

ALKHAM PARISH COUNCIL- Highway Improvement Plan/Action Plan

HIGHWAY IMPROVEMENT PLAN – Stage 1 <i>(Parish Council to list with as much information as possible and in priority order their issues and then send to KCC contact).</i>			ACTION PLAN – Stage 2 <i>(to be completed by KCC contact and regular updates provided to the Parish Council)</i> [Bold/red text completed by KCC Highways Staff] * APC Updates Notes from KCC 23/3/21 / KCC updated 13/04/21 / KCC update June 21		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	Bus Shelter. To be constructed and located at the junction of Wolverton Hill and the Alkham Valley Road near to existing bus stop sign.	Unsafe bus waiting area. High density commuter traffic, especially around school times. To provide safe shelter for local community, especially school children. Area is exposed to elements, with limited safe standing space. Visibility along the AVR is reduced in both direction due to bends in the road. There is in situ road warning signage from both directions, consider review and possible enhancement.	£15,000/ £20,000	Grant funding via KCC to APC up to the sum of £20,000. Any project underspend to be refunded.	<p>Reference TAG report, appendix 5, hazard risk assessment, hazard 11, unsafe school bus waiting area.</p> <p>KCC to work in conjunction with APC Bus shelter Working Party. To identify type and design of a suitable bus shelter. To consider suitability of identified site, to include any road safety sight line concerns, any necessary land ownership purchase needs, all civil work requirements, and safe work methods, and applying for appropriate permissions and any necessary licences.</p> <p>Overall total project cost will be dependent upon final bus shelter design and purchase, site location, civil work and other third parties associated costs. KCC will manage project following APC agreed resolutions via working party recommendations.</p> <p>Awaiting confirmation from PC to proceed with design Awaiting payment - Invoice raised by KCC 5/5/21 Still waiting for payment</p>
2.	Pedestrian Safety. Crossroad junction in the village centre. Alkham Valley Road, Slip Lane and Hogbrook Lane.	The village centre is a dangerous crossing point for many residents, visitors, hikers, horses, and cyclist traffic. Locals cross here for the village green and play area, village hall, bus stop and post box. For access to the church for all activities, and the continuation of linked footpaths and horse trails. Introduce a suitable pedestrian	To be determined.	KCC/APC	<p>Reference TAG report, appendix 5, hazard risk assessment, hazard 3, dangerous crossroads.</p> <p>KCC offered to design two options for an uncontrolled crossing point with either buildouts or a pedestrian island, depending on available widths.</p> <p>Post meeting note: KCC visited the site where the Parish wish to create a crossing point. KCC will not support the</p>

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		<p>crossing adjacent to bus stop. Also consider road calming measures to slow traffic travelling eastwards approaching reduced width roadway at the Marquis in the village. New priority signage and slow roadway markings both sides of the crossroads.</p>		<p>KCC</p> <p>KCC</p>	<p>installation of a crossing point at this location, due to very poor visibility.</p> <ul style="list-style-type: none"> • Although KCC response is not to support the installation of a crossing point they do acknowledge a very poor visibility hazard in this area, therefore we recommend the following to manage and reduce the recognised hazard. • New lighting sited on Forstal Cottage side of roadway would help to improve overall visibility in this area, and complement/extended illumination from existing lamppost sited top of Hogbrook Lane at junction with AVR. <p>There is nowhere to locate street lighting where it would not become a hazard to road users. There are several streetlights near this location already, these are owned and maintained by Dover District Council. The existing Dover District lights are classified as footway lighting not highway lighting, that is why they are installed in random locations.</p> <ul style="list-style-type: none"> • The addition of the proposed 20mph zone, new SLOW road markings both sides of the junction, take up the offer by KCC to repaint the existing eastward crash barrier, and the installation of an extra chevron sign behind the barrier to help highlight the sharp approach bend towards reducing vehicle approach speeds. <p>Speed survey to be undertaken to ensure the speeds are less than 24mph.</p> <p>Traffic survey to be carried out in June 2021.</p> <p>We have contacted the District Manager to check/clean the existing chevrons. We do not clean or paint safety barrier, as its performance is not affected.</p>
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			£600		<p>SLOW markings to be marked on carriageway next to Chevron signage (KCC to fund) Ordered and waiting installation.</p> <ul style="list-style-type: none"> • Consideration of the need to highlight the Forstal Cottage road boundary wall. <p>We, as the Highway Authority, have no duty to protect private property.</p> <ul style="list-style-type: none"> • To revisit and reconsider the previously proposed and supported KCC Alkham traffic management measures as outlined in the 1995 KCC Public Consultation Documents.
3.	<p>Speed Limit Reduction. From western Valley Cottages location through to eastern Fair Acres location. Currently 30mph zone.</p>	<p>Speeding perceived as too high, and often more than current speed limits. Reduce speed limit to 20mph through village centre (frequently used crossing points for horses, pedestrians, location of village green, village hall and children's play area).</p>	£400	KCC	<p>Traffic surveys already undertaken via Road Data Services Ltd and Alkham Speed watch Group. Results indicate that 70% of the traffic entering the village is travelling well above the designated speed limit of 30mph (reference Alkham Parish Council Traffic Action Group (TAG) report, content index 4, traffic surveys, appendices 2 and 3. Also appendix 5, hazard risk assessment, hazard 4.</p> <p>KCC to carry out speed surveys on 2 locations, this will be in line with the agreed locations at the meeting, as you enter the 30mph sections.</p> <ul style="list-style-type: none"> • KCC do not want to use TAG locations. Requested other locations. Agreed locations, Valley Cottages and Catherine Cottages. <p>KCC to progress with Speed Surveys 6/5/21 – Requested 11/05/21</p> <p>Traffic survey to be carried out in June 2021.</p>

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4.	<p>Restrict HGV except for access. Alkham Valley Road and all unsuitable narrow feeder country lanes.</p>	<p>Low height HGV, s, tipper trucks, and other multi axle commercial vehicles are using the Alkham Valley Road and feeder lanes as a convenient access route between the A2/M20, rather than using alternative and appropriate link routes via Whitfield. This has led to increased risk to other users along the narrower section of the Alkham Valley Road, through the village centre, and through narrow and unsuitable connecting valley lanes (Ewell Minnis, Warren Lane, Slip Lane, Greenwich Lane, Newcastle Lane, Lockering Lane and Newcastle Lane, etc.). although there are no TRO, s in place, the road surface is being broken up. Excessive noise and vibration reported and air pollution, plus when using unsuitable narrow lanes traffic delays and property/highway damage. The implementation of an environmental limits 7.5 tonne weight restriction for the affected roadways would be useful, with the exemption of <except for access> for vehicles delivering within the restriction. Coupled with, unsuitable for HGV, advisory signage would also help.</p>	<p>Post & sign (£223.14 each)</p> <p>Traffic management over 2 days to install 6no. £140</p>	<p>KCC/Parish Council</p>	<ul style="list-style-type: none"> • Sites identified and KCC proceeding. Local Lorry Watch scheme in place, awaiting activation following relaxation of Corvid restrictions. Lorry Watch to provide APC copy of reports made back to KCC, and any resultant outcomes. <p>Invoice Paid 23/02/21 HGV signage ordered 12/05/21</p>
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- The HIP has been amended following the original meeting held by APC representatives with KCC on the 30/10/2019, and their subsequent stage 2 feedback comments highlighted in red.
- I have added APC feedback comments in blue and have also added the bus shelter priority as recommended by KCC team.
- Although the priority list has now been now reduced to two, as recommended by KCC Louise Winch, the priority numbering highlighted in red on the HIP shows KCC already agreed actions partly actioned or held in obedience due to Corvid.
- All other previous HIP Stage 2 action plan priorities have been removed but can be revisited and revised annually.

MFH

03/03/21

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