

Canterbury Road, Westgate-on-Sea Proposed Signal Controlled Pedestrian Crossing

Consultation Report



**A28 Canterbury Road, Westgate
Proposed Pedestrian Crossing**

Public Consultation
23 June - 3 August 2020

Have your say!

We are proposing to install a new signalised pedestrian crossing on Canterbury Road outside Ursuline College to make it safer to cross the road at this location.

Find out about our proposals and tell us your views by reading the consultation leaflet and filling in the questionnaire at: kent.gov.uk/canterburyrdpedcrossing

Example of signalised crossing outside King Ethelbert School

23 June to 3 August 2020

Alternative Formats: This document can be made available in other formats or languages, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.

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1. Introduction

1.1 Background

From 23 June to 3 August 2020, Kent County Council (KCC) consulted on proposals for the installation of a signalised pedestrian crossing on Canterbury Road, Westgate-on-Sea.

There is currently no pedestrian crossing facility on this part of Canterbury Road (A28), which is located outside Ursuline College. The road is a dual carriageway with a 40mph speed limit and concerns have been raised about the safety of pedestrians crossing the road at this point.

The proposed scheme would involve the installation of a staggered 'puffin' signalised pedestrian crossing. To maintain clear sight lines, we would need to implement waiting restrictions (double yellow lines) and move the existing bus stop on the north side of the road. It would also be necessary to install the crossing on the crest of a slight hill at this location to ensure adequate visibility for approaching vehicles. To locate the crossing in the safest place, we would need to restrict vehicles accessing Hengist Road. This means that vehicles would only be able to turn left into Hengist Road from A28 Canterbury Road.

It is anticipated that providing a safer crossing point here would encourage more students to walk to school and supports the delivery of both KCC's Active Travel Strategy and the Thanet Transport Strategy.

1.2 Purpose of the consultation

The purpose of the public consultation was to inform the public and stakeholder organisations about the proposed design and provide them with the opportunity to 'Have their say'. KCC will use the feedback gained to inform changes or improvements to the scheme. The consultation gave residents and stakeholders the opportunity to:

- understand why a crossing was proposed and view the proposed design
- consider the possible impacts and benefits of the proposed scheme
- ask questions and share views on the proposals

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1.3 Purpose of this report

This report presents the analysis and findings of the responses to the public consultation. In addition, the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback will be used to progress the proposal and identifies the next steps in the project development process.

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2. Consultation Process

This chapter outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into five stages. Detailed information on each stage is given below.

Undertake Equality Impact Assessment (see Chapter 3)	Develop consultation process & promotional activities	Pre-consultation activity/ engagement	During consultation activity	Post consultation activity
Identify possible impacts on protected characteristic groups	Identify stakeholders Define consultation activities Define communication activities and frequencies Create Consultation Plan	Meetings and correspondence with Parish Council and KCC local Members	Consultation documents hand delivered to residents in the immediate vicinity of the proposal Launched consultation website and online questionnaire Promotional activities undertaken (see section 2.2)	Analysis and reporting of consultation responses Review of proposals Review of EqIA Feedback to consultees and stakeholders

2.1 Pre-consultation activities

We engaged with the following organisations in the development of the scheme:

- Westgate-on-Sea Town Council
- Birchington Parish Council
- Ursuline College
- KCC local Members
- KCC teams - Operations and Transportation & Development

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The meetings helped identify local concerns and aspirations as well as working out how publicity could be maximised. The feedback from these meetings informed the design of the proposed scheme.

2.2 Promoting the consultation

The consultation process was developed by KCC with the aim of involving residents, road users and interested parties in the development of our proposals, drawing on local knowledge and expertise.

The following promotional activities were undertaken to support the delivery of the public consultation:

- Press release issued.
- Consultation posters displayed in local area.
- Article in Westgate-on Sea Town Council's parish magazine.
- Article on Westgate-on-Sea Town Council and Birchington Parish Council websites.
- Page on KCC's Consultation Directory on Kent.gov.uk. An email invite sent to 273 registered users who had expressed an interest in consultations to do with roads, traffic and transport in Thanet.
- Consultation notices hand delivered to residents in the immediate vicinity to the proposed scheme.
- Consultation notices posted to Ward Members and statutory consultees.
- Details sent to Ursuline College to be distributed to parents of students.

2.3 Consultation material

Copies of the consultation material could be downloaded from the consultation webpage www.kent.gov.uk/canterburyrdcrossing or posted on request.

- ✓ In total the consultation leaflet was downloaded **51** times in PDF format and **12** times in Word format.
- ✓ The Equalities Impact Assessment (EqIA) was downloaded **12** times in PDF format and **6** times in Word format.
- ✓ The consultation questionnaire Word version was downloaded **13** times.
- ✓ The scheme plan was downloaded **111** times.

2.4 Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version on request.

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3. Equality and Accessibility

3.1 Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, sex, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents during the consultation at www.kent.gov.uk/canterburyrdcrossing. This document was downloaded 18 times.

The following steps were defined in the Action Plan and additions were made as the project developed. All were taken to ensure the consultation was accessible:

- In addition to the consultation being available online, paper copies of the consultation leaflet were posted to residents in the immediate vicinity of the proposed crossing.
- Due to restrictions associated with the COVID-19 pandemic, it was not possible to place hard copies of the questionnaire at the local libraries or Parish Council offices, but hard copies were available on request.
- All publicity material included a phone number and email address for people to request hard copies, alternative formats and languages of the consultation material.
- Word versions of the consultation leaflet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any new issues that could impact a protected characteristic group. The EqIA will be updated to consider outcomes of this consultation and will be available online at www.kent.gov.uk/canterburyrdcrossing.

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4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

There was a total of 103 responses to the consultation. 101 respondents completed the online questionnaire and two people responded by email. Two people completed the questionnaire and followed it up with an email – where this happened the responses provided in the email and questionnaire have been combined and counted as one response.

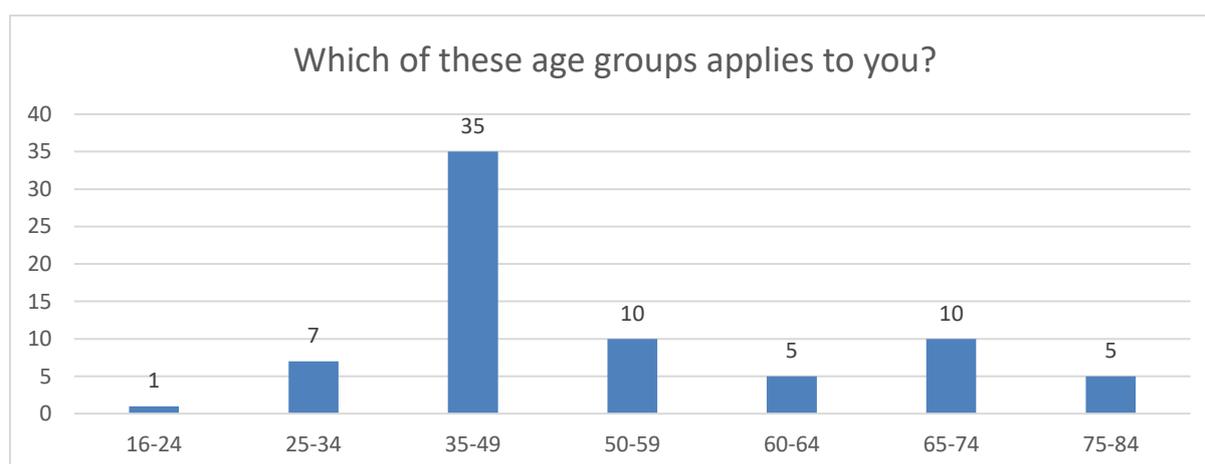
4.1 Respondent demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire. These questions were optional and of the respondents 72 chose to provide this information about themselves.

Please note sometimes the percentages of respondents answering will not add up to 100%. This is because some of the figures have been rounded up or down to the nearest percentage point. It is not a fault with the data.

4.1.1 Age

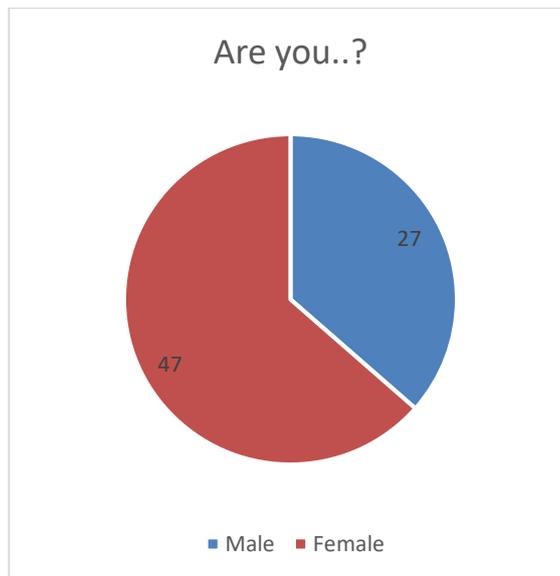
The largest proportion of respondents were in the 35-49 age bracket (48%).



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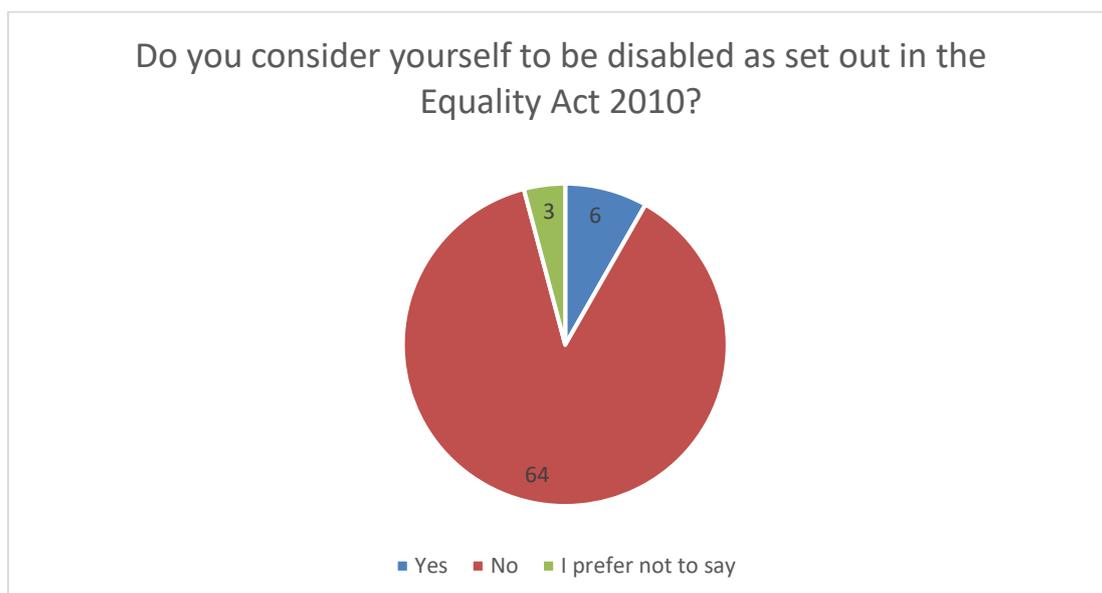
4.1.2 Sex

- 27 respondents (27%) were male
- 47 respondents (46%) were female



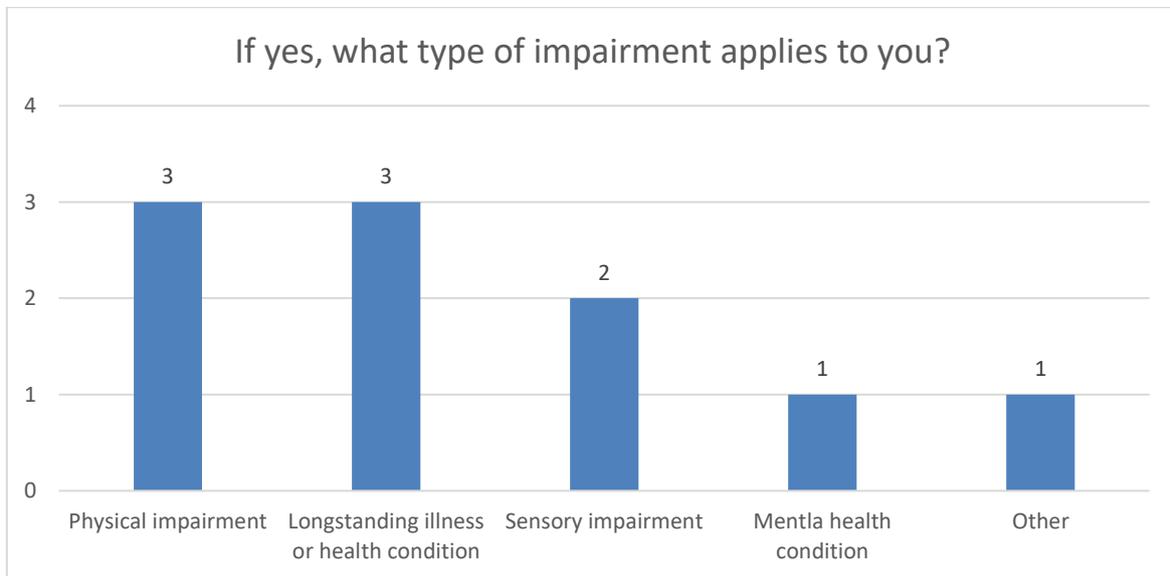
4.1.3 Disability

- 64 respondents (88%) did not consider themselves having a disability
- 6 respondents (8%) did consider themselves to have a disability
- 3 respondents (4%) preferred not to say



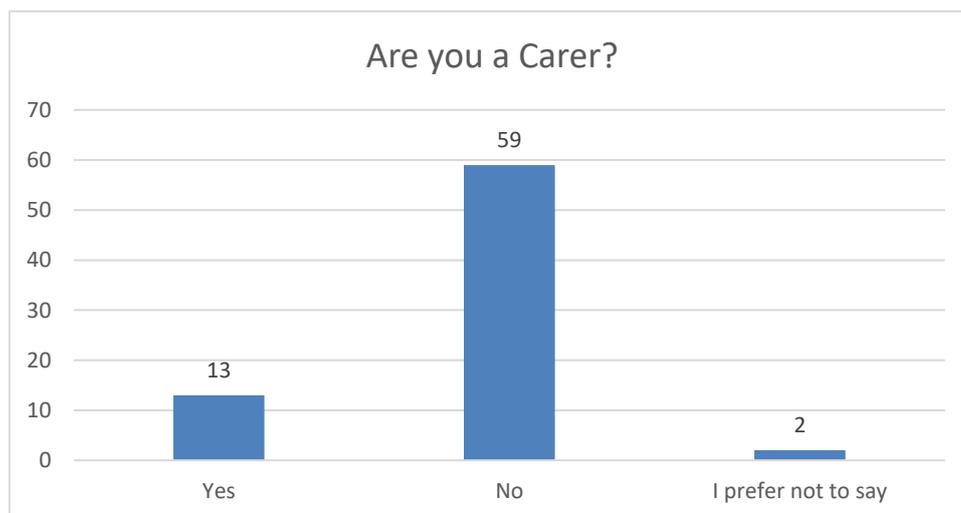
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4.1.4 If yes, what type of impairment applies to you?



4.1.5 Carer

- 59 respondents (81%) did not consider themselves a Carer of a family member or friend
- 12 respondents (16%) identified as a Carer
- 2 respondents (3%) preferred not to say



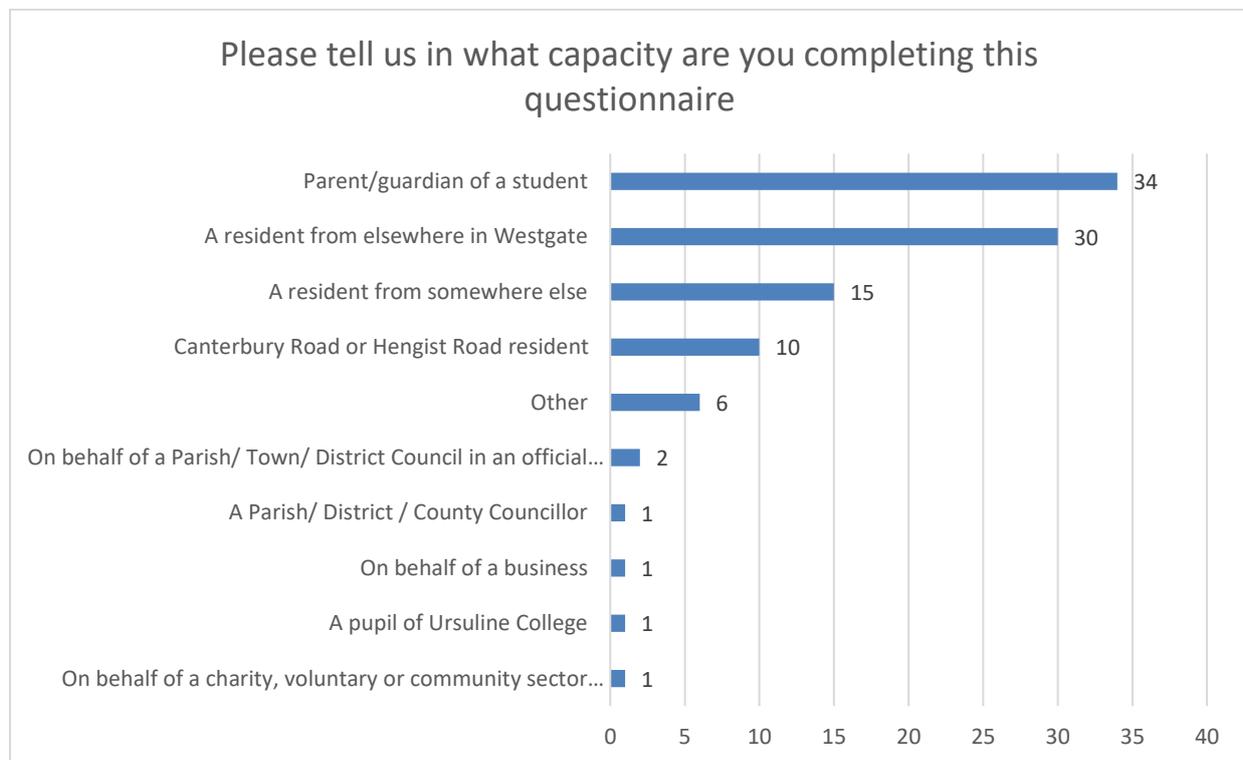
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4.2 Respondent groups

4.2.1 Q1. Please tell us in what capacity you are completing this questionnaire:

- 40 respondents (40%) were residents in Westgate, 10 of whom were residents in Hengist Road or Canterbury Road
- 34 respondents (34%) were a parent or guardian of a student at Ursuline College
One respondent (1%) stated they were a representative of a local community group, resident's association, or educational establishment
- Respondents who had selected 'other' included local schoolteachers and grandparents

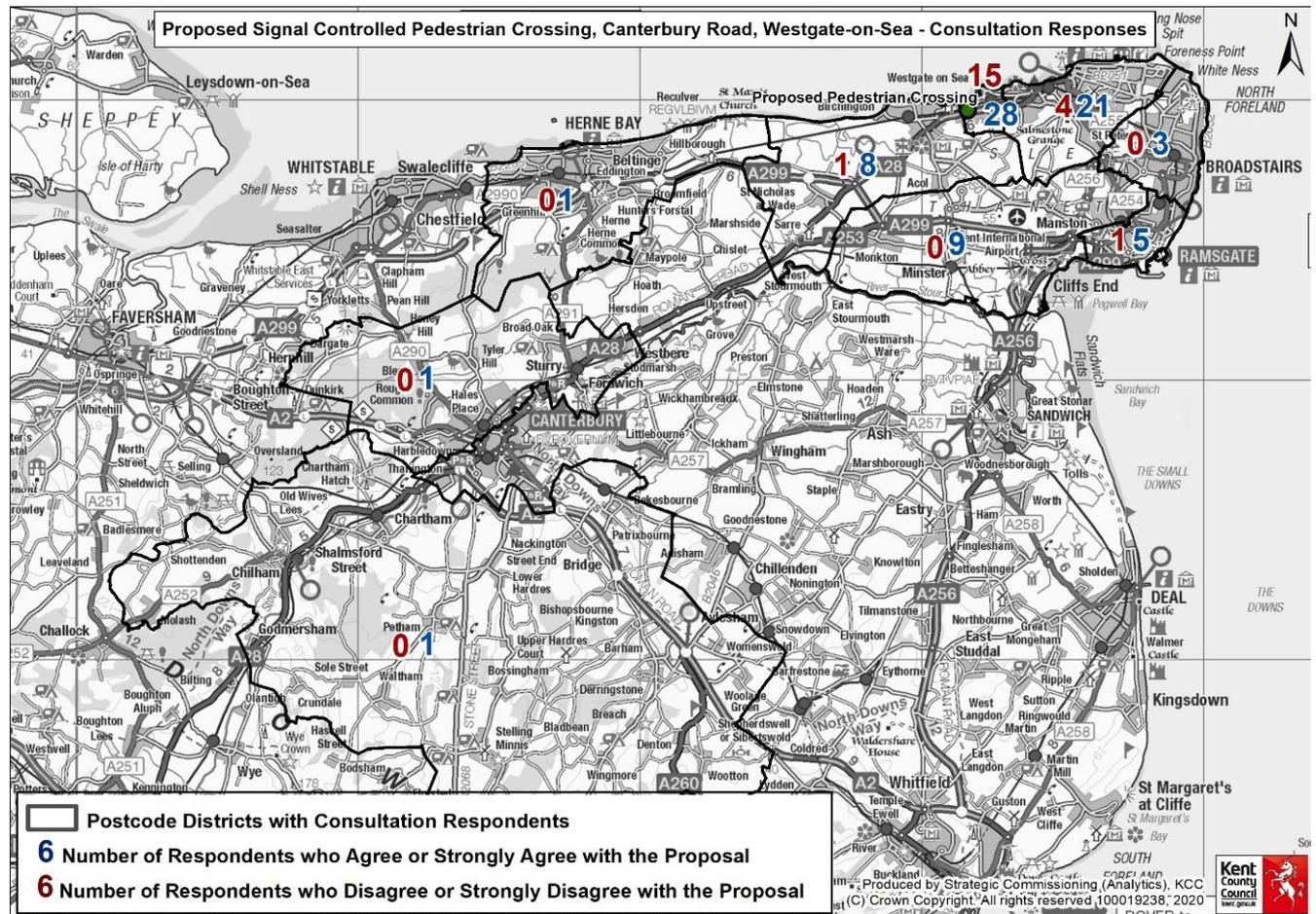


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4.3 Respondent locations

4.3.1. Q2. Please tell us the first five characters of your postcode

Based on the postcodes given the responses to the questionnaire were mapped to show where the respondents live and their level of agreement with the proposals.



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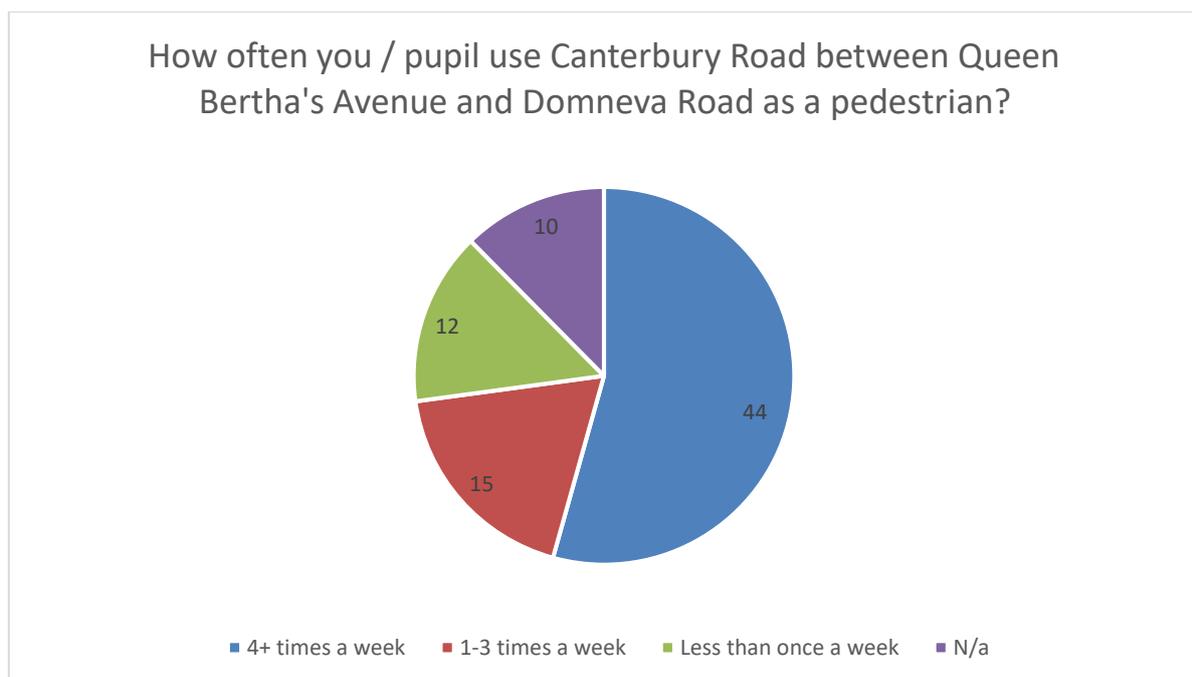
5. Consultation Responses

5.1 Q3. Please tell us how often you (or if you are responding as a parent/guardian of a young person(s), how they) use Canterbury Road between the junctions with St Bertha's Avenue and Domneva Road.

5.1.1. As a pedestrian

81 people responded to this question:

- 44 respondents (54%) use Canterbury Road more than four times a week as a pedestrian
- 15 respondents (19%) use Canterbury Road 1-3 times a week as a pedestrian
- 12 respondents (15%) use Canterbury Road less than once a week as a pedestrian



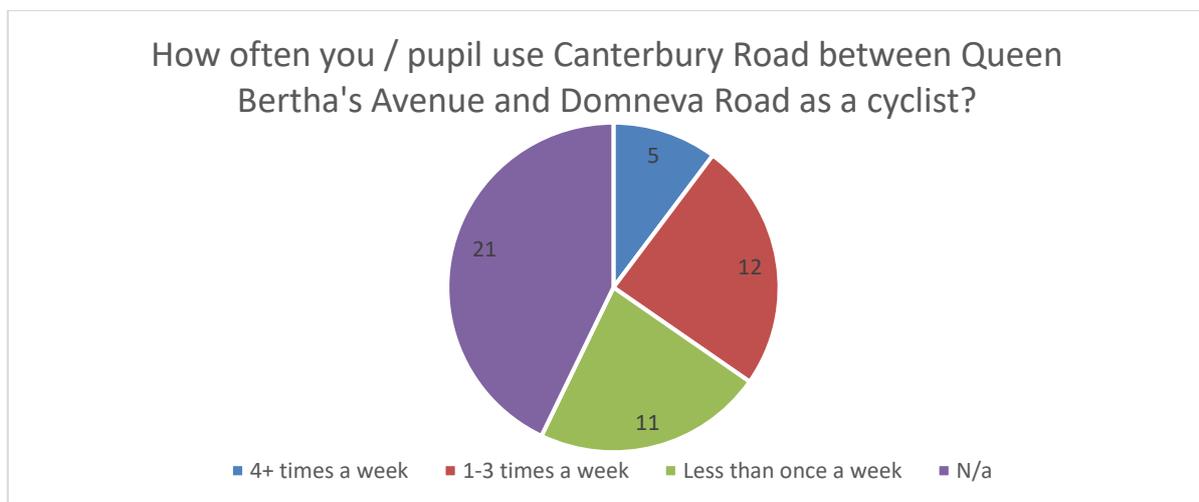
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5.1.2. As a cyclist

49 people responded to this question:

- 5 respondents (10%) use Canterbury Road more than four times a week as a cyclist
- 12 respondents (24%) use Canterbury Road 1-3 times a week as a cyclist
- 11 respondents (22%) use Canterbury Road less than once a week as a cyclist



5.1.3. As a driver

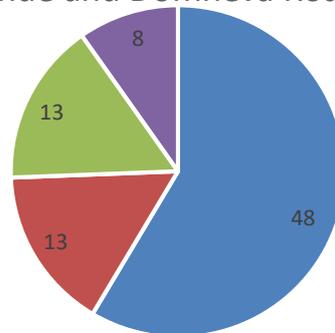
82 people responded to this question:

- 48 respondents (59%) use Canterbury Road more than four times a week as a driver
- 13 respondents (16%) use Canterbury Road 1-3 times a week as a driver
- 13 respondents (16%) use Canterbury Road less than once a week as a driver

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How often you / pupil use Canterbury Road between Queen Bertha's Avenue and Domneva Road as a driver?



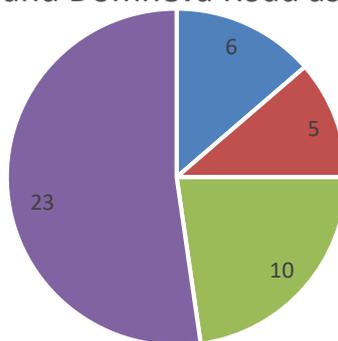
■ 4+ times a week ■ 1-3 times a week ■ Less than once a week ■ N/a

5.1.4. As a bus passenger

44 people responded to this question:

- 6 respondents (14%) use Canterbury Road more than four times a week as a bus passenger
- 5 respondents (11%) use Canterbury Road 1-3 times a week as a bus passenger
- 10 respondents (23%) use Canterbury Road less than once a week as a bus passenger

How often you / pupil use Canterbury Road between Queen Bertha's Avenue and Domneva Road as a bus passenger?



■ 4+ times a week ■ 1-3 times a week ■ Less than once a week ■ N/a

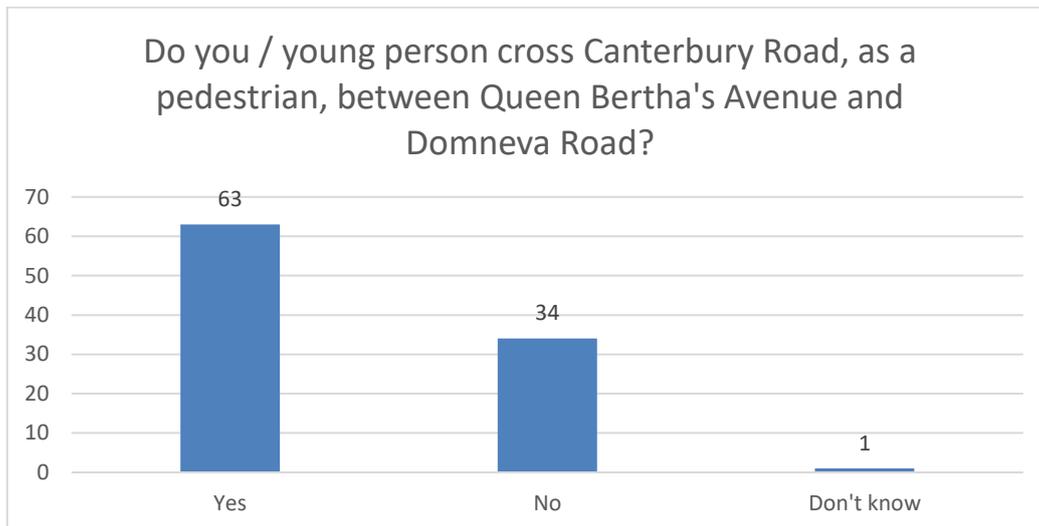
5.2 Q4. Do you (or if you are responding as a parent/guardian of a young person(s), they) currently cross Canterbury Road, as a pedestrian, between the junctions of St Bertha's Avenue and Domneva Road?

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98 people responded to this question:

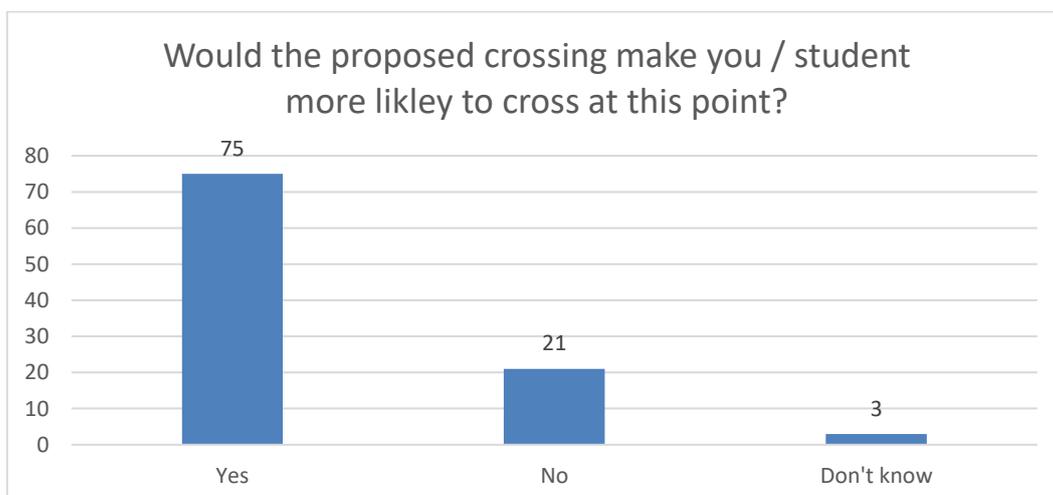
- 63 respondents (64%) stated that they cross or their child crosses Canterbury Road at this point



5.3 Q5. Would the proposed pedestrian crossing make you (or if you are responding as a parent/guardian of a young person(s), them) more likely to cross at this point?

99 people responded to this question:

- 75 respondents (76%) felt that the proposed crossing would make it more likely that they or their child would cross Canterbury Road at this point

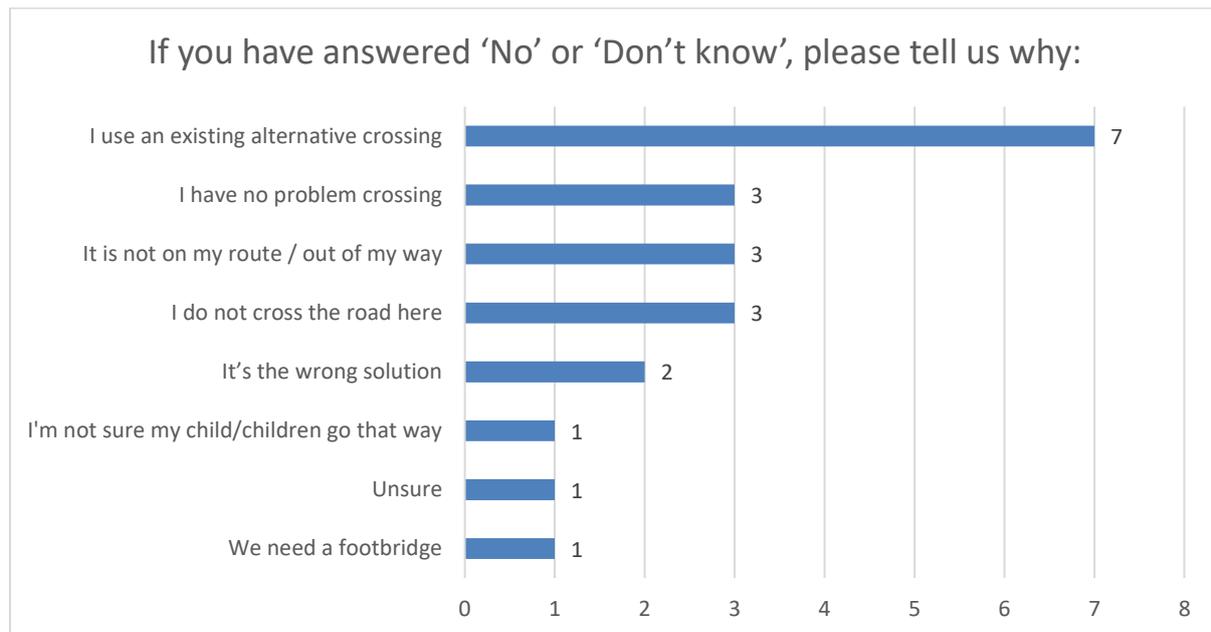


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5.4 Q5a asked respondents who answered 'no' or 'don't know' to Q5 to tell us why.

In total we received 21 responses to this question. Many respondents cited more than one reason, so the responses have been grouped into the following themes:



Comments received include

- “The design is flawed...children will have to cross...Hengist Road”
- “This is totally the wrong solution for this problem...the answer to this problem is a footbridge”
- “...problems can be solved by moving the crossing 100m west or east of the junction”

5.5 Q6 Would the proposed pedestrian crossing make you (or if you are responding as a parent/guardian of a young person(s), them) more likely to walk or cycle to school?

35 people responded to this question:

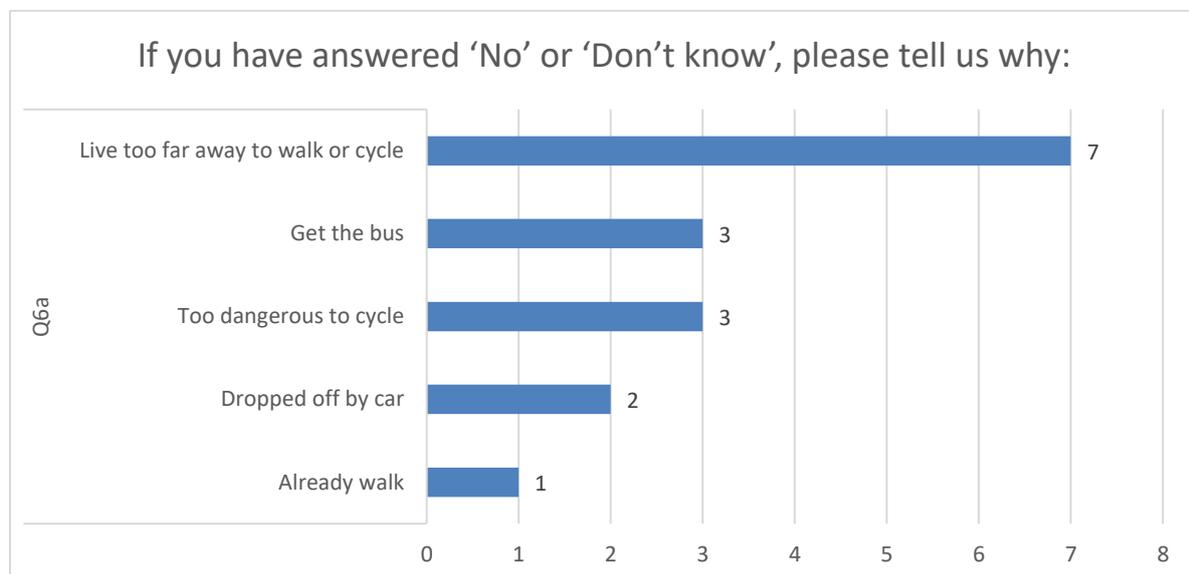
- 24 respondents (69%) felt that the proposed crossing would make it more likely that they or their child would walk or cycle to the school.

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5.6 Q6a asked respondents who had answered 'No' or 'Don't know' to Q6 to tell us why.

In total we received 16 responses to this question. Some respondents cited more than one reason, and the responses have been grouped into the following themes:

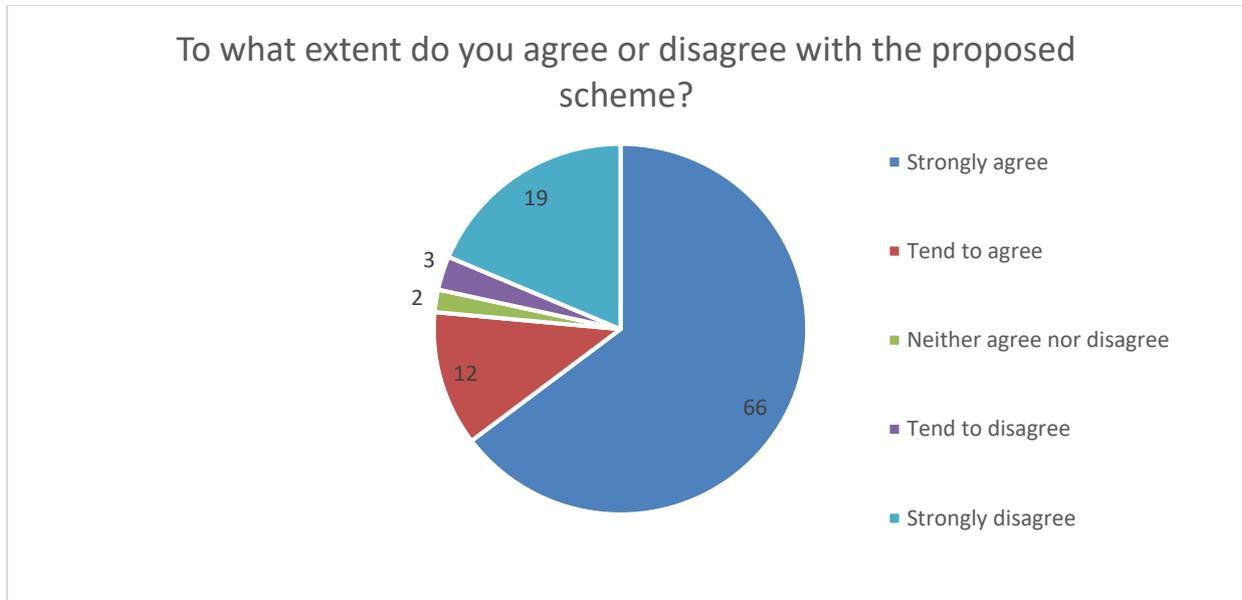


5.7 Q7 To what extent do you agree or disagree with the proposed Canterbury Road pedestrian crossing scheme?

102 people responded to this question:

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- 78 respondents (77%) strongly agreed or tend to agree with the proposal
- 22 respondents (22%) strongly disagreed or tended to disagree

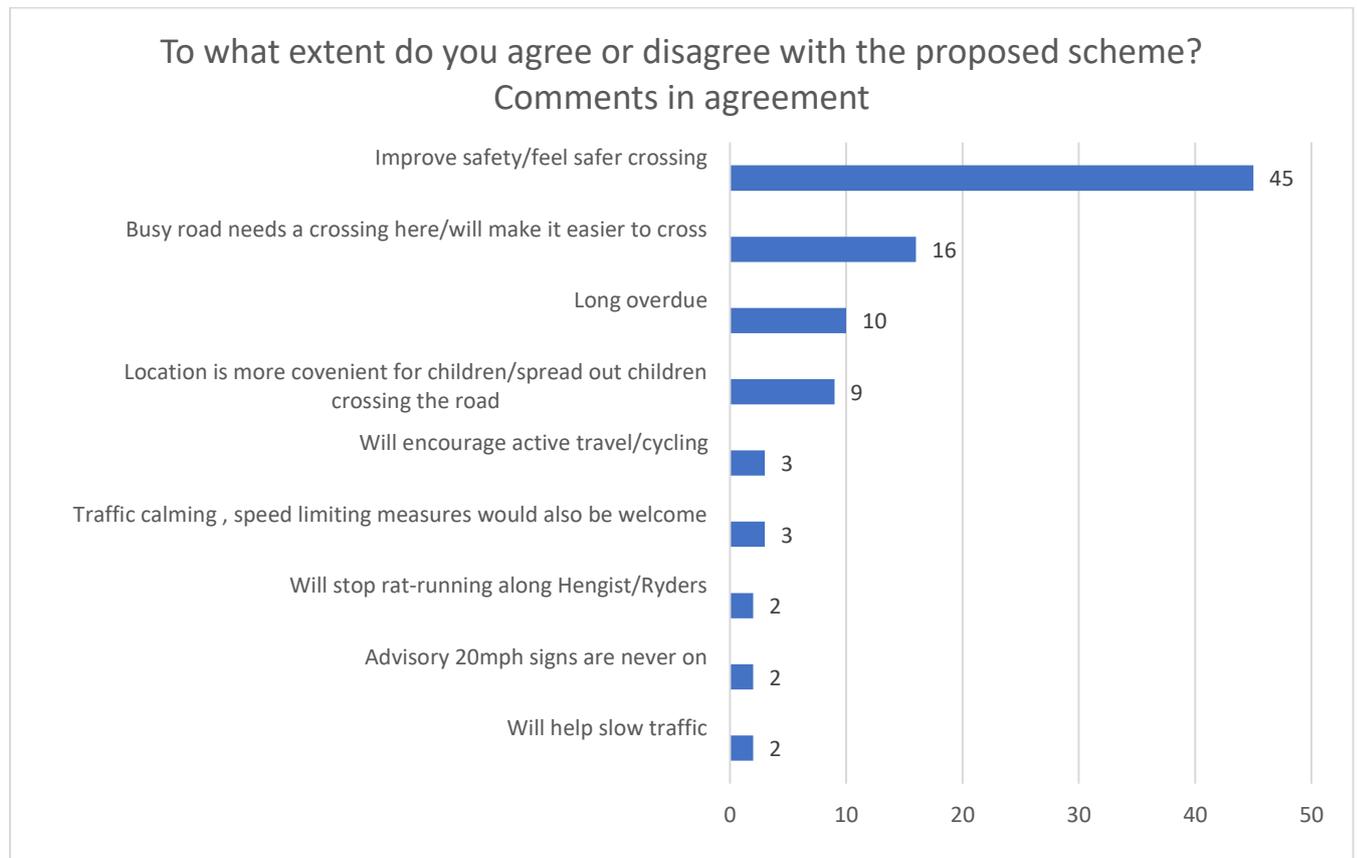


5.8 Q7a asked respondents for their reason for on why they agreed or disagreed with the proposed scheme.

In total we received 92 comments to this question in support of the proposal and 40 comments against. Some respondents cited more than one reason, and the responses have been grouped into the following themes:

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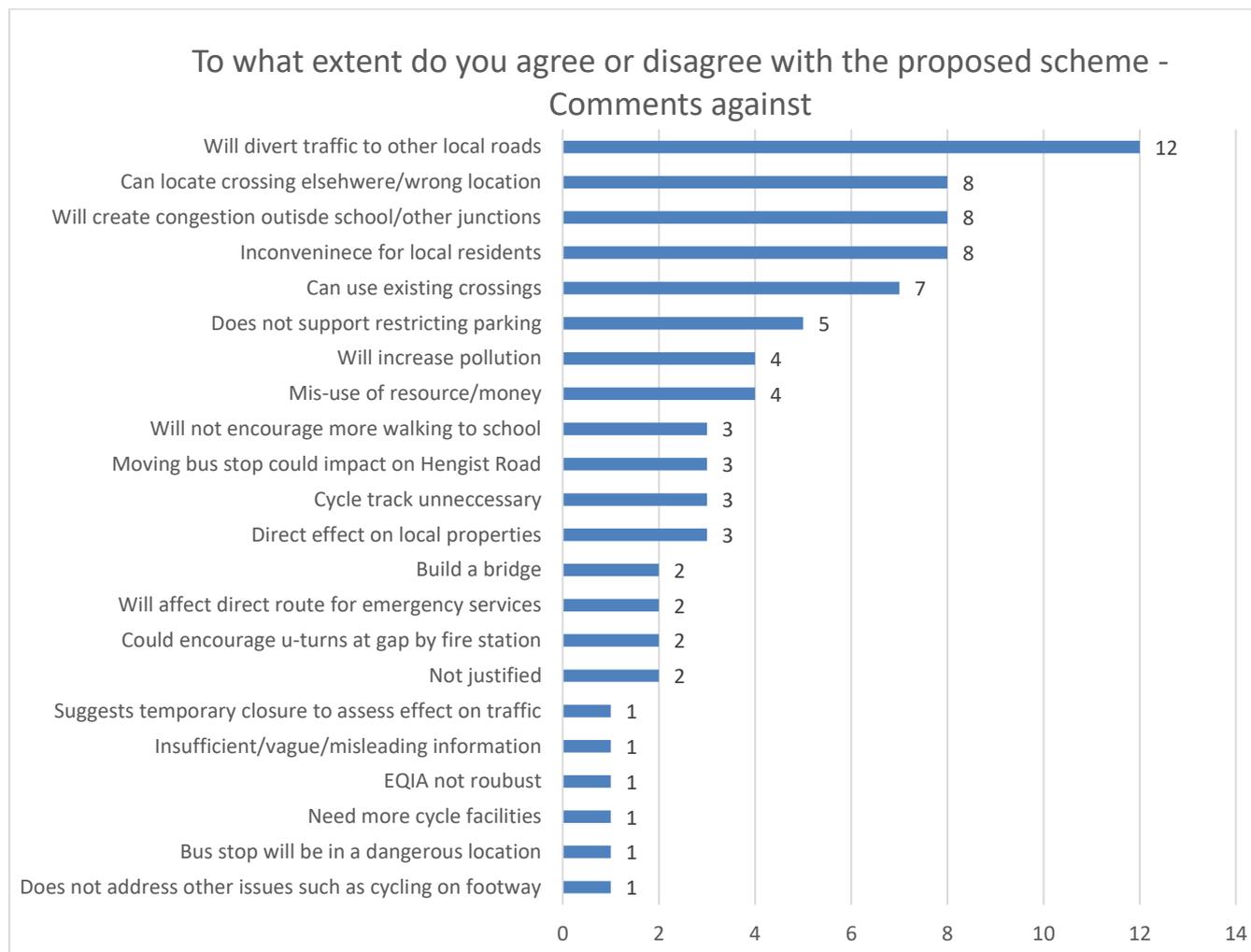


A sample of the comments received in agreement with the scheme proposal are shown below:

- “A crossing for the children attending Ursuline College is long overdue.”
- “A lot of children dart across this road and they wouldn’t have to do that with this new crossing in place as it would give them a safe place to cross as this is such a busy road.”
- “The dual carriageway is very busy and dangerous. This is a fantastic idea and should have been brought in sooner.”
- “The proposal would increase safety for pedestrians significantly.”
- “It is a hotspot for pedestrian crossing and would make a big difference for our lives to be able to quickly and safely cross.”
- “Please keep our children safe and build this crossing.”
- “Every time after school I see children taking risks to cross.”
- “Traffic travels too fast along Canterbury Road”
- “Yes it would be inconvenient for cars having to stop, but the safety of everyone concerned outweighs this and I would welcome the crossing as a frequent driver on this road.”
- “There are school slow down lights however these are never even on.”

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A sample of the comments received in disagreement with the scheme proposal are shown below:

- “Will lead to additional traffic on other routes in Westgate and Birchington i.e. St Mildred’s Road traffic lights, Epple Road and Station Road, Birchington.”
- “Increased time delays to drivers. Increased risk of collision to drivers. Increased pollution and CO2 emissions.”
- “The proposed scheme would sever vehicular access from Hengist Road onto the westbound carriageway of the A28 and vice versa...A new pedestrian crossing located immediately east of the entrances to Ursuline College and Hundreds Farm Stables [alternative location] is feasible and safe.”
- “The crossing could and should be moved westwards towards Birchington.”

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- “The slight increase in convenience of a crossing directly outside Ursuline College is surely outweighed by the great inconvenience to those local residents who have no alternative but to commute by car”.
- “The parents will double park down Hengist which will add to the pressure of the school times. No parking for parents and pupils of the school.”
- “You are taking away current parking facilities when this is limited as it is.”

5.9 Q8 Views on equality analysis and if there is anything that should be considered relating to equality and diversity?

Many respondents used this space to reiterate their support or opposition to the proposal, and where there is no reference to equality or diversity these comments have not been included.

The comments relating to the EqIA have been summarised below:

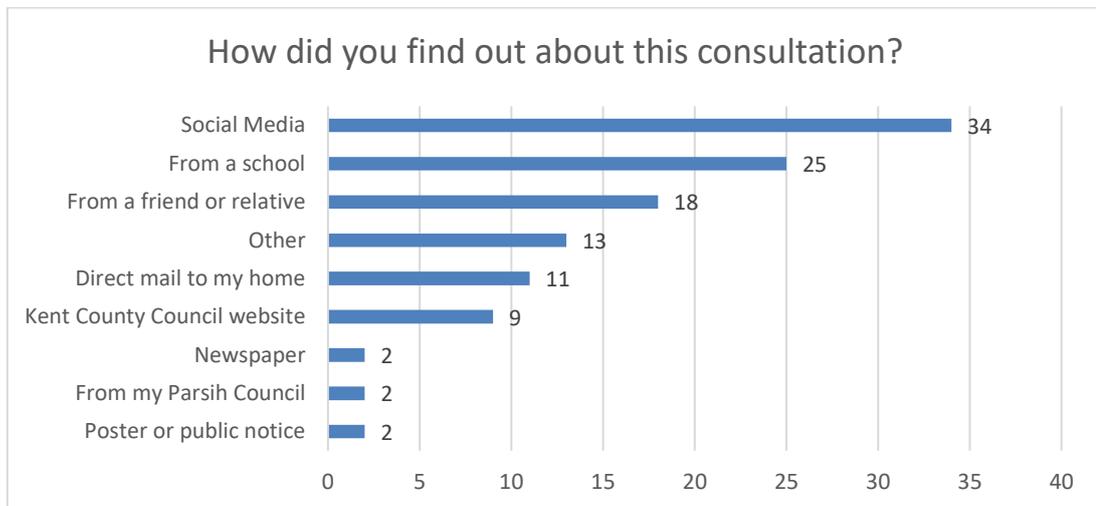
- Will assist school children including those with special needs (3 responses)
- Diversity / equality has nothing to do with safety / decision (2 responses)
- A Considered and informed document
- Negative impact on disabled road users and journey time
- Detrimental impact on air quality
- Negative effect on emergency services
- Does not consider needs of cyclists
- Long and wordy - not easy to read
- Will assist many residents of all types
- Will assist those with pushchairs / wheelchairs and mobility scooters
- Not equal as only benefits a small proportion of population
- Likely to benefit women and ethnic minorities
- Local residents need to be listened to
- Bus stop location will cause anxiety and stress
- Does not consider motorists
- Affects everyone negatively

5.10 Q9 How did you find out about this consultation?

116 people responded to this question. People were able to select more than one response.

‘Other’ forms of communication included direct email from KCC, via the Town Council and via the local Neighbourhood Watch Group.

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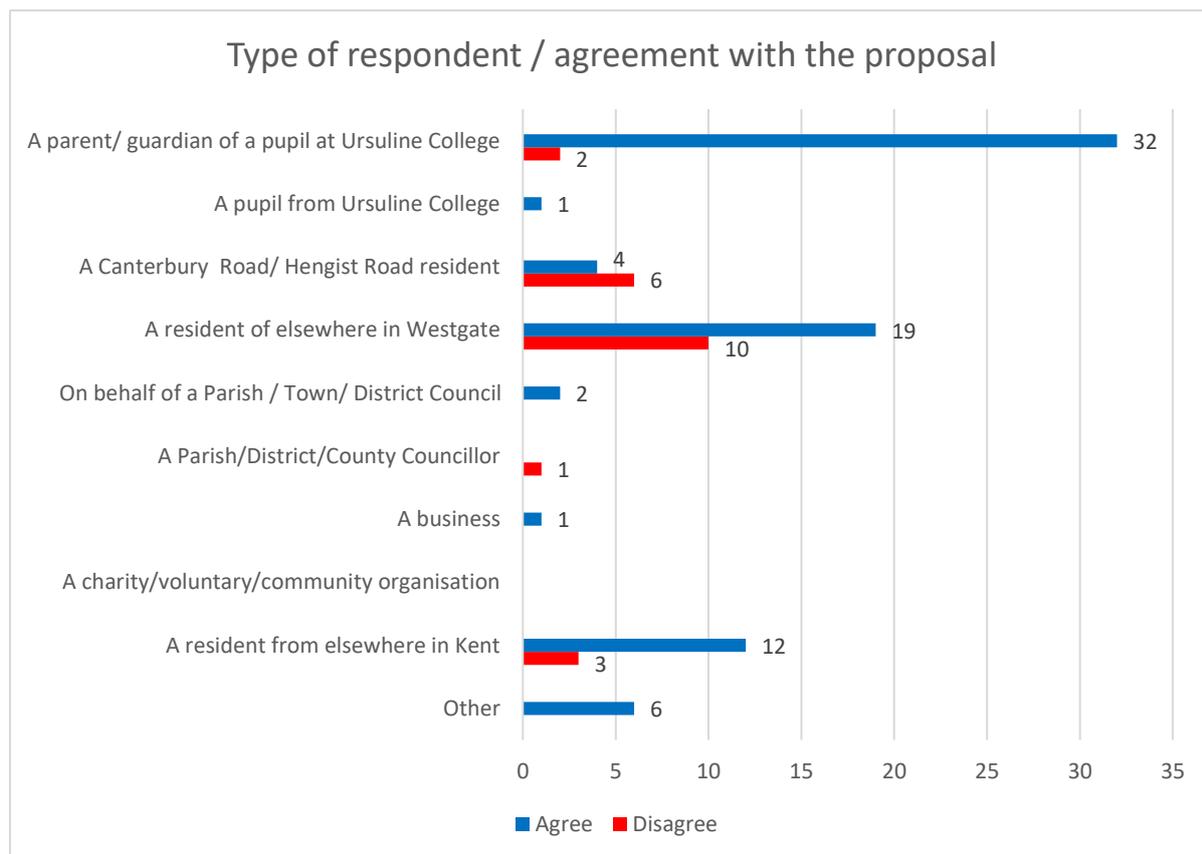


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6. Further Analysis

6.1 Comparison between type of respondent and whether they agree or disagree with the proposal (Q1 & Q7).



- It can be seen that parents and guardians of young people who attend Ursuline College strongly agree with the proposal.
- Residents of Hengist Road and Canterbury Road generally disagree with the proposal.
- A majority of residents from elsewhere in Westgate agree with the proposal, but there is a significant number who disagree.
- A majority of residents from elsewhere in Kent agree with the proposal.
- Those who selected 'Other' (including, grandparents and school teachers) are all in agreement of the proposal.
- Parish / Town Councils are in support of the proposal.

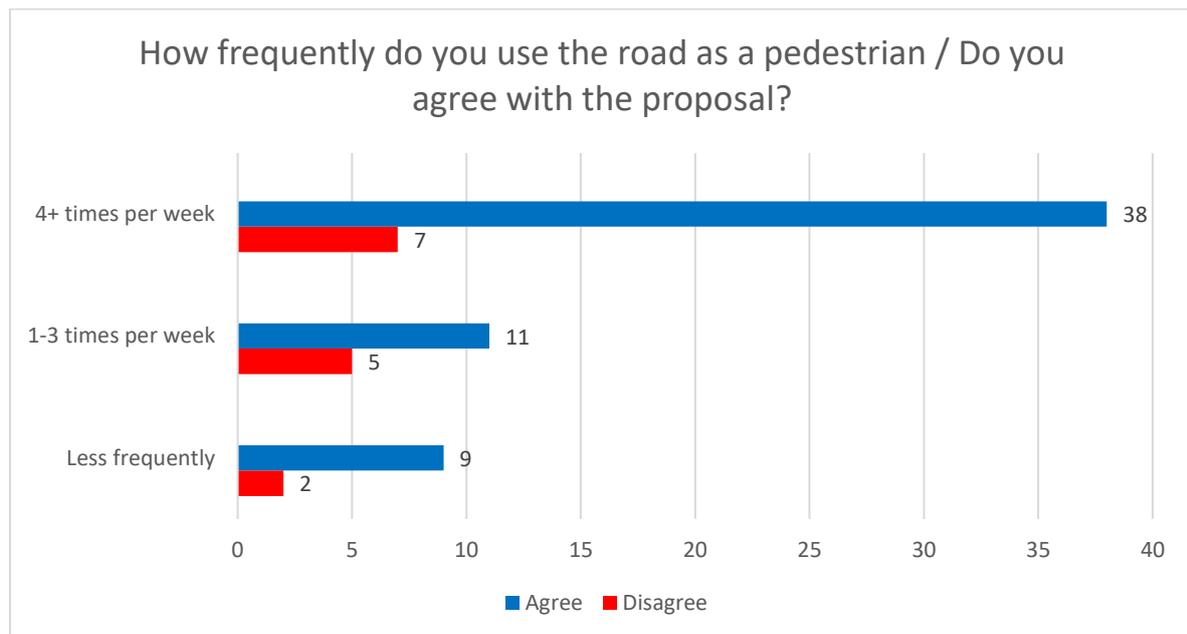
6.2 Comparison between frequency of use and whether they agree or disagree with the proposal (Q3 & Q7)

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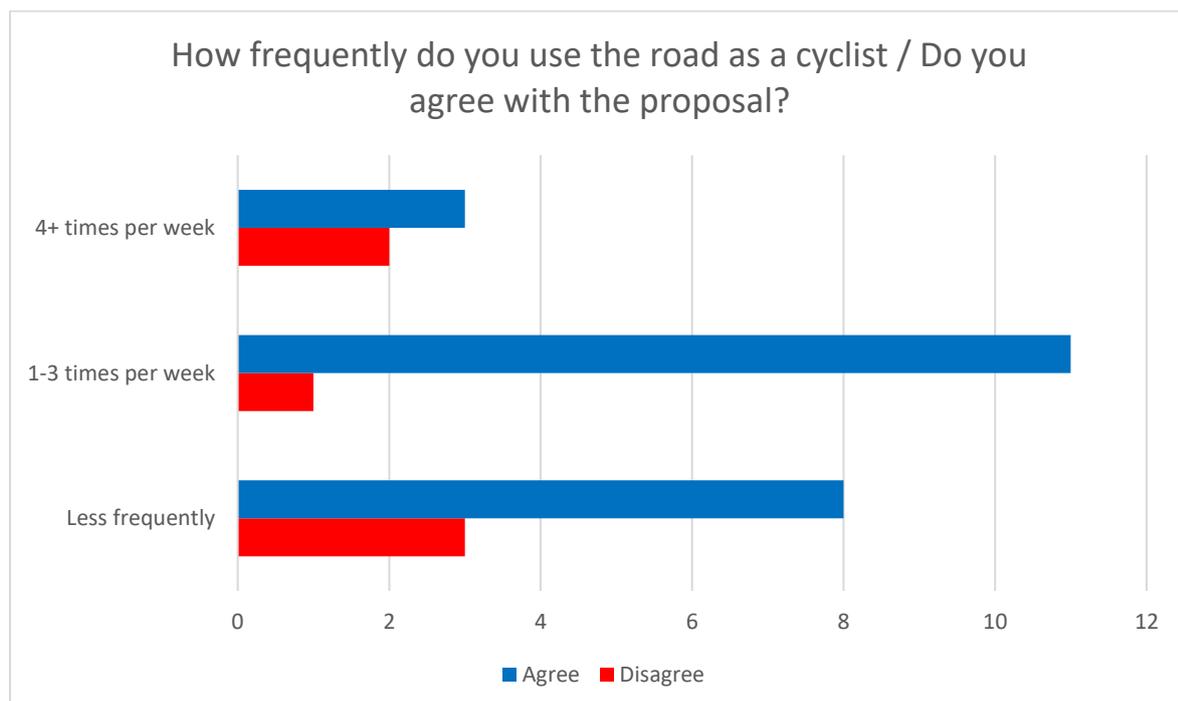
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It can be seen in all the graphs that there is strong support for the proposal. This is most noticeable among those who walk or cycle in the road and who are therefore most likely to benefit from a crossing. The most opposition comes from those car drivers who use this section of the road four or more times a week.

6.2.1 As a pedestrian

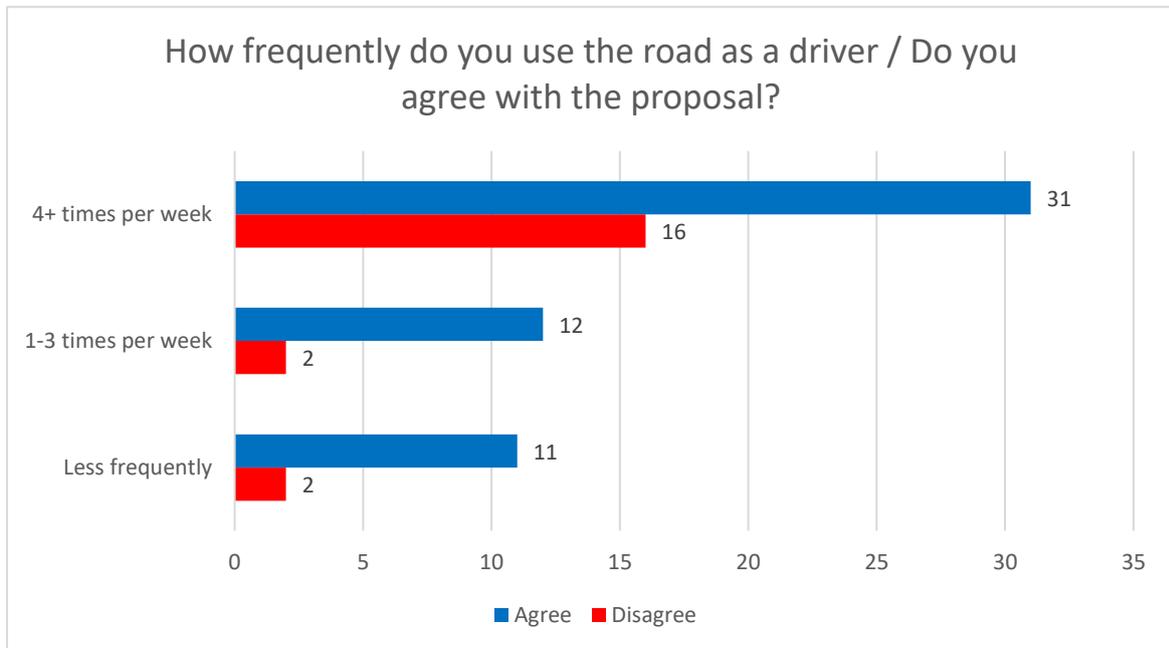


6.2.2 As a cyclist

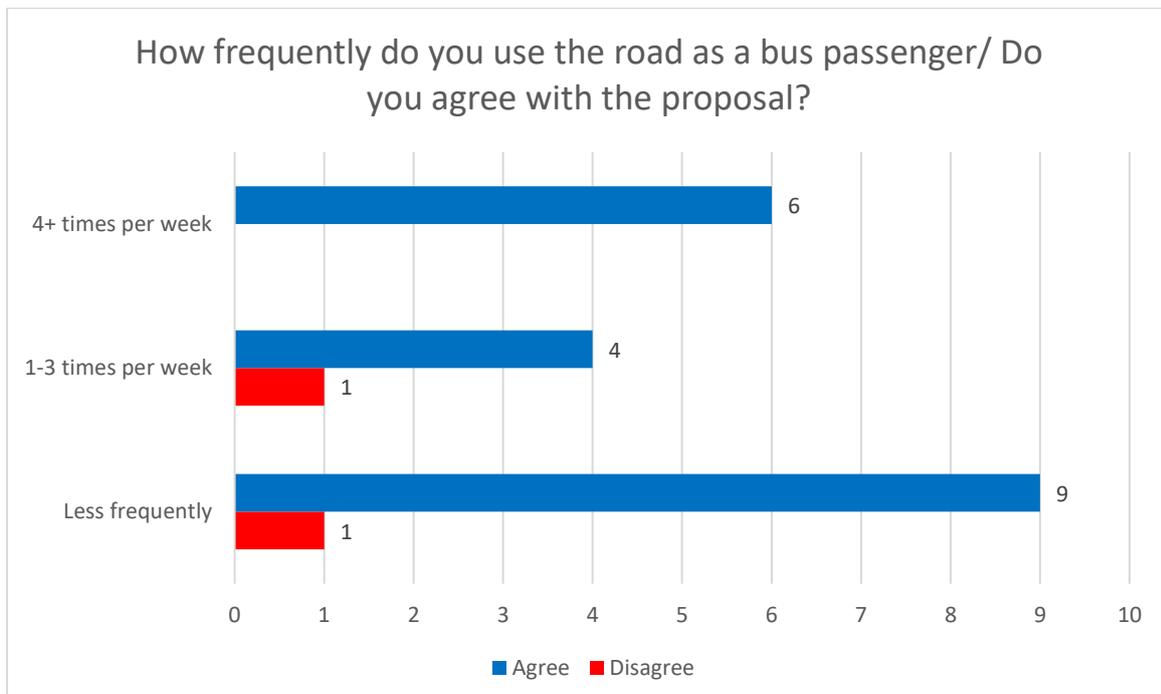


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6.2.3 As a driver



6.2.4 As a bus passenger



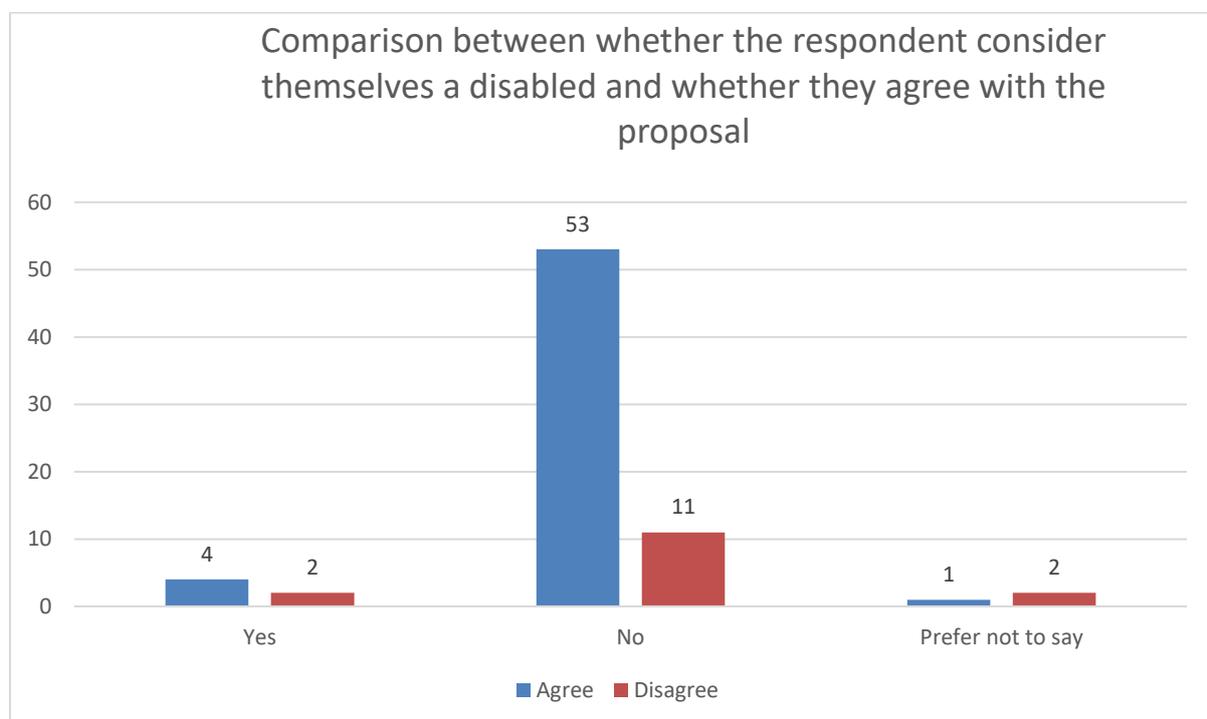
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6.3 Comparison between whether the respondent considers themselves disabled and whether they agree or disagree with the proposal (Q7 & Q12).

This graph shows a comparison between those who agree or disagree with the proposed scheme and whether they consider themselves disabled under the Equality Act 2010.

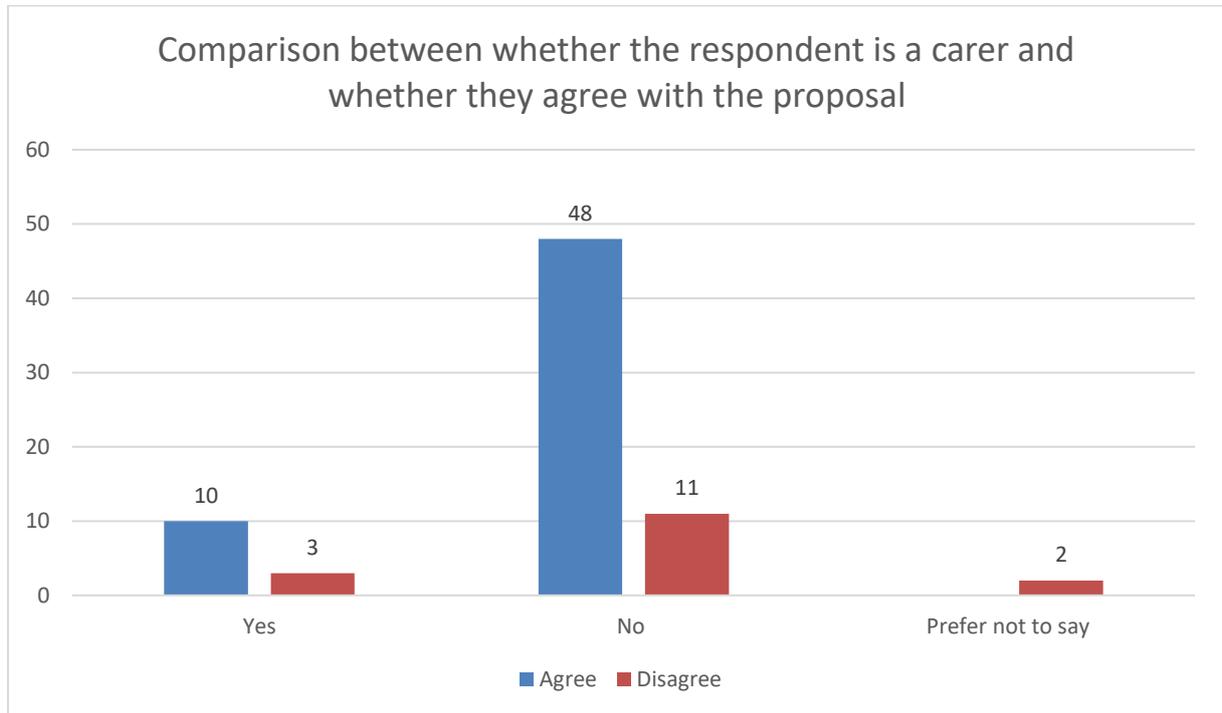
Of those who consider themselves disabled (6 respondents), 4 respondents agree with the scheme and 2 disagree.



6.4 Comparison between whether the respondent is a Carer and whether they agree or disagree with the proposal (Q7 & Q13).

The chart shows that of those who are carers (13 respondents), 10 agree with the proposal and three disagree.

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7. Key Considerations and Comments

From the consultation, many concerns and comments were raised regarding the location of the proposed crossing the possible effect on the surrounding area. Some residents also made alternative proposals and suggestions.

These comments and proposals have been summarised below along with response from Kent County Council (KCC).

Comments	KCC response
<p>The design is flawed. Children will have to cross Hengist Road – children do not look backwards when crossing side roads.</p> <p>Needs to be a controlled crossing point across Hengist Road so children who have crossed Canterbury Road can then access bus stop safely.</p>	<p>Hengist Road is a much quieter road than Canterbury Road and the proposed restriction will make it easier to cross. Rule 170 in the Highway Code states that road users should “watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way”. By making Hengist Road one-way away from Canterbury Road, all road users must give way to pedestrians who are already crossing. Also making the road one-way and closing the centre gap in Canterbury Road will mean that pedestrians will only need to watch for traffic coming from one direction.</p>
<p>There are sufficient crossings already.</p>	<p>Although there are existing crossings, a pedestrian survey has shown a large number of school children choose to cross at this location rather than walk to the existing crossings then back again. This shows that there is a demand for a pedestrian crossing facility outside Ursuline College.</p>
<p>The solution is a footbridge.</p>	<p>There is insufficient footway space on the north side of the road to locate a footbridge at the place where people wish to cross.</p>
<p>A new crossing will cause further congestion on Canterbury Road.</p>	<p>A staggered crossing is proposed to minimise congestion so traffic can flow on one carriageway whilst pedestrians are crossing the other carriageway. A controlled crossing will encourage more people to walk or cycle to school, resulting in fewer school-related motor</p>

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	<p>traffic journeys and less parking on Canterbury Road itself, contributing to reducing congestion.</p>
<p>Will displace traffic on to other roads which will cause congestion, in particular St Mildred's Road and Epple Road, and therefore increased exhaust emissions</p> <p>Mitigation measures are required to address increased traffic on alternative routes.</p>	<p>Traffic surveys were taken in February 2020. At the busiest hour period there were 43 vehicles turning right into Hengist Road, 24 turning left out of Hengist Road and 33 turning right out of Hengist Road – approximately one vehicle per minute. Based on these survey results, the effect on additional junctions is likely to be minimal. Due to COVID-19, it has not been possible to obtain typical flows of traffic in peak summer months.</p>
<p>Crossing can be moved 100m east or west of junction.</p> <p>Proposed crossing is too far from the school entrance.</p> <p>Crossing needs to be located nearer to the Ursuline College entrance.</p>	<p>There is a slight hill at this location and the crossing must be located on the crest or there will be no clear visibility of the crossing for oncoming traffic and it will be unsafe. The crossing must also be located where there is a desire to cross the road ('the desire line') or people will not bother to use it. A pedestrian survey taken on 18 September 2019 showed that between 0700 and 1900, 389 pedestrians crossed the road in the vicinity of Hengist Road.</p>
<p>A crossing could be located east of the main entrance to Ursuline College and Hundred Farm Stables – this meets minimum sightline requirements and distance from junctions.</p>	<p>This has been looked at but would not meet the observed 'desire line' of pedestrians so may not achieve the intended safety improvements.</p>
<p>Consultation does not make it clear on the potential disruption to people living in the area.</p> <p>No consideration of disruption to those who regularly use Canterbury Road.</p>	<p>We engaged with Westgate-on-Sea Town Council, Birchington Parish Council, Ursuline College, and KCC local Members to help identify local concerns and aspirations. The feedback from these meetings informed the design of the proposed scheme presented in the consultation. The consultation sought to set out the proposal, why it is being proposed and what it involves and invited people to respond with their feedback and giving</p>

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	them the opportunity to tell us about any potential impacts. All responses to the consultation have been considered.
There is no attempt to conduct a meaningful consultation	Information on the consultation process can be found in section 2 of this report.
Reasons and benefits of the proposal are not robust, specific and are vague – does not show how the crossing will be more convenient or safer.	The consultation leaflet provided information on what we are proposing and why, benefits, funding and how people could provide their feedback. An email address and phone number were provided for any questions.
Consultation does not show existing crossings in the area.	The assumption was made that consultees, including local residents would be familiar with the area and the existing crossings. Feedback on the consultation process will be used to help us plan future consultations
Proposal does not justify the level of public resource or funding. No fatal accidents to justify the scheme.	Canterbury Road is a dual carriageway with a 40mph speed limit. There is currently no controlled crossing point outside Ursuline College. Pedestrian counts show that there are many people crossing at this point and the scheme aims to provide a safe place for people to cross, particularly young people. The need for this crossing was raised with KCC by the County Members for the area.
EqlA does not consider autistic residents, visually impaired, or those with cognitive processing difficulties.	The EqlA has been amended to reflect comments made in the consultation.
Lack of equality as proposal only benefits a small section of population.	A crossing here would benefit all people who need or wish to cross the road at this location. No significant adverse effects have been identified on any protected group as defined by the Equalities Act.
Proposal overlooks impact on carers who may need to park nearby. Proposal will result in a significant decrease in areas where people are permitted to park. Parking for parents will be removed.	It is necessary to restrict parking in some areas to provide clear sightlines for safety reasons and stop parking in obstructive locations.
Will affect time taken for emergency	Emergency services were contacted as

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services to access residents with protected equality characteristics as well as other residents.	part of the consultation and have not made known any concerns about this.
Will make it difficult for parents who drop their children at school to get into work on time.	Although the proposed scheme will have an impact on traffic movement and parking, through the design of the scheme we have tried to minimise this. It is hoped that a crossing at this location will enable more people to walk safely to school and reduce car journeys.
No attention has been given to the problem of cyclists on the footway.	This is outside the remit of the scheme. This is really an enforcement issue which would need to be brought to the attention of the local neighbourhood police officer.
Short section of unsegregated pedestrian and cycle path is not meaningful or useful.	The short unsegregated section of path is to provide a link for cyclists wishing to travel between Hengist Road and Canterbury Road without cycling on the footway.
Investment is required for improved cycle facilities in Thanet	This is outside the remit of this proposal. Concerns about lack of investment can be reported via the KCC website at www.kent.gov.uk and the cycling officer will be able to advise as to what steps KCC is taking to improve the local cycle infrastructure.
Other areas where there a difficulties crossing have been overlooked such as outside St Augustine's.	Any concerns about other locations can be reported to KCC via their website at www.kent.gov.uk where there is also further information on how to request highway improvements in your area.
Can a cycle-friendly toucan crossing be put in instead?	A toucan crossing could be used if the crossing linked two cycle routes but this is not the case at this location since the adjoining footways are not wide enough to allow cyclists to use them.
Barriers should be used to guide and direct pedestrians to existing crossings.	Barriers are ineffective where crossings are located a significant distance as children go around the edge or climb them and can become effectively trapped on the roadside close to fast moving traffic. In addition there is restricted footway space which would be further reduced by the installation of

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	barriers.
No mention of how long the works would go on for.	This is not yet known. However, should a recommendation be made to progress with the scheme a Start of Works Notice will be published providing more information on the length of the works.
Minimal improvement to a limited number of pedestrians at expense of disruption to a much larger number of road users.	The proposed scheme will benefit pedestrians wishing to cross the road safely at this location. By the nature of the scheme there will be an impact on other road users.
The crossing could be located adjacent to the existing bus stop. Could the proposed bus stop be moved to the other side of Hengist Road.	The bus stop needs to be moved to the other side of the proposed crossing to ensure that stationary buses do not obstruct other drivers from seeing the traffic signals or children crossing the road.
Moving the bus stop will place it at the top of the hill where oncoming vehicles cannot see stationary buses.	The bus stop is located at the brow of the hill where buses can be seen. The scheme will undergo a Road Safety Audit at the detailed design stage and once constructed (if the scheme is progressed) to ensure it is safe for all road users.
Will not encourage more pupils to walk to school.	The consultation responses suggest that the scheme could encourage more pupils to walk to school.
People may choose to use Domneva Road instead then perform a u-turn at the gap in the central reservation by the fire station.	We recognise that this is something that may take place.
The current speed limit is not safe.	A 40mph speed limit is appropriate for the nature of the road. Traffic signal equipment, including detection loops, has been designed based on the surveyed traffic speed.
Closing the central reservation will stop people who want to use this junction to perform u-turns to head towards Margate.	To implement the crossing at the optimum location, the central reservation will require closing.
Can a trial scheme be put in place?	The cost of implementing such a scheme on a trial basis is prohibitive.

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<p>Can speed humps be implemented to slow down traffic?</p>	<p>Vertical speed deflection measures such as speed humps and raised tables cannot be used on a road with a 40mph speed limit, and Kent County Council's policy is not to use such measures on A or B roads. This is due to their greater usage by emergency response vehicles and to avoid displacing traffic onto less suitable roads.</p>
<p>Pedestrian crossings are also needed at the traffic light junction of Canterbury Road, St Mildreds Road and Minster Road.</p>	<p>This is outside the remit of this scheme. Further information on how to request highway improvements can be found on the KCC website at www.kent.gov.uk.</p>
<p>A crossing is a good idea but needs to be set up to cater for pedestrian demand, not based on only allowing pedestrians to cross when there is a break in the traffic.</p>	<p>The crossing will be set up in accordance with best practice and DfT guidance which will include aspects such as the phasing of the signals.</p>
<p>Advisory 20mph school signs are never activated.</p>	<p>KCC are working on getting these operating again.</p>
<p>School should 'deal' with children who don't use the existing crossing to cross the road.</p>	<p>KCC can ask Ursuline College to encourage their pupils to use the crossings provided for their safety.</p>
<p>School should be paying for the crossing as they want it.</p>	<p>The initial request for the crossing did not come from the school but from the County Member.</p>
<p>Hengist Road resident – will find it hard to exit drive (MPV) without mounting kerb.</p> <p>Hengist Road resident - Will struggle to get caravan off drive with proposed footway widening opposite drive.</p>	<p>The dropped kerb will be widened to facilitate access and the existing redundant STOP sign will be removed as part of the scheme. The outline design has been checked to ensure that the passage of all vehicles can be accommodated without them overrunning the footway.</p>
<p>Bus stop outside house will cause more noise and more pupils. Double decker buses so people will be looking onto house and garden.</p>	<p>The bus stop cannot remain in the current location at it would pose a safety hazard. It needs to remain near the school as a convenient location. Situating it here would provide more space for children to wait for the bus.</p>

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8. Next Steps

It can be seen from the consultation that there is strong support for the proposal with 77% of respondents in agreement and 22% disagreeing.

75 respondents felt that the proposal would encourage them to cross the road at this point, and 24 felt that a crossing would encourage them to walk or cycle to school. Therefore, there are positive signs that the scheme could encourage people to walk or cycle and would be welcomed by many people who cross the road in the vicinity of the proposed crossing.

As can be seen in the previous section, many comments have been made from respondents and KCC has read and considered each response. It has not been possible to take on board every suggestion, sometime for safety reasons, sometimes because they are not practical, but where possible we have made changes to address the issues raised.

This consultation report will be presented at the next Thanet Joint Transportation Board (JTB) which is due to be held on 15 December 2020 and a recommendation will be taken regarding how to proceed with the scheme.

Should a recommendation be made to progress with the scheme, construction is likely to start summer 2021 and Start of Works Notice will be published to inform residents and members of the public.

This report is available on our website www.kent.gov.uk/canterburyrdcrossing and we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.