Ashburnham Road, Ramsgate – Traffic Management Proposals

A report by the Area Manager to the Thanet Joint Transportation Board on 23 September 2003.

Introduction

1. Ashburnham Road, Ramsgate has been identified for a possible traffic management scheme and was included in the bid for funding in the Integrated Transport Measures report to the Thanet Joint Transportation Board on 12 November 2002. The funding was subsequently confirmed and reported in the Highway Works Programme 2003/04 to the same Board on 24 June 2003.

Background

2. Ashburnham Road, between Chapel Road and Grange Road is of unusual construction and sufficiently narrow to only accommodate one-way traffic. The road is of historic interest and is believed to be the only example of its kind in Thanet. In conservation terms, it is very desirable that it is not altered in visual appearance.

3. The route provides a link between High Street, St Lawrence and Grange Road, and tends to be used as a convenient short-cut which avoids the traffic congestion in St Lawrence. At peak periods, traffic can tail back at either end, causing some congestion affecting the adjoining road network.

4. Total traffic flow over a 12 hour period indicates that about 900 vehicles use the route, with about 57% travelling eastbound towards Grange Road. A few larger vehicles were observed, together with about 40 cyclists.

5. There is a history of local concerns which were specifically identified at an earlier surgery with Dr Ladyman MP. There is also concern where the route, used by school children gaining access to the local school, crosses the junction of Ashburnham Road at the Grange Road end. The current junction arrangement is very wide and gives very little protection for pedestrians.

Scheme Proposals

6. The use of the road as a local short-cut can be constrained by introducing a one-way system. To maximise the effect, the direction of flow should, ideally, be against the higher flows and towards Chapel Road. This will require additional signing back along Ashburnham Road at the Southwood Road and High Street junctions. Traffic ignoring these signs would then probably use Chapel Road as an exit route, creating extra traffic flow in this area. To avoid these problems, it will be preferable to crease a one-way system in the opposite direction towards Grange Road, where signing can be more positive and effective.

7. One-way systems tend to lead to slight speed increases. The use of round top humps at either end (constructed in granite setts to preserve the historical nature of the route) will help to keep traffic speeds low. Kerbing alterations at both ends of this short section will emphasise the one-way nature of the road and enable a more positive pedestrian route to be provided across the Grange Road junction.

8. The disadvantage of a one-way proposal is that the use of this route will still remain as a convenient short-cut, albeit in one direction only. A number of cyclists currently use the route and, due to the very limited width available, no provision can be made for a contra-flow arrangement.

9. An alternative traffic management proposal could be a total closure of this short section of Ashburnham Road (between Chapel Road and Grange Road). This has the major benefit of removing all traffic from the route, whilst still providing a good safe pedestrian and cyclist link. Access would need to be maintained for an area of existing off-street parking, the electricity sub-station and the two properties directly affected (Nos. 2 and 4).

10. The dis-benefit is the loss of a convenient route for the local residents, but this needs to be weighed against the current mis-use of the route, especially by larger vehicles, and the corresponding risk to...
pedestrians walking along the narrow footway,

Public Consultation

11. Local residents in Ashburnham Road, Chapel Road and some of the directly adjacent local road network were circulated with details of the proposals, including the possibility of a total closure, and asked to reply to a questionnaire. As the original scheme concept had also considered some additional no waiting restrictions, these locations were individually identified and residents were requested to indicate their support or otherwise. (Copy of the consultation letter and voting reply attached as Appendix 1).

12. Over 40% of the local residents contacted have replied with an overwhelming majority in favour of some form of traffic management scheme (95%). A reasonable majority supported a one-way system but a larger majority were in favour of a total closure, including one of the two residents directly affected. Support for additional no waiting restrictions was more mixed, with a number of residents concerned about the problems of parking without adding further restrictions.

13. Residents were given the opportunity to provide additional comments which are summarised in Appendix 2. A number of residents were in favour of including Chapel Road into any one-way system but there was no satisfactory consensus of direction for the traffic flow. The overall parking capacity was of considerable concern as parking is seen as a premium with residents having little desire to reduce the overall capacity. Many of the comments related to specific locations, with no clear-cut alternative suggestions. Traffic management concerns included the potential for higher speeds if one-way, and the problem of traffic transference to Chapel Road.

14. There has currently been no response from local Members.

Discussion

15. With a very high percentage of local residents favouring some form of traffic management scheme, the question of what form of management is paramount. Support was forthcoming for both a one-way system and full closure. A number of residents considered a closure to be the best option as providing a total ban on through traffic, leaving the route available to only cyclists and pedestrians. It was noted by one resident that a closure for utility services work a little while ago did not cause undue local concerns. With nearly two thirds of the responses favouring a total closure, an experimental traffic order may well be an appropriate way forward.

16. An experimental traffic order allows the local authority to introduce a measure for a trial period of 18 months. The order is not subject to the usual advertising and registering of objections. The order is made and the following fifteen or so months are effectively an extended objection period, with the order being confirmed or abandoned before the 18 month period has expired. In the situation at Ashburnham Road, the route would be effectively severed in the vicinity of Nos. 2 and 4, at a location dependent on the needs of these two directly affected residents. Signing would be provided as appropriate, and the kerbing alterations could be included at the Grange Road junction as, should the experimental order not be confirmed, the alternative one-way system could be instigated or the situation left in its current form.

17. Proceeding in this manner does allow sufficient time to elapse to adequately establish whether the traffic management scheme achieves its objectives, without causing too much nuisance and inconvenience. The Authority would be seen to be trying to match local needs and, if acceptable in the longer term, introducing a good safety measure.

18. Action regarding any other matters, including any additional no waiting restrictions, should not be actioned until the effect of the experimental order and any changes generated have been fully observed. Additional waiting restrictions may not be appropriate if through traffic is eliminated but there might still be a local desire to provide a one-way route through Chapel Road. Reviewing the experimental traffic order would highlight any of these aspects for attention in the future.

Funding Implications

19. An allowance of just over £13,000 has been made in the current Integrated Transport Measures for
Urban Packages. This would be sufficient to establish a total closure but there may be a subsequent need to provide funds to change the system back to the original or one-way system at the end of the experimental order period.

**Conclusions**

20. Subject to the views of this Board, it is proposed the scheme is modified to show a closure of the route for vehicles (as indicated on Drawing No. 0008623/4) at a location to be agreed with the two directly affected residents and approved for construction during the current financial year.

21. The proposals will require an experimental Traffic Regulation Order, which will be subject to review by this Board after 15 months, or earlier, with the intent of either confirming or abandoning the order at the expiry period of 18 months.

**Contact Officer**

Alan Ross - Area Office 01227 825361

**Background Documents**

Appendix 1 Consultation letter and questionnaire dated 19 August 2003
Appendix 2 Summary of responses & additional comments
Drawing No. 0008623/2 (one-way system); 0008623/4 (closure);
0008623/1 (overall scheme plan/one-way)
Dear Sir/Madam

Ashburnham Road, Ramsgate
Traffic Management Proposals

There has been ongoing concern about the use of the narrow section of Ashburnham Road between Chapel Road and Grange Road. This particular section is of unusual construction and sufficiently narrow to only operate as a single-way road, with resultant tailbacks of waiting vehicles at peak times. A traffic count was undertaken over a 12 hour period last March, indicating a total flow of nearly 900 vehicles, with 57% travelling eastbound towards Grange Road. Over 40 cyclists were also observed using the route, mostly in the easterly direction.

The use of this road as a local 'rat-run' would be reduced if a one-way traffic order were to be introduced. The direction of flow could be considered towards Chapel Road but this would require additional signing back along Ashburnham Road at the Southwood Road junction and at High Street, St. Lawrence. Traffic ignoring these advance signs would then probably use Chapel Road as an exit route. It would be preferable to create a one-way flow towards Grange Road with 'No Entry' signing at the eastern end and supplementary 'No Right/Left' turning signs in Grange Road on the approaches to the junction. The attached plan outlines this proposal.

To control traffic speed, round top humps are proposed at either end, constructed in granite setts to reflect the historic nature of the route. To emphasise the single-way nature of the road, a small expansion to the footway would be created alongside No. 5 Ashburnham Road (at the junction with Chapel Road). The kerbing alignment would also be altered at the Grange Road junction to provide a safer crossing point for pedestrians, particularly children attending the local schools. The scheme itself would require no alterations to the existing waiting restrictions, but it might be worthwhile considering some extra restrictions in Chapel Road (corner adjacent to Nos. 16 to 22 inclusive) and at the junction with the High Street (by the Post Office and back as far as No. 83) to assist vehicle movements. Similarly, there would be an advantage in restricting parking outside Nos. 24-34 inclusive, Ashburnham Road to ensure adequate space for through traffic.

There is one other alternative traffic management proposal which could be considered if rat-running is of prime concern. The road could be totally closed at Nos. 2 and 4. Access would be necessary for both these properties, the car parking area and the electricity sub-station, but could be achieved from either end of the road. The route would then become available only to pedestrians and cyclists. This latter suggestion would be of more benefit to cyclists as the route would be available in both directions whereas a one-way system could not accommodate cyclist movement against the direction of flow.

It would be most helpful if you could complete and return the enclosed voting slip by no later than MONDAY 01 SEPTEMBER 2003 using the stamped addressed envelope provided. It would also be helpful if you could include your name and address on your response.

The information gathered from this survey will be reported to the Thanet Joint Transportation Board to enable the Members to decide which suggestion should be chosen. I will arrange for all owners or
occupiers of the properties originally consulted to be advised of the outcome.
If you have any specific queries, please do not hesitate to contact me at the above number.
Yours faithfully

Alan Ross
Operations Manager
Figure No. 1

Agenda Item

Date of Meeting: 23/09/03

Thanet Joint Transportation Board

- Illuminated traffic signs to diagram no. 652 "One Way" 300mm x 450mm with diagram no. 557.1 600mm high & diagram no. 557.2 "Humps for 60 yards".
- Extended footway buildout with tactile paving to provide better visibility for pedestrians, existing kerbing to be carefully taken up and reused on the buildout. All new kerbs to be granite to match existing.
- Buff coloured tactile buster paving.
- Existing 350mm square cover to be raised.
- Existing 600mm cover to remain.
- Existing 200mm cover to remain.
- Extent top hump to be 3.7m long by 75mm high with a tolerance of +0mm -5mm. Constructed in smooth reclaimed 100x100mm granite sets to match existing. Existing sets to be carefully taken up and re-used within the hump. See road hump construction details 00086023/3.

Thanet Joint Transportation

Kent Highways

Figure No. 1

Agenda Item

Date of Meeting: 23/09/03
Reverse Figure 1.

Agenda Item

Date of Meeting: 23/09/03

Thanet Joint Transportation Board

Notes

1. Plain out (cold milled) existing pavement to key Granite Sets in, the Contractor should be aware of the concrete reinstatement in the locations of the humps.

2. Road markings for the round top road hump shall comply with diagram 1060.1. Where there are existing road markings to diagram 101B.1 (double yellow lines) the proposed 100mm wide edge line shown in diagram 1060.1 shall be replaced with new double yellow lines in accordance with diagram 101B.1.

Drawing Number: 0008623/3

Do not scale this drawing.

Client: Kent County Council

Project: Strategic Planning

Title: Round Top Road Hump Construction Details

Copyright reserved

Babtie Group Ltd

Miller House, Lower Stone Street
Madstone, Kent ME15 6BG
PUBLIC CONSULTATION
ASHBURNHAM ROAD, RAMSGATE
PROPOSED TRAFFIC MANAGEMENT

Please could you answer the following questions and return this form by no later than Monday 1 September 2003

1. Are you in favour of a traffic management scheme for Ashburnham Road?

   Yes [ ]
   No [ ]

2. If yes, would you support a one-way system towards Grange Road?

   Yes [ ]
   No [ ]

3. Or a total closure of Ashburnham Road?

   Yes [ ]
   No [ ]

4. Would you support additional Waiting Restrictions at:

   outside Nos. 16 to 22 Chapel Road [ ] No [ ]
   both sides of road at High St, Junction [ ] No [ ]
   outside Nos. 24 to 34 Ashburnham Road [ ] No [ ]

2. Do you have any comments or suggestions?

..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................

3. It would be helpful if you could give your name and address (in capital letters please) so that the general picture of the responses is known. Details provided will be treated as confidential and, if reported, they will be in an anonymous format. They will not be supplied to anyone other than officers of the Kent County Council and our consultants Babtie Group who will be involved in researching the results of the consultation. However, you may withhold your address if you wish.

Name.....................................................................................................................................
Address.....................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................
..................................................................................................................................................

Data Protection Act 1988

THANK YOU

APPENDIX 2
Ashburnham Road, Ramsgate – Traffic Management Proposals

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>In favour of a Traffic Management Scheme?</td>
<td>81</td>
<td>2</td>
</tr>
<tr>
<td>Support a one-way system towards Grange Road</td>
<td>39</td>
<td>17</td>
</tr>
<tr>
<td>Support total closure of Ashburnham Road</td>
<td>49</td>
<td>20</td>
</tr>
<tr>
<td>Support additional waiting restrictions at</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Nos. 16 to 22 Chapel Road</td>
<td>45</td>
<td>21</td>
</tr>
<tr>
<td>Both sides of road at High Street junction</td>
<td>44</td>
<td>22</td>
</tr>
<tr>
<td>Outside Nos. 24 to 34 Ashburnham Road</td>
<td>42</td>
<td>27</td>
</tr>
</tbody>
</table>

Parking Issues – General

- Large vehicles (vans, lorries) use Ashburnham Road as a short cut. As the carriageway is narrow, they mount the pavement, so a width restriction would prevent this. 7
- Put waiting restrictions on the corners of Crescent Road and Grange Road.
- Put more waiting restrictions between the public houses as there is a clash between residents and commercial vehicles parking there.
- The proposals will create more parking problems. 4
- Permit parking could be introduced to alleviate problems if the proposals go ahead. 2
- Parking problems arise when parents collect children from the play school. 3
- Include parking bays on Grange Road and Ashburnham Road as several were lost due to recent junction improvements.
- Parking is at a premium, so more restrictions aren’t wanted. 4
- Get rid of the double yellow lines at Grange Road entrance to free some space for parking.

Parking Issues – Specific Concerns

- Put waiting restrictions outside 24-34 Ashburnham Road to allow vehicles to pass.
- As vehicles aren’t parked outside 24-34 Ashburnham Road, put waiting restrictions outside 25-27 instead.
- Vehicles aren’t parked outside 16-22 Chapel Road, but are parked outside No. 16 instead, regularly blocking driveways.
- A parking restriction is wanted on the bay at the side of 156 Grange Road.

Traffic Management
• A one-way system would encourage higher speeds. 6
• If made one-way, it will be necessary to make sure the speed limit is adhered to, or have speed restrictions. 3
• Total closure from Chapel Road to Grange Road.
• Add round top humps at either end of Ashburnham Road, if it is not closed.
• Make Chapel Road one-way from High Street to Ashburnham Road. 5
• Make Chapel Road one-way from Ashburnham Road to High Street. 3
• Make both Ashburnham Road and Chapel Road one-way.
• Make Chapel Road one-way (no direction specified). 3
• If Ashburnham Road is closed, Chapel Road will be targeted instead. 2
• Have a pedestrian area only, nor cyclists or cars.

Other

• Retain the cobble stones.
• Total road closure will be cheaper then a one-way system. 2
• Have residents-only access for Chapel Road. 2
• Policing of either system (whichever is chosen) needs to be carried out at first to ensure compliance.
• Put disabled parking outside Mitchell and Darling Bungalows (from No. 5 Chapel Road).
• Reinstate parking outside 140-146. (CHECK WHICH ROAD???)
• Either proposal is not required, but the parking restrictions will help traffic move more freely.
• Extending the footway to create build-outs will take away road area where vehicles give way to others.
• Do not modernise the road in any way.