



Highway Improvements Team working in Partnership with Alkham Parish Council Highway Improvement Plan (HIP)

Please read before completing:

- Your HIP is for new initiatives/measures/schemes in your community – it is NOT to be used as a maintenance log, as these MUST be logged using the online reporting tool via this link <https://www.kent.gov.uk/roads-and-travel/report-a-problem>
- Highway Improvement Plans will only be accepted if they are in this prescribed template format. PLEASE DO NOT ALTER IN ANY WAY.
- KCC is unable to guarantee that all your requests will be deliverable, but your Community Engagement Officer will advise this once they have been fully assessed/investigated.

HIP Version	Submitted by (Name)	HIP Submission Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
3	Irene Bowie	August 2024	LW Comments – 6/5/22 NC Virtual – 13/12/22 LC & KG Virtual – 6/6/24	Cllr Paul King	
Are you an active member of the Speedwatch Scheme?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Name of HIP Representative	Trevor Johns	Contact Telephone Number		Email Address	trevor.johns@alkhamparishcouncil.org.uk
Name of Clerk	Irene Bowie	Contact Telephone Number		Email Address	clerk@alkhamparishcouncil.org.uk
Name of Chair	Den Barnard	Contact Telephone Number		Email Address	den.barnard@alkhamparishcouncil.org.uk
KCC Project Manager Team	East Kent Community Engagement Team	Contact Telephone Number		Email Address	

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Live Priorities Record

Priority	Location	Has this issue been raised previously?	Problem/Concern	What are your objectives/ what options would you like KCC to consider?	KCC Comments
Please prioritise issues in the order of most importance	Please be as specific as possible	Y/N	Please provide details of any evidence that you have	Please refer to the Highway Information Pack. Whilst we will investigate specific requests, it is essential to be clear on what the problem is that is trying to be resolved so that we can work with you to ascertain the most suitable solution	This column is to be completed by the Community Engagement Officer ONLY
1.					
2.					
3.					
4.					
5.	Speed Limit Reduction. From western Valley Cottages location through to eastern Fair Acres location. Currently 30mph zone.		<i>Speeding throughout the valley 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) and decrease the other speed</i> <i>Joint discussions between Alkham & Temple Ewell Parish Councils along with Hawkinge Town Council have resulted in Mutual support for this proposal .</i> KCC's LOCAL TRANSPORT PLAN 5 In their Local network proposals have also reinforced this need	a -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	02/06/25 LC – ATC were carried out and the relevant locations to gather further information to consider this request. Existing speeds in the vicinity of Chilton Farm house show support in reducing the existing 50mph to 40mph. The outline design is to include roundels and refreshing of SLOW markings here. LC to fund this scheme in its entirety In the other locations, it was not deemed feasible to reduce the speed limit as existing speeds (surveys done) did not support this. 06/10/25 LC – Job raised to reflect outline design.

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			<p>under their Alkham Valley Spitfire junction proposal.</p> <p>With a wider objective to encourage traffic between Folkestone and Dover to use the A20, which is designed for heavy volumes of traffic through the North Downs National Landscape area (formerly called an Area of Outstanding Natural Beauty), rather than the Alkham Valley Road.</p> <p>It was confirmed by the DCC planning officer during the Examination of the Dover Local Plan that it is recognised that the Whitfield development has a material impact on the Alkham Valley Road traffic flow and as such mitigations will be reviewed as and when further development plans come forward.</p> <p>To date the sole focus has been on the strategic road network and it is strongly felt that there is a unacceptable impact being placed on the local road networks without any focus or funding support.</p>	<p>cross from the Pimlico BOAT to Megget Lane, a badly sighted location for all users.</p> <p>1b At the same time consideration to be given to also extend the 30mph 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.</p>	
6.	Alkham Valley Road (approach)	N	VAS was removed in 2018 as irreparable.	Replacement of VAS.	16/07/25 LC – HIP budget to fund the replacement of the VAS at this location. 21/07/25 LC – VAS ordered.

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	from Folkestone)				

Historical Priorities Record (to be completed by the Community Engagement Officer ONLY)

Priority	Location	Has this issue been raised previously?	Problem/Concern	What are your objectives/ what options would you like KCC to consider?	KCC Comments
Please prioritise issues in the order of most importance	Please be as specific as possible	Y/N	Please provide details of any evidence that you have	Please refer to the Highway Information Pack. Whilst we will investigate specific requests, it is essential to be clear on what the problem is that is trying to be resolved so that we can work with you to ascertain the most suitable solution	This column is to be completed by the Community Engagement Officer ONLY
1.	Alkham Valley Road West – Standen Terraces		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	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	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

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			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. .	bend, plus a reduce speed sign, coupled with a roadway SLOW marking.	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.	Alkham Valley Road West – Drellingore Cottages		Concerns about speeding vehicles entering South Alkham from the West.	<p>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.</p> <p>1b At the same time consideration to be given to also extend the 30mph gateway speed limit westward from the west gateway entrance to the Pimlico and Megett lane junction (similar design to replicate AVR Temple</p>	<p>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 ATC's £95 per site</p>

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				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.	
3.	Bus Shelter. To be constructed and located at the junction of Wolverton Hill and the Alkham Valley Road near to existing bus stop sign.		<i>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.</i>		<i>Reference TAG report, appendix 5, hazard risk assessment, hazard 11, unsafe school bus waiting area. 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. 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.</i>
4.	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 crossing adjacent to bus stop. Also consider road calming measures to slow traffic		<i>Reference TAG report, appendix 5, hazard risk assessment, hazard 3, dangerous crossroads. KCC offered to design two options for an uncontrolled crossing point with either buildouts or a pedestrian island, depending on available widths. Post meeting note: LW and DW visited the site where the Parish wish to create a crossing point. KCC will not support the installation of a crossing point at this location, due to very poor visibility. 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</i>

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			<p>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>the following to manage and reduce the recognised hazard.</p> <ul style="list-style-type: none"> • 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> <p>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> <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.</p> <p>We do not clean or paint safety barrier, as its performance is not affected.</p> <p>SLOW markings to be marked on carriageway next to Chevron signage (KCC to fund)</p> <p>Ordered and waiting installation.</p> <p>Consideration of the need to highlight the Forstal Cottage road boundary wall.</p> <p>We, as the Highway Authority, have no duty to protect private property.</p> <p>To revisit and reconsider the previously proposed and supported KCC Alkham traffic management measures as outlined in the 1995 KCC Public Consultation Documents.</p>
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<p>5.</p>	<p>Speed Limit Reduction. From western Valley Cottages location through to eastern Fair Acres location. Currently 30mph zone.</p>		<p><i>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).</i></p>		<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> <p>KCC do not want to use TAG locations. Requested other locations. Agreed locations, Valley Cottages and Catherine Cottages.</p> <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>
<p>6.</p>	<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</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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			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.		
7.			Priory 1. Speed Limit Reduction. From western Valley Cottages location through to eastern Fair Acres location. Currently 30mph zone.	<i>Speeding perceived as too high, and often in excess of 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).</i>	KCC to carry out speed surveys on 2 locations, this will be inline with the agreed locations at the meeting, as you enter the 30mph sections.
8.			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 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 priory signage and slow roadway markings both sides of the crossroads.		Post meeting note: LW and DW visited the site where the Parish wish to create a crossing point. KCC will not support the installation of a crossing point at this location, due to very poor visibility.
9.	Priority 3. Restrict HGV except for access. <i>Alkham Valley Road and all unsuitable</i>		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.		Reference TAG report, appendix 5, hazard risk assessment, Hazard 10, HGV's, Tipper trucks, and other large multi - axle vehicles.

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	<p><i>narrow feeder country lanes.</i></p>		<p>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>KCC agreed to pay 3 out of 6 signposts and signs. Parish to pay for 3. The Parish Council to advise on the preferred locations.</p> <p>The issue of lorries using unsuitable routes is a difficult problem to deal with. On a strategic level the council has adopted a Freight Action Plan that has a specific objective to try and tackle the routing of HGV's. The intention is to encourage the use of strategic roads for the transportation of goods across the county to minimise the impact on communities. However, it must be recognised that the economy needs be supported, which means that local companies will sometimes use smaller roads to continue their businesses.</p> <p>There is also a scheme we can help set up called Lorry Watch. This scheme aims to empower local residents to record the details of HGVs that are inappropriately using a road. This data is passed to the Freight Officer at KCC who liaises with the Police when a restriction has been broken. In this instance, there would be no law broken but the benefit of collecting this data would be to build a picture of the numbers of lorries using the road and which companies are using it. The Freight Officer has offered to contact the businesses who regularly use the lane and discuss alternative route selection.</p> <p>Lorry Watch has proven very successful in a number of other locations around Kent. We are told that the temporary Lorry Watch signing alone has shown significant decreases in HGV traffic in some areas. Further information can be found at https://www.kent.gov.uk/roads-and-travel/travelling-around-kent/lorries-and-hgv/lorry-watch.</p> <p>06/08/25 LC – KCC cannot implement a HGV restriction on Alkham Valley road as this would not be appropriate as above. There is sufficient Not Suitable for HGV signage and appropriate locations on both approaches to Alkham Valley Road. KCC have also agreed to reduce the 50mph section to 40mph near to Chilton Farm to endeavour to</p>
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					make the A20 more attractive to those using satellite navigation systems.
10.	Priority 6 -11. Extension and replacement of speed limits. From Fair Acres eastward to Wolverton, and continuing down to Abbey Cottages, Alkham Valley Road. From Valley Cottages westward to Spring Meadow, continuing down to Patio Products, Alkham Valley Road.		Alkham Speed watch Group observations and residents concerned about inappropriate excessive speed in the named locations, and support KKC Road Casualty Reduction Strategy 2014 (updated Sept 2017) that in appropriate speed is a significant factor in road crashes. Propose that current 50mph limit east of Wolverton to be reduced to 40mph. Propose that a 40mph speed limit from Valley Cottages (western gateway) westwards to the Hawkinge/Capel Crossroads, and 50mph from there onwards.		<i>Speed surveys to be obtained (covered in Item 1)</i>
11.	Concealed entrance and exits. Numerous property entrances along the length of the Alkham Valley		Many adjoining roads, lanes, and bridleways that are obscured from traffic using the main road. It has been noted that line of sight between those pulling out and vehicles using the main road, is often much less than safe stopping distances. Many residents have concerns pulling out of their property/junctions on to Alkham Valley Road. Several near misses reported. Where possible,		<p>If vegetation is the cause of loss of visibility, then this can be logged with KCC Maintenance Team.</p> <p><u>REQUEST FOR CONVEX MIRROR</u> <i>Whilst the widespread use of mirrors is not encouraged, there are sites when their use may be a benefit to road safety. As the Department for Transport (DfT) allow them in certain circumstances and are themselves proposing new legislation to remove the need for special authorisation, Kent County Council has adopted a new proactive policy that allows their limited use. Each site</i></p>

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			<p>reduce speed limits to suit the road layout, provide additional traffic calming measures and signage to warn road users of concealed entrances. Also, trial and erect effective exit mirrors, where line of sight is achievable.</p>		<p><i>would need to meet with the DfT criteria and would require an independent safety assessment to ensure that existing hazards are not increased by inducing drivers to rely on a mirror and take less care than they normally would. The assessment process would include a review of the safety record and consultation with the police.</i></p> <p><i>The County Council will only consider traffic mirrors on the public highway where:</i></p> <ul style="list-style-type: none"> <i>• There is a crash history relating to a lack of visibility.</i> <i>• Visibility for vehicles emerging from the side road is severely restricted.</i> <i>• A visibility improvement scheme is not feasible.</i> <i>• Visibility cannot be improved by removing hedges, walls, trees or other obstacles.</i> <i>• The speed limit on the major road is above 30mph, the introduction thereby being aimed at higher speed roads.</i> <i>• There are no other reasonable standard highway improvements possible.</i> <p><i>As there is no crash history relating to lack of visibility at this site, KCC will not be installing a mirror.</i></p> <p><i>Mirrors may be sited off the highway on private land and that is a matter for the landowner and the person who places the mirror. Planning permission may be required, and you should contact the local Planning Authority. Should the private mirror overhang a highway maintainable at public expense, then a licence is required from the Highway Authority (KCC). Should the County Council ascertain that road safety is being compromised as a result of a private mirror being placed near to the public highway the County Council will use its powers to remove the mirror.</i></p> <p><i>It is not possible to advise whether placing a mirror on private property would compromise road safety as it would come down to experiencing the mirror in operation.</i></p>
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12.	<p>Fixed Speed Cameras. To control speed through centre of village. From eastern to western gateway boundaries.</p>		<p>Drivers tend to get sign blind, overfamiliar with the roadways, and coupled with the lack of enforcement, ignore in situ signage and calming measures, thus breaking speed limits and creating serious risks. The erection of two fixed speed cameras between village eastern/western gateways will be an effective traffic calming measure. Reduce speed significantly by approx. 34%, effective over a approx. 1 two 2km stretch of road from camera site. Highways</p>		<p><i>KCC to arrange for contact to be made regarding this, currently unlikely.</i></p>
13.	<p>Vehicle Activated Signage (VAS). To control speed through centre of village. Also, to site split activated signage speed roundel and warning signage at approaches to Alkham centre crossroads, Wolverton crossroads, Drellingore, and Chiltern Farm.</p>		<p>The village centre crossroads is a dangerous crossing point for local traffic, including horse riders and hikers, also for users of church and village green. Likewise, Wolverton crossroads where approach is hazardous because of Z bends. Also, Chiltern Farm access with additional road chicane hazards, byways and horse riders. Install two VAS, one located eastern end of village by Short Lane, replacing existing roundel with a split sign with speed roundel and a warning sign of approaching junction hazard. The other one to be located at western approach of village by Valley cottages, also dual purpose. Also install two dual purpose VAS on the approaches to the junctions/Z bends/chicane hazards identified at Wolverton crossroads, Drellingore and Chiltern Farm on the Alkham valley Road. VAS reduce accidents and speed by up to</p>		<p><i>KCC to arrange contact for this but is driven primarily by speed survey data. If excessive speeds are present this may warrant the installation of such a device. Further costs may be incurred regarding electrical supply and local factors.</i></p>

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			18 to 34% and continue to have a positive effect over time. VAS can be installed where there is no direct electricity supply (solar power and batteries). Requires straight stretch of road for radar to work.		
14.	Village Gateways with priority flow Build - Outs. <i>To be constructed at village eastern entrance and western end.</i>		To act as an overall village approach calming measure to reduce traffic speed through village. At eastern entrance, east of Four Acres access on to the Alkham Valley Road, construct entry gate and build out, single vehicle width, with traffic priority to East Bound. At outer western village entrance, west of Spring Meadow and Hopton's Manor, construct identical entry gate and build out, with priority to West Bound vehicles.		<i>Cost is dependent upon a finalised design, if further features are to be added, utilities are present, local topography and vegetation clearance can cause the cost to rise.</i>
15.	Central Alkham Alkham Valley Road from western gateway through to eastern gateway posted 30mph speed limit.		Speeding vehicles through the village and pedestrian safety. Vehicles regularly exceeding current posted 30mph limit entering the village from both gateway directions. 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. Pedestrians are having to walk in roadway where no footpath links exist. KCC Highways has already acknowledged poor visibility in this area.	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: 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. 1a: Build outs to be sited at eastern end of Village.	<i>02/06/25 LC – Priority buildouts at both the East and Western ends of the village have been investigated by both Highway Improvements Team and Streetlighting but deemed as not feasible due to insufficient lighting for traffic calming. The Eastern end's overhead power cannot feed a new column and solar powered lighting is not yet advanced enough to light the buildout the required 24/7 (specifically throughout the night). The Western end does not have the required system of lighting/illumination and Streetlighting would not wish to adopt only one column. Speed surveys carried out show that on the approaches to the village the existing speeds exceed the criteria required to implement a 20mph speed limit. Although the centre of the village</i>

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			<p>Poor visibility for vehicles exiting the Marquis of Granby car park on to the AVR.</p> <p>Problem exacerbated by residents westward of exit parking on eastbound roadway and also straddling pedestrian footpath, forcing users to walk in 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>It was confirmed by the DCC planning officer during the Examination of the Dover Local Plan that it is recognised that the Whitfield development has a material impact on the Alkham Valley Road traffic flow and as such</p>	<p>At the eastern end the traffic survey in March '24 highlighted that have a very significant problem with vehicles speeding in and out of the village, nearly half were recorded at over the prosecution speed of 35mph and a maximum recorded speed of 76mph! The recent speedwatch results have confirmed this as in the 6 week period to the 29/8/24 2880 verified Speeders were recorded heading east out of the village with a maximum speed of 56mph.</p> <p>1b: Build out to western end of village</p> <p>At the western end the traffic survey in March '24 also highlighted that 7343 vehicles travelling at over 35mph and a speed of 67mph was recorded exiting the village.</p>	<p>showed compliant speeds, the minimum length of 600m for any given speed limit is not present here.</p>
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			<p>mitigations will be reviewed as and when further development plans come forward.</p> <p>To date the sole focus has been on the strategic road network and it is strongly felt that there is a unacceptable impact being placed on the local road networks without any focus or funding support.</p>		