

RAMSGATE ROAD, SANDWICH
Road Improvement Scheme
Local Sustainable Transport Fund and Section 106 Spend
 Consultation Responses

Item	Comment received	KCC response
1.	<p>This shared path will be a vital artery linking Discovery Park with the town and Sandwich station, with the new hourly high-speed service now definitely commencing in January 2015.</p> <p>The point is well made by Sally Benge that "serious" cyclist will stay on the road. This scheme will help the slower-moving, less-experienced riders and families with children - where sharing a well-designed path generally works well. It will contribute to an attractive "green" tourism offer, such as a round trip from Ramsgate, the popular scenic Viking Coastal Trail, and Pegwell Bay Country Park.</p> <p>Stonar Close and estate residents will benefit from the traffic-calming proposals, which will make it easier for them to drive out into the traffic or walk along Ramsgate Rd. Also the "wiggles" on the cycle paths approaching the road junctions will slow down bikes naturally, making it safer for all concerned.</p> <p>Finally we would urge Sandwich council to press for this cycle route to be completed with signs through to Sandwich Station avoiding the busy town centre one-way system, for example via Manwood Road and the Quay. This would help secure the future of Sandwich Station and its high-speed services</p>	<p>Comment noted. KCC will discuss the options surrounding the further Section 106 spend in relation to signing to the railway station.</p>
2.	<p>I have received your proposal for Ramsgate Road and I welcome the plan very much. I am aware there is a lot of negative feeling about it which is why I felt the need to voice my opinion that is sounds a very well thought out plan and much needed improvement.</p>	<p>Comments noted.</p>
3.	<p>We live in Stonar Close and have watched the deterioration of the grass verge on Ramsgate Road due to the parked cars - this has been happening since paid parking was introduced in Sandwich - and it was a poor introduction to Sandwich for visitors approaching the town. It is about time this issue was addressed, it should have been done years ago!</p> <p>A combined foot & cycle path is a great idea and along with the proposed landscaping & official parking lay-by I am sure that it will be a great improvement to the area.</p>	<p>Comments noted</p>
4.	<p>There is unanimous consensus from those</p>	<p>Comments noted. Demarcation of footpath not</p>

<p>present that aesthetic improvements for Ramsgate Road are necessary but the current scheme proposed by KCC Highways and Transportation Department is fundamentally flawed due to :-</p> <ul style="list-style-type: none"> • Proposal for shared cycle lane / pedestrian footpath with no demarcation line to segregate cyclists and pedestrians (in order to reduce the potential for collision) • Provision of parking is unanimously deemed as unnecessary and concerns were raised that the lack of a kerbstone on the proposed layby will lead to cars being parked on the shared cycle lane / pedestrian footpath. • There are concerns that the vegetation adjacent to the ditch between Stonar Close and Ramsgate Road will not be maintained, which will in turn lead to the sight line at the exit of the bridge from Stonar Close into Ramsgate Road being obstructed. <p>There is agreement amongst the residents of the Stonar Estate that the shared cycle lane / pedestrian footpath is feasible on the proviso that the following conditions are met :-</p> <ul style="list-style-type: none"> • Double yellow lines on both carriageways of the Ramsgate Road with subsequent enforcement (as a no parking zone). • Installation of wooden bollards to prevent cars from parking on the shared pedestrian footpath / cycle lane • Clear demarcation lines between the cycle lane and pedestrian footpath with the retention of the existing barrier adjacent to the bridge joining Stonar Close and the Ramsgate Road (signs attached to the barrier advising cyclists to keep left in the direction of Discovery Park and to keep 	<p>proposed.</p> <p>Key reasons for preferring unsegregated paths are:</p> <ul style="list-style-type: none"> • Evidence shows that cyclists travel faster on segregated shared use routes³ • Where pedestrians walk in groups (esp at weekends and school journeys) they are more likely to ignore segregation unless widths are adequate • More considerate behaviour is observed on unsegregated routes • Segregated routes can encourage territorial behaviour • Narrow segregated routes have higher levels of non-compliance • Unsegregated routes may be cheaper to construct and maintain due to less complex engineering and a narrower width (up to three times less if segregation by kerb is used⁴). • Unsegregated routes require fewer signs and markings, thereby offering a less urban and intrusive solution. <p>None of the other sections of footway/cycleway from Cliffsend and around and proposed through Discovery Park are segregated which is only likely to promote further non-compliance as part of a continuous journey.</p> <p>Lay-by removed</p> <p>Sight line from bridge exit maintained by extending path from Stonar Estate over verge to meet with new shared footway/cycleway.</p> <p>Double Yellow lines to be provided as requested.</p> <p>Wooden bollards unlikely to be necessary due to enforcement of TRO but low ground covered shrubs still a consideration along with bollards.</p> <p>New guard rail to be provided on edge of carriageway opposite bridge.</p> <p>Standard shared footway/cycleway repeater signs to be provided along length of path.</p> <p>Chain link fence to be provided.</p> <p>Litter bins and seating to be provided subject to resolution of future maintenance liability.</p>
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	<p>right in the opposite direction).</p> <ul style="list-style-type: none"> • Additional signage to be installed close to the entrances into Sandwich Industrial Estate and the Willowbank Estate advising cyclists to keep to the right or left (depending on direction of travel) • Vegetation adjacent to the ditch between Stonar Close and Ramsgate Road is maintained to facilitate the sight line at the exit of the bridge from Stonar Close into Ramsgate Road being unobstructed. <p>Residents of the Stonar Estate were unanimously in favour of the proposed 'Gateway Entry Features'.</p> <p>Additional provisions that should be considered : -</p> <ul style="list-style-type: none"> • Chain link fencing to reduce the amount of litter in ditch between Stonar Close and Ramsgate Road • The installation of litter bins is justified due to the potential increase in pedestrian traffic between Sandwich and Discovery Park. 	
5.	<p>On reviewing the proposals for the road it has become apparent that one of the three pinch points is not required and would in fact create disruption for residents and road users alike in particular the likelihood of presenting additional difficulty for lorries turning into and out of Sandwich Industrial Estate which often need to use the outside lane to obtain the appropriate turning angle into the estate road. I am of course referring to the middle pinch point proposed abutting the existing bus stop. There would appear to be no justification for this pinch point and we request its removal for the reason outlined above.</p> <p>It was also noted that a new bus stop has been installed past the salvage yard, it is not clear from the plan if that is in addition to the existing one or a planned replacement, clarification on this would be useful please. The plan also indicates the existing boundary trees and fence are to be removed</p>	<p>Three pinch points are necessary to reinforce new speed limit. Detailed design will ensure that all turning movements are appropriately accommodated.</p> <p>New bus stop on plan will be provided by Discovery Park, if master plan is approved, at an appropriate trigger.</p> <p>Existing bus stop outside the Salvage Yard would only relocate at Stagecoach's request.</p>

	<p>(and replaced) by the salvage yard, can you please advise where this work starts and finishes and any impact to our fence line.</p> <p>Finally we would like to repeat the request for a clearly segregated pedestrian and cycle path to reduce potential incidents and accidents.</p> <p>One benefit we trust will occur as a part of these works is the maintenance of this area which has been sadly lacking over many years resulting in the overgrown bushes and the path etc. including a build up of litter as the Street Cleaner doesn't pass over the Toll Bridge and down the Ramsgate Road this and the additional traffic to Discovery Park with presents an increasing problem that needs attention.</p>	
6.	<p>Excellant scheme and investment which hopefully receives further support and financial sign off. This link to the existing cycle/pedestrian past the ex Pfizer waste water treatment plant will be a most welcome extension. Both my wife and I would like to express our support for the proposal.</p>	
7.	<p>I'm writing in support of the proposed cycle / pedestrian scheme adjacent to Ramsgate Road, Sandwich. However I do have some observations on improvements to the scheme.</p> <p>As has been noted a number of cyclists already use the footpath here because they don't feel safe in the road environment, but their use of the footpath introduces potential conflict with pedestrians. Widening the path will remove the potential conflict and afford cyclists a safe position away from traffic.</p> <p>The scheme introduces bends in the cycle path at the approach to road junction crossings in an attempt to reduce cyclist speeds at the crossing points. As this doesn't follow the desire line I suspect that as a result cyclists are more likely to take the middle line, thereby not really slowing them down and potentially introducing conflict points between cyclists and pedestrians at these approaches. I believe that a better approach would be to make the path continuous across the road junctions using ramped crossings where the road traffic must give way to those crossing it. Ramped cycle-zebra crossings have already been used in Canterbury and Whitstable to create continuous routes where road traffic must give way. Ramped crossings of side</p>	<p>Points raised will be addressed in detailed design, most of which have already been picked up by the safety audit.</p>

	<p>roads are also commonplace in mature cycling countries such as The Netherlands because they recognise that each road crossing would otherwise adversely prejudice cyclists and pedestrians in their journey times and that the more vulnerable highway users should be given priority.</p> <p>At the Ramsgate Road / Willowbank roundabout junction it appears that the scheme will have engineered in a potentially dangerous conflict between cyclists transitioning to/from the proposed path and the road users heading southbound towards the roundabout. Northbound cyclists heading from the roundabout onto the proposed path would be crossing road traffic travelling more-or-less at them. Southbound cyclists will need to look both almost completely behind them and their right to determine whether it's safe to enter the road or whether there's road traffic approaching the roundabout from the north or traffic heading around the roundabout. I believe that the road and cycleway approaches to the roundabout can be refigured to reduce road vehicle approach speeds to the roundabout and make visibility between road and path users better for the transition point.</p> <p>As I understand it in addition to the LSTF money there is also some developer funding to be spent within the area. The LSTF money and developer money could be combined to overcome any funding shortfall that there may be in achieving improvements to overcome the issues that I've raised above.</p>	
8.	Concern raised over agricultural access opposite Sandwich Industrial Estate Road for large vehicles turning being impeded by new pinch point.	To be addressed at detailed design. All vehicle types will be tracked.
9.	<p>Stagecoach Comments - The plans include all of what we discussed regarding the bus stops at Monks Way, and these fully meet our requirements.</p> <p>However, I had not appreciated that the scheme was more extensive than this and included the two bus stops at the Industrial Estate. There are plans for further development of the Willowbank site, and we are in discussion with the Developer's design consultants on this. If the Willowbank development goes ahead, we would envisage that buses would be rerouted through the development, and would leave/join the Ramsgate Road via Stonar Close. If this development takes place, then the proposed locations of the bus stops in Ramsgate Road are</p>	Comments noted.

	<p>fine. If the development does not go ahead in the near future, then we would like to see the Sandwich-bound stop moved closer to Stonar Close, so we would recommend that provision is made for this in the scheme. I understand that the parking layby will no longer feature in the scheme, so suggest that provision is made for a hardstanding in this location as a fallback. Please see the attached diagram.</p> <p>The proposed pavements, landscaping and furnishings are very innovative and will create a high quality environment for all concerned. Stagecoach therefore fully supports these proposals.</p>	
10.	<p>The following responses were outside of the public consultation and were directed to the Town Clerk in response to a meeting with Cllr Moorhouse ahead of the public consultation being carried out.</p>	
11.	<p>I am a resident of Stonar Gardens and have seen plans for and read discussions about a proposed cycle path to replace the existing pedestrian path between Discovery Park and the toll bridge in Sandwich. I am both surprised and disappointed that the Town Council are considering spending time and money on this venture.</p> <p>Traffic calming and a cycle path are not needed; there is already a by-pass for the town and cyclists can safely use Ramsgate Road. The new cycle path would make the use of the toll bridge more difficult and dangerous for cyclists; dismounting to cross to the other side of the road or swerving across traffic to reach the cycle path.</p> <p>What actually makes this road unsafe is the inconsiderate car parking which has been taking place since charges were introduced for parking in town. People who park on the road do so only to avoid these charges and the manner of their parking is inconsiderate to road users including cyclists, pedestrians, the environment and the aesthetic appeal of the town. Cars are parked in a haphazard manner – frequently flouting the highway code – and in a way that has damaged the grass verge and made this approach to Sandwich unpleasant and unsightly. A further by-product of the parking is the disgusting litter left by those parking cars here, including food wrappers, bottles, cigarette debris and even used disposable nappies. This makes it unpleasant and</p>	

potentially dangerous for local residents and workers on both the Discovery Park and Industrial Estate sites. Unfortunately, this car parking problem has coincided with poorer maintenance of the grass and vegetation along the path.

All that is needed is for the grass verge to be reinstated, suitable kerbs to be installed, regular and sympathetic management of the foliage along the path and most importantly double yellow lines to be painted on the road. This would make it safe for cyclists, cars and pedestrians, as it was previously. For those who don't want to pay but don't mind walking they can still park on the road to the industrial estate during the day. The ban on overnight parking here has improved the environment for the Stonar residents. Safety may be further improved if **the access to the industrial estate was taken from the new roundabout at the Discovery Park end**, skirting the lake and entering where Network Rail are currently storing their works apparatus (and contravening the permissions for use of that land, by the way). This would eliminate the danger to cyclists and pedestrians (whether on the road or path) of HGV's turning across Ramsgate Road at the present junction or damaging the roundabout near the bridge because they have to U-turn, having missed the industrial estate turning. Personally, I believe that would be a better use of this money (which appears to be the driving factor here) but of course it depends on who owns the land the road would need to cross.

I am aware that land ownership has not been properly considered, having seen the comments made by Sally Benge about pedestrian access via Stonar Close. In her response to problems she advocates the use of the footbridge between Stonar Close and Ramsgate Road – this is totally unsuitable for the disabled or temporary wheelchair users; despite the fact that her suggestion also advocates deliberate trespass.

I respectfully request that at the meeting on the 28 July, councillors are made aware of opposition to this scheme by local residents and that proposals for parking restrictions and improved landscape maintenance are put forward instead. I would be delighted if you could put forward the idea for a different approach road to the Industrial Estate for the safety and health of all Ramsgate Road users.
Most importantly, please make it known

	<p>that local residents need to be consulted before schemes such as this are pushed through and that those involved in decision making have knowledge of all the relevant facts, laws and rights of way before making decisions.</p> <p>I would be most grateful if you could acknowledge receipt of this email and advise me of the response of councillors at the meeting on Monday 28th July. I realise I am sending it within one week of that meeting, hence marking it high priority.</p> <p>Thank you for reading and passing on my concerns and I look forward to your response next week.</p>	
12.	<p>Dear sir/madam, I am a resident of stonar close and I have just heard about the proposed changes to ramsgate road , I must protest in the strongest terms possible, this seems VERY dangerous to me, have you taken into account pedestrians or is it you policy to pander to cyclists and drivers who want a bit of free parking? Have you already applied for planning permission? If so I cannot see any signs, if not you will have a lot of opposition when you do, there is ample parking already in sandwich, it would be nice if you listened to local residents for a change, also there are many cars parked illegally (on the verge behind the yellow line) and you traffic enforcement officers must drive past with out doing anything, so what's going to happen if the spaces are all taken, cars will still be parked all the way down the road, thank you...</p>	
13.	<ul style="list-style-type: none"> • We are disappointed at the lack of consultation on this matter. • Stonar Gardens is managed by Stonar Gardens Residents Company Ltd and has no connection with Stonar Close. • A suggestion that we may choose to walk through Stonar Close and walk over their footbridge overlooks the fact that Stonar Close is Private Property and that the residents of Stonar Gardens, and indeed any members of the public, have no right of way. • The existing carriageway is perfectly adequate for handling cars, buses, commercial vehicles and bicycles safely, providing it is not obstructed by parked vehicles. What is needed here 	

	<p>is the regeneration of the grass verges destroyed by parked cars, and the provision and enforcement of double yellow lines along the whole length of Ramsgate Road between the Toll Bridge and the Stonar Lake roundabout.</p> <ul style="list-style-type: none">• Without suitable regulation and enforcement, a layby will be an open invitation for 40 foot trailers to park overnight only to find out that their exit route will be a choice of damaging the roundabout by the toll bridge or reversing up the newly narrowed carriageway. These will also, being wider than the layby, either overhang the carriageway or partially park on the proposed shared foot/cycle path.• All that is necessary to ensure the safety of the existing footpath for pedestrians is that the vegetation that regularly obstructs it is cleared.• Regarding the concern about losing 17 Car Park spaces, I believe there is a proposal for the KCC depot by the fires station to relocate to the Richborough Recycling site, creating an opportunity for parking in their old yard location. This, together with existing on-road parking in the town and the off road parking at Gazen Salts, The Guildhall and the Quay should be sufficient.	
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