

Appendix 2 - All comments Received from the Ramsgate Highways Consultation

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| Q6. Please add your comments about the proposed scheme. |
| Currently the barriers are safe. You are removing that and encouraging crossing in multiple places. This is risky. You have a crossing noone uses so your idea is to add more. Ridiculous! Buses can't fit there now, let alone reduced space. No one uses the high streets as most shops are bust and empty! Sort it out. Complete and utter waste of money. Ramsgate is dead because no one wants to visit. Make it better to park or improve high streets first |
| There is a real risk that drivers will accelerate out of the 20 mph zone. There are a number of homes for the elderly as well as visitor accommodation (Albion House hotel and Wellington Crescent and Comfort Inn) directly after the proposed end of the 20 mph zone. The 20 mph zone needs to be extended to the Granville Cinema area. |
| I can't see people being encouraged into the town/High St as long as the antisocial behaviour continues. Still too many empty/derelict premises and the area is filthy. |
| traffic speeding in the harbour area needs monitoring badly |
| As well as the proposed, I feel there is a missed opportunity to pedestrianise Harbour Parade. Not only would this reduce vehicle dominance it would also encourage more people to dine and drink along the harbour in the summer months, allowing smaller business to spill out and have more tables and chairs outside, competing with giants like Wetherspoons. Of course consideration has to be made for deliveries, that's why it would be a 9AM - 10PM pedestrianisation. Also consideration has to be made for the yacht club and harbour parking, but perhaps something could be done with the derelict land on the other side of the harbour by the old terminal building. I think the proposal is along the right lines, however so much more can be done to improve footfall from harbour to the town centre and also increase the desirability of the area. |
| I think that we also need to ban cars during the daytime, say from 10am to 5pm from Military Road and the part of Harbour Parade that leads to the beach |
| Clamp down on parking along the seafront, so many double parked. |
| These measures are a good start but they don't go far enough, the harbour area should be fully pedestrianised if you are really serious about making it work in the way you describe. Improve signage to the existing car park in Leopold Street and then there is no need for the endless stream of traffic trying to park on Harbour Parade. The pedestrian guards on Albion Hill are surely there to protect pedestrians from cars that could easily mount the pavement given the way people drive here and the layout of that section of road, so removing them makes literally no sense as a measure to supposedly benefit pedestrians. |
| Access to the pier and harbour crosswall needs to be maintained for harbour users and the restaurant at the end of the pier also for anglers and other foot users. |
| This is a long overdue, but a fine start, however if you are serious about a shift to more walking and cycling much more is required including public transport improvement and fully separated cycle lanes. |
| The 20mph scheme should be all of Central Ramsgate, stop the boy racers dangerously driving through Ramsgate residential streets. 20 is plenty has been adopted successfully in many places. Support the residents of the town in making it a safer place to live and for children to be raised. Ellington road, southeastern and park road are used as speedways. It's unacceptable, full stop. |
| Reducing the bus lay-by capacity is a backwards step in public transportation, and will cause congestion as busses have to wait their time table times. |

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| <p>The scheme itself appears positive, however speed limits need to be enforced. Also more needs to be done about driving through the town centre.</p> |
| <p>The reason for not liking the idea of Reducing the bus layby capacity on the north side of Madeira Walk is because National Express use the stop and it would cause havoc with the Loops, 9s, 33s.</p> |
| <p>Looks good overall.</p> <p>I hope that the gate at the bottom of harbour street will be installed by the time this scheme starts (this should already be in progress) - but cannot see any indication of this on the plans.</p> <p>Also Harbour Parade should be signed "access only" at the junction with Madeira Walk : Throughout the day there is a continual stream of local and visitor vehicles that turn into harbour parade looking for a parking space. These vehicles then turn into the tiny harbour car park, come out again, then drive on to the roundabout by Weatherspoons, then turn back and finally drive out to the main road again - Harbour Parade is often impassable with this continual flow of cars that should be directed elsewhere.</p> |
| <p>Bus needed for drop off</p> |
| <p>This will cause more traffic to use roads north of the town centre putting pressure on already busy roads</p> |
| <p>Speed limits need to be enforced and parking and double parking stopped outside the bars and restaurants on the front and enforced</p> |
| <p>Very pleased to see these proposed improvements to the walkability of the harbour. A safer, quieter and cleaner harbourside is good for all of us residents and doesn't make it any harder to drive through. Well done TDC!</p> |
| <p>Excellent proposals to improve the Harbour for pedestrians</p> |
| <p>Improvement of access/parking for disabled people is notable by its absence. Disabled parking at the harbour is already non-existent and the cobbled surfaces near the Royal Pavilion are bad for disabled pedestrians and wheelchairs. I would also like to hear something positive about the cliff lift.</p> |
| <p>A step in the right direction</p> |
| <p>Harbour Parade speed needs to be reduced to 5 mph to allow a more pedestrian environment for the restaurants and bars.</p> |
| <p>I visit the Harbour very often and I think the main problem is the Clock House, car park and traffic along Military Road.</p> <p>The problem for attracting visitors to the Town from the Harbour relates more to the closed shops and general disrepair of the Town.</p> <p>The Harbour IS the Town's focal point but it looks uncared for, e.g. the Clock House. The Maritime Museum should be brought out from its current owner and transferred to a Trust with all the exhibits. The Slipway works should be enhanced, opening another slipway to business if possible. The mix of commercial ship repairs, a decent museum and the food and drink outlets makes for a unique attraction.</p> <p>The Museum could be a massive attraction to visitors but also to locals who have connections with seafaring of one kind or other.</p> <p>Military Road is a nightmare for people wanting to wander quietly or take some food and drink. The 10mph limit is not observed by most vehicles and won't be without enforcement officers of ANPR cameras. The Road should prohibit Heavy Goods vehicles between 07.30 hrs and 22.00 hrs allowing deliveries outside this time or by use of smaller vehicles. The Port traffic should never be allowed to pass through Military Road.</p> <p>Cycling provision is totally inadequate and forcing "shared spaces" on cyclists and foot traffic is a</p> |

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| <p>recipe for problems and these are made more acute at times with high visitor numbers. If all traffic to the Harbour could be routed via the Port Road or to the access point by the Clock House perhaps the Military Rd by the arches could be fully pedestrianised between the times mentioned above.</p> <p>Traffic issues have to include management of motor bikes and scooters as well as other motor vehicles. Speed control is a must as is noise control. To achieve this it will be necessary to manage motor vehicle traffic on all the roads that approach the Harbour and Town Centre. A 20mph limit would help but only if ANPR and other enforcement is implemented. Otherwise this entire exercise will be an very expensive "tick box" project.</p> <p>A further issue is the Railway Station having no signs to direct people to the Town Centre, Harbour, beaches and other areas of interest. The lack of visitor information is another problem, leaflets out of date or missing.</p> |
| <p>The seafront itself attracts tourists as it is. There is ample parking for visitors and disabled people. The crossing at the bottom of Madeira walk is convenient. The bus stop itself is well situated. All of these factors have created this amazing atmosphere. The only thing needed is to regenerate the town itself and encourage tourists to make their way into the town in a safe manner like installing a timed barrier so vehicles don't travel up the town.</p> |
| <p>One needs to improve the town centre at the same time. You need cheap or free parking as well.</p> |
| <p>The 20mph speed is a good idea, permanent widening of the pavement along Harbour parade would benefit both the cafe culture and attract visitors. The wider crossing is a good idea. The bus parking lay-by could be improved in Leopold Street to reduce the parking on the sea front.</p> |
| <p>Ramsgate feels dominated by the road that passes through its seafront which is lovely for motorists but not so good for pedestrians, families, walkers with dogs et cetera. There is often a feeling that you can sit but the view is spoilt by cars parked directly in front of you obscuring the view of the harbour. Also the noise from the road is a constant issue</p> |
| <p>As a boat owner in the marina I love the idea of making this more bike and pedestrian friendly even if it causes me a little inconvenience when I need to drive.</p> |
| <p>The tougher you are on cars in this area the better. Please do more and make more pedestrian only areas</p> |
| <p>It is so difficult to cross the road so I welcome this rationalisation of how people want to move around to enjoy both the harbour and the town.</p> |
| <p>How will the 20mph zone be enforced?</p> |
| <p>The town won't regenerate all the time there aren't a lot of shops like there used to be to cover a wide variety. Rent is too high. There is no free parking anywhere near the town or harbour, no market days which would always encourage people into the town. Access and crossing the roads have never been a problem nor have stopped people from visiting the town or harbour. This scheme is totally bypassing the real problems within the town. Putting a crossing at the bottom of Madeira walk is potentially dangerous, as cars will take longer to stop as it's steep with a blind bend right next to the proposed crossing. Ramsgate has a working harbour, so as the partner of one of our Charter Boat skippers, it is vital that access remains for both sides of the harbour. Extra crossings will increase stopped traffic, build up of exhaust fumes for those sitting outside enjoying a pint or their dinner. I agree with the 20mph, not that you can go faster than that along there anyway.</p> |
| <p>Being pedestrianised would be much better. Make a one way seafront bypass from Leopold street and effingham street</p> |
| <p>A good proposal, however the seafront area should be pedestrianised - even if this is only during peak times of the day. Cars turning around, coupled with parked cars and restaurant tables make it very difficult to cross the road safely. I would propose that during summer months (May-September)</p> |

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| <p>the road is closed to vehicles between 10 and 4, at the car park/harbour junction. This will still allow for deliveries to restaurants, but will make it safer and more inviting for pedestrians.</p> |
| <p>If you can safely connect the military road cycle way with the harbour section I'll be very happy. This section is currently very poorly designed.</p> |
| <p>More pedestrianised/cycle areas would be preferable, but realise this needs a wider plan.</p> |
| <p>Whilst I like the scheme I'd rather have seen the money actually go towards the town centre. Isn't that what the fund is for?</p> |
| <p>Tinkering at the edges.</p> <p>20mph waste of time as it is never enforced</p> <p>Remove – and enforce - all on-street parking from Harbour Street and York Street Remove all on-street parking in Harbour Parade Remove through vehicular access (and thereby parking) on Military Road except for business access with allocated parking permits</p> <p>Who wants to sip their coffee amongst moving, dangerous, noisy, polluting vehicular traffic? Taking these additional measures would increase these areas' value as social spaces for people not cars.</p> <p>Shop-keepers and the leisure industry argue the banning of cars adversely hits their trade. The reverse is true and you should demonstrate that in proposing the addition measures above.</p> |
| <p>The proposed schedule will be harmful to the character of this historic and attractive area of the town. The proposal will deliver minimal benefit and not aid the regeneration of the town centre. If the town centre was worth visiting, people would go there. Money would be far better spent repairing the harm KCC have done to the street lighting scheme when they installed LED lighting.</p> |
| <p>I like the idea of joining the pedestrians walk from harbour into the town, only if the markets were to come back and encourage people into the town. On the other hand limiting cars to parking further out of town will reduce footfall . At present Ramsgate town is like a ghost town and not very nice to visit, so anything will be better than nothing.</p> |
| <p>its ok to want more visitors if trouble can be contained</p> |
| <p>A good idea but should be expanded still further up Harbour Street and central town centre to encourage pedestrians</p> |
| <p>Would like too see the whole seafront area pedestrianised. That would definitely make the whole area more inviting.</p> |
| <p>Long overdue improvements</p> |
| <p>20mph, traffic calming and pedestrian crossing should be introduced in other areas in Ramsgate. Specifically Ellington Road/Grange Road junction</p> |
| <p>It will be good to have more focus on pedestrians, but the impact of increased traffic flow on other routes all needs to be assessed and the impact managed</p> |
| <p>I would like to see Harbour Parade pedestrianised (perhaps between certain times of day to allow for deliveries to local restaurants).</p> |
| <p>The scheme is a great start but it needs to be bolder and completely stop vehicles in summer of the harbour areas.</p> |

I think this is an excellent idea. The area is currently dominated by vehicles, with the main place for pedestrians to cross being the signalled controlled crossing point - which can sometimes be slow to change to the pedestrian cycle. This scheme should help to extend the popular harbour area up into harbour street.

By 'reducing bus layby capacity on the north side of Madeira walk', I presume you actually mean the north side of harbour parade. One issue with reducing this capacity is what happens when two busses arrive together - the second bus would presumably be waiting behind to get into the bus layby and partially block the north side of the road. As well as local bus services, I believe that national express also picks up from here - they can be parked for longer than the local busses whilst waiting for passengers to store suitcases etc in the hold.

Some traffic currently travels quite fast down Madeira walk, which is potentially dangerous for pedestrians trying to cross the road on the hill itself - as the bends in the road mean that there are only a few points where pedestrians can get a clear view of traffic before they cross the road. Ideally, it would be best if the 20mph limit ran the whole length of Madeira walk, starting at the end of Wellington Crescent.

Consideration should be given to making harbour road a pedestrian zone with access only provision for deliveries and commercial premises. This would move vehicle traffic to alternate city Centre and seafront parking further enhancing the pedestrian and cycle experience and improving the opportunity for local tourist businesses to eclipse outdoor seating areas and pedestrian space. The constant flow of Cars and motorbikes detract significantly.

Getting traffic to pass through the area at 20miles per hour could cause traffic jams, especially with the pedestrian crossings as well.

Some planting and a review of necessary versus unnecessary street signs and furniture would also be good elements to consider.

It is very important that there is a pedestrian crossing from the top of Kent steps to Albion gardens. People speed and round the corner and there have been accidents. It's a common walking route for residents and tourists and is very dangerous.

Please don't lose parking capacity. In the past 5 years, parking for residents has reduced a lot. Blue badge holders (me) have been grossly effected by this.

Overall, I welcome anything that increases pedestrian access to harbour area and town centre, and reduces the dominance of cars and traffic. So it all looks very encouraging!

My one worry would be that removal of the guard rails on either side of the road would expose pedestrians to speeding & out of control cars mounting the pavements, which seems to be happening more frequently, and has resulted in lots of accidents across the country, as well as in Ramsgate.

During the evenings and later at night, cars and motorbikes are often speeding and racing along these seafront roads, putting pedestrians in danger. Maybe a chain of bollards could be installed on both sides of the roads to protect people on the pavements.

I think this is a fantastic scheme that will really enhance the area

money would be better spent encouraging businesses to the High Street

Looks good to me.

This will be a vast improvement, it is a shame harbour parade will not be pedestrianised. The cafes and mood of the area would be improved with fewer cars and larger external seating areas. I am also recalling a 'town Square' proposal outside the maritime museum but assuming this has been shelved?

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| Vehicles rarely exceed 20mph in the seafront area anyway, so this is unlikely to make a big improvement. A better approach would be to limit access times for commercial vehicles or make access a single carriageway with traffic controls, allowing local businesses the opportunity to utilise the area at the front of the property permanently. |
| Even with 20mph and crossing points I would worry about removing the barriers- as people will try and cross not at the correct points and where views of the road are restricted due to the bend in the road this could be unsafe. For example, even with all of the crossings along Margate seafront pedestrians still just cross the road and sometimes even just walk out in front of cars. Could there be a compromise with some of the barrier left. Otherwise, I really like this proposal, especially the new junction/crossing at the Leopold Street end. I think this will make it much easier to navigate as a pedestrian- especially with a pram, as atm this area is tricky to walk along. |
| the parking down the entrance to harbour and around the roundabout causes congestion and problems We want to attract more visitors also also there two car parks nearby but the closest one near the town needs cleaning on a regular basis to attract people to use it |
| I am still concerned about the control of cyclists in this area. Some can be very arrogant, & come upon you silently from behind. I frequently move over for them, but very rarely get even an acknowledgment let alone a 'thank you'. I think signage pertinent to them should be clearer. |
| A 20mph speed limit doesn't go far enough. Apart from vehicles that need to deliver to businesses there should be no vehicles allowed through the town or the section that goes from Little Ships to the seafront. The pavement is far too narrow in this section. It should be predominantly for the use of pedestrians. Cafes with outside seating are far more attractive to locals and tourists if there are no vehicles. |
| I feel that the scheme is an improvement on the current situation, but that there should be a greater emphasis on stopping cars (with the possible exception of delivery vehicles for businesses) driving up Harbour Street and down Harbour Parade, rather than just reducing speeds and hoping drivers will be nice and take alternative routes. |
| Removing the mini roundabout might negate the new speed limit as some drivers will just see a clear road in front of them. I have been a professional driver for over 20 years. |
| The 20mph scheme should extended further up the High Street and INCLUDE George Street which is a very fast rat run... |
| ABOUT TIME, THIS SHOULD HAVE HAPPENED YEARS AGO. TDC TOO SLOW TO ACT. |
| We need more pedestrian areas on the Harbour Seafront , and stop all the parking there as well |
| Anything that enhances safety for pedestrians and reduces car speeds is good also we need something to encourage people to actually go into the town |
| It doesn't seem radical enough a change. It just seems like a lot of money to put some new road markings down. The changes don't go far enough. |
| Anything to stop the petrol heads driving up the High St. Unless you're a delivery driver there is no need to drive up there. Ban all cars from Harbour St up. |
| I think there could be more to be done to extend restaurant/cafe culture on harbour parade. (the road where Little Ships is). To reduce parking in this area so that locals and visitors can enjoy the harbour. Perhaps move the taxi rank too to encourage this. |
| Please shut off traffic to Harbour Parade and make it a Pedestrian Zone |
| reducing bus parking bit odd if trying to encourage more use of these and reduce car usage, removing railing could be dangerous and encourage people to nip across instead of using new crossing areas. i think to fully enhance areas ban all cars using seafront area just have business access for deliveries and buses only. think that reducing speed will help but concerned of the boy |

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| racer element too |
| i was hoping the scheme would include the creation of a pedestrianised area - this would make a huge difference |
| Not sure it will reduce traffic or stop local business owners in Harbour Parade being complete inconsiderate morons double parking their cars |
| I think there is an opportunity missed regarding the vehicle access to the east pier. With the proposed redevelopment of pier yard it makes no sense for traffic being through the square . Far better to create an access from Harbour parade. |
| I feel that the harbour and surrounding areas have already been improved. There are far more important models for other areas in Ramsgate that never get the focus. I believe that the train station should be closer to amenities as this is where a lot of travellers see when they arrive in Ramsgate and it does not instil a sense of pride. |
| I hope this will encourage local people and visitors to enjoy our seafront. |
| Great idea, it's awful the speed of vehicles coming down madeira walk |
| Make parking affordable at the multi storey to reduce people looking for harbour parking near the harbour which will reduce vehicles passing looking for parking |
| Why not spend the money in improving the lifts and removing parking charges. The car park needs an attendant and refurb. The high st needs a lot of attention and we need to attract companies with low rents and business rates. |
| Who's going to police it |
| My concern is the traffic congestion these proposals will cause with so many crossings and almost coming to a standstill approaching a windy steep hill (Madeira). Great for pedestrians but cars need to use the area too! Cycle provision is good. Ditch raised tables. They don't work and need continual maintenance and wreck cars. (look at St Peters) |
| This road will always be busy because there's no alternative to go round living on the East Cliff. 20mph zone is a good idea but during normal daytime, traffic can't go any faster. Creating a pedestrian area will not attract more people into the town when there's nothing to see. Wider pedestrian crossing is a good idea at busy times. Reducing bus lay-bys will create more traffic jams and pollution. Overall a complete waste of money but then that's what councils do. They never listen to peoples views or ideas. So I expect your go ahead regardless. |
| I would rather see the harbour area pedestrianised |
| Removing the guard rail will cause problems at night when the local bars kick out. I have worked in these bars and seen some near misses with people jumping the barriers, not having them is just an open pass for people to not pay attention to the road. |
| The more crossing points for pedestrians, the better |
| This should have been proposed a long time ago |
| Think the crossing just off the bend at Albion Hill is dangerous. Losing the roundabout at Military round will make turning large vehicle into military road harder. Really cannot see how this will attract persons into the town! |
| The scheme itself will not attract visitors from the harbour area into the town centre, only a complete revamp/rebuild will make any difference to Ramsgate Town. |
| Looks exciting, we are new in the area and would like to see how the disused port is converted into something special which I am assuming is part of the same funding received but a separate project. |
| When the centre of Ramsgate is pedestrianised for special events the whole space feels more |

attractive and welcoming Having that as a given all year round could be transformative

1.The mph speed restriction should be extended further up the hill at Madeiras Walk so that vehicles reduce speed earlier.

2. The scheme would be much improved and better achieve its objectives if the bus stops were relocated to Leopold Street.

The entrance to Harbour Street is dirty, neglected and uninviting, this must be addressed to get people into the town centre. Police station in very poor state giving poor impressions of the town. Beggars, homeless, drunks.....serious issues remain.

As a Harbour Ward resident who is already finding parking an issue, I am fearful that pedestrianisation of the Harbour will encourage more visitors to use residential areas as their free parking. We desperately need residents parking in large areas around town centre. Our road is a dead end and we are constantly plagued by non residents using our road to park and walk into town. An overhaul of resident parking is needed in tandem with this proposal

I am very much in favour of the scheme. However, I think that it needs to be more expansive. I would like to see:

1. The 20 mph extended to start at Paragon Promenade and at Cottage Road/Wellington Crescent to the east. On a general note, I think that the whole town centre area should be a 20 mph area, controlled at key points by average speed cameras.

2. Further consideration needs to be given to the end of the cycle lane at Royal Parade. There should be clear markings that cycles cross as well as pedestrians at the crossing. This will allow for cyclists who wish to travel east to safely access the left-hand side of the road. Cycle priority markings should be made on the road and the bus stops marked as a shared cycle and bus area. Also, there should be protection measures for cyclists wishing to cycle on Madeira Walk to Wellington Crescent/Harbour Parade either way.

3. The pavement at Harbour Parade should be widened permanently to allow more space for pedestrians and for outside tables for cafes and restaurants (on the arm of the road in the direction of the Royal Victoria Pavilion).

4. Bus stands should be predominantly in Leopold Street, with Harbour Parade having stops only.

Would also like reduced speeds in conservation area of Ramsgate.

I think the 20 mph area should be extended to cover most of the Conservation Area. Particularly concerned about fast traffic down Madeira Walk not seeing the new crossing area until very last moment due to bend in road - better to have the whole area including Wellington Crescent at 20mph. With restricted parking planned in front of the Clock House signage to the car park in Leopold St the turn to the car park needs to be better signed and, better still, be called the Harbour Car Park

Currently, traffic dominates the area, cutting off the Town from the Harbour area. This scheme goes a long way to changing that situation. The pedestrian must be of paramount importance, rather than cars and vans. Traffic learns quickly when it is not the dominant force, as I have seen in other areas.

This will make a huge difference to the safety and accessibility of Ramsgate and is long overdue . I think the reduced speed areas should be extended to include the length of Wellington Crescent up to George V Park, and even more importantly further up the High Street (i.e. past Cannon Road). The junction at Chatham Street,/High Street/ Chapel Place is frightening and potentially lethal. I witness motor vehicles regularly driving at wildly high speeds and feel it is only a matter of time before a tragic accident happens.

20mph limit should also apply to Wellington Crescent

The 20mph should extend through Wellington Crescent as this a dangerous fast section of road where tourists and locals park, it seems to get forgotten.

The funding is for the high street to enhance retail and community activities. It's not a nice place and I feel very unsafe walking there any time of day. It looks awful the whole high street needs improving along with the access. These and the above are priority.

My concern is that with the scheme as proposed will encourage drivers to accelerate out of the 20 mph zone up Madeira Walk. This is at odds with the socio-economic activity that takes place and/or will take place along Wellington Crescent and Victoria Parade.

Background

There are a number of homes for the elderly (Homefleet House) along Wellington Crescent and Victoria Parade.

There are a number of visitor accommodation sites including Albion House hotel, Wellington Crescent, Coastguard Cottages and The Comfort Inn along Wellington Crescent and Victoria Parade. There are a number of social activities that take place on the East Cliff promenade; for example Ageless Thanet meets at the Tollgate Kiosk and many people of all ages from the very young to the elderly walk on the East Cliff Promenade.

There are also access points to the beach at the Pugin/ Kent steps, East cliff lift (when operational), Rainbow steps and East Cliffe chine which people do need to cross the road to access.

In addition, Granville Theatre is to be used as a community asset and the catchment area must be extended to buses, feet, train as well as by car. There is a bus stop on either side of the road but with no zebra crossing or traffic lights to assist safe crossing.

The nearest train station is Dumpton Park with quite a short walk to the seafront again there is no zebra crossing or traffic lights to assist safe crossing.

All of these socio-economic activities require crossing to and from the road.

Proposals

To extend the 20 mph zone to other parts of the East Cliff and wider town (namely Madeira Walk and Wellington Crescent and parts of Victoria Parade).

To create a zebra crossing at or around the lower kerb part of Victoria Parade near Granville.

It's so backward looking. The harbour is the best tourist attraction in Ramsgate. It should be pedestrianised, both Harbour Parade and Military Road, so that the cafes, pubs etc can spread out and make Ramsgate more attractive to tourists and residents. There is no point in having 20 mph zones if they're not policed. Motorists pay no attention to the existing limits. It's positively hazardous crossing Wellington Crescent. If you really want to link the harbour to the town centre then block the road to all traffic except buses from York street to the bottom of Madeira Hill. Madeira Hill, Wellington Crescent, Victoria Parade is just a rat run, for drivers seeking the totally inappropriate Winterstoke Crescent/Winterstoke Way route to Dupton and Broadstairs. Incidentally having a crossing on Madeira Hill just round a blind corner is asking for trouble. There will be accidents.

The gaping flaw in the scheme is that it allows non-essential traffic and even on street parking in Harbour Parade. This is a small no through road (though unbelievably there is no sign to indicate this at the entry point) Deliveries, residents, disabled and emergency services all need access. It is quite ridiculous to allow other kinds of traffic to even enter the street let alone park on it. The recent removal of the planters which had at least restricted parking during the covid emergency makes me doubt that the people in charge can be really serious about deterring cars from spoiling the relaxed, leisure use of the seafront.

It would ALSO be good to have a crossing from Addington Street to the steps down the harbour. Addington St has become a main attraction and a crossing here would enable pedestrians, both resident and tourists to safely cross from the harbour and arches shops, restaurants to those on Addington Street. It seem that it might be be good to include this in the plans. It would also further reduce the use of the road along the top of the harbour as a 'race-track'.

Another idea would be to replant some good sized trees in the harbour area. A greening of trees would really enhance the environment and make this a more quality place to be for both residents and visitors.

If I may add to the comments I made yesterday, the reason I called the plan backward looking is that it takes no account of the climate crisis we are living through, or even a nod towards Cop26. The reason I propose blocking off Harbour Parade between York Street and Madeira Walk to all traffic except buses, as well as really integrating it into the town centre for pedestrians, is also to discourage commuting along Harbour Parade, Madeira Walk, Wellington Crescent, Victoria Parade etc. We have to discourage people from using private cars. As it is, the noise and particulate pollution along Wellington Crescent is appalling. Take a look at the ground floor frontages of the houses on Wellington Crescent and you will see heavy black particulate deposits. This is killing people. Thanet is fortunate in having a good public transport system. The Loop, in particular, is as good as any London bus route. Rail contacts between the Thanet towns are also good. This is your opportunity to do something for life on the planet, that's the important thing, not adding a few pedestrian crossings.

There is no point in trying to move visitors from the sea front into the town when there is very little to take their interest at present. The town needs more investment, to encourage new traders.

The scheme is a little suspect as it is framed as a High Street Improvement. While it is well intentioned to move people from the successful harbour area into the High Street area if the High Street is not improved it is not really applicable.

supportive of the pedestrian crossing proposals. Definitely be in favour of a more pedestrianised area, this would be a good change and encourage people from the town to the harbour area and vis versa. The quality of Ramsgate's High Street is in need of an overall if visitors are to be encouraged through the new proposed access from the harbour

I think that the reduction of speed and crossing are great but worry about limiting of buses as these are key to mobility for some of Ramsgate residents and shouldn't be hampered

Having spoken to the representatives at the consultation, a suggestion has been made that there was a consideration that the 20mph zone could begin at the top of Madeira Walk. Many visitors park on Wellington Crescent and look to cross the road by the Albion Hotel to access the town through Albion Gardens. I would suggest that if there were a further raised crossing, and a reduction to 20mph at the top of Madeira Walk this would be advantageous to the overall scheme. Traffic accelerates up the hill and makes the crossing opposite the Albion Hotel particularly dangerous. Bus drivers at the top of Madeira Walk, seeking to leave the stop on Wellington Crescent toward the Harbour because of the speed of the traffic. Kent Steps leading to Wellington Crescent is an extended attraction of the Harbour area and the crossing at Albion Hotel has potential to become more hazardous because of vehicles accelerating away from the 20mph zone. I would even suggest that if Wellington Crescent were to be included in the 20mph zone beginning at the crossing opposite Homefleet House, which is used by many residents of the retirement home would greatly improve the whole scheme for the Town in the light of the Vision Zero initiative. The intention of the scheme is to reduce to the dominance of vehicles. Wellington Crescent as it leads to the Harbour is heavily used by vehicles as primarily a through route to and from the Harbour /West Cliff direction. By limiting the 20mph zone to the Harbour area only does not consider the extent to which the parking of visitors on Wellington Crescent who access the Harbour and town centre from this area would be less at risk if

the scheme for speed reduction. If there was consideration to increase the speed reduction zone this would enhance the Harbour scheme and make a more pedestrian/cyclist/visitor friendly environment.

20mph zone should be extended to include West Cliff Road and residential areas

Unfortunately, we found the proposals disappointing. We realise that the money available is limited and certainly not enough to employ experienced consultants. However, we have the following comments:

I would to see the raised table area extended across the whole crossroads area between the existing crossing at harbour parade and the proposed crossing at Madeira Walk.

I would like to see the 20mph area extended across the whole of Central Ramsgate.

I would like to see Harbour Parade pedestrianised from the junction with Albion Hill to the Pier Yard pedestrianised.

Concerned about details of reduction in bus layby..... that this doesn't lead to traffic back up as buses not able to get into layby

The town centre doesn't attract visitors because it is a run down area full of empty shops and has social issues and the people that accompany it. Changing traffic by the well populated waterfront is a way to look like you are doing something without addressing the underlying problem. In addition making the area less vehicle friendly will discourage visitors and make locals choose other routes on residential streets to avoid this ridiculous scheme.

While I am delighted with the proposals as far as they go, they need to be extended urgently. In light of the increasing use of 20mph zones throughout the urban areas in London and the rest of the country, the area of the proposed zone should be extended. Royal Parade should be 20mph for its entire length, perhaps including St Augustine's Road also. There should be a pedestrian crossing between the AddingtonSt/Nelson Cresc junction and 'Jacob's ladder'. Many people cross at that point, and it is dangerous. The danger will not be lessened by the short 20mph zone, as all traffic will accelerate strongly as it becomes 30mph. In my view there should also be a pedestrian crossing at the end of Royal Parade/Western Esplanade near the Churchill. Crossing between the seafront and the town is often almost impossible at this point.

Please don't be so timid with these proposals. Many towns now have a blanket 20mph zone, and drivers seem to be accepting of this enormous enhancement of pedestrian and cyclist safety.

Further to my email below, I have realised there is still no safe crossing to the west side of Leopold St (bus stops, The Terrace, shops in Queen St.)

The original crossing at the harbour bus stop already gives access to York St and the east side of Leopold St.

If the proposed new crossing is moved just to the east (above Leopold St), this problem would be addressed.

- Money should be concentrated at the Harbour Street/Harbour Parade junction to reinforce the link to the town centre.
- Spending the money on cheap concrete paving blocks and mound crossings from here to there is a waste
- Make the whole crossing into a pedestrian crossing
- Take through traffic out of Madeira walk and Harbour Parade – ie reduce the status of these roads.

- Use High quality materials such as York stone and granite. Place the statue of George IV in the middle! Create a shared space! Allow buses, delivery vehicles and permit holders through at a snails pace.
- Deal with the hostile environment on the blind corner of the Royal Pub and chip shop
- In the future the York St, Royal Parade, Military Road junction could be treated in the same way.
- The waiting underclass in Leopold St could also receive some much needed attention

I support a pedestrian crossing opposite the hotel on Royal Parade as it's currently really dangerous to cross at that part of the road. People using the multi-storey car park need to be able to safely cross the road to the harbour.

One thing that didn't come up on the plan, but I do feel strongly about it, and this is regarding the traffic flow on Military Road, alongside the harbour. It's great that there are so many restaurants along there with a view of the harbour, but there are far too many cars, many just driving up and down. It spoils the experience of sitting outside a restaurant, and some cars travel much too fast making it dangerous for pedestrians. I believe it would be so much better if there was a mechanical arm that could be easily raised for anyone needing to officially access the port, harbour or business, but it would be a deterrent for anyone else joyriding along that road.

Pedestrian guard rails are an absolute necessity due to condition of pavement and as I have impaired movement the railings keep me safe. To reduce speed to 20mph means more traffic build up and more dangerous fumes. To get more people into the town centre a Friday market in the HIGH STREET and fashion shops, NOT vape shops, Estate Agents, Gambling shops.

Along with other residents I would prefer to see the 20mph zone begin at the top of Madeira Walk: The many visitors who park on Wellington Crescent try to cross the road by the Albion Hotel to access the town through Albion Gardens. If there were a further raised crossing and a reduction to 20mph at the top of Madeira Walk there would be greater safety for pedestrians and a greater sense of promoting a safe and enjoyable environment for people, in better balance with vehicles. Bus drivers are regularly challenged by speeding traffic as they seek to leave the Wellington Crescent stop toward the Harbour. Traffic accelerates up the hill and makes the crossing opposite the Albion Hotel particularly dangerous. Kent Steps leading to Wellington Crescent is an extended attraction of the Harbour area and the crossing at Albion Hotel has potential to become more hazardous because of vehicles accelerating away from the 20mph zone. Ideally, Wellington Crescent to be included in the 20mph zone beginning at the crossing opposite Homefleet House, which is used by many residents of the retirement home, it would greatly improve the whole scheme for the Town in the light of the Vision Zero initiative. The intention of the scheme is to reduce the dominance of vehicles and extending the 20mph zone along Wellington Crescent would certainly promote that aim.

cyclist dismount signs should not be included. There should be a way to cycle through.

There is a preponderance of traffic engineering and an absence of urban design.

The scheme fails to confront the single biggest eyesore, traffic hazard and visual obstruction: the bus laybys and the noisy, polluting, intrusive vehicles that use them. Relocating them would, at a stroke, transform that area opening it up to more pedestrian space and cafe culture and open the vista to Ramsgate's 'jewel in the crown' - the Royal Harbour. TDC/KCC must not allow the bus service provider to dictate and compromise major environmental improvements. The bus laybys MUST be relocated in Leopold Street/Queen Street even if works are needed to achieve this.

The current Highway Scheme though part of the Future High Street Fund is piecemeal and in isolation from the other Ramsgate Future projects now being progressed: It has to be fully integrated

with a wider strategy that incorporates the Town Investment Plan and the Levelling Up Fund proposals. I do not see evidence of a coordinated strategy..In that context, and not withstanding my earlier comments, the Highway Scheme may need to be changed. For example, under Levelling Up there is a strong argument for pedestrianising Harbour Parade as well as Pier Yard, or at the very least imposing a 5mph speed limit, as opposed to 20mph proposal in the Highway Scheme. Harbour Street too should be a 5mph limit with appropriate traffic calming measures.

The proposed 20mph speed restrictions should be extended up Royal Parade, beyond Leopold Street, and on Madeira Walk to the crest of the hill.

I am pleased to see that there are improvements proposed to this area & that hopefully this will create a better harmony between pedestrians & vehicle traffic. How much this proposal will draw people to the harbour is difficult to tell if there are no improvements elsewhere....i.e. (Harbour Parade). I am therefore concerned that this is a piecemeal solution whereas an overall scheme for the whole harbour & town centre area should be considered.
The bus stops should ideally be repositioned on Leopold Street (staggered to avoid jams) away from the lovely historic harbour front which is a huge draw for locals & visitors.

The town centre pedestrian area, allowing cars to drive through will always stump the high street from ever being successful. You cannot relax, have a stroll and look in shop windows without vehicles trying to run you through every two minutes...

Concerns it may create rat runs in residential Streets.

I think the proposals are a good start, but do not go far enough, especially to reduce the dominance of vehicles in the harbour front/ town centre area. I think the 20mph speed limit should be extended to at least half way up Madeira walk (preferably beyond the Albion Hotel/ Wellington Crescent junction to allow pedestrians to cross safely from the Town Beach promenade and to make the new proposed crossing at the bottom of the hill safe, as visibility is so poor here because of the bend), all the way along Queen St (this is a very intimidating area for pedestrians and a thriving and dynamic area in the town centre), along Leopold St, as this is an area much used by pedestrians accessing buses, the car park and the Harbour Front and westwards beyond the junction of Royal Parade with Addington St, which is also a difficult and dangerous pedestrian crossing area.

I think buses on rest breaks should lay by in Leopold St, where there is potentially more space and where they do not block pedestrian and cyclist visibility and also increase the feeling of space for pedestrians and cyclists if this area is seen to be the important interface between Harbourfront and Town Centre. A single bus stop on either side is fine.

Cyclists will need clear instruction on how to proceed at the junction of Royal and Harbour Parades where the cycle lane ends, or more preferably better provision for those heading down into Harbour Parade.

I believe the Council should be aiming to make the whole of the conservation area a 20MPH zone as there is a culture of speeding in Ramsgate Town Centre on roads which all have pedestrian, disabled and cyclist unfriendly sections. We are in an era where walking and cycling needs to be enabled and encouraged, and where we should be discouraging reliance on the car. One possible way of signalling this as an intention, and to begin a culture change could be to join the "20 is plenty" scheme/campaign- please see <https://www.20splenty.org>

I do however believe that the introduction of any 20MPH scheme, no matter how big or small, needs to be backed up with at least some enforcement.

I thoroughly support this scheme, which I believe will help create much stronger links between the harbour and the town, and will make the area much more cyclist- and pedestrian-friendly. However, I would wish to see the following additions: 1) extension of the 20mph limit along the seafront, at least

from the top of Madeira Walk by the Albion House hotel to the top of Royal Parade by the Churchill, and ideally all along the East cliff too as speeding cars along Victoria Parade are becoming more frequent and pose a danger to pedestrians. I am concerned that without this, vehicles, particularly heavy ones, may be unable to reduce their speed in time when approaching the harbour area and thus the 20mph limit may be ineffective; 2) removal of parking in front of the cafes & bars along the section of Harbour Parade leading to the Pavilion, and formal extension (and refurbishment) of the pavement area, with vehicular traffic restricted to a single lane (perhaps with traffic lights?) for access, deliveries etc only, in conjunction with the plans for the Pier Yard; 3) limits on deliveries to the Harbour Parade bars and cafes to before 10am and after 5pm, as in Harbour Street; 4) removal of redundant street furniture along with pedestrian guards, including the two empty posts on Madeira Walk outside the entrance to the former Pizza Express building, and rationalisation of other signage onto as few posts as possible! 5) addition of one further sign, however - a No Through Road sign by the old Pizza Express building to discourage drivers from trying to find their way through to the beach. I would also urge the use of high quality materials for this scheme: Ramsgate has been blighted by the use of cheap materials for similar schemes in the past (eg the paving in the pedestrianised part of the High Street and the 'wavy lines' paving in front of the new Ramsgate Sands development.) We are a town rich in heritage and the materials we use should reflect this.

Please move bustops on front to Leopold St. Wth new town square coming, more pedestrian space, wider pavements.

That improvements are being considered for the harbour area in Ramsgate is very welcome. The harbour is the town's greatest asset and the focus of historic and future cultural and commercial activity. The zebra crossing by the Travelodge is crucial to ensure safety for pedestrian impact of heavy commercial traffic using Military Road when the tunnel to the Port is closed for maintenance or filming. The various crossings around the junction of Harbour Street and Madeira Walk could perhaps be resolved with a single Barndance style crossing straddling the crossroads there to allow a desire line to the struggling town centre and harbour attractions. I am also sharing the view that the removal of the bus stops from the main road into Leopold Street would improve the unique vista for visitors to the harbour, allow widening of the pavements for safe and pleasurable use by the harbour wall, rather than the bus stop pinch point we have now, and allow smooth flow of traffic rather than the congestion currently experienced when multiple busses stop. Finally, I would welcome the extension of the excellent idea of a 20mph zone to extend further up both hills to the first intersection.

The only useful purpose served by the existing guard rails is for locking a bicycle. Please ensure that they will be replaced by at least a dozen cycle stands.

The existing pedestrian crossings are dangerous. The pedestrians' green lights are active for only about five seconds and they are not visible to pedestrians once they have started crossing. Please revert to the old style overhead displays and please supplement them with countdown displays, advising pedestrians how many seconds are remaining before the lights change.

The 20mph zone should extend from The Churchill Tavern (at the Paragon) to Wellington Crescent. Once a road vehicle has reached the seafront area, it is at a "destination" and there is no good reason to exceed 20mph. If drivers are unable to appreciate this environment then they should find alternative routes.

The general idea of improving the highway at Ramsgate seafront is welcomed.

However, I and a significant amount of my colleagues and community stakeholders have concerns about the lack of consultation with us on such an important intervention on the urban design of Ramsgate. I am a member of the Ramsgate Heritage and Design Forum.

I grew up in Ramsgate and more recently as a lead volunteer for Historic England's HAZ project I

carried out the survey work for the Conservation Area Appraisal for Ramsgate Conservation Area No.1.

This area covers all of the harbour and its buildings along with all of the buildings lining the cliff top, front and back from Churchill's public house on The Paragon to the lift at the East Cliff.

I and the other volunteers spent weeks surveying the area and this involved crossing from 'town side' to 'harbour side' on many many occasions. The big take off that we got from this was how dangerous it is to get from one side to the other, even for able bodied people. This includes all the main communication points such as :

- The Paragon at Churchils
- Addition Street
- To and from the Westcliff Arcade to the other side of Leopold St
- Royal Parade to Military Rd
- The poor timing on the pelican crossing on Harbour Parade
- All along Madeira Walk, particularly at Albion Gardens and at Albion House.

I have reviewed the scheme and discussed it in detail with the representatives from TDC and KCC at the public consultation recently.

Here are some key points:

- The consultation has failed to communicate with: the Ramsgate Heritage and Design Forum, The Ramsgate Society, The Ramsgate Regeneration Alliance and any of the other stakeholders in Ramsgate
- The proposed scheme is under ambitious and focuses on a narrow area and fails to see the big picture
- The cost of the scheme design does not provide values for money
- After a technical review and conversations with TDC and KCC reps I see the scheme has numerous and design faults that will affect Ramsgate seafront, Harbour Street and the High Street zone negatively for years to come

Overall, I think the scheme has been poorly designed and by people that do not know the place. The scheme needs to be reviewed with input from relevant local people.

NAME REMOVED