
Cliffsend Traffic Calming Proposals and Public Consultation Results

To: **Thanet Joint Transportation Board – 19th December 2013**

By: **Tim Read – Head of Transportation**

Classification: **Unrestricted**

Ward: **Cliffsend & Pegwell**

Summary: Following the completion of the new East Kent Access Phase 2 works the percent transfer of traffic from the Canterbury Road West and Sandwich Road has not been as high as expected. This report details proposals aimed at increasing the percent transfer, slowing remaining traffic on the old roads and enhancing the village feel on those roads. This report also details the results of a public consultation on the proposals.

For Decision

1.0 Introduction and Background

- 1.1 The East Kent Access Phase 2 (EKA2) to provide a dual carriageway linking the A299 Thanet Way at Minster to the A256 at Cliffsend and Ebbsfleet was completed and officially opened on 23rd May 2012 (5 months ahead of schedule). This Major Project cost £87 million to build (£81.25m from the Department for Transport & £5.75m from KCC). It was built to provide vastly improved transport links to 'Discovery Park' (former Pfizer site), EuroKent and Manston business parks and Manston International Airport. Unlocking the potential for inward investment & job opportunities.
- 1.2 Traffic on local roads was monitored before (Feb/ Mar 2012) and after (Nov 2012) the opening of EKA2. The data shows that the average daily flow on both Canterbury Road West and Sandwich Road fell by approximately 50%. Average Vehicle speeds were recorded to be between 30mph and 34mph on Canterbury Road West and between 34mph and 39mph on Sandwich Road, both before and after. See Table 1: Traffic Monitoring Summary in Annex 1.
- 1.3 The new EKA2 roads were built to take a greater flow of traffic than present and the percent transfer of vehicles has not been as high as expected with a considerable volume of through traffic still choosing to use Canterbury Road West and the Sandwich Road. Initial traffic calming measures that were implemented as a part of the EKA2 project have had limited success and some measures have been subsequently removed as they have been deemed unsafe.
- 1.4 The KCC Highways Traffic Schemes Team have been asked to review the existing traffic calming measures and investigate, propose, design and implement new traffic calming measures. The aims being to encourage a greater percent transfer to the new roads; to encourage slower speeds of remaining traffic on Canterbury Road West and Sandwich Road; and to enhance the village feel of Canterbury Road West and the Sandwich Road through Cliffsend.

2.0 The new proposals

2.1 The new proposals have been split into two phases. Phase one being a temporary three month trial which was completed on site on 11th November 2013 and will run until 11th February 2014. Phase two being the proposed permanent traffic calming scheme. See Annex 2 for a plan of the proposals as consulted upon. More detailed plans will be available for inspection at the meeting.

2.2 Phase one

2.2.1 Temporary Trial on Canterbury Road West includes:

- A narrowing of the Cliffsend & northern Lord of the Manor roundabout exits to Canterbury Road West
- The installation of a traffic signalled gateway on Canterbury Road West after the Cliffsend roundabout (the signals will predominantly show a green light to traffic leaving the village)
- A part closure of the northern Lord of the Manor roundabout meaning no exit to Canterbury Road West from Haine Road (all traffic from Haine Road will left turn down to the traffic signalled roundabout).
- The removal of the build out on Canterbury Road West (near Lord of the Manor).

2.2.2 The Traffic Signalled Gyrotory at Lord of the Manor

- Review of the signals and lane markings in order to improve flow and operation.

2.3 Phase two. Proposed permanent traffic calming scheme includes:

2.3.1 Canterbury Road West (CRW)

- The making permanent of Phase 1 measures if successful
- Removal of the existing build out near Jentex
- White hatching down centre of carriageway
- New/ widened footway on south side of CRW between Sea View Road and Cliff View Road
- The moving of the Westwood bound bus stop out of lay-by leaving the lay-by available for general parking
- The removal of the 'Clearway order' on CRW to allow on street parking
- The addition of village gateway features to the existing build-out to the east of the village
- Alterations to the existing speed limits making the section fronted by properties 30mph and the remaining stretches either side 40mph.

2.3.2 Sandwich Road

- Alterations to the existing speed limits making the section fronted by properties 30mph with a 40mph buffer zone from the petrol filling station for a distance of approximately 250 meters
- Removal of parking restrictions (Double Yellow Lines)
- A narrowing of the Ebbsfleet roundabout exit & Lord of the Manor traffic signalled roundabout exit to Sandwich Road
- The installation of a traffic signalled gateway on Sandwich Road near the petrol filling station (the signals will predominantly show a green light to traffic leaving the village)
- A raised table at the junction with Cliffs End Grove

- A mini roundabout at the junctions with Meverall Avenue & Cliffs End Road
- The moving of the Sandwich bound bus stops out of lay-by leaving the lay-by available for general parking
- The addition of village gateway features to the existing build-out to the north east of the village.

3.0 Public Consultation & Public Exhibition

- 3.1 KCC Traffic Schemes Team carried out a public consultation during September, October and November 2013. The deadline for responses to be received by KCC was 29th November 2013. A consultation pack, comprising a background information sheet, a plan of the proposals, a feedback form and a business reply envelope, was distributed to approximately 850 households in Cliffsend. Consultation packs were also sent out to local County & District Councillors as well as other key organisations including the emergency services. Information, including more detailed plans, was made available on the KCC website, Highways Consultations page and was also uploaded to the Cliffsend Parish Council website. Paper copies of the more detailed plans were made available for inspection on the village hall notice board, behind the counter of the village post office and by contacting Cllr Vera Hovenden (parish councillor).
- 3.2 A public exhibition took place at the Cliffsend Village Hall on Monday 25th November 4.30pm – 8pm and Tuesday 26th November 10am – 4pm. KCC officers were available throughout this time to discuss and answer questions on the proposals.
- 3.3 The Phase one trial works went live on site on 11th November allowing people time to experience the measures before the exhibition and the end of the consultation period.
- 3.4 Consultees were asked if they support the proposed highway improvements and for any related transport comments. A total of 179 responses have been received.

Level of Support	Number	Percent
Yes	129	72.1
No	26	14.5
Not Sure	24	13.4
Total	179	100

- 3.5 A summary of the consultation results and comments can be seen in Annex 3.

4.0 The Phase 1 Trial

- 4.1 Early consultation responses and officer observation identified concern with the signalised gyratory at Lord of the Manor (LoM). KCC Intelligent Transport Systems Team has been tasked with reviewing these signals with a view to optimising traffic flow and reducing delay. While the signalised gyratory was built to take a greater volume of traffic it has been acknowledged that improvements need to be made especially if the part closure of the northern Lord of the Manor roundabout is to be successful.
- 4.2 Some initial changes were made to the LoM signals on 27th November 2013 for the afternoon peak (3pm to 7pm) to help reduce the queue from Haine Road. This is being monitored and further changes will be made as necessary.

- 4.3 New lane markings will be implemented at the LoM signals in January 2014. See Annex 4 for a drawing of the proposed lane markings. The proposed lane markings are intended to ease confusion and assist safer traffic flow.
- 4.4 Early feedback suggests that the trial traffic signalled gateway on Canterbury Road West has been successful at reducing traffic volumes along that road. The effects of the lights are being monitored and the timings have been altered to strike a reasonable balance that gives traffic leaving the village the priority whilst causing some delay & deterrent to those entering while not causing excessive queues onto the Cliffsend roundabout. This is being monitored and further changes will be made as necessary throughout the trial.
- 4.5 A CCTV camera and a traffic counter has been fitted at the site of the traffic signalled gateway on Canterbury Road West. Data will be collected from this during the trial to determine its relative success.
- 4.6 The blocking off of part of the northern Lord of the Manor roundabout has so far been successful in reducing traffic volume on Canterbury Road West (anecdotal) although this has unsurprisingly added to the traffic queue at the LoM signalised gyratory from Haine Road. The improvement of the LoM signalised gyratory (as described above) is necessary if this aspect is to be successful and deemed acceptable. Alterations to the signals and road markings will be made during the three month trial and the traffic volume and flow carefully monitored.
- 4.7 Various traffic surveys will be carried out during the trial period.

5.0 Finance

- 5.1 The combined cost of the Phase one and Phase two works is approximately £250,000. This represents less than half a percent of the total build cost of the East Kent Access Phase 2 and is budgeted for within the overall scheme funding.

6.0 Next Steps

- 6.1 Over the next few months KCC will:
- Carry out various traffic surveys
 - Continue to monitor the effects of the Phase one trial works and make alterations where necessary
 - Progress the detailed design of the Phase two works taking into consideration the consultation & exhibition results and the Phase one trial. Alterations will be made to the proposals where possible in line with the consultation & exhibition feedback and trial.
 - Advertise the Traffic Regulation Orders for the proposed changes to the speed limits and parking restrictions.
 - Report revised Phase two proposals to the March 2014 meeting of this board.
 - Commence with the construction of Phase two in spring 2014.

7.0 Recommendation(s)

- 7.1 That the next steps as outlined in paragraph 6.1 be approved.

Future Meeting if applicable:	Date: 27 th March 2014
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Annex List

<i>Annex 1</i>	<i>Traffic Monitoring Summary</i>
<i>Annex 2</i>	<i>Consultation Proposals Plan</i>
<i>Annex 3</i>	<i>Summary of consultation results & comments</i>
<i>Annex 4</i>	<i>Proposed road markings at signalised gyratory</i>

Background Papers

Title	Details of where to access copy

**Annex 1
Traffic Monitoring Summary**

Traffic Monitoring Summary	Canterbury Road West (West site)			Canterbury Road West (East site)			Sandwich Road (West site)			Sandwich Road (East site)		
	Before	After	Reduction	Before	After	Reduction	Before	After	Reduction	Before	After	Reduction
Flows (average daily)	19,576	9,830	49.8%	20,312	10,349	49.0%	13,176	6578	50.1%	15,082	7698	49%
Speed mph (average)	33.6	32.9	0.7mph	33.2	30.2	3mph	37.3	34.1	3.2mph	37.3	38.7	+1.4mph
HGVs	1,098	307	72%	1068	388	63.7%	581	214	63.2%	614	248	59.6%

On a day in October (2nd) on Canterbury Road West (West site) the daily average vehicle flow was 9140 vehicles and the average speed was 28.4mph.

Annex 3
Summary of consultation results & comments

Level of support	Number	Percent
Yes	129	72.1
No	26	14.5
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Comments (by level of support)

Yes:
All looks good
30 or 40mph speed limit on CRW. New "Cliffsend" village signs.
Better than the dangerous build-outs. Not sure about the signalised roundabout. Can we look at the road markings and signal timings.
Pedestrian crossing on CRW is essential. Need "No Through Road" signs using CRW as a cut through. Is the speed limit remaining at 30mph or is going to be changed to 40mph.
This scheme is needed to slow the traffic through the village
This scheme will help calm the traffic
No mention of the Pegwell end of Foads Lane. The removal of DYL would be a mistake. Congestion has been caused when cars have parked at that end of Foads Lane making entry/exit into Ash Court very difficult. Extending the DYL past the southern water site would help.
7.5t weight restriction needs enforcing. Any plans to alter bus stop at j/w Foads Lane. Not sure road environment is consistent with that of a reduced speed limit, therefore potential non-compliance issue. Need to ensure traffic doesn't start using Foads Hill/Foads Lane as a through route.
Speed Cameras on Sandwich Road. Need improvements to the awful roundabout at the top of Sandwich Road. Use common sense and look at what has not worked elsewhere. Remove islands on both roads
Support in principal. Worried proposed lights will make it difficult for me to get home easily. Existing traffic calming is dangerous. Will road works cause disruption? What about speed bumps?
Add speed cushions as well
Can we remove all unnecessary signage and cones when we are done
Proposals are welcome. Concerned that residents near Viking ship do not have to navigate round the village to get to their homes
Confused about Haine Road junction. Live in Mount Green Ave so would come down hill past Viking ship to get home from Haine Road. So do they have to go along Hengist Way or can they go through top part of village (CRW). Traffic has become bad again.
Not sure about parking in CRW. Obstruct access from side roads. Why still 50mph limit on part of CRW. Appreciate closure of turn into Cliffsend from Haine Rd but this will cause tail backs.
Buildouts are a traffic hazard and a cause of many problems.
This should have been done before new road opened. Close Sandwich Road to through traffic at Ebbsfleet lights.
100% agree with proposals. Traffic on Sandwich Rd has increased again.
Could have turned the traffic lights off at LOM Rbt. Proposals are favourable
Like it. Alternative would be to give all road entering onto Sandwich Road & CRW

"right of way"
Have concerns that persons using Hugin Green may park on road o/s their house blocking access to driveway and crossover in order to avoid paying charges on Hugin Green
We are still living in a world of dreams. The job was not done properly in the first place. Access to Sandwich Rd and CRW were too easy. Need to read letter for the rest
Will not stop people cutting through Sandwich Rd. Create a "No through road" dig up road from Ebbsfleet Lane down to the garage incorporating a new entrance to into the County Park.
Change CRW to 20 or 30mph
How will 30mph speed limit be enforced? Is it necessary to remove DYL? Can you make improvements a deterrent rather than an inconvenience
Wanted to see less traffic using roads through Cliffsend. Banning traffic from LOM Rbt seems ridiculous. Will have to go several miles out of my way to enter Cliffsend (Jentex end) What will happen to buses.
Anything to encourage traffic onto the new road.
The proposals appear appropriate and measured. Raise speed limit on Hengist Way to 70mph. On Sandwich Road install Traffic Signals that turn red when approaching vehicles exceeds 30mph.
Proposals do not go far enough. 20mph speed limit on CRW. Speed humps, speed camera, tighter chicane.
CRW should be 30mph. Also 7.5t for access only and no coaches as they are still using this road as a cut through.
Need residents only sign installed both ends of CRW. This will stop through traffic.
Sandwich Road: Remove DYL on the houses side. Install full width traffic table cushion near to the Jet garage. Narrow entrances at roundabout exists not a good idea. Lord of the Manor: Closure of the roundabout will cause severe disruption. Remove the Traffic Signals.
Welcome the proposals. Only concern regards the closure of LOM Rbt
Enthusiastically awaiting improvements
Temporary measures are required until the proposals are implemented.
20mph speed limit through village. Traffic camera on Sandwich Road
Does moving the bus stop mean that there will be no shelter?
Need to see sketch???
Could we renew road markings on the LOM roundabout
Agree with proposals. Disappointed at the low reduction of traffic through the village
Can we consider 30mph for whole of CRW or at least a 40mph? With the narrowing of road between sea view and Cliff View can we put in a crossing?
Pleased buildout where CRW meets Haine Road is being removed.
These proposals should have been put in long ago, even before the by-pass was built. (See attached leaflet from Jacobs)
CRW should be 30mph. No HGVs except if delivering. No coaches, unless picking up/dropping off. Speed cushions. No traffic able to join CRW from Foads Hill. Safe crossing for peds (zebra or pelican)
Good improvements. Speed cameras as well.
Like to see more cycle lanes
A very good idea
Bus Stops should all be on the road on Sandwich Road, so cars have to wait. Vehicle speeds have increased and so have lorries and coaches. Need bigger signs for weight limit.
Fully agree with proposals. When approaching Foads Hill from Foads Lane it is dangerous due to parked vehicles outside 66-78.
Reduce speed limit on CRW 50 to 40, 30 to 20. Stop all lorries, as when it is dark we

still get them using CRW
Plans look good.
Complete removal of all the laybys by Viking ship.
Rbt at CR East is poorly signed. The timings at rush hour need to be looked at; it is very difficult to get out of the village from Sandwich Road as there are no traffic lights.
Improvements are exactly what we needed.
Welcome a 30mph speed camera on Sandwich Road or a "Your Speed" sign. Can we request Google maps to downgrade A256 Sandwich Road?
Support proposals in principal. Concerned about the proposed Rbt at Meverall Ave in relation to extra signs and lighting.
At last great
Please confirm that the speed limit on CRW will be 40mph outside the village and 30mph inside the village.
Calming measures at the junction of Foads Hill/Foads Lane, where they meet Cliffsend Road.
Fully support improvements.
Will only work if motorists respect the 30mph speed limit.
Agree with all proposals. In particular "No exit for Cliffsend from Haine Road". Proposed this on Parish website.
All sounds really positive
It can't come to soon
Keep the 7.5T weight restriction
Excellent
Will the bus stops being removed be replaced? Will the bus routes be altered
Reduce speed limit on CRW to 40mph as road will be narrower
Excellent - Look forward to the completion of phase 2
Excellent news. The traffic improved slightly on Sandwich Rd when both buildouts were there.
Hope all is successful and kept
Something has to be done
Something needs to be done. The speed along Sandwich Road. How will the 30mph speed limit be controlled?
Agree in principle. Idiot drivers speed on Sandwich Road. Concern that drivers will drive over the mini roundabouts.
Really good can't see from one side of traffic lights to other, stops red light jumping. Not being able to go from Haine Road to Canterbury Road West is a good deterrent. Blocks needed across reservation.
Speed limit through village must be enforced by average speed not spot limits.
Except plans to move bus stops out of laybys. People should always have the opportunity to wait in a safe place away from the road. Bus users more at risk of RTAs when waiting right next to the road, children can more easily run into the road. And in bad weather people get wet from passing traffic. In poor light people are less visible and more vulnerable next to road. Cars will go around stopped bus into path of oncoming traffic. Poorer visibility for people crossing in front of bus stopped in road esp. if cars overtaking bus. Enough other traffic calming measures without putting bus stops in road.
Traffic signalled gateway is a clever idea. Currently it allows about 7 vehicles through (eastbound) can this be reduced? The signalled gateway has removed the frequent aggression at the buildout. Closing off part of the roundabout has reduces through traffic enormously. Congratulations to designers of these measures.
Canterbury Road West bus stop lay-by should be left for buses not parking. No on street parking otherwise excellent project.

Overall support for plans. Concerns about the current 50mph on Canterbury Road West, 30mph would be preferable. Enforcement is required. Clearer signage is needed prior to CRW and Sandwich Road. Signalled gateway is having a definite effect, well thought out. Look forward to the one proposed for Sandwich Road. Narrowing of CRW with footways will add to narrowing of road. Do not remove yellow lines please.

Sandwich Road: Road surface breaking up between Cliffsend Road & Cliffsend Grove, likely to require attention before new lining marked. Resurfacing could be the answer and subsequent noise reduction would be welcome.

Lots of people still using old road to get to Sandwich. There are no signs pointing to Sandwich down the new road from the roundabout.

The trial blocking of the roundabout has had a big effect on traffic volume. The elderly people are very pleased. Hope the trial becomes permanent on Canterbury Road West.

CRW: Blocking of roundabout has had an effect to a degree. Removal of the buildout was essential as was in the wrong place and a danger. It would have been better to relocate it to other side of water works entrance to slow traffic. Trial signals had limited effect and encouraged cars to speed. Do not remove the build out by Jentex as it is the only safety valve to stop cars speeding. 30mph limit needed all along CRW. Flashing speed sign and roundels needed. Signage needs addressing. Sandwich Road: Reduce speed limit from Lof Manor. Anything to stop traffic overtaking is welcome. Installation of traffic lights at the garage should help but needs to give precedence to outgoing traffic. Both roads: No point in removing clearway orders. Don't understand why hatch markings not continued for whole lengths.

Would suggest double white lines through the housing area to prevent dangerous overtaking.

Better if Sandwich Road made 1-way to stop cut through instead of new road.

Agrees with scheme. Consider blocking Canterbury Road West after Jentex making one way East and either using the local road to access Cliffsend or taking traffic down Hengist Way accessing Cliffsend from the east

Please consider where there is red surface colouring and raised tables use cobbles as this will significantly add to the results.

Sandwich Road: Speed Limit reduction - very pleased but needs enforcement. Extend 40mph to Ebbsfleet. Not supportive of removal of double yellow lines. Remove lines on coastal side only. Supports roundabout exit narrowing's, raised table, moving of bus stops, gateways, part closure of roundabout & traffic signal gateway. Would like lights at both ends. Re-phase Ebbsfleet lights to have more red time on Sandwich Road. Not sure mini roundabouts will work. Need "No through traffic signs". Keep build outs.

Suggests 20mph speed limit for Sandwich Road. Can the lights be phased to allow those exiting Sandwich Road more time to get out?

Encouraged by general aims. Currently difficult and dangerous getting out of Sandwich Road onto Lord of Manor. Believes the signalised gateway will help exit from Foads Lane onto Sandwich Road. Speed of traffic on new road has greatly increased noise pollution.

Need to raise mini roundabouts so motorists can't drive straight over them. Doesn't like raised platforms as degrades car suspension. Speed camera would be preferable. Likes the idea of the signalised gateway but thinks could split into chicane slightly further out and incorporate a puffin in the lights and locate at Foads Lane. Believes white hatching to be a waste of money if to prevent overtaking.

Sandwich Road: Pleased to see speed limit reduction but needs to be enforced. Concerned about the removal of parking restrictions as may encourage indiscriminate parking. New lane markings needed on traffic signalled roundabout. Traffic signal gateway near petrol filling station is a good idea.

No:

No exit to CRW from Haine Road will cause congestion. Look into the signing

Very poorly thought out. Already wasted thousands installing/un-installing raised table junctions. Leave Cliffsend alone. Use money for road repairs. 30mph limit needed. Scheme will ruin the village not improve it. Do not want obstructions.

Allowing on street parking between Cliff View Rd and Sea view Rd will restrict visibility when exiting onto CRW. Where is bus stop being moved to?

Ridiculous expense. Sandwich Road from Canterbury Road will be chaotic; a blockage at the rbt, then mini-rbts for what, traffic will be less so they won't be needed. More traffic will flow along Hengist Way causing more chaos.

Take away priority workings as they create the race track. Remove the ridiculous traffic light system from the new roundabout. Leave access to Cliffsend from alone, will cause problems for residents. Do not need a gateway with islands. No traffic calming measures needed, just a pelican on on CRW. Where are the noise reduction trees that were promised? WANTS A RESPONSE TO HIS QUESTIONS

Closure of exit from LM Rbt will increase journey time for residents.

Wants to know where the bus stops are going to be moved to

Going to make resident entry/exit from Cliffsend much worse. To narrow the exit of the rbt is an accident waiting to happen. Making traffic use the signal roundabout will make things worse

Speed humps and both Sandwich Rd & CRW would have solved the problem. They are prisoners to Haine Rd. The cost is unjustified and unnecessary.

With the new road there is no longer a speeding problem. Build-outs have not calmed the traffic and are dangerous. Signalised gateways will predominantly show red for residents exiting Cliffsend. Whole scheme seems to be not required and a waste of money. There is not a problem.

Not allowing traffic onto CRW from Haine Rd will cause increased traffic problems.

Trying to make life difficult for residents. Would question the safety of allowing parking on CRW and Sandwich Rd. Removing laybys just make buses a further hazard

Dangerous to close exit onto CRW from as Haine Rd Rbt is always a problem. Short green times, lane changing by vehicles. More traffic goes through the village than use the bypass to miss all the restrictions.

Changes unnecessary and another inconvenience to the motorist. Spend money on potholes.

Buildouts are dangerous on CRW and should have speed cushions.

Can't believe we are proposing yet another major road project. Objecting to the closure of CRW from Lord of the Manor Rbt.

Reduction of speed limit on Sandwich Rd is a good idea. Do not need 2 mini roundabouts or moving the bus stop. A pelican crossing would have been a sensible idea, near the pub or Viking ship. Distinct feeling of certain groups wanting to rid Cliffsend of any outside intrusion.

Object to closure of CRW from Lord of the Manor Rbt. Need footpaths from LOM rbt to Jentex.

More to stop speeding traffic. 30mph speed limit through CRW to LOM Rbt and 20mph on all roads through the village. If suggestions are included then would support the proposals. Closure of Foads Hill at Level Crossing would be better option to stop rat running.

Speed cushions from Ebbsfleet through to LOM Rbt

Enforce the ban on large vehicles on CRW. Leave alone as it works well as it is.

Leave build out by Chalk Lane. Put islands instead of mini roundabouts. Need a crossing by Foads Lane. Extend 30mph limit to nature reserve.

Objects based upon longer response times for emergency vehicles. Believes a better solution would be average speed cameras.

Not agree with Sandwich Road proposals as will result in additional queues. Agrees the by-pass is not currently used effectively. Why not use average speed cameras with 30/ 20 limit. Road markings at Lord of the Manor need reconfiguring.

Not Sure:

The most dangerous road is Foads Lane/Foads Hill as there is no traffic calming. Hedges need trimming regularly. Best idea is to make Foads from Clive Road, one way making traffic turn into Clive Road.

Don't agree with moving the Westwood bound bus stop out of the layby. The removal of the clearway will allow on street parking.

Where will the Westwood bus stop is going to be situated when you move it from CRW. Can all approach roads or Cliffsend be 30mph?

I would like the road to be safer. The give way islands are high risk with drivers not giving way.

If we can still get the no. 9 bus from Canterbury for those who need access then my vote is yes.

Do not like the raised table, in fog, rain, dark, snow this is a suspension wrecker.

Sounds like a very expensive obstacle course. Money already spent on the existing traffic calming has been a waste. Do not support the idea of bus stops being moved out of the layby. This should never happen; people should have a safe place to wait.

Broadly in agreement but do they go far enough. Present plan for Sandwich Road is hopeless. The 30/40mph speed limit has no affect. Traffic is nearly back to the level before the by-pass went in. Speed Humps from Lord of the Manor Rbt to the Jet Garage would be a further deterrent on Sandwich Road. Proposals for CRW look very good.

To save great expenses why not narrow entrances to and from Cliffsend with signs stating "Local Residents Only" This would cut the flow rate without a lot of funding.

Support ban on vehicles from Haine Road and will reduce traffic. Does the speed limit have to remain at 50mph? Can the limit on CRW be reduced to 30mph or 40mph. Allowing parked vehicles will reduce visibility from the junctions.

30mph on Sandwich Road - Good. Removal of DYL on Sandwich Road - Doubtful. Buses should not be used as Traffic Calming. Keep Layby on CRW.

Closure of exit from LM Rbt will increase journey time, otherwise in full support.

No exit from Haine Rd would cause more local traffic to use Sandwich Rd/Cliffsend Rd. Reduce speed on Sandwich Road from 40mph to 30mph. Removal of DYL would turn Sandwich Road into car park with visitors clogging up the road.

Not against road improvements or a scheme that enhances the area or improves traffic flow. Totally against the introduction of the priority workings. Witnessed a number of near misses with regards to drivers speeding around priority workings.

Where will the bus stop be after moving it

Disappointed that no traffic calming proposed for stretch of Sandwich Road between Cliffsend Grove and village gateway. Feel this end been forgotten. Suggest traffic lights at Foads Lane and keep double yellow lines.

We must wait and see, it is a nightmare to pull out of our drive. Now being treated like a motorway. It is not the odd car. It is very busy at work times.

This will only work if it takes longer to drive between L of Manor & Richborough going on the old road rather than the new.

Speed is a huge issue on Sandwich Road. Proper traffic calming (humps) would alleviate this. A 30mph speed camera would be a good idea and clear signage.

While support most of changes, I do feel that only time will tell if the light system will work and can't see point of extra mini roundabouts on Sandwich Road.

Issue with the bridge on the New Ramsgate Road as there is currently a 50mph limit as there seems to be an issue. If the Sandwich Road is restricted what will the

alternative route be if the bridge is closed?

Concern over amount and speed of traffic on CRW since the calming was introduced. Something needs to be done to stop rat-running. Support the proposals except the partial blockage of the roundabout because of detour.

Support principle of proposals but have concern over some elements esp. effect on business (Viking Ship Café) and passing trade. In favour of roundabout exit narrowing's and speed limit reductions. Not in favour of mini roundabouts and making laybys available for parking. Concern that proposals make it more difficult for tourists to find the Viking Ship.

Does not agree with removal of parking restrictions or moving bus stops out of laybys. Concerned emergency services will be affected by the raised table. Requests a pelican crossing at junction of Sandwich Road with Foads Lane as lots of school people and walkers cross here.

Annex 4
Proposed Road Markings at signalised gyratory

To be added