

Chapter 18 – Transport

Document Section Path		> Transport Assessments and Travel Plans > TP01								
Document Part Name		TP01								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Cooper	Barbara	514	Kent County Council (KCC)		Object	PRoW and Access Service: KCC is supportive of the policy and requests that the Public Rights of Way Network is specifically referred to. TDC should note that in addition to roadside footways and cycle paths, public footpaths provide access to pedestrians and public bridleways provide access to pedestrians, horse riders and cyclists and should be considered when providing opportunities for active sustainable travel as well as opportunities for recreation and leisure.		1534		Email
Ransom		153			Observation	The provision of improved public transport to rural areas should be a priority in view of the large number of houses allocated to these areas.		752		Web
Spanton	Ed	125	Ed Spanton Farms	Howard Courtley - Courtley Planning Consultants Ltd	Object	See attached representations made by SPRU on Chapter 18 of Local plan	see attached submission from SPRU	305	09.27.18.AB.K5 022PS.GeneralRep.Final.pdf(739 KB)	Web
Spanton	Ed	125	Ed Spanton Farms	Howard Courtley - Courtley Planning Consultants Ltd	Object	see attached submission from PTP	See attached submission from PTP	311	Land at Cliffsend, Ramsgate - TA (Final) 25-09-18.pdf (2.7 MB)	Web
Steel	Richard	43			Object	Thanet rural roads that evolved from cart tracks, but which still are narrow with no pedestrian provision, are now heavily used by both commercial and personal vehicles as dangerous cross district "rat runs". The situation has been exacerbated by extensive use of satellite technology quickest/ shortest routing options, although the utilised lanes may not be on sign-posted routes. Local people are discouraged from walking and cycling, despite their wish to pursue healthier lifestyles (as encouraged by Government and PHE) and this results in still more road use and pollution.	There is urgent need to address deficiencies in existing infrastructure. Although some useful developments are included within the plan they are either unfunded or are expected to be funded by developers as a consequence of development. Development should follow the updating of inadequate current infrastructure and provision of required new infrastructure - not the other way around.	96		Web

Document Section Path		> Walking > TP02								
Document Part Name		TP02								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Austin	Patricia	379	Thanet Green Party		Object	<p>Safe cycling routes, including safe routes to schools, should be prioritised. New proposed roads should all feature cycle lanes and safe crossings for cyclists and walkers.</p> <p>Pedestrian areas of our towns require upgrading to provide a pleasant environment for walkers and shoppers, and parking and driving restrictions must be enforced to ensure safety for pedestrians. Areas of pavement which are impossible for wheelchair users to use (for example, on Harbour Parade in Ramsgate) should be rethought to ensure access.</p> <p>Pedestrian signage in Thanet is poor and requires upgrading; in the case of Ramsgate this has been in process for some years but yet another summer season has gone by without the new signs in place, which does not encourage visitors to return.</p> <p>Cyclists and walkers form a significant proportion of the visitors to the Isle but are poorly catered for. Public toilet facilities in particular, especially close to the Viking coastal cycling route, are sparse and not of good quality. This should be addressed to maximise tourism.</p>		1114		Web
Barar		375			Support	<p>Walking</p> <p>18.2 Walking and cycling generally improve overall health and fitness levels, can reduce the number of cars on the network, reduce congestion, improve air quality and save 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. 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.</p> <p>18.3 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</p>		1109		Email

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						<p>up in the 1990s. The Viking Coastal Trail is good for casual walkers, offering good views out to sea. There are other signposted walks in Thanet, including the Turner and Dickens Walk linking Margate and Broadstairs.</p> <p>18.4 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.</p> <p>Policy TP02 - Walking</p> <p>New development will be expected to be designed so as to facilitate safe and convenient movement by pedestrians including people with limited mobility, elderly people and people with young children.</p> <p>The Council will seek to approve proposals to provide and enhance safe and convenient walking routes including specifically connection to and between public transport stops, railway stations, town centres, residential areas, schools and other public buildings.</p> <p>I wish to comment that this is a welcome stance by the Council Planning Authority and should be encouraged, throughout especially in areas, identified as strategic sites with the retention / creation of green corridors / wildlife corridors which will continue to facilitate walking facilities within a natural unmanicured green environment and biodiverse in nature. In evidence, the desire and benefits of this provision have been mentioned earlier in this representation plus also 43.48% considered this important enough to mention under tourism in the recent Birchington Village Appraisal 2018.</p>				
Johnson	Elisabeth	51	Monkton Residents Association		Observation	It is a lovely ideal, but people don't have time to walk in their general life these days, and not every one wants to.		611		Web
Ransom		153			Observation	The siting of new developments in rural areas needs to take account of danger to pedestrians on roads with no footpaths.		753		Web

Document Section Path				> Cycling > TP03						
Document Part Name				TP03						
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Austin	Patricia	379	Thanet Green Party		Object	<p>Safe cycling routes, including safe routes to schools, should be prioritised. New proposed roads should all feature cycle lanes and safe crossings for cyclists and walkers.</p> <p>Pedestrian areas of our towns require upgrading to provide a pleasant environment for walkers and shoppers, and parking and driving restrictions must be enforced to ensure safety for pedestrians. Areas of pavement which are impossible for wheelchair users to use (for example, on Harbour Parade in Ramsgate) should be rethought to ensure access.</p> <p>Pedestrian signage in Thanet is poor and requires upgrading; in the case of Ramsgate this has been in process for some years but yet another summer season has gone by without the new signs in place, which does not encourage visitors to return.</p> <p>Cyclists and walkers form a significant proportion of the visitors to the Isle but are poorly catered for. Public toilet facilities in particular, especially close to the Viking coastal cycling route, are sparse and not of good quality. This should be addressed to maximise tourism.</p>		1115		Web
Barar		375			Support	<p>Cycling</p> <p>18.5 Cycling can provide an alternative to the private car for short trips and form part of longer journeys by public transport. Popularity of cycling as a healthy, enjoyable, efficient, pollution-free and cheap means of transport is dependent on safe, continuous, direct and attractive cycleways, together with facilities for secure cycle storage at interchange points and destinations.</p> <p>18.6 The Viking Coastal Trail roughly encircles the former Isle of Thanet providing connections between the towns, leisure and heritage attractions. It forms part of the National Cycle Network and connects to the Oyster Bay Trail to Whitstable. Other routes have designated facilities to make cycling more attractive, such as the shared use footway/cycleways adjacent to New Haine Road. Provision of toucan crossings and facilities such as cycle parking at stations, shopping centres and other key locations, also help to improve the attractiveness popularity of cycling in the district.</p> <p>18.7 The Council has published a Thanet Cycling Plan (developed in association with local cycling groups), and, in conjunction with the County Council, will seek provision of a network of cycle routes using existing routes and where appropriate extensions to the primary route network. This includes part of the Sustrans national cycle network, which runs through Thanet, together with priority links between residential areas, places of work, schools, stations and town centres. The Council will seek every opportunity to introduce cycle routes in accordance with Thanet Cycling Plan</p>		1110		Email

					<p>18.8 Thanet Cycling Plan aims to establish a comprehensive safe network of cycle routes catering for all journey purposes and features existing and proposed routes. The Cycling Plan may be updated periodically to reflect the evolving network, and its proposed cycle routes are not therefore featured in this document.</p> <p>18.9 New development generating travel demand will be expected to promote cycling by demonstrating that the access needs of cyclists have been taken into account, and through provision of cycle parking and changing facilities. Secure parking facilities and changing/shower facilities will encourage use of cycling. Cycle parking provision will be judged against the standards set out in the cycle parking standards Appendix C.</p> <p>Policy TP03 - Cycling</p> <p>The Council will seek the provision at the earliest opportunity of a network of cycle routes. Development that would prejudice the safety of existing or implementation of proposed cycle routes will not be permitted.</p> <p>New development will be expected to consider the need for the safety of cyclists and incorporate facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals. Substantial development generating travel demand will be expected to provide convenient cycle parking and changing facilities.</p> <p>New residential development will be expected to provide secure facilities for the parking and storage of cycles.</p> <p>I wish to comment that this is a welcome stance by the Council Planning Authority and should be encouraged, throughout especially in areas, identified as strategic sites with the retention / creation of green corridors / wildlife corridors which will continue to facilitate cycling facilities within a natural unmanicured green environment and biodiverse in nature. In evidence, the desire and benefits of this provision have been mentioned earlier in this representation, plus also 43.48% considered this important enough to mention under tourism in the recent Birchington Village Appraisal 2018.</p>				
Barnett	Adrian	77		Object	<p>I have seen a cycling plan published in 2003. Is this what the Draft Thanet Local Plan is referring to? If it is it appears as if very little of it has ever been implemented. If it is not why is there no reference to where the new one can be found? Better still include it with the Draft Thanet Local Plan. I am assuming that the 2003 cycling plan is the one referred to in the Draft Thanet Local Plan and as such must be considered redundant and irrelevant especially as most of it was intended to be implemented ten years ago. Not only that but there is a "Draft Thanet Transport Strategy July 2018" produced with the Draft Thanet Local Plan and Chapter 10 of "Draft Thanet Transport Strategy" includes some very modest improvements to cycle and foot paths. In addition it is worth mentioning that some parts of the Viking Trail are not safe and should be improved. In particular there are two spots between the Captain Digby pub and the North Foreland Lighthouse where the road narrows' on a bend with no foot path and only one vehicle can pass at a time but there is no warning to either drivers, pedestrians or cyclists.</p>	<p>I'm not sure why an out of date document is referred to and not the current one, but it does not give me confidence. The correct document should be referred to and if that is the 2003 document there need to be reference to it and an explanation as to why it was not implemented.</p>	767		Web
Kenrick	Sarah	53		Support	<p>Thanet is a densely populated area which relies on tourism as one of its main economic drivers and has excellent rail links. Cycling is a sustainable,</p>		255		Web

					transport option which needs to be promoted along with walking.				
Ransom		153		Observation	The safety of cyclists on the Viking Coastal Trail needs to be taken into account when plans are submitted for developments along this national cycle route. Increased traffic may cause this route to be closed to cyclists.		755		Web
Solly	C	419		Object	Update Cycle plan (2003 was found and out of date) It is unclear if the long term plan (2009 to 2011) has been delivered as shown below. However, from what I can see the links from Birchington and Westgate should be enhanced and links to Westwood should be improved. I am not sure the Shottendane road is the most effective way for cyclists to use (if you come from Westgate and Birchington)	The cycle plan was last done in 2003, this should be updated. The evidence base should reflect the progress of the cycle routes from the 2003 plan. It is not clear if this has been delivered. Cycling should also be considered a sporting activity and should reflect the findings of the Open Space Strategy, Playing Pitch Strategy and Sports Facility Strategy 2017 Executive Summary June 2018 report in the evidence base especially with the shared vision.	1258		Email

Document Section Path		> Bus and rail > TP04								
Document Part Name		TP04								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Solly	C	419			Object	<p>Point 1: No further expansion of Bus services, and The loop service to have the same level of service all over the urban area. Currently the major routes are on a hourly basis and in Birchington there is a disadvantage in getting to different areas of Thanet as opposed to the successful loop service which offers a bus every 7 to 10minutes. In some areas of North Thanet the walk to bus services are not as close as other town centres in the district. If 3600 houses are planned in Birchington and Westgate, appropriate upgrade of Bus services must be made to improve sustainability. It can be seen that bus routes for Margate, Broadstairs, Westwood and Ramsgate are well defined this is not the same in Birchington and Westgate.</p> <p>Point 2: KCC is cutting subsidies to bus services that affect the Thanet area. With an increase of population to be 27000 in the plan period, significant investment needs to be made to enhance the sustainability of Bus travel. As reported by a local councillor, Bus routes 56, 42, and the 39 are under consideration under the big conversation consultation (results of that consultation due Sept 2018).</p> <p>Point 3: A Park and ride scheme appears not be considered. There are areas in Thanet which are very restricted for Parking, a appropriate Park and Ride scheme would improve sustainable transport options in these areas.</p>	<p>SP14 and SP15 may not meet or deliver this policy due to the distance from the primary frontages and Town Centres. These developments are on the edge of the urban area. Thanet loop services are not offered in these areas, which would improve and promote sustainable travel. Cuts to KCC subsidies could worsen the sustainability of public transport in the area and special provisions for buses should be enhanced if the population is due to grow by 27000 people. Park and ride should be considered.</p>	1261	Solly bus routes.jpg(372 KB) Solly Cllr Bus.jpg(194 KB)	Email

Document Section Path				> Buses > TP05						
Document Part Name				TP05						
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Dunn	Danielle	499	Broadstairs & St.Peter's Town Council		Observation	The Town Council agrees with 18.20. The 12 coach parking spaces at Vere Road Car park are not enough to meet the demand of the tourist trade.		1404		Email
Holton	Susan	139			Observation	Nethercourt is badly served by buses and the threat is to withdraw it completely. Could the estate be incorporated in the Loop?		370		Web
Ransom		153			Observation	Consideration needs to be given to the continuation and improvement of socially necessary buses to prevent older people in rural communities from becoming isolated.		756		Web

Document Section Path		> Coach parking > TP06								
Document Part Name		TP06								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Margate Estates		460	Margate Estates	Zena Foale-Banks - Nexus Planning	Object	Policy TP06 outlines the Council's policy for car parking provision for all new development. In particular, it identifies that where the proposed development is located with Margate, Broadstairs or Ramsgate designated town centres, on site car parking is not expected to be provided. We contend that this policy should also be the case for development within other key nodes within Thanet District, such as the Margate Seafront and Harbour Arm designation, which has space constraints, and is served well by multiple forms of public transport.		1327		Web

Document Section Path		> Car parking > TP07								
Document Part Name		TP07								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
Barnett	J	135	Mrs		Observation	Car parking charges must be brought down, Broadstairs high street must have 1 hour free parking to help local shops survive..business is going elsewhere. 4 pound an hour is not acceptable		673		Web
Barnett	Adrian	77			Object	<p>Current Thanet District Council policies regarding the exceptionally high charges in council run car parks are unsustainable, in terms of business in the town centres and because of its effect and the need to encourage business to prosper and not just in Westwood Cross where parking is free. Broadstairs is particularly damaged by this as there are no privately run car parks which are either free or where the charges are modest as there is in Ramsgate and Margate. The destructive nature of overcharging should have been addressed in the past by the council but has not. It is not just a detail but of strategic importance and because it is of strategic importance the charging strategy for car parks must be included in the plan.</p> <p>Here are a couple of examples on the effects I have noticed since the introduction of the exceptionally high parking charges. People that I know that live near me have told me they are no longer going into Broadstairs because of the parking charges. This includes my wife though not myself as I cycle when I can. I live near Botany Bay. This summer the roads leading down to the bay have been busier than I have ever seen before. I asked a few people blocked in traffic jams going down to the beach why here. One of the answer I got from several people said it is because of the high parking charges in Broadstairs and Margate. I know what I have observed is not significantly significant. It is just one person's observation, but it suggests the strategic effect of one policy and the need for detailed research. Parking charges must be included as part or the strategy. This is not the actual amount charged but the amount in proportion to wages or the amount in proportion to the cost of living and is should be the amount that would maximise the council's revenue without putting people off from visiting.</p>	I do not think that there are part missed out as stated above. I wonder how well this document has been internally reviewed before the draft was issued.	723		Web
Bates	John	226			Object	Too many residential properties in Thanet do not have off-street parking of any sort. Many vehicle owners are increasingly finding it difficult to park their vehicles near their homes and those that do are causing accessibility problems to service and emergency vehicles in many parts of Thanet. Yellow lines are not the answer. I would suggest that all new individual residential properties built in Thanet each have off-road parking for at least two vehicles to alleviate any	Ensure two off-road parking spaces for each individual new residential property built within Thanet	874		Web

						future issues - to not do so is only going to cause greater problems in future.				
Bates	John	226			Object	Steps should be taken to increase the number of disabled parking spaces in all council car parks across Thanet as the existing numbers are too small for the number of disabled drivers who wish to use them. The same should be required for all other non-council car parks, eg supermarkets, Westwood Cross, etc. I often see other Blue Badge holders struggling to find a disabled parking space and having to either leave or park in a most unsuitable location. If walking is a disability, no Blue Badge holder wants to try and walk further than they need to.	Increase the number of Disabled Parking Spaces in public car parks and ensure the same in all other non-council car parks, eg supermarkets, Westwood Cross, etc	885		Web
Carter	Viv	176			Observation	<p>I feel that this section should have been added to sections on housing, use of beaches, town centres etc, as each area needs its own parking policy and solutions. It is already difficult to find parking on some residential streets- the private car ownership has increased substantially since I moved here in 2013. The council needs to be even more proactive in identifying areas where cars <u>can</u> park- the current strategy of double yellow lines is just ignored in some places. Perhaps residential parking permits are needed in some streets. As more residential housing is built, the problem will increase.</p> <p>Whereas I agree that those of us who are able, should walk, use public transport, cycle- there are many people for whom this is not an option. If we want to encourage families to holiday here, we need to provide facilities for them to be able to reach the beach with the buggies, wheelchairs etc.</p> <p>One of the reasons local town centres died out was that large stores could not offer parking close by- I'm pleased to see town car parks being retained, but short term parking needs to be cheaper, to encourage people to use the towns.</p> <p>At some point, I think Thanet needs to consider a park and ride facility, even if seasonal.</p>		503		Web
Davies	Julie	147	CPRE Kent		Observation	<p>TPO6/Appendix C.</p> <p>It is not clear if the standards relate to net/gross internal or external dimensions..</p>		419		Web
Johnson	Elisabeth	51	Monkton Residents Association		Observation	it is not possible to encourage people to make greater use of public transport if they don't have any or what they do have does not get them where they want to go and/or at the times when they need to be where they want to go. Being realistic most people will use cars if they can because they are more convenient.		612		Web
Latchford	Barry	45			Observation	In Ramsgate the majority of houses have no garage or driveway for parking. Even for somebody who may use public transport most of	It is stated that the existing level of off-street public car parking will be	112		Web

						the time may have need for the use of a car for long distances or to areas that are not served by public transport. The need for parking facilities is therefore very great. Many roads are narrow and that necessitates half parking on the pavements. As and when possible council should try to facilitate proper parking facilities in the area which can be rented.	retained, when it should be that the existing level of off-street public car parking will be increased.			
Margate Estates		460	Margate Estates	Zena Foale-Banks - Nexus Planning	Object	Policy TP07 identifies that the existing level of off-street public car parking will be retained in Margate, Ramsgate and Broadstairs, except in the case of the three criteria listed. We agree that retaining car parking is important for the viability of those town centres. We recommend that an additional criterion is included that allows for development opportunities within these town centre public car parks provided that there is a suitable replacement or enhanced provision of car parking.		1329		Web
MEADEN	IAN	2			Observation	Excessive car parking charges are helping to kill our town centres.	Reduce charges to a sensible level.	5		Web
Stevens	Angela	163			Observation	Car parking charges are prohibitive in many of the car parks in Thanet. £4 for the first hour is outrageous and doesn't encourage people to shop in the towns or visit the coastal areas and cafes, shops and restaurants at all.	Make car parking 50p for half an hour, to encourage locals who want to pop into,a chemist or bank, for example, then £1 per hour after that.	692		Web

Document Section Path		> Freight and service delivery > TP08								
Document Part Name		TP08								
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
N		257			Object	What is the provision set up for the increased freight due to a cargo hub coming into and leaving Thanet? What provision is in place for fuel tankers to come in for the airport, as there is no pipeline? Will those fuel tankers be coming down the A299 and therefore through Cliffsend?		891		Web
Staples	Mark	24			Observation	Perhaps a freight hub based away from the main roads but close to good road and train transport would assist develop this policy.....perhaps the airport could be a suitable place for freight to arrive and be redistributed?		45		Web
watson	jan	249			Support	Port of Ramsgate and the reintroduction of freight by cross channel. These ships caused real problems with soot and serious air pollution in Ramsgate in the past. When the Sally Line ran, the smell and grime being emitted from the funnels on these vessels was dreadful. With the thankfully stricter guidelines on air quality and pollution levels in force now, I do not understand how TDC can be seriously considering the reintroduction to such ships sailing from the Port of Ramsgate. <u>Have such pollution levels been considered and evaluated??</u>	As stated. Air pollution does not appear to have been evaluated in line with national policy.	764		Web

Document Section Path				> Car parking at Westwood > TP09						
Document Part Name				TP09						
Respondent Surname	Respondent First Name	Respondent number in this document	Respondent Organisation Name	Agent Name	What is the nature of this representation?	Comment	What changes do you suggest to make the document legally compliant or sound?	Comment ID	Attached documents	Submission Method
CD10 Properties Limited		494	CD10 Properties Limited	Burnett Planning - Burnett Planning	Object	<p>Object to the requirement that new commercial development at Westwood will be expected to demonstrate specific measures to encourage at least 20% of customers to arrive at the site by means other than car such as restricting total levels of car parking provision through legal agreement.</p> <p>The 20% figure is arbitrary. It is also unclear how new development within established retail parks, which have existing trip generation characteristics and where new development would support linked trips, could be assessed in terms of demonstrating at least 20% non car borne trips to the specific proposal.</p> <p>Object to the blanket imposition of restrictive parking limitations. Suitable parking provision should be assessed under the more general Policy TPO6 i.e. "Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design considerations". The Policy as drafted is not effective and is unsound</p>	<p>Object to the requirement that new commercial development at Westwood will be expected to demonstrate specific measures to encourage at least 20% of customers to arrive at the site by means other than car such as restricting total levels of car parking provision through legal agreement.</p> <p>The 20% figure is arbitrary. It is also unclear how new development within established retail parks, which have existing trip generation characteristics and where new development would support linked trips, could be assessed in terms of demonstrating at least 20% non car borne trips to the specific proposal.</p> <p>Object to the blanket imposition of restrictive parking limitations. Suitable parking provision should be assessed under the more general Policy TPO6 i.e. "Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design considerations". The Policy as drafted is not effective and is unsound</p>	1383		Email
Johnson	Elisabeth	51	Monkton Residents Association		Observation	The comments made before apply here too and lack of parking would penalise those people who do not have access to public transport or who for mobility or other health reasons find it hard		613		Web

						to use public transport but are able to use a car.			
Ransom		153			Observation	Westwood Cross is very pedestrian-unfriendly. The design of the whole area needs to be re-thought, with all the buildings centralised and car parking around the outside. At present, it is probably quicker to drive from one area,, eg Dunelm/Matalan to the shopping mall itself as pedestrians need to cross two busy roads and wait for three sets of pedestrian lights. It is also not practical if one has large amounts of shopping to carry.		757	Web
Repsch	John	126			Support	18.28 Car Parking at Westwood "Westwood has a number of large, free car parks...Westwood is over-provided with car parking." TDC recognize this and should act on it: 1. Remove at least half of the car parking spaces. 2. Make all bus travel in Thanet free. 3. Prohibit any more expanding of Westwood or its individual premises.		840	Web
Stevens	Angela	163			Object	Not providing adequate parking at extended premises around Westwood Cross will just discourage people from visiting that area and encourage people to shop more online instead.	Provide adequate and necessary parking at Westwood Cross. The centres fill up already, so to have extra shops but no extra parking is ridiculous.	693	Web