Thanet District Transport Strategy 2015-2031

Draft Version 1
30/10/2017

Contents

Foreword

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Introduction

This Strategy replaces the former Thanet Transport Plan (2005). Its purpose is to provide a framework of transport policy to the year 2031 to support planned growth within the Thanet District.

The main objectives of this Transport Strategy are to:-

1. Provide a policy framework for the district which is consistent with existing National and Regional policy.

2. Support delivery managed growth identified within Thanet District Council's emerging local plan

3. Identify a package of robust transport improvements and interventions to enable the highway network to effectively accommodate the likely increase in travel demand across the plan period.

4. Propose a funding and delivery mechanism for identified interventions and actions.

The strategy will be subject to periodic review throughout its lifetime. Whilst review points are not fixed they could be triggered by a number of internal/external factors. These factors include changes in local/national policy, additional transport/modelling data and a change in the funding environment for infrastructure. The current infrastructure funding environment is challenging, particularly in areas where property prices are lower (hence development land being less profitable). There are also many other competing priorities for supporting infrastructure to manage growth. Therefore it is important to maintain a level of realism in relation to the affordability of development whilst providing a robust policy and evidence base to support future funding and investment opportunities.

This strategy is both ambitious and realistic. It will require a strong level of partnership working and collaboration between Kent County Council and Thanet District Council in order to ensure that it effectively delivers and meets the future needs of the local highway network and its many users.

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Executive Summary

The Thanet District Local Plan provides a strategy to deliver 17,140 new dwellings and 5000 new jobs in between the period 2015–2031. This figure is in line with objectively assessed needs (OAN) as prescribed in national planning policy guidance. This Transport Strategy outlines the framework for a range of transport interventions and strategies to support growth and provide a more resilient local highway network to serve future generations.

The aim of the strategy is to balance the needs of all road users, providing reliable journeys within the highway network through a package of new and improved highway routes, whilst not losing sight of core sustainability principles that are central to current planning policy and good public health.

There are four key themes that are prevalent within this strategy and these are outlined in **Figure 1.**

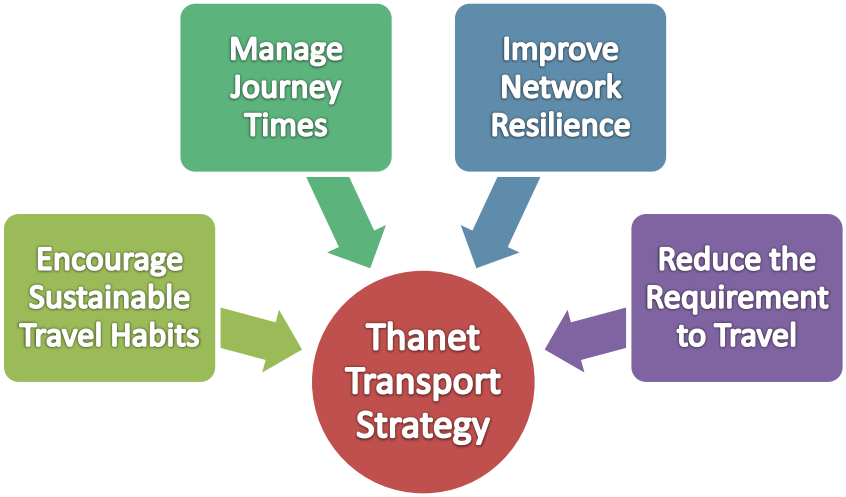

Figure 1 - Key themes of the Thanet Transport Strategy

In order to satisfy the above themes, the following interventions have been identified:-

Encourage Sustainable Travel Habits

- Introduction of new cycle and pedestrian routes.
- Improvements to existing cycle and pedestrian routes.
- Extend and improve access to bus travel through increased frequency and network coverage.
- Implement improvements to the highway network to improve bus journey time reliability.
- Provision of a new Thanet Parkway Rail Station at Cliffsend.
- Ensure that new and existing bus infrastructure is delivered or renewed with easy access in mind.
- Ensure that developments provide and have access to appropriate walking and cycling facilities.
- Car Parking Strategy

Manage Journey Times

- Provision of new & improved inner highway routes to complement existing primary road network.
- Localised junction improvements to improve traffic flow and levels of service.
- Reduction in the need to travel

Improve Network Resilience

- Provision of new & improved inner highway routes to complement existing primary road network.
- Improve journey time reliability within the local road network by providing new link roads and junction improvements to avoid congestion.
- Improved directional Signage

Reduce The Requirement To Travel

- Promotion of mixed use development where appropriate.
- Robust Travel Planning Measures to be implemented for new developments.
- Encourage Car Sharing.
- Improved communication infrastructure (High Speed Broadband)

The above actions will provide a framework to improve journey time reliability, whilst providing residents with a choice of travel modes, making essential journeys to key destinations, accessible by a range of travel modes**.**

The vision underpinning the Transport Strategy is as follows:

By 2031 Thanet will have a safe, accessible, affordable, sustainable, reliable and integrated transport network incorporating improved road, public transport, cycle and pedestrian routes.

The transport system will empower people to make informed choices about the way they travel, and facilitate economic growth, and social and environmental improvements across the district.

This will be reflected in a shift to more sustainable travel patterns and modes, a healthier population and a competitive low carbon economy. Whilst also making provision for essential private vehicle based journeys.

1 Introduction

1.1 Role and Purpose of the Transport Strategy

1.1.1 This Transport Strategy provides a framework to guide the development of transport based improvements and interventions within the Thanet District for the period up to 2031. It identifies priority schemes and projects that are deliverable, but whose implementation will be dependent on the rate of development coming forward, viability and the availability of resources. It is therefore a fluid document which can be adjusted in accordance with changing circumstances.

1.1.2 It will be used to facilitate effective engagement with stakeholders at both a national and local level, provide a policy position for transport improvements, and support associated funding bids. It is being prepared jointly by Kent County Council and Thanet District Council and has been one of many considerations when appraising the proposed the scale and location of strategic allocations as part of the emerging Local Plan.

1.1.3 This strategy will support, guide and be developed further through revisions to future Local Transport Plans (LTP) and the Local Plan. It seeks to achieve a balance between a range of transport and development issues at local and strategic level. The horizon period for the strategy is 2031, which is consistent with the emerging Local Plan. This strategy supports expected economic growth, it is not intended to represent an exhaustive list of all transport interventions desired within the District by local stakeholders.

1.1.4 Each significant development site will be expected to appraise its own specific highway impacts whilst contributing to this overarching strategy in line with an accompanying Infrastructure Delivery Plan (IDP).

1.2 Policy Context

1.2.1 Thanet District Council's Corporate Plan recognises the importance of working closely with Kent County Council to prepare a District Transport Strategy to improve transportation and parking to benefit business, residents and visitors.

Areas of focus include:

- Management of traffic flow and road safety within the district.
- Parking offer to residents and visitors alike.
- Identifying infrastructure needed to enable smooth travel to key destinations.
- Widening choice in relation to means of travel including measures to improve attractiveness and convenience of public transport, cycling and walking, car clubs and charging points for electric and hybrid cars.
- Managing air quality issues.

1.2.2 The District Council's Local Plan will set out a long term strategy to accommodate new housing, job creation and other development in a sustainable way. A Transport Strategy has a key role in informing and complementing the Local Plan, and will be integral to the delivery of the plan as intended.

1.2.3 This Transport Strategy includes a high level appraisal of the transport network and addresses the local and wider transport and infrastructure implications arising from associated development sites with development options being tested. It identifies strategic transport issues, key infrastructure requirements, and specific transport improvement and initiatives, whilst taking account of relevant policy at both a local and national level.

1.2.4 The outgoing Thanet Transport Plan set a number of actions to be completed. These actions and the achievements, as a result of the 2005 plan, are summarised in **Appendix A.**

1.2.5 There are a number of national, county and local strategies, plans and policies that will influence or be influenced by this Transport Strategy. These include:

- The National Planning Policy Framework (March 2012)
- Local Transport Plan for Kent 2016-31
- The Evidence Base of the Emerging Thanet Local Plan.
- Rail Action Plan for Kent
- Freight Action Plan for Kent
- Thanet Air Quality Action Plan
- Thanet Cycling Strategy
- Feet First Walking Strategy
- Vision for Kent
- Bold Steps for Kent
- Growth & Infrastructure Framework (GIF)
- KCC Road Casualty Reduction Strategy
- KCC Active Travel Strategy
- Countryside and Coastal Access Improvement Plan 2013 - 2017

Local Transport Plan 4 (2016-2031)

1.2.6 The preparation of a Local Transport Plan (LTP4) is a statutory requirement of Local Transport Authorities in England. It is intended to outline policies and provide a delivery plan to manage and enhance the local transport network. A LTP is intended to reflect and support District Local Plans, as such they are reviewed on a regular basis to ensure that they align with local planning policy and evolving land use scenarios throughout the county and district.

1.2.7 LTP4 was recently adopted by KCC and provides a county plan for the period 2016-2031.

It consists of five high level themes.

1. Economic growth and minimised congestion
2. Affordable and accessible door-to-door journeys
3. Safer travel
4. Enhanced environment
5. Better health and wellbeing

1.2.8 Whilst LTP4 provides a high level strategic overview of priorities at a county and district level, this Transport Strategy focusses on Thanet in more detail. **Figure 2** outlines the currently identified transport priorities within Thanet as set out in LTP4.

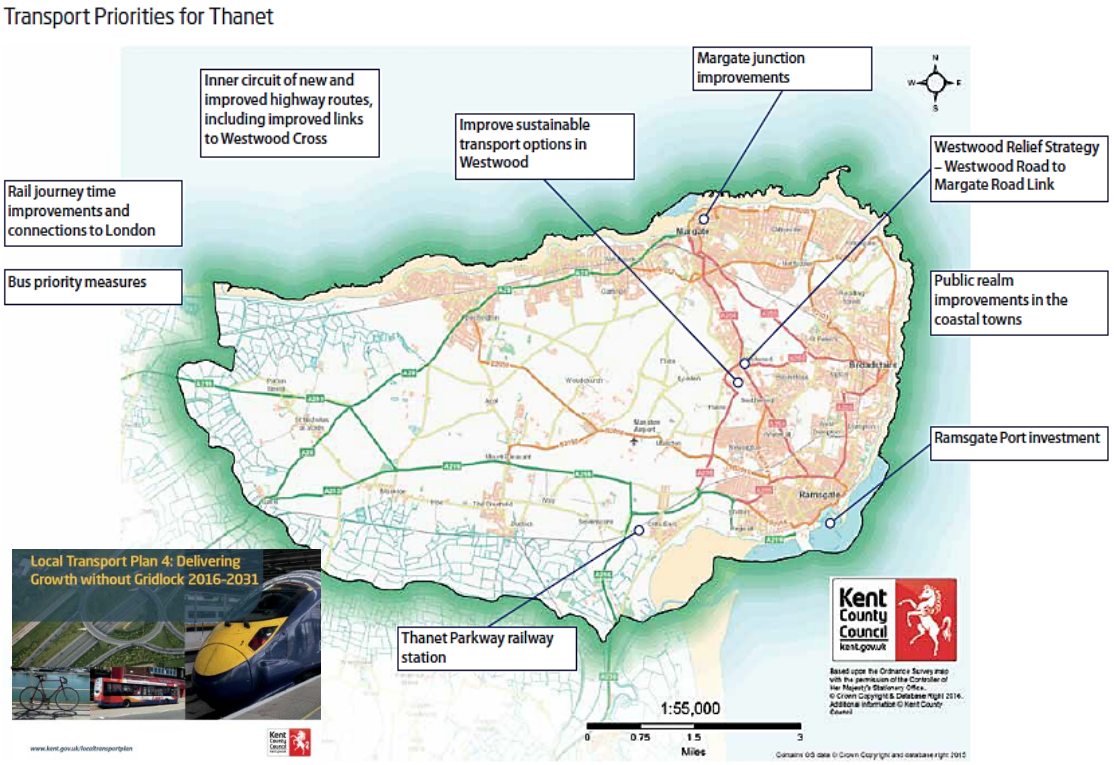

Figure 1 - LTP4 Transport Priorities for Thanet

1.2.9 Other Policy considerations are summarised in **Appendix B**

1.3 Roles and Responsibilities

1.3.1 Kent County Council is the strategic Local authority for Kent with a statutory role providing a comprehensive range of services as the Local Transport Authority. It has a responsibility for all non-strategic highway routes within the county, which equates to 5,400 miles of carriageway and 3,900 miles of footway.

1.3.2 Amongst a number of maintenance related activities in relation to the highway asset and planning of public transport, KCC plans and delivers highway improvement scheme leads on infrastructure funding bids to government in collaboration with TDC.

1.3.3 In terms of highway and transport matters, Thanet District Council is responsible for the enforcement of on and off street parking (under the Traffic Management Act 2004). TDC are also responsible for a number of public car parks, street cleaning, bus shelters and the monitoring of air quality.

1.3.4 Officers at KCC and TDC enjoy close working relationships, which seek to ensure that district and county transport priorities are aligned. This is evident through regular stakeholder meetings, such as Local Quality Bus Partnerships (QBP), which involve stakeholders (including members) from both KCC and TDC.

2 Geographical Context

2.1 Local Geography

2.1.1 Thanet is located in East Kent, and is surrounded by sea on three sides. It comprises three main coastal towns Margate, Broadstairs and Ramsgate. It incorporates a number of attractive coastal and rural villages.

2.1.2 The geography of the area results in a very self-contained road network, as such highway routes into and out of the district is currently geographically limited. Whilst coastal towns remain integral to the economic prosperity of the district, Westwood represents the core Retail and Leisure destination for many residents.

Figure 2 - Map of Thanet's Location

2.1.3 Historically, Thanet has suffered from a perception that it is isolated from London and the rest of the country, being 75 miles from central London and 56 miles from the M25/Dartford Crossing. However, new and improved transport infrastructure is helping to change this perception. Recent initiatives such as the new A299 East Kent Access Road in Cliffsend, improvements to the road network in Westwood and High Speed 1 Rail Links have had a positive impact on highway accessibility.

2.1.4 Thanet is now becoming a place where people seek to live and work and businesses invest. Tourism has always represented an important element to the local economy; with coastal towns being popular tourist destinations, particularly during summer months. As such the local highway network is subject to differing patterns of travel through seasonal peaks.

3 Spatial Characteristics

3.1 Social, Economic and Environmental Character

3.1.1 Thanet's estimated population at 2011 was 134,400. Work undertaken on population projections to 2031 to inform housing needs indicates an estimated population of 161,527 at that date.

3.1.2 The economy of East Kent is generally less buoyant than other areas of the county. This is partly due to perceptions of parts of it being peripheral with historically slow transport links to London. However, a number of regeneration projects and initiatives are in place and serving to diversify the employment base; for example the location of the Turner Contemporary gallery in Margate and the introduction of access to High Speed rail services within the district.

3.1.3 Furthermore, the economy has been growing and diversifying in recent years, and the Council, working in partnership with business, has set an ambitious Economic Growth Strategy for the area. The Council is working with business and other key partners to implement the Strategy.

3.1.4 Most of Thanet's coastline is designated a Site of Special Scientific Interest (SSSI), a Special Area of Conservation or a Special Protection Area. Areas at risk of flooding are mainly restricted to the lowlands of the former Wantsum Channel and a small area of Margate Old Town. Some of these designations are shown in **Figure 4**.

3.1.5 There are 20 Conservation Areas within Thanet, which include areas of special architectural or historical interest. In addition there are around 2,500 listed buildings in the district. In order to preserve the character of Conservation Areas interventions to manage traffic, such as road markings and signage require sensitive consideration. This is expressed in the District's Conservation Area Management Plan (2008)[1].

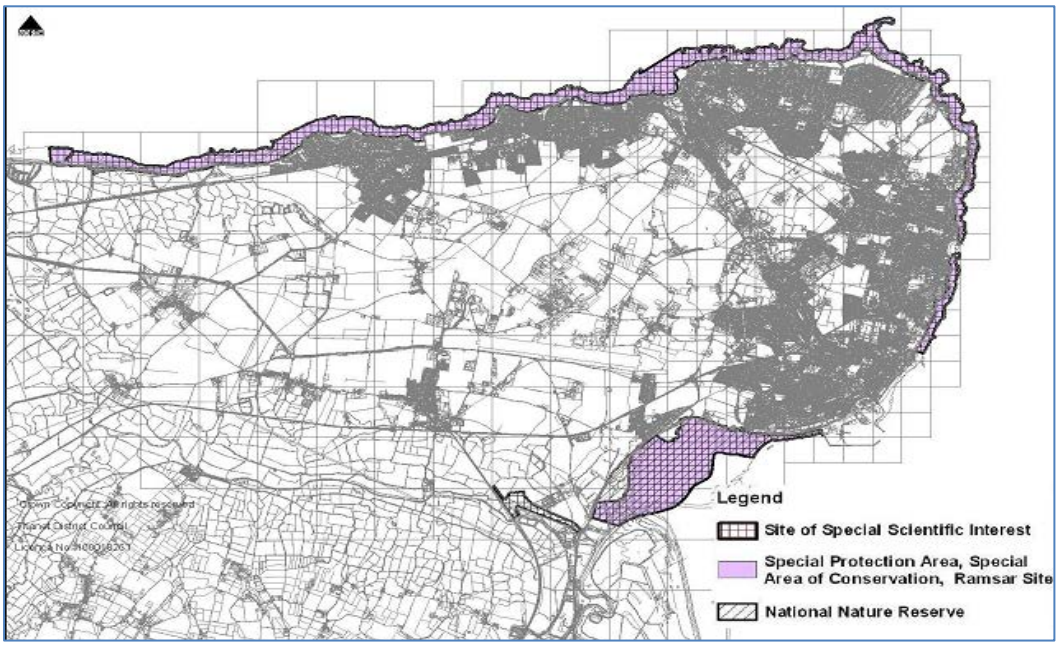

Figure 3 - Designations in Thanet

[1] http://www.thanet.gov.uk/pdf/Conservation_Areas_Management_Plan2008.pdf

3.1.6 There are two junctions in Thanet which show levels of nitrogen dioxide (NO_2) exceeding the recommended health objective, in both cases due to road transport emissions. These junctions are at The Square, Birchington, and High Street St Lawrence, Ramsgate.

3.1.7 It was found that Heavy Duty Vehicles (Heavy Goods Vehicles plus buses) contribute disproportionately to poor air quality. For example, at The Square HDVs produced a third of emissions of nitrogen oxides but were less than 5% of traffic[2].

3.1.8 In November 2011 an urban wide Air Quality Management Area (AQMA) was created and this includes both junctions (figure 4). This is because the two existing Areas are intrinsically linked to the road network across the wider district and by covering all heavily trafficked areas a coherent strategy can be developed. The one AQMA will then cover areas that will potentially exceed acceptable limits in the future.

3.2 Settlements

3.2.1 Thanet includes the three main coastal towns of Margate, Ramsgate and Broadstairs. These together with the smaller settlements of Westgate on Sea and Birchington on Sea are located within an almost continuous urban belt, with limited sections of green separation between some of them. Within the District's rural area there are seven villages of varying size, each having its own individual character. The furthest of these is about 5 km from the urban area containing the towns.

3.3 Margate

3.3.1 Margate is a popular tourism resort and has a strong cultural and creative community. The well-known "Dreamland" amusement park has recently reopened featuring historic rides, including the scenic railway, and other attractions, and also hosts events, such as nationally recognised music concerts.

3.3.2 Margate Railway Station is a short distance from the Margate main sands and gives direct access on foot to the seafront and its amenities. In March 2010, Jacobs was commissioned by Kent County Council to develop a conceptual master plan for improvements to the public realm of Margate Seafront and Station Approach[3]. The main features are to include:

- A less dominant highway environment with reduced road widths and highway furniture throughout
- A series of new and improved public spaces along the frontage
- Controlled pedestrian crossing points at key locations along the frontage
- Widened pavements and promenade where possible

[2] http://www.thanet.gov.uk/pdf/Thanet_AQAP_2011_DRAFT.pdf

[3] Margate Seafront & Station Approach Public Realm Improvements Scheme Development & Stakeholder Engagement Report

3.3.3 Margate town comprises narrow streets with properties fronting directly on to the road, many of which fall within conservation areas. Some of these streets are too narrow to safely accommodate two way flows and consequently follow a one-way system. The streets follow a comprehensive grid layout which offers good connectivity on foot and makes walking between key destinations in the town likely to be quicker than the car. Some of the existing pedestrian crossing points over the major arterial routes are located just off of the walking desire line which can sometimes result in additional interruptions to the free flow of traffic.

3.3.4 The Turner Contemporary has dramatically increased visitor numbers to the town but does not have on-site parking provision. Parking for the gallery is located in College Square, some 0.6km from the site and is accessed via a walk through Margate Old Town. The increased footfall in this area has had a significant effect on the commercial viability of the Old Town with more than 35 new businesses having opened in the first 18 months after the opening of the gallery (April 2011) and existing shops reporting a significant increase in takings.

3.3.5 Car parking can significantly influence the success of a town centre. KCC undertook a car parking survey in 2007 over a bank holiday weekend to assess the availability and utilisation of car parking within the town centre. Margate was found at that time to have 847 on street parking spaces of which an average of 69% were utilised during the week and 64% at weekends. There are 1,795 off street parking spaces of which 52% on average were utilised during the week and 26% at weekends. It is clear that parking capacity was abundant at that time but with the success of the Turner Contemporary and the upsurge of the Old Town a new Parking Strategy has been called for to take account of future regeneration projects.

3.3.6 The Queen Elizabeth the Queen Mother hospital is located on the edge of the town which is a facility that serves a large proportion of East Kent, bringing with it associated trips from outside of the district.

3.4 Broadstairs

3.4.1 Situated on the Thanet coastline between Margate and Ramsgate, Broadstairs is a popular holiday destination and has an array of festivals held throughout the year attracting tourists and locals to the town and seafront, whereby the main streets are closed to traffic. Its position in the district means that trains to London can go in either direction, via Canterbury or via Margate.

3.4.2 Due to its status as a thriving tourist location, peak season visitor parking needs to be reviewed and this could be done as part of a wider parking strategy for Margate, Broadstairs and Ramsgate.

3.5 Ramsgate

3.5.1 Home to the Royal Harbour Marina (just 35 miles from the French coast) and a member of the ancient confederation of Cinque Ports, Ramsgate is connected to the national road network primarily through the A299 Thanet Way and along the A256, East Kent Access Road, to Dover (and onwards to the Channel Tunnel), to which improvements have recently been completed.

3.5.2 Serving fishermen and yachtsmen, the Marina is also a tourist site. The town's Royal Harbour is unique in the UK and, like Broadstairs, the economy is underpinned by the tourist industry. Much of the town is Regency and Victorian and there are around 900 listed buildings.

3.5.3 The Port of Ramsgate has an access tunnel from outside of the town thereby avoiding town centre congestion except for times when this link is closed for maintenance.

3.6 Westwood

3.6.1 This area is located at the centre of the district, at the intersection of the A254 and A256. Westwood now represents the District's principal retail centre. It is also gradually developing into a residential settlement. The EuroKent site, which was originally allocated for employment, has recently been granted consent to build 550 new homes within the application site in addition to the 1000 new homes planned for Land North Of Haine Road. Recent improvements to the road network in the area have almost created a "loop" around the core shopping area, and this has led to improved traffic flows in the locality.

Figure 4 - Westwood Roundabout (A256 / A254)

4 Existing Transport Network

4.1 Road

4.1.1 Thanet is well connected to the UK motorway network via the A299 Thanet Way (a dual carriageway), which in turn links the District to the M2. The recently completed East Kent Access Road (A256 / A299) creates a high quality road connection to surrounding principle road corridors, which in turn link Thanet to the strategic road network (SRN) of the A2, M2 and M20 which are managed by Highways England.

4.1.2 The A28 (Canterbury Road) links Margate, Westgate on Sea and Birchington into Canterbury District and on to Ashford before ending on the East Sussex border. The A254 (Ramsgate Road) and A255 (St Peters Road) connect Margate, Ramsgate and Broadstairs. The A254 and A256 between Margate Ramsgate and Broadstairs serve as inter urban routes with Westwood being located at the point where these two routes intersect.

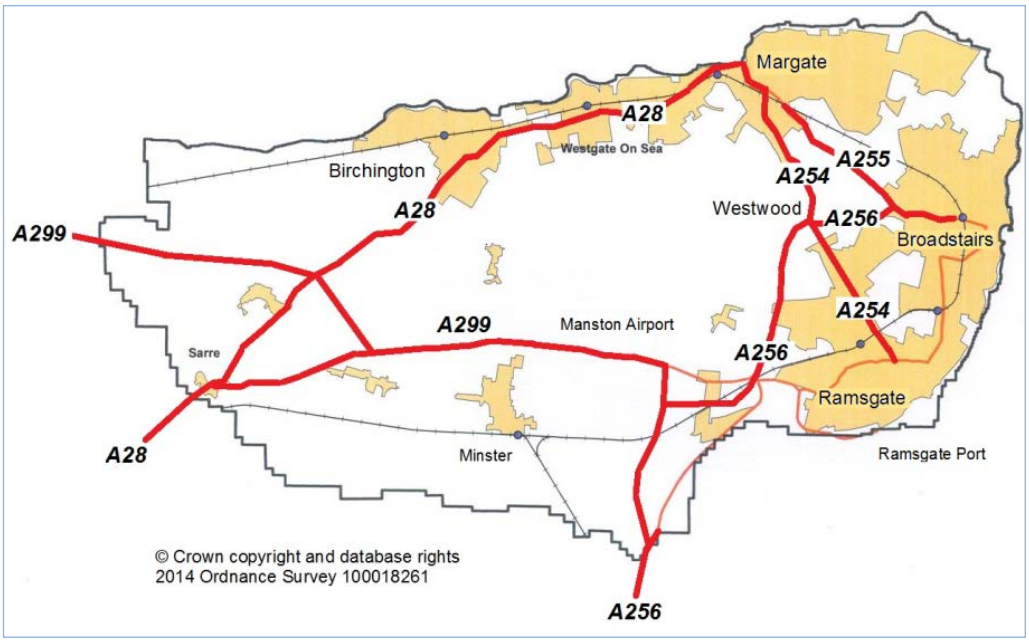

Figure 5 - Principal Road Links Around Thanet

4.1.3 All adopted public roads in Thanet are managed and maintained by Kent County Council as the highway authority. Those under KCC's responsibility can range from principal 'A' roads to the dense urban networks and rural lanes.

4.2 Rail

4.2.1 Thanet is currently served by seven railway stations and has direct services to London, Canterbury, Ashford and Dover. In December 2009 High Speed One services commenced from Ramsgate to London St. Pancras reducing rail journey times to 1 hour and 16 minutes (figure 5). For purposes of comparison, the mainline journey time to London Victoria is around 2 hours and to London Charing Cross up to 2 hours and 30 minutes.

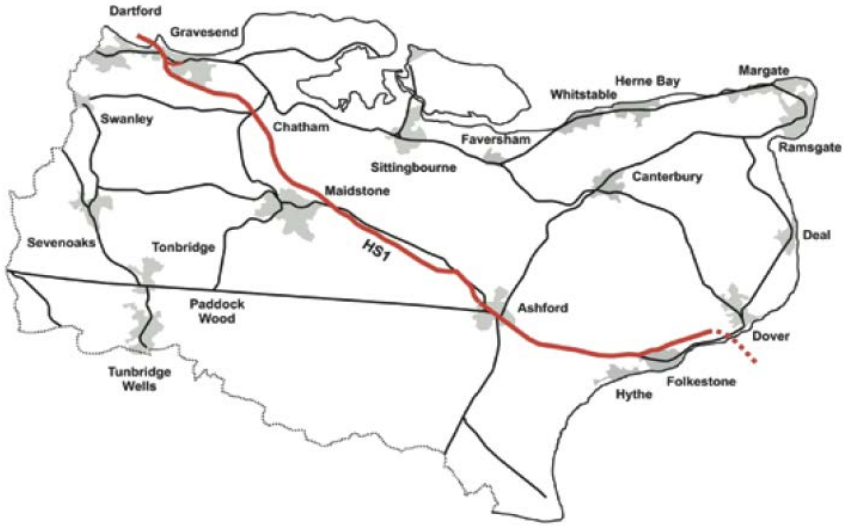

Figure 6 - The Kent Rail Network

4.2.2 The three principal stations are Ramsgate, Broadstairs and Margate with routes in three directions:

- London via Faversham and Chatham
- London via Canterbury and Ashford
- Dover and Folkestone via Sandwich

4.2.3 Parking availability at Thanet's existing rail stations is generally poor, which has an impact on the attractiveness of this form of transport for the local population. The delivery of a new Parkway Station at Cliffsend would provide high quality and convenient parking offer improving the attractiveness of rail travel.

4.2.4 The Kent Route Utilisation Strategy (January 2010) is Network Rail's strategic vision for the railway up to 2020, it has two possible areas for improvement in Thanet:

- Cutting journey times from London St Pancras to North Kent (Thanet via Medway) to promote economic growth. Current journey times are restricted by line speeds in Gravesend and Medway and the number of stations served on the route.

- The possible provision of a new Thanet Parkway station to assist in economic regeneration in Thanet, and improve connectivity with Discovery Park (just in Dover district), which provides a significant source of employment for Thanet residents.

4.2.5 In January 2012 the East Kent Resignalling Project was completed on routes from Sittingbourne to Minster via Ramsgate and from Faversham to Buckland Junction via Canterbury East. This renewed the existing equipment, which dated from the 1950s.

4.3 Bus

4.3.1 Approximately 97% of the local bus network in Thanet is provided on a commercial basis predominantly by Stagecoach. The remaining services are subsidised by KCC where it is considered there is a social need not met by the commercial network. KCC has clear criteria to help identify which services receive subsidy. These mainly include rural, evening and weekend services providing access to education, food shopping, health care or employment.

4.3.2 Thanet's predominant bus service provider Stagecoach is one of the largest operators in the UK and currently operates throughout East Kent. The introduction of the 'Thanet LOOP' in October 2004 was an immediate success and the existing Margate and Ramsgate local services the 'Thanet STARS' were upgraded as a result to complement it.

4.3.3 In an era when many districts have seen a net fall in the number of bus passengers (despite the introduction of free travel for over 60s), this is a remarkable achievement. Stagecoach in East Kent reports that bus use in the Thanet District over the last 10 years has been as follows:

Year	Passenger boarding's per year commencing 1st April
2004	4,157,610
2005	5,313,565
2006	6,358,351
2006	6,761,854
2008	7,288,773
2009	7,469,328
2010	7,737,112
2011	7,957,379
2012	7,824,858
2013	8,167,933
2014	Data Unavailable
2015	8,973,879
2015	8,850,442

4.3.4 As referred to above, a key reason behind this transformation was the re-casting of the local bus network using DfT Kick Start funding and investment from Stagecoach to create a new route called 'The Thanet Loop'. This offered modern accessible vehicles providing a frequent service on a simple route connecting the main town centres and the new development at Westwood Cross. Its introduction was backed with an extensive marketing campaign.

4.3.5 It has been developed with improvements to frequency, length of operating day and investment in a new fleet of larger vehicles with improved engines for better efficiency and lower emissions. Other commercial routes have also received similar improvements. with 8/8A in particular benefitting from an investment of £2.5million in new Euro 6 double deck buses in 2016 and revisions to the routes created new links across the district.

Quality Bus Partnership (QBP)

4.3.6 All bus routes within Thanet are supported by an established QBP between three partners – the commercial bus operator (Stagecoach), Kent County Council and Thanet District Council. This group meets quarterly and includes attendance by council members from both Local Authorities.

4.3.7 The purpose of the QBP is to co-ordinate all matters which might affect bus operation, including potential investment opportunities, which could range from new bus stock, localised highway improvements to complement bus routes to new highway infrastructure associated with new development proposals.

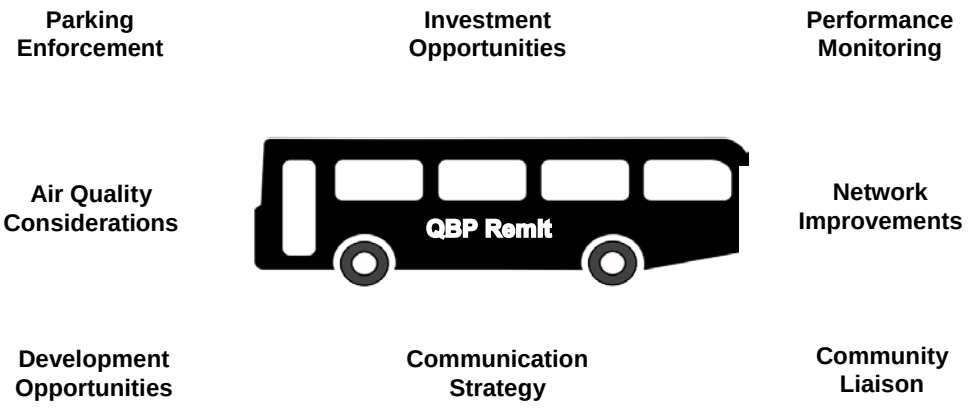

Figure 7 - QBP Roles

Young Persons Travel Pass/16+ Travel Pass

4.3.8 This is a concessionary scheme to assist parents with the cost of travel to and from school and evolved from the Kent Freedom Pass introduced in 2009. The current cost of the pass is £280 (£400 for the 16+ pass) and allows for travel between the hours of 6am and 7pm (at all times 16+ card).

4.3.9 The County Council currently issues just over 24 000 YPTP passes and 6500 16+ passes across Kent, this underlines KCC's ongoing commitment to reducing congestion especially at peak times. From September 2017 Stagecoach has launched a new initiative which allows for YPTP passes to be accepted at all times of the year and on all evenings and at weekends.

English National Concessionary Travel Scheme (ENCTS)

4.3.10 KCC administers this nationwide scheme in Kent for disabled people and those who have reached the state pension age. This allows for free travel between the hours of 0930 and 2300 Monday to Friday and anytime on Saturdays and Sundays.

Bus Stop Infrastructure

4.3.11 KCC hold overall responsibility for bus stop infrastructure in Thanet and across Kent overall. A contract is in place for the maintenance of existing bus stop assets and the Authority also considers requests for new bus stops and for the re-location / adaption of existing bus stops.

4.3.12 In Thanet, Stagecoach are proactive in assisting with the management of bus stops on their commercial corridors, performing the maintenance and repair

function (cases and flags) for the sites in question. It is important that bus stop infrastructure is considered as part of the planning process and that a) bus stop locations are identified early on within developments and b) appropriate financial contributions are included. More widely it is also important that developments consider bus access with respect to their design, for instance with respect to turning circles, road widths etc.

4.3.13 The original Thanet Loop scheme intended to make as many bus stops as possible fully accessible to support the new accessible buses being provided. The on-going development of bus infrastructure within Thanet has been a key component in the development of the existing network.

4.3.14 Bus shelter maintenance falls under the jurisdiction of TDC and this is currently administered through a term contract with the private sector, which devolves the responsibility for maintenance to the private sector with added revenue from relevant stops forming the funding stream to make this commercially viable. The current maintenance contract is reaching end point, and the delivery of good quality infrastructure will form part of future negotiations during 2017/2018. It is essential for any future contract to include a level of flexibility to enable new shelters to be provided within new development sites.

4.4 Community Transport

4.4.1 Thanet Community Transport Association provides accessible minibuses for residents who are unable to use other public transport. This is a door-to-door dial-a-ride service timetabled to operate to/from selected destinations each day.

4.4.2 Kent Carrier Service – Is a flexible dial a ride service that takes members directly from their door to useful destinations in their local area. All services are operated with wheelchair accessible vehicles and trained drivers. The scheme provides for those with a mobility impairment/medical condition, who live more than 500 metres from a bus stop/railway station or who are over 85 years of age.

4.5 Sea

4.5.1 Ramsgate Port has facilities for handling freight and passengers and is operated by Thanet District Council. These facilities include the ability to handle Roll on – Roll off (Ro Ro) vessels up to 175m and 6.5m draft, dedicated warehousing for transhipment and storage, and coach, car and foot passenger handling. In addition Ramsgate Marina also enables private vessels to be moored.

4.5.2 The previous operator of Cross Channel ferry services to both Dunkerque and Ostend ceased trading in May 2013 and a new operator is being actively sought. The Port has become a construction and operation base for three nearby offshore wind farms and the Council is currently exploring a range of freight and other operational options for the Port.

4.5.3 It has good connectivity with a dedicated Port access road and tunnel that diverts traffic away from the town and delivers customers direct to the Port. Because the route from the M25 to the Port of Ramsgate does not rely upon the M20/A20 corridor it is largely unaffected by the long delays which result from the implementation of Operation Stack.

4.5.4 With space for up to 550 freight units on site, specialist logistical equipment and storage areas only metres from the berth, turnarounds can be kept short. A focus on pre-booked, just in time services that are not affected by seasonal traffic variations guarantee customers can get to the Port without delays, providing a cost-effective way forward for the European freight distribution market.

4.5.5 The Port has an existing capacity of 500,000 units and the potential for up to one million. Cross channel freight is already expected to increase by 1.43 million units per year by 2035, and the Port of Ramsgate can play a significant part in providing additional capacity. This would give increased resilience to the European logistics market and support the flow of traffic across the South East of England especially the Thames corridor and would potentially link into the third Thames crossing, diverting traffic east rather than south to Dover and the Channel tunnel.

4.5.6 The Port has a strong vision for phased future development starting with a new double deck linkspan berth. This would give the Port a second double deck berth that would improve resilience whilst unlocking significant additional capacity and the Council has started to develop the business case to bring this forward.

4.5.7 The second phase would include the development of a logistics hub at Manston Business Park. This would provide additional off-port vehicle storage to act as a pre-parking area, supporting the maximum capacity of one million units. The hub would also incorporate storage facilities to allow for post and pre-assembly for loads for onward transport and units for advanced manufacturing.

4.6 Walking

4.6.1 Thanet has a road network which largely accommodates footways on both sides, not only in the main towns and seaside settlements but also along the distributor routes connecting them. In the rural areas the Public Rights of Way network offers walkers (and sometimes horse riders and cyclists) a good connection across open countryside to the coast, rural settlements and end destinations, with some circular walks offering superb views of both coast and countryside combined. The Thanet Coastal Path follows the longest stretch of chalk coastline in the country, the route having been set up in the 1990s. The Viking Coastal Trail is good for beginner walkers, offering good views out to sea. There are other signposted walks in Thanet, including the Turner and Dickens Walk linking Margate and Broadstairs.

4.6.2 In 2005 “Feet First,” a local walking strategy for Thanet was published. This identifies barriers to walking in the District and aims to promote and enable walking, for example by specifying a network of routes for improvements.

4.6.3 KCC’s Countryside and Coastal Access Improvement Plan 2013 is the overarching policy document for improvements to network of Public Rights of Way and recreational walking access in Kent.

4.6.4 Active Ramsgate is a recently completed partnership project from Ramsgate Town Council and Explore Kent to help develop Ramsgate Town as a destination for walking and cycling. The project included a number of promoted self-guided walks and the establishment of three new walking trails; ‘The Contra Trail’, ‘See it all’ and ‘Ramsgate Town Rounders’. On the back of this initiative Ramsgate Town is applying to be a ‘Walkers Welcome’ town. The Turner and Dickens Walk and Thanet Coastal Path provide longer distance promoted trails. All promoted routes have accompanying maps and leaflets that provide all the information you need for an enjoyable day out. For further information see - Parks and outdoor activities - kent.gov.uk

4.6.5 Following the Marine and Coastal Access Act 2009, Kent has been working with Natural England to establish its section of the emerging “England Coast Path” national trail. Establishment of sections from Folkestone to Whitstable are a key part of that initiative, although the focus of walking remains in and around the Coastal Promenades there is wider network of Public Rights of Way of around 106km.

4.7 Cycling

4.7.1 The Viking Coastal Trail (27 miles) roughly encircles the former Isle of Thanet providing connections between the towns, leisure and heritage attractions, as well as the National Cycle Network. Other routes have designated facilities to make cycling more attractive, such as the shared use footway/cycleways adjacent to New Haine Road. The provision of toucan crossings and facilities such as cycle parking at key locations (e.g. stations and shopping centres) also helps to improve the attractiveness of cycling in the district.

4.7.2 There is an existing Thanet Cycling Plan dated December 2003, with many of the targets within this document having already been achieved, notably:

1. The completion of the Viking Coastal Trail (VCT) in June 2001, linking Thanet’s town and villages together with a 45km (28 mile) circular route and joining them to the National Cycle Network.

2. The continuing review of the VCT, improving signage and surfaces on the route, using funds from the Connect 2 project to complete the circular route and maintain it as an asset for Thanet.

3. Improvement of road junctions, Westfield Road/Caxton Road/Maynard Avenue/Brook Avenue/Crow Hill Road to reduce traffic speeds and give better access to pedestrians and cyclists

4. Construction of Dane Valley cycle route linking Marine Drive, Margate to Vicarage Street, St Peters and linking into the safer routes to school scheme.

5. Scheme to reduce traffic speeds at Nethercourt Hill, Canterbury Road East, High Street, Margate, Reading Street, Albion Street, Broadstairs and on various estate roads in Thanet with links to encourage more walking and cycling.

6. Cycle links from Margate Station and Broadstairs Station have been revised and improved.

7. The building of safe crossing facilities on Westwood Road fronting St George's C of E School.

8. Cycle route connections at Westwood, in the vicinity of Westwood roundabout.

9. New cycle path connection between A253 Minster and Sandwich Road Cliffsend to connect into NCN1.

5 Key Transport Challenges and Options

5.1.1 The purpose of this strategy is to manage growth within the district, whilst providing an improved quality of life for Thanet's residents by addressing key transport related challenges.

5.1.2 For most road users, congestion and delay is the biggest issue related to transport, with previous studies suggesting that congestion was a problem for the majority of the time when undertaking general road journeys[4]. It has also been forecast that, based on recent patterns of car usage, the housing growth planned for Kent could result in an extra 250,000 car journeys on the county's roads every day[5]

5.1.3 There is a general recognition that car ownership is the largest single component of traffic growth, with journeys to and from work and for educational purposes being one of the biggest contributors to peak hour road congestion.

5.1.4 Statistical data from the 2011 census identifies that whilst Thanet is geographically smaller than other districts within Kent, the number of households are comparable. The level of private vehicle trips in the district is commensurate with the national average. It is relevant to note that the percentage of bus use is the second highest in Kent, which suggests that existing bus services are a feasible option for existing residents.

5.2 Existing Travel Patterns

5.2.1 To gain a perspective on current and future transport demographics, it is valuable to examine existing sources of data in relation to Transport matters. Data sourced from the 2011 census provides some insight into the current travel habits of Thanet Residents when compared to local and national trends. **Figure 9** outlines the percentage of the resident population at different levels of car/van ownership in the District.

5.2.2 This data suggests that 30% of the district's population live in households with no cars/vans compared to just 20% for the whole KCC area. The average car ownership across the district is the lowest in the county

5.2.3 This can have accessibility implications for particular groups as when the car is being used (for example during the working day) other household members do not have access to the car and must rely on Public Transport. Likewise, where households have no car/van reliance on other forms of transport is high.

5.2.4 This theory would appear to be supported by further analysis of travel to work dataset See **Figure 10** below, which suggests that the use of bus travel is higher than the local (Kent) Average.

[4] DfT (2008), Public attitudes to congestion and road pricing
[5] Kent County Council (2010), Growth without Gridlock – A transport delivery plan for Kent

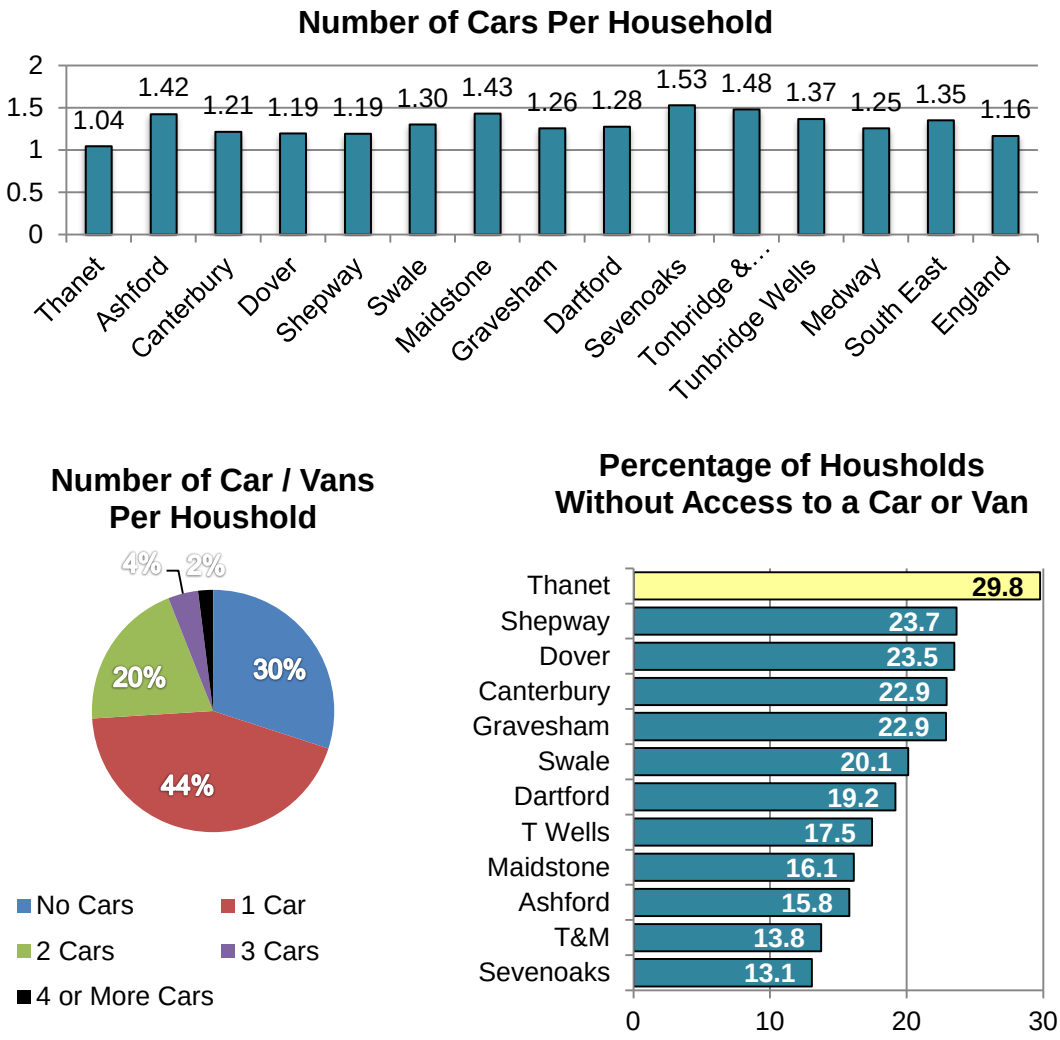

Figure 8 - Car Ownership (Data Sourced from 2011 Census)

Area	Working from home	Rail	Bus, minibus coach	Motorised Vehicle	Passenger car or van	Cycling	Walking	Other
Ashford	6.9	6.7	2.6	64.9	5.4	2.5	10.3	0.5
Canterbury	6.3	5.4	5.0	59.3	4.9	2.7	15.8	0.5
Dartford	3.6	17.9	5.2	60.1	4.4	1.1	7.3	0.5
Dover	5.3	3.8	3.6	65.7	6.2	2.2	12.4	0.8
Gravesham	3.9	11.3	6.7	62.2	6.3	1.0	8.1	0.6
Maidstone	6.0	6.9	3.8	65.2	4.9	1.2	11.6	0.5
Sevenoaks	8.0	20.4	1.6	57.4	3.6	0.8	7.5	0.7
Shepway	5.6	4.1	4.9	64.3	5.5	1.8	13.0	0.8
Swale	5.0	7.1	2.0	66.3	5.5	2.2	11.3	0.6
Thanet	5.3	4.1	6.3	61.7	6.9	2.5	12.5	0.7
Tonbridge & Malling	6.3	12.4	2.2	64.3	4.4	1.4	8.6	0.5
Tunbridge Wells	8.5	14.9	2.3	53.8	4.0	1.2	14.8	0.6
Kent	6.0	9.5	3.8	62.2	5.1	1.7	11.2	0.6
England and Wales	5.4	9.0	7.3	58.9	5.1	2.9	10.7	0.6

Figure 9 - Method of travel to work by percentage split (data sourced from 2011 Census)

5.3 Supporting Expansion at the Port of Ramsgate

5.3.1 Ramsgate's Port and Royal Harbour is located 76 miles from the heart of London, and close to continental ports and harbours across the North Sea and Straits of Dover. The commercial port has, until recently; operated ferry services to both Dunkerque and Ostend and has become both a construction and now operation and maintenance base for three nearby offshore wind farms. As owner and operator of the Port, Thanet District Council has published a Maritime Plan to provide a high level guide for the future operation, development and management of the port and adjacent Royal Harbour.

Figure 10 - Ramsgate Port

5.3.2 The Port includes 32 acres of commercial port land, three modern Ro-Ro bridges, a fast ferry service capability, tri-berth simultaneous operation, full passenger services and freight vessel facilities. This plan reflects the objective of accelerating local economic growth recognises the Port as a strategic asset and outlines how it is expected to grow over time. Its vision includes :

- Safeguarding the commercial port and its commercial shipping facilities.
- Supporting development of new marine infrastructure and ro-ro expansion opportunities, as well as ferry lines.
- Capitalising on potential to grow the port's existing role as an engineering and logistics base centred around off-shore renewable energy installations.
- Pursuing expansion of bulk commodity trade.
- Promoting capabilities to accommodate cruise ship calls.

5.3.3 The Port benefits from a dedicated access road enabling road traffic to connect directly to the principal road network without passing through the built up area and local road network.

5.4 Economic Situation

5.4.1 The prevailing economic situation in recent years has affected Thanet as it has elsewhere in the country. The local economy is focused on tourism, cultural and creative industries and the service sectors, particular in the public sector, with a high proportion of small businesses. Thanet's towns have their own unique identities and heritage on which to trade, for example Margate's connections with the artist Turner and the country's only Royal Harbour in Ramsgate.

5.4.2 Thanet has strong economic connections with the surrounding districts. The recently completed East Kent Access Road (encompassing both the A299 and A256) provides dual carriageway from the M25. Its completion now means that there is a direct dual carriageway connection between Sandwich, Ramsgate and the motorway network to the London arterial motorways. It also links Thanet and major economic assets including Manston Business Park, the Port of Ramsgate and Discovery Park to the UK's main arterial strategic road network.

5.4.3 The introduction of High Speed 1 (HS1) rail services have reduced commuting time from London St. Pancras to Ramsgate to 76 minutes and Margate to 88 minutes, from almost two hours. Although journey times remain longer than those to comparator locations (such as Folkestone), recently secured Government investment is set to lead to further reductions. This route had also facilitated access from Thanet to North London rather than just to the South. Efficient transport connections and improved journey times can help make the area more accessible and therefore more attractive as a location for business investment and commuting.

5.4.4 Thanet's Economic Growth Strategy for 2016 to 2031 identifies key areas for the Thanet economy to grow quickly and attract significant investment:

Transformational Initiatives

1. Developing the Port at Ramsgate
2. Investing in high value manufacturing and engineering across Thanet and East Kent
3. Positioning Thanet as a global agritech hub
4. Promoting Thanet's broader cultural/leisure offer
5. Cultivating the creative industries across Thanet
6. Designing enterprise into communities
7. Long term feasibility modelling for Margate and Ramsgate

Foundational Priorities

1. Working with businesses, schools and FE/HE providers to improve workforce skills
2. Developing and implementing measures to support new and small businesses in the District, particularly the provision of managed workspace and focused business support
3. Ensuring major employment sites in Thanet are managed and promoted effectively
4. Working with local partners to ensure that the visitor economy continues to evolve, reflecting fast-changing patterns of demand.

5.5 Car Parking Strategy

5.5.1 Car parking is an important issue for residents, business and visitors. Kent County Council is the highway authority for the district, and TDC work in close partnership with KCC on all parking related matters for the district.

5.5.2 The ongoing aspiration to diversify the local economy, leisure and tourism (for example; the opening of Turner Contemporary in Margate and the re-opening of Dreamland) will attract more people to travel to the district and the towns thus generating demand for parking. In parallel there is potential for local growth in car ownership. While the Local Plan aims to facilitate greater use of alternative modes of travel it remains very important to ensure that parking provision is properly managed, sufficient and suitably located for those who elect to travel by car.

5.5.3 The District Council has prepared a Parking Policy (2015-20) to provide a framework for effective parking management, and to support the Council's strategic objectives as outlined in the Corporate Plan and links in with the Thanet District Transport Strategy, Local Plan, Regeneration Strategy and the Destination Management Plan. It is important that we have a consistent approach across the whole of the district. Some of the aims of the Parking Policy are:

- Ensure the safety of all roads users by restricting parking in inappropriate locations;
- Be fair in setting fees and charges that are related to supply and demand, encouraging use of parking spaces and incentivising people to come into town centres and other attractions, and have a consistent approach across the district;
- Support the viability of Thanet's economy and regeneration initiatives that form part of this;
- Provide a clear policy for enforcement which will allow the council to deal with parking issues fairly and consistently, ensuring an efficient and effective enforcement function;
- Ensure the appropriate control of residents' parking, especially where this is affected by other parking demands;
- Seek to ensure that the provision, location and safety of public car parks are of a good quality;
- Provide a consistent and clear approach for different types of parking permits;
- Seek to ensure a clear approach towards parking for disabled persons including dealing with misuse of the blue badge scheme;
- Consider parking's contribution to environmental agendas (for example, if demand of the current electric charging points increases then the council will look at increasing the number of charging points within the district's car parks with external funding if available); and
- Ensure that the policies and services are transparent and provided consistently throughout the district.

5.5.4 Exploration of digital solutions to support parking services will become an on-going action within the service to continue delivering a more cost effective and efficient service for the public. These will include:

- New smartphone handhelds
- Virtual permits
- Residents visitors permits purchased on line
- Mobile CCTV/ ANPR camera technology for enforcement
- Extending our online permits system to online renewals.

5.5.5 New schemes will be introduced to help residents and businesses to be able to get a turnaround of visitors using the bays close by. Parking services will explore a number of sites around the district for pay and display and parking schemes.

5.5.6 Its objectives include making more productive use of existing provision and regulation of on and off-street parking to help keep traffic flowing, improve pedestrian and motorist safety, facilitate business deliveries and enable people to park near their homes and shops. The Policy also addresses charging policy, enforcement and signage.

5.5.7 The established benefits of providing parking enforcement are to:

- To improve the safety of road users;
- To assist the free flow of traffic and reduce traffic congestion, especially for emergency services:
- To assist and improve bus movement;
- To ensure effective loading/unloading for local businesses;
- To provide a turnover of available parking spaces in areas of high demand;
- Increase protection of disabled spaces, bus stops, loading bays, taxi ranks and residents parking areas; and
- To promote and enhance the health of the local economy.

5.5.8 The Parking Policy seeks to ensure that parking is of good quality, safe and suitably located. It also indicates that new pay and display parking locations will be investigated as well as consideration given to potential disposal of some car parks. It is intended that existing off street town centre car parks should continue to be safeguarded.

5.5.9 The Parking Policy acknowledges the need to improve existing coach parking, and to explore options for locating increased provision. In particular replacement provision is expected to be required for Margate following construction of the Turner gallery and adjacent land. There is currently no specific coach parking provision for Ramsgate, and it is anticipated that additional provision will be required for Broadstairs to address peak demand.

5.5.10 Park and ride is an alternative solution that has been considered previously. However unlike most towns that have a scheme Thanet is unique by having four town areas that have a greater visitor demand during the summer months only. Most schemes offer drivers an easier way to leave their vehicle at an out of town location and then use a quick service to travel in to town without delays. Thanet does not have a central point that could be used for all towns that would give drivers the same opportunity.

5.5.11 A large amount of investment would be required for such a scheme not only for the land but for the on-going operating costs. It may be possible with partners to look at a scheme for the summer period only covering the towns that get traffic congestion.

5.5.12 There is also a role for planning policy to achieve the following:

- Safeguard town centre car parks but with flexibility to accommodate situations where sites are under used and where development might facilitate more suitably located or better quality provision to be delivered elsewhere
- Set out guidance on the level of car parking to be provided for in new developments including within the individual town centres, and to identify areas where additional on-street parking may not be required
- At Westwood, to consider how car-parking might be more effectively provided as part of a wider redesign of the area, to create a more pedestrian-friendly public realm as part of the centre
- Support new, suitably located off-street parking
- Improved directional signage; and
- Safeguard existing coach parking provision and support solutions to augment provision in appropriate locations to address unmet need.

The Parking Policy will be reviewed in 2020.

5.6 Quality of Life

5.6.1 One of the expected key challenges for the Local Plan will be to deliver a change necessary to raise the quality of life for Thanet's less advantaged citizens, whilst maintaining the quality of life for everyone. Thanet's historically deprived communities are found in the wards of Cliftonville West, Central Margate, Newington and Eastcliff. Alongside other programmes and initiatives, transport can go some way to address these challenges by increasing accessibility to public amenities and connectivity from some of Thanet's more deprived or rural areas.

5.6.2 To encourage walking and cycling generally improves overall health and fitness levels, improves air quality and helps to reduce the number of cars on the network, thus reducing congestion and saving money for the individual. Creating active street frontages, with more people walking and cycling, also reduces crime levels and can act as a catalyst for more people to become active.

5.6.3 The quality, safety and convenience of access by foot, bicycle and public transport are all key factors in encouraging people to select alternative modes to the private car.

5.7 Thanet Parkway Rail Station

5.7.1 The County Council's Transport Delivery plan identifies key opportunities and challenges to be addressed to deliver long-lasting regeneration and economic growth in the County. It recognises that many of Thanet's existing rail stations are difficult to reach by sustainable transport and offer limited car parking opportunities. This causes some commuters to travel significantly longer distances by car to access stations with better parking facilities.

5.7.2 The project's objective is to support growth at Manston, Business Parks around Westwood and Discovery Park.

5.7.3 The following outcomes are expected from the delivery of the station:

- Increased inward investment in Thanet and Dover.
- Thriving Enterprise Zone and surrounding Business Parks.
- Greater employment opportunities for Thanet and Dover residents.
- Access to high speed rail services across district.

5.7.4 The Parkway station will consist of the following elements which are subject to discussions with Network Rail and Local Train Operating Company.

- Two station platforms with disabled access.
- Disabled access ramps/lifts with footbridge.
- Ticket vending machine, waiting area and journey information point.
- CCTV and passenger help points
- Car Park and associated facilities with disabled access to platform.
- Drop off/ pick up point for buses, taxis and cars.
- Pedestrian and Cycle access

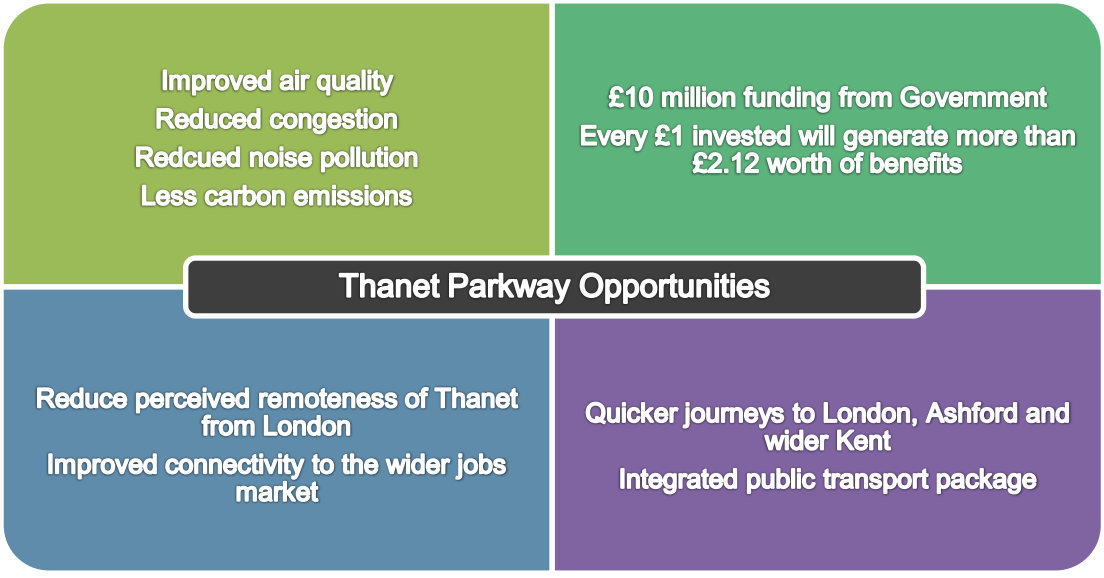

Figure 11 - Thanet Parkway Headline Opportunities

5.7.5 Alongside parallel JTI scheme which increases line speeds between Ashford International and Ramsgate stations, it is anticipated that journey times from London to the Thanet Parkway would reduce to 1 hour, providing a significant boost to tourism, and regeneration of the area and enhancing access to private sector employment at Ashford and Ebbsfleet.

Figure 12 - An artist's impression of Thanet Parkway

6 Traffic Challenges

6.1.1 When compared to other areas of the county, existing traffic flows within Thanet are reasonably catered for, however the road network generally lacks resilience to cope with future growth. There are a number of junctions that cause localised delays during peak hour demand. These junction delays will continue to be exacerbated if necessary improvements are not made.

6.1.2 A significant proportion of Thanet's housing growth is identified on land within or adjoining the main urban area, which in turn will add pressure to existing primary highway routes and junctions, which are already subject to extended delays and environmental impacts. An appraisal of the local highway network through stakeholder engagement and interrogation of junction performance has identified a number of congestions 'hotspots' within the district. The purpose of this strategy is to highlight these challenges and seek to manage growth within this specific context.

6.2 M2 / A2 / A299 - Brenley Corner

6.2.1 Brenley Corner lies outside Thanet at Junction 7 of the M2, where traffic splits between the A2 (for Canterbury, Dover and the Channel Tunnel) and the A299 into Thanet. The M2 and A2 are part of the Strategic Road Network (SRN) managed by Highways England (HE), who have identified potential future congestion issues at Brenley Corner.

6.2.2 Improvements at this junction must consider future growth in Thanet, as well as the travel implications arising from growth plans of other districts.

6.2.3 Thanet District Council, in cooperation with neighbouring district councils and Kent County Council, has prepared an assessment of the scale of planned development and transport principles to assist HE in identifying its potential impact on those parts of the SRN where capacity may be an issue.

Figure 13 - Brenley Corner

6.2.4 Due to the way in which the junction is arranged, it is anticipated that the impact of development within Thanet will potentially have a lower level of impact on the operation of the existing junction when compared to directly adjacent districts.

6.2.5 The strategic importance of ensuring that Thanet remains directly accessible from the SRN, for both commuting and leisure based trips makes continued liaison with Highways England and investigation of a long term solution for this junction a key consideration for the interests of Thanet District.

6.3 B2050 / B2190 - Spitfire Junction

6.3.1 The Spitfire Junction is a convergence of two distributor roads located in the middle of the district (the B2050 Manston Road and B2190 Spitfire Way). The B2190 is a very important local route with the A299, which is one of the primary arterial routes serving Thanet, for locally bound traffic to Margate, Broadstairs and Ramsgate.

Figure 14 - Spitfire Junction

6.3.2 This operates with two priority junctions adjoining the B2050, a major distributor road that links Birchington, Manston and Ramsgate. Lengthy queues form at peak times on the B2190 from the west and on the westbound approach of Manston Road. Several designs have been considered at this junction to seek to improve junction performance and safety, however the alignment of the carriageway of the B2050 and the availability of residual highway land currently present geometrical challenges to an alternative approach.

6.4 A28 / B2055 / B2051 - Marine Terrace / Marine Parade (Margate Seafront)

6.4.1 Margate seafront is the final connection point of the A28 primary highway corridor and is the end point for one of the two principal routes into the Thanet area. The clock tower junction has been subject to alternative traffic schemes in the past, which has generated mixed results. Given the nature of Margate as a popular tourist destination, there is a clear requirement to accommodate pedestrian movement whilst managing considerable traffic flow.

Figure 15 - A28 / B2055 / B2051 Marine Terrace / Marine Parade

6.4.2 At present, the numerous pedestrian crossing points located on the seafront create journey time delay to motorists due to the popularity of the beach and seafront facilities (particularly during the busy summer tourist season) create a need for these crossing points to remain operational. Network reliability also has an impact on the punctuality of bus services.

6.5 A256 / A255 - Dane Court Roundabout

6.5.1 This roundabout junction serves as a central convergence point for distributor routes to Westwood, Margate, Broadstairs and St Peter's. It suffers from long queue lengths at peak times but is constrained by frontage development and could not be significantly improved without utilising land to the west of the junction. Recent traffic surveys suggest that the predominant flows on this roundabout take place between the A256 & Vicarage Street, which in turn impacts on the ability for traffic on the A255 to 'gap seek', leading to extended queuing within the A255 Dane Court Road.

Figure 16 - A256 / A255 Dane Court Roundabout

6.5.2 A possible method of better managing queues at this junction would be to introduce signal control or provision of a larger roundabout with increased capacity, however these solutions will require the use of third party land.

6.6 B2052 - Coffin House Corner

6.6.1 This junction is located at the intersection between four important local routes and as such is now one of the busiest junctions in the district.

6.6.2 It forms part of the entry to and exit from the Tivoli one way system and is operating as a traffic signal controlled junction. The presence of popular primary schools within close proximity of this junction have a significant impact on its operation during peak hours, both in terms of on street parking and general traffic queuing. This also creates extended delay at the Manston Road / Shottendane Road Junction, which is a well-used local route and serves the local Waste and Recycling Centre and Thanet Cemetery & Crematorium.

Figure 17 - Coffin House Corner

6.7 Westwood Cross

6.7.1 Westwood continues to be a centre of development activity in Thanet. The now well established Westwood Cross town centre, which has extensive retail and leisure facilities has been highly successful in stemming leakage of retail spend from the district and attracts visitors from beyond Thanet.

6.7.2 In recent years, a phased development to deliver over 1,000 new homes has commenced on land fronting Haine Road and Nash Road. New Haine Road opened in November 2008 providing access to further land allocated for development.

6.7.3 Westwood is comprised of different land parcels; however these are separated by the Primary Road Network, thus creating a barrier to walking and cycling between retail outlets. Ongoing development and subsequent congestion around the town centre, (particularly at weekends), remains a challenge, however recent improvements to the road network have provided considerable benefit, with better route choice to spread traffic demand.

6.7.4 The Westwood Transport Plan was endorsed by the Joint Transportation Board (JTB) in 2010. This plan includes new roads / improved junctions, alongside widening of the existing arterial roads in the Westwood area, to provide alternative routes and disperse traffic more efficiently within the local area.

6.8 A254 / B2052 Victoria Traffic Signal Junction

6.8.1 Known locally as the Victoria Traffic Lights – This junction consists of a busy and complex five way junction linking College Road, A254 Ramsgate Road and Beatrice Road. The junction is located close to local primary schools, which in turn create further constraints in and around the College Road corridor during peak hours.

6.8.2 Recent traffic surveys reveal a total of 27,500 vehicles travel through this junction between 7am and 7pm on a typical weekday. It is a key junction within the A254 corridor and any reduction in the level of service at this junction can impact on the wider urban areas of Margate and beyond.

Figure 18 – Victoria Traffic Signals

6.8.3 The junction has been subject to phase and stage changes in order to manage journey times and safety. In terms of air quality, College Road was previously identified as an area approaching the health objective for nitrogen dioxide. However, since the recent junction improvements at Victoria Traffic Signals, levels have reduced significantly.

6.8.4 Recent junction improvements to this junction are as follows:

- An altered the pattern of the signals to optimise traffic flow.
- Introduction of MOVA, a system that can adjust the timing of the lights depending on levels of traffic on the different approach roads.
- Installation of 'smart' traffic signal control equipment to provide a level of bus priority within the timing of the signals.
- Provision of a signal controlled pedestrian crossing on College Road (east) to improve safety and amenity for those travelling by foot.

6.8.5 Since the introduction of the new improvements there has been a reduction in queue lengths and early indications suggest that safety at the junction has been improved. Despite these improvements, the junction continues to experience congestion during network peak times.

6.9 A28 / Birchington Square

6.9.1 This junction is located at the end of Station Road and forms part of the A28 Canterbury Road, which is the principal road corridor leading to Margate. Throughout much of the day, Birchington Square operates acceptably, however it is subject to long delays during peak periods. This issue is compounded during hot summer months with increased visitor traffic entering and leaving Thanet. Air quality has exceeded health objectives for nitrogen dioxide here since 2005.

6.9.2 The junction operates as a mini roundabout and is constrained by historic frontage development and local features. A priority junction is located at Park Lane to the south of the mini roundabout, which provides access to the local Primary School, Acol Village and local rural road network.

6.9.3 A visual appraisal of the junction has identified that the cause of the congestion often relates to the positions of existing bus stops in the square and operation of the pedestrian crossing at the end of Park Lane combined with right turning traffic movements, which impede the free flow of traffic in the locality. When buses are stationary at the same time on both the eastbound and west bound stops, the gap between them impedes the free flow of larger vehicles.

6.9.4 Right turning traffic into Park Lane often cause queues at peak times partly due to the 'single way working' system which is in place, which only allows a very limited number of vehicles to queue on Park Lane. Those vehicles at the junction have difficulty emerging onto the A28 Park Lane which can lead to instances of gridlock. This often leads to queuing back along the A28, the result of which encourages traffic to seek alternative routes though the residential areas to the north and south of the A28.

6.9.5 Proposed growth at Birchington and Westgate will impact on Birchington Square and as such developers would be required to mitigate the impacts of their development. In order to better manage journey times and air quality issues within the locality a more comprehensive solution to traffic accessibility needs to be explored which would allow the A28 to operate with minimal interruption.

6.10 A255 St Lawrence Junctions

6.10.1 The St Lawrence area in Ramsgate suffers from extended peak hour queuing at its junctions of A255 Nethercourt Hill / Newington Road / High Street St Lawrence and Newington Road / Manston Road. Both junctions impact on each other due to the sheer volume of traffic and the blocking back that occurs between them. The junction with the High Street is difficult to address by way of increased road space due to the proximity of listed buildings within the immediate vicinity.

6.10.2 Air quality issues are prevalent in this location. The presence of a number of primary schools in close proximity to this junction exacerbate the situation, as pedestrian crossings further impact on the free flow of traffic. Unreliable journey times on the A256 Haine Road corridor currently contribute to local route choice in relation to Broadstairs; as such an improvement to journey times on the Haine corridor could be an appropriate method of managing traffic flow in this location.

6.11 A256 Haine Road / Westwood Road Corridor

6.11.1 The A256 Haine Road is the principal road corridor for vehicles entering and leaving Thanet from the south. The popularity of Westwood Cross as a shopping destination results in a significant number of motorised journeys during morning and evening peak hours, and also at weekends.

6.11.2 Haine Road is an important commuter route, used by traffic seeking to access other primary routes. The corridor is generally accessed by via roundabout junctions, however Lord of the Manor operates as a complex signal controlled junction. Lord of the Manor is subject to extended queues during peak hours, particularly on its Northern and eastern arms. An increase in activity at Ramsgate Port back to levels formally realised at full operation would exacerbate this existing traffic situation.

6.11.3 The junction of Manston Road and Haine Road is currently formed of a compact roundabout and priority junction arrangement. Peak hour journey times on the Haine Road corridor are generally impacted by a combination of both link demand and junction delay. Recently consented development at Manston Green, seeks to provide further junction capacity in this location through the provision of a new spine road and greater separation between junctions. Further mitigation will need to be introduced within the locality to accommodate additional traffic growth.

7 Air Quality

7.1.1 Poor air quality has an impact on people's health. It mainly affects the respiratory and inflammatory systems, but can also lead to more serious conditions such as heart disease and cancer. Transport is widely recognised as one of the biggest causes of Nitrogen Dioxide (NO2) pollution.

7.1.2 The urban wide Air Quality Management Area (AQMA) in the district requires management through the Air Quality Action Plan (AQAP). The two junctions that have exceeded recommended NO_2 levels have done so due to transport emissions. Therefore this Strategy can support and take action to improve air quality not only in these areas but throughout the district. These include:

- Improving traffic flow by looking at junction and signal configuration.
- Ensuring freight traffic uses the most suitable routes.
- Increasing use of public transport and more sustainable modes, including car sharing, cycling and walking.
- Considering air quality in the Development Planning process in terms of site location, travel planning and obtaining contributions for example towards public transport and supporting low emission vehicles.

7.1.3 Fine particles and NO2 continue to be monitored across Thanet at over 30 key locations. Two areas have been identified as exceeding the annual objective for NO2: The Square, Birchington and High Street St Lawrence.

7.1.4 The junction of Boundary Road / Hereson Road Ramsgate is fluctuating around the NO2 objective and another location close to the objective is the junction at College Road / Ramsgate Road, Margate (known locally as Victoria traffic lights). However, since the junction improvements there has been a significant reduction in pollution levels. All exceedance areas are due to traffic related pollutants in congested locations near housing. In 2011 an urban wide AQMA was declared to enable a strategic approach to be taken in tackling the problem.

7.1.5 The AQAP was amended in 2016 to include an Air Quality Technical Planning Guidance. The Guidance requires all major development to undertake an Emissions Mitigation Assessment to determine the appropriate level of mitigation required from a development. A transport emissions calculation produces an exposure cost value to be spent on mitigation measures.

7.1.6 An emissions mitigation calculation inputs the additional number of trips generated by the development into the latest DEFRA Emissions Factor Toolkit which calculates the amount of transport related pollutant emissions a development is likely to produce. The output is then multiplied by the Interdepartmental Group on Costs and Benefits damage costs for the key pollutants; NO2 and Particulates. Finally the emissions total is then multiplied by 5 to provide a 5 year exposure cost value which is the amount (value) of mitigation that is expected to be spent on measures to mitigate those impacts. This value is used for costing the required emissions mitigation for the development.

7.1.7 The Air Quality Technical Planning Guidance seeks to increase the number of electric charging points within or close to the urban AQMA. Electric Vehicles offer the benefits of zero emissions at the point of use but the network of charging points is not yet widespread.

7.1.8 Recent central government announcements have provided a commitment to phase out Petrol and Diesel based on UK roads over the coming decades, therefore it is now even more important that the necessary infrastructure to facilitate this is introduced at the earliest possible opportunity.

7.1.9 To reflect this evolving position, it is proposed that all development within the urban wide AQMA will be required to implement EV on the following basis:

- Residential (where there are 10 or more units): 1 Electric Vehicle charging point per dwelling with dedicated parking or 1 charging point per 10 spaces (unallocated parking)

- Commercial/Retail/Industrial: 10% of parking spaces to be provided with Electric Vehicle charge points which may be phased with 5% initial provision and the remainder at an agreed trigger level

8 Planned Development

8.1.1 The Thanet Local Plan will guide investment and planning decisions by identifying the scale and location of development to meet requirements over the period to 2031.

8.1.2 Traffic modelling carried out to inform this Strategy also serves to inform options for the allocation of development. This Strategy will inform policies for the Local Plan seeking to address existing challenges and identify the key transport infrastructure required to support the planned development.

8.1.3 The Thanet Local Plan sets a target of 17,140 dwellings to be provided over the period to 2031. Alongside this, some 5,000 jobs are expected to be created in different sectors across the district. Development includes a number of strategic sites at Birchington, Westgate, Westwood, Ramsgate and Manston, which can assist in the provision of Transport Infrastructure. Jobs growth and economic development is expected to be focused on the town centres and existing employment sites, therefore it is expected that existing patterns of trip distribution will apply to the majority of new residential development.

8.2 Key Development Sites

8.2.1 A recent study was undertaken by Thanet District Council to consider the required level of development for the district to meet future growth needs; these are known as Objectively Assessed Needs (OAN). In order to meet the OAN, the District Council has identified a number of key strategic sites for development along with a number of smaller sites and windfall assumptions.

8.2.2 The strategic allocations and housing delivery projections across the entire Local Plan, are outlined below and shown geographically in **Figure 18**.

Period	2011-16	2016-21	2021-26	2026-31	Total
Additional Homes	4,285	4,285	4,285	4,285	17,140

Site	Housing Allocation (Dwellings)
Former Airport Site (Manston)	2500
Westwood	1450
Birchington on Sea	1000
Westgate on Sea	1000
Land at Manston Court Road/Haine Road	700
Manston Green	700

(1) Former Manston Airport Site

8.2.3 This site is located to the south of the district adjacent to the A299. It represents Thanet's largest brownfield site with development potential. There is opportunity to facilitate a number of new internal highway links within the site, with potential to improve existing road foot and cycle access between Minster / Cliffsend and Westwood. It is essential that redevelopment of this site positively contributes towards wider off site road links, in order to manage potential impacts on the surrounding highway network such as Manston Village and Manston Court Road.

(2) Birchington on Sea

8.2.4 An open site located to the south and west of Birchington settlement to both sides of the A28 Road corridor. This site provides an opportunity to improve highway access to Minnis Bay and Quex Park, providing a level of managed growth in relation to the A28 Birchington Square.

(3) Westgate on Sea

8.2.5 A residential development located to the south of existing settlements in Westgate and Garlinge on both sides of Minster Road. The site provides an opportunity for sustainable development, and can deliver contributions towards wider improvements within Shottendane Road.

(4) Westwood

8.2.6 Situated alongside the existing Nash Road corridor, this site provides a natural extension to consented development at Land North of Haine Road. There is opportunity to upgrade the existing Nash Road corridor, which in turn will provide a tangible alternative to the congested A254 Road corridor for Margate to Westwood bound trips. There is further potential to better link Westwood Industrial Estate to the wider highway network and enhance pedestrian and cycle access.

(5) Land at Manton Court Road/ Haine Road

8.2.7 A mixed use development located to the south of Manston Court Road and the east of the existing Westwood Cross shopping centre. This site provides an opportunity to deliver part of / a proportionate contribution towards a new principal highway link between the A299 and the A256.

(6) Manston Green

8.2.8 A development of 750 dwellings located on the A256 between Cliffsend and Westwood. Manston Green facilitates an opportunity to improve the existing A256 Haine Road corridor by providing enhanced junction arrangements. An improvement strategy for bus connectivity will also be necessary.

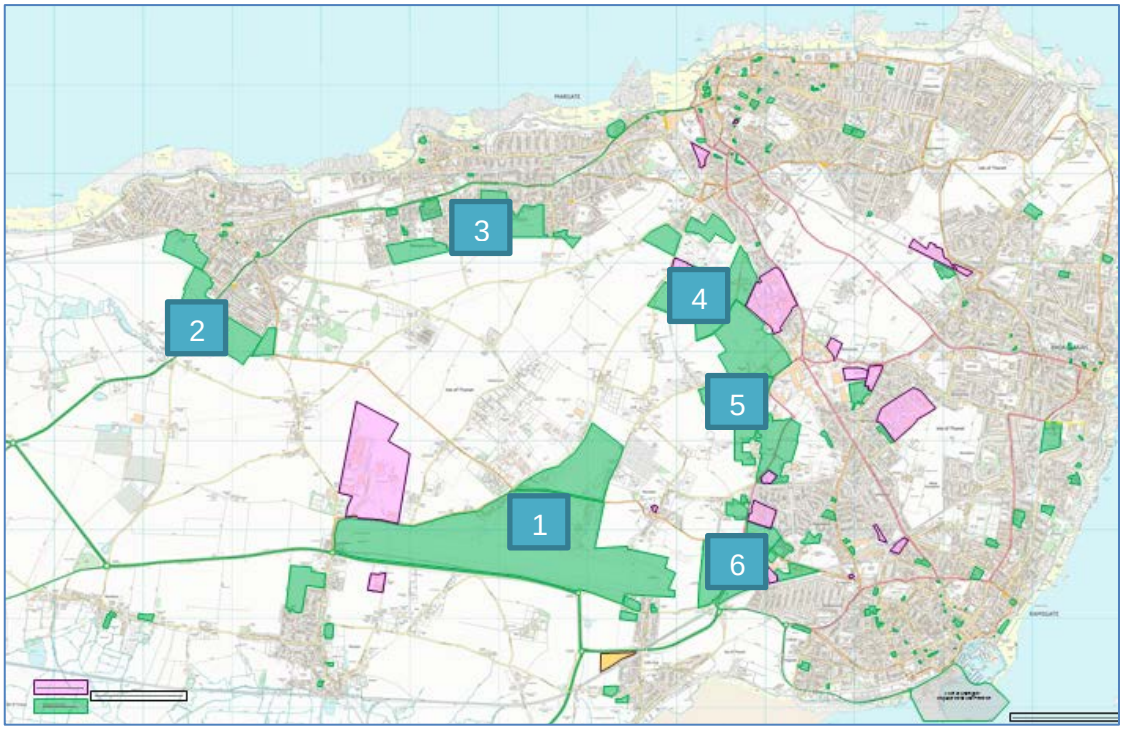

Figure 19 - Key Strategic Development Sites

9 The Action Plan

9.1 Addressing Challenges

9.1.1 The Thanet Local Plan identifies a need for 17,140 new homes and the creation of 5000 new jobs. In order to provide managed growth and affordable transport solutions, local plan allocations have been specifically considered in the context of the existing highway conditions. To support identified growth a number of objectives are proposed.

General Objectives

- Minimise the need to travel or use private cars to access services, employment and amenities.
- Inform the Local Plan in identifying and delivering sustainable development options.
- Focus development at sustainable locations to reduce the need to use private cars.
- Tackle congestion and reduce the impacts of transport pollution on air quality.
- More direct walking and cycling routes to reduce isolation and potential noise and pollution and improve public health and fitness in general.
- Efficient, convenient and safe public transport system alongside expansion of larger scale infrastructure.
- Promote the internalisation of trips and reducing the need to travel as well as measures to support modal shift away from the car.
- Enhanced integration of HS1 with the wider public transport network.
- A further decrease in rail journey time between Ramsgate and London.
- Enhance bus services to both built up and more rural areas.
- Ensure that car based journeys are as free as possible of congestion and direct as possible to maintain reliability of journey time

Place-Specific Objectives

- Improved traffic circulation and route choice around Westwood Cross.
- Delivery of further pedestrian links around Westwood Cross.
- Manage existing congestion hotspots along A28, A254 and A256 corridors.
- Improved accessibility for pedestrians, cyclists and public transport along Margate seafront.
- A car parking strategy for Broadstairs, Ramsgate and Margate town centres in order to maintain sufficient, quality and well located provision reflecting the needs of their business and residential communities.
- Further accommodation of visitor parking at Broadstairs during peak season.

9.2 Improving The Local Highway Network

9.2.1 Where possible proposed allocations are located in such a way that off-site highway infrastructure works are limited and on site infrastructure solutions are achievable. This enhances opportunities for provision of new highway infrastructure in a fair and realistic way.

9.2.2 Local peak hour traffic congestion is present at a number of junctions within the district and this is often due to the way that traffic is signed and moves around Thanet within the principal distributor routes. Thanet has other well used distributor routes forming an 'inner road circuit'; these are typically B and C classification routes that are of historic alignment and geometry. A number of junctions do not meet modern transport needs in terms of safety, capacity and amenity.

9.2.3 Whilst these alternative routes have the theoretical link capacity ability to carry more traffic (subject to improvement), they do not currently represent a viable alternative for many trips on the local highway network. This strategy seeks to address this specific issue by improving existing links to provide enhanced route choice for vehicle, walking and cycling journeys. This is referred to as the Inner Circuit Route Improvement Strategy (ICRIS)

9.2.4 This ICRIS will provide direct access to and from the A28 and the A299 major road network and local destinations such as Westwood, without traversing built up areas or causing additional congestion within the network. It will also reduce pressure and free up capacity on the existing Primary Road Network, particularly on the A28 (Birchington through to Margate) and the A254 corridor to and from Westwood. Improved highway infrastructure also provides the opportunity to review existing bus services to better serve rural communities.

9.3 The Inner Circuit Route Improvement Strategy (ICRIS)

9.3.1 The ICRIS encompasses a number of key highway interventions, which will be delivered in conjunction with the relevant strategic allocations. It is anticipated that infrastructure will also include appropriate off-road cycle and footway facilities where necessary, thus improving sustainable transport links within the district. The ICRIS links a number of key destinations within the district and integrates proposed development sites with existing settlements.

Birchington

9.3.2 The proposed land allocations at Birchington will incorporate new internal road connections from the A28. This strategy proposes a new junction at the top of Brooksend Hill in advance of the built up Birchington settlement. A new road to the north will be created through the proposed development to connect the A28 to Minnis Road. This will serve the whole of the Minnis, Grenham and Epple Bay areas, and provides the opportunity for traffic to avoid the busiest sections of the A28 within Birchington (particularly The Square) when accessing these settlement areas .

9.3.3 The new highway links will be constructed to Local Distributor standard, thus facilitating future bus access and enhancing opportunities to serve the site and link bus services to Birchington Station. New routes will incorporate good quality shared cycle and footway facilities.

9.3.4 In addition to the above, a new highway link would be created to the south east from the proposed junction on the A28 to connect to the B2050 at its junction with Acol Hill. It is anticipated that much of the new road would be through the new development area. Developers will be expected to fund the entire link to a point where it meets Shottendane Road.

9.3.5 This link would provide direct access from the Primary Road Network to Quex Estate (a popular mixed use leisure, retail and event destination) and would discourage existing rat running which is prevalent through Acol Village (via Crispe Road) from traffic currently avoiding queues on Brooksend Hill.

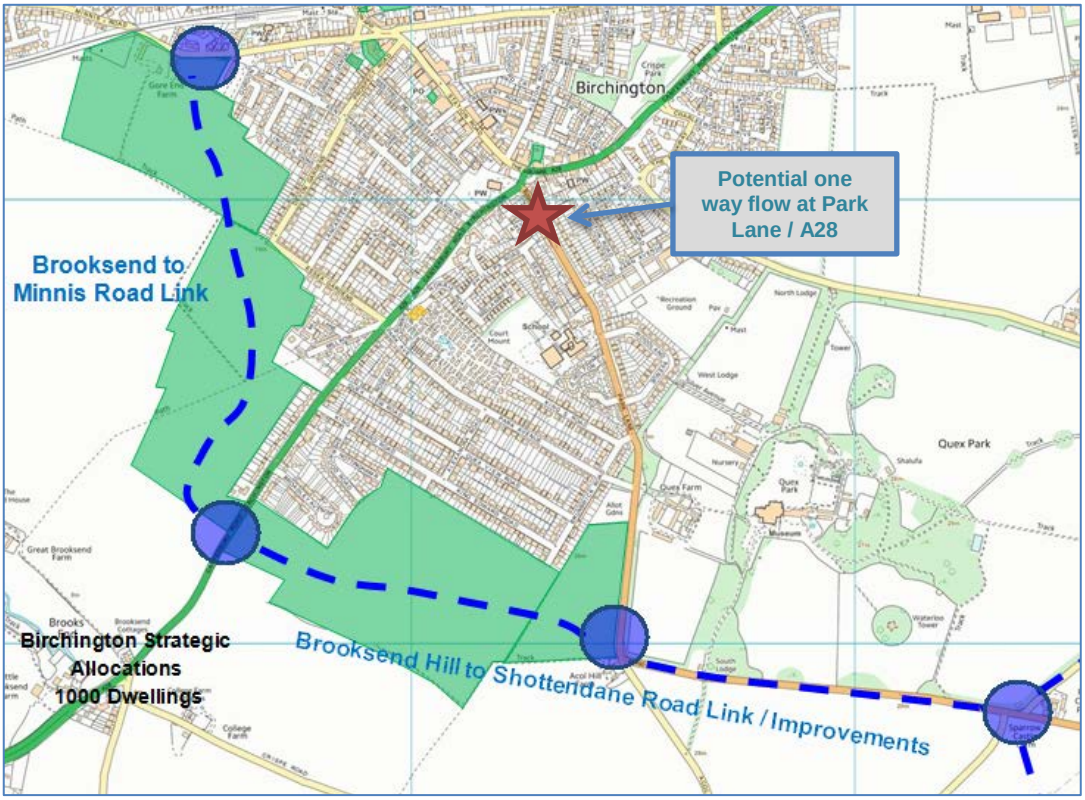

Figure 20 - A28 to Minnis Road & Manston Road New Road Links

9.3.6 These new highway links would divert a considerable amount of Minnis Bay and Quex bound traffic away from Birchington Square, an identified AQMA, and manage traffic impacts along the A28.

9.3.7 With the above highway routes secured, it may then be possible to provide additional benefits to the local road network, such as removing the mini roundabout in The Square and giving direct priority to the A28 corridor and addressing the way Station Road is served by traffic with options to improve pedestrian accessibility. This also facilitates a potential opportunity to introduce a one-way section of highway at the top of Park Lane, which would eliminate the impediment to traffic flow caused by vehicles waiting to turn right into and out of Park Lane on the A28.

9.3.8 The B2050 south of Quex Park would be widened and a new roundabout junction provided at Shottendane Road / Margate Hill, which accommodates a new link to Columbus Avenue on Manston Business Park.

9.3.9 The Columbus Avenue link improvement would enable traffic to access the A299 / A256 (Hengist Way and Richborough Way) from Thanet's northern coastal towns such as Birchington, Westgate, Garlinge and Westbrook, by-passing Acol village. Acol is currently regularly used by through traffic and its narrow roads, poor alignment and lack of pedestrian footways are a constant concern for residents of the village.

Westgate / Margate

9.3.10 The development allocation at Westgate and Garlinge will impact on the A28 route corridor with significant junction improvements necessary along the entire A28 route to offset additional trips. A package of improvements on Shottendane Road would be required, to include widening and junction improvements with Park Road, Minster Road and High Street, Garlinge will give an alternative distribution option for trips generated by the development. It would also be necessary to consider a reduction in the current speed limit to 40mph where appropriate.

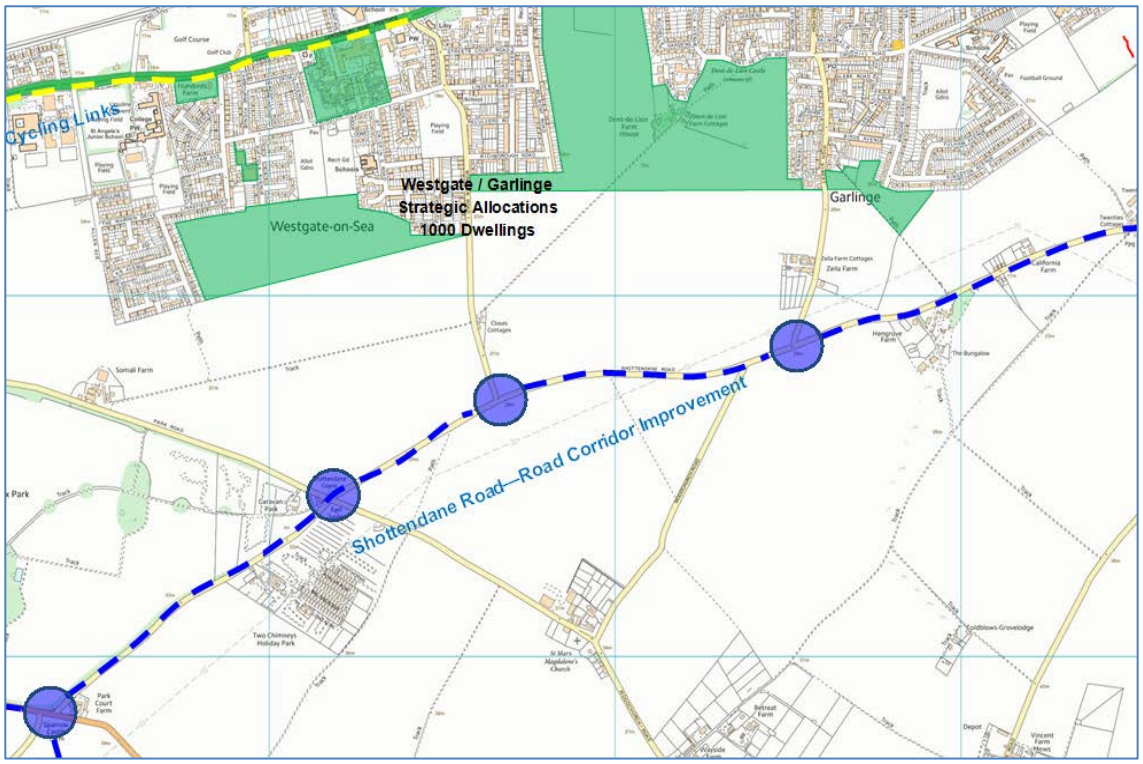

Figure 21 - Shottendane Road Corridor Improvements

9.3.11 It is widely recognised that Westwood is a primary attractor for trips in Thanet and Shottendane Road would represent a shorter journey to reach Westwood than the currently used A28 for trips from the north of the District..

9.3.12 Shottendane Road currently terminates at the Coffin House Corner junction, which is already subject to increased journey times during network peaks. In order to mitigate significant further impact, it is proposed to provide a new link between Shottendane Road and Manston Road through new development land adjacent to Firbank Gardens.

9.3.13 It is then possible to for Shottendane Road to become a cul-de-sac at the junction with Manston Road further east, consolidating efficient reconfiguration of this junction to achieve optimal capacity and improve highway safety for both vehicles and pedestrians.

9.3.14 This new connection is beneficial as a new roundabout junction is also proposed on Manston Road to support the allocation of land behind St Gregory's School and Salmestone Grange. This land allocation will provide a new primary road link through to Nash Road, which in turn will allow Nash Road to be closed at the Coffin House Corner junction (described in more detail under Margate Junctions).

9.3.15 This connection would allow traffic to access Westwood without being required to travel through Coffin House Corner, Victoria Traffic Lights or use the A254 corridor. This also has the potential to discourage rat running through existing rural lanes such as Flete Road and Vincent Road by providing enhanced links to Westwood.

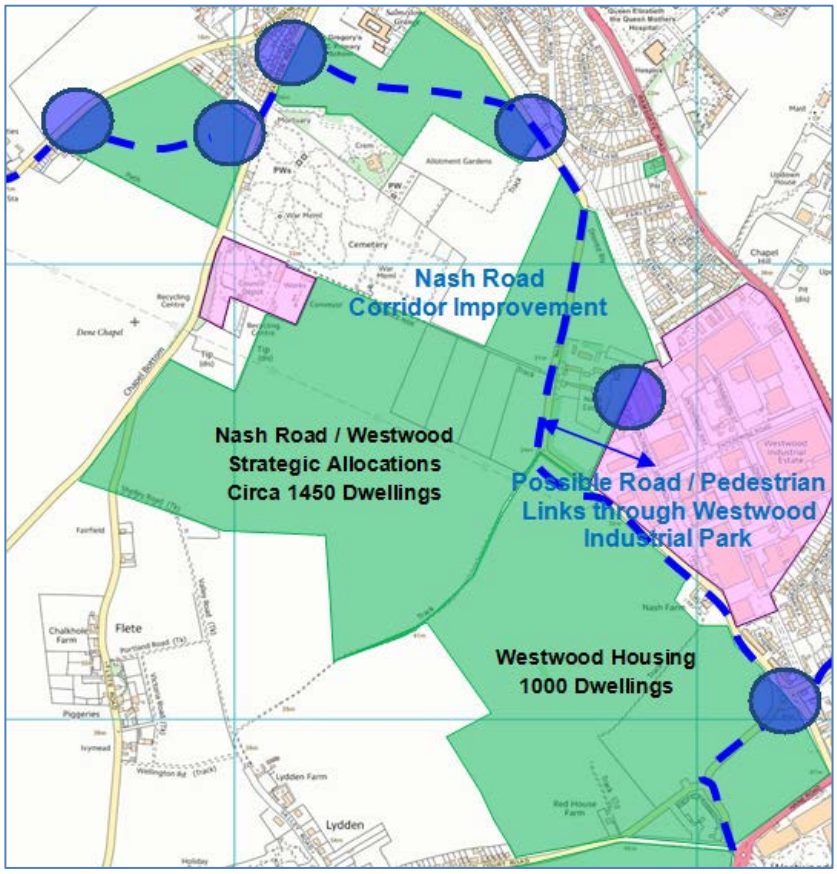

Figure 22 - Links between Shottendane Rd, Manston Rd, Nash Rd & Westwood

9.3.16 Land is also allocated along Nash Road (1450 dwellings) which is perfectly placed to accommodate the necessary widening of Nash Road to the new junction with Star Lane and Star Lane Link. Whilst some traffic could be diverted through the new residential development on Land North of Haine Road (1020 new homes), this development has not been historically planned with this purpose in mind. Therefore it is considered more appropriate to deliver widening along the existing alignment.

Broadstairs / Manston

9.3.17 The ICRIS continues along the newly constructed Star Lane Link and Haine Road to the Toby Carvery roundabout on the A256 corridor. Proposed development on Land Adjacent to Manston Court Road will be required to accommodate a new local distributor link road through the site, facilitating a new connection onto Manston Court Road. The section of Manston Court Road east of Valley Road could then be restricted. Further measures would be introduced to discourage the use of Vincent Road / Flete Road.

9.3.18 The remainder of Manston Court Road (between Valley Road and the B2050 Manston Road) will require significant improvements to widen the carriageway to form a local distributor road. It is anticipated that a new highway link would be created on the existing Northern Grassland (part of the Former Manston Airport Site allocation). The nature and route of this link will depend on the final masterplan for this allocation site.

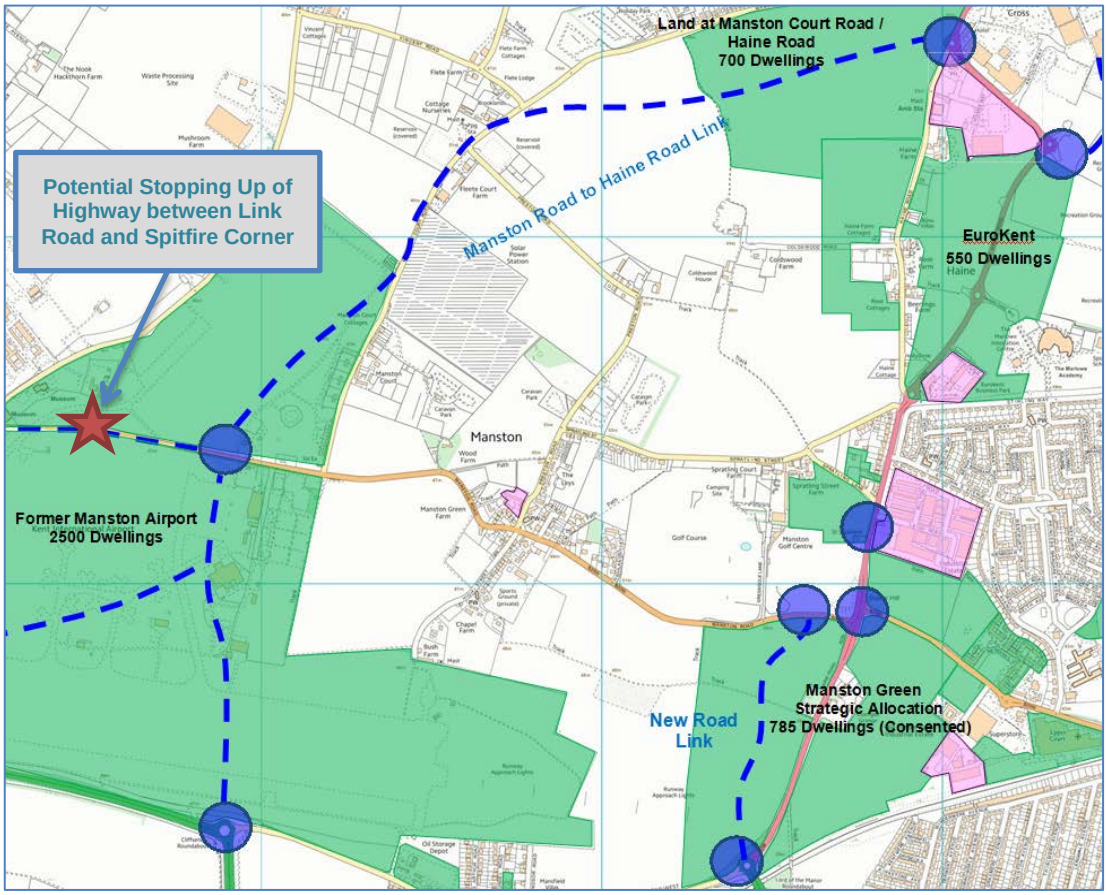

Figure 23 - Manston to Haine Road Links

9.3.19 It will be necessary for developers of both the Former Manston Airport Site and Land Adjacent to Manston Court Road to make significant improvements (or financial contributions if deemed appropriate) towards the road network surrounding the site allocations. These would include the upgrade of Manston Court Road as a direct link to and from Westwood and new / improved links to the existing dual carriageway on Spitfire Way fronting Manston Business Park

9.3.20 Spitfire junction will need to be reconfigured to address existing capacity and safety concerns and access to this junction from the A299 will need to be controlled or restricted to avoid excessive use of Manston Road for Margate Bound Trips. In addition, a direct connection would be made across the site to connect A299 Canterbury Road West to Manston Court Road (once upgraded) by-passing the existing A256 approach through Haine. The extension of Columbus Avenue to the B2050/Shottendane Road/Margate Hill junction would also be delivered (to by-pass Acol Village).

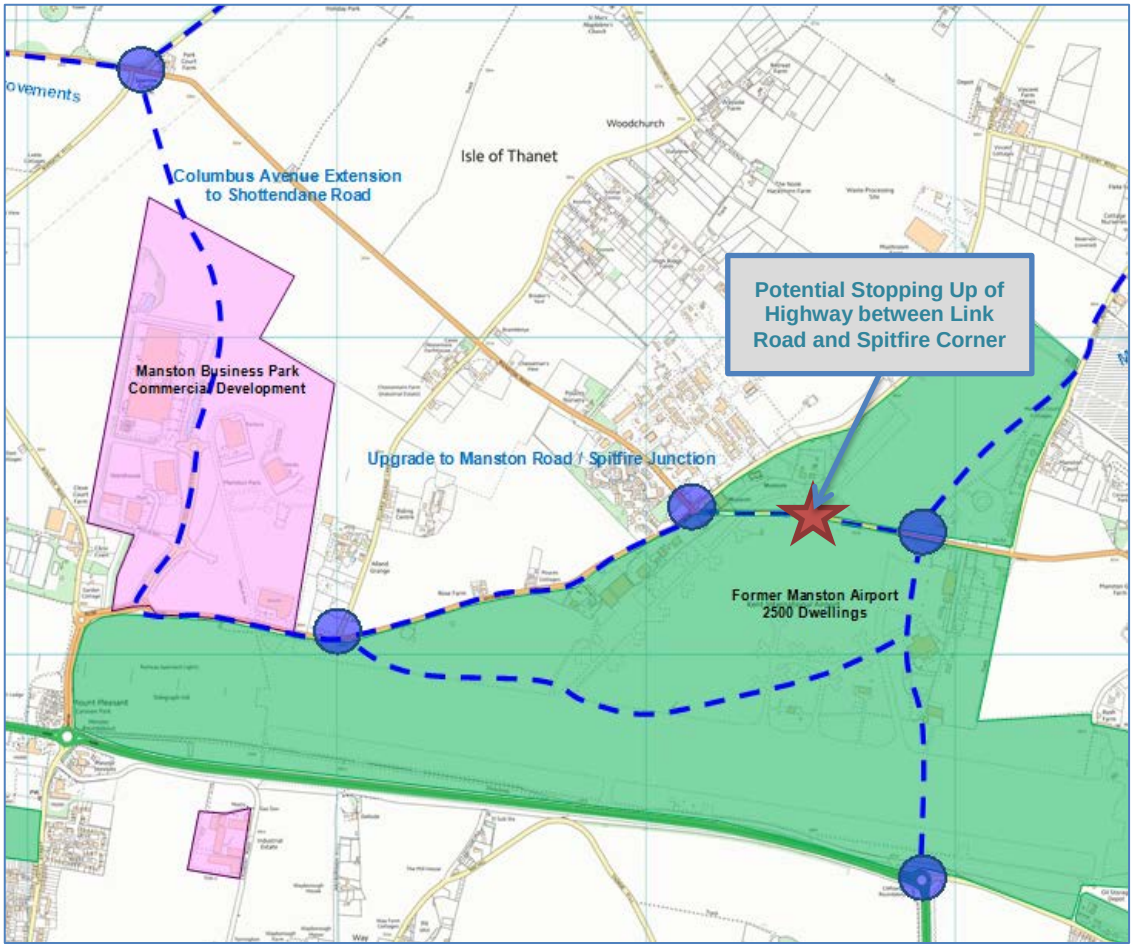

Figure 24 - Former Manston Airport & Columbus Avenue Extension to Manston Road

9.4 Westwood Relief Strategy (WRS)

9.4.1 Opportunities have been sought for the economic development of Thanet, with Westwood being one of the key successes during the last decade. The growth of Westwood Town Centre, with the Westwood Cross Retail Development has led to increased traffic congestion at peak times. Until recently Westwood Roundabout has been identified as the worst pinch point, as the intersection point of roads between Ramsgate, Broadstairs and Ramsgate and at the heart of Westwood Town Centre. Despite recent improvements, this roundabout is still subject to extended delays at times of peak demand.

9.4.2 Congestion at Westwood causes journey time delays to trips to the coastal towns of Ramsgate, Margate and Broadstairs. Vehicles wanting to access/leave Thanet, via Broadstairs, either have to travel through Westwood to gain access to the major road network or take an indirect and circuitous route along the coastal roads. Many vehicles travelling between Ramsgate and Margate also need to travel through Westwood; as such this generates a large amount of through traffic at Westwood Roundabout.

9.4.3 In order to manage this issue KCC have developed a congestion relief strategy for Westwood area. This is outlined in **Figure 24**.

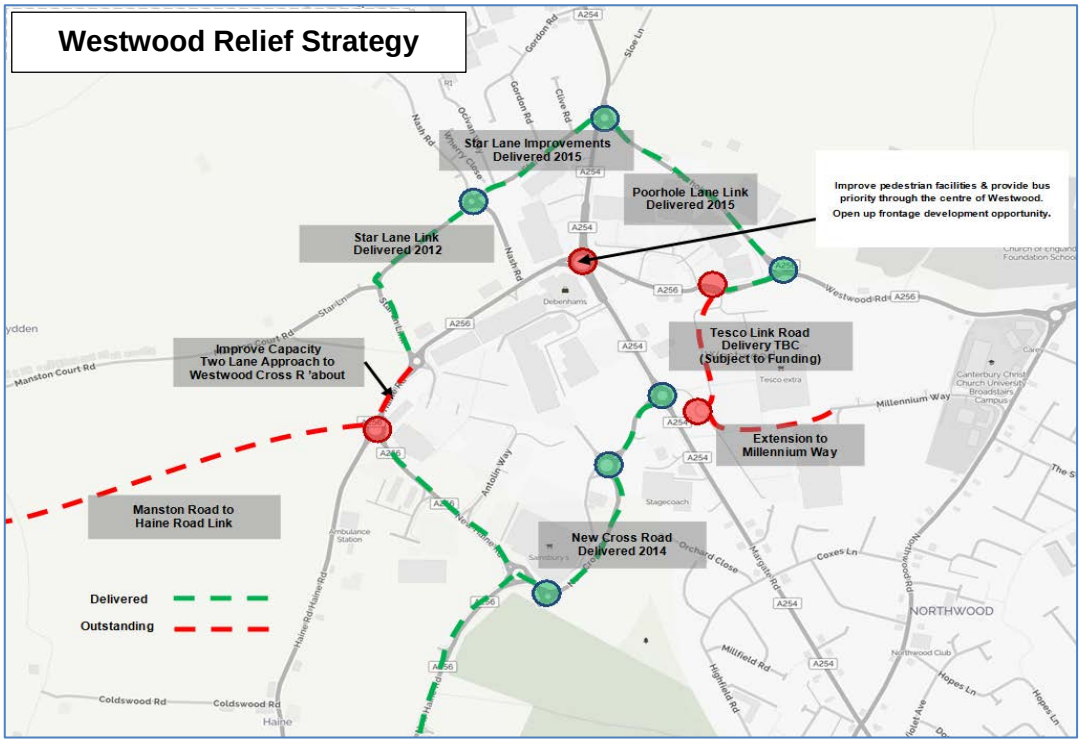

Figure 25 - Overview of Westwood Relief Strategy

9.4.4 In 2013 KCC were successful in securing Pinch Point Funding from Central Government, which together with developer contributions was sufficient to address Phase 1 of the Westwood Strategy. This scheme comprised of the widening of Poorhole Lane and provision of new roundabout junctions at either end (A254 & A256).

9.4.5 This important link forms part of an overall strategy for the Westwood area which takes account of new roads recently constructed, existing roads altered and proposed roads which will in due course provide a complete single carriageway ring road or "orbital route" around the fringes of the Westwood area.

Completed Schemes

New Haine Road
A new road constructed by East Kent Opportunities LLP (a joint venture between KCC/TDC) and Rosefarm Estates. – Between the roundabout junction adjacent to the new Sainsbury's store and Haine Road.

Star Lane Link
New road link constructed by developers through the first phases of strategic housing development (Land North of Haine Road), connecting Haine Road with Nash Road / Star Lane.

Star Lane
New roundabout junction constructed at the Junction with Nash Road end by developers and the carriageway has been widened to accommodate lay-by parking to the north side for existing residents.

Poorhole Lane
New roundabout junctions at either end with carriageway widening to 7.3m and new footway/cycle ways either side.

New Cross Road
Roundabout on Margate Road, Ramsgate has been increased in size and a new distributor road constructed to link Margate Road (A254) to New Haine Road (A256) including bus stops and new footway/cycleway facilities.

Outstanding Schemes

A256 Westwood Road to A254 Margate Road Link
Upgraded and adopted by KCC to provide a new distributor route connecting Westwood Road and Margate Road. Alternative links explored if necessary.

A256 Westwood Road to A254 Margate Road Link – Millennium Way Extension
Provision of new Road / Footway and cycleway link between new link road and Millennium Way, providing and alternative route to Westwood Road Via Northwood Road.

A256 Haine Road to A254 Manston to Haine Link Road (addition to original WRS)
New Road / Footway and cycleway link between A299 and A256 Through prospective development sites. Providing an alternative access route avoiding the Haine Road Corridor.

Figure 26 - New Cross Road Link

9.5 The Future

9.5.1 With a new orbital route in place, improvements can be promoted at Westwood roundabout to accommodate more pedestrian and cycle movement honouring desire lines. This will encourage more sustainable access to the four retail quadrants that comprise the Westwood Town Centre. To keep the junction open at all times in order to maintain maximum accessibility of the area an approach similar to that implemented at "Oxford Circus" is currently under consideration. This would involve the removal of the existing roundabout and the introduction of traffic signals with a high level of pedestrian priority.

9.5.2 The junction would act to accommodate through traffic but the signals would be capable of prioritising pedestrian movement when required. A better pedestrian environment would also reduce current traffic flows generated by car-park hopping between the main retail quadrants.

9.5.3 In addition to the major road proposals to provide the "orbital link" a package of additional improvement measures are being sought to promote sustainable access opportunities into the Westwood area that can be funded via developer contributions. These include bus lanes on the approach to the Westwood roundabout junction along the A254 corridor and improved pedestrian and cycle connectivity with desire lines being acknowledged and accommodated.

9.6 Margate Junctions

9.6.1 A high level appraisal of the local road network and associated transport modelling has identified key congestion hotspots in the Margate area. Three major junctions were identified as being the worst affected and shown to be major constraints on the network at peak times.

The junctions are:

- **Coffin House Corner** – Hartsdown Road / Shottendane Road / Nash Road / College Road / Tivoli Road.
- **Victoria Traffic Lights** – A254 Ramsgate Road / B2052 College Road / B2052 Beatrice Road
- **Margate Clock Tower** – Marine Gardens / Marine Terrace / Marine Drive.

Coffin House Corner

9.6.2 To reduce traffic impact the existing A254 Ramsgate Road corridor, an alternative route to Westwood should be explored. The most obvious solution would be to widen Nash Road throughout its length to provide all road users another route option between Margate and Westwood.

9.6.3 In its current form, the Coffin House Corner junction could not have sufficient capacity to accommodate the potential increase in traffic flows that would ensue from an improved Nash Road corridor. KCC are exploring the potential closure of Nash Road at its junction with Coffin House Corner and routing traffic around the back of Salmestone Grange and St Gregory's Primary School to a new junction onto Manston Road. This would enable the existing traffic signals to be optimised, allowing increased green time on given approaches, since one phase would disappear completely and the Shottendane Road and College Road phases could operate together. Such a proposal would also provide enhanced pedestrian access the school and the wider highway network.

9.6.4 The promotion of this alternative route to Westwood, Ramsgate and Broadstairs would have a very positive impact on other parts of the road network, including Victoria Traffic Lights and Westwood Roundabout, which are geometrically constrained. This would be achieved by providing better quality alternative routes to local destinations.

Victoria Traffic Signals

9.6.5 This junction is currently optimised in terms of a traffic signal control junction with very little scope to increase the capacity and the rate of flow thorough the junction, without considerable loss of surrounding buildings, which in turn would have a significant impact on the locality.

9.6.6 Alternative options are currently being explored including the reconfiguration of traffic flows within the area to create some relief to the junction. As outlined above, growth is more realistically manageable through the implementation of the Coffin House Corner junction and Nash Road improvements, which would provide more appropriate alternative route options for journeys towards Westwood, Ramsgate and Broadstairs.

9.6.7 There may be some merit in providing a more formal road link utilising Yoakley Square and Perkins Avenue. This route currently operates as a rat run but would be unsuitable in its current form for vehicles wanting to head towards Cliftonville. Should such an option be explored in more detail, there are also environmental and amenity considerations to balance.

Margate Clock Tower

9.6.8 The Clock Tower junction itself is highly constrained as it sits within an area of listed buildings and has tunnels below the paved pedestrian area fronting Marine Gardens which cannot be disturbed. It is necessary therefore to attempt to control the flow of traffic through the junction by re-routing a quantum of vehicular traffic away from the junction.

9.6.9 Improvements would need to be made including making the roundabout junction safer at the junction of Queens Avenue / Tivoli Road / Eaton Road / Grosvenor Place and Grosvenor Gardens. This junction has recently been improved by making Queens Avenue one-way and realigning the carriageway approach from Queens Avenue to the roundabout to improve visibility for vehicles exiting Tivoli Road.

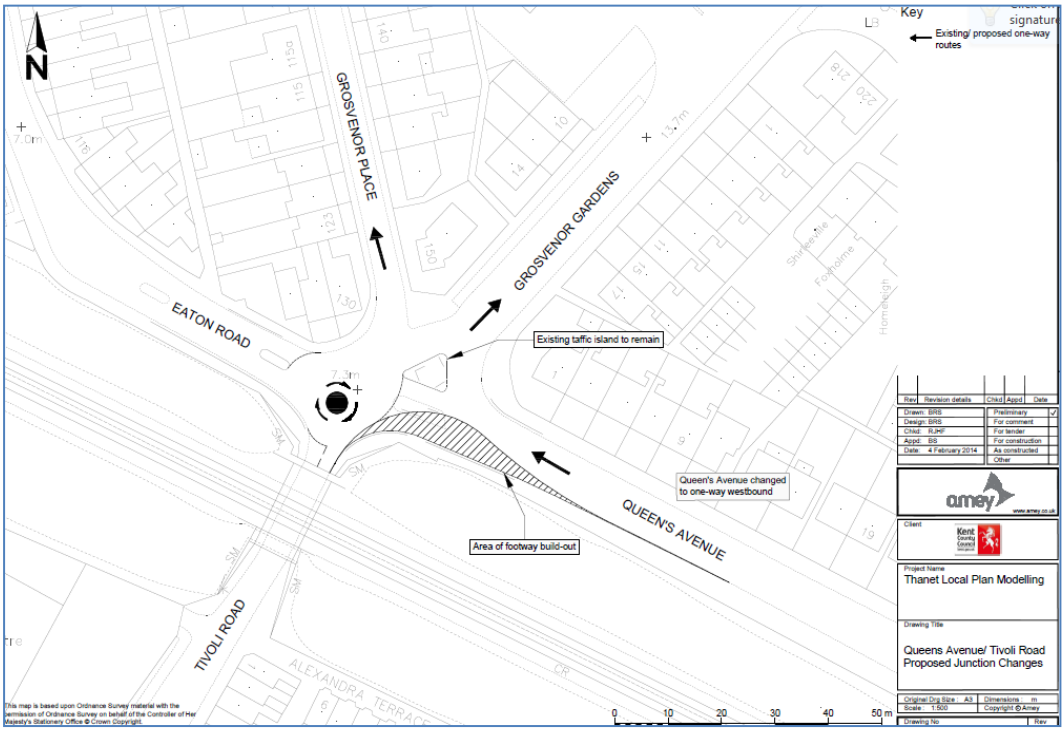

Figure 27 - Queens Avenue Junction Improvements

9.6.10 Network modifications are currently being explored to provide an alternative route for tourist traffic destined for Margate, away from Marine Terrace via the Tivoli area and into Margate using Eaton Road, Belgrave Road and Hawley Street. This approach would assist in managing traffic volumes along Marine Terrace, which in turn would facilitate further pedestrian improvements within the corridor in the future.

Figure 28 - Queens Avenue Junction Improvements

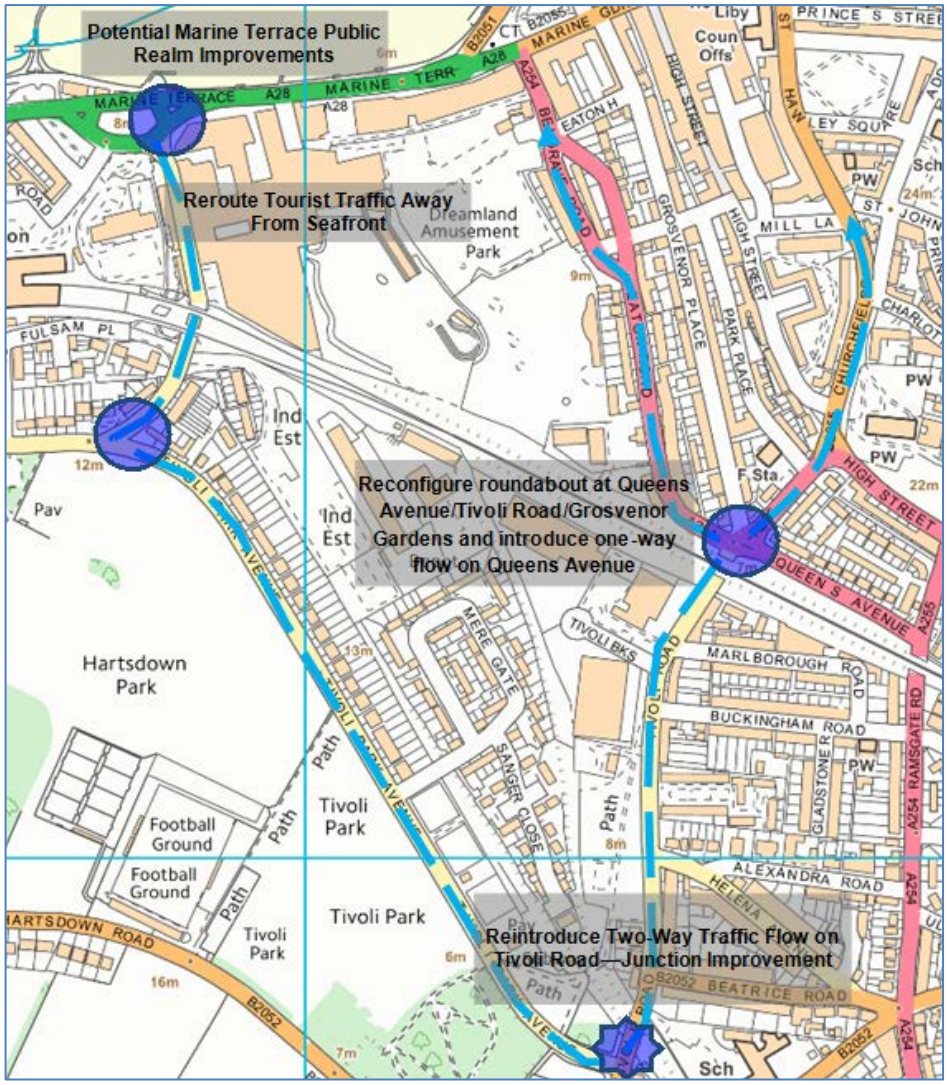

Figure 29 - Potential Future Access Strategy for Margate Town Centre

9.6.11 There are a number of amenity, land and engineering considerations to overcome before such a strategy could be implemented, however further detail and consultation on such an initiative would be forthcoming as the strategy develops further.

10 Sustainable Transport Interventions and Policies

10.1.1 Whilst the provision of new and improved vehicular routes is essential to the future prosperity of Thanet, it is equally important for a balanced strategy to make provision for non-motorised road users and public transport. Whilst the ICRIS will make provision for new and enhanced foot and cycle connections within the district, it is necessary to complement them with further measures to encourage sustainable travel.

10.2 Reducing the need to Travel

10.2.1 National trends suggest that private car trips are generally becoming longer and more frequent in nature. In many cases the car is the most convenient form of transport and for some road users is an essential for logistical reasons. Private cars do however inherently occupy a considerable amount of road space when measured per passenger.

10.2.2 The advent of new forms communication technology has seen an increase in the ability for people in certain work sectors to either work from home or from satellite offices / facilities. This has seen a general increase in home working over the last decade, with the most recent census suggesting that over 5% of working residents within the District primarily work from home.

10.2.3 Where working at home is not a feasible option, Public Transport, Cycling, Walking and Car Sharing all occupy less road space than single occupancy journeys. Therefore if more people used sustainable forms of travel, all road users who need to make a journey by vehicle are more likely to experience shorter and more reliable journey times.

10.2.4 A reduction in the need to travel will be achieved by encouraging the following:-

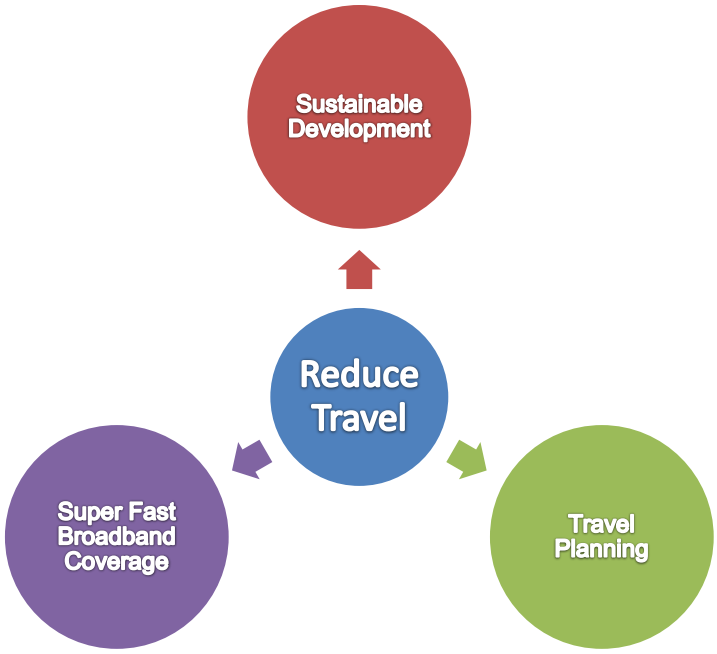

Figure 30 - Strategies for Reducing the Need to Travel

10.3 Sustainable Development & Travel

10.3.1 As specified within the National Planning Policy Framework (NPPF) land uses will be balanced to maximise the opportunity to minimise journey lengths for employment, shopping, education and leisure. TDC and KCC will work together within the framework of the planning process to encourage sustainable travel habits by seeking to:

- Locate development close to existing sustainable transport opportunities, or delivery of new connections / services through planning obligations
- Shape development to encourage walking and cycling through inclusive design.
- Promote mixed use developments where appropriate
- Deliver community infrastructure on larger scale developments (schools, local shops and other community based uses).

10.4 Travel Planning

10.4.1 Travel plans are an effective way of setting out measures and initiatives to encourage sustainable travel habits and reducing the reliance on the private vehicle. Whilst Travel Plans can be effective in managing the impact from residential development with a high level of car based commuting, they are especially suitable for large employers, either through planning obligations or through more proactive employers committed to encouraging good health and wellbeing within their workforce.

10.4.2 All development proposals that will generate a material increase in the need to travel will be required to implement sustainable travel statements, outlining a number of sustainable travel measures such as “Taster Cards” for local bus services, discounts on new cycles for residents / employees, electric charging points amongst others.

10.4.3 Development proposals that have a significant adverse impact on the local highway network which are unable to be fully managed through physical infrastructure provision, will be required to produce travel plans with ongoing monitoring mechanisms. Depending on individual circumstances, this may then provide an opportunity to manage residual impacts through positive measures. These instances will need to be assessed on a case by case basis taking into account the enforceability and feasibility of achieving the required travel mode targets over an extended period of time.

10.4.4 KCC offer support and guidance to anyone interested in developing a travel plan. Through a web-based Travel Plan Monitoring system (Jambusters), the county council provides free web based site audits and surveys which highlight current travel patterns and opportunities to bring about modal shift.

10.5 Bus Interventions / Strategies

10.5.1 Irrespective of the need to widen choice regarding means of travel, many people cannot drive and for some a car may be an unwarranted cost pressure. Continuing to widen the attractiveness and convenience of travel by bus can serve to advance the following:

- Potential reduction in vehicle movements thus facilitating walking and cycle travel
- Reduced pressure for use of land for car parking in urban centres thus supporting new development opportunities/better use of public space
- Reduced journey times making buses a more attractive means of travel.
- Reduced journey times for motorists who choose to drive

10.5.2 Bus services can also be predicted to improve as a consequence of the above factors. The Quality Bus Partnership allows all partners to influence these improvements. Stagecoach has given a commitment to:-

- Increase frequency of services as passenger numbers grow (subject to costs remaining the same)
- Increase frequency of services as journey times decrease (as one bus can cover more miles if it is delayed in traffic for less time)

10.5.3 The re-development of the bus route network in 2004 and the subsequent support for bus services through the QBP have established underlying growth in the bus network. Whilst the projected increases in passenger numbers in future years appear less dramatic in percentage terms they actually constitute greater absolute growth.

10.5.4 Key actions and initiatives to facilitate this growth are summarised below:-

- Investment commitments by the commercial operator (including commitments given by Stagecoach East Kent) to increase frequencies based on increased passenger numbers and improved journey times.
- Service delivery to be measured through a list of Targets supplied to the Quality Bus Partnership.
- Initiatives to achieve reduced journey times and punctuality improvements including measures to address areas of the network where buses are impacted, such as QEQM Hospital.
- Promotion of smart ticketing and advance payment to reduce dwell time at stops.
- Effective and considerate Streetworks coordination, with a strong emphasis on minimising the impact on bus routes
- Audits to identify and action potential micro-delay points along routes.
- Provide bus stops fully accessible to all users

10.5.5 Opportunities to expand the commercial network, providing improved services for the public (coverage/frequencies etc.) and also reduce reliance on KCC subsidies will be key aims across the plan period.

10.5.6 Stagecoach is committed to further developing the local network to support planned housing growth in Thanet. Outline discussions have been held already with a view to formalising proposals as the sites move closer to submission of applications. Naturally any solutions involving supported bus services will need to be considered in line with the policy position of the county council at the time of inception.

10.5.7 In principle the following outline solutions have been discussed:

- Manston Business Park – improvements to service 38* (Birchington – Ramsgate).
- Nash Road/Westwood – initial improvements to service 8 already agreed with developers and scope to improve.
- Westgate/Garlinge – there is adequate service provision along the key A28 corridor; Stagecoach will review service 32 (Dane Valley – Garlinge) to penetrate the proposed developments.
- Birchington Strategic – Stagecoach is reviewing the provision of services to Minnis Bay and is likely to propose a diversion to one of the current services using Station Road/Minnis Road to instead divert to serve the Brooksend – Minnis Road link. The allocation to the south east of the A28 would be covered by revisions to 38*.
- Former Manston Airport Site – the ultimate long term solution is likely to be a combination of an enhanced 9 to provide links both into Ramsgate and Westwood Cross and Canterbury and 38* as outlined above. An enhanced 9 would also provide a link to the proposed Thanet Parkway station.
- Manston Court Road / EuroKent / Manston Green – likely to be served by a combination of diversions/enhancements to Loop/8/34, again providing links to Thanet Parkway station.

*38 – this service is operated by Stagecoach South East under contract to Kent County Council. While Stagecoach can suggest enhancements to the service, it is ultimately the County Council's decision whether to adopt these and the operation of the service is subject to the availability of funding at the time of inception.

10.6 Further Rail Improvements

10.6.1 KCC are working in partnership with Network Rail to deliver a 10-minute planned journey time improvement scheme on the existing line between Ashford International and Ramsgate Railway stations. If line speeds increase, then journey times would drop from 36 to 26 minutes, providing journey times from St Pancras to the prospective Thanet Parkway Station around an hour. This opens up enhanced tourism, regeneration and business opportunities.

10.6.2 More recent improvements to Rail services in the county include the Journey Time Improvement (JTI) scheme, between London, Ashford and Thanet. The aim of this project is to reduce the rail journey time between Ashford and Ramsgate through a package of engineering interventions.

10.6.3 The first phase of JTI, between Ashford and Canterbury West, was recently completed with journey time savings being realised within 2018. The second phase, between Canterbury West and Ramsgate, is due for completion by 2019/20. These improvements complimented by with the provision of a new Parkway Station would significantly enhance the accessibility of Thanet in relation to the rest of the County and London.

10.6.4 The delivery of a New Parkway Station within Thanet is a key component to improving access to Rail travel for existing and future residents within the District. The Thanet Parkway Project Plan expresses a commitment by the County Council, alongside Thanet District Council and Network Rail, to bid for capital funding contributions to secure delivery of the Parkway Station. It also acknowledges the need to integrate the Parkway with the bus network, walking and cycling routes supported by secure cycle parking, information and other facilities.

10.7 Walking & Cycling Interventions

10.7.1 Walking is a necessary mode of transport for nearly every journey that people undertake (if only in part for some journeys). It generally forms the most accessible form of transport available. Thanet is generally very urban in nature, therefore enjoys a relatively good network of footways, however given that some urban settlements are semi-rural in nature the links between these settlements are often more restricted in nature, which can discourage longer distance journeys by foot.

10.7.2 Pedestrians are a particularly vulnerable to hazards posed by traffic and other users of the highway and some of Thanet's semi-rural communities are far less accessible than others in terms of footway connections. Villages such as Acol and Manston and Minster are a good example of this.

10.7.3 It is the intention of this strategy to concentrate on areas of the network where new and improved pedestrian connectivity can be achieved in a joined up and cost effective way. Therefore it is intended that walking will be encouraged in all new development sites by providing a safe, direct and pleasant environment through positive design and master planning.

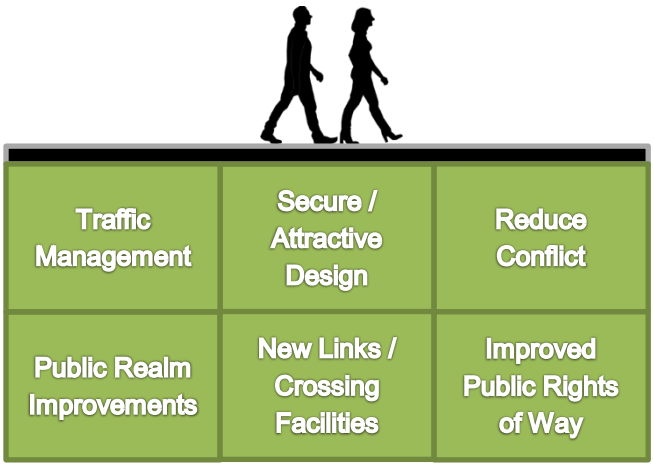

Figure 31 - The Foundations for Encouraging Walking Trips.

Public Rights of Way (PROW)

10.7.4 Thanet is fortunate to have a wide network of Public Rights of Way (PROW) and these play an important role in providing access to both urban and rural destinations. The role of this network is valuable not only providing a recreational outlet free to the public, but also helping to encourage sustainable travel choices which ultimately have an impact on traffic congestion and air quality.

10.7.5 Access to the countryside and walking, cycling and equestrian activities provides significant support to the local economy. Access to green space is a significant factor in enabling people to improve their health and well-being.

10.7.6 The KCC Countryside and Coastal Access Improvement Plan (CAIP) covers the period between 2013 -2017 and provides a policy basis for improved access and connectivity within the county. Development has a role to play in delivering key pieces of PROW infrastructure.

10.7.7 Whilst it is not the role of this Transport Strategy to replicate the contents of the CAIP, a number of priority schemes have been identified within the District which are directly related to proposed development.

Mobility Impaired Pedestrians

10.7.8 The needs of pedestrians can be very diverse, with physical ability, confidence judgement and self-awareness all contributing to challenges that road users face. What could be a relatively easy journey for one person could represent a significant struggle for another.

10.7.9 Mobility impaired pedestrians could include, Wheelchair Users, Elderly, Infirm, Children, visually impaired members of the community or parents with pushchairs. It is essential that development contributes towards making non-vehicular journeys as straightforward as possible, to build a truly inclusive highway network to serve all.

10.7.10 KCC and TDC recognise that the needs of all users is essential for new and existing highway infrastructure, to ensure that those with impaired mobility enjoy the same access and opportunities that most people take for granted.

- Provision of pedestrian ramps / aids at key crossing locations
- Provision of pram crossings and tactile paving where appropriate
- Removal and enforcement of obstructions present on the highway network.
- Reduction in street clutter including signs and other street furniture.
- Wayfinding signage to key destinations to provide people with confidence.
- Effective design of pedestrian routes to improve safety and security (overlooking, lighting etc.)
- Cater for desire lines thus reducing walking distances to key destinations.

It is essential that the above elements are considered for all new developments and highway schemes.

Cycling

10.7.11 The Cycling Strategy for the plan period will concentrate on eight main themes:

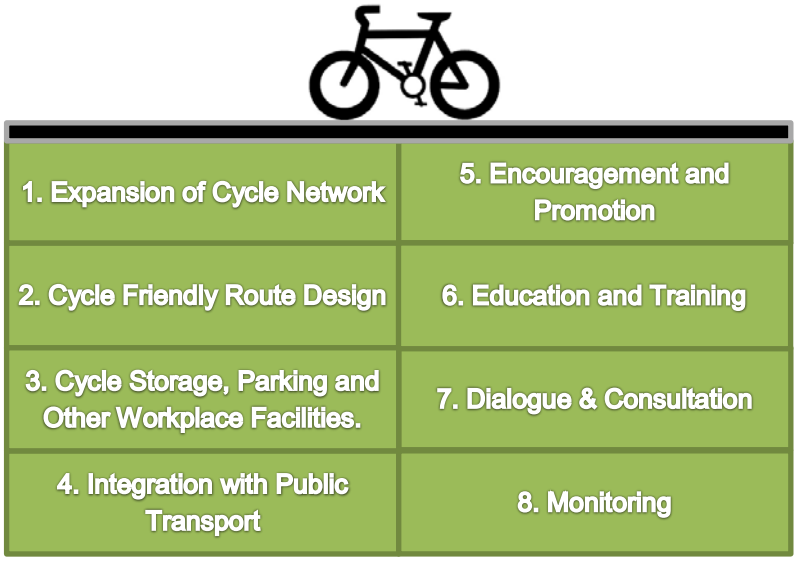

Figure 32 - The Foundations for Encouraging Cycling.

10.7.12 Cycle friendly route design will improve safety and convenience for cyclists leading to safer and more attractive network for cycling linking to important destinations. High priority will be given to cyclists in all traffic management areas and in the design of new roads through development opportunities. The following policies and actions will be pursued:

10.7.13 New developments must consider the needs of cyclists and pedestrians in terms of design, layout and permeability. Where master planning and efficient use of available land allows, traffic free cycle and pedestrian networks should be encouraged to provide safe, direct and attractive environments, where pedestrians and cyclists have priority over vehicles and / or vehicle speeds are kept low. These principles, follow the methodologies outlined in the Kent Design Guide and will be used to secure high quality design for new development.

10.7.14 Cyclist and pedestrian needs are to be considered at an early stage of all new development proposals. There will be a presumption in favour of incorporating facilities to benefit cyclists in all schemes, thus:

1. Schemes involving new housing will incorporate in planning appropriate parking for cycles, road networks friendly to all users and links to existing cycle routes to ensure connectivity to schools, places of work and retail outlets.

2. Where appropriate new internal estate roads within developments will be designed to encourage speeds of 20mph or lower. Local distributor roads will be designed with segregated cycle provision

3. Where schemes involve signal junctions it is recommended that they will incorporate facilities such as cycle lanes and advanced stop lanes and lighting sequences that considers cyclists

4. Segregated facilities or cycle lanes will be provided wherever possible as part of new road schemes, ensuring safe passage through junctions.

5. Traffic calming will use cycle friendly measures.

6. Cyclists will be generally exempted from all new road closures, one way restrictions an banned turns, except where there is a technical or safety case for not doing so.

7. Cycle parking will be provided in appropriate locations in accordance with specified standards.

10.7.15 A Cycle Audit will operate in parallel with Road Safety Audits that are a statutory requirement of any new highway route, to ensure adherence to appropriate and high quality design standards.

10.7.16 A primary target of this strategy will be to provide the missing links in the existing routes to give connectivity and safety on the Thanet Cycle Network by the end of the Local Plan period. The already well developed longer distance network and National Cycle Network will link Thanet's towns to each other, to other towns in East Kent and to the countryside. While off-road paths have an important role in the networks, many routes use both major and minor roads. On main roads forming part of the cycle network, priority will be given to achieving continuous facilities where highway geometry or land availability allows.

10.7.17 Cycle network proposals will be further developed in consultation with the Thanet Cycling Forum and other interest groups as a matter of course.

10.8 New / Improved Walking & Cycling Links

10.8.1 Identified links to be addressed to support improved pedestrian and cycle linkage between proposed growth areas are as follows:-

1. Construct shared facility on Sloe Lane, Margate to complete a route between Dane Valley and Westwood.

2. Improvements to Westwood main junction and adjacent roads to improve bus and cycle provision and improve accessibility and movement for pedestrians between different areas of Westwood Town Centre

3. Create shared facility on existing path to the rear of Bromstone School, Broadstairs to connect to Millennium Way to offer alternative to cycling on Rumfields Road between Broadstairs and Westwood.

4. Provide improved surface and widen Bridleway TM16.

5. Provide improved surface and widen Bridleway TM11.

6. Upgrade Footpath TM14 on edge of development to Bridleway.

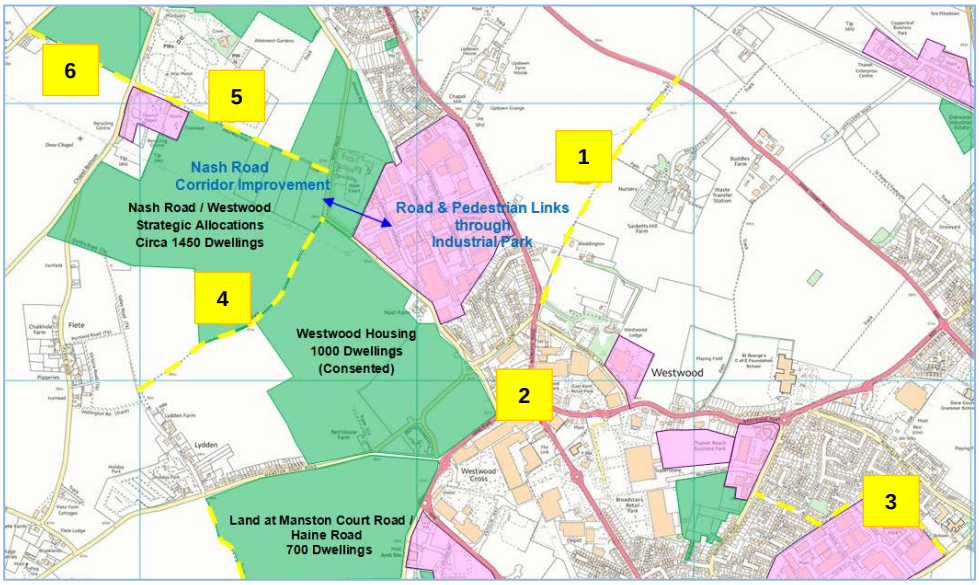

Figure 33 - Cycle Route Improvements around Westwood

7. Create shared facility on existing footpath between Ramsgate Road, Broadstairs and Dumpton Park Drive, Broadstairs to the side of former Holy Cross School. Then continue above shared facility between Ramsgate Road, Broadstairs and Rosemary Avenue, Broadstairs

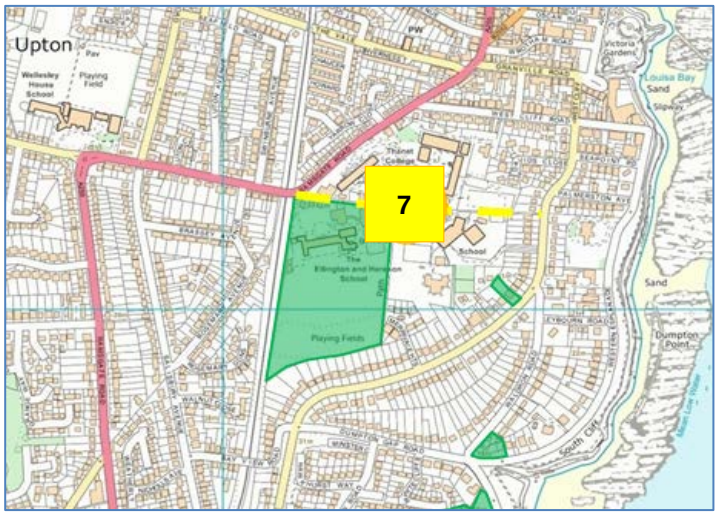

Figure 34 - Cycle Route Improvements - Ramsgate Road to Dumpton Park Drive, Broadstairs

8. From Ramsgate Railway Station create shared facility on existing footpath to Newington Road.

9. From east of Ramsgate Railway Station create shared facility on existing path to Margate Road, provide crossing facility to access Newlands Road and create link to Pysons Road using Newlands Lane.

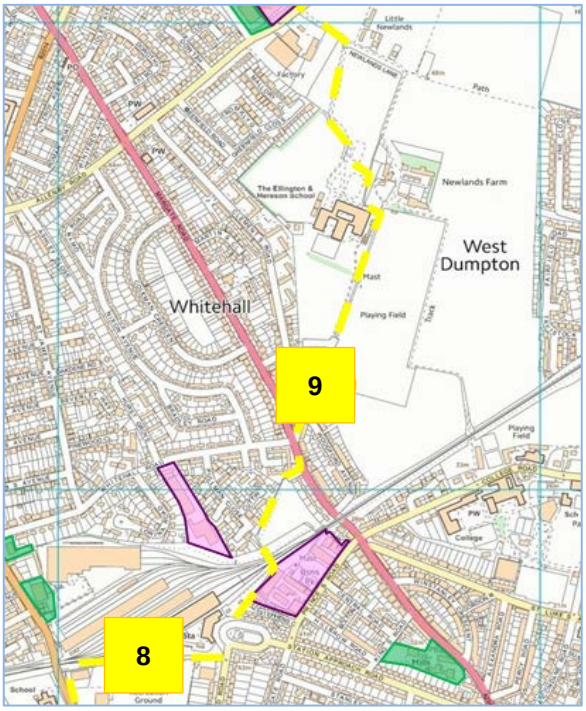

Figure 35 - Cycle Route Improvements - Ramsgate Rail Station to Newlands Lane

10. Provide a new off road cycle facility (on existing footpaths) to link Birchington to Margate including existing secondary schools, residential settlements and commuting destinations

11. Creation of shared facility on existing public rights of ways between Dent-de-Lion Road, Garlinge and Park Road, Birchington.

12. Improvement of Bridleway TM22 surface to width of 3m as part of Garlinge development.

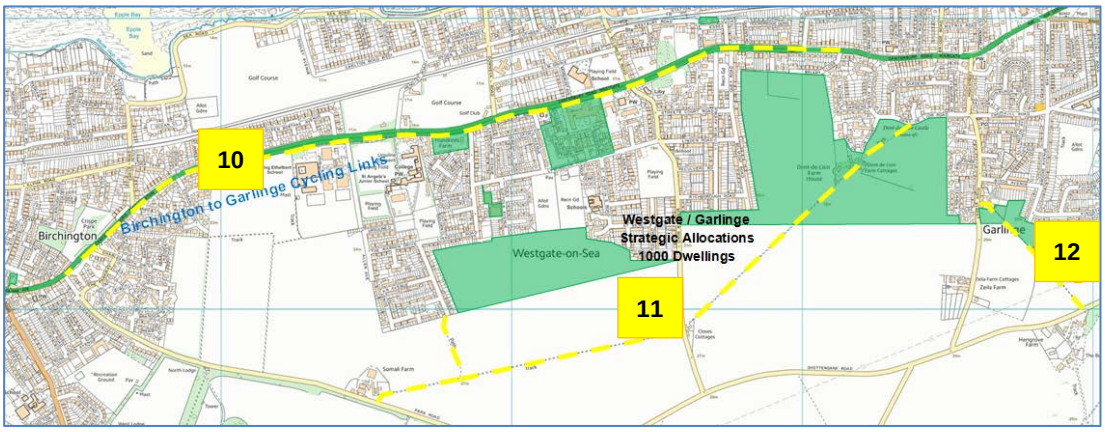

Figure 36 - Cycle Route Improvements - Birchington / Westgate / Garlinge

13. Off road section between Convent Road, Broadstairs and the existing off road shared facility further along Joss Gap Road (on edge of golf course).

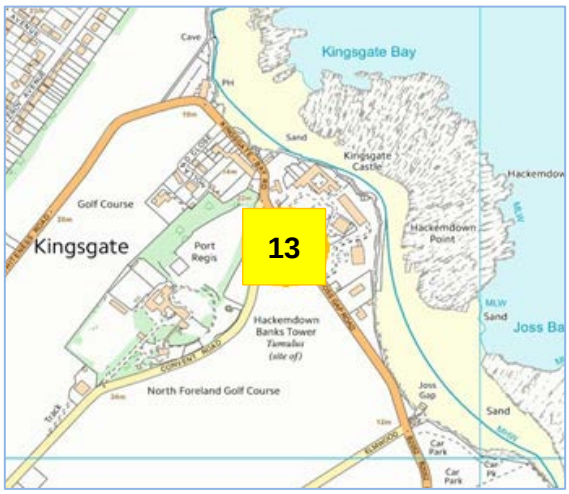

Figure 37 - Cycle Route Improvements - Convent Road, Broadstairs

14. Creation of shared facility on south east side of Dane Park, Margate to link Dane Valley cycle route with Northdown Road, via St Dunstan's Avenue.

15. Provide missing shared facility on SW side of St Peter's Road between Broadley Road and Lister Road, Margate

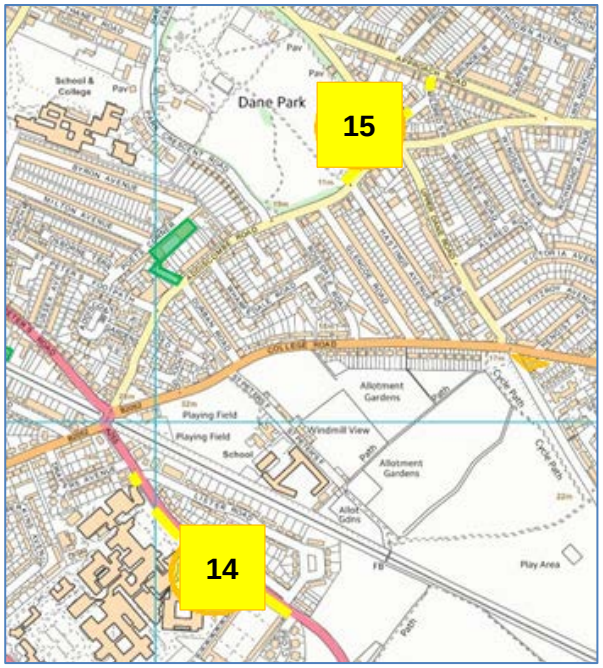

Figure 38 - Cycle Route Improvements - Dane Valley Road / St Peter's Road, Margate

16. Provide new shared facility between Durlock and Sevenscore as alternative to Grinsell Hill/ The Lanes/Foxborough Lane.

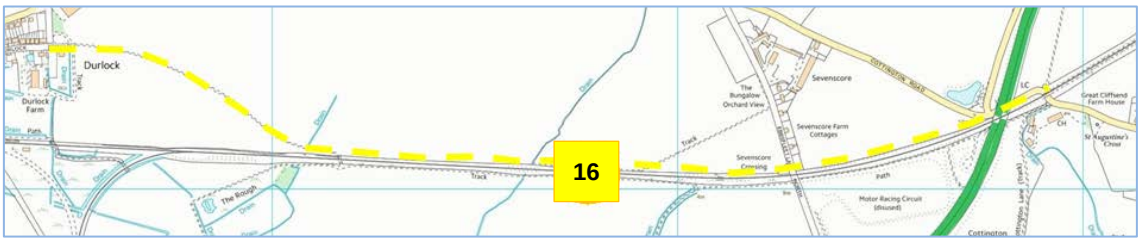

Figure 39 - Cycle Route Improvements - Durlock / Sevenscore

17. Upgrade Footpath TR24 to Bridleway - Crossing point required on Manston to Haine Road Link.

18. Upgrade Footpath TR9 to Bridleway.

19. Improve surface of Bridleway TR8 and widen to 3m.

20. Creation of new Bridleway and Improve TR32 to link development to future Parkway Station

21. Improve surface of Bridleway TR10 and widen to 3m

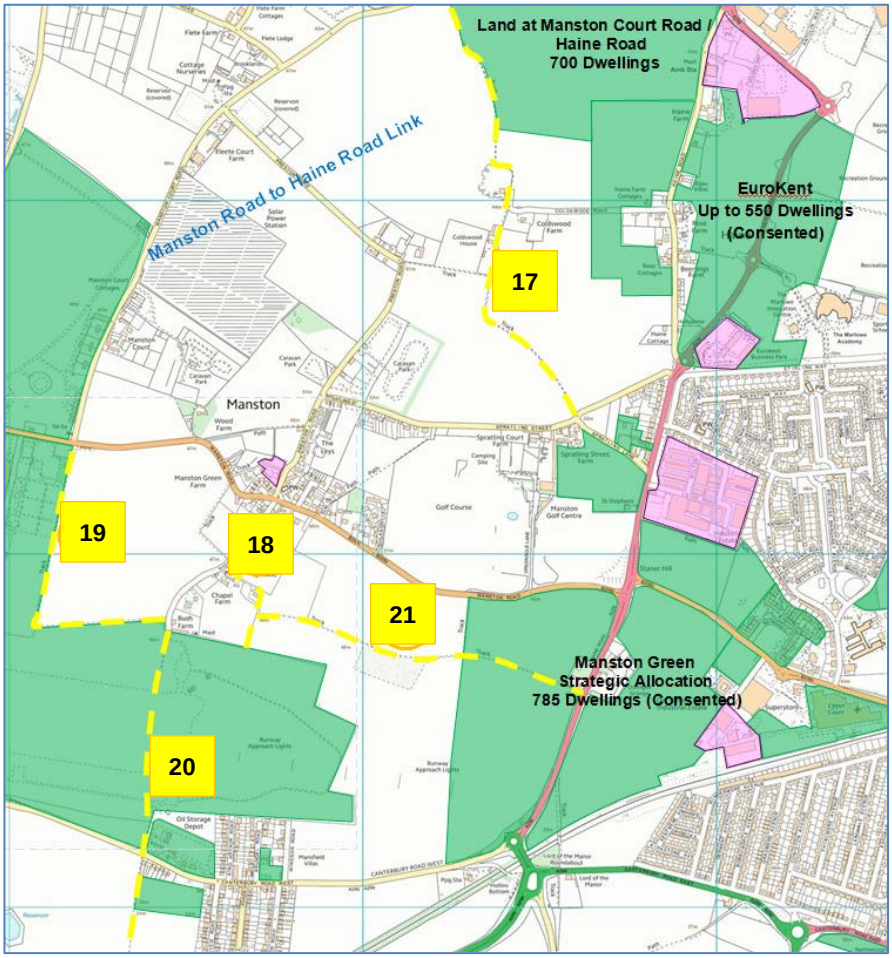

Figure 40 - Cycle Route Improvements – Manston / Cliffsend

22. Upgrade footpath TM31 to Bridleway to link to TE12A & Shottendane Road improvements to provide shared use pedestrian cycle route.

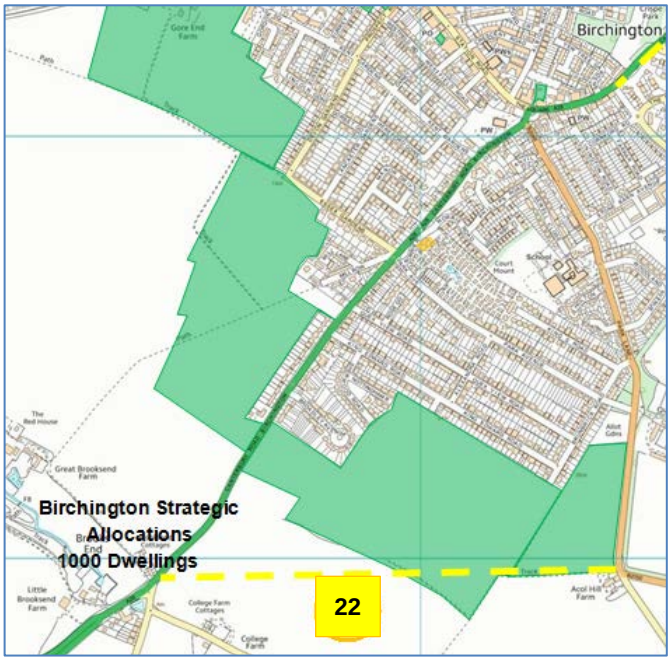

Figure 41 - Brooksend PROW Improvement

11 Informing Growth Options in the New Local Plan

11.1.1 The Local Plan will need to plan for growth, including land needed for business development and new housing, over the period to 2031. The Plan preparation process includes assessing options on how much development should be planned for and the most sustainable locations to accommodate it.

11.1.2 Government's National Planning Policy Framework (NPPF) states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. Key messages include that the transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel. Local Plans are therefore required to ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes will be maximised. Their policies are expected to aim for a balance of land uses to encourage people to minimise journey length for employment, shopping, leisure, education and other activities.

11.1.3 The NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable travel will vary from urban to rural areas.

11.1.4 In identifying the most suitable options for the location of new development in the Local Plan, it is important to assess locations in terms of ability of people to access services and employment, and where feasible to do so without the need to rely on private cars. Such assessment has been built in to the process applied to identify proposed housing land allocations.

11.1.5 Nonetheless people will still elect to use cars, and the capacity of the transport network for cars and other forms of transport will be an important factor in considering options for locating development and associated transport infrastructure requirements.

11.2 Thanet Transport Network Highway Model

11.2.1 The characteristics of Thanet's transport network are an essential starting point in considering the transport implications, opportunities and associated infrastructure requirements related to growth options. The strategy for addressing the likely impacts of strategic growth have firstly been appraised at a high level, taking into account known areas of congestion and how this might be manged by either upgrading or improving existing routes or making better use of underutilised infrastructure.

11.2.2 The process of identifying managed growth within the Thanet Area has taken some considerable time and has undertaken further iterations. As such the approach to appraising the impacts and testing proposed mitigation associated with local plan growth has evolved with it.

11.2.3 A strategic transport model was originally constructed in 2010, enabling Thanet's highway network capacity to be evaluated in a range of scenarios, from its 2011 baseline the model was capable of providing forecasts for any year up to 2033 based on variable options regarding the quantity and broad location of development. This model informed initial appraisals of the 2015 Preferred Options consultation.

11.2.4 The model covered a number of key routes into Thanet primarily focussed on the principal route corridors crossing the district. The core network was modelled in detail and focussed on the corridors in and around Westwood.

11.2.5 The first iteration of strategic modelling that was undertaken to appraise local plan options focussed on main routes within Thanet linking the key towns and a number of key locations generating/attracting trips. These included Westwood Cross shopping centre, several large supermarkets and the QEQM Hospital.

11.2.6 The 2011 baseline scenario indicated that travel demand and constraints in the highway network culminate in high levels of congestion and "rat running" at peak times and on Saturdays. This will potentially be compounded by natural and planned growth. It indicated that a number of junctions experience serious "worst turn" delays. However it is important to note that such classification may be triggered by a single recorded vehicle turn and therefore informed interpretation is required.

11.2.7 The model served to inform this Strategy by highlighting existing and potential pinch points in the network. This Strategy has identified the need to tackle capacity issues identified at Coffin House Corner, Victoria Traffic Lights, Margate seafront and Clock tower, and Tivoli Bridge/Queens Avenue.

11.2.8 To enable effective testing of the proposed local plan growth on the local highway network and potential strategic highway interventions, it was necessary for a wider Strategic Highway Model to be built to encompass a wider area of the district. The purpose of the model is to identify future highway traffic flow conditions (with and without proposed development) and assist in identifying potential solutions to future growth needs and to provide a more recent picture of highway conditions.

11.3 New Strategic Highway Model

11.3.1 Amey were commissioned by Kent County Council (KCC) to develop a strategic transport model for Thanet district for the purposes of testing forecast development and transport intervention scenarios for the emerging Local Plan to 2031.

11.3.2 When considering the coverage of the model a number of constraints needed to be considered. It is important to strike a balance between the time that the model takes to develop, the cost of the study against the outputs that are required.

Base Model

11.3.3 A 2017 base year model was initially developed using SATURN software. The area of focus for the model is the A28 and A254/A256 corridors and the area surrounding the former Manston Airport (FMA) site, as the proposed major allocation sites and infrastructure improvements within the Local Plan are located around this area. The figure below shows the detailed modelled area (purple) and area of interest (brown) for the model:

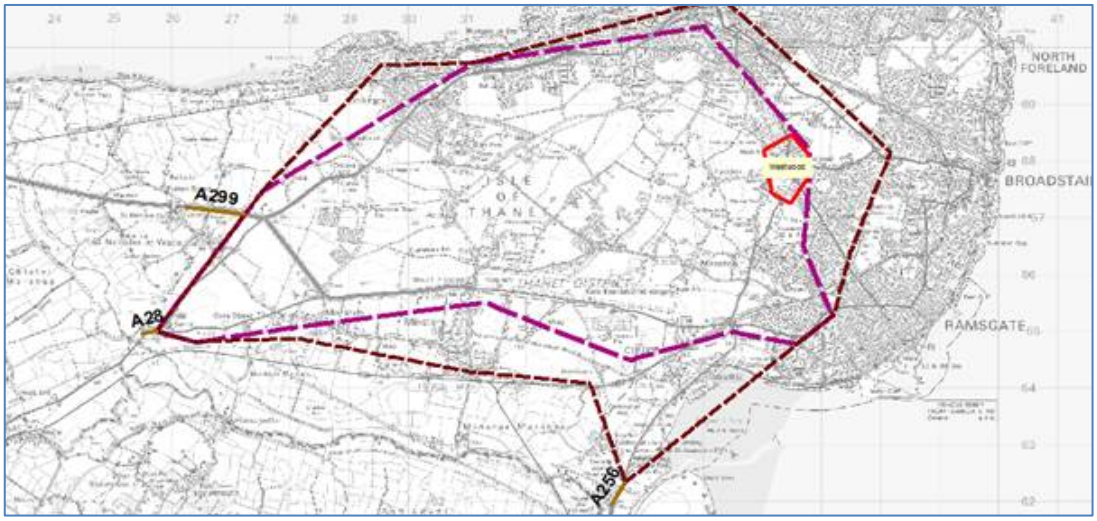

Figure 42 - SATURN Model Study Area

11.3.4 The model zoning system is based largely on the 2011 Census Lower Super Output Area (LSOA) boundaries and the Thanet area is made up of 93 zones. There is one notably large output area which encompasses the rural hinterlands of Thanet. This has been divided into three zones, including a bespoke zone for the Manston Business Park on Columbus Ave. The Westwood area (Westwood Cross shopping centre, two supermarkets and three retail parks) has also been designated as a specific zone.

11.3.5 The baseline traffic data underpinning the model comprises various datasets and sources. The principal source of origin/destination data was obtained from mobile phone data provided by Vodafone. The data was expanded from the sample using Census household population figures. In addition the following data was also used to develop, calibrate or validate the base model:

- Manual Classified Junction Turning Counts;
- Automatic Traffic Surveys;
- Queue Length Surveys;
- Average Journey Time data; and
- An ANPR survey around the Former Manston Airport site.

11.3.6 Based on the broad understanding of the likely options to be tested, the AM and PM peak base models were considered to provide an appropriate tool to form the basis of forecast assessments of the impact of potential development and infrastructure improvements on the local network to support the Local Plan.

Forecast Model

11.3.7 A number of forecast scenarios have been assessed for the forecast year 2031, which represents the end of the proposed Local Plan period. Fundamentally the forecast scenarios are based on a single spatial strategy for development and were intended to test the impacts of that development scenario with and without the proposed Transport Strategy interventions. The forecast scenarios are summarised in the table below:

Forecast Model		Model Summary
DN	2031 Do Nothing	• 2031 forecast travel demand from committed/permitted development (including Manston Green and EuroKent); • Committed highway improvements (e.g. Manston Green proposals)
DM	2031 Do Minimum	• As per the Do Nothing scenario; plus • Strategic allocation sites
DS	2031 Do Something	• As per the Do Minimum scenario; plus • Proposed Transport Strategy interventions

11.3.8 The development strategy for the Local Plan is largely housing led, with employment land uses proposed to maintain the status quo in terms of the proportion of in/out commuting to/from the district. The breakdown of the housing allocations within the proposed Local Plan and included in the Do Nothing and Do Something scenarios is set out below:

Development	Housing (units)
Permitted/committed development	3,700
Windfall sites	2,700
Local Plan sites	9,200
Total	**15,600**

11.3.9 The Transport Strategy interventions tested within the Do Something model scenario are highway only improvements consisting of a proposed 'inner circuit', comprising new and upgraded links, with the aims of providing more route choice options and relief to the existing A28 and A254/A256 corridors. An outline of the proposed 'inner circuit' proposals is shown alongside the principal Local Plan allocation sites in the **Figure 44**.

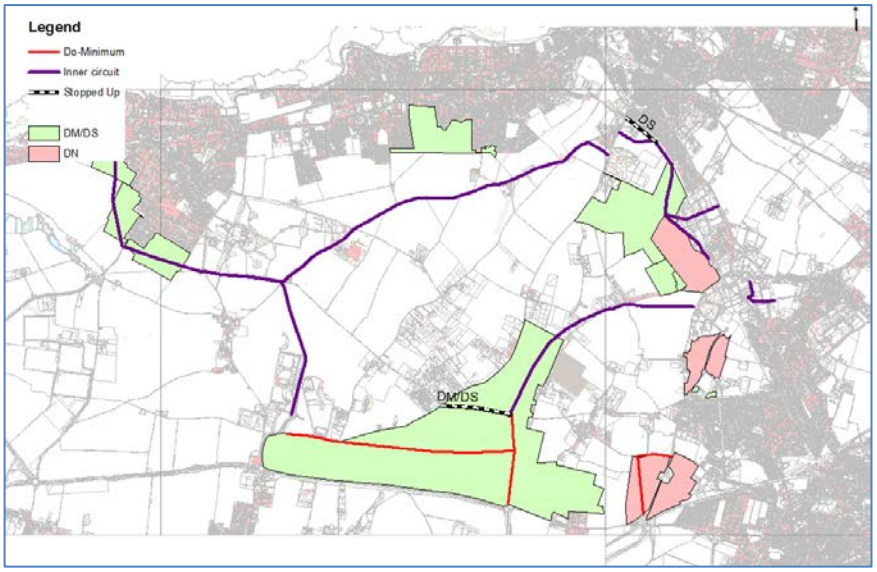

Figure 43 - Model Infrastructure Scenarios

A list of the proposed transport interventions included within each of the scenario is provided below:

Modelled Transport Interventions	2031 DN	2031 DM	2031 DS
Manston Green Proposals	Yes	Yes	Yes
Closure of B2050 from Spitfire Corner to FMA entrance		Yes	Yes
New links within FMA site		Yes	Yes
Increase of capacity at Cliffsend Roundabout from FMA			Yes
Manston-Haine link			Yes
Brooksend-Shottendane link			Yes
Columbus Ave extension			Yes
Enterprise Way link			Yes
Tesco link road / Millennium Way extension			Yes
Shottendane Road speed reduction (40mph from 60mph)			Yes
Nash Rd network inc stopping up at Coffin House Corner			Yes

11.4 Headline Model Outputs

11.4.1 The total number of trips within the modelled area (travel demand) provides an indication in terms of the overall traffic impacts of each forecast scenario. The level of travel demand is intrinsically linked to the level of proposed development within each scenario; as such the travel demand within the Do Minimum and Do Something scenarios is the same. The table below provides a summary of total travel demand in the AM peak (busiest period) compared with baseline conditions:

AM Peak	2016	2031 DN	2031 DM/DS (excl. FMA)	2031 DM/DS (incl. FMA)
Total	22,466	25,007	27,479	28,782
% increase over Base		11%	22%	28%
% increase over DN			10%	15%

11.4.2 In terms of more localised impacts, particularly on the A28 and A254/A256 corridors, the modelled scenarios indicate a general pattern, whereby, the peak hour traffic flows show an increase in the Do Minimum scenario versus the base; followed by a slight decrease in the Do Something scenario. This is not the case at all locations, however, and in some cases the Do Something scenario would observe no impact or an increase in flow when compared with the Do Minimum.

11.4.3 Graphs showing a comparison of AM peak (busiest peak) traffic flow at key links and junctions on the key corridors between the modelled scenarios are shown below:

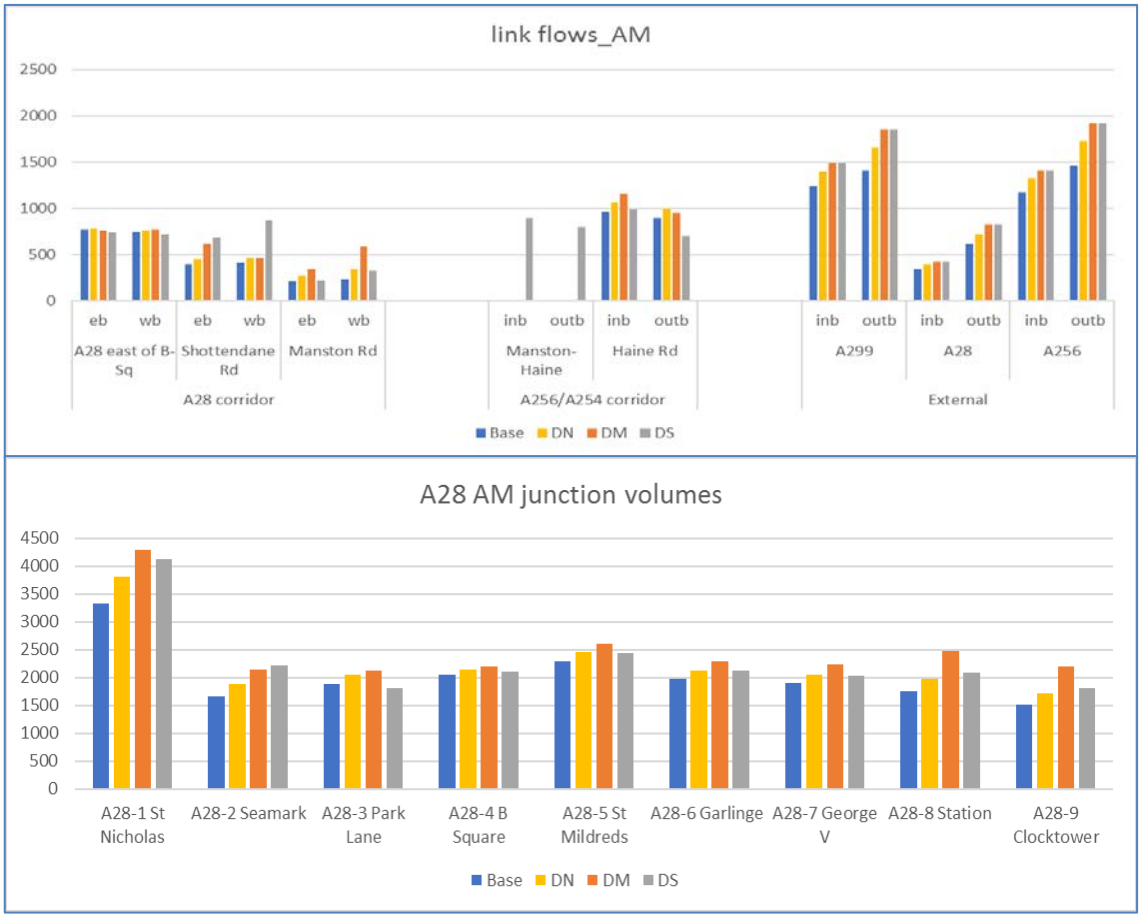

Figure 44 - Traffic Flow on the Local Highway Network

11.4.4 The provision of the ICRIS has a positive impact on flows within the A28 corridor through Birchington Square. There is also a reduction in flow through Park Lane (when compared to the do minimum scenario), which currently contributes towards a significant level of delay on the A28 through right turning traffic and blocking back. Flows at the A28 St Mildred's junction are reduced,

11.4.5 The impact of the Local Plan allocations within Margate Seafront are likely to be reduced by the ICRIS, however remain above the baseline, which suggests that despite these improvements junction performance will continue to be impacted by the Local Plan growth and that alternative routes avoiding this part of the network should be explored.

11.4.6 St Nicholas Roundabout will be subject to material increases in traffic flow, however a visual inspection of this junction suggests that a level of residual capacity exists, which with minor modifications is likely to be accommodated. This will be investigated in more detail within future route studies.

11.4.7 The provision of a new Road Link between The A256 and A299 provides significant reduction in flow to the existing Haine Road Corridor (A256) between Sevenscore and New Haine Road.

11.5 Conclusions

11.5.1 The future year forecasting stemming from the model notes that demand for travel on roads in Thanet will inevitably increase even if only as a consequence of an increase in car ownership and population over time, the flows on the principal road network will generally be managed by the provision of the ICRIS, however further detailed modelling of individual junctions will need to be undertaken as necessary.

11.5.2 It is important to note that this testing has been employed to inform broad options for disposition of development and possible need for junction improvements. Identification of preferred site allocations will be based on consideration of a range of factors in addition to transport considerations. Further modelling will be applied as necessary to test preferred site locations and explore solutions to address identified pinch points.

12 Potential Sources of Funding

The transport interventions outlined within this strategy are ambitious, however they are also considered to be realistic and achievable. There are a number of economic circumstances that can have an impact on the availability of funding for highway infrastructure. A draft Infrastructure Delivery Plan (IDP) is being prepared to support the forthcoming local plan, which will provide more detail on specific infrastructure elements and how they relate to specific development proposals within the district.

12.1 External Funding

12.1.1 There are a range of potential funding streams that can be accessed. With new funds being announced on a regular basis (often to very tight submission timescales), it is important for both KCC and TDC to be in a positon to submit high quality bids at relatively short notice if required.

12.1.2 Such funds are available through Department for Transport (DfT), competitive funding through bodies such as South East Local Enterprise Partnership (SELEP) and Housing and Communities Agency (HCA), along with more direct funding from Developers through the planning process.

12.1.3 External funding streams are generally announced on a regular basis, normally through central government departments. Local Growth Fund (LGF) was one such fund and to date. Across the county, KCC have successfully secured nearly £120m from LGF. This demonstrates that certain elements of infrastructure may not necessarily need to be funded directly by developers.

12.1.4 Smaller Interventions such as cycleway or public rights of way improvements can be subject to consideration under annual Local Transport Plan funding within KCC. This fund is variable from year to year and is subject to set funding criteria in accordance with their contribution toward strategic priorities.

12.2 Developer Funding

12.2.1 Through the development planning process, contributions can be sought towards infrastructure under Section 106 (s106) of the Town and Country Planning Act 1990. Local Planning Authorities at both tiers of local government can enter into a legally binding agreements with the landowners / developers to financially contribute towards infrastructure or services required to make their development acceptable in planning terms. KCC / TDC then receive this funding to deliver infrastructure projects tied to development, for instance it may be used to support a public transport service or provide a proportionate contribution towards a new road link.

12.2.2 The Community Infrastructure Levy (CIL) is a similar methodology to s106, however this represents a fixed charge which is then applied to specific types of development for specific infrastructure projects (through a roof tax type approach). The nature and level of funding can be defined during the establishment of the CIL Charging Scheme.

12.2.3 Developer contributions can still be secured through s106 Agreements where a CIL charge also applies but the two mechanisms are not currently able to be used to fund the same infrastructure project.

12.2.4 An alternative method of delivering physical transport infrastructure is through direct delivery / construction by developers through planning obligations. A Section 278 or 38 (of the Highways Act 1980) agreement can be entered into which allows developers to either make modifications to or build new highway infrastructure for adoption by KCC.

Appendix A

Achievements from the Thanet Transport Plan 2005 – 2011

Measure	Timescale	Funding Source	Description/Progress
East Kent Access Phase 2 (A256/299)	2006 -2012	LTP	Completed - Improvement of the A299 between Minster roundabout and the Lord of the Manor junction, and improvement of the A256 from Lord of the Manor junction to the old Richborough Power Station site. The scheme cost £87m funded by the DfT with £5.75m from KCC. Work began on site in 2009 and the official opening took place on 23rd May 2012.
Westwood Cross access study	2005	TDC	Part implemented then superseded by Westwood Relief Strategy.
Manston Access	2005	Developer/LTP funding	Superseded by Thanet Transport Strategy 2015. - Improved local access to Kent International Airport and environmental measures to protect Manston and other villages.
Stour Valley Line upgrade study	2005	EK Partnership	Study completed - Undertake a study into the feasibility and costs of upgrading the Stour Valley Line railway between Thanet, Canterbury and Ashford as an alternative to the A28.
Freight routes	2005-6	TDC/KCC	Not completed. As part of the Freight Action Plan for Kent the preferred freight routes will be mapped and distributed. - Identify, sign and publicise strategic freight routes within the District.
Seek further ferry operator(s)	Ongoing	Officer time	Not completed - Seek a ferry operator.
Review traffic management options for Military Road	2005-6	Officer time	Change of use – now more café culture and pedestrian area with better integration with the tourist industry
Review potential bus/coach link between port and station	2005	Officer time	Not currently required. Ferry service has since closed.
Update Airport Master plan	2005	Privately funded	Completed - In November 2009, Manston Airport produced a Master plan to consider the growth at the airport up to 2018. - However, following subsequent sale and closure of Airport in 2014 it is now intended to assessing alternative options for development of the airport land.
Update Airport Travel Plan	2005-10	Privately funded	Not completed due to several changes of operators and future proposals for airport not materialising.
Traffic management/reduction measures	2005-10	Joint private/public funding	Completed - On behalf of KCC, Stagecoach operate the route 38/38A services between the airport, Ramsgate, Broadstairs and Birchington.
Bus link to Ramsgate rail station	2005	Privately funded	The Stagecoach Thanet Loop bus service runs past Ramsgate Station (approx. every 10 minutes)
Promote, protect and enhance walking/riding network around KIA, Manston	Ongoing	Officer time and private funding	Part completed - No longer pursued as circular route. Improvements sought as part of general PROW enhancements.
Roadside infrastructure improvements on Quality Bus Corridors	2005-6	UBC?LTP funding	Mostly completed •Margate–Westwood–Ramsgate (A254) •Margate–Broadstairs–Ramsgate (A255) •Margate/Ramsgate–Canterbury (A28) Improvements to roadside infrastructure on the Quality Bus Corridors where not provided for the new Thanet Loop service.
Real Time Passenger Information and bus priority at traffic signals	2005	Developer funding	Not completed - RTI no longer favoured by bus operator. New information methods under review Extension of bus priority at traffic signals on all major corridors.

Measure	Timescale	Funding Source	Description/Progress
Super Low Floor vehicles for Thanet – Canterbury Quality Corridor	2006	Private/public funding	8/8A (the main routes from Broadstairs/Margate to Canterbury - every 15 minutes) went 100% low floor in early 2009
Continue discussions on C.T.R.L. Domestic Service	Ongoing to 2009	Officer time	Completed domestic services on the high speed line began in December 2009 under a franchise agreement with South-eastern. Passengers can now get from Ramsgate to St Pancras International in just 1 hour 16 minutes, and journey times from other Thanet stations similarly reduced. Continue discussions to ensure an appropriate CTRL Domestic service to Thanet.
Lobby for localised East Kent service	Ongoing to 2009	Officer time	Domestic services on the high speed line began in December 2009 under a franchise agreement with Southeastern. Passengers can now get from Ramsgate to St Pancras International in just 1 hour 16 minutes, and journey times from other Thanet stations similarly reduced. Continue to lobby for a localised rail service for East Kent connecting into the CTRL DS.
Bus link to K.I.A	2005	Privately funded	Not completed - Encourage provision of an improved Local Bus Service between Ramsgate Station and Kent International Airport.
Investigate "Manston Parkway" station		Privately funded	Completed - Funding is largely secured and plans are being investigated for the Parkway station. An 8 week public consultation exercise is being undertaken in early 2015.
Review restriction controls (Government request)	2005	TDC	Review restriction controls after Government request on hackney carriage vehicles - an independent unmet demand survey was undertaken in 2007 by Halcrow Group Limited. As a result of that survey it was found that there was no unmet demand and the Licensing Board decided to continue restricting the number of hackney carriage vehicles
Encourage provision for taxis at out of town stores	2005	TDC	Encourage out of town supermarkets to provide specific facilities for taxis at out of town stores - there has been continuing dialogue with the Westwood Cross management company although these being private roads they are responsible for the provision of ranks within Westwood Cross
Review of Hackney Carriage Ranks	2005	TDC	A review of Hackney Carriage Ranks. (cost of signage) - this was included within the remit of the 2007 survey which concluded that there were sufficient ranks within Thanet.
25% of vehicles with disabled access	2005	Staff time	25% of vehicles suitable for disabled access. Gradual increase until 2013 to 50%
Implement 'Turner – Dickens a Flagship Walking Route for Thanet'	Ongoing – 2007	TDC	Completed - The Turner and Dickens Walk is now open and promoted, connecting Margate and Broadstairs
Provide drop kerbs, tactile surfaces, etc.	Ongoing	LTP	Largely completed - continue to provide dropped kerbs and tactile surfaces, where appropriate, as part of the footway maintenance and renewal programme.
Promote walking	Ongoing	TDC/KCC/PCT	Promote walking as a healthy alternative to the car for short journeys, including investigating with the Health Authority, opportunities for the wider availability of pedometers.

Measure	Timescale	Funding Source	Description/Progress
Measures to encourage walking	Ongoing	Officer time	Implement measures to encourage walking such as street seats, improved street lighting, signage and removing obstacles and trip hazards.
Implement “Feet First” network	Ongoing to 2011	LTP and private funding	Progressively implement the network of multi-purpose walking routes detailed in “Feet First” through a series of “street audits” and engaging outside parties, where appropriate.
Implement the Dane Valley cycle route network	2004-7	LTP	The Dane Valley cycle route network has been expanded since the 1st Transport Strategy.
Promote cycling	Ongoing	LTP	Continue to promote cycling as a healthy alternative to the car for work and leisure journeys.
Continue work with Thanet Cycling Forum	Ongoing	Officer time	Continue to work with the Thanet Cycling Forum to promote and encourage cycling.
Implement Thanet Cycling Plan	2005-11	LTP, DfT, private funding	Part completed - The network has been expanded but the planned network in the Cycling Plan has not been fully achieved, partly due to insufficient funding. Progressively implement the planned programme of new and improved cycle routes detailed in the Thanet Cycling Plan and this Transport Strategy through KCC’s Local Transport Plan, various DfT initiatives and other public sources of funding. Also to pursue developer contributions, where possible, as part of the planning process.
Implement TDC Staff Travel Plan	2005		Not completed - Implement a Staff Travel Plan for T.D.C. bus concessions offered but not taken up by staff
Work with KCC and schools on School Travel Plans	Ongoing	Officer time	Ongoing - Work with KCC and local school communities to encourage the adoption of School Travel Plans for all Thanet schools.
Work with local businesses on Workplace Travel Plans	Ongoing	Officer time	Part Completed – KCC initiatives to encourage sustainable travel have been implemented such as FAXI and Workplace Challenge.
Require Travel Plans in support of planning applications	Ongoing	Officer time	Ongoing - Travel Plans are requested for significant developments. The smaller sites are required to produce a sustainable travel statement to show how they plan to encourage sustainable travel, and the larger sites must produce a Travel Plan that will be monitored by KCC.
Explore scope for sustainable events travel plan	2005 onwards	Officer time	Part completed - the scope for sustainable tourism and an events travel strategy. Continue to explore and develop
Produce new Parking Policy	2006	Officer time	Part completed - A major parking review was launched in Autumn 2012. Produce a new comprehensive parking policy, taking account of the issues facing Thanet, as outlined elsewhere in this strategy.
Assess demand and locations	2005 onwards	Officer time	Part completed - Assess demand and identify possible Home Zone locations, in conjunction with the local community.
Assess and prioritise requests for Homezones	Ongoing	Officer time	Part completed – very few if any applications received for home zones. Shared surfaces more commonly received.
Review existing schemes	Ongoing	Officer time	Completed - Review existing schemes
Evaluate new DfT regulations and guidance	2005	Officer time	Completed – new guidance adhered to.

Measure	Timescale	Funding Source	Description/Progress
Continue monitoring of Nitrogen Dioxide and PM10 at key locations	Ongoing	Officer time	Completed - The district has two junctions where nitrogen dioxide levels are recorded above the recommended level. This led to the declaration of an urban area Air Quality Management Area in 2011. - To continue monitoring of nitrogen dioxide and PM10 at key locations. The work to identify problem areas has yet to be completed. It is expected that the Detailed Assessment may confirm that there will be locations within Thanet where air quality standards are breached because of traffic related pollutants. Once these locations are identified appropriate transport Action Plans will need to be developed with the aim of reducing traffic emissions and achieving acceptable local air quality.
Explore future development and funding with Thanet C.T.	Ongoing	Officer time	Work with the Trustees of Thanet Community Transport to explore future funding sources and to encourage the development of the service.
Work with partners to promote rural Wheels 2 Work for East Kent	2005	East Kent Partnership	Not completed - Work with Action with Communities in Rural Kent, Thanet C.T., the East Kent Partnership and other partners to launch a Wheels 2 Work scheme for rural East Kent.
Implement "Feet First" and Thanet Cycling Plan	2005-11	See sections 10 and 11	The cycling network has been expanded but the planned network in the Cycling Plan has not been fully achieved, partly due to insufficient funding. Feet First – Part completed - Progressively implement the measures contained in the "Feet First" and Thanet Cycling Plan to improve safety/security for pedestrians and cyclists.
Work with rail operator to improve safety/security	Ongoing	See section 8	Part completed - Work with the rail operator to improve safety and security on and around Thanet's rail stations and on board trains.
Work with bus operators to improve safety/security	Ongoing	See sections 7 and 19	Completed - Working with commercial bus operators and Thanet Community Transport to improve safety/security on buses.
Safety audit of bus stops	2006-7 onwards	LTP and Officer time	Completed – "safety audit" of bus stops carried out to identify any improvements in location, street lighting, etc. to improve safety for bus passengers.
Implement and promote 'Manston Rides' project	2005-6	LTP/developer	Not completed. Local public right of way and permissive paths maintained and explored for expansion through new development
Identify a further network of riding routes	2005 onwards	Officer time	Not completed. - Identify a further network of on and off road routes.
Implement speed reduction measures	Ongoing	See section 16	Not completed - Implement speed reduction measures on appropriate rural roads used by riders.

Appendix B
Policy Context

National Policy

National Planning Policy Framework (March 2012)
Following the coalition government's publication in July 2011 of a 'draft for consultation' framework for the planning system, the final National Planning Policy Framework (NPPF) was published in March 2012. This document supersedes all Planning Policy Guidance Notes (PPG's) and Statements (PPS's).

The framework introduces a presumption in favour of sustainable development, summarised in paragraph 14 of the document:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Local planning authorities should positively seek opportunities to meet the development needs of their area" (para 14)

The objectives of transport policy are to:

- "facilitate sustainable development and its contribution to wider sustainability and health objectives" (para 29);
- "support reductions in greenhouse gas emissions and congestion, and support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport" (para 30);and
- "develop strategies for the provision of viable infrastructure necessary to support sustainable development" (para 31).

The framework provides guidance on the key transport issues which should be considered through the planning process for applications:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- safe and suitable access to the site can be achieved for all people; and

- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Subject to those considerations, development should not be prevented or refused on transport grounds unless the residual impacts of development are severe." (para 32)

The framework supports the provision of Travel Plans to manage demand and
the provision of sustainable facilities on site to reduce the need to travel where practical:

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan." (para 36)

For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (Para 38)

With regards to parking standards, the NPPF states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles". (para 39)

Local Policy

Thanet Local Plan

The District Council is preparing a new Local Plan to guide development and investment in the district over the period to 2031. This plan will establish the level of growth in the district over that period including the amount of new homes and job creating development to be planned for. It will also identify where development should take place and make appropriate land allocations.

In promoting sustainable development, the new Local Plan will need to take account of Thanet's existing settlement pattern and transport links which have established over a considerable time. It will also need to take account of or review as appropriate land allocations made in the previous Local Plan. For example that Plan allocated land for 1,000 new homes at Westwood, and following grant of planning permission that development is expected to start shortly.

The draft Local Plan allocates land for 17,140 dwellings at different locations across the district, and retains key employment sites, including Manston Business Park and parts of the EuroKent Business Park from the previous Local Plan.

Appendix C
Infrastructure Proposals

Type	Description	Reason	Potential Funding Source	Cost*
Road	Create New Road Link Between A28 Brooksend Hill and Minnis Road.	To manage congestion at Birchington Square and offer alternative routes to Birchington seafront areas improving Air Quality	(S38)(S106)	On Site
Road	Create New Road link between A28 Brooksend Hill and Acol Hill/B2050.	To manage traffic congestion at Birchington Square and A28 Corridor and form the start of major new road corridor to Westwood	On Site (S38)(S106)	On Site
Road	Widen B2050 Manston Road between junction with Acol Hill and Shottendane Road.	To manage traffic congestion at Birchington Square and A28 Corridor and form the start of major new road corridor to Westwood	On Site (S38)(S106)	£5,000,000
Road	Widen / provide necessary localised Improvements to Shottendane Road as far as the vicinity of Firbank Gardens	To manage traffic congestion at Birchington Square and A28 Corridor and form the start of major new road corridor to Westwood.	S106 / External	£15,000,000
Road	Create new road link between Shottendane Road / Manston Road. Close off Shottendane Road at junction with Manston Road.	To manage traffic congestion at Birchington Square and A28 Corridor and form the start of major new road corridor to Westwood Avoiding Coffin House Corner Junction	On Site (S38)(S106)	On Site
Road	Create new road link between Manston Road and Nash Road behind Salmestone Grange and close off Nash Road at its junction of Coffin House Corner.	To manage traffic congestion in locality and form the start of major new road corridor to Westwood Avoiding Coffin House Corner Junction	On Site (S38)(S106)	On Site
Road	Reconfigure Coffin House Corner Signal Junction. Close off Nash Road Arm and improve capacity and pedestrian facilities.	To reduce journey time / congestion whilst providing safer access for children walking to school	S106 / S278	£500,000
Road	To reconfigure roundabout at Queens Avenue/Tivoli Road/Grosvenor Gardens and introduce one-way flow on Queens Avenue	To improve safety at junction and facilitate re-routing of tourist traffic bound for Seafront and Margate Old Town	S106	Completed
Road	Marine Terrace Public Realm Improvements (only if funded externally)	Environmental / regeneration - Improve pedestrian environment	External Funding	£16,000,000
Road	To re-route tourist traffic away from Margate seafront, by providing junction improvements and potentially reintroducing two way flow to Tivoli Road.	To manage traffic congestion at Clock tower junction and reduce journey times	S106 / CIL	£3,000,000

Type	Description	Reason	Potential Funding Source	Cost*
Road	Reconfigure Victoria Traffic Signal junction	To manage journey times and relieve congestion	S106 / CIL	Nominal
Road	Widen Nash Road along its existing alignment to new LDR Standard	To manage traffic congestion on A254 Corridor by facilitating major new road corridor to Westwood Avoiding Coffin House Corner Junction	S278 / 38 On Site	On Site
Road	Connect Enterprise Road to Nash Road	To provide access to employment and retail destinations, and to manage traffic impact at Westwood and Victoria Traffic signals	S278 / 38 / S106	£1,000,000
Road	Upgrade Tesco internal link road to adoptable standard between Westwood Road and Margate Road. Extend Millennium Way to New Link Road	To relieve Westwood roundabout and A256 Westwood Road Corridor for journeys between Ramsgate and Broadstairs	External Funding	£8,000,000
Road	Create new road between Toby Carvery Roundabout (A256) and A299 to relieve Haine Road Corridor. Improve approach and roundabout at Westwood Cross to increase capacity	To provide enhanced access to Westwood, manage congestion and relieve the A256 Haine Road Corridor.	S106 / Part on Site	£12,000,000 (Off site Section)
Road	Improvements Spitfire junction.	To manage safety at this junction	S278	£500,000
Road	To extend Columbus Avenue to Manston Road Birchington.	Improve road capacity to meet increased surface transport movements associated with future development.	S106 / External	£6,000,000
Road	Improvements to Dane Court Road / Westwood Road Junction to improve journey time reliability.	To manage traffic congestion on the A256 / A255 road corridors	CIL / S106	£1,000,000
Road	To investigate High Street, St. Lawrence/ Newington Road junction to improve air quality and address congestion.	To manage congestion improve Air Quality (Signage Scheme)	S106	£50,000
Road	New Link Road through Manston Green Site and Junction improvements at Manston Road / Haine Road Roundabout	To provide access to development site and manage congestion on the A256 Haine Road Corridor	S106 / External	£3,000,000

Type	Description	Reason	Potential Funding Source	Cost*
Cycle	Creation of a New Shared Cycleway on the A28 Between Birchington & Garlinge	To connect new communities and provide access to secondary schools.	S106 / CIL / LTP	TBC
Cycle	Improvements to Westwood main junction and adjacent roads to improve bus and cycle provision and improve accessibility and movement for pedestrians between different areas of Westwood Town Centre	To provide better bus access and a more walkable town centre.	S106 / CIL / LTP	TBC
Cycle	Construct shared facility on Sloe Lane, Margate.	Improve sustainable transport links between Dane Valley and Westwood to encourage cycle use.	S106 / CIL / LTP	TBC
Cycle	Create shared facility on existing path to the R/O Bromstone School, Broadstairs to connect to Millennium Way to offer alternative to cycling on Rumfields Road.	Improve sustainable transport links between Broadstairs and Westwood to encourage cycle use for retail, leisure and education trips.	S106 / CIL / LTP	TBC
Cycle	Create shared facility on existing footpath between Ramsgate Road, Broadstairs and Dumpton Park Drive, Broadstairs to the side of former Holy Cross School.	Improve cycle links to East Kent College	S106 / CIL / LTP	TBC
Cycle	From Ramsgate Railway Station create shared facility on existing footpath to Newington Road.	Improve cycle links to Ramsgate Station for surrounding residential catchments	S106 / CIL / LTP	TBC
Cycle	From east of Ramsgate Railway Station create shared facility on existing path to Margate Road, provide crossing facility to access Newlands Road and create link to Pysons Road using Newlands Lane.	Provide better linkage between local schools and Ramsgate Rail Station.	S106 / CIL / LTP	TBC
Cycle	Off road section between Convent Road, Broadstairs and the existing off road shared facility further along Joss Gap Road (on edge of golf course).	To complete missing section of Viking Coastal Trail - Improve attractiveness of this route and safety.	S106 / CIL / LTP	TBC
Cycle	Between Dent-de-Lion Road, Garlinge and Park Road, Birchington creating shared facility on existing public rights of ways.	Provide better cycle access / connectivity between new development site and wider PROW network.	S106 / CIL / LTP	TBC
Cycle	Creation of shared facility on south east side of Dane Park, Margate to link Dane Valley cycle route with Northdown Road, via St Dunstan's Avenue.	Improve cycle access to Dane Park and Retail and residential destinations in Cliftonville	S106 / CIL / LTP	TBC

Type	Description	Reason	Potential Funding Source	Cost*
Cycle	Creation of a shared facility between Canterbury Road West, Ramsgate and Canterbury Road East using existing bridge facility to the east of Haine Road and north of Canterbury Road East.	To link Cliffsend to wider highway network. Improve access to Mixed use development on Former Manston Airport Site	S106 / CIL / LTP	TBC
Cycle	Provide missing shared facility on SW side of St Peter's Road between Broadley Road and Lister Road, Margate.	Improve Cycle links between Broadstairs including QEQM Hospital	S106 / CIL / LTP	TBC
Cycle	Provide new shared facility between Durlock and Sevenscore as alternative to Grinsell Hill/ The Lanes/Foxborough Lane.	Provide enhanced connectivity between Minster and Cliffsend to future Thanet Parkway Station	S106 / CIL / LTP	TBC
Cycle	Upgrade footpath TM31 to bridleway to link to bridleway TE12A & link to Shottendane Road improvements to provide shared use pedestrian cycle route.	Provide better connectivity between development settlements	S106 / CIL / LTP	£165,000
Cycle	Improvement of Bridleway TM22 surface to width of 3m as part of Garlinge development.	Link Garlinge and Strategic Allocations to wider highway network	S106 / CIL / LTP	£79,000
Cycle	Upgrade Footpath TM14 on edge of development to Bridleway.	Link Garlinge and Strategic Allocations to wider highway network	S106 / CIL / LTP	£61,000
Cycle	Provide improved surface and widen Bridleway TM11	Link Garlinge and Strategic Allocations to wider highway network	S106 / CIL / LTP	£89,000
Cycle	Provide improved surface and widen Bridleway TM16	Link Garlinge and Strategic Allocations to wider highway network	S106 / CIL / LTP	£140,000
Cycle	Upgrade Footpath TR24 to Bridleway —Crossing point required on Manston to Haine Road Link.	To Provide linkage between allocation sites and Westwood	S106 / CIL / LTP	£208,000
Cycle	Upgrade Footpath TR9 to Bridleway	To Link Former Manston Airport allocation to Manston Green and wider Highway network	S106 / CIL / LTP	£46,000
Cycle	Improve surface of Bridleway TR8 and widen to 3m	To Link Former Manston Airport allocation to wider highway network including Manston to Haine Road	S106 / CIL / LTP	£132,000
Cycle	Creation of new Bridleway and Improve TR32 to link development to future Parkway Station	To provide linkage between development site and Parkway Station	S106 / CIL / LTP	£98,000
Cycle	Improve surface of Bridleway TR10 and widen to 3m	To Link Former Manston Airport allocation to Manston Green and wider Highway network	S106 / CIL / LTP	£143,000

Type	Description	Reason	Potential Funding Source	Cost*
Rail	Thanet Parkway – New station with 300 parking spaces to be located at Cliffsend	To relieve parking problems around existing stations and to serve future needs of Local Plan growth Discovery Park directly	External (LGF) Private Funding	£21,400,000

*It should be noted that all infrastructure costs are considered draft at this stage and will be subject to change as projects are refined.