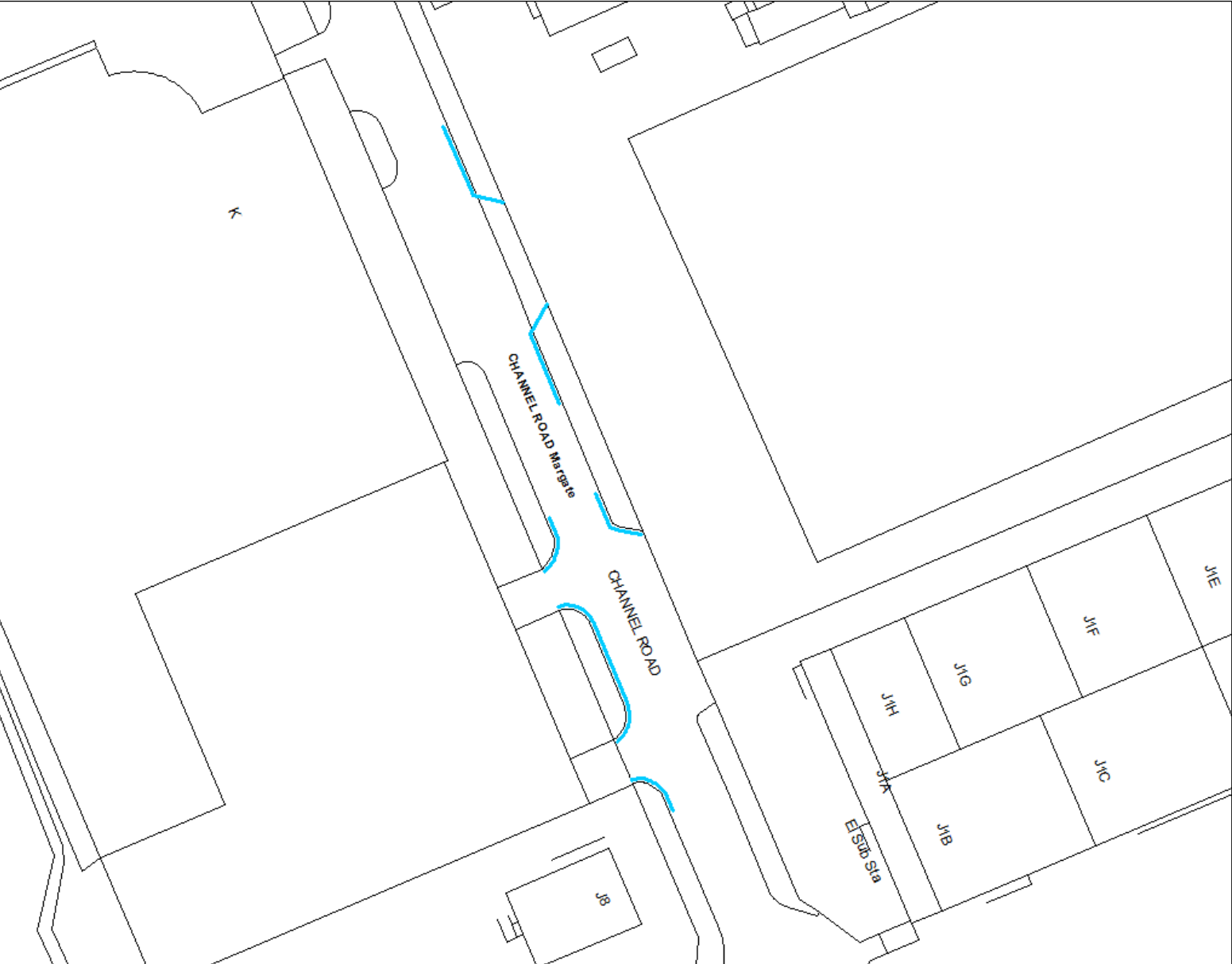


Site Plan 8
Westover Road
Broadstairs

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Channel Road, Margate. Site plan 9



Proposed double yellow lines to aid vehicle access

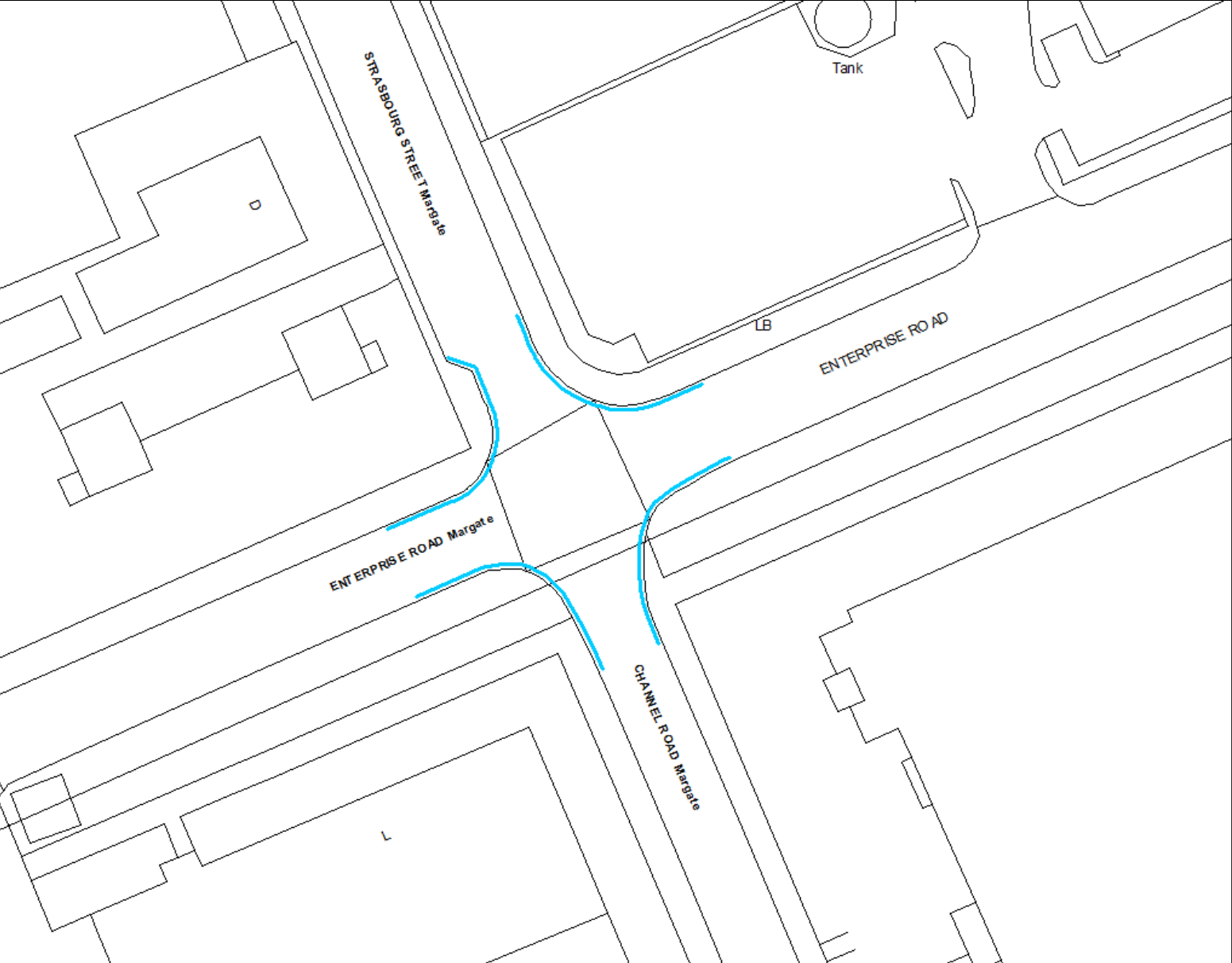


Site Plan 9
Channel Road
Margate

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Enterprise Road, Margate. Site plan 10



Double yellow line corner protection of 10 metres for Enterprise Road, Channel Road and Strasbourg Street Margate

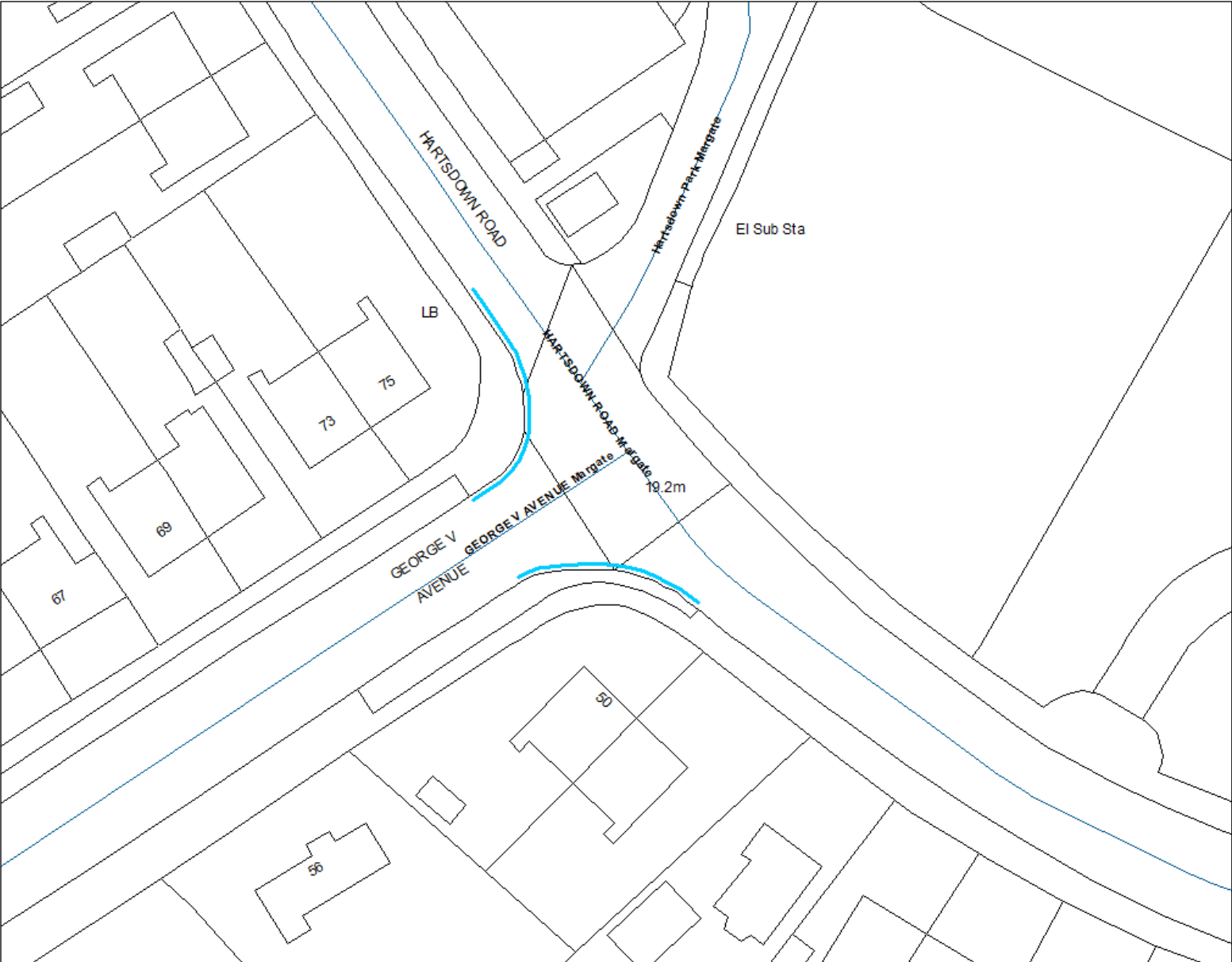


Site 10
Enterprise Road
Margate

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George V Avenue/Hartsdown Road, Margate. Site plan 11



Proposed 10 metre corner protection on the junction with Hartsdown Road Margate



Site Plan 11
George V Avenue
/Hartsdown Road,
Margate

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Grotto Hill/Clifton Gardens, Margate. Site plan 12



Proposed double yellow lines in Grotto Hill and Clifton Gardens

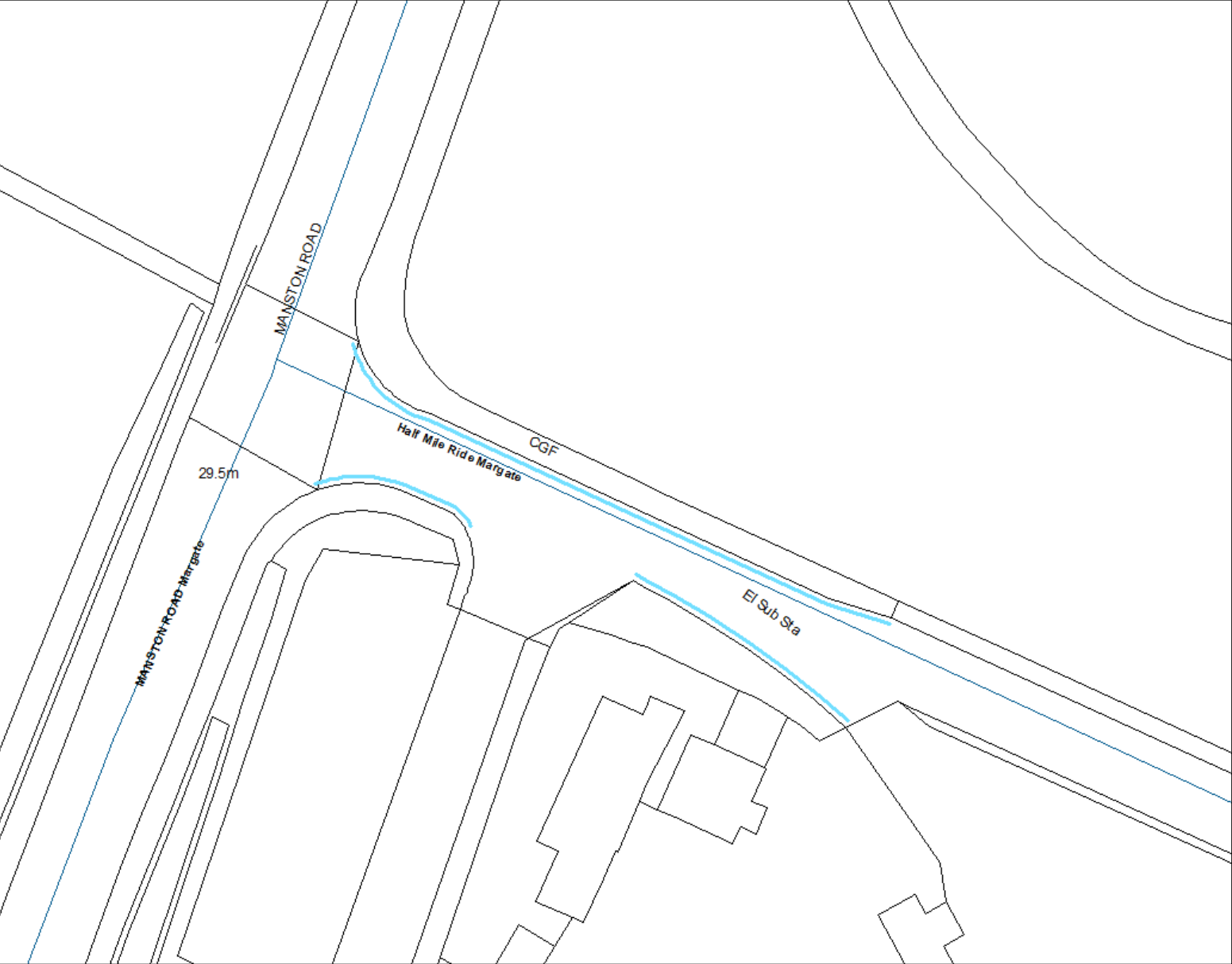


Site Plan 12
Grotto Hill/
Clifton Gardens,
Margate

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Half Mile Ride, Margate Site Plan 13



Double yellow lines from the junction with Manston Road.

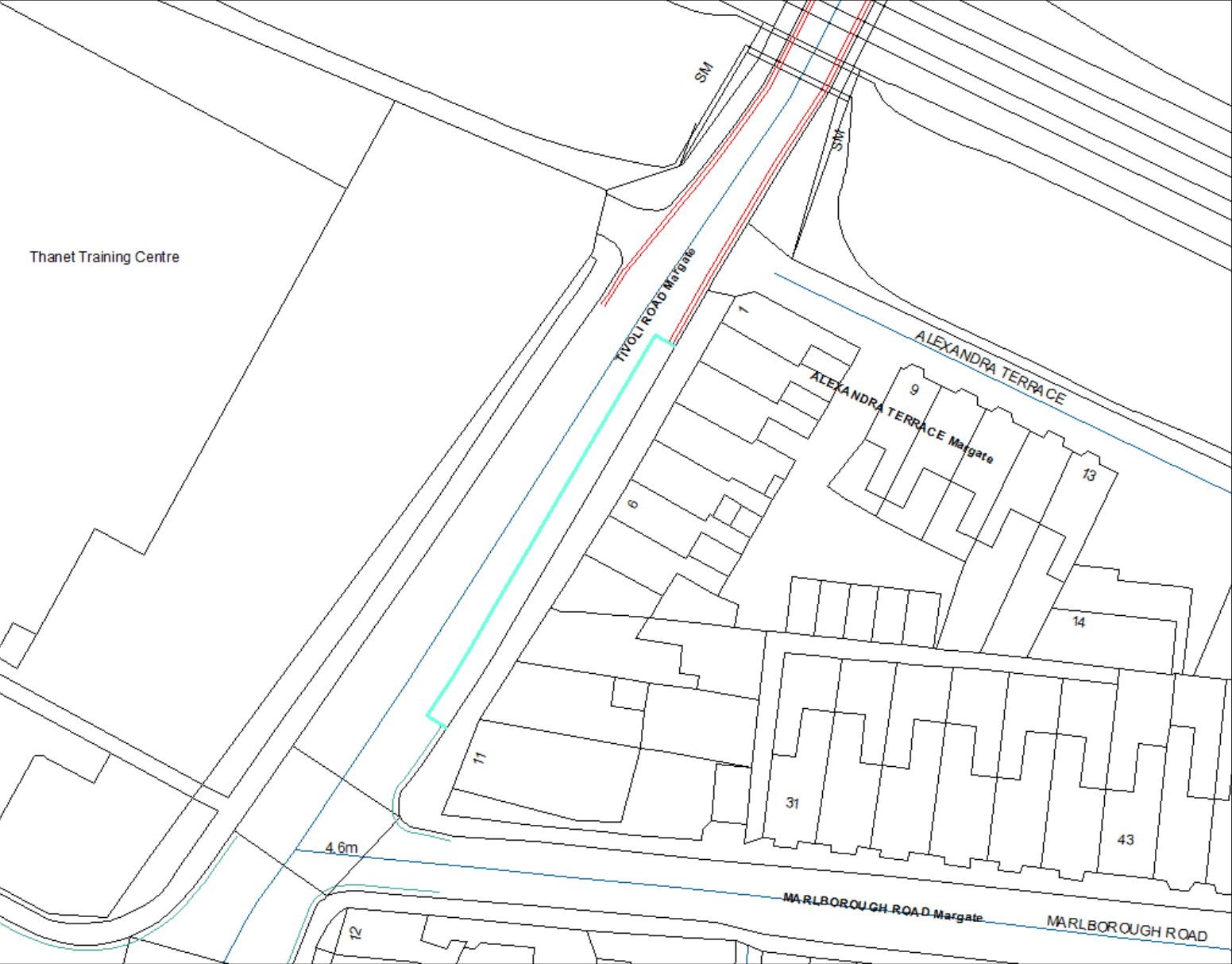


Site Plan 13
Half Mile Ride,
Margate

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Tivoli Road, Margate. Site plan 14



Proposed to change free bays to 1 hour time limited bays.

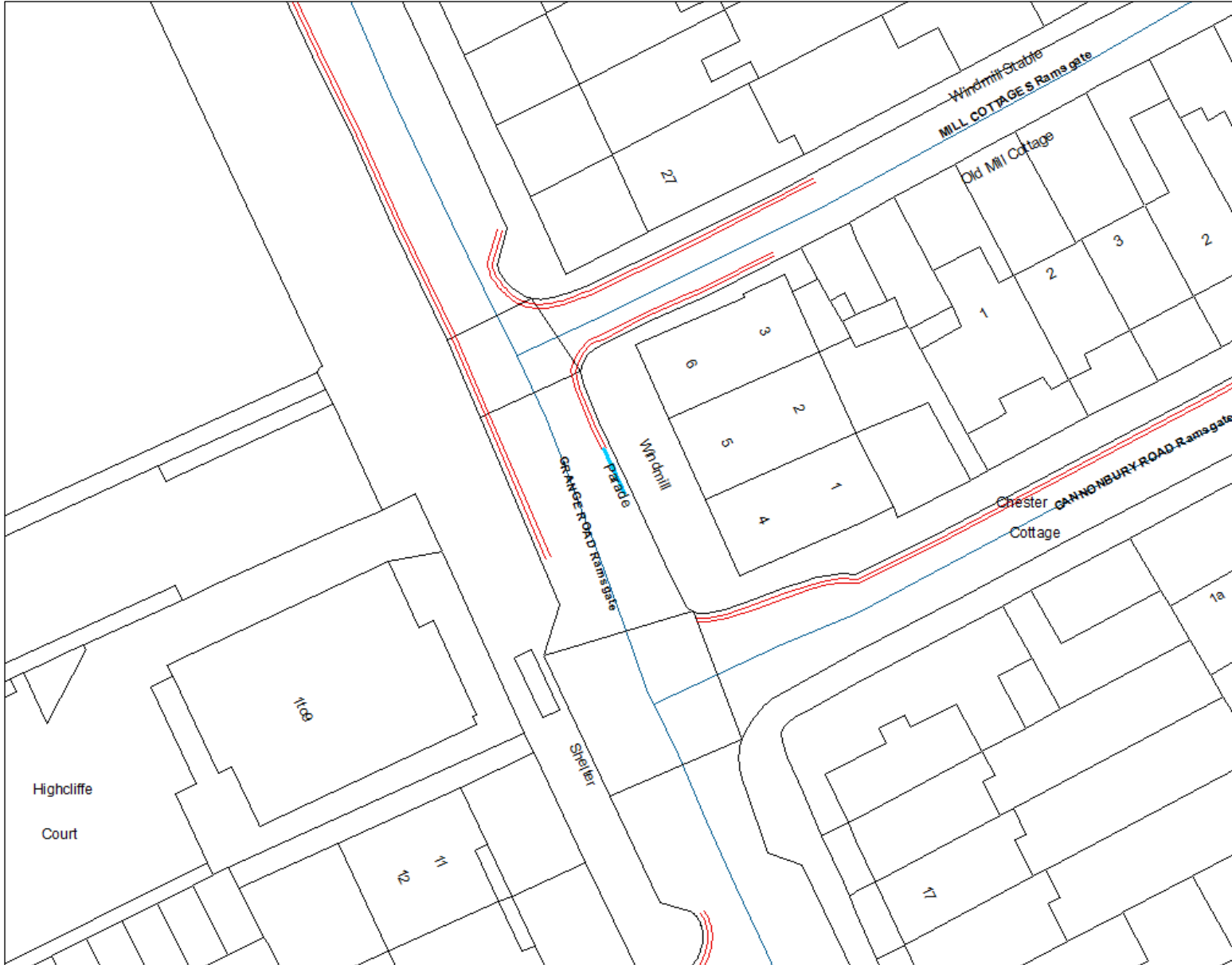


Site Plan 14
Tivoli Road,
Margate

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Grange Road, Ramsgate. Site plan 15



Proposed reduction of double yellow lines outside property number 5



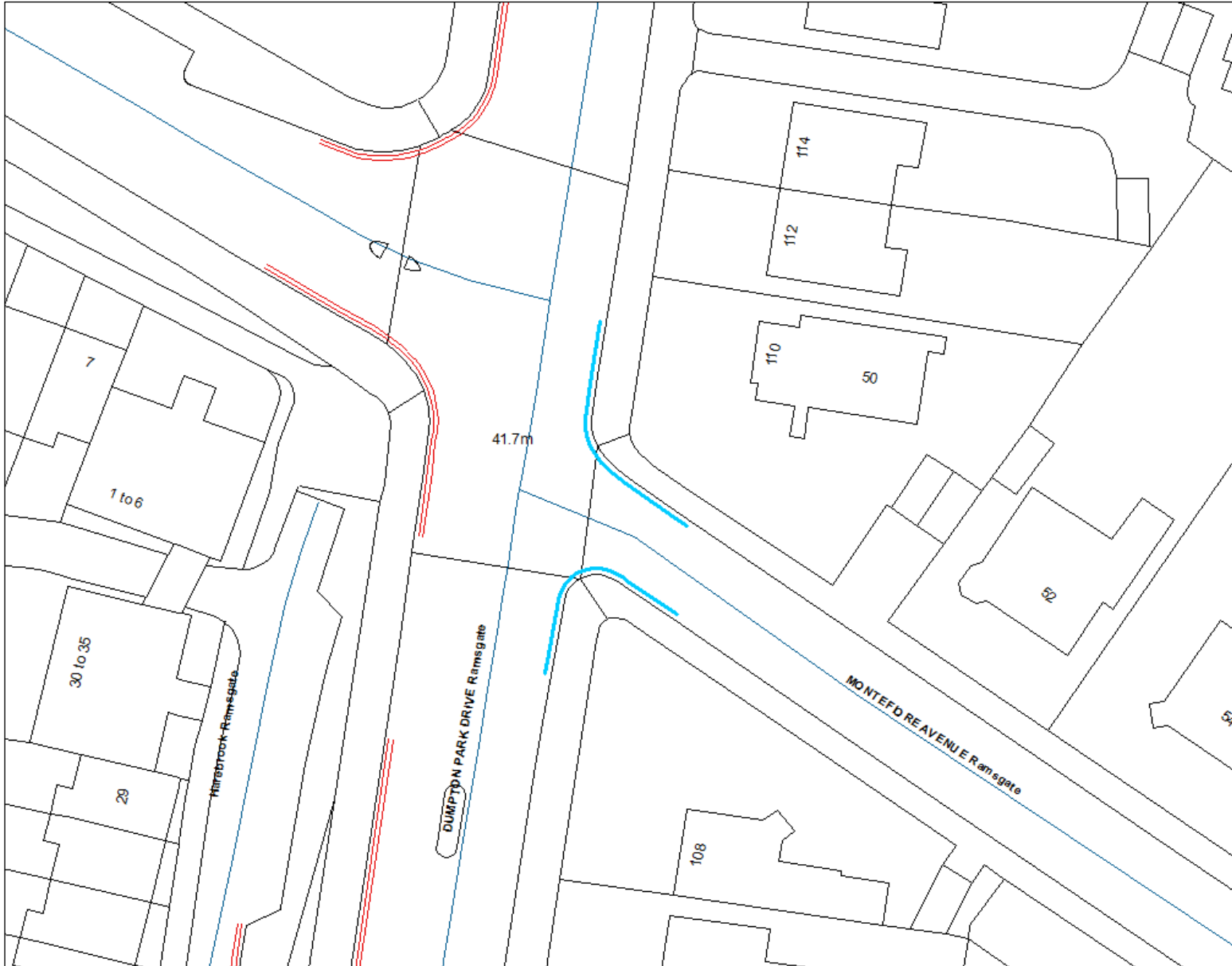
Site Plan 15
Grange Road,
Ramsgate

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Montefiore Avenue/Dumpton Park Drive, Ramsgate. Site plan 17



Proposed 10 metre corner protection on the junction with Dumpton Park Drive

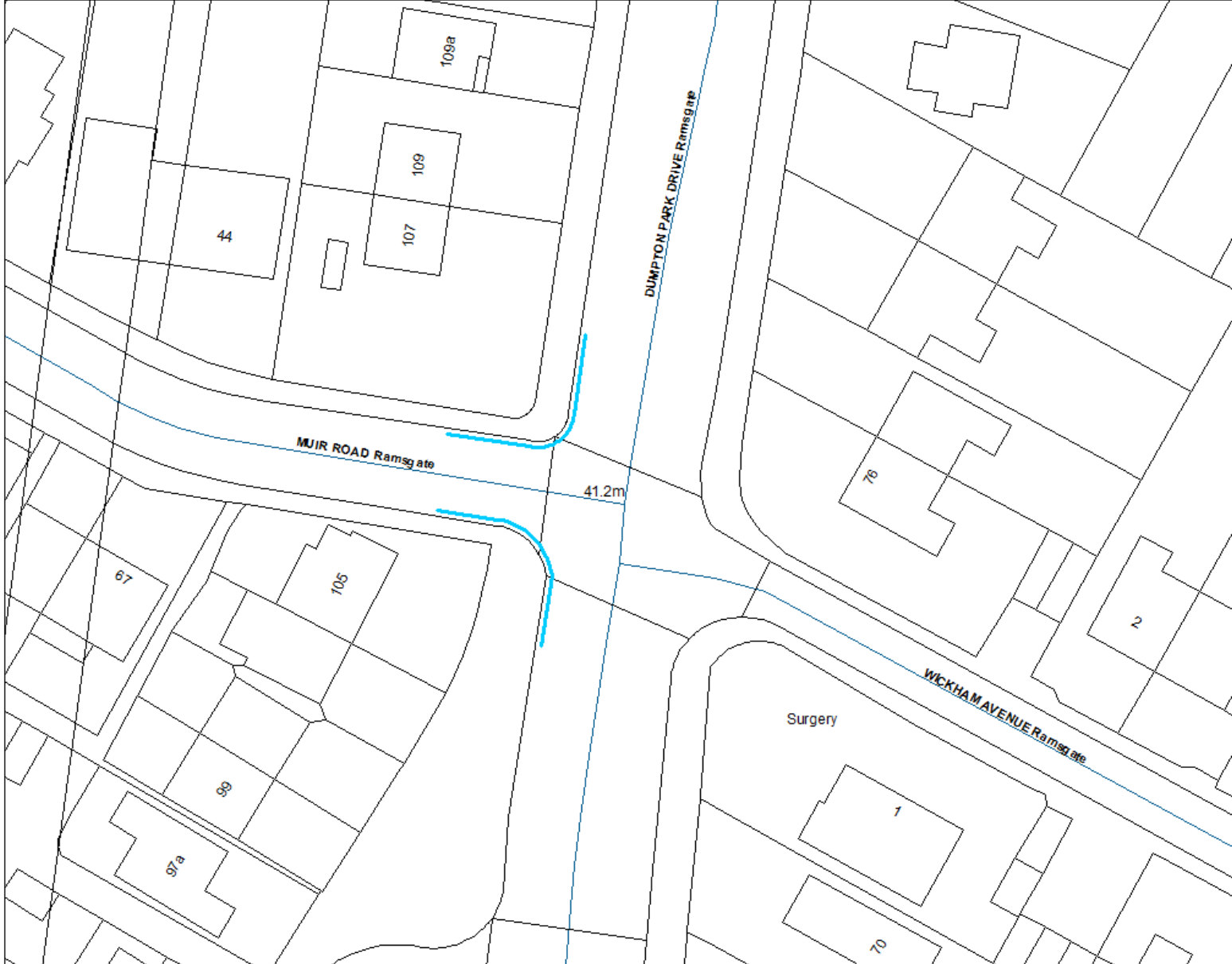


Site Plan 17
Montefiore
Avenue/Dumpton
Park Drive,
Ramsgate

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Muir Road/Dumpton Park Drive, Ramsgate. Site plan 18



Proposed 10 metre double yellow line corner protection on the junction with Dumpton Park Drive Ramsgate



Site 18
Muir Road/
Dumpton Park
Drive,
Ramsgate

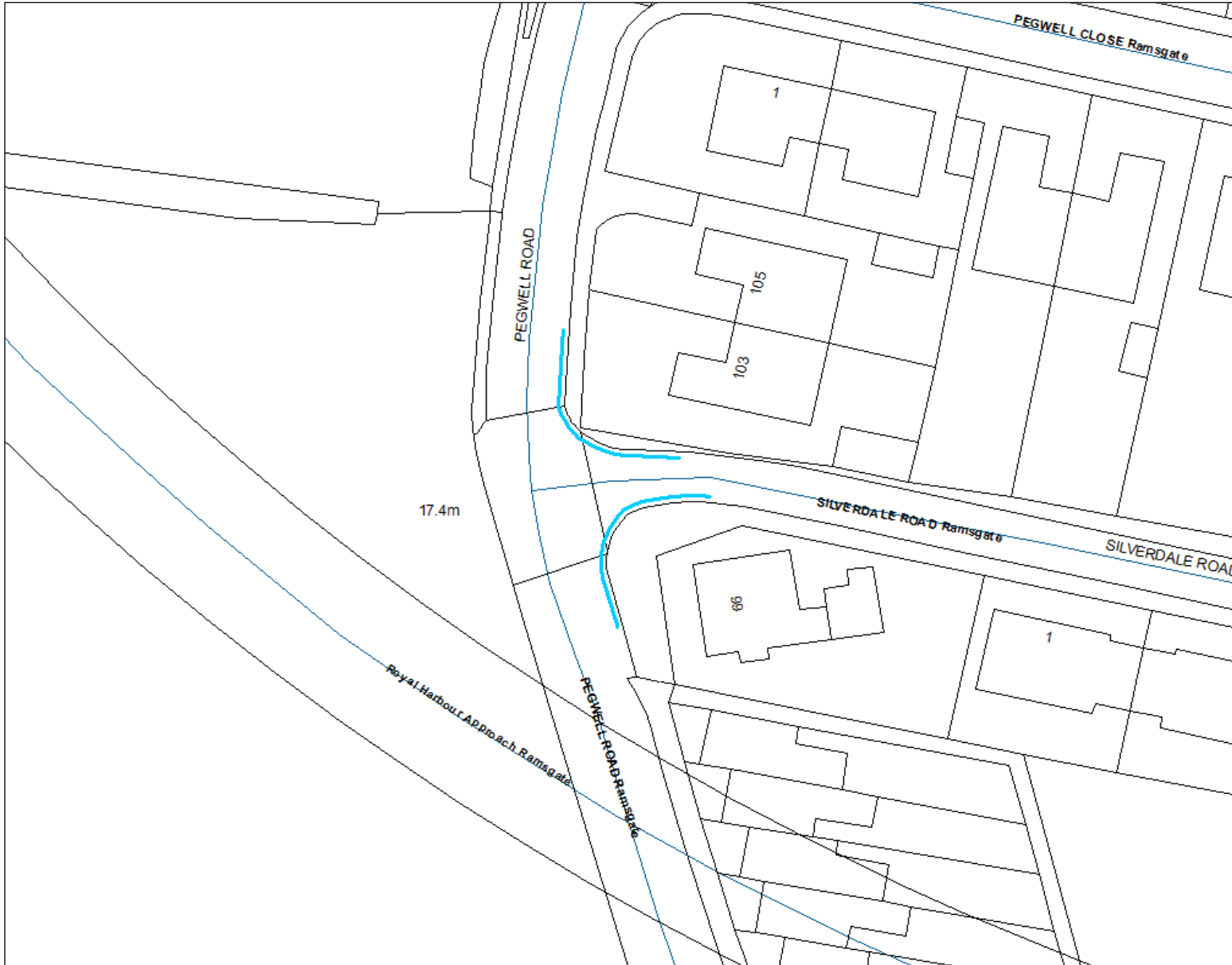
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Annex T9

Agenda Item 5

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Silverdale Road/Pegwell Road, Ramsgate. Site plan 19



Proposed 10 metre corner protection on the junction with Pegwell Road



Site Plan 19
Silverdale Road/
Pegwell Road,
Ramsgate

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Parking & Waiting Restrictions – Update summary

To: **Thanet Joint Transportation Board – 18 September 2014**

By: **Civil Enforcement Manager**

Classification: **Information only.**

Ward: **Across the District - Various**

Summary: **This report provides an update and summarises schemes that have been through the Joint Transportation Board.**

For Decision

1.0 Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board and what stage in the process they have reached since the last meeting.

Parking and Waiting Restrictions – see Appendix A

2.0 Conclusion

2. This report is for Members information.

Contact Officer:	<i>Robin Chantrill-Smith (Civil Enforcement Manager) 01843 577472</i>
Reporting to:	<i>Mark Seed (Director of Operational Services) 01843 577742</i>

<i>Annex List</i>	
<i>Annex 1</i>	<i>List of sites and their current status.</i>

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PARKING & WAITING RESTRICTIONS UPDATE SEPTEMBER 2014

Appendix 1

LOCATION	Description of Scheme	Date at JTB	Current Status
<u>Lyell Road</u> , Bircington.	Agree. To extend existing lines to deal with sight lines and reduce potential vehicular conflict.	27/03/14	Out to Public Consultation
<u>Green Lane</u> , <u>Broadstairs</u> .	Agree. To extend Double Yellow Lines around the roundabout to deal with inconsiderate parking.	27/03/14	Out to Public Consultation
<u>Queens Gardens</u> , <u>Westcliff Avenue &</u> <u>Victoria Parade</u> <u>Broadstairs</u>	Agree. Add into Broadstairs Victoria resident's scheme with shared pay and display and re-design the Victoria Parade end outside the golf course.	23/11/11	Scheme drawn up and awaiting Public Consultation.
<u>All Saints Avenue</u> , <u>Margate</u> .	Agree. To remove Disabled bays and make them time limited bays.	27/03/14	Out to Public Consultation
<u>Approach Road</u> , j/w <u>Arundel Road</u> , <u>Margate</u>	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	27/03/14	Out to Public Consultation
<u>Approach Road</u> , j/w <u>Talbot Road</u> , Margate	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	27/03/14	Out to Public Consultation
<u>Bath Road</u> j/w Clifton <u>Street</u> and <u>Bath Place</u> , <u>Margate</u> .	Agree. To change Single Yellow Lines to Double Yellow Line corner protection on all junctions to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	27/03/14	Out to Public Consultation
<u>Cecil Street</u> , and <u>Hawley Square</u> <u>Margate</u> .	Agree. To install kerb markings from the junction with Cecil Square across of the Council Offices up to the boundary of 50/51 Hawley Square to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear	19/12/13	Out to Public Consultation
<u>Cedar Close</u> j/w <u>Northdown Park Road</u> , <u>Margate</u> .	Agree. Double Yellow Line corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	19/12/13	Out to Public Consultation
<u>College Road</u> , <u>Margate</u> .	Agree. To extend Double yellow lines from outside the clinic to the pedestrian crossing to deal with sight line issues, reduce potential vehicular conflict.	27/03/14	Out to Public Consultation
<u>Farley Road</u> , Margate.	Agree. Double yellow lines from the junction with Ramsgate Road to deal with sight line issues, reduce potential vehicular conflict and to keep the junction clear.	19/12/13	Out to Public Consultation

<u>Hartsdown Road, Margate</u>	Agree. To extend double yellow lines to reduce potential vehicular conflict.	19/12/13	Out to Public Consultation
<u>High Street, Margate</u>	Agree. Extend hours of pedestrian access for Margate.	14/03/13	Informal Consultation May 2013. Order being drawn up by KCC Consultant.
<u>Manston Road, Margate.</u>	Agree. To install single yellow lines from the junction with Shottendane Road on one side to the junction with Sycamore Close to reduce potential vehicular conflict.	19/12/13	Out to Public Consultation
<u>Northdown Road, Margate</u>	Agree. To change first bay from pay and display to double yellow lines with kerb markings to reduce potential vehicular conflict and improve sight lines.	27/03/14	Out to Public Consultation
<u>Tivoli Park Avenue, j/w Tivoli Road, Margate.</u>	Agree. To extend existing lines to reduce potential vehicular conflict and keep access clear.	19/12/13	Out to Public Consultation
<u>Westfield Road, j/w Argyle Avenue Margate.</u>	Agree. To install Double Yellow line corner protection to deal with sight lines, reduce potential vehicular conflict.	27/03/14	Out to Public Consultation
<u>Wydham Avenue, j/w Lyndhurst Avenue, Margate.</u>	Agree. To install Double Yellow Lines on one side of the junction for corner protection to keep the junction clear and reduce potential vehicular conflict.	19/12/13	Out to Public Consultation
<u>Westwood Area, Star Lane, Nash Road, Star Link Road and Manston Court Road Margate.</u>	Agree. To place double yellow lines along the new section of roads and extend existing lines to deal with sight line issues, reduce potential vehicular conflict and keep clear for access.	19/12/13	Order has been made and will go live end of September 2014.
<u>Canterbury Road West, j/w Cliff View Road, Foads Hill, King Arthur Road and Arundel Road, Ramsgate.</u>	Agree. To install Double Yellow Lines corner protection at all junctions to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	27/03/14	Out to Public Consultation
<u>Chapel Road, j/w High Street St Lawrence, Ramsgate.</u>	Agree. To reduce the Double Yellow lines to 15 metres at the junction with High Street St Lawrence to help with parking issues.	27/03/14	Out to Public Consultation
<u>Chapel Road, Ramsgate.</u>	Agree. To reduce the Double Yellow lines to outside properties 18-24 to help with parking issues.	27/03/14	Out to Public Consultation
<u>Eldon Grove, j/w Wilsons Road,</u>	Agree. To install Double Yellow lines corner protection to deal with sight lines, to reduce potential vehicular conflict and keep the junction clear.	27/03/14	Out to Public Consultation

Ramsgate.			
Foads Lane, j/w Cottington Road, Ramsgate.	Agree. Corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	27/03/14	Out to Public Consultation
Harbour Street, King Street, Queens Street, Ramsgate	Agreed. Extend days of pedestrian access for Ramsgate.	14/03/13	Informal Consultation May 2013. Order being drawn up by KCC Consultant.
Queen Street, j/w Cliff Street, Ramsgate	Agree. To extend existing lines and place kerb markings to reduce potential vehicular conflict and keep access and junction clear.	27/03/14	Out to Public Consultation
School Lane, Ramsgate.	Agree. Corner protection on one side to reduce potential vehicular conflict.	19/12/13	Out to Public Consultation
Southwood Road, j/w Southwood Heights, Ramsgate.	Agree. Corner protection on junction to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	19/12/13	Out to Public Consultation
Harold Avenue j/w St Mildreds Road, Westbury Road, Westgate.	Agree. Corner protection on junction and on the inner bend of the road to deal with sight line issues, reduce potential vehicular conflict and to keep junction clear.	3/9/13	Out to Public Consultation

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PARKING PLACES FOR DISABLED PERSONS VEHICLES – THANET VARIOUS

To: Thanet Joint Transportation Board – 18 September 2014

By: Civil Enforcement Manager

Classification: Unrestricted

Ward: Across the District - Various

Summary: To report upon the requests to provide parking places for disabled persons vehicles at various locations across Thanet.

For Decision: Members are requested to recommend that the parking places for disabled persons vehicles are advertised for public comment/objection.

1.0 Introduction and Background

- 1.1 Kent County Council, as traffic authority, has the power to designate part of the highway as an on-street parking place and control the type of vehicle and the terms and conditions of its use under the Road Traffic Regulation Act 1984, Sections 32 and 35.
- 1.2 Therefore, Thanet District Council, acting on behalf of Kent County Council can provide special parking bays on streets for disabled people who have substantial difficulties in walking and parking in the vicinity of their property.

2.0 The Current Situation

- 2.1 A number of applications for parking places for disabled person's vehicles have been processed and have been agreed and an interim parking place has been introduced. This means that the bay is marked on the road but will not be legal and therefore cannot be enforced.
- 2.2 Once a legal Traffic Regulation Order is made a sign is erected and the bay is legal and can be enforced.
- 2.3 5 applications for parking places for disabled person's vehicles have been agreed and are listed in annex 1
- 2.4 If Members endorse the recommendations, they will be formally advertised in the usual way for public comment/objection. A notice is placed in a free local newspaper and notices are placed 'on street'. If objections are received on traffic related matters they will be referred to Members who will recommend whether to amend, abandon or introduce the parking places for disabled person's vehicles as advertised.

3.0 Options

- 3.1.1 1 – Advertise - The parking places for disabled persons vehicles as listed in annex 1 would be exposed for formal public consultation.

3.1.2 2 – Take no further action - The parking places for disabled persons vehicles as listed in annex 1 would not be exposed for formal public consultation and therefore could not be enforced.

4.0 Corporate Implications

4.1 Financial

4.1.1 The work associated with the Traffic Regulation Order for parking places for disabled person vehicles would be funded, managed and enforced by the Thanet District Council using the ‘decriminalisation budget’.

4.2 Legal

4.2.1 Kent County Council, as traffic authority, has the power to designate part of the highway as an on-street parking place and control the type of vehicle and the terms and conditions of its use under the Road Traffic Regulation Act 1984, Sections 32 and 35.

4.3 Corporate

4.3.1 The proposal will benefit all blue badge holders that may need to park in the Thanet area as on street disabled persons parking bays are for any vehicle that is displaying a valid blue badge. With out a Traffic Regulation Order on the disabled persons parking bays the bays cannot be kept clear for blue badge holders.

4.4 Equity and Equalities

4.4.1 By advertising the disabled drivers parking bays as part of the Traffic Regulation Order making process the Order can be made, a sign can be erected and the bay will be legal and can be enforced. This will benefit the holders of blue badges and give them greater independence to lead their lives.

5.0 Recommendation(s)

5.1 Members are requested to recommend option 1- that the parking places for disabled person’s vehicles as listed in annex 1 would be exposed for formal public consultation.

5.2 That the proposals which require statutory consultation are advertised, and that any traffic related 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 Seed (Director of Operational Services)01843 577742</i>

Background Papers None

Annex List

<i>Annex 1</i>	<i>List of sites and site plans of Disabled persons parking bays to be advertised.</i>
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ROADS IN BROADSTAIRS
VICTORIA PARADE bay at the side of 23 Victoria Parade in Wrotham Road.
ROADS IN MARGATE
WARWICK ROAD Across the frontage of 4 Warwick Road.
ROADS IN RAMSGATE
LYNDHURST ROAD Across the frontage of 11 Lyndhurst Road.
ST GEORGES ROAD Across the frontage of 10 St Georges Road.
ROADS IN WESTGATE
BELMONT ROAD At the side of 86 Belmont Road in Richborough Road.

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El Sub Sta

OSCAR ROAD

Garage

Mertott Lodge

1 to 6

HAM ROAD

Ashton Mews

Putting Green

Putting Green

Shelter

Beacc














VICTORIA PARADE

Thanet District Council

SLI 10001826



Current TRO

-  DYL
-  Pay & Display
-  SYL
-  Residents 1 Hour
-  Residents 4 Hours
-  Residents 2 Hour
-  1 Hour Bay
-  Loading Bay
-  Pedestrian Crossing
-  Disabled Bay
-  No waiting / loading
-  Mixed Residents / P&D
-  BUSSTOP

Disabled Bay, in Wrotham Road by side access of 23 Victoria Parade Broadstairs



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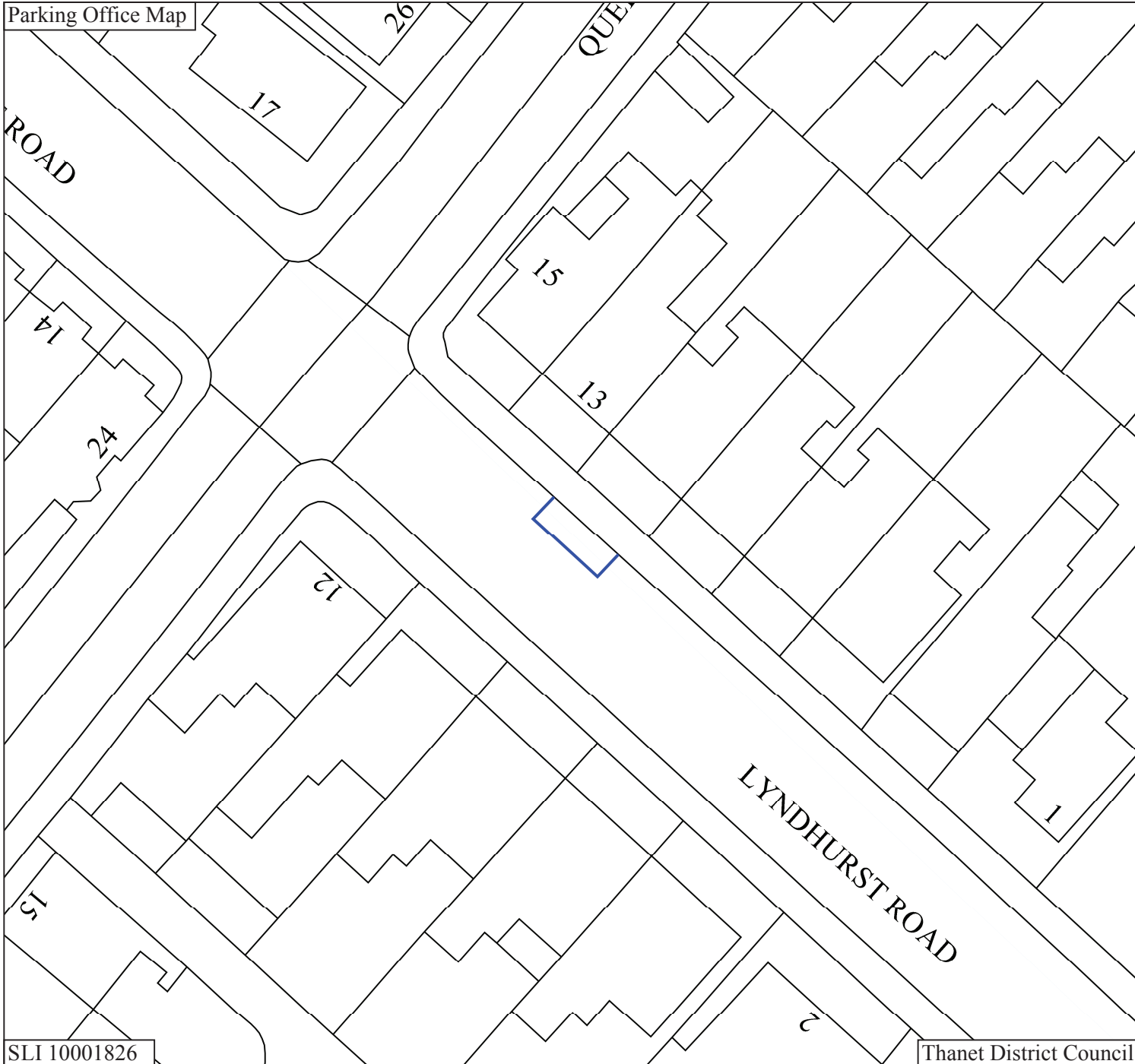
Current TRO

- DYL
- Pay & Display
- SYL
- Residents 1 Hour
- Residents 4 Hours
- Residents 2 Hour
- 1 Hour Bay
- Loading Bay
- Pedestrian Crossing
- Disabled Bay
- No waiting / loading
- Mixed Residents / P&D
- BUSSTOP














Disabled Bay, in front of 4 Warwick Road, Margate



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Current TRO

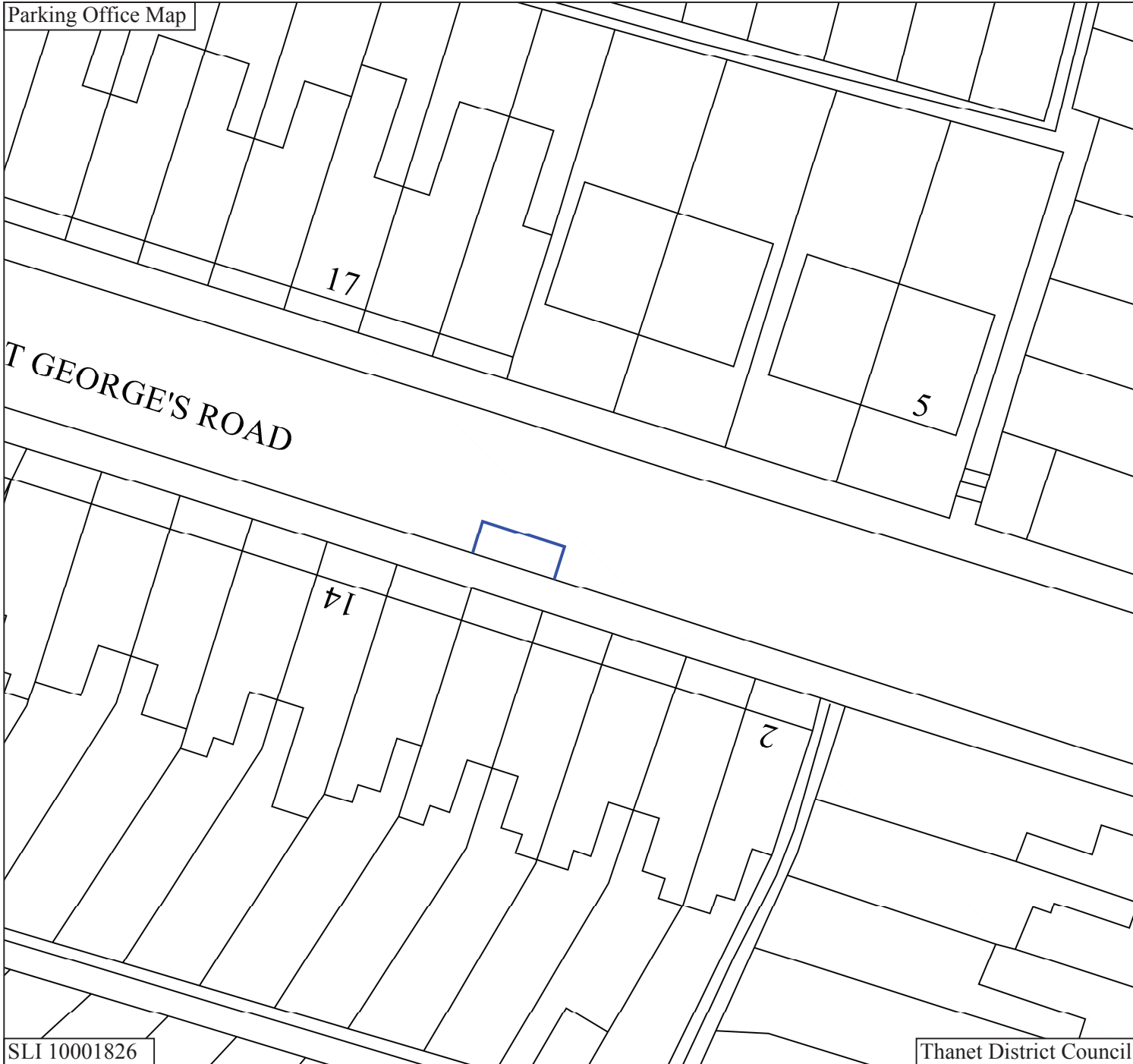
-  DYL
-  Pay & Display
-  SYL
-  Residents 1 Hour
-  Residents 4 Hours
-  Residents 2 Hour
-  1 Hour Bay
-  Loading Bay
-  Pedestrian Crossing
-  Disabled Bay
-  No waiting / loading
-  Mixed Residents / P&D
-  BUSSTOP

Disabled Bay, in front of 11 Lyndhurst Road, Ramsgate
















Annex 4

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Current TRO

-  DYL
-  Pay & Display
-  SYL
-  Residents 1 Hour
-  Residents 4 Hours
-  Residents 2 Hour
-  1 Hour Bay
-  Loading Bay
-  Pedestrian Crossing
-  Disabled Bay
-  No waiting / loading
-  Mixed Residents / P&D
-  BUSSTOP

Disabled Bay, in front of 10 St Georges Road, Ramsgate
















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Parking Office Map



Current TRO

-  DYL
-  Pay & Display
-  SYL
-  Residents 1 Hour
-  Residents 4 Hours
-  Residents 2 Hour
-  1 Hour Bay
-  Loading Bay
-  Pedestrian Crossing
-  Disabled Bay
-  No waiting / loading
-  Mixed Residents / P&D
-  BUSSTOP

Disabled Bay, side of 86 Belmont Road, Westgate-on-Sea



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From: **Michael Hill, Cabinet Member, Community Services**
To: **Environment & Transport Cabinet Committee – 22 July 2014**
Decision No: **N/A**
Subject: **Christmas / New Year 2013-14 Storms & Floods – Final Report**
Classification: **Unrestricted**
Past Pathway of Paper: **Cabinet – 7th July 2014**
Growth, Economic Development & Communities Cabinet Committee – 8th July 2014
Future Pathway of Paper:
Electoral Division: **N/A**

Summary: This report provides the Cabinet Committee with a full review of lessons learned from the Christmas / New Year 2013-14 storms & flooding (and previous severe weather events) and makes recommendations for how the County Council, in collaboration with its partners, can be better prepared to manage such future events and flood risk.

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

1. Introduction

- 1.1 Members will be aware that the extreme severe weather experienced over Christmas and New Year was unprecedented and presented an exceptionally challenging time for all concerned.
- 1.2 Indeed, in the Government's 'Flood Support Schemes Guide' sent to Local Authority Chief Executives in flood affected areas by Sir Bob Kerlake, Permanent Secretary, Department for Communities & Local Government (DCLG) and Head of the Civil Service stated:
'On 5th and 6th December 2013, the worst tidal surges in 60 years struck the east coast of England, leaving a trail of destruction and flooded properties. In addition to the December tidal surges, the country has experienced the wettest winter in over 250 years. This has resulted in many areas of the country remaining on high alert for extended periods as the emergency services, supported by local authorities, statutory agencies and local residents have battled to protect communities'.
- 1.3 Notwithstanding that the initial severe storms and rainfall occurred during the Christmas Bank Holiday with many staff on leave and out of county, KCC deployed all its available staff throughout this period to support those communities across the County that were affected, not only by flooding, but by storm damage and power outages.
- 1.4 Kent was one of the most severely affected areas in the country with some 28,500 properties without power on Christmas Eve and 929 homes and business flooded over the following 8 week period. See **supporting Appendix 1 sections A1 and A2** for a detailed breakdown of properties flooded and other key facts and statistics.
- 1.5 It is recognised that these unprecedented severe weather events strained not only KCC resources but all other emergency and public services and priority decisions had to be made in order to ensure support to those communities, residents and businesses affected by these events.

1.6 This report provides:

- A summary of the storms & floods that affected Kent between December 2013 and February 2014 & the actions taken by KCC & its multi-agency partners in response;
- Good practice and lessons learned to inform how KCC and its partners can better respond to such emergencies in the future;
- A review of options for managing flood risk in the long-term; and
- Draft Action Plan for taking forward proposed recommendations – see **Annex 1**.

1.7 Whilst this report will focus on the events from 23rd December 2013 onwards, to provide further background and context, reference is also made to the preceding severe weather events on 28th October (St Jude storm) and 5th & 6th December (east coast tidal surge).

1.8 Contributions from the following have been used to inform the content of this report:

- Internal KCC and multi-agency debriefs;
- Key internal departments & partner agencies e.g. KCC Flood Risk Management, Environment Agency (EA) and Kent Police;
- Individual responses from residents, businesses and elected representatives; and
- Public consultation meetings and ‘flood fairs’ in affected communities¹.

1.9 Details of key meetings & event dates are provided in **Appendix 1 section A3**.

2. Managing Emergencies

2.1 The Civil Contingencies Act 2004 establishes a clear set of roles & responsibilities for those involved in emergency preparedness & response at the local level. The Act divides local responders into 2 categories, imposing a different set of duties on each.

2.2 ‘Category 1 Responders’ are organisations at the core of the response to most emergencies (e.g. the emergency services, local authorities, NHS bodies and the EA) and have statutory responsibilities for the ensuring plans are in place to deal with a range of emergency situations, including flooding. ‘Category 2 Responders’ (e.g. the Health & Safety Executive, transport and utility companies) are ‘co-operating bodies’. They are less likely to be involved in the heart of planning work, but are heavily involved in incidents that affect their own sector. Category 2 Responders have a lesser set of duties - co-operating and sharing relevant information with other Category 1 & 2 Responders.

2.3 Category 1 & 2 Responders come together to form ‘Local Resilience Forums’ (based on police force areas) which helps co-ordination and co-operation between responders at the local level. In Kent, this is known as the Kent Resilience Forum (KRF), which is chaired by Kent Police who adopt the lead organisation role in most emergency situations.

3. Management of the Emergency

3.1 Kent Police undertook the role of lead organisation in the ‘emergency response’ phases, with each declared emergency given an operational name - see **Appendix 1 section A4** for details.

3.2 During the ‘emergency response’ phases, a multi-agency ‘Gold’ Strategic Co-ordinating Group (SCG) and ‘Silver’ Tactical Co-ordinating Group (TCG) were hosted and chaired by Kent Police at Kent Police Headquarters and Medway Police Station respectively.

¹ Public meetings with residents / businesses were co-ordinated by the EA via the Parish / Town Councils & the Tonbridge Forum, with attendance from elected members and officers from KCC, District / Borough Councils, Kent Police and Southern Water. Flood fairs are a joint initiative between District / Borough Councils, EA, KCC, Parish / Town Councils & the National Flood Forum - a charity that raises awareness of flood risk & helps communities to protect themselves & recover from flooding.

- 3.3 Multi-agency 'Bronze' Operational teams were deployed across the County in specific affected communities (e.g. Yalding, Bridge and the Brishing Dam) and undertook work such as door-knocking, evacuations, sandbagging and public reassurance.
- 3.4 Led by the Kent Police Gold Commander, the SCG agreed upon a Gold Strategy to guide the response, with the central aim of:
- 'Saving and protecting life and property risks to people in Kent and Medway by coordinating multi-agency activity to maintain the safety and security of the public'.*
- 3.5 The core roles undertaken by KCC were as follows:
- Supporting and, at times, leading multi-agency co-ordination;
 - Responding to the effects on the highway network throughout the period dealing with fallen trees, damaged roads, surface water flooding, blocked gullies and more;
 - On-scene liaison with partners and affected communities;
 - Working with District / Borough Councils to provide temporary accommodation to those who were flooded, with transport arranged to take people from flooded areas to safety;
 - Provision of welfare support to those evacuated or in their own homes²;
 - Co-ordinating support from the voluntary sector³; and
 - Logistics management of countywide resources such as sandbags.

4. Recovery Management

- 4.1 As of 18th February, KCC has been the lead organisation in managing the long-term recovery process and has developed a Gold Recovery Strategy with the central aim of:
- 'Ensuring partnership working to support the affected individuals, communities and organisations to recover from the floods and return to a state of normality'.*
- 4.2 To manage the recovery, five task-focused teams have been established with representatives from all appropriate authorities and organisations involved
- Health, Welfare & Communities: KCC Public Health led;
 - Environment & Infrastructure: EA led;
 - Business & Economy: KCC Business Engagement & Economic Development led;
 - Finance, Insurance & Legal: KCC Finance led; and
 - Media & Communications: KCC Communications led.
- 4.3 Central Government are taking a keen interest in progress and key issues, with regular reporting to DCLG and the office of Greg Clark MP, the Flood Recovery Minister for Kent.

5. Lessons Learned

- 5.1 The following are the main points raised during the relevant debriefs, meetings & individual responses received, which have been used to inform a set of recommendations which are summarised in the Draft Action Plan in **Annex 1**.
- 5.2 For reference, the draft lessons learned from the KRF multi-agency debrief held on 21st March 2014 can be found at **Appendix 1 section A5**.

² This included vulnerable person checks and provision of food, clothing and other practical support, such as arranging electrical contractors to ensure safety within people's flooded homes and hiring dehumidifiers to support the clear up.

³ This included undertaking community liaison roles and provision of equipment, practical support (such as first aid, transportation, or provisions for responders) and psycho-social support.

Pre-Planning & Resilience

Identified Successes

- 5.3 Overall, KCC and its KRF partners, with joint planning for responding to and management of emergencies, were able to deliver support and assistance to the many communities, individuals and businesses in Kent affected by the severe weather events.
- 5.4 Staff, systems & procedures coped well when one considers the unprecedented scale, complexity and protracted nature of the events that took place
- 5.5 There were numerous examples of the commitment & resourcefulness of staff, partners, volunteers and communities to help others in need and to provide practical solutions to real problems for those affected.

Areas for Improvement

- 5.6 In the early stages of the response, staffing levels were affected by the timing of the emergencies, which occurred over the Christmas Bank Holiday period. Coupled with the sustained and complex nature of the emergency, on occasions considerable demands were placed upon a small number of individuals & teams undertaking crucial emergency response roles. Increased resilience should be established across KCC to be better prepared in the future.
- 5.7 Although there is no legal obligation on any organisation to provide sandbags and other practical support (e.g. pumps, dehumidifiers), public expectation was, understandably, to the contrary. This was exacerbated throughout the response by a general lack of awareness, mis-communications & inconsistency of approaches adopted.
- 5.8 Linked to this last point, it has been observed and reported of a general lack of flood awareness and individual / community resilience. For example, in some parts of Kent, 40-50% of the homes and businesses at risk of flooding in Kent are not signed-up to the EA's Floodline Warnings Direct (FWD) Service and so are unlikely to receive any prior warning of flooding – see **Appendix 1 section A6** for more details.

Recommendations

REC1: Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents.

REC2: Provide Cabinet with an options paper for enhancing KCC's resilience, including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014.

REC3: Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding.

REC4: Implement a strategy to encourage greater flood awareness & individual / community resilience, including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens.

Command, Control, Co-ordination & Communications

Identified Successes

- 5.9 Actions by KCC and our partners undoubtedly saved and protected life, livestock and properties.

- 5.10 As the emergency progressed, joint plans, procedures and working arrangements matured, informed by the experiences of previous events.
- 5.11 When established, multi-agency co-ordination was effective, particularly when this was co-located. Specifically, Bronze / Operational teams deployed on the ground provided an effective and invaluable link into affected communities, particularly when communication and transport links were disrupted
- 5.12 Throughout the sequence of events, the voluntary sector provided extremely valuable support, demonstrating a high level of professionalism, dedication and capability.

Areas for Improvement

- 5.13 Feedback from debriefs, public consultations & flood fairs suggest that the EA's flood warnings were not always received or there was difficulty in receiving warnings, particularly as power supplies were disrupted. Additionally, many residents received conflicting warnings, were unsure of the level of risk & therefore the relevant actions they should take.
- 5.14 KCC and its partners responded to emergency calls throughout Christmas Eve, Christmas Day & Boxing Day. However, pressure on staffing levels due to the Bank Holiday & sheer volume / complexity of incidents that were being reported led to delays in establishing co-ordinated multi-agency support structures in key affected communities (e.g. Tonbridge, Hildenborough, East Peckham, Yalding & Maidstone) until the following weekend which, understandably, has angered many residents & businesses.
- 5.15 Additionally, partner agencies, residents & businesses alike all suffered from a lack of / poor quality engagement & support from the utilities companies, particularly the power, water & sewerage providers.
- 5.16 Information management was a continual challenge – difficulties in obtaining critical information when it was need and, vice versa, information overload at times of intense pressure.

Recommendations

REC5: Undertake a fundamental review & update of the EA's Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk.

REC6: Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios, including contingency arrangements in the event of power outages and greater usage of social media.

REC7: Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams.

REC8: Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging with & supporting partners & customers.

REC9: Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of emergencies.

Escalation, De-Escalation & Recovery

Identified Successes

- 5.17 Central Government colleagues have commended KCC and our partners for our approach in a number of key areas, and are promoting these as good practice e.g. early identification & monitoring of warnings / developing situations and a flexible / proportionate approach; and recovery management arrangements developed during Operation Sunrise 4.

Areas for Improvement

- 5.18 Some partners felt that, at times, there were delays in 'standing up' the co-located multi-agency emergency response co-ordination arrangements and, conversely, that these were occasionally stood-down too soon, declaring the 'emergency' over and handing-over to the 'recovery' phase.
- 5.19 Delays in involvement / support from Central Government caused difficulties for partners and the public over Christmas / New Year period. Conversely, once Central Government command & control was put in place, requests for detailed information at very short notice placed an additional burden on local responders.
- 5.20 The financial support schemes brought in by Central Government have also been difficult to interpret and implement at the local level, and do not adequately reflect the significant burdens placed on County Councils e.g. most schemes are focussed towards the Districts / Borough Councils, with significant cost incurred by KCC currently unlikely to qualify for central support.

Recommendations

REC10: Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice.

REC11: Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases.

REC12: Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC.

6. Flood Risk Management

- 6.1 As well as lessons learned to improve how KCC prepares for and manages flooding emergencies in the future, consideration must also be given to roles of each organisation and the broader flood risk management options available for preventing or reducing the likelihood and / or impacts of flooding occurring.

Roles & Responsibilities

- 6.2 **EA:** Responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. This includes, for example, setting the direction for managing the risks through strategic plans; working collaboratively to support the development of risk management and providing a framework to support local delivery including the administration of Flood Defence Grant in Aid (FDGiA). The Agency also has operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being a coastal erosion risk management authority.
- 6.3 **KCC:** Lead Local Flood Authority (LLFA) for Kent as defined by the Flood and Water Management Act (2010) and has a role to provide strategic overview of local flooding, which is defined as flooding from surface water, groundwater and ordinary watercourses (watercourses that are not main rivers). As part of its role as LLFA KCC has prepared and adopted the Kent Local Flood Risk Management Strategy, which sets out the objectives for managing local flood risks in Kent. All risk management authorities must act consistently with the local strategy.

Highway Authority for Kent - has a role to maintain safe conditions on the roads by taking appropriate actions that may include the provision of temporary flood warning signs, clearance of flood water, reactive cleansing of the highway drainage system and the organisation of road closures and traffic diversions when roads become flooded.

- 6.4 District / Borough Councils: Key partners in planning local flood risk management and can carry out flood risk management works on minor watercourses, working with LLFA and others, including through taking decisions on development in their area which ensure that risks are effectively managed. Districts / Boroughs and Unitary Authorities in coastal areas also act as coastal erosion risk management authorities.
- 6.5 Internal Drainage Boards: Independent public bodies responsible for water level management in low lying areas, also play an important role in the areas they cover (approximately 10% of England at present), working in partnership with other authorities to actively manage and reduce the risk of flooding.
- 6.6 Water and Sewerage Companies: Responsible for managing the risks of flooding from water and foul or combined sewer systems, providing drainage from buildings and yards.

Effectiveness of River & Flood Management Assets

- 6.7 Partners, residents & businesses alike have raised a number of queries & concerns regarding the effectiveness of river & flood management systems / assets operated by the EA and Southern Water, including:
- EA: dredging of rivers and the operation of the Leigh Barrier and sluice gates at Yalding & Allington; and
 - Southern Water: lack / effectiveness of non-return valves in preventing sewage flooding, particularly in the Tonbridge area.

Recommendations

REC13: EA / Southern Water to respond to queries / concerns regarding the perceived lack / effectiveness of their management of rivers & flood management systems / assets.

Potential Flood Defence Schemes – information supplied by the EA

- 6.8 Approximately 65,000 homes and businesses are at risk of fluvial or coastal flooding in Kent, of which 38,000 currently benefit from flood defences with 27,000 not benefitting from defences. The EA has identified a further £194m of investment which would protect an additional 17,000 properties, between now and 2021. It has also identified further schemes identified for 2021 and beyond through its pipeline development programme.
- 6.9 The EA has worked successfully in the past with KCC and the private sector to implement flood risk management schemes such as the Sandwich Town Tidal Defence Scheme. It has also attracted additional partnership funding from a range of contributors including private businesses, developers and other government departments. There is a need to continue to work together to secure funding for priority schemes.
- 6.10 The recent flooding across the County has reinforced the need to accelerate this investment to reduce the risk of flooding. The EA in Kent & South London has secured £27.4m FDGiA for 2014-15. This will allow the EA to progress schemes including:
- Broomhill Sands Sea Defences
 - Sandwich Town Tidal Defences
 - Leigh Barrier Mechanical / Electrical Improvements
 - Study into Yalding Storage on the Beult
 - East Peckham (Medway) Flood Alleviation Scheme (FAS)
 - Aylesford Property-Level Protection Scheme (£50k contribution from KCC)
 - Repairing assets damaged in the recent coastal surge and fluvial floods

- Denge shingle re-nourishment

Flood Defence Grant in Aid (FDGiA)

6.11 In order to protect areas at Kent at risk of flooding investment is required in flood defences. The government will contribute to flood defences through FDGiA. However, current rules mean that schemes are rarely fully funded through this grant. Additional contributions or partnership funding is required to make up the shortfall. Without partnership funding flood defence schemes cannot be delivered.

6.12 The Government's partnership funding mechanism means that each scheme must have a minimum cost benefit of 8 – 1 and a partnership funding score of more than 100% in order to achieve Government allocated FDGiA. The EA has identified priority locations for accelerating flood defence projects based on people at risk and economic development including Yalding and Tonbridge that do not currently meet FDGiA criteria.

6.13 Areas that require investment to deliver flood defences in Kent include:

- The Leigh Flood Storage Area (FSA) and Lower Beult;
- East Peckham;
- Five Oak Green;
- South Ashford;
- Dover;
- Whitstable & Herne Bay;
- Folkestone; and
- Canterbury.

6.14 See **Appendix 1 section A7.4** for a detailed financial breakdown of each scheme.

Recommendations

REC14: Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent, including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions.

6.15 Highway Drainage Improvements

The County Council is responsible for the maintenance of 5,400 miles of public highway including 250,000 roadside drains and associated drainage systems. The weather this winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.

In response, the County Council is investing an additional £3m to enable the delivery of 120 drainage improvement schemes in 2014/15. Renewals and improvements are being prioritised on the basis of the frequency of flooding and the risk posed to highway safety, properties adjacent to the highway and network disruption.

Other Flood Risk Management Options

6.16 Work is also currently on-going in the county by the EA and KCC to improve our understanding of flood risk and investigate options to provide protection. These include:

- Spatial & land-use planning & drainage;

- Personal flood resilience;
- High / complex flood risk communities; and
- Surface water management.

In most of the above areas, existing strategies and programmes of work are maintained by the relevant authorities. However, in light of recent events and the issues / opportunities highlighted in **Appendix 1 section A8** the following recommendations are made.

Recommendations

REC15: Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management.

REC16: Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags.

REC17: Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups

7. Recommendations

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

8. Supporting Information

8.1 Annex 1. Draft Action Plan

8.2 Appendix 1 – Christmas & New Year 2013-14 Storms & Floods Final Report

Sections as follows:

- A1. Numbers of Properties Flooded;
- A2. Key Facts & Statistics;
- A3. Key Meeting & Event Dates
- A4. Summary of Emergency Response Operations;
- A5. Kent Resilience Forum (KRF) Multi-Agency Debrief - Draft Lessons Learned;
- A6. Floodline Warnings Direct (FWD) Service;
- A7. Potential Future Flood Defence Schemes; and
- A8. Other Flood Risk Management Options.

8.3 Background Documents

Christmas / New Year Storms & Floods Update Report to KCC Cabinet (22nd January 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44733> (Report & <https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44762> Appendices)

Kent Local Flood Risk Management Strategy

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/kent-flood-risk-management-plan>

Local Surface Water Management Plans

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/surface-water-management-plans>

Revenue & Capital Budget Monitoring Report to KCC Cabinet (28th April 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=46275>

Flood Support Schemes – Funding Available from Central Government

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood Recovery - Summary of Support Guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood_Recovery_-_Summary_of_Support_Guide.pdf)

DfT Pothole Challenge Fund

<https://www.gov.uk/government/news/councils-urged-to-apply-for-168-million-pothole-repair-fund>

Severe Weather Impacts Monitoring System (SWIMS)

<http://www.kent.gov.uk/business/Business-and-the-environment/severe-weather-impacts-monitoring-system-swims>

9. Contact Details

- Paul Crick, Director of Environment, Planning & Enforcement
01622 221527 / paul.crick@kent.gov.uk
- Stuart Beaumont, Head of Community Safety & Emergency Planning
01622 694878 / stuart.beaumont@kent.gov.uk
- Steven Terry, Kent Resilience Team (KRT) Manager
01622 692121 x 7811 / steve.terry@kent.gov.uk

Annex 1. Draft Action Plan

No.	Recommendation	Lead / Supporting Action Owner(s)	Start Date	End Date
REC1	Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents.	KCC / KRT	Jun 2014	Nov 2014
REC2	Provide Cabinet with an options paper for enhancing KCC's resilience , including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014.	KCC	Aug 2014	Nov 2014
REC3	Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding.	KRT / Districts & Boroughs / EA	July 2014	Nov 2014
REC4	Implement a strategy to encourage greater flood awareness & individual / community resilience , including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens.		Apr 2014	Nov 2014
REC5	Undertake a fundamental review & update of the Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk.	EA / KRT	July 2014	Nov 2014
REC6	Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios , including contingency arrangements in the event of power outages and greater usage of social media.			
REC7	Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams.	KRT	July 2014	Nov 2014
REC8	Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging & supporting partners & customers.	KRT / KCC / EA	Ongoing	
REC9	Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of	KRT	July 2014	Nov 2014

No.	Recommendation	Lead / Supporting Action Owner(s)	Start Date	End Date
	emergencies.			
REC10	Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice.			
REC11	Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases.	KRT	July 2014	Nov 2014
REC12	Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC.	KCC	Ongoing	
REC13	EA / Southern Water to respond to queries / concerns regarding the perceived lack of / effectiveness of their rivers & flood management systems / assets	EA / Southern Water	July 2014	Sept 2014
REC14	Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent , including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions.	KCC & Districts & Boroughs	Ongoing	
REC15	Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management.	Districts / Boroughs / KCC, EA & KRT	Apr 2014	Mar 2015
REC16	Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags.	KRT / Districts / Boroughs / EA		
REC17	Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups	Various leads, determined by nature of flood risk	Ongoing	

* Action Owners listed here are illustrative and these lists are not exhaustive. Work will need to involve a broader range of organisations with flood risk management responsibilities.

Christmas & New Year 2013-14 Storms & Floods Final Report Appendix 1

A1. Numbers of Properties Flooded

A1.1 As of 15th May 2014, the following are the latest figures provided by the EA and Districts / Boroughs to the Department of Communities & Local Government (DCLG).

County	Residential	Commercial	Total
Surrey	1,971	342	2,313
Thames Valley	635	295	930
Kent	731	198	929
Lincolnshire	662	106	768
Wiltshire	484	56	540
Cornwall (incl. the Isles of Scilly)	267	144	411
North Lincolnshire	339	70	409
Dorset	252	81	333
Norfolk	215	69	284
Devon	121	85	206
West Sussex	112	18	130
East Sussex	81	16	97

A1.2 Detailed breakdown of properties flooded in Kent.

Authority Area	Residential	Commercial	Total
Ashford	-	1	1
Canterbury	40	4	44
Dartford	10	3	13
Dover	30	6	36
Gravesham	2	-	2
Maidstone	207	55	262
Medway	3	2	5
Sevenoaks	30	6	36
Shepway	8	1	9
Swale	36	17	53
Thanet	-	-	0
Tonbridge & Malling	335	101	436
Tunbridge Wells	30	2	32
Total	731	198	929

Important Note: These figures presented are likely to be an underestimate as they mainly consist of properties known to have been flooded by rivers, groundwater or groundwater-fed rivers. Information on numbers of properties flooded by surface water or sewage is less certain. Additionally, many hundreds

more properties were indirectly affected by flooding (loss of utilities, access etc.) e.g. Tonbridge & Malling Borough Council (TMBC) estimate 720 businesses indirectly affected in their area.

A2. Key Facts & Statistics

A2.1 The following is a snapshot of key facts & statistics from Operation Vivaldi and Operations Sunrise 2, 3 & 4.

A2.2 A comprehensive report into the key facts & statistics, costs & demands (collated using the Severe Weather Impact Monitoring System - SWIMS) from all the severe weather events experienced over Winter 2013-14, will be tabled by KCC Sustainability & Climate Change Team later in the coming months.

- **4.7m** – peak sea levels in Dover on 5th & 6th December, the highest recorded since 1905. The Environment Agency (EA) estimates that the tidal impacts in Sandwich were equal to a 1 in 200 year event and the biggest tidal event to impact Kent since the devastating event of 1953.
- **120mm** of rainfall falling between 19th to 25th December on already saturated ground on the Upper Medway catchment. December 2013 was the wettest December for 79 years.
- **342m³ / second** – the highest ever peak flows upstream of Leigh Barrier Flood Storage Area (FSA) were recorded on Christmas Eve.
- **91** x Flood Alerts, **73** x Flood Warnings and **5** x Severe Flood Warnings issued by the EA for Kent since December.
- **28,500** properties without power in Kent on Christmas Eve.
- **929** properties flooded in Kent since Christmas Eve. In the 2000 floods, approximately 1000 properties were flooded in Kent.
- **50,000** sandbags provided by KCC, District / Borough Councils and the EA to help protect at risk communities.
- **6,400** hours worked by KCC Emergency Planning staff since 20th December in response to the storms & floods, including 1,300 out-of-hours and sustained periods where the County Emergency Centre (CEC) was operating 24 hours a day.
- **88** flood victims supported by Kent Support & Assistance Service (KSAS) with essential cash, goods and services.
- **32,000** calls received by KCC Highways & Transportation in January, a 150% increase in normal call volumes.
- **6km** of public rights of way in need of repair.
- **£8.6m** central government grant received by KCC under the 'Severe Weather Recovery Scheme' to help repair damaged highways infrastructure¹.
- **£3m** new investment by KCC Highways & Transportation into significant drainage schemes to improve existing infrastructure that was impacted by the floods.

¹ KCC Finance is exploring the potential for additional central funding being progressed by KCC Finance, under the Bellwin Scheme and the 'Pothole Challenge Fund'.

A3. Key Meeting & Event Dates

A3.1 The following is a summary of key debriefs, public consultation meetings and flood fairs, feedback from which has been used to inform this report.

Date	Details	Location
3 rd December 2013	Kent Resilience Forum (KRF) multi-agency debrief for Op. Sunrise 1	Kent Police HQ
4 th February 2014	Public consultation meeting	Hildenborough
	Public consultation meeting	Faversham
5 th February 2014	Public consultation meeting	Danvers Road, Tonbridge
12 th February 2014	Public consultation meeting	East Peckham
17 th February 2014	Public consultation meeting	Tonbridge Forum
19 th March 2014	Public consultation meeting	Collier Street
21 st March 2014	KRF multi-agency debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4	Kent Police HQ
28 th March 2014	KCC internal debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4	KCC
5 th April 2014	Flood fair	East Peckham
12 th April 2014	Flood fair	Hildenborough
8 th , 13 th & 19 th April 2014	Flood fair	Yalding
26 th April 2014	Flood fair	Little Venice Caravan Park & Tovil
27 th April 2014	Flood fair	Maidstone
3 rd May 2014	Flood fair	Tovil & East Farleigh
4 th May 2014	Flood fair	Clifford Way, Maidstone
10 th May 2014	Flood fair	Yalding
11 th May 2014	Flood fair	Little Venice Caravan Park

A4. Summary of Emergency Response Operations

A4.1 Important Notes

- The sequence of severe weather events, which necessitated complex & protracted multi-agency emergency operations are summarised below.
- The date ranges and operational names outlined above refer specifically to the 'emergency phase' of these events, where the situation is deemed to present a risk to life. For several days and weeks preceding and superseding each event, a significant multi-agency effort in the pre-planning for, and recovery from, each incident was put in place throughout and beyond these periods.
- Indeed, to date the recovery operations are still ongoing for the Christmas / New Year events, some 4 months later.
- A range of additional complex and challenging events also occurred during this period, including:
 - Significant operations to prevent flooding from Brishing Dam at Boughton Monchelsea;
 - Widespread surface water flooding in Eynsford (17th to 19th January);
 - A 'mini tornado' on 27th January; and
 - A number of sink-holes causing disruption, including a 15ft deep hole on the M2 central reservation (11th February).

A4.2 'Operation Sunrise 1': 28th October 2013

- St Jude Storm – Winds speeds in excess of 90mph hit the County causing widespread disruption to travel & power supplies and, tragically, one fatality.

A4.3 'Operation Vivaldi': 5th & 6th December 2013

- Spring tides combined with a tidal surge caused flooding along the East and South UK coastline impacting much of Kent coastline. The EA issued 5 x Severe Flood Warnings, 3 x Flood Warnings & 6 x Flood Alerts to homes and businesses. 41,000 properties were protected by flood walls, banks and other flood risk management assets along the Kent coast and estuaries. 58 properties were flooded.

A4.4 'Operation Sunrise 2': 23rd to 27th December 2013

- Storm force winds (60-70mph) leave 28,500 properties without power. Heavy rainfall on already saturated catchments causes river, surface water and sewage flooding across Kent, particularly in the north and west of the county. Numerous communities suffered flooding, with hundreds of homes and many businesses affected. Edenbridge, Tonbridge and Hildenborough, East Peckham, Yalding, Collier Street and surrounding communities, Maidstone, and South Darenth, amongst other locations, were all significantly affected.

A4.5 'Operation Sunrise 3': 4th to 6th January 2014

- A sudden deterioration in weather conditions threatened to bring further flooding of severity akin to that experienced over Christmas to already affected communities, and elsewhere. A significant multi-agency operation was put in place (including Military assistance) to provide thousands of sandbags for communities at risk.

A4.6 'Operation Sunrise 4': 6th to 18th February 2014

- Heavy rainfall continued into February 2014. As the rainfall soaked into the ground we experienced extremely high groundwater levels. In some locations groundwater flooding exceeded previously recorded levels by over 1 metre. The peak of the event was experienced towards the end of February and communities were subject to both groundwater flooding and flooding from groundwater fed rivers. The impacts of groundwater flooding in Kent were widespread with particular concentration along the Elham Valley. A multi-agency response to the groundwater flooding and pre-planned measures were deployed to reduce the damage to communities vulnerable to groundwater flooding, including over-pumping of sewage by Southern Water and a significant sand-bagging operation.

A5. Kent Resilience Forum (KRF) Multi-Agency Debrief – Draft Lessons Learned

A5.1 Important Note

- The following are initial draft lessons identified through the KRF multi-agency debrief process hosted by Kent Police on 21st March 2014.
- At time of writing these have yet to be agreed with partners, but Kent Police will shortly be circulating a draft debrief report to all partners for consultation.

A5.2 Pre-Planning & Resilience

- Kent Resilience Team (KRT) to develop guidance for the public in a range of situations advising them of which agencies are responsible for which issues within their areas, and who will provide what information.
- Pan-Kent flood response plans to be reviewed to ensure they are cognisant of arrangements and contingencies across all levels, including Parish, District / Borough and County.
- Review of emergency plans to ensure use of social media for warning and informing purposes is included.
- A number of respondents cited the benefit of taking part in Training & Exercising programmes at National and Regional level which left us better placed than in previous flooding events.
- It was suggested that adoption a similar programme focussed at district level would have eased some of the more local issues and built working relationships. The KRT should work with local partners to deliver a number of District / Borough based exercises focussed on civil emergency type scenarios.
- KRF to maximise training & exercising opportunities for staff attending the multi-agency Tactical Co-ordination Centre (TCC) / Strategic Co-ordination Centre (SCC), including the College of Policing's Multi-Agency Gold Incident Command (MAGIC) training course.
- Resilience in a number of partner agencies was stretched, particularly Category 2 responders and those with regional responsibilities.
- This impacted on maintaining a physical presence at the TCC and participation in the TCG process.
- Some agencies not present on the ground outside normal working hours.
- Bank holiday staffing particularly over Christmas period was lacking.
- Sustained nature of the operation presented problems for maintaining staffing at TCC / SCC.

A5.3 Command, Control, Co-ordination & Communications

- The operation was acknowledged as being tactically led, those Districts / Boroughs which involved an Operational Coordination Group at Bronze level reported a higher level of multi-agency understanding and coordination at ground level.
- Commonly Recognised Information Picture (CRIP) template to include location maps in future.
- Teleconferencing facilities in the SCC have now been upgraded to allow a greater volume of dial-in from partner agencies.
- The multi-agency room within the TCC at Medway has also been upgraded to allow hardwiring of partners IT systems, to allow a quicker transfer of information.
- It was considered that Airwave radio interoperability was not used to full effect on ground.
- Single countywide Silver control was acknowledged as being fit for purpose, non-blue light agencies would not have been able to cope with multiple TCCs.
- Decision to locate the Scientific & Technical Advice Cell (STAC) at TCC was considered sound, in view of the operation being tactically driven.
- Confusion about who the key decision maker should be for ordering evacuation.
- Clearer command protocols need to be developed between responsibilities of County / District / Parish councils e.g. evacuation, sandbag distribution.
- KRT to develop clear guidance for partner agencies to understand decision making process and responsibilities of each agency in a range of civil emergency situations.

A5.4 Escalation, De-Escalation & Recovery

- Escalation from Severe Weather Advisory Group (SWAG) with a proportionate Silver Control, set-up to flex into a functional TCC was identified as good practice.
- Need to ensure understanding of status of incident to each agency.
- Clear and distinct lines of communication are needed to ensure dissemination of escalation / de-escalation of operations. It is not sufficient to only include this in CRIP or minutes from meetings.
- KRT to develop protocols for establishing tipping points at which point an event or situation escalates into an emergency and when the 'response' phase may be safely de-escalated into the 'recovery' phase.
- The relationship between the Recovery Working Group (RWG) and the SCG during the 'emergency' phase was unclear. However, recovery structures subsequently developed during Operation Sunrise 4 to be formalised and adopted by KRT as best practice.
- Menu of capabilities of agencies / organisations to be developed by KRT for assets available for on-going deployment during 'recovery' phase.

A6. Floodline Warnings Direct Service (FWD) – information supplied by the EA

- The EA will be working with affected communities, KCC and other partners, to learn the lessons of the flooding and how it can make its FWD service even more effective. This will include providing warnings to communities that were not able to receive a warning, making warnings more focussed on particular communities, and developing Flood Warden schemes in at risk communities.

- One of the challenges during the flooding was providing consistent and trusted information to communities prompting appropriate action. Where Flood Wardens or community leaders were able to be involved in this activity it proved effective. The EA is working with Parish Councils, District / Borough Councils and KCC to establish Flood Warden Schemes in communities, especially those with a complex flood risk where the benefit can be greatest. Amongst others, the communities of central Tonbridge and Hildenborough are communities where we are supporting flood wardens.
- Registering with FWD allows customers to register multiple contact details (mobile, e-mail etc) and manage which messages they receive e.g. Flood Alerts, Flood Warning no-longer in force etc. This increases our ability to get a message through, and provide a good level of service. In areas of relatively low take-up e.g. where fewer people have registered) the EA has automatically registered properties. This is a positive step because it allows the EA to provide a service and warning to those who wouldn't otherwise have received one. However, it only uses home landline contact details (provided by BT). This therefore has a higher message failure rate, and because people haven't chosen to register, there is a lower level of engagement with the service
- The importance of receiving Flood Warnings means that a partnership effort is needed to encourage people to:
 - Sign-up:
In some parts of Kent, take-up is as low as 51% of those properties for whom the EA is able to alert via the FWD Service.
 - Keep their details up to date and provide multiple contact numbers:
The most common reason for warning messages not being received is out of date contact details. 1 in 4 people have been automatically signed-up to receive Flood Warnings, meaning that only basic contact details are available e.g. landline telephone.
 - Act: When they receive a Flood Warning: we have received some feedback that people were waiting for a Severe Flood Warning to be issued before acting, when a Flood Warning indicates immediate action required.

Take-Up of the FWD Service Across Kent²

Percentage of 'at risk' properties offered the FWD Service	91%
Percentage of Flood Zone 2 properties registered	76%
Percentage of Flood Warning Area properties registered	84%

Take-up of the FWD Service by District / Borough Council Area

Authority Area	Nos. of Properties Offered FWD Service	Take-up of FWD Service (Fully Registered)	Take-up of FWD Service (Automatically Registered)	% Take-up of Properties (Fully or Automatically Registered)
Ashford	2,360	1,459	1,012	104.70%
Canterbury	7,770	4,728	1,850	84.66%

² Data correct as of 31/03/14

Authority Area	Nos. of Properties Offered FWD Service	Take-up of FWD Service (Fully Registered)	Take-up of FWD Service (Automatically Registered)	% Take-up of Properties (Fully or Automatically Registered)
Dartford	3,198	844	1,365	69.07%
Dover	7,591	5,424	1,241	87.80%
Gravesham	2,125	554	808	64.09%
Maidstone	2,966	1,440	917	79.47%
Sevenoaks	1,738	1487	467	112.43%
Shepway	133,80	8,741	3,092	88.44%
Swale	9,981	3,686	3,788	74.88%
Thanet	671	133	215	51.86%
Tonbridge & Malling	3,715	2,200	972	85.38%
Tunbridge Wells	542	276	149	78.41%

A7. Potential Future Flood Defence Schemes in Kent – information supplied by the EA

A7.1 Leigh Flood Storage Area (FSA)

- The EA is working hard to communicate better the purpose of the Leigh FSA and its operation³. On 24th December, 5.5million cubic metres of water were stored at the Leigh FSA. By operating the Leigh FSA the EA was able to reduce the 342m³ / second of water entering the FSA reservoir down to 160m³ / second flowing downstream and continued to moderate the persistently high water levels during 25th and 26th December.

A7.2 East Peckham

- The EA will use its analysis of the event to test the proposed River Medway and Bourne East Peckham Flood Alleviation Scheme (FAS). It discussed this proposed scheme with East Peckham Parish Council in summer 2012 and, if constructed, it would protect all developed areas of East Peckham and Little Mill. The EA hopes to start the scheme design in November 2014.
- The EA's review of the event will also cover the operation of its existing assets (including the Coult Stream FSA), to see if there is anything more can be done to maximise their performance.

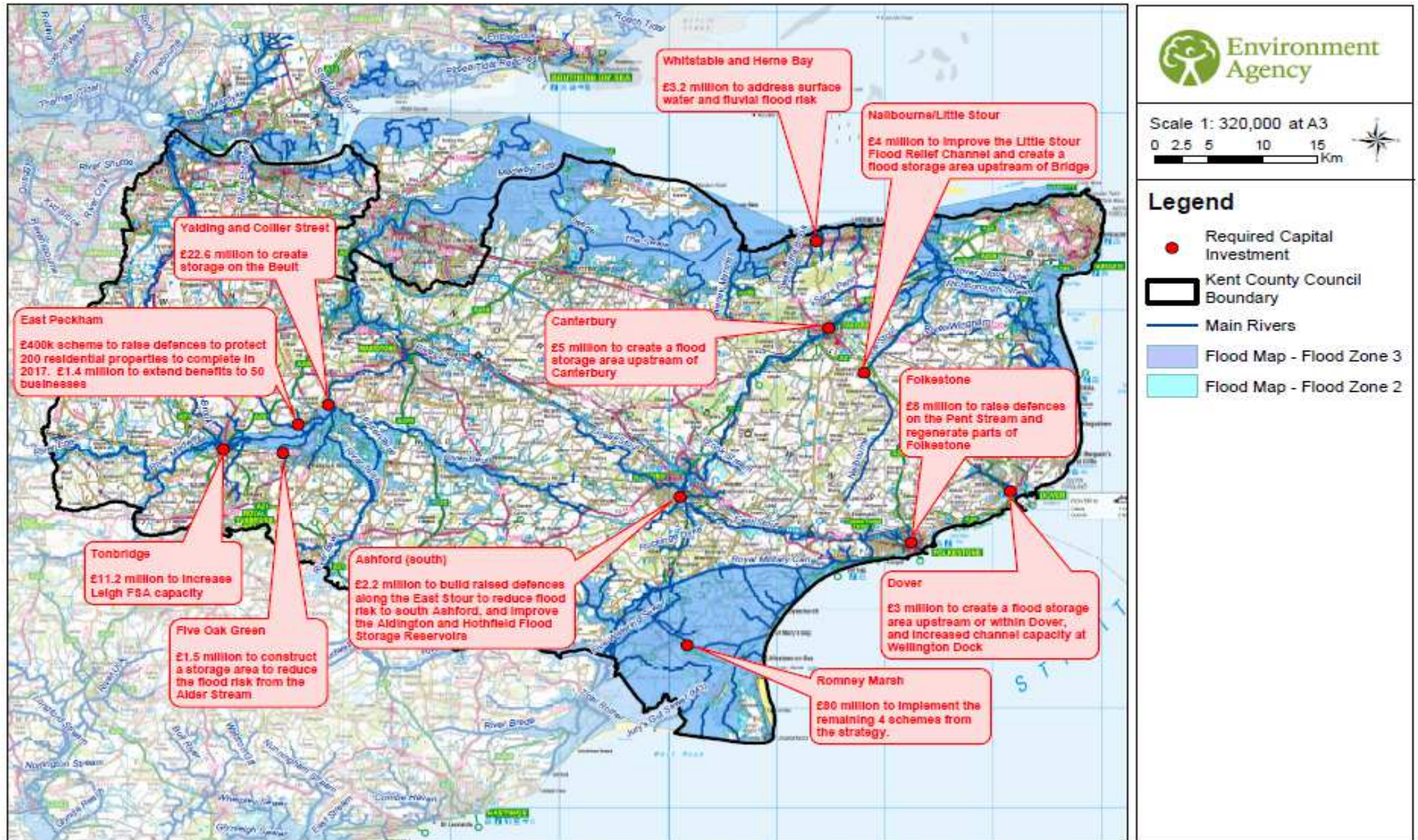
A7.3 Yalding

- Yalding is a particularly vulnerable location. 197 properties were flooded when river levels peaked on 24th December 2013. This flooding was comparable to the 1968 flood and worse than in 2000, when 119 properties flooded.

³ <http://m.youtube.com/watch?v=336-6IN-J2I>

- The EA is urgently investigating whether it can accelerate projects to reduce the risk of flooding in Yalding. There is no single solution that will benefit the whole community because of the way the homes and businesses are spread out. It is using the data it has collected from the recent flooding to review our understanding of the way floods happen in the catchment. This will help present the best case to gain funding for future schemes.
- The EA is investigating if it can further localise the current Floodline Warnings Direct (FWD) Service for Yalding. The data it is currently collecting from a project to improve the flood risk modelling for the River Medway will help the EA to improve further its forecasting and flood warning.
- Future works to reduce the risk of flooding are set out in the Middle Medway Strategy which was developed in 2005 and updated in 2010. The EA has considered a number of potential schemes to reduce flooding in Yalding.
- An option that residents are keen to progress is to find a suitable location to store water on the lower reaches of the River Beult.
- The Middle Medway Strategy also recommended that the Leigh FSA be raised by 1m giving an additional 30 per cent storage capacity.
- However, under Government funding rules, most of the schemes will need substantial contributions from external partners in order to proceed – see A6.4 and A6.5 for details.
- The EA has secured funding to progress a feasibility study into both options. It is anticipated this work will be completed by summer 2015. KCC has offered to part fund an additional FSA on the River Beult at Stile Bridge and an increase in the capacity at the Leigh FSA. The EA has submitted its funding bid to secure the additional £17.6m needed to complete both schemes. If this is successful, the earliest construction could start would be in the financial year 2017-2018.
- The EA will continue to work with KCC, Maidstone Borough Council (MBC), Tonbridge & Malling Borough Council (TMBC) and other professional partners to identify partnership funding opportunities which will increase the likelihood of the above works going ahead.

A7.4 Future Capital Investment Requirements for Potential Future Flood Defence Schemes



Scale 1: 320,000 at A3
 0 2.5 5 10 15 Km

- Legend**
- Required Capital Investment
 - ▭ Kent County Council Boundary
 - Main Rivers
 - Flood Map - Flood Zone 3
 - Flood Map - Flood Zone 2

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A7.5 Priority Schemes Currently Not Qualifying for FDGiA Without Partnership Contributions

Scheme	Estimated cost	Nos. of properties to which flood risk would be reduced	Raw partnership funding score	Required partnership contribution	Final partnership funding score (including contribution)	Planned completion
Lower Beult Storage	£22.6m	1,151	36%	£16m	125%	2020
Increased Storage at Leigh	£11.2m	2,151	74%	£5m	130%	2019
Five Oak Green Flood Alleviation Scheme	£1.5m	266	46%	£900k	100%	2018 (only achievable with contributions)
South Ashford Flood Alleviation Scheme	£2.2m	282	24%	£1.7m	100%	2019 (only achievable with contributions)
Canterbury	£5m	1364	144%	N/A	N/A	2020 (dependant on investigations and consultations)
Romney Marsh	£80m	14,500	119%	£3m	N/A	2022
Whitstable & Herne Bay	£3.2m	Projects in early stages of development				
Dover	£3m					
Folkestone	£8m					
East Peckham	£400k					
	£1.4m	50 businesses	50%	£1m	100%	This scheme will currently only defend homes in East Peckham. Additional funding required for an extension of the protection to businesses.

A8. Other Flood Risk Management Options – information supplied by EA and KCC

A8.1 Summary of Ongoing EA Work

- The EA is keen to learn with communities, and gain a clearer understanding of the impacts of these events on people, its assets and the environment. Also to discuss how, collectively, it can improve its preparations for and response to future events.
- The EA has worked with partners to visit affected communities and attended public meetings across the County. These meetings were an opportunity for people to learn about the risks associated with flooding, to share their experiences and to find out what they can do to better prepare themselves for flooding.
- It was also an opportunity to discuss how flood protection assets, such as the Leigh Flood Storage Area (FSA), are operated to reduce the impact of flooding.
- Attending community events, including flood fairs, hosted by Parish and District / Borough Councils taking place in communities impacted by the recent flooding.
- Holding one-to-one meetings with residents.
- Planning to give residents the opportunity to visit the Leigh FSA.
- A review of the Flood Warnings issued will help the EA to understand if their warnings were timely, appropriate and relevant to those who were affected.
- Identify that new or improved warning areas are required in Hildenborough and Yalding and are investigate how the EA can localise the current Flood Warning Service.
- Work with partners to set up and support a number of Flood Warden schemes.
- Distribute questionnaires to affected communities to find out more about the extent and impact of the flooding to improve EA flood maps and Flood Warning areas.

A8.2 Spatial & Land-Use Planning & Drainage

- The EA's role as a statutory planning consultee is to provide advice to local planning authorities to manage flood and environmental risks and enable sustainable growth. We do not receive government funding to protect development built after 2012. It is therefore vital that flood risk is managed within the planning system. The EA works with partners to seek solutions to overcome these risks. Where risks cannot be overcome and development is contrary to the National Planning Policy Framework (NPPF), the EA recommends planning authorities refuse applications.
- In line with the NPPF we recommend that development is outside the flood plain. If this is not feasible the EA provides advice to Local Planning Authorities (LPAs) to ensure that people are not put at risk and that flood risk is not passed downstream.
- LPAs must ensure that Emergency Plans are fit for purpose to ensure that access and egress is still possible in flood conditions. In all circumstances where warning and emergency response is fundamental to managing flood risk, the EA advise LPAs to formally consider the emergency planning and search & rescue implications of new development in making their decisions.
- It is Local authority responsibility to ensure that flood resilience measures are incorporated into building design. The EA still advise on surface drainage at sites over 1 hectare. The future implementation of Sustainable Drainage Systems (SuDS) Approving Bodies (SABs) will mean that KCC and Local authorities will need to manage surface water risks, groundwater flooding and access and egress within the planning process.

A8.3 Personal Flood Resilience

- A 'Property-Level Protection Scheme' is already in place in Lamberhurst. In response to Flood Warnings these measures were deployed by residents, and greatly reduced the flood impact. Funding is also now in place to adopt similar measures in Aylesford.
- District / Borough Councils have been proactively promoting the Central Government 'Repair & Renew Grant'⁴ but take-up across the County has been patchy. However, as at 10th April 2014, T&MBC had received 49 requests for further information, 20% from businesses.
- The EA and KCC have also been supporting flood fairs in various locations around the County (see **section A3 of this appendix** for further details) where residents have been investigating their personal flood resilience options.

A8.4 Investigating & Improving Support to Communities with High / Complex Flood Risk Profiles

- The EA has heard from affected communities that there are often multiple sources of flooding and that the appropriate flood risk management options required are complex to determine.
 - The EA has therefore promoted the formation of Multi-Agency Flood Alleviation Technical Working Groups across the County to explore future options.
 - Groups that have already met (including existing groups):
 - Tonbridge & Malling (Hildenborough, Tonbridge & East Peckham)
 - Forest Row
 - Lamberhurst
 - Five Oak Green
 - Staplehurst
 - Aylesford
 - Headcorn
 - Edenbridge
 - Faversham
 - Yalding
 - Westerham
 - Collier Street
 - Sundridge & Brasted
 - Canterbury – Nailbourne
 - New groups still to meet:
 - Maidstone
 - Eynsford*
 - South Darent & Horton Kirby*
- Key:**
* Still to be established if wider group needed

A8.5 Surface Water Management Plans (SWMPs)

- In order to understand the risks from local flooding KCC has undertaken a number of studies across the county to collect and map data on these floods. These studies are known as Surface Water Management Plans (SWMPs). These documents vary in their nature, some are high-level assessments of the risks, while others are in-depth studies of the causes and potential solutions to local flooding. SWMPs can be found on the KCC website.

⁴ A scheme providing up to £5,000 per flood-affected home or business to contribute to the costs of additional flood resilience or resistance measures.

- During 2014-15 KCC will continue to develop SWMPs, and will undertake studies in Marden, Staplehurst, Headcorn and Paddock Wood (all areas impacted by varying degrees of local flooding during the winter). KCC will also be exploring the opportunities to manage local flooding identified by the recently completed SWMPs in Folkestone, Margate and Dartford. SWMPs include an Action Plan of measures that can be used to manage local flooding identified by the study. However, many options require funding in order to be delivered, this funding is drawn from the same Defra fund, which is administered by the EA, as all other flood risk management investment, and each scheme must compete for funding.
- Additionally, KCC is currently co-ordinating the development of local flood risk documents that provide local communities with a simple overview of the range of flood risks in their area. KCC is working with the EA, Internal Drainage Boards (IDBs), Local authorities and water companies to prepare a pilot document. The document will show what the main flood risks are, where significant assets are, which authorities exercise risk management functions in the area, any plans or strategies they may have in hand to manage flood risks in the future and who to get in touch with for more information. Initially, the pilot will focus on the Canterbury City Council (CCC) area. If this proves successful it will be rolled out across the County, with TMBC and MBC areas likely to be considered next.

A8.6 Little Stour, Nailbourne & Petham Bourne Flood Management Group

- The EA, KCC, CCC, Shepway District Council, Southern Water, and representatives from key Parish Councils are investigating the causes and effects of the flooding experienced during the winter of 2013/14 in the Nailbourne, Little Stour and Petham Bourne valleys. These partners are working together to assess the options to manage this winter's flooding, and are seeking to reduce the potential for disruption in the future.
- The Nailbourne, Petham Bourne and parts of the Little Stour are groundwater fed watercourses. This means that they are dry for long periods of time. However, following periods of prolonged rainfall groundwater levels in the underlying aquifers rise to a point where water emerges through springs throughout the length of these valleys, and the streams begin to flow.
- The Nailbourne has been flowing since mid-January and has approached near-record levels. There has been extensive flooding of farmland, with internal property flooding reported in Bridge, Patribourne, Bishopsbourne and Barham. The Petham Bourne, which typically flows less frequently than the Nailbourne, has also been active over the winter causing flooding and disruption. The Little Stour has burst its banks in a number of locations, also flooding farmland properties and roads.
- Owing to the high flows experienced this winter, many culverts have been overwhelmed in these valleys. At its peak, portable pumps were used to help move water over the culverts in some places, and sandbags were used extensively to protect many properties.
- The group will be undertaking three main activities:
 1. Survey the measures put in place over the course of this winter to manage and reduce flooding. This will provide a blueprint for future events, and will help enable us to mobilise and deploy necessary equipment in time if the groundwater levels rise again.
 2. Identify any opportunities that can be delivered as quickly as possible to reduce the impact of flooding should these watercourses flow again next winter.
 3. Identify opportunities to reduce the impact of flooding that can be delivered over a longer timeframe. These measures will require further investigation, more detailed design work and an application for additional funding.

Margate Railway Station Forecourt Enhancement update and Ramsgate Railway Station Forecourt Enhancement consultation results - Local Sustainable Transport Fund

To: **Joint Transportation Board – 18 September 2014**

By: **Tim Read, Head of Transportation, KCC**

Classification: **Unrestricted**

Ward: **Margate Station: Westbrook, Margate Central, Garlinge and Salmestone**
Ramsgate Station: Central Harbour, Northwood and Newington

Summary: This report provides an update following a previous report to the JTB in December 2013. The Margate Station Forecourt construction is nearing completion. The consultation on the Ramsgate Forecourt scheme has been completed and this report provides a summary of the consultation responses received and seeks approval from the JTB to proceed to construction. The scheme falls predominantly within Southeastern's lease area on Network Rail land but includes improvements on the public highway close to Ramsgate Station to facilitate cycle and pedestrian access to the station. It is funded by Kent's successful 2011 bid to the Department for Transport's Local Sustainable Transport Fund.

For Decision

1.0 Introduction and Background

- 1.1 In 2011 Kent County Council (KCC), was awarded £2.3 million over four years by the government following a successful bid to the Department for Transport's Local Sustainable Transport Fund. The fund has been established to support investment in capital and revenue initiatives that support economic growth while reducing carbon emissions. Thanet District Council officers participated in the bid development in partnership with Southeastern and Kent County Council and a letter of endorsement was received from the Chief Executive (**Annex 3**).
- 1.2 £1.5 million of the funding was allocated to improve sustainable access to key High Speed stations in the east of the county, as well as to promote and facilitate walking, cycling and public transport for onward journeys. This included an allocation of £250k for Ramsgate Station Forecourt and £300k for Margate Station Forecourt.
- 1.3 In December 2013 a report was presented to the JTB updating Members on the design for both the Margate and Ramsgate forecourt schemes, and seeking approval to begin consultation on proposed changes to works on the public highway close to Ramsgate Station.
- 1.4 The Margate Station Forecourt Enhancement scheme was due to commence construction in January 2014 and the construction period was anticipated to be 26 weeks. The final design is presented in **Annex 1**. The discovery of contaminated land at the site has impacted on the cost and scope of the project and delayed the completion of the construction. The scheme is being delivered by Southeastern and at the time of writing, construction is nearing completion. A verbal update on progress will be given at the meeting.

2.0 Ramsgate Station Consultation

- 2.1 A consultation on the proposed design of the Ramsgate Station Forecourt scheme and associated highway improvements was carried out on 4th August 2014. A consultation leaflet including a plan showing the proposed scheme (the consultation plan is presented in **Annex 2**) was delivered to properties affected by the proposals, notices and plans were placed on lamp columns in the area and an email was sent to County and District Members, the emergency services, Stagecoach and other interested parties. The consultation period ended on 21st August 2014.
- 2.2 Two residents, a Thanet District Councillor, Kent Police and Stagecoach buses responded to the consultation, and a summary of the comments received is provided below. No objections were received.

Resident 1: Requested an electronic copy of the consultation plan which was sent and no further comments were received.

Resident 2: Supported the scheme but was concerned about traffic speeds and parking on existing double yellow lines which currently occurs outside the Post Office. A response was sent explaining that the narrowing of the carriageway width via pedestrian refuge islands, lining and the proposed right turn lane had been designed to reduce traffic speeds, and that the contravention of waiting restrictions can be addressed by parking enforcement. No further comments were received.

Kent Police: Raised no objections to the proposals

Thanet District Councillor: Supported the scheme but asked whether station parking would still be available during construction so as not to negatively impact on residents in the surrounding roads. Southeastern have confirmed they will endeavour to maintain as much parking as possible in the forecourt during construction but the nature of the works dictate that at certain periods there will be some loss of parking.

Stagecoach buses: Supported the scheme and had no comments on the highway improvements but requested some amendments to the proposals in the forecourt to better facilitate buses. At the time of writing these minor amendments are being incorporated in to the scheme design. A verbal update will be given at the meeting.

- 2.3 No objections were received during the consultation period, and the comments received have all been addressed. It is therefore proposed that Members endorse the scheme progressing to construction. The scheme will be delivered by Southeastern during the 14/15 financial year and is expected to cost £400k, funded from the LSTF and the National Station Improvement Programme through Southeastern.

3.0 Recommendation(s)

- 3.1 Members are asked to note the report and endorse the progression to construction for the Ramsgate Forecourt scheme.

Contact Officer KCC:	<i>Kerry Prescott, Team Leader, Transport Innovations Tel – 03000 411661 Email – kerry.prescott@kent.gov.uk</i>
Reporting to:	<i>Tim Read, Head of Transportation, KCC Highways and Transportation.</i>

Contact Officer Southeastern:	<i>Nina Peak, Partnership Manager Tel - 07989 343714 Email - nina.Peak@southeasternrailway.co.uk</i>
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Annex List

<i>Annex 1</i>	<i>Margate Station Forecourt Enhancements Drawing (final scheme)</i>
<i>Annex 2</i>	<i>Ramsgate Station Improvements Consultation Drawing</i>
<i>Annex 3</i>	<i>Thanet District Council LSTF Endorsement letter – 5 April 2011</i>

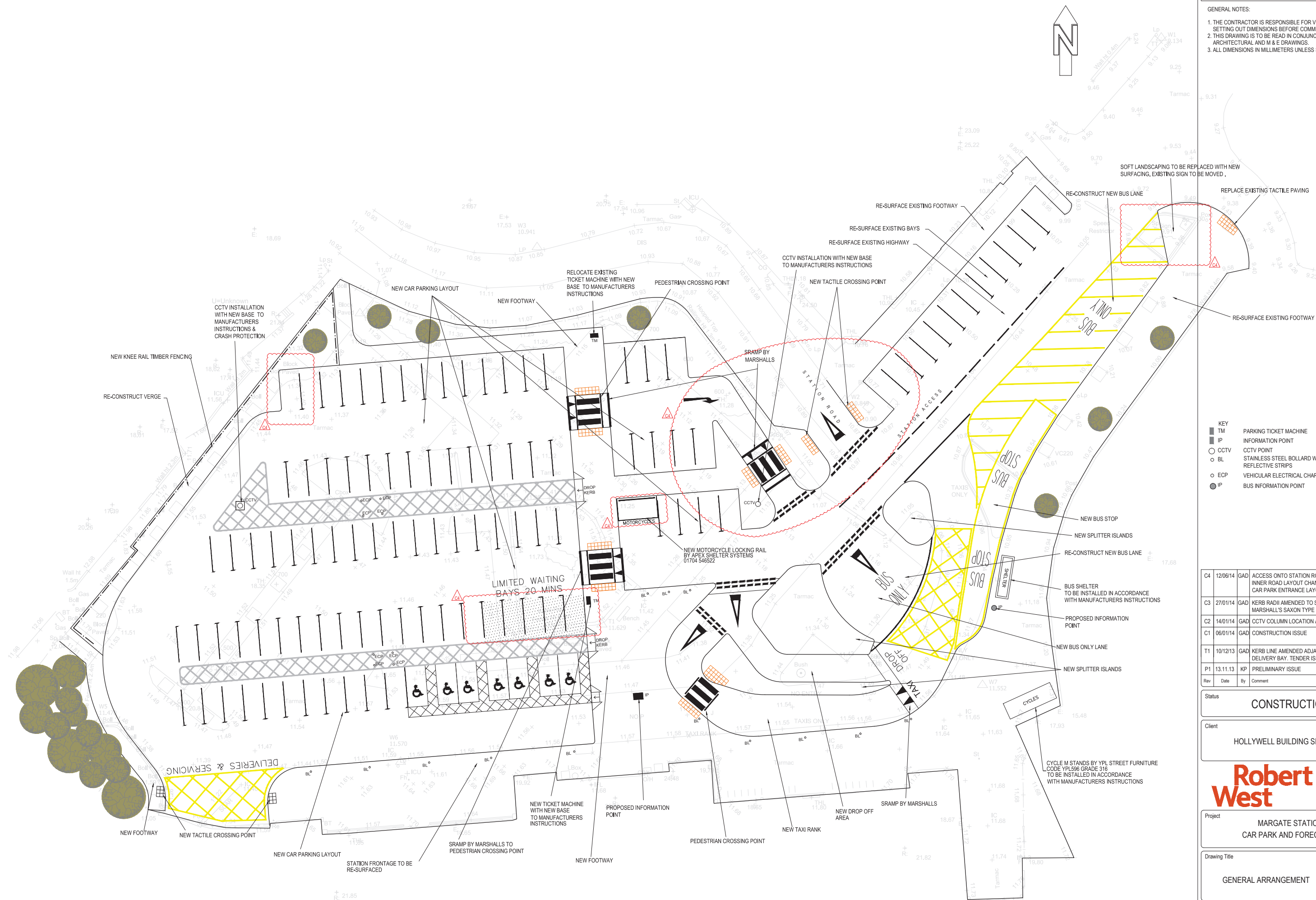
Background Papers

Title	Details of where to access copy
<i>Kent's LSTF bid and programme</i>	<i>www.kent.gov.uk/lstf</i>

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DO NOT SCALE OFF THIS DRAWING

- GENERAL NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL SITE AND SETTING OUT DIMENSIONS BEFORE COMMENCING WORK.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL AND M & E DRAWINGS.
 3. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.



KEY

TM	PARKING TICKET MACHINE
IP	INFORMATION POINT
CCTV	CCTV POINT
BL	STAINLESS STEEL BOLLARD WITH 2x REFLECTIVE STRIPS
ECP	VEHICULAR ELECTRICAL CHARGING POINT
IP	BUS INFORMATION POINT

Rev	Date	By	Comment	Chkd	Appr
C4	12/06/14	GAD	ACCESS ONTO STATION ROAD REMOVED. INNER ROAD LAYOUT CHANGED TO SUIT. CAR PARK ENTRANCE LAYOUT AMENDED	MB	JH
C3	27/01/14	GAD	KERB RADI AMENDED TO SUIT MARSHALL'S SAXON TYPE	MB	JH
C2	14/01/14	GAD	CCTV COLUMN LOCATION AMENDED	MB	JH
C1	06/01/14	GAD	CONSTRUCTION ISSUE	MB	JH
T1	10/12/13	GAD	KERB LINE AMENDED ADJACENT TO DELIVERY BAY. TENDER ISSUE	MB	MB
P1	13.11.13	KP	PRELIMINARY ISSUE	MB	MB

Status: **CONSTRUCTION**

Client: **HOLLYWELL BUILDING SERVICES**



Project: **MARGATE STATION CAR PARK AND FORECOURT**

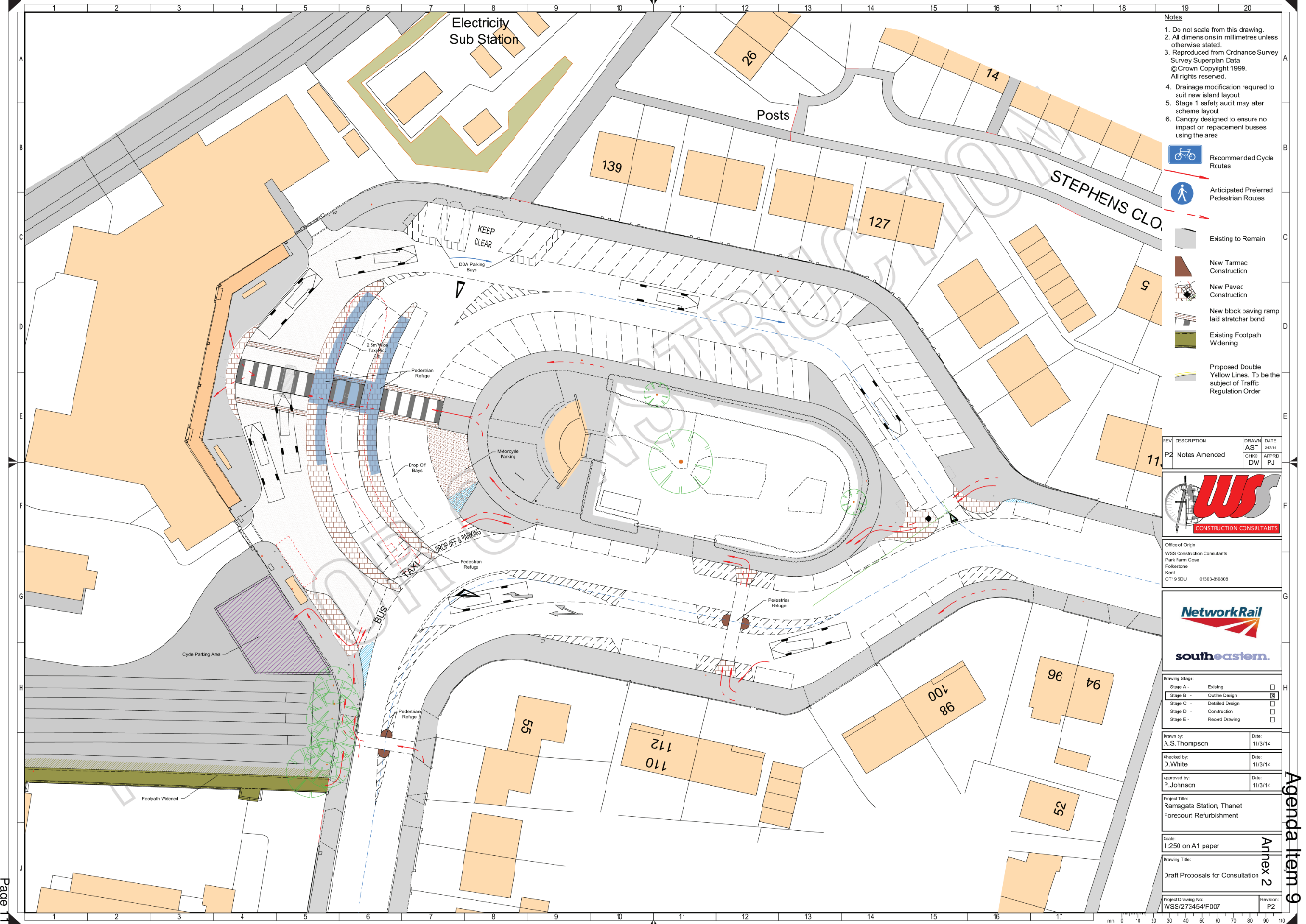
Drawing Title: **GENERAL ARRANGEMENT**

Drawn	Checked	Approved	Scale
By KP	By MB	By MB	1:200@A1
Date 17.6.13	Date 11.7.13	Date 13.11.13	









Client No.	Project No.	Drawing No.	Rev
2834	002	300	C4

Agenda Item 9 Annex 1

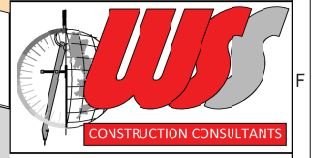
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- Notes**
1. Do not scale from this drawing.
 2. All dimensions in millimetres unless otherwise stated.
 3. Reproduced from Ordnance Survey Superplan Data © Crown Copyright 1999. All rights reserved.
 4. Drainage modification required to suit new island layout
 5. Stage 1 safety audit may alter scheme layout
 6. Canopy designed to ensure no impact or replacement buses using the area

-  Recommended Cycle Routes
-  Anticipated Preferred Pedestrian Routes
-  Existing to Remain
-  New Tarmac Construction
-  New Pavement Construction
-  New black paving ramp laid stretcher bond
-  Existing Footpath Widening
-  Proposed Double Yellow Lines. To be the subject of Traffic Regulation Order

REV	DESCRIPTION	DRAWN	DATE
P2	Notes Amended	AS	24/7/14
		CHKD	APPRD
		DW	PJ



Office of Origin
WSS Construction Consultants
Park Farm Close
Folkestone
Kent
CT19 5DU 01303-80808



Drawing Stage:

Stage A - Existing	<input type="checkbox"/>
Stage B - Outline Design	<input checked="" type="checkbox"/>
Stage C - Detailed Design	<input type="checkbox"/>
Stage D - Construction	<input type="checkbox"/>
Stage E - Record Drawing	<input type="checkbox"/>

Drawn by: A.S. Thompson Date: 11/3/14

Checked by: D.White Date: 11/3/14

Approved by: P.Johnson Date: 11/3/14

Project Title:
Ramsgate Station Thanet
Forecourt Reurbishment

Scale:
1:250 on A1 paper

Drawing Title:
Draft Proposals for Consultation

Project Drawing No:
WSS/273454/F007

Annex 2
Agenda Item 9

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Mr G Tanner
LSTF Bid Co-ordinator
Kent Highway Services
Rm IH- 1 Invicta House
Maidstone
Kent ME14 1XX

KENT HIGHWAY SERVICES	
12 APR 2011	
ACTION BY	
COPY TO	
REPLY	Y / N
FILE REF	



Our ref: 27170/1699058
Ask for: Vicki Williams
Date: 5 April 2011
Tel: 01843 577002
email: victoria.williams@thanet.gov.uk

Dear Graham

Re: Local Sustainable Transport Fund Bid

I am writing in support of Kent County Councils bid to the Local Sustainable Transport Fund. My officer's discussions with you have resulted in proposals that we are particularly keen to achieve.

As you are more than aware Thanet has some deep seated deprivation issues which it is striving to overcome. The improvement of our transport links is a high priority and the bid proposals for station access and onward journey enhancements at Margate and Ramsgate Stations would be very welcome.

A successful LSTF bid could provide Station Travel Plans for Margate and Ramsgate stations which would manage travel generated at, and between stations, with support for walking, cycling, public transport and car sharing and coordinating groups to deliver better connectivity between stations and the travellers destination.

The Turner Contemporary opens in Margate on 16th April and this will stimulate the regeneration of Margate with a significant increase in visitors to the town. Accessibility by rail is crucial.

With the recent High Speed Rail Link reducing journey times to London, Ramsgate is becoming a significantly more attractive option for commuters and for businesses looking for new locations in an attractive environment.

Improvements at Margate and Ramsgate stations to make it easier for people to reach their destinations in Margate or Ramsgate will contribute significantly to the success of the regeneration initiatives that are being carried out. Full support, therefore, is given to the bid proposed by Kent County Council which would, if successful, facilitate these improvements.

Yours sincerely

Richard Samuel

Richard Samuel
Chief Executive



INVESTOR IN PEOPLE

Richard Samuel
Chief Executive

Direct line:
01843 577002
email:
richard.samuel@thanet.gov.uk
Fax: 01843 577061

Thanet District Council
PO Box 9
Cecil Street
Margate
Kent
CT9 1XZ

01843 577000
www.thanet.gov.uk

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From: Director of- Highways & Transportation, Kent County Council

To: Thanet Joint Transportation Board

Date: 28 August, 2014

Subject: **Manston Court Road, Traffic Calming Scheme**

Classification: Unrestricted

Summary: This report summarises the intention of KCC to proceed to detailed design for a new traffic calming scheme on Manston Court Road, Margate following an initial public consultation process.

For Information

Manston Court Road, Traffic Calming Scheme

Introduction

Kent County Council (KCC) is proposing the introduction of traffic calming features in Manston Court Road, Margate.

Residents and parish council representatives have previously requested that a traffic calming scheme be introduced on Manston Court Road (between Valley Road and 1 Manston Court Road).

Funding

This scheme is being funded in full utilising development contributions from the nearby Westwood housing development on land north of Haine Road. In accordance with the terms of the associated planning consent, this contribution is for the purpose of monitoring, design and delivery traffic calming in Manston Court Road.

Site Monitoring

A speed survey was completed which identified 85th percentile speeds in excess of 40mph Westwood bound (uphill) and 44mph Manston Bound (downhill). Therefore on site monitoring identifies an existing issue with vehicles regularly exceeding the 30mph speed limit.

Concept Design

A concept scheme has been produced as shown in the background documents, which takes into account feedback received from Manston Parish Council

representatives and local residents during a community engagement exercise prior to design process commencing.

The proposed scheme consists of the following:

- Provision of a granite sett over-run area to reduce carriageway width, red surfacing and 30mph roundel laid on the carriageway, to highlight start of the existing 30mph speed limit and reduce approach speeds.
- Introduction of 5x full width road humps at regular intervals between Valley Road and 1 Manston Court Road (exact location dependent upon driveways, service covers and street lighting columns to be identified through the detailed design stage).
- Provision of new street lighting columns to replace current lighting stock, that currently provide insufficient lighting levels to facilitate the installation of traffic calming features.

Consultation

A three week consultation process was undertaken between the 18th April to 9th May 2014. An information leaflet and plan was distributed to residents and businesses located on Manston Court Road & Valley Road. 15 responses were received with 12 respondents being in support of the scheme as proposed and 3 raising points of interest.

Two minor points were raised by consultees in relation to the location of the speed humps and access for wide caravans. The location of the humps has yet to be formally agreed and will be subject to further public consultation through the detailed design process. The scheme as proposed does not to introduce any additional physical narrowing that impact on access for wider vehicles.

A single representation was received suggesting that traffic calming should also be placed on the western extent of Manston Court Road. Whilst this request falls outside of the scope of this scheme, the comments are noted and should excess funding remain following the completion of these works, this request may be considered as an additional standalone scheme in the future.

Recommendation

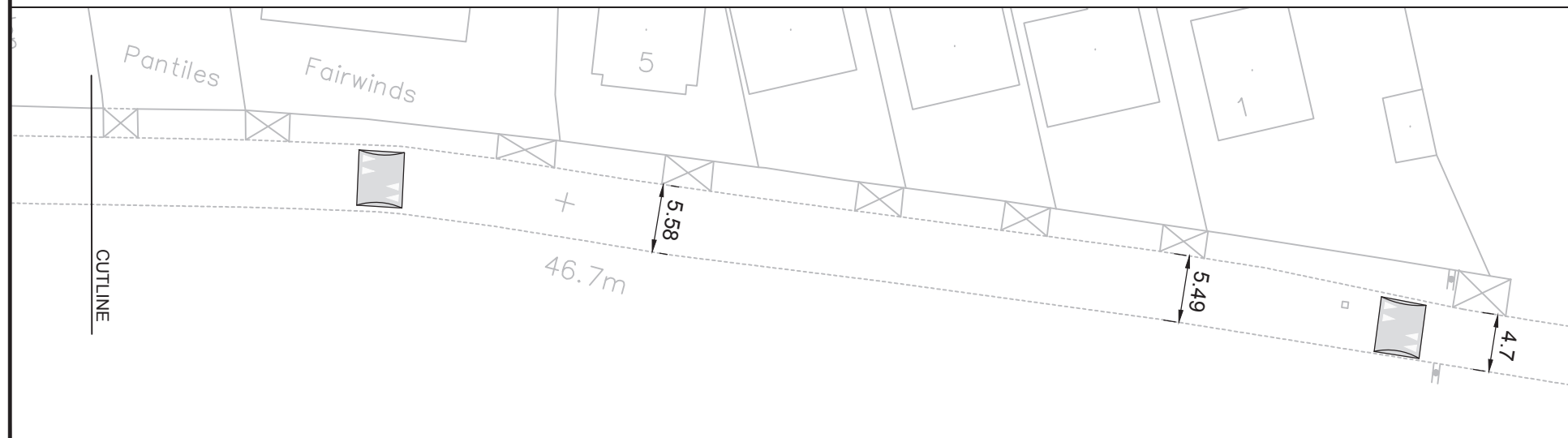
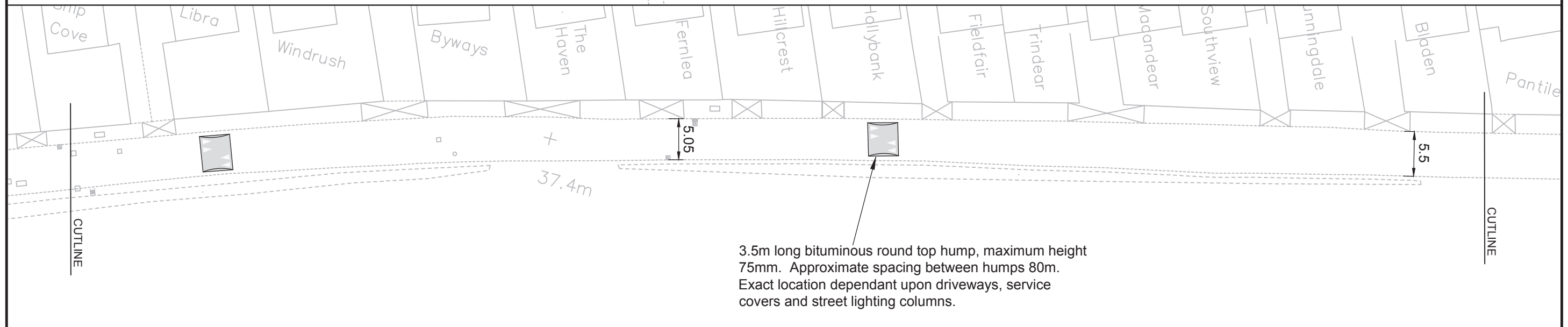
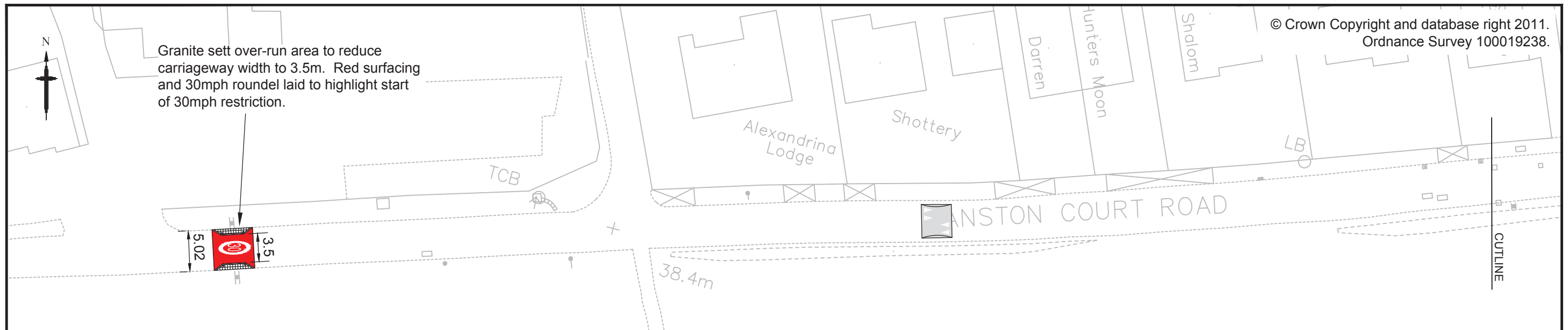
FOR INFORMATION

Background Documents

Drawing number - TH-106-MCR-001

Contact details

James Wraight – Development Planner
james.wraight@kent.gov.uk Tel: 03000 410446



0	DD/MM/YY				
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.					

Kent County Council
kent.gov.uk

Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181

Project	Manston Court Road Traffic Calming
Drawing title	Full Width Traffic Humps 3.5m Long, 75mm High

Drawing status	Draft	
Scale	1:500 at A3	Do not scale
Drawing number	TH-106-MCR-001	

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