
Traffic Management - Parking & Waiting Restrictions – Thanet

To: **Thanet Joint Transportation Board – 14 March 2013**

By: **Civil Enforcement Manager/KCC Parking and Enforcement Manager**

Classification: **Unrestricted.**

Ward: **Various**

Summary: **The report presents the results of investigations at the pedestrianised areas within Margate and Ramsgate Town Centre locations.**

For Recommendation:

1. Introduction and Background

1.1 A request has been received from Local Members and representatives of the Emergency Services to investigate proposals to make changes to the times of pedestrianisation within Margate and Ramsgate Town Centres. Currently the two areas operate under different time restrictions causing confusion for the general public and difficulty in enforcement for the Police Force.

Margate Town Centre is pedestrianised between 10.00 and 16.00 Every Day.
Ramsgate Town Centre is pedestrianised between 10.00 and 17.00 Monday – Saturday.

1.2 Engineers from Kent County Council, Thanet District Council and the local Police Force have carried out investigations and have found that a possible safety concern can occur in Ramsgate Town Centre on a Sunday when pedestrians are not expecting to conflict with vehicles.

1.3 It is proposed that the two Town Centres are brought into line with each other and that a common restriction is put into place with pedestrianisation introduced between 10.00 and 17.00 Every Day.

2. Options available

2.1 Members of the Board can:

2.11 Support the officers' recommendations and instruct officers to consult on the proposals to make the operations of the pedestrian areas in Margate and Ramsgate Town Centres common to 10.00 – 17.00 Every Day.

2.12 Make a different recommendation and consult on these proposals.

2.13 Reject all proposals

3. Corporate Implications

3.1 Financial

3.1.1 These restrictions are funded by the Thanet District Council using the decriminalisation budget.

3.1.2 No additional staffing resources are proposed, as the controls should be enforced by the Police Force.

4.2 Legal

4.2.1 There are no legal implications.

5.3 Corporate

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

6.4 Equity and Equalities

6.4.1 Proposals will improve safety not only for drivers but also for pedestrians. Additionally, these proposals will improve clarity for vehicles and pedestrians and will be of benefit to both able bodied and disabled road users and pedestrians.

7.0 Recommendation

7.1 That subject to the views of this Board, the recommendations 2.11 are approved.

7.2 That the proposals which require statutory consultation are advertised, and that any objections are reported back to a future meeting of the Board.

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Background Papers

None

<i>Annex List</i>	
<i>Annex 1</i>	<i>Site plans to be advertised.</i>