

Annex 2: Summary of Consultation Responses

A total of 31 responses have been received.

Yes	No	Not Sure	Did not indicate a preference
18	1	4	8

Comment	Officers Response
Kent Police responded with some comments for consideration during the detailed design stage. Kent Police in principle support the proposed shared use foot/ cycle path; the proposed toucan crossing; and the extended right turn lane into Poorhole Lane. They had no specific observations regarding the proposed double yellow lines. They did raise concerns over the proposed new layout at the Tesco mini roundabouts.	Comments noted and design altered at mini roundabouts by Tesco to reflect concerns.
Kent Fire and Rescue Service understand and support the proposals.	Noted.
Request to extend the proposed double yellow lines on the south side back to the university.	By removing parking, traffic flow will be improved however a balance is needed as there is a requirement for on street parking. Double yellow lines are now proposed for the length of Westwood Road between Poorhole Lane and the Northwood roundabout, starting on the northern side, leaving the southern side for parking and switching to the southern side at Perry's leaving the northern side for parking.
Request to extend the proposed double yellow lines to cover the whole length of Westwood Road as parked cars cause visibility problems for those using driveways.	This is unnecessary and would cause problems for those without off road parking. A balance is needed between providing on street parking and enabling traffic to be free flowing.
Concern that proposed double yellow lines will cause additional parking pressures especially for those without off road parking.	By removing parking, traffic flow will be improved however a balance is needed as there is a requirement for on street parking. Double yellow lines are now proposed for the length of Westwood Road between Poorhole Lane and the Northwood roundabout, starting on the northern side, leaving the southern side for parking and switching to the southern side at Perry's leaving the northern side for

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	parking.
Requests for dropped kerbs to be provided to allow residents off road parking.	Where kerb works are proposed, residents can be offered reduced cost dropped kerbs (subject to application approval).
Request for double yellow lines instead of the proposed white hatchings on the bend by 169/ 171 Westwood Road.	The white hatchings are required to align traffic correctly at this point. Parking should not take place in the hatchings however this is something we can monitor and address if it becomes a problem.
Request to provide double yellow lines across shared drive between No. 161 & 169 Westwood Road and a distance each side to improve visibility when exiting driveway.	White hatching will be provided to the left of the driveway and parking to be formalised to the right. Design altered to move formalised parking slightly further from the driveway.
Upset that staff from Perrys cause additional parking pressures as Perrys don't seem to provide staff parking on site.	KCC to raise this with Thanet DC Planning as they could be in breach of planning permission.
Request for residents permit scheme.	This is beyond the scope of this project and would need to be considered by Thanet District Council rather than Kent County Council.
Can Millennium Way be extended to provide an access to Tesco?	This requires third party land and is beyond the scope of this project.
Concern over potential conflict between those using the left filter from Tesco and those continuing west on Westwood Road and switching lanes between the two mini roundabouts.	Design altered to remove this conflict.
No. 120 has a drop kerb on a steep slope. Concern that the localised road widening will make this worse and access impossible.	Issue can be designed out at the detailed design stage.
Request for shared use foot/ cycle path to be segregated with cycles on road side edge due to safety concerns.	We can not gain the width required for a segregated facility. There is no evidence to suggest that shared paths result in a safety problem and are therefore promoted across England.
Can the right turn lane to Poorhole Lane be reduced so not to conflict	Design altered to reflect this request.

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with the vehicular access of No. 171?	
Various requests for improved pedestrian access within and between retail parks.	New pedestrian and cycle links (both on and off highway) are being requested through the planning process as and when possible.
Various comments welcoming the proposed shared use pedestrian and cycle path as this fills a missing link in the cycle network in the Westwood area and provides a safer alternative to cycling in the road alongside motor vehicles. Considered that it will help encourage more cycle journeys.	Comments noted.
New section of cycle route will provide a continuous off road link between Westwood Cross, the new housing site off Haine Road and the University and Secondary Schools. This should reduce some of the school related traffic by providing a safe and viable alternative.	Comments noted.
An additional cycle link is required between New Haine Road and Millennium Way.	To be considered with any development proposals on route.
Lane designation welcomed at the 2 mini roundabouts by Tesco as it should reduce lane confusion and conflict.	Comment noted.
Concern that by moving the pedestrian crossing near Pizza Hut closer to the Westwood roundabout will be dangerous.	The new distance of the crossing from the roundabout was not raised at Safety Audit. New location is on a pedestrian desire line linking through the builder centre site and across Margate Road to Westwood Cross. Existing crossing underused in its current location. Need a balance between providing for vehicles, pedestrians and cycles to allow viable alternatives to car journeys.
Requests for pedestrian foot bridges rather than at grade crossings.	Footbridges are costly, require a large amount of space and are not desirable due to the long diversions caused to pedestrians using them.
Lane designation on the Westwood	Comments noted.

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Road approach to the Westwood roundabout welcomed.	
Concern that lamp columns will obstruct shared use path.	Lamp columns will be relocated where necessary.
Concern for the loss of grass verges and trees.	These will not be removed unless considered necessary.
Request for a pedestrian crossing across Poorhole Lane.	There is insufficient road width. The provision of a pedestrian island would cause problems for large vehicles using the junction.
Concern that the pedestrian island is to be removed outside Perrys.	This island is not being removed. It was accidentally omitted from the plans.
Poorhole Lane should be made one way North to South and traffic diverted via Westwood roundabout.	To remove pressure from the Westwood roundabout alternative routes need to remain open and improved. Poorhole Lane and its junctions with A254 Ramsgate Road and A256 Westwood Road are highlighted in the Westwood Transport Plan as requiring improvements.
Request for a relief road or flyover.	This would require third party land and a significantly bigger budget, neither of which KCC have and so is beyond the scope of this scheme.
Prevent any right turn movements, using roundabouts for U –Turns instead.	This will put additional pressure on the roundabout junctions and not give motorists the opportunity to use alternative routes such as Poorhole Lane.
Replace pelican/ toucan crossings with zebra crossings.	Signalised crossings provide a better balance when both pedestrian and vehicular movements are high.
Two lane entry to Westwood roundabout would work better if two lane exit on Haine Road were to be provided.	Lane designation on Westwood Road approach to the Westwood roundabout will mean only one lane will be for traffic heading onto Haine Road and thus a 2 lane exit is not required.
Provide three entry lanes on approach to the Westwood roundabout, a left, an ahead and a right. Suggestion that this could be	This would require a remodelling of the Westwood roundabout. The heavy volume of East bound traffic would not have a suitable diversion

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done by making the stretch of Westwood Road between the Westwood roundabout and Tesco one way.	route. Access to the retail parks off Westwood Road would be compromised. This suggestion would create additional pressure on less suitable routes.
Provide left filter lanes on each approach to the Westwood roundabout.	This would require 3 rd party land and overcoming significant gradient problems and then would create a hazard as traffic coming off the roundabout merges with filtering traffic.
Cycle lanes should be provided on carriageway.	There is insufficient road width to provide on road cycle lanes. Requirements for on street parking also limit this option. There is no evidence to suggest that shared paths result in a safety problem and are therefore promoted across England.
Parking charges are required at the retail parks to make reduced vehicle trips achievable.	As the car parks are private neither KCC nor TDC are able to implement parking charges. By providing better pedestrian and cycle links within and between retail parks visitors have better choice and may be encouraged to walk/ cycle between sites for some journeys.
Request for a pedestrian crossing on Westwood Road to the University.	There is an existing pedestrian and cycle island. As part of the detailed design we will consider if this can be enlarged to cater better for pedestrians and cyclists. A more formal crossing goes beyond the scope of this project.
The existing pedestrian crossings on each approach to the Westwood Road impede traffic flow.	Need a balance between providing for vehicles, pedestrians and cycles to allow viable alternatives to car journeys.
Concern that the left filter lane into Tesco will reduce opportunities for those turning out of the Bannatyne's access and Tesco delivery road.	Traffic will still be required to give way in the filter lane providing breaks in traffic flow.
The proposed toucan crossing should be located as close to the Westwood	New location is on a pedestrian desire line linking through the builder

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roundabout as possible to encourage people to use it.	centre site and across Margate Road to Westwood Cross.
Request for cycle signage directing cyclists to the south shared use path at Poorhole Lane where the northern shared use path terminates.	Cycle signage can be considered at the detailed design stage.
Request to consider speed bumps.	Speed bumps are typically provided to address a crash problem and are not generally advocated on 'A' class roads. The crash history for Westwood Road does not support such measures. This would also be beyond the scope of this project.
Request by Stagecoach for a new pair of bus stops in the vicinity of No. 169/171 Westwood Road.	Proposals for new bus stops should be consulted upon with adjacent properties. This will therefore need to be considered as a separate project.
General support for this scheme and acknowledgement that the scheme will provide some congestion relief as well as facilitate better for pedestrians and cyclists.	Comments noted.