
Proposed 30mph Speed Limit – Nash Road, Margate

To: **Thanet Joint Transportation Board, 9 June 2022**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Salmestone** Division: **Margate**

Summary: **This report summarises the results of proposed 30mph speed limit in Thanet and seeks a recommendation to proceed.**

For Recommendation

1.0 Introduction and Background

1.1 As part of the residential developments taking place near Westwood Cross, Broadstairs, part of Nash Road was realigned to provide a safe access and egress point.

1.2 It is proposed to reduce the speed limit on this section of road to 30mph to further enhance safety for vehicles using the junction. The Traffic Regulation Order is being funded by a third party.

1.3 A plan of the proposal is attached in Appendix A.

1.4 The proposals were advertised on Friday 19 November 2021. Notices were placed on site and the closing date for comments and objections was 12 noon on Monday 13 December 2021.

1.5 As a result of the statutory consultation, 63 comments were received. 12 of these were in objection to the proposal.

2.1 Results of Consultation

2.1 The objections raised in the comments can be summarised as follows (some responses included more than one comment):

	Comments	KCC response
1	I thought a 30 mph limit is dictated by the density of houses.	A 30 mph speed limit is typically the standard speed limit for roads in urban areas. This is due to reduced forward visibility of drivers, the introduction of a junction to the new development which increases the number of movements, possible conflicts and road users including pedestrians.
2	The road is fine I drive it 2-3 times a day.	The highway design standards consider all users, including a varied range of ages, physical limitations and means of transport. For the highway layout in this area, with all users and

		risks considered the recommended speed is 30mph.
3	I'm not convinced this will materially make any difference to the traffic problems here. When busy, traffic moves at walking pace anyway. The problem has arisen because of overdevelopment and non-existent proper traffic provision when Westwood Cross was built. Lack of proper road infrastructure provision is common in all Kent developments and is going to gridlock more and more of the county.	The Westwood Cross development is outside of the scope of these works. The speed limit considers the current highway layout and its users.
4	This road is a failing of the planners with the houses being built. The problem with this road is since the so-called road improvements. When a high kerb was installed on the bend effectively narrowing the road and putting road users in danger of each other. This bend should have been widened with sufficient warning signage. With increasing use of this road a speed reduction will not eliminate the issues.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the existing road at the design scope extents.
5	I do support the road becoming 30mph but it needs more than just a change in speed limit, after the work on the new junction was carried out the road was made too narrow for vehicles to use side by side and when the house are built it will get 100x worse, the ENTIRE length of road needs widening and resurfacing in order to make it fit and safe for road users.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the existing road at the design scope extents.
6	The problem isn't so much speed. The recently completed section has at each end road narrowing due to new raised kerbstones which narrow the road and cause vehicles to slow or stop to pass each other. Also there are no warning signs at all, and one end of the new road is on a sharp bend with no view of oncoming traffic making it dangerous. The old road was much wider at these points and easier to navigate than the new road. A 30 mph limit will be ignored by most unless it's policed. A 40 mph limit would work better. Removing or cutting back the bushes and overgrown verges would bring the road back to the original width. I've used this road for over fifty years and it has become narrower due to a lack of maintenance. The road needs replacing with a road fit for purpose and the farm should be by-passed.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the existing road at the design scope extents.
7	Not required and will not solve the problem. The road is too narrow.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the

		existing road at the design scope extents.
8	The nature of the busy narrow winding road makes it difficult to go much faster than 30mph. What would be more sensible would be to widen the road and a white line down the centre.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the existing road at the design scope extents.
9	There is nothing wrong with the limit as it stands.	The highway design standards consider all users, including a varied range of ages, physical limitations and means of transport. For the highway layout in this area, with all users and risks considered the recommended speed is 30mph.
10	This is unrealistic. Please make laws that will be observed. 40mph or 50mph is more realistic and is more likely to be observed. The old road justified 30mph this new road does not.	The highway design standards consider all users, including a varied range of ages, physical limitations and means of transport. For the highway layout in this area, with all users and risks considered the recommended speed is 30mph.
11	The problem is not speed, the problem is the new road is too narrow, and with new kerbs which the road has never had accidents will happen. Remove the kerbs and cut the trees is all that's needed.	Road has been designed in accordance with local and national standards. The design drawings were reviewed and approved by the local highways department. This was also subject to a road safety audit after completion. The new road ties into the existing road at the design scope extents.
12	Competent drivers have no issues using this road at the current limit. The Ramsgate Road runs parallel to Nash Road and will get you to same destinations.	The highway design standards consider all users, including a varied range of ages, physical limitations and means of transport. For the highway layout in this area, with all users and risks considered the recommended speed is 30mph.

2.2 Kent Police registered no objections.

3.0 Financial

3.1 The proposals are being funded by a third party.

4.0 For Recommendation

4.1 It is recommended that the reduced speed limit be installed as advertised.

Contact Officer:	<i>Richard Heaps, Road Safety Engineering Project Manager</i>
Reporting to:	<i>Nikola Floodgate, Road Safety & Active Travel Group Manager</i>

<i>Appendix A</i>	Plan of proposed speed limit
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Appendix A – Plans of proposed waiting restrictions

