



Highway Improvements Team working in Partnership with Worth Parish Council Highway Improvement Plan

Submission Date: April 2022

(Please remember that the 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>)

HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
1	Kevin Lynch	04.04.22	04/07/22 (Virtual)	Sue Chandler	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				I.e., County Member, Parish Precept Donation, LTP	
Are you an active member of the Speed Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Name of HIP Representative	Name of Clerk	Name of Chair	KCC Project Manager Team	Contact Telephone Number	Email Address
	Kevin Lynch	Michael Heard	Community & Engagement Team (EAST)	07464 550069	worthparishcouncil@outlook.com
				03000 418181	east.highwayimprovements@kent.gov.uk

- Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

*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 – **Worth's review is on or after April each year.***

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Live Priorities Record


Priority	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	Felderland Lane, Worth	11300471	<p><u>Problems:</u></p> <p>a) Felderland Lane is a 'rat run' between the Eastry bypass and the Deal Road, as such the volume of traffic using it, especially at peaks times is beyond what the Lane is fit for purpose for.</p> <p>b) Despite the 30mph speed limit, traffic in general tends to exceed this</p> <p>c) The Lane is single carriageway in places, has no pedestrian pavement and has no street lighting</p> <p>d) The junctions at both ends of the Lane are notorious accident blackspots. Multiple collisions each year occur, the last being at the Worth end involving a car destroying the utility room of Lime Cottage. Reducing the amount of traffic turning right from either end will reduce accidents.</p> <p>e) Some residents have their front doors opening directly onto the Lane which can cause a particular risk when exiting their homes</p> <p>f) Due to the nature of certain properties, it is necessary for some residents to park on the street. This further compounds the accessibility issues along the Lane and makes it more dangerous.</p> <p>g) Capacity issues will be further increased by approved planning permission for some 180 dwellings in a nearby Parish</p>	<p><u>Suggested Remedies</u></p> <p>a) A route already exists that is more than suitable for all types of traffic and volumes – this being the main single carriageway highway that bypasses Felderland Lane completely.</p> <p>b) Ensure that measures are put in place that do not impede traffic flow along the Lane but that do discourage the current volume of traffic and limit its speed accordingly. Such measures should be designed to ensure that the main carriageway route is more desirable to drivers.</p> <p><u>Conclusion:</u></p> <p>The above remedies will ensure the health and safety of both the residents of Felderland Lane and those who choose to use the Lane either as pedestrians, cyclists, drivers or on horseback.</p>	<p>04/07/22</p> <p>Parish to look into Speedwatch</p> <p>There is more information available on Speedwatch in this link: https://www.kent.police.uk/advice/community-support/speedwatch/</p> <p>KCC to look into roundels & speak to the Behavioural Insights Team, Sustrans Team and Active Travel Team.</p> <p>Speed</p> <p>Already have a SID</p> <p>Discussed speed results – KCC determine there is not a speeding issue for the current 30mph</p> <p>Discussed the speeds are too high to implement a 20mph as these need to be self-enforcing. (Mean speeds 27.6, 30.3, 27.7)</p> <p>Street lighting</p> <p>Please see below the Department of Transport guidance for traffic calming criteria (Any '.gov' website will have the recent specifications)</p> <p>dft traffic calming - Google Search</p> <p>'Runover' buildout</p> <p>It might be feasible, on the wider sections, to introduce a 'runover' buildout that would act as a priority system. Is this something you would like us to investigate?</p> <p>KCC have passed this to our Planning & Advice Team to investigate</p> <p>Lining</p> <p>30mph roundels at all 30mph signs throughout? (The existing 30mph repeaters are adequate) KCC to investigate</p>

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					<p>Any damaged repeaters can be report via the online reporting tool for the Highway Steward to replace.</p> <p>Report a problem on a road or pavement - Kent County Council</p>
2.	The Street/Jubilee Road	11301275/ 11300663	<p>Problems</p> <p>(a) Parking of vehicles on the bend by the church. Buses have been prevented from making the turn on occasion.</p> <p>(b) Lack of a pavement in parts of Jubilee Road</p> <p>(c) Speeding through the village.</p> <p>(d) Jubilee road /main road A258 junction is dangerous and in need of lighting to improve the visibility of the junction and also better road signage on both the main road (A258) and Jubilee Road</p>	<p>Suggested Remedies</p> <p>(a) Double Yellow Lines/20mph in the Village/building out of pavements/a car park</p> <p>(b) Improve the lighting and signage as at (d) above.</p> <p>(c) Lower speed limit on the A258</p> <p>(d) Jubilee Road to be widened.</p> <p>(e) a 20mph speed limit from the A258.</p> <p>(f) Create or renew double yellow lines on Jubilee Way</p>	<p>04/07/22</p> <p><i>Discussed parking issues by the church and down Jubilee Way</i></p> <p>KCC to assess DYs by the church</p> <p><i>The Street – 20mph outside the school</i></p> <p><i>Speed surveys to be carried out by the school (KCC to fund)</i></p>
3.					

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Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
	Coventon Lane Bridle Path	11300471	<p>Problems</p> <p>(a) There have been many cases over the past few months, and this week, of cars, lorries and delivery vans trying to drive the full/part of this path from Sandwich Tech to The Street. When questioned as to why they were using it, they replied that their SatNav sent them that way!! Parts of the path are just over 1 metre wide, but they just continue. This is a popular path used by horses, dog walkers and pedestrians so any help you can offer would be very much appreciated.</p>	<p>Suggested Remedy</p> <p>(a) Would it be possible to look at better/bigger signage at The Street end of the bridle way and better signage at the other end, opposite Sandwich Tech.</p> <p>(b) Gates/bollards/physical barriers at each end (including key holder access).</p>	<p><i>Unfortunately, this is a private road and not something we would look after, although we have had a look for you. Log an enquiry – It could possibly be the responsibility of DDC? PROW?</i></p> <p>Report a problem on a road or pavement - Kent County Council</p> <p><i>Unsuitable for HGV signage o/s properties Horbury or Elstan?</i></p> <p><i>Spoken to Streetworks & Brexit teams – unfortunately, we do not have contacts with Satnav companies. The issue is HGV drivers use car Satnav's as they are cheaper, and they do not have the traffic updates - as you have to pay for a license.</i></p> <p><i>Highway boundary:</i></p>  <p><i>Private Street</i></p>

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	Crossroad at top of Mill Lane from main road.		(a) Difficult right turn (vegetation and nursery sign hinders good visibility.	<p>Suggested Remedies</p> <p>(a) Better signage and regular pruning of vegetation.</p>	<p><i>Maintenance issue. Log via portal</i></p> <p>Report a problem on a road or pavement - Kent County Council</p>																																																																																																								
	A258 Footpath running from The Street to Felderland Lane.		(a) The footpath in its current condition and location is dangerous	<p>Suggested Remedies</p> <p>(a) Make the footpath a full hardstanding area.</p>	<p><i>Maintenance issue. Log via portal</i></p> <p>Report a problem on a road or pavement - Kent County Council</p>																																																																																																								
	Felderland Lane, Worth		<p>Problems:</p> <p>a) Felderland Lane is a 'rat run' between the Eastry bypass and the Deal Road, as such the volume of traffic using it, especially at peaks times is beyond what the Lane is fit for purpose for.</p> <p>b) Despite the 30mph speed limit, traffic in general tends to exceed this</p> <p>c) The Lane is single carriageway in places, has no pedestrian pavement and has no street lighting</p> <p>d) The junctions at both ends of the Lane are notorious accident blackspots. Multiple</p>	<p>Suggested Remedies</p> <p>a) A route already exists that is more than suitable for all types of traffic and volumes – this being the main single carriageway highway that bypasses Felderland Lane completely.</p> <p>b) Ensure that measures are put in place that do not impede traffic flow along the Lane but that do discourage the current volume of traffic and limit its speed accordingly. Such measures should be designed to ensure that the main carriageway route is more desirable to drivers.</p> <p>c) "Access only rule"</p> <p>How to implement Suggested Remedies</p>	<p>Speed</p> <p>Speed survey undertaken in June 2021 - See attached speed survey summary. This concludes that compliance is adequate at 3 locations, east, mid and westbound.</p> <p><i>The validity of this data is refuted as the speed survey results are not fully published. The speeds recorded we believe are reviewed as an average but no indication is given as to what the maximum speeds observed were. This is relevant as it will not be the majority obeying the limit that will cause the problem, it will be the odd 'lunatic' using the lane as a race track that will kill or injure someone. In addition to speeds, this survey should also be able to provide an indication of traffic volumes using the lane – again this is very relevant and needs to be made public.</i></p> <p><i>Traffic survey results sent to PC 22/06/22. KCC work from average speeds</i></p>																																																																																																								

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collisions each year occur, the last being at the Worth end involving a car destroying the utility room of Lime Cottage. Reducing the amount of traffic turning right from either end will reduce accidents.

e) Some residents have their front doors opening directly onto the Lane which can cause a particular risk when exiting their homes

f) Due to the nature of certain properties, it is necessary for some residents to park on the street. This further compounds the accessibility issues along the Lane and makes it more dangerous.

g) Capacity issues will be further increased by approved planning permission for some 180 dwellings in a nearby Parish

a) The previously proposed measures by KCC Highways to restrict a right turn onto Deal Road from the Lane and to ban a left turn from Deal Road into the Lane were perfectly satisfactory and sensible. This solution should be explored again.

b) If option a) is not possible, KCC should place physical restrictions along the length of the Lane in the form of full width speed bumps at regular intervals and to restrict the width of the Lane to single carriageway at 3 or 4 points along its length.

c) Make it "Access only".

d) Some time ago, Mr. Mackinlay MP suggested that the Lane should be completely blocked around midway by an opening gate (to allow farm freight to use the entire length of the Lane). This was a somewhat 'nuclear' option but would easily solve all the issue.

Conclusion:

The above remedies will ensure the health and safety of both the residents of Felderland Lane and those who choose to use the Lane either as pedestrians, cyclists, drivers or on horseback.

Crash data

Personal injury crash data does not show any recorded crashes at the junction recently. The speeds do not appear to be excessive.

Crash data analysis (data up to and including December 2020) reported that there were 4 slights and 2 serious (including both junctions):

<u>2016</u>	<u>2017</u>	<u>2018</u>
1 slight	2 slights	1 slight
1 serious		1 serious

no reported accidents since 2019 (data up to and including December 2020)

The crash data is in error. Please check back in your records to the incident noted in point 1.(d) which resulted in destruction of property. Photos of this accident are available on request if KCC are unable to reconcile their records.

Crash data is personal injury only, not damage to property

Street lighting

Traffic calming is not always appropriate in all locations and can have associated negative effects including noise and vibration impacts. *Please detail the negative effects of traffic calming and how excess noise and vibration are generated and which method of traffic calming these are specifically associated with*

Traffic calming, e.g. speed humps, can cause vibration to nearby properties.

A prerequisite for any traffic calming feature in this location would be a permanent system of street lighting, whilst there is none at present.

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					<p><i>Having said that, we requested a quote from Streetlighting 15/06/21 to see how much it would be to light the whole of Felderland Lane. Their response:</i></p> <p><i>Unfortunately, there is no adopted highway land along this road available to install any new streetlights. The existing lighting is owned by Dover District Council not KCC, there is also many overhead cables which would cause issues with installing columns. Also, there is probably no underground UKPN supply available as everything seems to be overhead supplied.</i></p> <p><i>Is it operational, or has been removed or switched off? We are led to believe that DDC were undertaking their own LED upgrade scheme for their lighting.</i></p> <p><i>There is no footpath or verge in which to locate any KCC lighting, due to ownership. The only physical place they could go would be in the carriageway which is obviously not an acceptable location due to the inherent safety implications.</i></p> <p><i>We find the logic behind this response difficult to understand. Whilst there is an inherent safety risk in placing a lamppost in the carriageway, KCC do not seem overly concerned that a pedestrian could be easily knocked over due to a lack of street lighting. WPC do not request that lampposts are placed in the carriageway, instead we ask that KCC / DDC recognise the dangers presented to pedestrians when using an unlit are of the Lane.</i></p> <p><i>There are pedestrian warning signs in place, to warn drivers there might be pedestrians in the road and to take extra care.</i></p> <p><i>It might be feasible, on the wider sections, to introduce a 'runover' buildout that would act as a priority system. Is this something you would like us to investigate?</i></p> <p><i>Yes ! This can be investigated but would need to be funded by the PC</i></p>
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					<p><i>Making the road a 'Access only' or 'No through route' (e.g. completely blocked)</i> <i>This would have the same response/ outcome as the 'No right-hand turns' consultation.</i></p> <p><i>No right-hand turns</i> <i>We cannot implement due to rejections at consultation and JTB refusal.</i></p> <p><i>For further information see email dated 29/06/21</i></p> <p><i>Referring to the above two points, and in particular the JTB consultation, we again refute the findings of this exercise as the methodology employed was flawed. The final decision that was taken in this consultation was based on a poll of people either in favour of the junction changes or against it. As was pointed out to KCC at the time, there are a finite number of people likely to vote in favour – ie those living along the lane and using it as pedestrians etc., as such the voting pool is limited. Conversely the quantity of people likely to vote against is far higher and driven by their desire to maintain a route for the sake of convenience.</i></p> <p><i>The consultation process was followed, and the decision was made to reject the proposal. KCC have no plans to reconsult.</i></p> <p><u>Possible solutions:</u></p> <p><i>Signage</i> <i>Improvement Width restriction signage –</i> <i>A256 end:</i> <i>Extra sign so you can see clearly when approaching from the West, before you commit to turning into Felderland Lane.</i> <i>Grey back all width signage (3no.)</i></p> <p><i>A258 Deal Rd end:</i> <i>Move signs further out so you can see them before turning into Felderland Lane.</i> <i>(Install additional post, as it is currently on the back of the 'Give Way' sign).</i></p>
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					<p><i>Extra sign so you can see clearly when approaching from the Dover/ Deal way. To be grey backed.</i></p> <p><i>Other signage – Current road narrow signage to be yellow backed.</i></p> <p><u>Reported issues:</u> Reported overhanging tree to operations team on 24/06/21. This blocks the signage when you come from Dover/Deal end.</p> <p>Reported Brexit signage blocking give way sign to operations team on 24/06/21.</p> <p>Lining Edge of carriageway markings to narrow road visually and guide vehicles away from property front doors.</p> <p>30mph roundels at all 30mph signs throughout (The existing 30mph repeaters are adequate)</p> <p><u>Reported issues:</u> Reported worn junction markings to operations team on 24/06/21.</p> <p><i>Whilst increased and better visible signage is always welcome, we do not believe this will have any positive impact on the habitual use of Felderland Lane as a ‘rat run’. A physical deterrent to reduce volume and limit speed is required.</i></p> <p><i>Unfortunately, a physical deterrent is not something KCC would support, and the speed surveys suggest there is not a speeding issue, as the mean speeds are below the enforcement threshold. The 30mph toolkit might be something the PC wish to explore?</i></p>
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					<p>Lorry watch</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 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>
	The Street/Jubilee Road	11301275/ 11300663	<p>Problems</p> <p>(a) Parking of vehicles on the bend by the church. Buses have been prevented from making the turn on occasion. (b) Lack of a pavement in parts of Jubilee Road</p>	<p>Suggested Remedies</p> <p>(a) Double Yellow Lines/20mph in the Village/building out of pavements/a car park (b) Improve the lighting and signage as at (d) above. (c) Lower speed limit on the A258 (d) Jubilee Road to be widened.</p>	<p>a) DYLS o/s church, opp The Street junction (Parish to fund – TRO £2,500 Design & Civils £700) b) There is a pavement one side throughout Jubilee Rd c) Speed surveys to be carried out through the village – Parish to advise locations d) Crash data analysis (data up to and including December 2020) shows there has only been 1 slight on Jubilee Road j/w A258 in the last 3 years.</p>

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			<p>(c) Speeding through the village.</p> <p>(d) Jubilee road /main road A258 junction is dangerous and in need of lighting to improve the visibility of the junction and also better road signage on both the main road (A258) and Jubilee Road</p>	<p>(e) a 20mph speed limit from the A258.</p> <p>(f) Create or renew double yellow lines on Jubilee Way</p>	<p><i>Renewing lines is a Maintenance issue. Log via portal Report a problem on a road or pavement - Kent County Council</i></p> <p>04/07/22</p> <p><i>The Street - 20mph outside the school?</i></p> <p><i>Do ATC (KCC to fund)</i></p>
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