

- **ALKHAM PARISH COUNCIL Highways Improvement Plan January 2023**

- **Live Priorities Record**

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	<b>Central Alkham</b> Alkham Valley Road from western gateway through to eastern gateway posted 30mph speed limit.	<p>Speeding vehicles through the village and pedestrian safety.</p> <p>Vehicles regularly exceeding current posted 30mph limit entering the village from both gateway directions.</p> <p>The village centre crossroads is a frequently used crossing point for many residents, hikers, horses, and cyclists. Residents and visitors cross here to access village green, children’s playground, church, village hall, bus stop and Marquis of Granby pub.</p> <p>Pedestrians are having to walk in roadway where no footpath links exist.</p> <p>KCC Highways has already acknowledged poor visibility in this area.</p> <p>Poor visibility for vehicles exiting the Marquis of Granby car park on to the AVR. Problem exacerbated by residents westward of exit parking on eastbound roadway and also straddling pedestrian footpath, forcing users to walk in</p>	<p>Overall aim is to focus on solutions that deliver speed reductions which are appropriate and self-enforcing with the use of traffic calming and signage and provide measurable results. The current problem/concern will require a mix and match approach to help deliver the overall aim:</p> <p>Potential solution of adopting the 20mph Toolkit engineering scheme overall between gateway locations, if deemed fit for purpose by KCC Traffic Scheme Team. If not, the following traffic calming measure proposals are submitted for consideration.</p> <p>1a: Highlighting both east/west gateway entrances, by the addition of white dragon teeth roadway markings, refreshing</p>	<p>20mph zones are often used in residential areas to keep traffic speeds low and suitable for pedestrians and children out and about in these areas. The zones should be designed to be "self-enforcing" so that the traffic naturally keeps to the speed limit. This can sometimes be achieved without additional measures due to the physical layout of the road, on-street parking etc. otherwise physical traffic calming measures will be needed to go along with the introduction of the change in the speed limit. This can include gateway treatments, speed humps, chicanes, road narrowing, and other measures to both physically and visually reinforce the reduced speed limit. It is worth noting that while residents may support a 20mph zone in principle they often object to traffic calming measures near their home and design requirements often give little scope to adjust the location. Where existing measured traffic speeds are at or below 28 mph it may not be necessary to install physical calming features however signing alone is unlikely to have a significant effect on traffic speeds (typically around a 2mph reduction to the mean speeds is all that is likely). KCC would not support a speed reduction. Speed Surveys undertaken on Alkham Valley Road on 23/9/2021 showed an Average Speed of 33.02mph and 29.28mph. <b>These speeds are appropriate for a 30mph, therefore, KCC would support enhancing the East and West gateways. Design Fee: £600*</b></p> <p>To refresh existing road markings, report these to <a href="#">Report a problem on a road or pavement - Kent County Council</a></p>

*Please Note: Highway Improvement Plans will only be accepted if they are in this prescribed template format. **PLEASE DO NOT ALTER IN ANY WAY.** Whilst this is intended to be a living document for your Parish Council, KCC can only make resources available to review your HIP annually – **Alkham review is on or after March each year.***

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		<p>roadway. Several recent RTA's in the immediate vicinity.</p> <p>Speed limits have been too high for residents to be able to exit their drives safely despite the existing roadside mirrors.</p> <p>Alkham CSW team regularly carry out traffic speed monitoring sessions at Kent Police approved sites. Their reports support a significant increase in speeding and habitual offenders through the valley and in Alkham, particularly post both gateway entrances. This has been recognised by KCC Police with the random deployment of the mobile camera van four times a month, and the Alkham CSW team being accompanied by a Police Officer using their own police camera and issuing enforcement notices. From this it can be deduced that that Kent Police have significant and increasing concerns about speeding traffic when passing through Alkham.</p>	<p>roadway roundels and consideration of installing new white gates on the verges. WOULD LIKE DRAGONS TEETH</p> <p>1b: Where posted 30mph verge signage is in place, enhance with the addition of 30mph roadway roundels. If no verge post signage in situ through village centre consider provision. This to help provide visual indication of speed limit. WOULD LIKE ROUNDELS</p> <p>1c: Add to the newly replaced post and horse signage located on pavement between Halton Court and Little Garth, a triangular junction sign (left) to indicate North Hill side road, also a rectangular 'reduce speed now' sign. Both additional signage to indicate immediate east bound traffic hazards hidden by hill Z bend (side road and two concealed exits).</p> <p>1d: At eastern gateway, approx. 20metres westward on westbound carriageway, add to existing posted horse signage a triangular side road</p>	<p>*items under 1a to 1f can be investigated and included in the detailed design and estimate.</p>
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			<p>sign (indicating entrance to Short Lane), plus a rectangular 'reduce speed now' sign. OR SLOW MARKING</p> <p>1e: Due to increased Kent Police camera enforcement presence, sited on grass verge just before both gateways, two sets of balloon type camera signs to be sited as advised best location.</p> <p>1f: Additional SLOW roadway signage sited throughout village, at agreed locations.</p> <p>1g: New horse sign before short lane</p>	<p>Parish to consult with residents prior to processing request.</p> <p>£2,500 for a TRO (Parking Restrictions)</p>
2.	<b>Central Alkham Valley Road</b>	On the eastbound roadway section, between Church Yard access/egress and Marquis of Granby carpark exit - inconsiderate parking.	Installation of DYL's	<p>13.12.22</p> <p>As discussed, contact local PCSO who could help with irresponsible parking as this is a police matter.</p> <p>If DYL's were considered the Parish would need to consult with residents prior to processing request.</p> <p>£2,500 for a TRO (Parking Restrictions)</p>

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3	<b><i>Alkham Valley Road West – Standen Terraces</i></b>	At Standen Terrace bend on the Alkham Valley Road the speed limit is currently 50mph. The residents in that location park their vehicles on a common parking area that borders the bend. That parking area is unsited from both directions until you are on it. There is no current posted highways signage or road markings to forewarn traffic of the approaching hazard. .	A potential solution is to erect two new posted highways warning signage both side of the approaches to the bend on the grass verge. Signage to warn of bend, plus a reduce speed sign, coupled with a roadway SLOW marking.	13.12.22 There is no crash data at this area of the Alkham Valley to support signage. As discussed, putting up more signage can become less effective as sign clutter. Using 50mph roundels could also have a negative effect as drivers will be reminded that it is a 50mph speed area and could possibly speed up, rather than driving to the road environment.
2	<b><i>Alkham Valley Road West – Drellingore Cottages</i></b>	Concerns about speeding vehicles entering South Alkham from the West.	1a -Proposed that the 50mph limit from Standen Terraces, past Drellingore Cottages and Drellingore bend, is ended approx. 200 metres before Hoptons Manor corner and the speed limit reduced along this stretch of highway to 40mph. This reduction on the eastbound highway would provide better warning and clearer indication of the signed bend and associated hazards at the Lockering Lane/Hopton Manor junction as well as helping to reduce the speed of vehicles approaching the KCC recommended Alkham Valley Circular Ride route where they cross from the Pimlico BOAT to Megget Lane, a badly sighted location for all users.  1b At the same time consideration to be given to also extend the 30mph	To amend a speed limit, ATC's would need to be carried out in the first instance and would require a Traffic Regulation Order (£2,500).  13.12.22  1a. As discussed, the road environment is suitable for a 50mph - HADMs data sent to PC  1b. As discussed, the road environment is not suitable to extend the 30mph – HADMs data sent to PC

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			<p>gateway speed limit westward from the west gateway entrance to the Pimlico and Megett lane junction (similar design to replicate AVR Temple Ewell Bushy Ruff/Kearsney westward 30mph extension).This would also help reduce vehicle speed at the Garden Centre and Travellers caravan site entrances and at the current western Gateway entrance - both recorded sites of vehicle collisions. First step to commission ATC loop survey to gain evidence data to support proposed solutions.</p>	<p>ATC's £95 per site</p>