

Date: 6 December 2021
Ask For: James Clapson
Direct Dial: (01843) 577200
Email: james.clapson@thanet.gov.uk



JOINT TRANSPORTATION BOARD

14 DECEMBER 2021

A meeting of the Joint Transportation Board will be held at **7.00 pm on Tuesday, 14 December 2021** in the Council Chamber, Council Offices, Cecil Street, Margate, Kent.

Membership:

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

A G E N D A

Item No

Subject

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST** (Pages 3 - 4)
To receive any declarations of interest. Members are advised to consider the advice contained within the Declaration of Interest advice attached to this Agenda. If a Member declares an interest, they should complete the [Declaration of Interest Form](#).
3. **MINUTES OF PREVIOUS MEETING** (Pages 5 - 8)
To approve the Minutes of the Joint Transportation Board meeting held on 16.9.2021, copy attached.
4. **HIGHWAYS FORWARD WORKS PROGRAMME: 2021/22 AND 2022/23** (Pages 9 - 34)
5. **LOCAL WINTER SERVICE PLAN** (Pages 35 - 36)
6. **ACTIVE TRAVEL PLAN A28 CANTERBURY ROAD** (Pages 37 - 50)
7. **FUTURE HIGH STREET FUNDS - RAMSGATE HIGHWAYS IMPROVEMENT SCHEME** (Pages 51 - 88)

This page is intentionally left blank



Do I have a Disclosable Pecuniary Interest and if so what action should I take?

Your Disclosable Pecuniary Interests (DPI) are those interests that are, or should be, listed on your Register of Interest Form.

If you are at a meeting and the subject relating to one of your DPIs is to be discussed, in so far as you are aware of the DPI, you **must** declare the existence **and** explain the nature of the DPI during the declarations of interest agenda item, at the commencement of the item under discussion, or when the interest has become apparent

Once you have declared that you have a DPI (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must**:-

1. Not speak or vote on the matter;
2. Withdraw from the meeting room during the consideration of the matter;
3. Not seek to improperly influence the decision on the matter.

Do I have a significant interest and if so what action should I take?

A significant interest is an interest (other than a DPI or an interest in an Authority Function) which:

1. Affects the financial position of yourself and/or an associated person; or
Relates to the determination of your application for any approval, consent, licence, permission or registration made by, or on your behalf of, you and/or an associated person;
2. And which, in either case, a member of the public with knowledge of the relevant facts would reasonably regard as being so significant that it is likely to prejudice your judgment of the public interest.

An associated person is defined as:

- A family member or any other person with whom you have a close association, including your spouse, civil partner, or somebody with whom you are living as a husband or wife, or as if you are civil partners; or
- Any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors; or
- Any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000;
- Any body of which you are in a position of general control or management and to which you are appointed or nominated by the Authority; or
- any body in respect of which you are in a position of general control or management and which:
 - exercises functions of a public nature; or
 - is directed to charitable purposes; or
 - has as its principal purpose or one of its principal purposes the influence of public opinion or policy (including any political party or trade union)

An Authority Function is defined as: -

- Housing - where you are a tenant of the Council provided that those functions do not relate particularly to your tenancy or lease; or
- Any allowance, payment or indemnity given to members of the Council;
- Any ceremonial honour given to members of the Council
- Setting the Council Tax or a precept under the Local Government Finance Act 1992

If you are at a meeting and you think that you have a significant interest then you **must** declare the existence **and** nature of the significant interest at the commencement of the matter, or when the interest has become apparent, or the declarations of interest agenda item.

Once you have declared that you have a significant interest (unless you have been granted a dispensation by the Standards Committee or the Monitoring Officer, for which you will have applied to the Monitoring Officer prior to the meeting) you **must:-**

1. Not speak or vote (unless the public have speaking rights, or you are present to make representations, answer questions or to give evidence relating to the business being discussed in which case you can speak only)
2. Withdraw from the meeting during consideration of the matter or immediately after speaking.
3. Not seek to improperly influence the decision.

Gifts, Benefits and Hospitality

Councillors must declare at meetings any gift, benefit or hospitality with an estimated value (or cumulative value if a series of gifts etc.) of £25 or more. You **must**, at the commencement of the meeting or when the interest becomes apparent, disclose the existence and nature of the gift, benefit or hospitality, the identity of the donor and how the business under consideration relates to that person or body. However you can stay in the meeting unless it constitutes a significant interest, in which case it should be declared as outlined above.

What if I am unsure?

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

If you need to declare an interest then please complete the declaration of [interest form](#).

JOINT TRANSPORTATION BOARD

**Minutes of the meeting held on 16 September 2021 at 7.00 pm in Council Chamber,
Council Offices, Cecil Street, Margate, Kent.**

Present: Councillor Mave Saunders (Chair); Councillors Farrance (Thanet District Council), Fellows (Thanet District Council), Hart (Thanet District Council), Potts (Thanet District Council), Scobie (Thanet District Council), Binks (Kent County Councillor - Broadstairs), Crow-Brown (Kent County Council - Birchington and Rural), Lewis (Kent County Council - Margate), Shonk (Kent County Council - Ramsgate), Wright (Kent County Council - Birchington and Rural) and Pennington (Westgate Parish Council)

In Attendance: Councillors Leys, D Saunders, Shrubb and Towning

1. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Yates.

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest.

3. **MINUTES OF PREVIOUS MEETING**

Councillor Wright proposed, Councillor Crow-Brown seconded and Members agreed the minutes to be a correct record of the meeting held on 10 June 2021.

4. **HIGHWAYS FORWARD WORKS PROGRAMME: 2021/22 AND 2022/23**

Mr Valek, Thanet District Manager, KCC Highways, Transportation and Waste Service introduced the report which provided an update on schemes approved for construction in 2021/22 and 2022/23.

During consideration of the item it was noted that:

- In an update to the report, the micro surfacing works in Dumpton Park Drive had now been completed.
- Thanks were offered for the work carried out at the Ursuline School crossing; the work had been conducted with consideration for the residents in mind.
- Thanks were offered for the delay to works at Grotto Hill, which had minimised the disruption to businesses during the summer season.
- Mr Valek offered to check if a bollard could be added to the planned works on Albion Road, at the pinch point. This would stop cars from driving on the pavement.
- Mr Valek offered to get more details regarding the plan for the drainage remedial works at Callis Court Road.

The report was noted.

5. **PARKING AND WAITING REVIEW - THANET VARIOUS**

Councillor Towning spoke under Council procedure 20.1. He noted that in the Palm Bay area vehicles such as campervans had been parked for a long period of time. He felt

there should be one hour of free parking to allow school children to be dropped off and collected, and there should be a restriction on overnight parking from 6pm to 6am.

Proposed Restrictions on Parking and Waiting.

Ms Glaiser, Uniformed Services Enforcement Manager, TDC, introduced the report detailing the new proposals for restrictions in Thanet.

During consideration of the item it was noted that:

- Parish/Town Councils should also be consulted.
- Officers had visited 100's of requested sites to establish where restrictions were appropriate. Following this examination, the proposals were brought to the Board.
- The proposal's would now have three weeks of public consultation, if objections were received they would then come back to the Board for further consideration.

Councillor Fellows proposed, Councillor Potts seconded and the Board agreed to recommend:

'That subject to the views of this Board the recommendations shown in appendix 1 are approved and 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.'

Proposal for Prohibition on Waiting by Motor Caravans Review

Ms Glaiser detailed the proposals for Campervan restrictions and provided members with an overview of the responses to the consultation. She noted that there had been a large number of respondents to the consultation, both in support of the proposals and in objection to them.

During consideration of the item, the following comments from Members were noted:

- Enforcement would need to happen overnight, the Council should not put rules in place that were not enforced. Ms Glaiser advised that officers normally worked from 6am to 10pm.
- Alternative parking locations were needed if restrictions were imposed.
- The restrictions could start from 8pm rather than 6pm to enable owners to miss rush hour traffic when leaving the area.
- The response to the consultation showed that there needed to be a balanced response.
- Existing legislation should be enough to manage the issue.
- Adapted commercial vans that stayed in one place for a long time were a problem.
- There could be a three day limit and then no return for a week, perhaps using a parking permit system. However, Ms Glaiser advised that this would be difficult for the Council to facilitate.
- The Council could charge £20 to park in Barns Car Park or Minis Bay car park for a night.
- Visitors should be welcomed, although in Palm Bay some people appeared to be living in their Campervans all year round.
- Facilities should be provided to allow people to use their motorhome.

Following the debate, Councillor Fellows proposed, Councillor Wright seconded and the Board agreed:

'To endorse the proposals detailed in annex 2 of the report, however it recommended that officers look into options to allow Campervans to use car parks. It was noted that this use would require a period of consultation and further advice from the Board would be sought if required following the consultation period.'

Disabled Bays Scheme Update

Ms Glaiser provided the Board with an update regarding the current disabled bay's scheme. It was noted that:

- There were 164 disabled person's bays in the District, and up to 5% of the bays in a road could be designated as disabled bays.
- This was a scheme managed by Thanet District Council on behalf of Kent County Council.
- The disabled bays were requested by residents, however once installed they could be used by any blue badge holder; the application process made it very clear that anyone with a blue badge could use the bay.
- There had been a specific issue recently regarding bays in a particular road, the Council had conducted a letter drop to the residents in the road, this seemed to have eased the problem.

Park Map Scheme Update

Ms Glaiser provided the Board with an update regarding the park map scheme. It was noted that:

- From 1 October the virtual map system would go live for Thanet. It would allow people to see the restrictions in place on a given road within Kent. The system had already gone live in some other parts of the County.
- There would be a link to the system on the Council's website.
- Consultation on traffic orders would also become virtual on this system, this would streamline the process significantly.
- The new restrictions agreed by the Board would be advertised on the new system.

Botany Bay Plan Update

Ms Glaiser provided an update on the Botany Bay Plan, she noted that there had been parking issues in the area during the peak summer period for a number of years.

During consideration of the item it was noted that:

- Restrictions could apply to just one side of the road. The side with restrictions could then be alternated on a daily or weekly basis.
- A residents permit parking scheme had been looked at, however there was insufficient support amongst the residents to proceed.
- The problem came from a lack of parking in the area.
- If restrictions were implemented, cars would move to another area which would just move the problem.
- A park and ride scheme could be considered, although this may put some visitors off visiting, and could mean a loss of farmland if somewhere was needed to create the pick up point.
- The owner of fields near Botany Bay may be interested in providing a summer parking facility.
- The Council was currently unable to penalise drivers for poor parking as there were no lines present.
- Parking over other's peoples' drives was a matter for the Police to enforce.

It was proposed by Councillor Fellows, seconded by Councillor Crow-Brown and the Board agreed to recommend that:

'Officers should continue to look at alternative options for the area, if a solution could be found it would be reported to a future meeting of the Board.'

6. VERBAL UPDATE REGARDING DISABLED PERSONS PARKING BAYS.

This item was covered in the consideration of agenda item 5.

7. AGREEMENT ON JOINT TRANSPORTATION BOARDS BETWEEN KENT COUNTY COUNCIL AND THANET DISTRICT COUNCIL

Mr Thomas, Transportation and Depot Manager, TDC, introduced the item, and highlighted the major differences between the existing and new agreement.

Mr Thomas, Transportation and Depot Manager, TDC, introduced the item, and highlighted the major differences between the existing and new agreement.

During consideration of the item it was noted that:

- The Parish/Town Council representative was elected each year by the Thanet Area Committee.
- Two Parish/Town Council representatives could provide more local knowledge than one; the new agreement offered the flexibility to have up to three.
- The agreement should be reviewed every four years, but could be cancelled by either party within that time if six months' notice was given.

Councillor Potts proposed, Councillor Pennington seconded and the Board agreed to recommend the Agreement to Cabinet for approval.

Meeting concluded: 8.35pm

To: Thanet Joint Transportation Board

By: KCC Highways, Transportation & Waste

Date: 14th December 2021

Subject: Highways Forward Works Programme: 2021/22 and 2022/23

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26) and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Public Rights of Way – see Appendix I

Street Works – see Appendix J

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Pauline Harmer	Highway Manager East Kent
Paul Valek	Thanet District Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Schemes Programme Manager
Andrew Hutchinson	Public Rights of Way & Access Manager
Alison Hews	Street Works Compliance Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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.

Road Asset Renewal Schemes – Contact Officer: Byron Lovell			
Road Name	Parish/Town	Extent of Works	Current Status
Albion Road	Broadstairs	Between Sowell St and St Peters Court	Completed
St Nicholas at Wade Roundabout	Birchington	Circulatory and A28 approaches	Completed
Haine Road	Ramsgate	Spratling Lane to Canterbury Road West Roundabout	Completed
A254 Margate Road junction with College Road and Prices Road	Ramsgate	Centre of Junction	Completed
Monkton Roundabout	Monkton	Circulatory Section	Completed
London Road	Ramsgate	100m Approach to Roundabout with A255	Programmed 8 th December 2021
College Road	Ramsgate	A254 to Yoakley Square	Programmed 10 th December 2021
A255 Park Road	Ramsgate	A254 Margate Road to junction with High Street	Programmed 13 th December 2021
B2055 Marine Terrace / A254 Eaton Road	Margate	B2055 Marine Terrace/A254 Eaton Road	Programmed 27 th January 2021
A254 Margate Road (Pysons Road Junction)	Ramsgate	A254 Margate Road HFS sections at junction with Pysons Road	Programmed 1 st February 2021
Road Asset Preservation Schemes - Contact Officer: Jonathan Dean			
Micro Surfacing			
Road Name	Parish/Town	Extent of Works	Current Status
THE STREET	St Nicholas at Wade	Watsum Way to Pepper Alley	Completed
ST MILDREDS ROAD	Westgate on Sea	From Station Road to Harold Avenue	Completed
MONTEFIORE AVENUE	Ramsgate	Hereson Road to Dumpton Park Drive	Completed
PEGWELL ROAD	Ramsgate	Downs Road to Abbey Grove	Completed

Agenda Item 4

WILDERNESS HILL	Margate	Clarendon Road to Dane Road	Completed
KING STREET	MARGATE	Hawley Street to Dane Hill	Completed
DANE ROAD	MARGATE	Dane Mead Terrace to Approach Road	Completed
WILFRED ROAD	RAMSGATE	From junction station of coach road	Completed
THE STREET, ACOL, BIRCHINGTON	BIRCHINGTON	Crispe Road to Plumstone Road	Completed
DUMPTON PARK DRIVE	RAMSGATE	West Cliffe Road to Waldron Road	Programmed for 5 th September 2021
Surface Dressing			
Road Name	Parish/Town	Extent of Works	Current Status
MINSTER ROAD	Westgate on Sea	Main Road to Houses	Completed
MANSTON ROAD	Margate	Shottendane Road to Waste Recycling Tip	Completed
MARSH FARM ROAD	Minister	From Crossing to End	Completed
Retread (recycling and re-laying the existing surface material before applying a surface treatment)			
Road Name	Parish/Town	Extent of Works	Current Status
N/A			
Footway/Cycleway Asset Renewal & Preservation Schemes - Contact Officer: Neil Tree			
Road Name	Parish/Town	Extent of Works	Current Status
A28 Canterbury Road	Westgate-on-Sea	<u>Footway Reconstruction</u> From the Library to the junction with Victoria Avenue (South side)	To be designed and programmed
New Cross Street	Margate	<u>Footway Reconstruction</u> Exact extents of Red brick area to be determined at design stage.	In design and to be programmed

Agenda Item 4

Newington Road	Ramsgate	<u>Footway Reconstruction</u> From the junction with Granville Avenue to Queens Avenue (East side) and from Bush Avenue to Queens Avenue (West side).	Completed
Greenhill Gardens	Minster	<u>Footway Reconstruction</u> Full Extent	Completed
Fairfield Road	Minster	<u>Footway Reconstruction</u> Various areas of patching as required and repair work to void.	Completed
Grotto Hill	Margate	<u>Footway Reconstruction</u> Full Extent	Designed and programmed to commence on the 13 th September 2021
Walmer Gardens	Ramsgate	<u>Footway Protection</u> <u>Treatment</u> Full Extents	Completed
Foads Lane	Ramsgate	<u>Footway Protection</u> <u>Treatment</u> From Cliffs End Grove to Sandwich Road	Completed
Earlsmead Crescent	Ramsgate	<u>Footway Protection</u> <u>Treatment</u> Full Extents	Completed
Beach Grove	Ramsgate	<u>Footway Protection</u> <u>Treatment</u> Full Extents	Completed
Primrose Way	Ramsgate	<u>Footway Protection</u> <u>Treatment</u> Full Extents	Completed

Agenda Item 4

Delacourt Close	Ramsgate	<u>Footway Protection Treatment</u> Full Extents	Completed
Old Hall Drive	Ramsgate	<u>Footway Protection Treatment</u> Full Extents	Completed
Dane Road	Margate	<u>Footway Protection Treatment</u> From the junction of Approach Road to Northdown Park Road	Completed
Nash Court Road	Margate	<u>Footway Protection Treatment</u> Full Extents	Completed

Appendix B - Drainage

Drainage Works – Contact Officer: Earl Bourner			
Road Name	Parish/Town	Description of Works	Current Status
Hartsdown Road	Margate	Full cleansing works for further investigation of the existing drainage outside of Margate Cricket Club.	Site added to Forward Works Programme.
Dane Court Road	Broadstairs	Ongoing cleansing program, highway, and gutter cleansing program plus monitoring of 6no soakaways	Site added to Forward Works Programme.
Callis Court Road	Broadstairs	Remedial works required for ongoing flooding issue	Works completed.
Fairfield Road	Broadstairs	Repair of two damaged gullies and pipework.	Works completed.
Elm Grove	Westgate on Sea	Installation of additional gullies to reduce flooding from regular leaf blockages.	Works completed 29/10/2021.
Spratling Street	Manston	Replacement of damaged gully and pipework.	Works Programmed 15/11/2021
Seamark Road	Birchington	Removal of roots from highway drainage pipework	Job passed to contractor
Royal Esplanade	Margate	Investigation of void in footway	Works completed 5/11/2021 to make safe. Further works required to replace soakaway.
Canterbury Road	Monkton	Investigation of drainage system with CCTV to identify any defects.	Works Programmed 19/11/2021.
Foxborough Lane	Minster	Clearance of ditch to resolve flooding issue.	Job raised to clear ditch.
Cottington Road	Minster	CCTV survey and removal of roots from drainage pipes	Job raised.
Shottendane Road	Margate	Replacement of 2no. gullies and covers / frames	Job raised.

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer: Sue Kinsella</i>			
Road Name	Parish/Town	Description of Works	Current Status
Shottendane Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Chatham Street	Ramsgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Tothill Street	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Blenheim Close	Broadstairs	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Woodford Court	Birchington	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Shakespeare Road	Margate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Park Place	Birchington	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Rydal Avenue	Ramsgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Orchard Close	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Sea View Road	Ramsgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Queen Elizabeth Avenue	Maragate	Replacement of 1 no street light complete with LED Lan	COMPLETE

Agenda Item 4

Weigall Place	Ramsgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Norton Drive	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Rossetti Road	Birchington	Replacement of 1 no street light complete with LED Lantern	COMPLETE
ST Nicholas R-A-B	Birchington	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2022
Artillery Road	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
ST Peters Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Vale Road	Broadstairs	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Langdale Avenue	Ramsgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Addington Street	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Canterbury Road East	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Canterbury Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Nash Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Warren Drive	Broadstairs	Replacement of 1 no street light complete with LED Lantern	COMPLETE

Agenda Item 4

Pegwell Road	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Thanet Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Ramsgate Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Clements Road	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
The Length	Birchington	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Linden Avenue	Broadstairs	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Guildford Avenue	Westgate	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Phillips Road	Birchington	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Sewell Road	Birchington	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2022
Canterbury Road	Sarre	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Manston Road	Manston	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2022
Cavendish Street	Ramsgate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Surrey Road	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022

Agenda Item 4

Dane Court Road	Broadstairs	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022
Grosvenor Gardens	Margate	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2022

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within the District of Thanet in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 10/11/21

Local Transport Plan Funded Schemes – Contact Officer: Richard Heaps		
Road Name	Description of Works	Current Status
Casualty Reduction Measures (reactive) – Thanet 2020/21		
A299 Thanet Way – St Nichola-at-Wade Roundabout	Clean / refresh black & white chevron blockwork. New lane destination signs on A299 Thanet Way coastbound approach and A28 approach from Margate. Rationalisation and replacement of some existing signage.	Works complete
Casualty Reduction Measures (reactive) – Thanet 2021/22		
A299 Monkton Roundabout	Adjustment of cycle route to use Monkton Street, lane direction sign and markings on Thanet Way	Works complete
Marine Terrace, Margate	Resurfacing and road marking in high-wear thermoplastic	Works ordered – programmed February 2022
Ramsgate Road, Margate	Removal of uncontrolled crossing point, traffic modelling	Works ordered – programmed 15-18/09/21
Manston Road j/w Vincent Road, Manston	Carriageway lining	Works Ordered
The Broadway, Broadstairs	Lining refresh is high-wear thermoplastic, new bollards	Resurfacing works complete. Bollard installation programmed for 18/11/21 (night works)
Hengist Way, Ramsgate	Road studs	Outline design
Northdown Road j/w Wyndham Road, Margate	Adjustment of kerb buildout opposite petrol station	Works complete
Margate Road j/w New Cross Road, Westwood	Circulatory line at roundabout, removal of road studs	Works complete
Margate Road j/w Princes Road, Ramsgate	Resurfacing	Works ordered
Margate Road j/w Pysons Road, Ramsgate	Resurfacing, lining refresh on Pysons Road	Works ordered – programmed February 2022. Lining work complete

LTP Schemes, Thanet		
Canterbury Road, Westgate	Installation of pedestrian crossing outside Ursuline Crossing.	Works complete
Dane Road and Addiscombe Road, Margate	Traffic calming	Outline design

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within the District of Thanet funded by external corporations whilst still meeting KCC's strategic targets with the road network.

Externally Funded Schemes – <i>Contact Officer: David Petcher</i>			
Road Name	Description of Works	Source of Funding	Current Status
None			

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – <i>Contact Officer: Steven Noad</i>				
Ref	Scheme Location	Parish/Town	Description of Works	Current Status
TH003063	Alexandra Road	Broadstairs	Vehicle access for new build site for 5 dwellings.	Works complete, on maintenance.
TH003068	Fairfield Road	Broadstairs	New bell-mouth access to retirement development.	Works complete, on maintenance.
TH003112	Lanthorne Road/Kings Avenue	Broadstairs	Footway and access revisions to server development of 53 dwellings.	Technical acceptance granted.
TH003013/ TH003014	New Haine Road and Margate Road	Broadstairs	New link road, including amendments to existing roundabouts.	Final remedial works awaited, further delayed.
TH003110	Westwood Lodge site, Poorhole Lane	Broadstairs	New development access serving 153 dwellings	Awaiting technical acceptance. Temporary access granted.
TH003077	Canterbury Road West	Cliffsend	New bell-mouth junction into residential development.	Awaiting technical acceptance.
TH003097	Clive Road to Parkway Station shared footway/cycleway	Cliffsend	New foot and cycle link to new station development	Technical acceptance granted.
TH003087	Cottington Road	Cliffsend	New access to residential developments and associated highway improvements	Agreement signed, works underway.
TH003113	Manston Green/Staner Hill junction	Manston	New roundabout to support nearby development	Awaiting submission.

Agenda Item 4

TH003098/ TH003101	Manston Road and Preston Road	Manston	New access and associated highway works to mixed use development	Awaiting technical acceptance.
TH003094	Briary Close, Westbrook	Margate	New access to residential development.	Awaiting technical acceptance.
TH003120	Clifton Place	Margate	Retaining wall protection	Awaiting submission.
TH003106	Farley Road	Margate	New access to residential development site.	Agreement signed.
TH003045	Former Chapel Hill Garage, Ramsgate Road (adj. Orb PH)	Margate	New access to developments site and footway improvements.	Works complete, on maintenance.
TH003081	Former Holly Tree PH	Margate	New vehicle crossing	Agreement signed, works largely complete.
TH003033	Former Laleham School, Northdown Park Road	Margate	Revised accesses to site and reinstatement of footway.	Works complete, on maintenance, some remedials required.
TH003088	Former Orb PH (phase2)	Margate	New access to residential development including footway improvements.	Agreement signed, works underway.
TH003070	Nash Court Gardens	Margate	New access to residential development including parking restrictions.	Agreement signed, works largely complete.
TH003059	Nash Road	Margate	New access to residential development including footway link.	Works complete, on maintenance.

Agenda Item 4

TH003121	The Nightingales, Ramsgate Road (adj. QEQM)	Margate	New access to development of a 66 bed non- specialist care home	Awaiting submission.
TH003011	Westbrook Gardens	Margate	New access to former Royal Sea Bathing Hospital Development	Works complete, on maintenance.
TH003069	66 Monkton Road	Minster	New access from Monkton Road, development of 36 dwellings.	Technical acceptance granted.
TH003082	Laundry Road	Minster	New bell-mouth access to Costa Coffee outlet.	Works complete, on maintenance.
TH003115	Manston Road, land adjacent Pouces	Minster	New access for 5 dwellings	Awaiting submission.
TH003100	Baxters Farm, Monkton Street	Monkton	New access and footways for development of 20 dwellings.	Technical acceptance granted.
TH003108	Garden Cottage site, Minster Road	Monkton	Perfumery manufacturing facility site access.	Technical acceptance granted.
TH003023	71-73 Monkton Street	Monkton	New bell mouth access and footways.	Works complete, on maintenance, awaiting remedials before adoption.
TH003079	Boundary Road / Hardres Road	Ramsgate	New access for Aldi store.	Works complete, on maintenance.
TH003107	Chatham Street, Townley House	Ramsgate	Redevelopment of former Farley's site.	Agreement signed, works underway.
TH003042	Flood protection scheme – Marina Esplanade and Granville Marina	Ramsgate	Flood and coast flood protection.	Agreement signed, works largely complete.
TH003096	Hollydene, Haine Road	Ramsgate	New footway and vehicle accesses	Awaiting submission.

Agenda Item 4

			for four dwellings.	
TH003028	Nash Road, Westwood phase 2	Ramsgate	New road & realignment of Nash Road.	Agreement signed, works largely complete.
TH003031	Newington Road	Ramsgate	Revised accesses and footway works associated with new Ramsgate Free School.	Works complete, on maintenance.
TH003084	Ramsgate Public Realm project	Ramsgate	Refurbishment of town centre areas	Awaiting submission.
TH003093	St Luke's Avenue and Boundary Road	Ramsgate	New bell-mouth in St Luke's Ave and revisions to existing access on Boundary Road to residential development.	Awaiting technical acceptance.
TH003034	Westwood Phase 3, Star Lane	Ramsgate	New section of footway including development of new parking as part of development.	Works complete, on maintenance.
TH003090	Ramsgate Road	Sarre	Land adjacent Hazledene, new access to residential development	Agreement signed, works largely complete.
TH003105	Manor Road (Heritage Park, Phase 3	St Nicholas at Wade	New junction and traffic calming buildouts.	Awaiting technical acceptance.
TH003041	Manor Road (Heritage Park), Phase 1	St. Nicholas at Wade	New junction and traffic calming buildouts.	Works largely completed, remedial works required.
TH003062	Manor Road (Heritage Park), Phase 2	St. Nicholas at Wade	New junction and traffic calming buildouts.	Works largely completed, remedial works required.

Agenda Item 4

TH003102	The Length	St. Nicholas at Wade	New footway and accesses for development of 34 dwellings.	Awaiting technical acceptance.
TH003116	Summer Road	St Nicholas at Wade	New access to development site including new footway and passing place	Works complete, on maintenance.
TH003111	Hengist Road	Westgate-on-Sea	Change of use former nursing home to flats with associated parking footway revisions.	Awaiting submission.
TH003104	Hundreds Farm, Linksfield Road	Westgate-on-Sea	Access to new care home.	Awaiting technical acceptance.

Appendix F – Bridge Works

Bridge Works – <i>Contact Officer: Neill Coppin</i>			
Road Name	Parish/Town	Description of Works	Current Status
A299 Thanet Way	St Nicholas at Wade	Verge safety barrier upgrades on approach to St Nic at Wade R/A	Complete
Gore Street	Monkton	Monkton Marshes No. 294 bridge over railway. 7.5T structural weight restriction (with exemption for service buses and farm vehicles) and temporary traffic signals to ensure all vehicles cross the bridge centrally in single file.	Bridge refurbishment design has commenced

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
No planned works.		

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the District of Thanet

The following schemes are those, which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- Recently completed on site.

The list is up to date as of 17/11/2021

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- highway studies
- traffic / non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the District of Thanet.

Emma Dawson (no longer County Member)

Details of Scheme	Status
Canterbury Road, Westgate – contribution to proposed puffin crossing outside Ursuline College.	Complete

Liz Hurst (no longer County Member)

Details of Scheme	Status
Canterbury Road, Westgate – contribution to proposed puffin crossing outside Ursuline College.	Complete

Karen Constantine

Details of Scheme Karen Constantine	Status
Royal Esplanade, Ramsgate – installation of dropped kerbs	Complete

Appendix I – Public Rights of Way

Public Rights of Way - <i>Contact Officer: Andrew Hutchinson</i>			
PRoW No.	Location	Description of Works	Current Status
TR38 – Between Cheriton Avenue and Melbourne Avenue	Ramsgate	New path with product called flexipave as existing tarmac surface has been ripped up by large tree roots	Works out to tender
TB37 - between Howard Road and Chaucer Road	Broadstairs and St Peters	Pothole repairs	Works assigned to contractor

Appendix J – Street Works

Please note that this list is accurate at the time of running the report and is subject to cancellations and additions. Report highlighting all works in Thanet District that require road closures with a duration of 5+ days.

For information on all In-progress and proposed works please visit:

<https://one.network/>

STREET	WORKS PROMOTER	WORKS DESCRIPTION	EST. START	EST. FINISH
Grinsell Hill	SGN	Gas main replacement works	08/11/21	06/12/21
Mansion Street Margate	Private developer	Hoarding on the carriageway	10/11/21	11/05/22
B2052 College Road Margate	KCC	Essential carriageway resurfacing works. Night closures only 19:00 - 05:00	10/12/21	15/12/21
A255 Park Road Ramsgate	KCC	Essential carriageway resurfacing works. Night closures only 20:00 - 05:00	13/12/21	21/12/21
George V Avenue Margate	SGN	Gas main replacement works	04/01/22	11/04/22
Maynard Avenue Margate	SGN	Gas main replacement works	04/01/22	24/01/22
Manor Road St. Nicholas-at-Wade	SWS	Lay new water main	05/01/22	18/01/22
Park Road Birchington	SWS	New foul sewer in carriageway for Birchington Vale Park	10/01/22	20/02/22
Northdown Road	SGN	Gas main replacement works	11/01/22	31/03/22
Poorhole Lane Broadstairs	Private developer works	Section 278 works, electricity supply, foul sewer connection to new development	15/01/22	24/01/22
New Cross Street Margate	KCC	Footway maintenance and reconstruction	17/01/22	04/03/22

Agenda Item 4

Egbert Road Minster	UKPN	New electricity supply	17/01/22	21/01/22
Albion Road Ramsgate	SWS	New water supply	17/01/22	21/01/22
Upper Dumpton Park Road	SGN	Lay 3 x new gas services	24/01/22	28/01/22
A254 Belgrave Road Margate	KCC	Essential carriageway resurfacing works. Night closures only 20:00 - 05:00hrs	27/01/22	02/02/22
Marine Gardens Margate	KCC	Essential carriageway resurfacing works. Night closures only 20:00 – 05:00hrs	27/01/22	02/02/22
A254 Margate Road Ramsgate	KCC	Essential carriageway resurfacing works. Night closures only 19:00 - 05:00	01/02/22	08/02/22
Waverley Road Margate	SGN	Gas main replacement works	07/02/22	25/02/22
Monkton Road Minster	Private contractor	Sewer connection to new development o/s no.66	08/02/22	21/02/22
Ethelbert Road	SGN	Gas main replacement works	14/02/22	31/03/22
Zion Place	SGN	Gas main replacement works	14/02/22	31/03/22
St Johns Road Margate	SGN	Lay new gas supplies in carriageway	14/02/22	18/02/22
North Foreland Road Broadstairs	SGN	Relay new gas supplies in carriageway to nos. 38 and 40	15/02/22	28/02/22
Burlington Gardens Margate	SGN	Gas main replacement works	21/02/22	18/03/22

Agenda Item 4

Argyle Avenue Margate	SGN	Gas main replacement works	14/03/22	01/04/22
The Courts Margate	SGN	Gas main replacement works	03/05/22	15/06/22
Grove Gardens Margate	SGN	Gas main replacement works	25/07/22	31/08/22
George V Avenue Margate	SGN	Gas main replacement works	25/07/22	31/08/22

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.

Contacts: Pauline Harmer / Paul Valek 03000 418181

To: Thanet Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: 14th December 2021

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Thanet District Council to provide a local winter service in the event of an operational snow alert in the borough/district

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3,498,800.m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 8th September 2021 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Thanet District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2021/22; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances

the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Thanet

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

3. Pavement clearance

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

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2021/22

Contact officer: Paul Valek
DM -Tel: 03000 41 81 81



Kent Active Travel

HEALTHIER • SAFER • CLEANER



Thanet: Birchington - Margate Consultation Brochure

Consultation open from
14 September to 25 October 2021
www.kent.gov.uk/kentactivetravel



Department
for Transport



Contents

Introduction	2
Background	3
Why is this scheme needed?	4
Scheme overview	4
Scheme plan	5
Visualisation of the scheme	9
Key design features	11
The proposals	13
Equality analysis	15
Have your say	16

Introduction

We have received funding from the Department for Transport as part of their Active Travel Fund to improve the environment for walking, wheeling and cycling along the A28 from Birchington-on-Sea to Margate. By encouraging more active travel, particularly for shorter journeys, we can help create safer, more pleasant places in which to live, work and visit.

We place a high priority on encouraging active travel and want to support making walking and cycling safer, easier, and inclusive for all. This scheme forms part of a longer-term aim to improve active travel across the county



Background

We consulted at the start of the year to gather views on our initial improvement ideas. The feedback was positive and revealed that respondents would welcome improvements along this route. The responses highlighted that people:

- Have positive views towards active travel more generally
- Appreciate the benefits provided by active travel, particularly for reducing pollution and improving health and wellbeing
- Have some concerns about perceived poor cyclist behaviour and the impact of the improvements on congestion

The feedback has helped shape our initial ideas to create the more specific proposals shown in this consultation. The results of the previous consultation have been presented in a summary report, which can be found on www.kent.gov.uk/kentactivetravel

The Department for Transport have allocated **£6.1million** of funding for several walking and cycling schemes, including this one, find out more at www.kent.gov.uk/kentactivetravel.

We are keen to hear your views on the proposals presented in this consultation. Your feedback will be used to help shape how the scheme is progressed.

Why is this scheme needed?

The Covid-19 pandemic has led more people to take up cycling and walk more often. The previous consultation found that 71% of respondents said they would walk more often in Thanet, and 73% would cycle more often if the scheme was implemented.

In Kent, we are already on the path to more sustainable travel. Changing patterns of behaviour have provided opportunities to invest in making local places easier and more pleasant to travel by foot and bike, whilst enabling essential local trips to still be made by car.

Active travel can benefit health and wellbeing by incorporating physical activity into everyday routines. Broadening the travel options available to people can also help to reduce traffic congestion and improve air quality. The proposed improvements are in line with **Kent's Active Travel Strategy¹**, and are specifically designed to:



Support the local economy by increasing footfall and encouraging people to visit businesses for longer



Help the community to get active and stay healthy, including making it safer and easier to walk and cycle to school



Provide safer and more efficient transport choices



Create pedestrian and cycle friendly streets and spaces which bring communities together and improve quality of life



Improve air quality and create more pleasant places to live

Scheme overview

A key element of the scheme is to introduce a new cycle route between Birchington-on-Sea and Margate, to make it safer and more pleasant for people who walk and cycle. Most of the scheme runs along the A28 Canterbury Road, traveling from Birchington in the west, following the A28 past Westgate-on-Sea to join Westbrook Road in the east, connecting to the Viking Coastal Trail.

This route would provide better connections to key destinations in and around Birchington, Westgate-on-Sea and Margate. These include railway stations, schools, town centres, coastal attractions and business areas. The proposals also include improved crossing facilities and wider footways to make these streets more welcoming for people walking.

The design is currently at outline design stage. Site surveys are being carried out and will be used, alongside your feedback, to develop the detailed design.

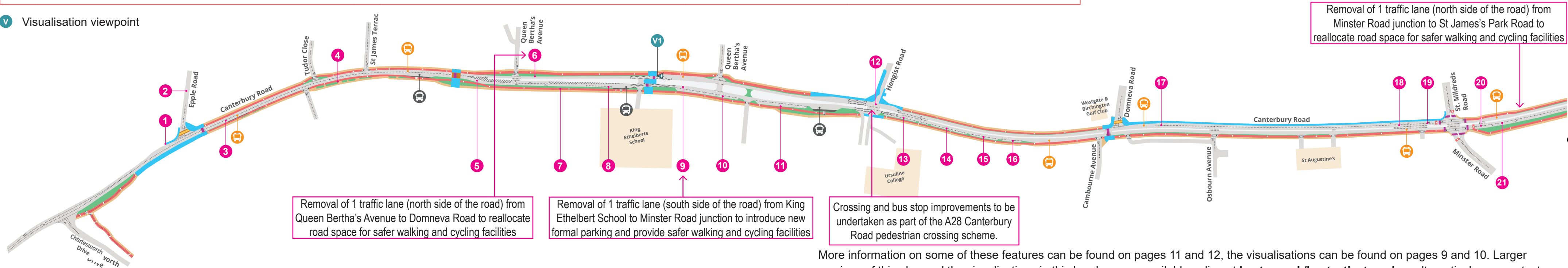
¹ <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/active-travel-strategy>

Scheme plan (from Charlesworth Drive to Minster Road)

ITEM	KEY
1	Cycle lane merges with carriageway
2	Closure of Epple Road to through traffic
3	Bus stop relocated
4	Reduction in grass verge
5	Reduction of 40mph to 30mph speed limit eastbound
6	Road to reallocate road space for safer active travel facilities
7	Trees to be replaced nearby
8	7 parking bays
9	Removal of 1 traffic lane (south side of the road) from King Ethelbert School to Minster Road junction
10	14 parking bays
11	11 parking bays
12	Existing KCC road improvement scheme
13	7 parking bays
14	8 parking bays
15	6 parking bays
16	4 parking bays
17	Carriageway returns to 2 traffic lanes (north side of the road)
18	Kerbside lane changes to left turn only
19	Removal of 1 traffic lane (north side of road) from this point eastwards
20	Return carriageway to 2 traffic lanes
21	Kerbside lane changes to left turn only

KEY	
	Carriageway
	Separated cycle track (one way)
	Separated cycle track (two way)
	Shared use area
	Footway
	Controlled crossing
	Uncontrolled crossing
	Bus boarder
	Bus stop bypass
	Landscaping opportunity / verge area
	Raised table

V Visualisation viewpoint



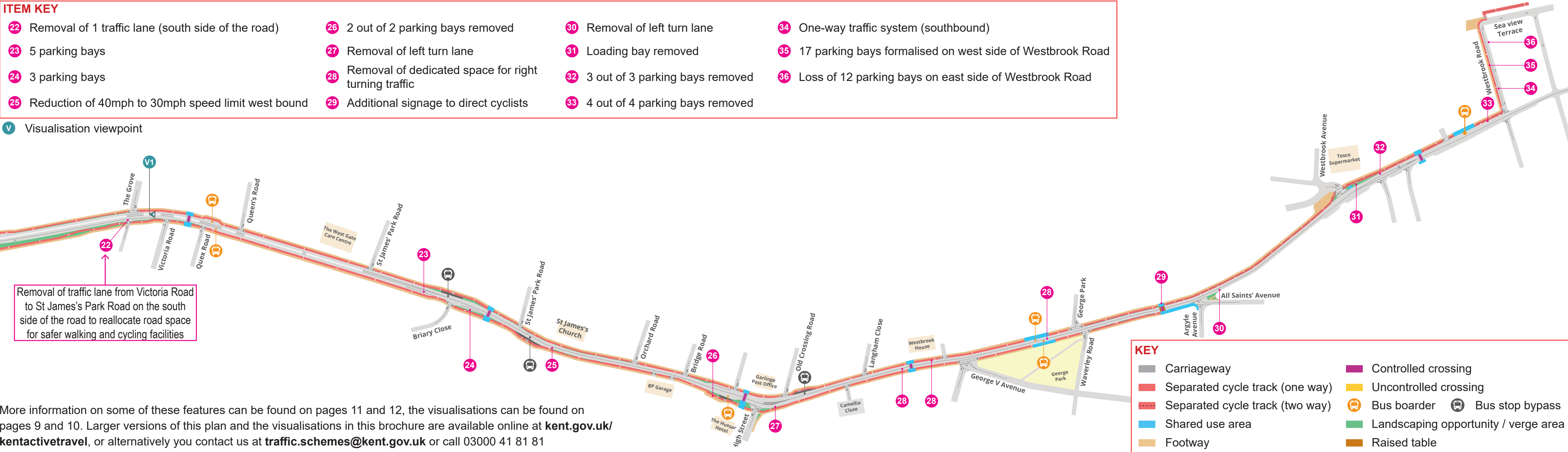
More information on some of these features can be found on pages 11 and 12, the visualisations can be found on pages 9 and 10. Larger versions of this plan and the visualisations in this brochure are available online at kent.gov.uk/kentactivetravel, or alternatively you contact us at traffic.schemes@kent.gov.uk or call 03000 41 81 81

Scheme plan (from the Grove to Westbrook Road)

ITEM KEY

22	Removal of 1 traffic lane (south side of the road)	26	2 out of 2 parking bays removed	30	Removal of left turn lane	34	One-way traffic system (southbound)
23	5 parking bays	27	Removal of left turn lane	31	Loading bay removed	35	17 parking bays formalised on west side of Westbrook Road
24	3 parking bays	28	Removal of dedicated space for right turning traffic	32	3 out of 3 parking bays removed	36	Loss of 12 parking bays on east side of Westbrook Road
25	Reduction of 40mph to 30mph speed limit west bound	29	Additional signage to direct cyclists	33	4 out of 4 parking bays removed		

V Visualisation viewpoint



More information on some of these features can be found on pages 11 and 12, the visualisations can be found on pages 9 and 10. Larger versions of this plan and the visualisations in this brochure are available online at kent.gov.uk/kentactivetravel, or alternatively you contact us at traffic.schemes@kent.gov.uk or call 03000 41 81 81

Visualisation of the scheme

The adjacent images show the existing street layout and a visual representation of the proposed changes for the A28 at the King Ethelbert School. These proposals include:

- New separated cycle tracks along A28 Canterbury Road
- Changes to the layout of the King Ethelbert School bus stop, which includes a bus stop boarder being implemented to allow for separated cycle tracks
- A reduction in the number of traffic lanes on the A28 Canterbury Road to a single lane in each direction, to reallocate road space to provide safe cycling facilities which are separated from road traffic
- New formal on-street parking along A28 Canterbury Road
- New strips of planting and greenery bordering the cycle tracks

** Please note that these are for illustrative purposes only and may be subject to change.*

v1 A28 King Ethelbert School



Existing layout



Proposed layout

Visualisation of the scheme

The adjacent images show the existing street layout and a visual representation of the proposed changes for Westgate-on-Sea, the Grove on the A28 looking west towards Minster Road junction. These proposals include:

- New separated cycle tracks along A28 Canterbury Road
- The removal of a traffic lane for eastbound traffic, to reallocate road space to provide safe cycling facilities which are separated from road traffic
- The retention of two lanes for westbound traffic towards Minster Road junction
- New strips of planting and greenery bordering the cycle tracks

** Please note that these are for illustrative purposes only and may be subject to change.*

V2 Westgate-on-Sea, The Grove



Key design features

The key design features for this scheme are summarised below:

Separated cycle track: A one-way or two-way track for cycling. The cycle track is at footway or carriageway level and is separated from traffic and pedestrians by physical barriers such as kerbs and planted areas.

Shared use path: This allows people to walk and cycle within the same space without any separation or road markings. They are for short sections where there is insufficient road space for separated cycle tracks. Shared use paths are provided in less busy sections and where cycle speeds are low. Enough width is provided for cyclists to comfortably pass pedestrians.

Contraflow cycle lane: Designed to allow people to cycle in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bicycles, and the other for bicycles only.

Bus stop bypass: Directs cycle traffic behind the bus stop and bus boarding area. People walking and using the bus have separate space from people cycling, and everyone is protected from motor traffic. Cyclists are required to slow down and allow pedestrians to cross into the bus boarding area.

Bus boarder: Used where there is not enough space to create a bus stop bypass. The cycle track runs between the road and the footway / bus stop and is raised up at footway level. It is set back from the edge of the road to provide space for bus passengers to board and get off the bus. Cyclists are required to slow down and allow passengers to get on and off the bus.

Pocket park and landscaping opportunity: Areas of greenery and seating to provide places for people to rest, socialise and enjoy being outside and within nature. This may also include rain gardens, which are small areas of planting which collect excess rain and help mitigate against flooding caused by climate change.



Junctions and crossings: The design includes changing the layout of junctions and raising crossing points to ensure that drivers slow down and turn at low speeds. This will make it easier for pedestrians and cyclists when crossing busy roads, by making them more direct.

Speed reduction measures: This includes the introduction of traffic calming measures such as speed cushions and raised tables which seek to slow traffic to a safer speed. Raised tables are an elevated section of the carriageway with ramps on both sides to help pedestrians cross the road, and speed cushions are short, raised sections in the centre of the carriageway to ensure low speeds are maintained.

Controlled crossings: A form of crossing which gives priority to pedestrians and / or cyclists. These include Zebra, Pelican and Toucan crossings. A Zebra crossing gives the pedestrian right of way once their foot is on the crossing, whilst Pelican and Toucan crossings are controlled by traffic signals.

Uncontrolled crossings: With these crossings pedestrians and cyclist need to wait for gaps in traffic to cross. Often a central refuge is provided to help cross the road in two stages.



The proposals

We have summarised below the key changes being proposed:

Walking and cycling improvements

These seek to provide more footway space and make it easier to cross the road, while also introducing new routes for cycling which are separated from traffic and pedestrians to make them safer and easier to use. The walking and cycling proposals include:

- A new cycle route along the A28 Canterbury Road from Birchington-on-Sea to Margate, to better connect key destinations in and around Birchington, Westgate-on-Sea and Margate
- Junction layout revisions to give more priority to people walking and cycling, including at the junctions of the A28 Canterbury Road / Minster Road and A28 Canterbury Road / High Street (by Hussar Hotel)
- New and improved crossing points to improve safety for pedestrians and cyclists. This includes four upgraded controlled crossings and five new controlled crossings along the A28 Canterbury Road, between Birchington and Margate
- Short sections of shared pedestrian and cycle paths e.g. between Domneva Road and St Mildred's Road
- A reduction in the number of traffic lanes on the A28 Canterbury Road to reallocate road space for a new separate cycle track. This involves reducing the carriageway to a single lane in each direction for most of the route between Queen Bertha's Avenue and St James's Park Road. The two lanes on the approaches to the A28 Canterbury Road and Minster Road junction will be retained to help reduce congestion at the junction
- New raised tables at crossing locations to prioritise pedestrians and reduce the speed of vehicles travelling on A28 Canterbury Road
- Bus stop layout changes to include 13 bus stop boarders and five bus stop bypasses along A28 Canterbury Road, which allows for separated cycle tracks and improves safety for all road users
- Wider footways where possible to improve pedestrian safety
- Closure of Eppe Road to through traffic to prevent rat-running and allow for a low traffic walking and cycling connection to Birchington-on-Sea station. Motor vehicle access to Birchington-on-Sea railway station will still be possible via the main road (A28 Canterbury Road / Station Road)
- The scheme seeks to connect the existing Viking Coastal Trail/cycle route along the Westbrook Promenade in Margate and along the coast

Landscaping and placemaking improvements

The scheme includes new areas of planting and greenery to maximise biodiversity, provide shade and shelter and make the area more attractive. This includes measures such as tree planting, pocket parks, and rain gardens.

The scheme includes the reallocation of road space to provide green buffers with shrubbery and planting to separate cyclists and motor vehicle traffic. There are also opportunities to reclaim areas of paving at the junctions of Linksfield Road and Westbrook Avenue to facilitate new pocket parks.

These would be combined with placemaking features, which are small measures to enhance the look and feel of the area and create spaces for socialising and relaxing. This includes new and / or improved street furniture such as seating and rubbish bins, new signage to facilitate pedestrians and cyclists, and new and improved road surfacing and footway materials. New cycle parking facilities will also be provided.

It may be necessary to remove some trees and vegetation to deliver the proposed scheme. However, this will be limited where possible and most planting that needs to be removed will be replanted or relocated elsewhere within the scheme area.

Parking and traffic management

Some parking removal is required to facilitate safe cycling facilities which are separated from motor vehicle traffic. This includes the removal of 12 on-street parking bays on Westbrook Road, one loading bay and nine on-street parking bays on A28 Canterbury Road (along Westbrook High Street), and sections of informal parking on the A28 Canterbury Road (between Queen Bertha's Avenue and St James's Park Road). This parking loss has been minimised as much as possible.

The introduction of formal parking bays are proposed on the south side of the A28 Canterbury Road between Queen Bertha's Avenue and Domneva Road; outside King Ethelbert School and Ursuline College (providing approximately 50 spaces). Bus, taxi and disabled parking bays will be retained and remain unaffected. The proposals also include a reduction in speed along the route, from 40mph to 30mph.

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

The EqIA is available to view online at: kent.gov.uk/kentactivetravel or on request.

The scheme aims to deliver positive impacts through improved walking, wheeling and cycling facilities and enhance the overall look and feel of the area.

There are likely to be negative impacts during construction due to increased journey times and possible impacts on bus stops. Liaison will take place with bus operators to mitigate issues from construction activities. Construction will be planned to ensure all properties will remain accessible.

There will be long term benefits with the provision of separated cycle tracks and safer crossing points. There are some shared use areas, and considerate use will be needed to avoid conflicts between pedestrians and cyclists; particularly by bus stops. Some parking loss will be required; however, the scheme will introduce marked parking areas along some sections of the street where people can informal park at present. This provides space for approximately 50 formal parking spaces along Canterbury Road and Westbrook Road, increasing access for those with limited mobility.

Have your say

Your views matter

We want to understand the views of the local community and other interested parties on our proposals and use this feedback to help produce the detailed design for this scheme.

This consultation will run for six weeks from Tuesday 14 September until Monday 25 October 2021. You can provide feedback by completing the questionnaire, which is available on our website: kent.gov.uk/kentactivetravel

If you have any queries about any of the schemes or require a paper copy of the questionnaire, please contact us at: traffic.schemes@kent.gov.uk or call: 03000 41 81 81. Please use the reference 'Thanet: Birchington - Margate' to identify the scheme.

If you require any of the consultation material in an alternative format or language, please email: alternativeformats@kent.gov.uk or call: 03000 42 15 53 (text relay service number: 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

Next steps

Your feedback will be analysed following the closure of the consultation. The findings will then be compiled into a consultation report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the Environment and Transport Cabinet Committee on 19 January 2022 before a decision is taken by the Cabinet Member for Highways and Transport on how to proceed.



RAMSGATE FUTURE HIGH STREET FUND RAMSGATE HIGHWAYS IMPROVEMENT SCHEME

Joint Transport Board	14th December 2021
Report Author	Grant Burton, Capital Development Manager
Portfolio Holder	Cllr Reece Pugh, deputy Leader and Cabinet Member for Economic Development
Status	For Recommendation
Classification:	Unrestricted
Key Decision	No
Ward:	Central Harbour Ward

Executive Summary:

As part of a successful Future High Street Fund bid, Thanet District Council has been awarded £1,641,014 for Highway Improvement in Ramsgate. The scheme developed seeks to improve the public realm and provide connectivity between the popular harbourside area and the town centre. Through improved crossing facilities and creating a more inviting space, the scheme aims to help and encourage visitors to move from the harbour area up into the town. This is part of a package of different projects (funding from various sources) with the overall aim of making Ramsgate a more inviting and attractive place to live in, work in and visit.

This paper sets out the background to the design, the findings of recent consultation on the proposed improvements and aims to gather views of members of the Joint Transport Board to assist in influencing the next developments of the scheme.

Recommendation(s):

Subject to the views of the Board, and using information from the consultation, the project progresses to the detailed design stage and subsequent delivery.

Corporate Implications

Financial and Value for Money

The scheme has been developed based on the budget received from the then Ministry of Housing, Communities and Local Government (MHCLG), now the Department for Levelling Up, Housing and Communities (DLUHC). The scheme will be fully funded using this external funding and will be delivered at no cost to either Thanet District Council or Kent County Council. Any amendments and changes to the scheme will need to fit within this funding envelope.

Both financial and performance monitoring of this scheme is essential, and clear monitoring and evaluation processes have been established to ensure that the project both achieves its objectives as well as remains in budget.

Legal

There are no legal implications arising directly from this report.

Corporate

The Ramsgate Future High Street Fund programme supports Thanet District Council's corporate priority for Growth, by encouraging the regeneration of Ramsgate Town Centre. It will also enhance the environment through traffic management proposals with the aim of reducing vehicle dominance and reducing speed.

Equality Act 2010 & Public Sector Equality Duty

An Equalities Impact Assessment will be undertaken prior to detailed design work.

CORPORATE PRIORITIES

This report relates to the following corporate priorities: -

- *Growth*
- *Environment*
- *Communities*

1. Background and Development of the scheme

- 1.1. Thanet District Council was awarded £2.7m for two projects from the Government funded - Future High Street Fund. This funding programme was established to help local areas to respond to and adapt to changes. One of these projects was for Highways Improvements, with the aim of creating an inviting space which will encourage visitors to move from the Harbour area further into the town.
- 1.2. The initial idea for the design was developed in conjunction with the Ramsgate Coastal Community Team and Ramsgate Town Council. Using this information, Kent County Council assisted Thanet District Council in producing initial conceptual design drawings as part of the Future High Street Fund bid. These designs were then developed further by the Councils appointed consultancy team with regular input from Kent County Council.
- 1.3. During the development of the plans, Kent County Council and Thanet District Council pro-actively worked with StageCoach, and numerous site visits were held. The plans were subsequently amended to try and address the issues Stagecoach raised. The scheme is attached as appendix 1.

2. Consultation Methodology

- 2.1. Thanet District Council, along with Kent County Council, considered it important to undertake public consultation to assess the support of the project. The consultation was

launched on the 12th October and concluded on Friday 26th November. This took the form of:

- An online survey (182 respondents)
- Two drop in sessions to discuss the plans (46 attendees)
- The opportunity to email comments to consultation@thanet.gov.uk (4 responses)

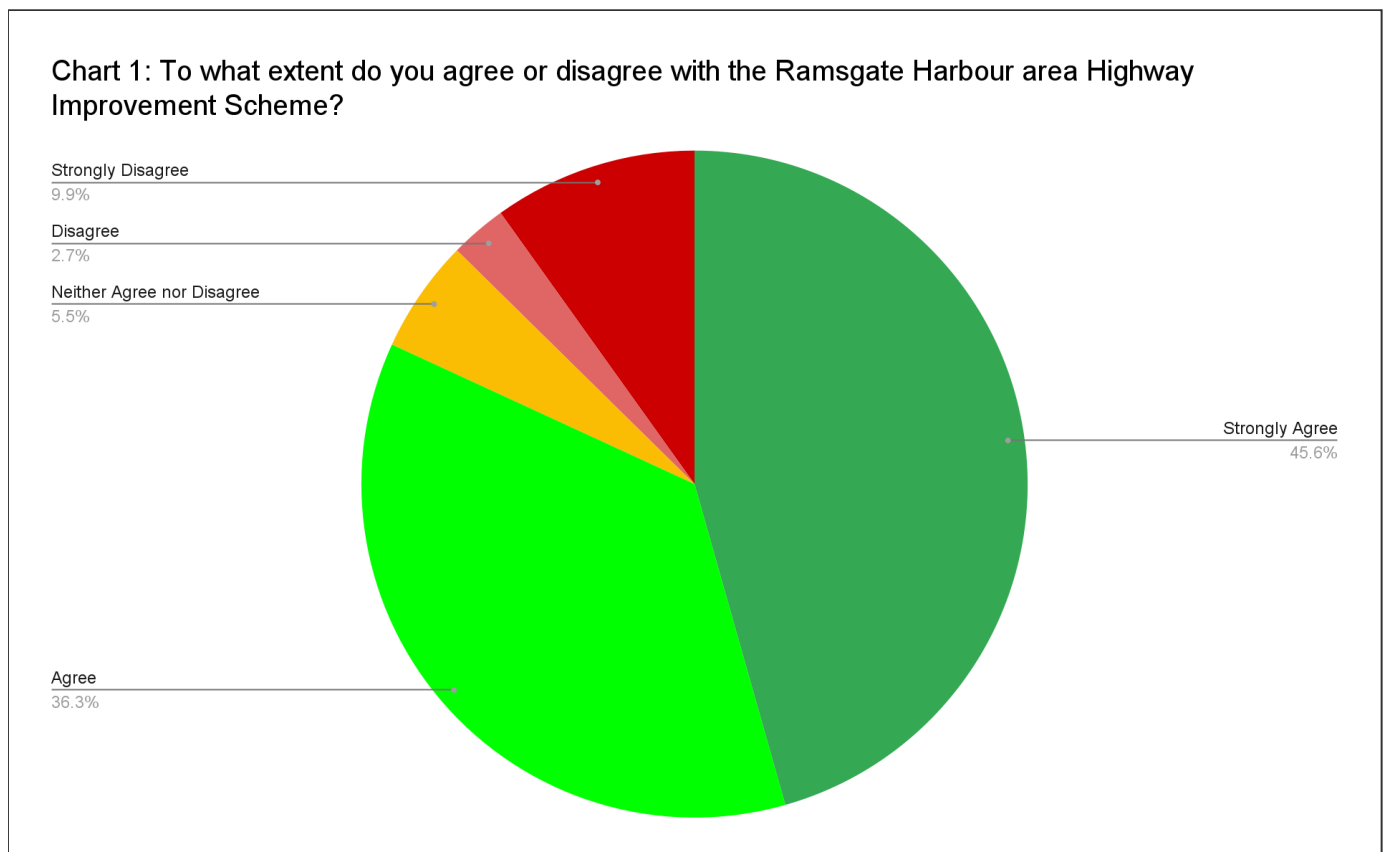
2.2. Appendix 3 outlines the demographics of those completing the questionnaire.

2.3. The consultation was promoted in a variety of ways including:

- Social media
- Thanet District Council website
- Advert placed in Thanet Extra - promoting the drop in sessions.

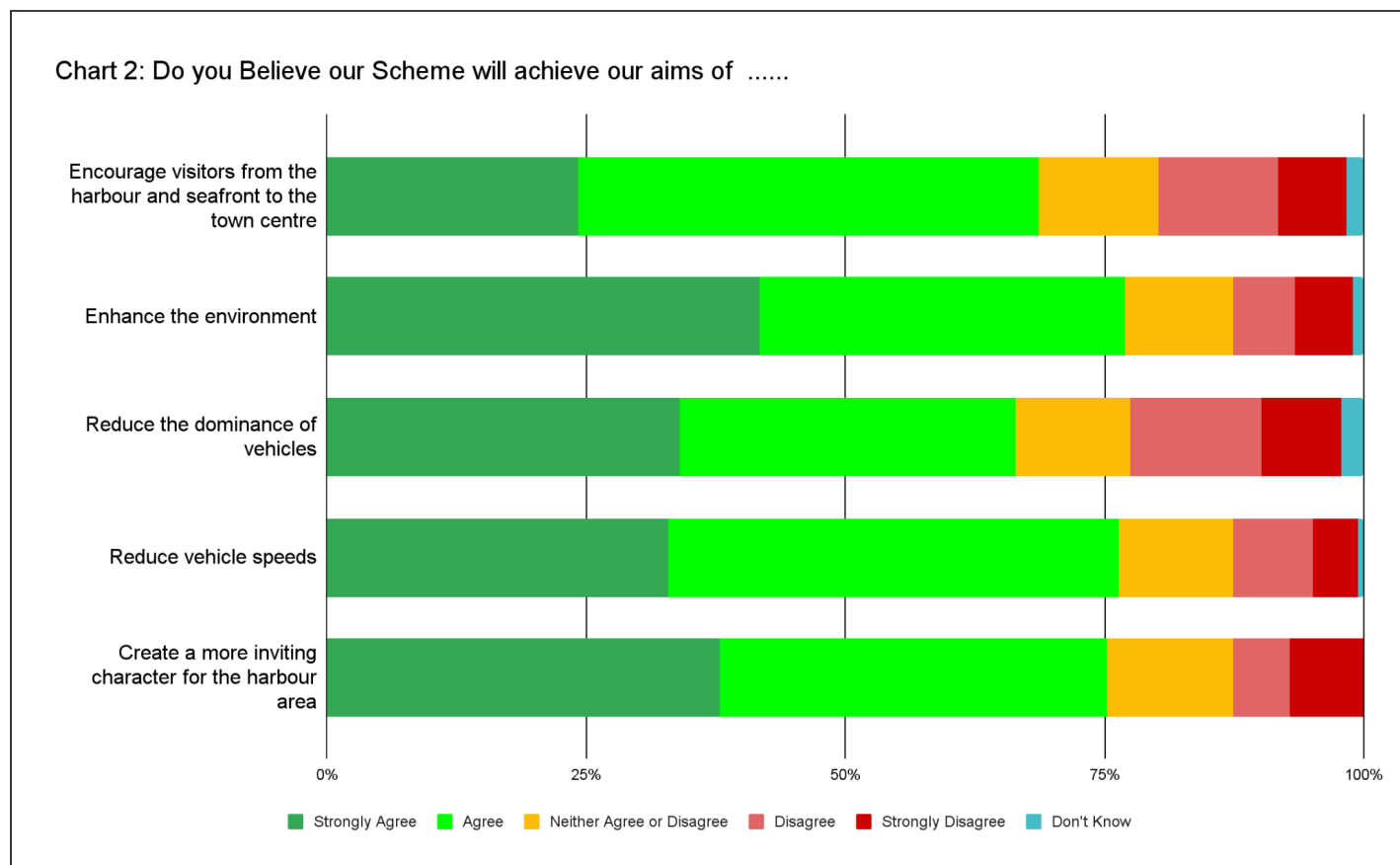
3. Key Findings

3.1. As can be seen by chart 1, in total 81.87% of respondents agreed or strongly agreed with the proposed scheme with 12.64% either disagreeing or strongly disagreeing with the proposals.



3.2. Respondents were asked whether they believed that the project would achieve the aims of the project. As you can see from chart 2 over 75% of respondents agreed or strongly agreed that the scheme would enhance the environment; create a more inviting character

for the harbour area; and reduce vehicle speeds. Respondents felt that the least impact would be on reducing the dominance of vehicles although over 66% still strongly agreed or agreed that it would achieve its aim.



- 3.3. Respondents were then asked what elements of the scheme they agreed with, the below chart outlines these key elements. The below table shows that significantly in over 80% of cases respondents liked or strongly liked the proposal to improve the crossing facilities at Military Road and Leopold Street, and creating a 20mph zone to the seafront area. The least liked element was the reduction of the bus layby with 53% either strongly liking or liking this element.

Question	Strongly like	Like	Neither L / DL	Dislike	Strongly Dislike	Don't know
Improving crossing facilities at Military Road and Leopold Street	54.95%	32.97%	5.49%	2.75%	3.30%	0.55%
Removing pedestrian guards at Albion Hill / Harbour Parade / Madeira Walk	29.12%	35.16%	18.13%	10.99%	4.95%	1.65%
Introducing a raised table	32.97%	35.71%	17.58%	6.59%	4.95%	2.20%
Installing signal junction and crossing point	46.70%	33.52%	7.69%	6.04%	4.95%	1.10%

at Albion Hill / Harbour Parade / Madeira Walk						
Reducing the bus layby capacity on the north side of Madeira Walk	20.33%	32.97%	26.92%	10.44%	7.14%	2.20%
Creating a 20mph zone to the seafront area	63.74%	23.63%	5.49%	2.75%	2.75%	1.65%

4. Key Messages

- 4.1. In addition to the quantitative questions, people were given the opportunity to make comments on the proposed scheme. Key messages from this include:
- Harbour Parade area (from Madeira Walk to the Pavilion Sands)
 - Consideration of restricting access or pedestrianising the harbour parade area
 - Restricting parking in the Harbour Street area.
 - The need to increase the 20mph zone (the most frequently cited areas of the extension was moving the zone from the bottom of Madeira Walk up to Wellington Crescent)
 - Concerns were raised about the state of the High Street area, and the need for this area to be improved.
 - Concerns about the bus layby restrictions but also the option to move the layby to Leopold Street.
- 4.2. Chart 4, overleaf, provides a summary of the comments received. Appendix 2 provides details of every comment received.

5. Stakeholder comments

- 5.1. In addition to the general comments we received, we also received comments from Ramsgate Town Council and Kent Police.

Ramsgate Town Council:

The Committee considered its response to the Thanet District Council Future High Street Fund: Highway and Pedestrian Movement Scheme.

RESOLUTION: Ramsgate Town Council welcomes and supports the proposed measures but raises concerns in relation to the route for large vehicles and HGVs when the road tunnel is closed. Turning left from Military Road into Royal Parade will be problematic and vice versa. To mitigate the issue it is suggested that tunnel maintenance should take place overnight or traffic control used if carried out during day time hours. It is also recommended that the scheme is monitored to check on its success.

Kent Police

In relation to the entire scheme, Kent Police agree that the work will enhance the visual aesthetics of the Harbour area. The removal of the roundabout will improve vehicular flow but may not necessarily reduce the inbound speed of vehicles. The raised table will definitely deter the majority of motorists to adhere to the 20 mph limit, however we are concerned that a level of non compliance will expose the scheme to a potential enforcement regime that previously did not exist. The National Police stance on 20 mph limit enforcement is clear and Kent Police remain to following the national advice and will not routinely enforce 20 mph limits or zones. This area may require further engineered solutions to ensure compliance post build.

The Royal Parade is subject to heavy vehicular use and any redevelopment of the harbour will only increase the need for access. We recognise the requirement to remove guarding to reduce potential casualties and support this part of the scheme. Particular care should be given to the alignment of any tactile surfaces to ensure safe passage of visually impaired patrons. We support the creation of the signalised crossing point to aid the above requirement.

The Harbour area and through traffic will benefit from this scheme and we the Police recognise the measures incorporated to mitigate danger to all users.

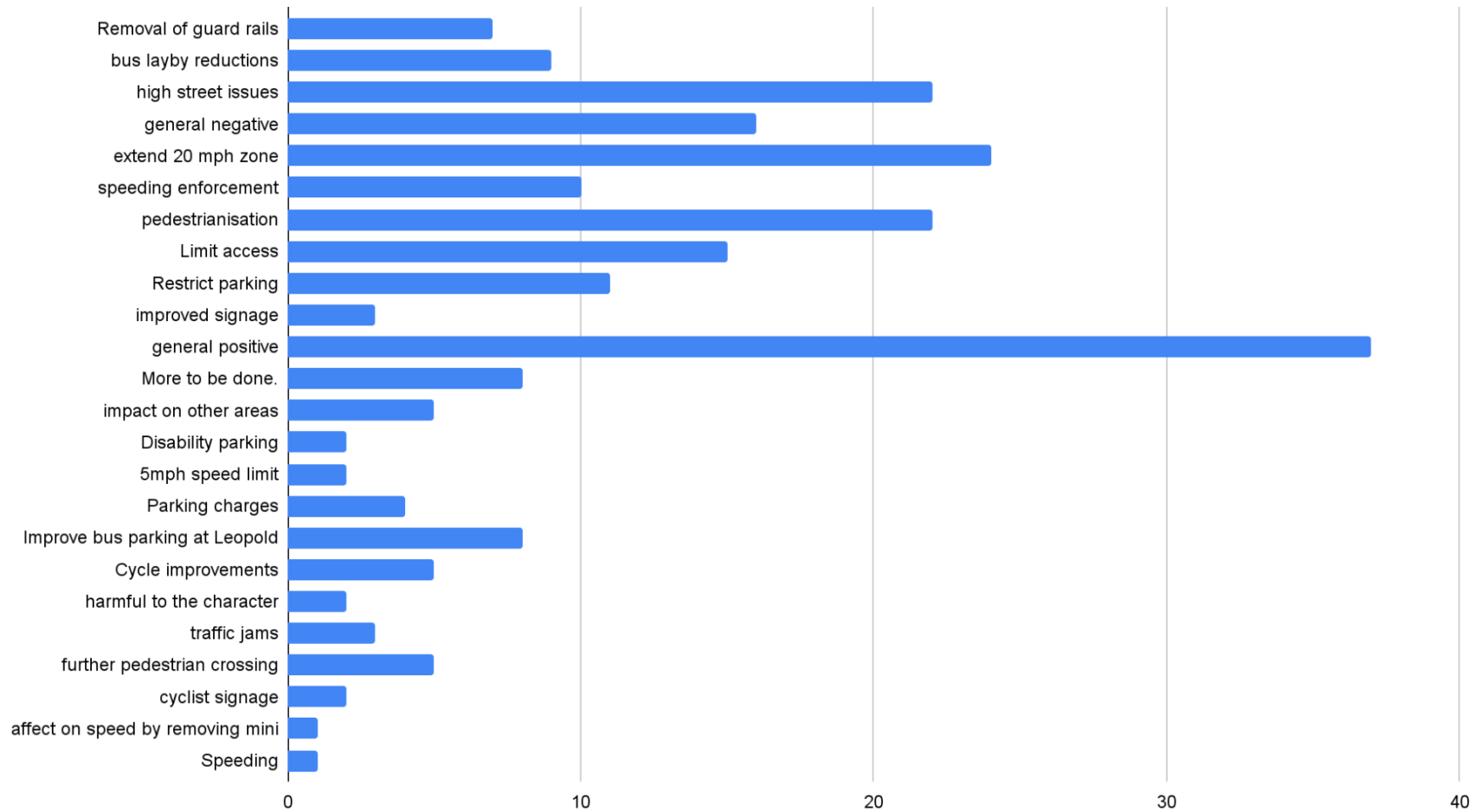
From a deployment perspective, we would wish be included in any scheme updates or changes that may result from the consultation.

6. Next Steps

- 6.1. It is proposed that the project team meet to consider the comments received from the consultation and Joint Transport Board, and that the project commences to detailed design stage through a Section 278 Agreement. We will also give feedback to those who have engaged in this consultation, with the key messages received and proposed changes that we have made as a result of the consultation.

Contact Officer:	Fiona Tomlinson, Towns Project Manager
Reporting to:	Louise Askew, Director of Regeneration

Chart 4. Summary of comments received



This page is intentionally left blank

Future High Street Fund Highway & Pedestrian Movement Scheme



Agenda Item 7
Annex 1

Welcome to Thanet District Council's public consultation on a proposed highways improvement scheme for Harbour Parade, Albion Hill, Harbour Street and Madeira Walk in Ramsgate.

Introduction

Thanet District Council is looking for feedback on highway related improvements within the high street areas in Ramsgate. The aim is to improve some roads in the area to:

- Help manage traffic flow
- Provide better access for pedestrians who walk from the seafront area into the highstreet area of the town.

These improvements will also include better provision for pedestrians and cyclists who cross at key parts of the route by reducing the dominance of vehicles. By making these changes, the aim is to create a more welcoming space which will encourage pedestrians to move between key areas of the town, which overall will contribute to the wider regeneration of the town centre.

These proposed enhancement activities form part of Thanet District Council's successful Future High Street Funding bid; a government funding programme to help rejuvenate the UK's high streets and town centres. These improvements will be funded by the Future High Street Fund with an aim to create a safer, more accessible and appealing environment for both local residents and visitors.

Why do we want to do this work?

The aim of the scheme is to provide an attractive environment with less vehicle dominance which encourages footfall to disperse from high density areas around the harbour, seafront and surrounding roads and filter further into the town centre.

- Increase the number of pedestrians and visitors who would go to areas like the harbour and seafront to also walk into the retail areas and town centre.
- Enhance the pedestrian environment through the creation of additional crossing points. This will complement previous interventions including increased and improved pedestrian public realm and street lighting to Harbour Parade/Harbour Street.
- Reduce the dominance of roads and vehicles within the area.
- Reduce vehicle speeds approaching the seafront area.
- Create a change in character by defining physical boundaries. The overall aim is to create a distinctive look and feel for the Harbour area in its entirety.

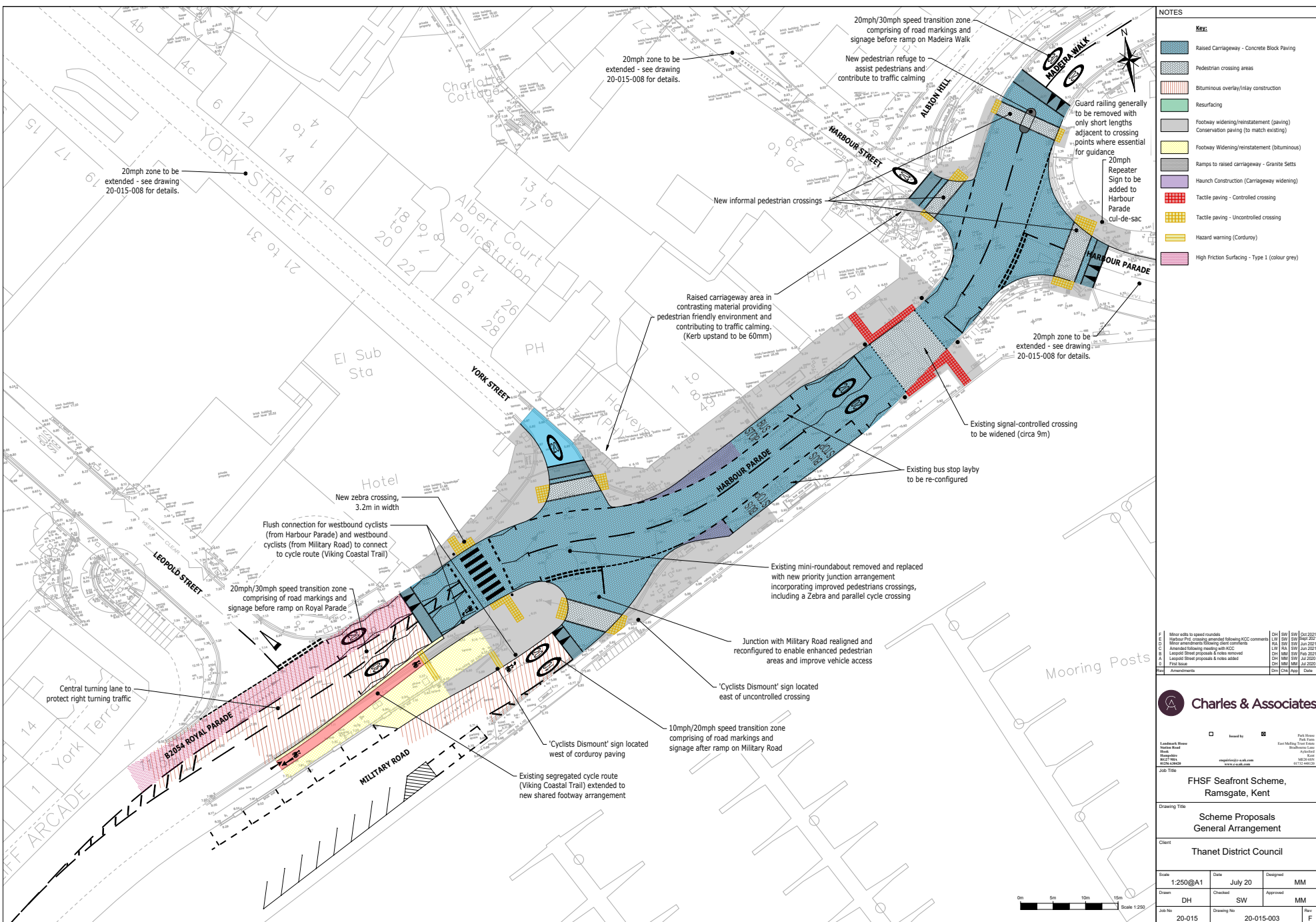
By improving these links, and creating a more inviting and welcoming environment to flow between key parts of the town, we aim to provide clear benefits and aid the regeneration of the town.

1 - Scheme Overview

What do the planned changes look like?

The final scheme proposals consist of the following:

- Provide improved crossing facilities at Military Road and Leopold Street, to help reduce carriageway dominance to the roundabout adjacent to Military Road.
- Remove the existing pedestrian guarding at the Albion Hill/Harbour Parade/Madeira Walk junction, to reduce carriageway dominance.
- Introduce a raised highway carriageway with material change to the surface of Harbour Parade. This will provide a defining location to Harbour Street and create a distinctive look and character for the Harbour area.
- Install a signaled junction and crossing point at the Albion Hill/Harbour Parade/Madeira Walk junction.
- Reduce bus layby capacity to the north side of Madeira Walk.
- Create a 20mph zone to the seafront area and town centre.



2 - Scheme Proposals - New Crossing Point and Junction

New Crossing Point

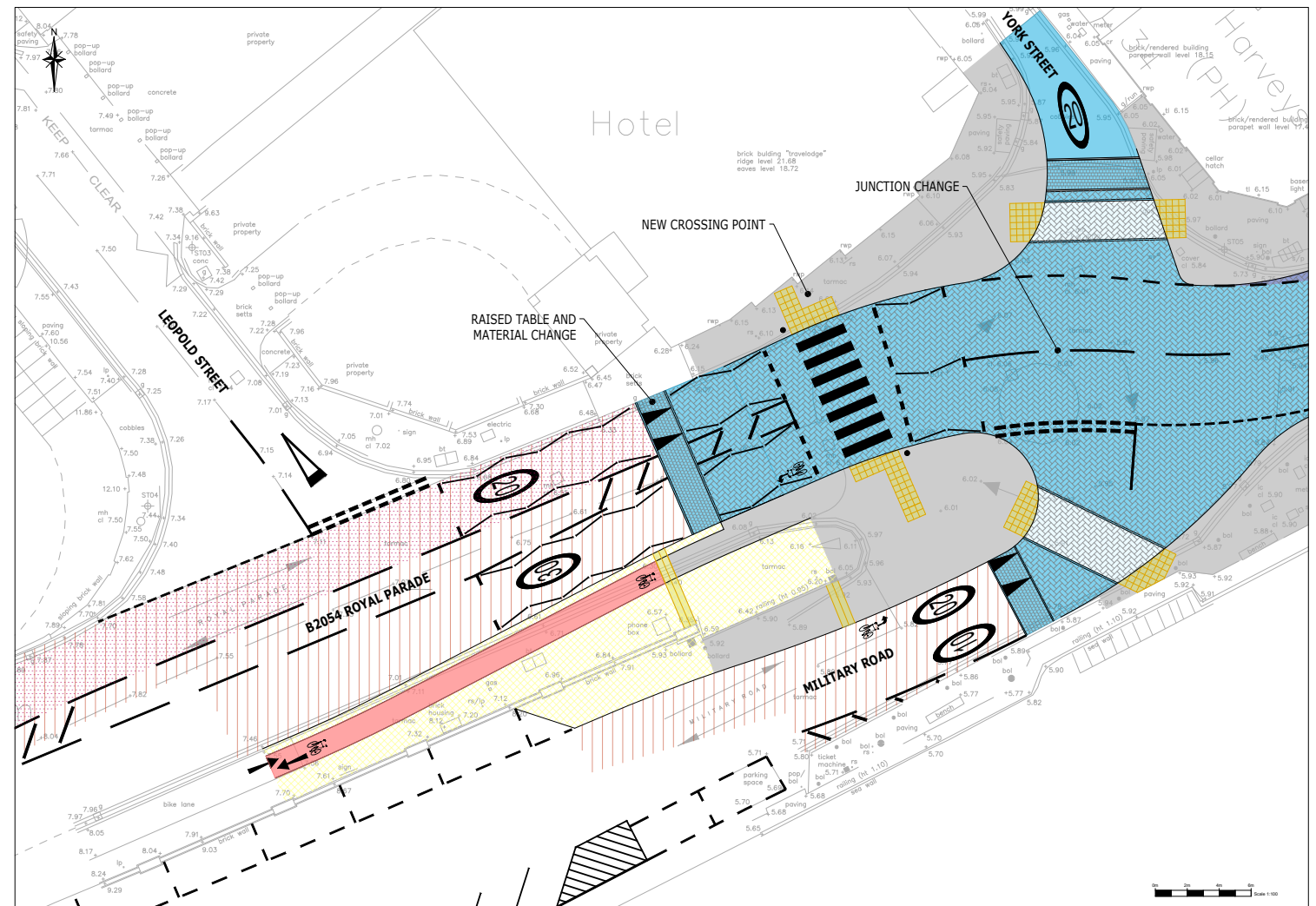
Pedestrian movement to be encouraged across Royal Parade with the addition of a new Zebra crossing point at Military Road/Harbour Parade. This will provide much needed links from the Harbour and Town.

Junction Change

Current vehicle dominance will be reduced through changes to create a new junction in lieu of the existing roundabout. More pedestrian space will be created to both the north and south. An improved link to the carriageway for cyclists to rejoin the highway will also be achieved.

Carriageway Change

Raised carriageway and a change of surface material will encourage vehicle awareness and a reduction in speed to meet the 20mph zone.



2 - Scheme Proposals - Improved Pedestrian Crossing and Character Area

Signalised Crossing

It is proposed to replace the existing pelican crossing to Harbour Parade with a wider crossing zone. This will enable increased pedestrian flow from south to north, facilitating easier access between the town and harbour areas.

Raised Table and Material Change

The character of the seafront will be improved and recognised by a change of surface material and carriage height.

Raising of the highway will further improve the visual linkage of the seafront to create a more pleasant pedestrian environment.



2 - Scheme Proposals - Guarding Removal and Junction Change

Junction Change

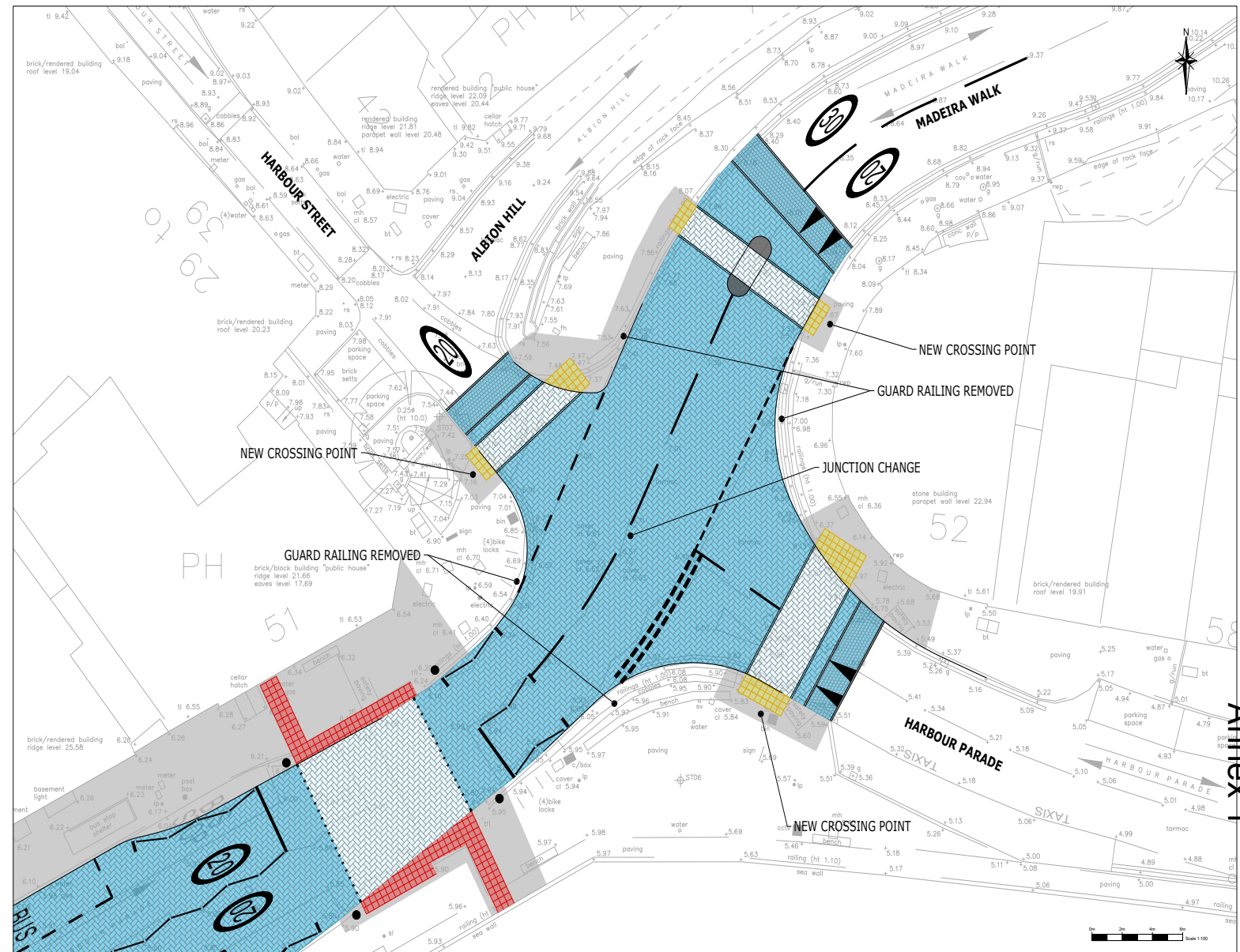
The junction will have reduced highway dominance with the transition zones and the change of carriageway height. The crossing will be enhanced with the provision of a new crossing point with a pedestrian island to aid crossing.

New Crossing Point

Improved pedestrian movement to be encouraged across Madeira Walk with the addition of a new crossing point with pedestrian island to aid crossing. This will provide a much needed access link between Harbour Parade and Albion Hill and encourage traffic calming.

Guard Railing

The removal of guard railing to the junction at Madeira Walk and Harbour Parade. This will provide an open pedestrian environment, reducing highway dominance when combined with the other interventions.

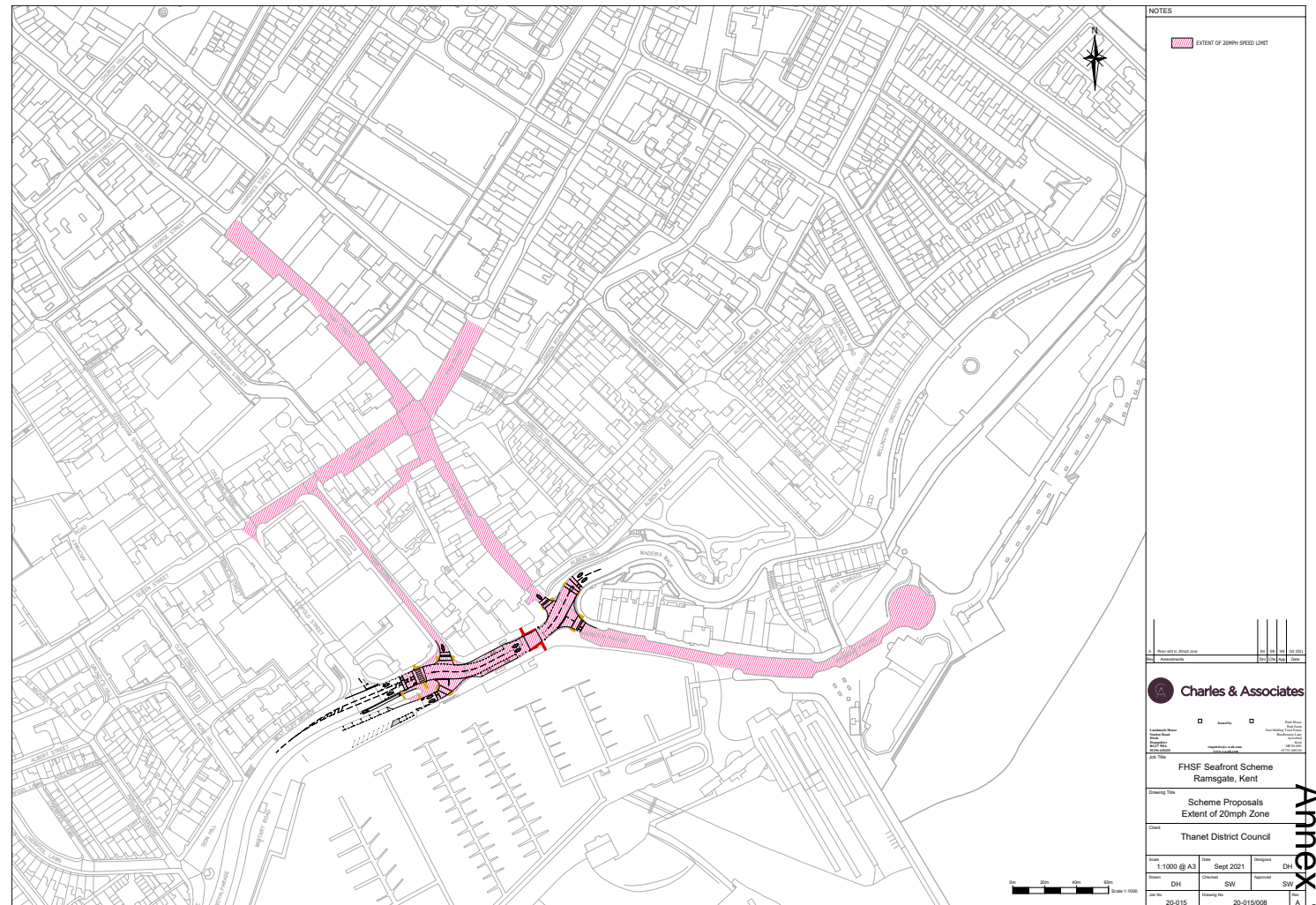


2 - Scheme Proposals - 20mph Zone

20mph Zone

To enhance the character of the seafront and reduce the vehicular dominance, a 20mph zone is proposed.

Extending this zone south along Harbour Parade will provide an improvement to the existing cafe culture and harbour area. Extending the zone to the north to York Street and Harbour Street and further to the pedestrian zone areas of the town centre provides an improved town centre environment.



3 - What Next?

Next Steps?

The results of this consultation will be reported to the Thanet Joint Transportation Board (made up of Thanet District Council and Kent County Councillors) on Tuesday 14 December 2021. The detailed design work will then be progressed after addressing any feedback which has been raised in the consultation. Construction is planned for Autumn 2022.

When will the work start and how long will it take?

It is proposed that any works included as part of this consultation will take place outside the main summer period. This will reduce the level of disruption during the peak period. It is anticipated that construction works will commence in Autumn 2022 and complete in Spring 2023.

How to contact us

If you wish to comment on any of these proposals, please ensure that you submit your views by 5pm on Friday 26 November 2021. Please visit thanet.gov.uk/ramsgatehighways for an electronic copy of this consultation. If you would like a hard copy of the survey, please email:

Email: consultation@thanet.gov.uk

Post: Asset Development Manager
Thanet District Council
Cecil Street
MARGATE
Kent
CT9 1XZ

Agenda Item 7
Annex 1

Agenda Item 7
Annex 1

Q6. Please add your comments about the proposed scheme.
Currently the barriers are safe. You are removing that and encouraging crossing in multiple places. This is risky. You have a crossing noone uses so your idea is to add more. Ridiculous! Buses can't fit there now, let alone reduced space. No one uses the high streets as most shops are bust and empty! Sort it out. Complete and utter waste of money. Ramsgate is dead because no one wants to visit. Make it better to park or improve high streets first
There is a real risk that drivers will accelerate out of the 20 mph zone. There are a number of homes for the elderly as well as visitor accommodation (Albion House hotel and Wellington Crescent and Comfort Inn) directly after the proposed end of the 20 mph zone. The 20 mph zone needs to be extended to the Granville Cinema area.
I can't see people being encouraged into the town/High St as long as the antisocial behaviour continues. Still too many empty/derelict premises and the area is filthy.
traffic speeding in the harbour area needs monitoring badly
As well as the proposed, I feel there is a missed opportunity to pedestrianise Harbour Parade. Not only would this reduce vehicle dominance it would also encourage more people to dine and drink along the harbour in the summer months, allowing smaller business to spill out and have more tables and chairs outside, competing with giants like Wetherspoons. Of course consideration has to be made for deliveries, that's why it would be a 9AM - 10PM pedestrianisation. Also consideration has to be made for the yacht club and harbour parking, but perhaps something could be done with the derelict land on the other side of the harbour by the old terminal building. I think the proposal is along the right lines, however so much more can be done to improve footfall from harbour to the town centre and also increase the desirability of the area.
I think that we also need to ban cars during the daytime, say from 10am to 5pm from Military Road and the part of Harbour Parade that leads to the beach
Clamp down on parking along the seafront, so many double parked.
These measures are a good start but they don't go far enough, the harbour area should be fully pedestrianised if you are really serious about making it work in the way you describe. Improve signage to the existing car park in Leopold Street and then there is no need for the endless stream of traffic trying to park on Harbour Parade. The pedestrian guards on Albion Hill are surely there to protect pedestrians from cars that could easily mount the pavement given the way people drive here and the layout of that section of road, so removing them makes literally no sense as a measure to supposedly benefit pedestrians.
Access to the pier and harbour crosswall needs to be maintained for harbour users and the restaurant at the end of the pier also for anglers and other foot users.
This is a long overdue, but a fine start, however if you are serious about a shift to more walking and cycling much more is required including public transport improvement and fully separated cycle lanes.
The 20mph scheme should be all of Central Ramsgate, stop the boy racers dangerously driving through Ramsgate residential streets. 20 is plenty has been adopted successfully in many places. Support the residents of the town in making it a safer place to live and for children to be raised. Ellington road, southeastern and park road are used as speedways. It's unacceptable, full stop.
Reducing the bus lay-by capacity is a backwards step in public transportation, and will cause congestion as busses have to wait their time table times.

Agenda Item 7

Annex 2

The scheme itself appears positive, however speed limits need to be enforced. Also more needs to be done about driving through the town centre.
The reason for not liking the idea of Reducing the bus layby capacity on the north side of Madeira Walk is because National Express use the stop and it would cause havoc with the Loops, 9s, 33s.
Looks good overall. I hope that the gate at the bottom of harbour street will be installed by the time this scheme starts (this should already be in progress) - but cannot see any indication of this on the plans. Also Harbour Parade should be signed "access only" at the junction with Madeira Walk : Throughout the day there is a continual stream of local and visitor vehicles that turn into harbour parade looking for a parking space. These vehicles then turn into the tiny harbour car park, come out again, then drive on to the roundabout by Weatherspoons, then turn back and finally drive out to the main road again - Harbour Parade is often impassable with this continual flow of cars that should be directed elsewhere.
Bus needed for drop off
This will cause more traffic to use roads north of the town centre putting pressure on already busy roads
Speed limits need to be enforced and parking and double parking stopped outside the bars and restaurants on the front and enforced
Very pleased to see these proposed improvements to the walkability of the harbour. A safer, quieter and cleaner harbourside is good for all of us residents and doesn't make it any harder to drive through. Well done TDC!
Excellent proposals to improve the Harbour for pedestrians
Improvement of access/parking for disabled people is notable by its absence. Disabled parking at the harbour is already non-existent and the cobbled surfaces near the Royal Pavilion are bad for disabled pedestrians and wheelchairs. I would also like to hear something positive about the cliff lift.
A step in the right direction
Harbour Parade speed needs to be reduced to 5 mph to allow a more pedestrian environment for the restaurants and bars.
I visit the Harbour very often and I think the main problem is the Clock House, car park and traffic along Military Road. The problem for attracting visitors to the Town from the Harbour relates more to the closed shops and general disrepair of the Town. The Harbour IS the Town's focal point but it looks uncared for, e.g. the Clock House. The Maritime Museum should be brought out from its current owner and transferred to a Trust with all the exhibits. The Slipway works should be enhanced, opening another slipway to business if possible. The mix of commercial ship repairs, a decent museum and the food and drink outlets makes for a unique attraction. The Museum could be a massive attraction to visitors but also to locals who have connections with seafaring of one kind or other. Military Road is a nightmare for people wanting to wander quietly or take some food and drink. The 10mph limit is not observed by most vehicles and won't be without enforcement officers of ANPR cameras. The Road should prohibit Heavy Goods vehicles between 07.30 hrs and 22.00 hrs allowing deliveries outside this time or by use of smaller vehicles. The Port traffic should never be allowed to pass through Military Road. Cycling provision is totally inadequate and forcing "shared spaces" on cyclists and foot traffic is a

Agenda Item 7

Annex 2

<p>recipe for problems and these are made more acute at times with high visitor numbers. If all traffic to the Harbour could be routed via the Port Road or to the access point by the Clock House perhaps the Military Rd by the arches could be fully pedestrianised between the times mentioned above.</p> <p>Traffic issues have to include management of motor bikes and scooters as well as other motor vehicles. Speed control is a must as is noise control. To achieve this it will be necessary to manage motor vehicle traffic on all the roads that approach the Harbour and Town Centre. A 20mph limit would help but only if ANPR and other enforcement is implemented. Otherwise this entire exercise will be an very expensive "tick box" project.</p> <p>A further issue is the Railway Station having no signs to direct people to the Town Centre, Harbour, beaches and other areas of interest. The lack of visitor information is another problem, leaflets out of date or missing.</p>
<p>The seafront itself attracts tourists as it is. There is ample parking for visitors and disabled people. The crossing at the bottom of Madeira walk is convenient. The bus stop itself is well situated. All of these factors have created this amazing atmosphere. The only thing needed is to regenerate the town itself and encourage tourists to make their way into the town in a safe manner like installing a timed barrier so vehicles don't travel up the town.</p>
<p>One needs to improve the town centre at the same time. You need cheap or free parking as well.</p>
<p>The 20mph speed is a good idea, permanent widening of the pavement along Harbour parade would benefit both the cafe culture and attract visitors. The wider crossing is a good idea. The bus parking lay-by could be improved in Leopold Street to reduce the parking on the sea front.</p>
<p>Ramsgate feels dominated by the road that passes through its seafront which is lovely for motorists but not so good for pedestrians, families, walkers with dogs et cetera. There is often a feeling that you can sit but the view is spoilt by cars parked directly in front of you obscuring the view of the harbour. Also the noise from the road is a constant issue</p>
<p>As a boat owner in the marina I love the idea of making this more bike and pedestrian friendly even if it causes me a little inconvenience when I need to drive.</p>
<p>The tougher you are on cars in this area the better. Please do more and make more pedestrian only areas</p>
<p>It is so difficult to cross the road so I welcome this rationalisation of how people want to move around to enjoy both the harbour and the town.</p>
<p>How will the 20mph zone be enforced?</p>
<p>The town won't regenerate all the time there aren't a lot of shops like there used to be to cover a wide variety. Rent is too high. There is no free parking anywhere near the town or harbour, no market days which would always encourage people into the town. Access and crossing the roads have never been a problem nor have stopped people from visiting the town or harbour. This scheme is totally bypassing the real problems within the town. Putting a crossing at the bottom of Madeira walk is potentially dangerous, as cars will take longer to stop as it's steep with a blind bend right next to the proposed crossing. Ramsgate has a working harbour, so as the partner of one of our Charter Boat skippers, it is vital that access remains for both sides of the harbour. Extra crossings will increase stopped traffic, build up of exhaust fumes for those sitting outside enjoying a pint or their dinner. I agree with the 20mph, not that you can go faster than that along there anyway.</p>
<p>Being pedestrianised would be much better. Make a one way seafront bypass from Leopold street and effingham street</p>
<p>A good proposal, however the seafront area should be pedestrianised - even if this is only during peak times of the day. Cars turning around, coupled with parked cars and restaurant tables make it very difficult to cross the road safely. I would propose that during summer months (May-September)</p>

Agenda Item 7

Annex 2

the road is closed to vehicles between 10 and 4, at the car park/harbour junction. This will still allow for deliveries to restaurants, but will make it safer and more inviting for pedestrians.
If you can safely connect the military road cycle way with the harbour section I'll be very happy. This section is currently very poorly designed.
More pedestrianised/cycle areas would be preferable, but realise this needs a wider plan.
Whilst I like the scheme I'd rather have seen the money actually go towards the town centre. Isn't that what the fund is for?
Tinkering at the edges. 20mph waste of time as it is never enforced Remove – and enforce - all on-street parking from Harbour Street and York Street Remove all on-street parking in Harbour Parade Remove through vehicular access (and thereby parking) on Military Road except for business access with allocated parking permits Who wants to sip their coffee amongst moving, dangerous, noisy, polluting vehicular traffic? Taking these additional measures would increase these areas' value as social spaces for people not cars. Shop-keepers and the leisure industry argue the banning of cars adversely hits their trade. The reverse is true and you should demonstrate that in proposing the addition measures above.
The proposed schedule will be harmful to the character of this historic and attractive area of the town. The proposal will deliver minimal benefit and not aid the regeneration of the town centre. If the town centre was worth visiting, people would go there. Money would be far better spent repairing the harm KCC have done to the street lighting scheme when they installed LED lighting.
I like the idea of joining the pedestrians walk from harbour into the town, only if the markets were to come back and encourage people into the town. On the other hand limiting cars to parking further out of town will reduce footfall . At present Ramsgate town is like a ghost town and not very nice to visit, so anything will be better than nothing.
its ok to want more visitors if trouble can be contained
A good idea but should be expanded still further up Harbour Street and central town centre to encourage pedestrians
Would like too see the whole seafront area pedestrianised. That would definitely make the whole area more inviting.
Long overdue improvements
20mph, traffic calming and pedestrian crossing should be introduced in other areas in Ramsgate. Specifically Ellington Road/Grange Road junction
It will be good to have more focus on pedestrians, but the impact of increased traffic flow on other routes all needs to be assessed and the impact managed
I would like to see Harbour Parade pedestrianised (perhaps between certain times of day to allow for deliveries to local restaurants).
The scheme is a great start but it needs to be bolder and completely stop vehicles in summer of the harbour areas.

Agenda Item 7

Annex 2

I think this is an excellent idea. The area is currently dominated by vehicles, with the main place for pedestrians to cross being the signalled controlled crossing point - which can sometimes be slow to change to the pedestrian cycle. This scheme should help to extend the popular harbour area up into harbour street.

By 'reducing bus layby capacity on the north side of Madeira walk', I presume you actually mean the north side of harbour parade. One issue with reducing this capacity is what happens when two busses arrive together - the second bus would presumably be waiting behind to get into the bus layby and partially block the north side of the road. As well as local bus services, I believe that national express also picks up from here - they can be parked for longer than the local busses whilst waiting for passengers to store suitcases etc in the hold.

Some traffic currently travels quite fast down Madeira walk, which is potentially dangerous for pedestrians trying to cross the road on the hill itself - as the bends in the road mean that there are only a few points where pedestrians can get a clear view of traffic before they cross the road. Ideally, it would be best if the 20mph limit ran the whole length of Madeira walk, starting at the end of Wellington Crescent.

Consideration should be given to making harbour road a pedestrian zone with access only provision for deliveries and commercial premises. This would move vehicle traffic to alternate city Centre and seafront parking further enhancing the pedestrian and cycle experience and improving the opportunity for local tourist businesses to eclipse outdoor seating areas and pedestrian space. The constant flow of Cars and motorbikes detract significantly.

Getting traffic to pass through the area at 20miles per hour could cause traffic jams, especially with the pedestrian crossings as well.

Some planting and a review of necessary versus unnecessary street signs and furniture would also be good elements to consider.

It is very important that there is a pedestrian crossing from the top of Kent steps to Albion gardens. People speed and round the corner and there have been accidents. It's a common walking route for residents and tourists and is very dangerous.

Please don't lose parking capacity. In the past 5 years, parking for residents has reduced a lot. Blue badge holders (me) have been grossly effected by this.

Overall, I welcome anything that increases pedestrian access to harbour area and town centre, and reduces the dominance of cars and traffic. So it all looks very encouraging!

My one worry would be that removal of the guard rails on either side of the road would expose pedestrians to speeding & out of control cars mounting the pavements, which seems to be happening more frequently, and has resulted in lots of accidents across the country, as well as in Ramsgate.

During the evenings and later at night, cars and motorbikes are often speeding and racing along these seafront roads, putting pedestrians in danger. Maybe a chain of bollards could be installed on both sides of the roads to protect people on the pavements.

I think this is a fantastic scheme that will really enhance the area

money would be better spent encouraging businesses to the High Street

Looks good to me.

This will be a vast improvement, it is a shame harbour parade will not be pedestrianised. The cafes and mood of the area would be improved with fewer cars and larger external seating areas. I am also recalling a 'town Square' proposal outside the maritime museum but assuming this has been shelved?

Agenda Item 7

Annex 2

Vehicles rarely exceed 20mph in the seafront area anyway, so this is unlikely to make a big improvement. A better approach would be to limit access times for commercial vehicles or make access a single carriageway with traffic controls, allowing local businesses the opportunity to utilise the area at the front of the property permanently.
Even with 20mph and crossing points I would worry about removing the barriers- as people will try and cross not at the correct points and where views of the road are restricted due to the bend in the road this could be unsafe. For example, even with all of the crossings along Margate seafront pedestrians still just cross the road and sometimes even just walk out in front of cars. Could there be a compromise with some of the barrier left. Otherwise, I really like this proposal, especially the new junction/crossing at the Leopold Street end. I think this will make it much easier to navigate as a pedestrian- especially with a pram, as atm this area is tricky to walk along.
the parking down the entrance to harbour and around the roundabout causes congestion and problems We want to attract more visitors also also there two car parks nearby but the closest one near the town needs cleaning on a regular basis to attract people to use it
I am still concerned about the control of cyclists in this area. Some can be very arrogant, & come upon you silently from behind. I frequently move over for them, but very rarely get even an acknowledgment let alone a 'thank you'. I think signage pertinent to them should be clearer.
A 20mph speed limit doesn't go far enough. Apart from vehicles that need to deliver to businesses there should be no vehicles allowed through the town or the section that goes from Little Ships to the seafront. The pavement is far too narrow in this section. It should be predominantly for the use of pedestrians. Cafes with outside seating are far more attractive to locals and tourists if there are no vehicles.
I feel that the scheme is an improvement on the current situation, but that there should be a greater emphasis on stopping cars (with the possible exception of delivery vehicles for businesses) driving up Harbour Street and down Harbour Parade, rather than just reducing speeds and hoping drivers will be nice and take alternative routes.
Removing the mini roundabout might negate the new speed limit as some drivers will just see a clear road in front of them. I have been a professional driver for over 20 years.
The 20mph scheme should extended further up the High Street and INCLUDE George Street which is a very fast rat run...
ABOUT TIME, THIS SHOULD HAVE HAPPENED YEARS AGO. TDC TOO SLOW TO ACT.
We need more pedestrian areas on the Harbour Seafront , and stop all the parking there as well
Anything that enhances safety for pedestrians and reduces car speeds is good also we need something to encourage people to actually go into the town
It doesn't seem radical enough a change. It just seems like a lot of money to put some new road markings down. The changes don't go far enough.
Anything to stop the petrol heads driving up the High St. Unless you're a delivery driver there is no need to drive up there. Ban all cars from Harbour St up.
I think there could be more to be done to extend restaurant/cafe culture on harbour parade. (the road where Little Ships is). To reduce parking in this area so that locals and visitors can enjoy the harbour. Perhaps move the taxi rank too to encourage this.
Please shut off traffic to Harbour Parade and make it a Pedestrian Zone
reducing bus parking bit odd if trying to encourage more use of these and reduce car usage, removing railing could be dangerous and encourage people to nip across instead of using new crossing areas. i think to fully enhance areas ban all cars using seafront area just have business access for deliveries and buses only. think that reducing speed will help but concerned of the boy

Agenda Item 7

Annex 2

racer element too
i was hoping the scheme would include the creation of a pedestrianised area - this would make a huge difference
Not sure it will reduce traffic or stop local business owners in Harbour Parade being complete inconsiderate morons double parking their cars
I think there is an opportunity missed regarding the vehicle access to the east pier. With the proposed redevelopment of pier yard it makes no sense for traffic being through the square . Far better to create an access from Harbour parade.
I feel that the harbour and surrounding areas have already been improved. There are far more important models for other areas in Ramsgate that never get the focus. I believe that the train station should be closer to amenities as this is where a lot of travellers see when they arrive in Ramsgate and it does not instil a sense of pride.
I hope this will encourage local people and visitors to enjoy our seafront.
Great idea, it's awful the speed of vehicles coming down madeira walk
Make parking affordable at the multi storey to reduce people looking for harbour parking near the harbour which will reduce vehicles passing looking for parking
Why not spend the money in improving the lifts and removing parking charges. The car park needs an attendant and refurb. The high st needs a lot of attention and we need to attract companies with low rents and business rates.
Who's going to police it
My concern is the traffic congestion these proposals will cause with so many crossings and almost coming to a standstill approaching a windy steep hill (Madeira). Great for pedestrians but cars need to use the area too! Cycle provision is good. Ditch raised tables. They don't work and need continual maintenance and wreck cars. (look at St Peters)
This road will always be busy because there's no alternative to go round living on the East Cliff. 20mph zone is a good idea but during normal daytime, traffic can't go any faster. Creating a pedestrian area will not attract more people into the town when there's nothing to see. Wider pedestrian crossing is a good idea at busy times. Reducing bus lay-bys will create more traffic jams and pollution. Overall a complete waste of money but then that's what councils do. They never listen to peoples views or ideas. So I expect your go ahead regardless.
I would rather see the harbour area pedestrianised
Removing the guard rail will cause problems at night when the local bars kick out. I have worked in these bars and seen some near misses with people jumping the barriers, not having them is just an open pass for people to not pay attention to the road.
The more crossing points for pedestrians, the better
This should have been proposed a long time ago
Think the crossing just off the bend at Albion Hill is dangerous. Losing the roundabout at Military round will make turning large vehicle into military road harder. Really cannot see how this will attract persons into the town!
The scheme itself will not attract visitors from the harbour area into the town centre, only a complete revamp/rebuild will make any difference to Ramsgate Town.
Looks exciting, we are new in the area and would like to see how the disused port is converted into something special which I am assuming is part of the same funding received but a separate project.
When the centre of Ramsgate is pedestrianised for special events the whole space feels more

Agenda Item 7

Annex 2

attractive and welcoming Having that as a given all year round could be transformative
<p>1.The mph speed restriction should be extended further up the hill at Madeiras Walk so that vehicles reduce speed earlier.</p> <p>2. The scheme would be much improved and better achieve its objectives if the bus stops were relocated to Leopold Street.</p>
The entrance to Harbour Street is dirty, neglected and uninviting, this must be addressed to get people into the town centre. Police station in very poor state giving poor impressions of the town. Beggars, homeless, drunks.....serious issues remain.
As a Harbour Ward resident who is already finding parking an issue, I am fearful that pedestrianisation of the Harbour will encourage more visitors to use residential areas as their free parking. We desperately need residents parking in large areas around town centre. Our road is a dead end and we are constantly plagued by non residents using our road to park and walk into town. An overhaul of resident parking is needed in tandem with this proposal
<p>I am very much in favour of the scheme. However, I think that it needs to be more expansive. I would like to see:</p> <p>1. The 20 mph extended to start at Paragon Promenade and at Cottage Road/Wellington Crescent to the east. On a general note, I think that the whole town centre area should be a 20 mph area, controlled at key points by average speed cameras.</p> <p>2. Further consideration needs to be given to the end of the cycle lane at Royal Parade. There should be clear markings that cycles cross as well as pedestrians at the crossing. This will allow for cyclists who wish to travel east to safely access the left-hand side of the road. Cycle priority markings should be made on the road and the bus stops marked as a shared cycle and bus area. Also, there should be protection measures for cyclists wishing to cycle on Madeira Walk to Wellington Crescent/Harbour Parade either way.</p> <p>3. The pavement at Harbour Parade should be widened permanently to allow more space for pedestrians and for outside tables for cafes and restaurants (on the arm of the road in the direction of the Royal Victoria Pavilion).</p> <p>4. Bus stands should be predominantly in Leopold Street, with Harbour Parade having stops only.</p>
Would also like reduced speeds in conservation area of Ramsgate.
I think the 20 mph area should be extended to cover most of the Conservation Area. Particularly concerned about fast traffic down Madeira Walk not seeing the new crossing area until very last moment due to bend in road - better to have the whole area including Wellington Crescent at 20mph. With restricted parking planned in front of the Clock House signage to the car park in Leopold St the turn to the car park needs to be better signed and, better still, be called the Harbour Car Park
Currently, traffic dominates the area, cutting off the Town from the Harbour area. This scheme goes a long way to changing that situation. The pedestrian must be of paramount importance, rather than cars and vans. Traffic learns quickly when it is not the dominant force, as I have seen in other areas.
This will make a huge difference to the safety and accessibility of Ramsgate and is long overdue . I think the reduced speed areas should be extended to include the length of Wellington Crescent up to George V Park, and even more importantly further up the High Street (i.e. past Cannon Road). The junction at Chatham Street,/High Street/ Chapel Place is frightening and potentially lethal. I witness motor vehicles regularly driving at wildly high speeds and feel it is only a matter of time before a tragic accident happens.

Agenda Item 7

Annex 2

20mph limit should also apply to Wellington Crescent

The 20mph should extend through Wellington Crescent as this a dangerous fast section of road where tourists and locals park, it seems to get forgotten.

The funding is for the high street to enhance retail and community activities. It's not a nice place and I feel very unsafe walking there any time of day. It looks awful the whole high street needs improving along with the access. These and the above are priority.

My concern is that with the scheme as proposed will encourage drivers to accelerate out of the 20 mph zone up Madeira Walk. This is at odds with the socio-economic activity that takes place and/or will take place along Wellington Crescent and Victoria Parade.

Background

There are a number of homes for the elderly (Homefleet House) along Wellington Crescent and Victoria Parade.

There are a number of visitor accommodation sites including Albion House hotel, Wellington Crescent, Coastguard Cottages and The Comfort Inn along Wellington Crescent and Victoria Parade. There are a number of social activities that take place on the East Cliff promenade; for example Ageless Thanet meets at the Tollgate Kiosk and many people of all ages from the very young to the elderly walk on the East Cliff Promenade.

There are also access points to the beach at the Pugin/ Kent steps, East cliff lift (when operational), Rainbow steps and East Cliffe chine which people do need to cross the road to access.

In addition, Granville Theatre is to be used as a community asset and the catchment area must be extended to buses, feet, train as well as by car. There is a bus stop on either side of the road but with no zebra crossing or traffic lights to assist safe crossing.

The nearest train station is Dumpton Park with quite a short walk to the seafront again there is no zebra crossing or traffic lights to assist safe crossing.

All of these socio-economic activities require crossing to and from the road.

Proposals

To extend the 20 mph zone to other parts of the East Cliff and wider town (namely Madeira Walk and Wellington Crescent and parts of Victoria Parade).

To create a zebra crossing at or around the lower kerb part of Victoria Parade near Granville.

It's so backward looking. The harbour is the best tourist attraction in Ramsgate. It should be pedestrianised, both Harbour Parade and Military Road, so that the cafes, pubs etc can spread out and make Ramsgate more attractive to tourists and residents. There is no point in having 20 mph zones if they're not policed. Motorists pay no attention to the existing limits. It's positively hazardous crossing Wellington Crescent. If you really want to link the harbour to the town centre then block the road to all traffic except buses from York street to the bottom of Madeira Hill. Madeira Hill, Wellington Crescent, Victoria Parade is just a rat run, for drivers seeking the totally inappropriate Winterstoke Crescent/Winterstoke Way route to Dupton and Broadstairs. Incidentally having a crossing on Madeira Hill just round a blind corner is asking for trouble. There will be accidents.

The gaping flaw in the scheme is that it allows non-essential traffic and even on street parking in Harbour Parade. This is a small no through road (though unbelievably there is no sign to indicate this at the entry point) Deliveries, residents, disabled and emergency services all need access. It is quite ridiculous to allow other kinds of traffic to even enter the street let alone park on it. The recent removal of the planters which had at least restricted parking during the covid emergency makes me doubt that the people in charge can be really serious about deterring cars from spoiling the relaxed, leisure use of the seafront.

Agenda Item 7

Annex 2

It would ALSO be good to have a crossing from Addington Street to the steps down the harbour. Addington St has become a main attraction and a crossing here would enable pedestrians, both resident and tourists to safely cross from the harbour and arches shops, restaurants to those on Addington Street. It seem that it might be be good to include this in the plans. It would also further reduce the use of the road along the top of the harbour as a 'race-track'.

Another idea would be to replant some good sized trees in the harbour area. A greening of trees would really enhance the environment and make this a more quality place to be for both residents and visitors.

If I may add to the comments I made yesterday, the reason I called the plan backward looking is that it takes no account of the climate crisis we are living through, or even a nod towards Cop26. The reason I propose blocking off Harbour Parade between York Street and Madeira Walk to all traffic except buses, as well as really integrating it into the town centre for pedestrians, is also to discourage commuting along Harbour Parade, Madeira Walk, Wellington Crescent, Victoria Parade etc. We have to discourage people from using private cars. As it is, the noise and particulate pollution along Wellington Crescent is appalling. Take a look at the ground floor frontages of the houses on Wellington Crescent and you will see heavy black particulate deposits. This is killing people. Thanet is fortunate in having a good public transport system. The Loop, in particular, is as good as any London bus route. Rail contacts between the Thanet towns are also good. This is your opportunity to do something for life on the planet, that's the important thing, not adding a few pedestrian crossings.

There is no point in trying to move visitors from the sea front into the town when there is very little to take their interest at present. The town needs more investment, to encourage new traders.

The scheme is a little suspect as it is framed as a High Street Improvement. While it is well intentioned to move people from the successful harbour area into the High Street area if the High Street is not improved it is not really applicable.

supportive of the pedestrian crossing proposals. Definitely be in favour of a more pedestrianised area, this would be a good change and encourage people from the town to the harbour area and vis versa. The quality of Ramsgate's High Street is in need of an overall if visitors are to be encouraged through the new proposed access from the harbour

I think that the reduction of speed and crossing are great but worry about limiting of buses as these are key to mobility for some of Ramsgate residents and shouldn't be hampered

Having spoken to the representatives at the consultation, a suggestion has been made that there was a consideration that the 20mph zone could begin at the top of Madeira Walk. Many visitors park on Wellington Crescent and look to cross the road by the Albion Hotel to access the town through Albion Gardens. I would suggest that if there were a further raised crossing, and a reduction to 20mph at the top of Madeira Walk this would be advantageous to the overall scheme. Traffic accelerates up the hill and makes the crossing opposite the Albion Hotel particularly dangerous. Bus drivers at the top of Madeira Walk, seeking to leave the stop on Wellington Crescent toward the Harbour because of the speed of the traffic. Kent Steps leading to Wellington Crescent is an extended attraction of the Harbour area and the crossing at Albion Hotel has potential to become more hazardous because of vehicles accelerating away from the 20mph zone. I would even suggest that if Wellington Crescent were to be included in the 20mph zone beginning at the crossing opposite Homefleet House, which is used by many residents of the retirement home would greatly improve the whole scheme for the Town in the light of the Vision Zero initiative. The intention of the scheme is to reduce to the dominance of vehicles. Wellington Crescent as it leads to the Harbour is heavily used by vehicles as primarily a through route to and from the Harbour /West Cliff direction. By limiting the 20mph zone to the Harbour area only does not consider the extent to which the parking of visitors on Wellington Crescent who access the Harbour and town centre from this area would be less at risk if

Agenda Item 7

Annex 2

the scheme for speed reduction. If there was consideration to increase the speed reduction zone this would enhance the Harbour scheme and make a more pedestrian/cyclist/visitor friendly environment.
20mph zone should be extended to include West Cliff Road and residential areas
Unfortunately, we found the proposals disappointing. We realise that the money available is limited and certainly not enough to employ experienced consultants. However, we have the following comments:
<p>I would to see the raised table area extended across the whole crossroads area between the existing crossing at harbour parade and the proposed crossing at Madeira Walk.</p> <p>I would like to see the 20mph area extended across the whole of Central Ramsgate.</p> <p>I would like to see Harbour Parade pedestrianised from the junction with Albion Hill to the Pier Yard pedestrianised.</p>
Concerned about details of reduction in bus layby..... that this doesn't lead to traffic back up as buses not able to get into layby
The town centre doesn't attract visitors because it is a run down area full of empty shops and has social issues and the people that accompany it. Changing traffic by the well populated waterfront is a way to look like you are doing something without addressing the underlying problem. In addition making the area less vehicle friendly will discourage visitors and make locals choose other routes on residential streets to avoid this ridiculous scheme.
<p>While I am delighted with the proposals as far as they go, they need to be extended urgently. In light of the increasing use of 20mph zones throughout the urban areas in London and the rest of the country, the area of the proposed zone should be extended.</p> <p>Royal Parade should be 20mph for its entire length, perhaps including St Augustine's Road also.</p> <p>There should be a pedestrian crossing between the AddingtonSt/Nelson Cresc junction and 'Jacob's ladder'.</p> <p>Many people cross at that point, and it is dangerous. The danger will not be lessened by the short 20mph zone, as all traffic will accelerate strongly as it becomes 30mph.</p> <p>In my view there should also be a pedestrian crossing at the end of Royal Parade/Western Esplanade near the Churchill. Crossing between the seafront and the town is often almost impossible at this point.</p> <p>Please don't be so timid with these proposals. Many towns now have a blanket 20mph zone, and drivers seem to be accepting of this enormous enhancement of pedestrian and cyclist safety.</p> <p>Further to my email below, I have realised there is still no safe crossing to the west side of Leopold St (bus stops, The Terrace, shops in Queen St.)</p> <p>The original crossing at the harbour bus stop already gives access to York St and the east side of Leopold St.</p> <p>If the proposed new crossing is moved just to the east (above Leopold St), this problem would be addressed.</p>
<ul style="list-style-type: none"> ● Money should be concentrated at the Harbour Street/Harbour Parade junction to reinforce the link to the town centre. ● Spending the money on cheap concrete paving blocks and mound crossings from here to there is a waste ● Make the whole crossing into a pedestrian crossing ● Take through traffic out of Madeira walk and Harbour Parade – ie reduce the status of these roads.

Agenda Item 7

Annex 2

- Use High quality materials such as York stone and granite. Place the statue of George IV in the middle! Create a shared space! Allow buses, delivery vehicles and permit holders through at a snails pace.
- Deal with the hostile environment on the blind corner of the Royal Pub and chip shop
- In the future the York St, Royal Parade, Military Road junction could be treated in the same way.
- The waiting underclass in Leopold St could also receive some much needed attention

I support a pedestrian crossing opposite the hotel on Royal Parade as it's currently really dangerous to cross at that part of the road. People using the multi-storey car park need to be able to safely cross the road to the harbour.

One thing that didn't come up on the plan, but I do feel strongly about it, and this is regarding the traffic flow on Military Road, alongside the harbour. It's great that there are so many restaurants along there with a view of the harbour, but there are far too many cars, many just driving up and down. It spoils the experience of sitting outside a restaurant, and some cars travel much too fast making it dangerous for pedestrians. I believe it would be so much better if there was a mechanical arm that could be easily raised for anyone needing to officially access the port, harbour or business, but it would be a deterrent for anyone else joyriding along that road.

Pedestrian guard rails are an absolute necessity due to condition of pavement and as I have impaired movement the railings keep me safe. To reduce speed to 20mph means more traffic build up and more dangerous fumes. To get more people into the town centre a Friday market in the HIGH STREET and fashion shops, NOT vape shops, Estate Agents, Gambling shops.

Along with other residents I would prefer to see the 20mph zone begin at the top of Madeira Walk: The many visitors who park on Wellington Crescent try to cross the road by the Albion Hotel to access the town through Albion Gardens. If there were a further raised crossing and a reduction to 20mph at the top of Madeira Walk there would be greater safety for pedestrians and a greater sense of promoting a safe and enjoyable environment for people, in better balance with vehicles. Bus drivers are regularly challenged by speeding traffic as they seek to leave the Wellington Crescent stop toward the Harbour. Traffic accelerates up the hill and makes the crossing opposite the Albion Hotel particularly dangerous. Kent Steps leading to Wellington Crescent is an extended attraction of the Harbour area and the crossing at Albion Hotel has potential to become more hazardous because of vehicles accelerating away from the 20mph zone. Ideally, Wellington Crescent to be included in the 20mph zone beginning at the crossing opposite Homefleet House, which is used by many residents of the retirement home, it would greatly improve the whole scheme for the Town in the light of the Vision Zero initiative. The intention of the scheme is to reduce the dominance of vehicles and extending the 20mph zone along Wellington Crescent would certainly promote that aim.

cyclist dismount signs should not be included. There should be a way to cycle through.

There is a preponderance of traffic engineering and an absence of urban design.

The scheme fails to confront the single biggest eyesore, traffic hazard and visual obstruction: the bus laybys and the noisy, polluting, intrusive vehicles that use them. Relocating them would, at a stroke, transform that area opening it up to more pedestrian space and cafe culture and open the vista to Ramsgate's 'jewel in the crown' - the Royal Harbour. TDC/KCC must not allow the bus service provider to dictate and compromise major environmental improvements. The bus laybys MUST be relocated in Leopold Street/Queen Street even if works are needed to achieve this.

The current Highway Scheme though part of the Future High Street Fund is piecemeal and in isolation from the other Ramsgate Future projects now being progressed: It has to be fully integrated

Agenda Item 7

Annex 2

with a wider strategy that incorporates the Town Investment Plan and the Levelling Up Fund proposals. I do not see evidence of a coordinated strategy..In that context, and not withstanding my earlier comments, the Highway Scheme may need to be changed. For example, under Levelling Up there is a strong argument for pedestrianising Harbour Parade as well as Pier Yard, or at the very least imposing a 5mph speed limit, as opposed to 20mph proposal in the Highway Scheme. Harbour Street too should be a 5mph limit with appropriate traffic calming measures.

The proposed 20mph speed restrictions should be extended up Royal Parade, beyond Leopold Street, and on Madeira Walk to the crest of the hill.

I am pleased to see that there are improvements proposed to this area & that hopefully this will create a better harmony between pedestrians & vehicle traffic. How much this proposal will draw people to the harbour is difficult to tell if there are no improvements elsewhere....i.e. (Harbour Parade). I am therefore concerned that this is a piecemeal solution whereas an overall scheme for the whole harbour & town centre area should be considered.
The bus stops should ideally be repositioned on Leopold Street (staggered to avoid jams) away from the lovely historic harbour front which is a huge draw for locals & visitors.

The town centre pedestrian area, allowing cars to drive through will always stump the high street from ever being successful. You cannot relax, have a stroll and look in shop windows without vehicles trying to run you through every two minutes...

Concerns it may create rat runs in residential Streets.

I think the proposals are a good start, but do not go far enough, especially to reduce the dominance of vehicles in the harbour front/ town centre area. I think the 20mph speed limit should be extended to at least half way up Madeira walk (preferably beyond the Albion Hotel/ Wellington Crescent junction to allow pedestrians to cross safely from the Town Beach promenade and to make the new proposed crossing at the bottom of the hill safe, as visibility is so poor here because of the bend), all the way along Queen St (this is a very intimidating area for pedestrians and a thriving and dynamic area in the town centre), along Leopold St, as this is an area much used by pedestrians accessing buses, the car park and the Harbour Front and westwards beyond the junction of Royal Parade with Addington St, which is also a difficult and dangerous pedestrian crossing area.

I think buses on rest breaks should lay by in Leopold St, where there is potentially more space and where they do not block pedestrian and cyclist visibility and also increase the feeling of space for pedestrians and cyclists if this area is seen to be the important interface between Harbourfront and Town Centre. A single bus stop on either side is fine.

Cyclists will need clear instruction on how to proceed at the junction of Royal and Harbour Parades where the cycle lane ends, or more preferably better provision for those heading down into Harbour Parade.

I believe the Council should be aiming to make the whole of the conservation area a 20MPH zone as there is a culture of speeding in Ramsgate Town Centre on roads which all have pedestrian, disabled and cyclist unfriendly sections. We are in an era where walking and cycling needs to be enabled and encouraged, and where we should be discouraging reliance on the car. One possible way of signalling this as an intention, and to begin a culture change could be to join the "20 is plenty" scheme/campaign- please see <https://www.20splenty.org>

I do however believe that the introduction of any 20MPH scheme, no matter how big or small, needs to be backed up with at least some enforcement.

I thoroughly support this scheme, which I believe will help create much stronger links between the harbour and the town, and will make the area much more cyclist- and pedestrian-friendly. However, I would wish to see the following additions: 1) extension of the 20mph limit along the seafront, at least

Agenda Item 7

Annex 2

from the top of Madeira Walk by the Albion House hotel to the top of Royal Parade by the Churchill, and ideally all along the East cliff too as speeding cars along Victoria Parade are becoming more frequent and pose a danger to pedestrians. I am concerned that without this, vehicles, particularly heavy ones, may be unable to reduce their speed in time when approaching the harbour area and thus the 20mph limit may be ineffective; 2) removal of parking in front of the cafes & bars along the section of Harbour Parade leading to the Pavilion, and formal extension (and refurbishment) of the pavement area, with vehicular traffic restricted to a single lane (perhaps with traffic lights?) for access, deliveries etc only, in conjunction with the plans for the Pier Yard; 3) limits on deliveries to the Harbour Parade bars and cafes to before 10am and after 5pm, as in Harbour Street; 4) removal of redundant street furniture along with pedestrian guards, including the two empty posts on Madeira Walk outside the entrance to the former Pizza Express building, and rationalisation of other signage onto as few posts as possible! 5) addition of one further sign, however - a No Through Road sign by the old Pizza Express building to discourage drivers from trying to find their way through to the beach. I would also urge the use of high quality materials for this scheme: Ramsgate has been blighted by the use of cheap materials for similar schemes in the past (eg the paving in the pedestrianised part of the High Street and the 'wavy lines' paving in front of the new Ramsgate Sands development.) We are a town rich in heritage and the materials we use should reflect this.

Please move bustops on front to Leopold St. With new town square coming, more pedestrian space, wider pavements.

That improvements are being considered for the harbour area in Ramsgate is very welcome. The harbour is the town's greatest asset and the focus of historic and future cultural and commercial activity. The zebra crossing by the Travelodge is crucial to ensure safety for pedestrian impact of heavy commercial traffic using Military Road when the tunnel to the Port is closed for maintenance or filming. The various crossings around the junction of Harbour Street and Madeira Walk could perhaps be resolved with a single Barndance style crossing straddling the crossroads there to allow a desire line to the struggling town centre and harbour attractions. I am also sharing the view that the removal of the bus stops from the main road into Leopold Street would improve the unique vista for visitors to the harbour, allow widening of the pavements for safe and pleasurable use by the harbour wall, rather than the bus stop pinch point we have now, and allow smooth flow of traffic rather than the congestion currently experienced when multiple busses stop. Finally, I would welcome the extension of the excellent idea of a 20mph zone to extend further up both hills to the first intersection.

The only useful purpose served by the existing guard rails is for locking a bicycle. Please ensure that they will be replaced by at least a dozen cycle stands.

The existing pedestrian crossings are dangerous. The pedestrians' green lights are active for only about five seconds and they are not visible to pedestrians once they have started crossing. Please revert to the old style overhead displays and please supplement them with countdown displays, advising pedestrians how many seconds are remaining before the lights change.

The 20mph zone should extend from The Churchill Tavern (at the Paragon) to Wellington Crescent. Once a road vehicle has reached the seafront area, it is at a "destination" and there is no good reason to exceed 20mph. If drivers are unable to appreciate this environment then they should find alternative routes.

The general idea of improving the highway at Ramsgate seafront is welcomed.

However, I and a significant amount of my colleagues and community stakeholders have concerns about the lack of consultation with us on such an important intervention on the urban design of Ramsgate. I am a member of the Ramsgate Heritage and Design Forum.

I grew up in Ramsgate and more recently as a lead volunteer for Historic England's HAZ project I

Agenda Item 7

Annex 2

carried out the survey work for the Conservation Area Appraisal for Ramsgate Conservation Area No.1.

This area covers all of the harbour and its buildings along with all of the buildings lining the cliff top, front and back from Churchill's public house on The Paragon to the lift at the East Cliff.

I and the other volunteers spent weeks surveying the area and this involved crossing from 'town side' to 'harbour side' on many many occasions. The big take off that we got from this was how dangerous it is to get from one side to the other, even for able bodied people. This includes all the main communication points such as :

- The Paragon at Churchils
- Addition Street
- To and from the Westcliff Arcade to the other side of Leopold St
- Royal Parade to Military Rd
- The poor timing on the pelican crossing on Harbour Parade
- All along Madeira Walk, particularly at Albion Gardens and at Albion House.

I have reviewed the scheme and discussed it in detail with the representatives from TDC and KCC at the public consultation recently.

Here are some key points:

- The consultation has failed to communicate with: the Ramsgate Heritage and Design Forum, The Ramsgate Society, The Ramsgate Regeneration Alliance and any of the other stakeholders in Ramsgate
- The proposed scheme is under ambitious and focuses on a narrow area and fails to see the big picture
- The cost of the scheme design does not provide values for money
- After a technical review and conversations with TDC and KCC reps I see the scheme has numerous and design faults that will affect Ramsgate seafront, Harbour Street and the High Street zone negatively for years to come

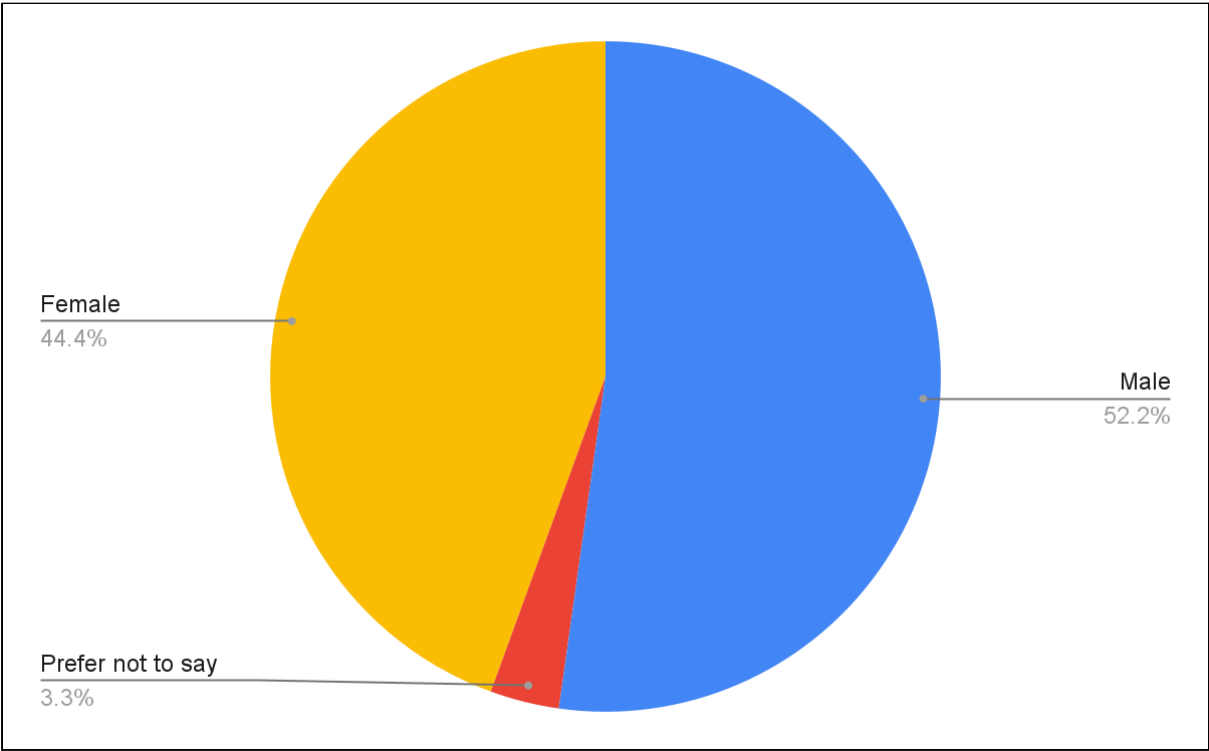
Overall, I think the scheme has been poorly designed and by people that do not know the place. The scheme needs to be reviewed with input from relevant local people.

NAME REMOVED

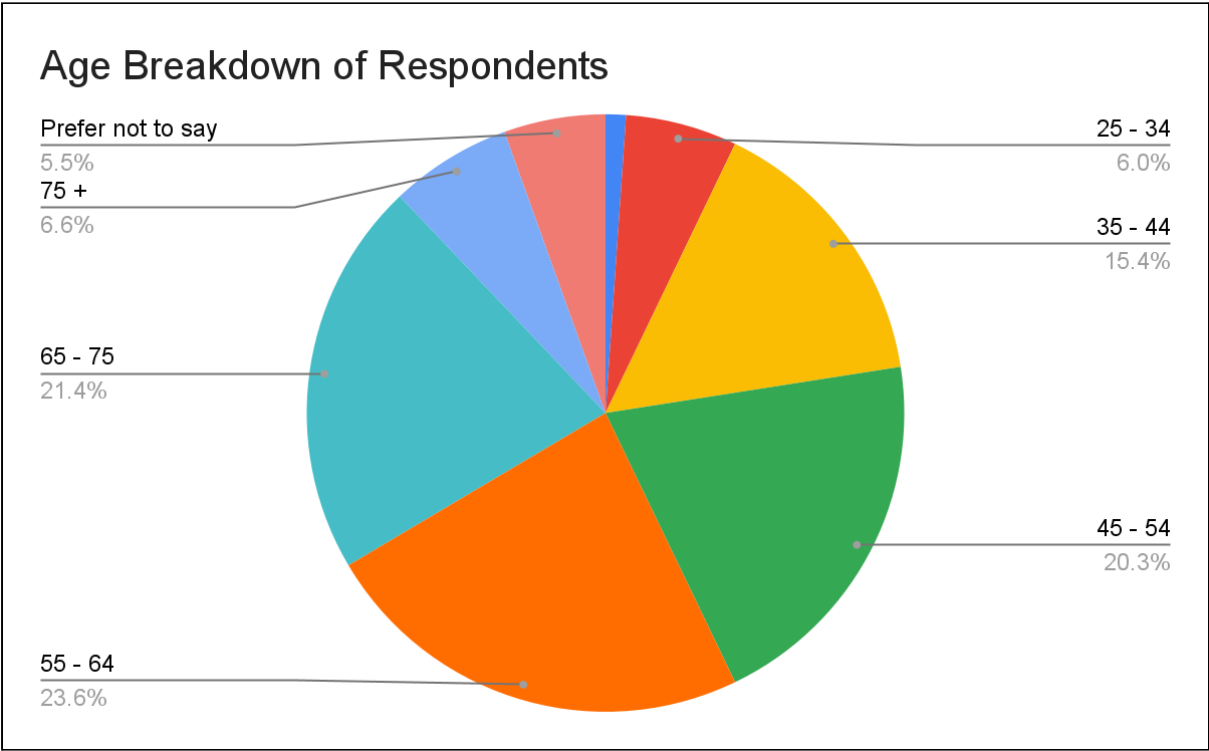
This page is intentionally left blank

Appendix 3 - Ramsgate Highways Scheme - Demographics of respondents

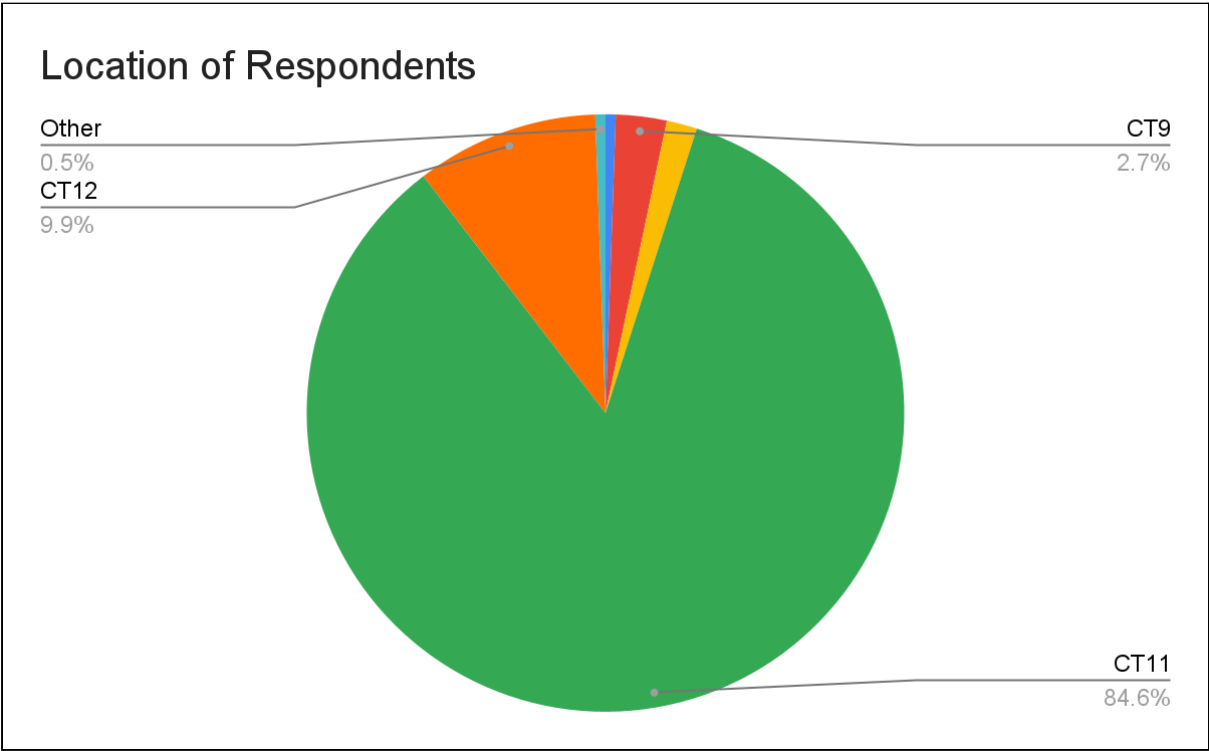
Male / Female Split



Respondents Age



Where Respondents Live



If Respondents considered themselves disabled.

