

## Highways Update - August 2024

Kent Highways are considering proposals to enable Alkham Highways Improvement Plan to move on. Many safety initiatives have been rejected, so we are looking for achievable ideas. We also met with both Temple Ewell Parish Council and Hawkinge Town Council representatives to coordinate a joint voice to Kent Highways, DDC and F&HDC to ensure an end to end solution is planned.

In our latest call on 6/5/24 with Kent Highways, we restated our objectives and the need for a proactive approach, directly to the manager of the design team. They will now look at an initial design, funded by our design "credit" as their previous proposals were invalid and not able to be implemented. We are now in their hands and are waiting on Kent Highways response.

In summary our request was for (all previously detailed in the HIP/ TAG report):

- 1) One way "road narrowing" build-outs with priority flow to the east and west of village. This would be "self-enforcing" so that the traffic naturally keeps to the speed limit entering village centre.
- 2) An end to end view of valley speed limits (use of 40mph instead of the 50/60 sections) This change would add sufficient time to the journey to avoid satellite navigation systems routing people through the valley rather than the A2/A20 as originally envisaged.
- 3) A 7.5 ton limit to stop tippers and HGVs entering except for access (They did say DCC should have insisted on HGV routing plans for Whitfield developers in their planning conditions which could have prevented them from using the valley)

## Alkham Parish Council Highways Actions

1. Kent highways calming proposal 1992 (never implemented)
2. Speedwatch and Lorrywatch set up (2016)
3. Community Survey 2017
4. Detailed TAG report 2018
5. Detailed Presentation to Kent Highways 2018
6. New “HIP” prepared with TAG proposals
7. Repeated rejection of HIP proposals
  1. No sight lines for pedestrian crossing @30mph
  2. 20mph zone needs to be self enforcing (<24mph)
  3. Try this additional signage (~£13,000)
  4. There are some roads where we cannot do anything!
8. Kent Police Support
  1. Speed camera partnership support (top 10 location)
  2. Very difficult to police speed due to road layout
  3. They question why calming is not already in place
  4. Advise HGV signage unenforceable as only guidance
9. Requests for more strategic approach
  1. Natalie Elphicke - Member of Parliament for Dover & Deal
  2. Cllr. Neil Baker - Cabinet Member for Highways and Transport
  3. Cllr. David Beaney - KCC - Dover West (Dover)
  4. Cllr. Jamie Pout - Deputy Leader & Portfolio Holder transport DDC
  5. Cllr. Martin Hibbert - Alkham and Capel-le-Ferne Ward DDC
  6. Katie Miller - National Landscape - Head of Planning and Place

*As a small Parish Council, we are faced with a difficult situation when trying to deal with local traffic management concerns and problems. We need help and support to find a more strategic approach to the East / West vehicle flow problems, it is something we cannot achieve alone with a total annual Parish precept of only a few thousand pounds.*

Examination of the Dover Local Plan  
from Hearing sessions - Jan 2024  
Infrastructure and Transport

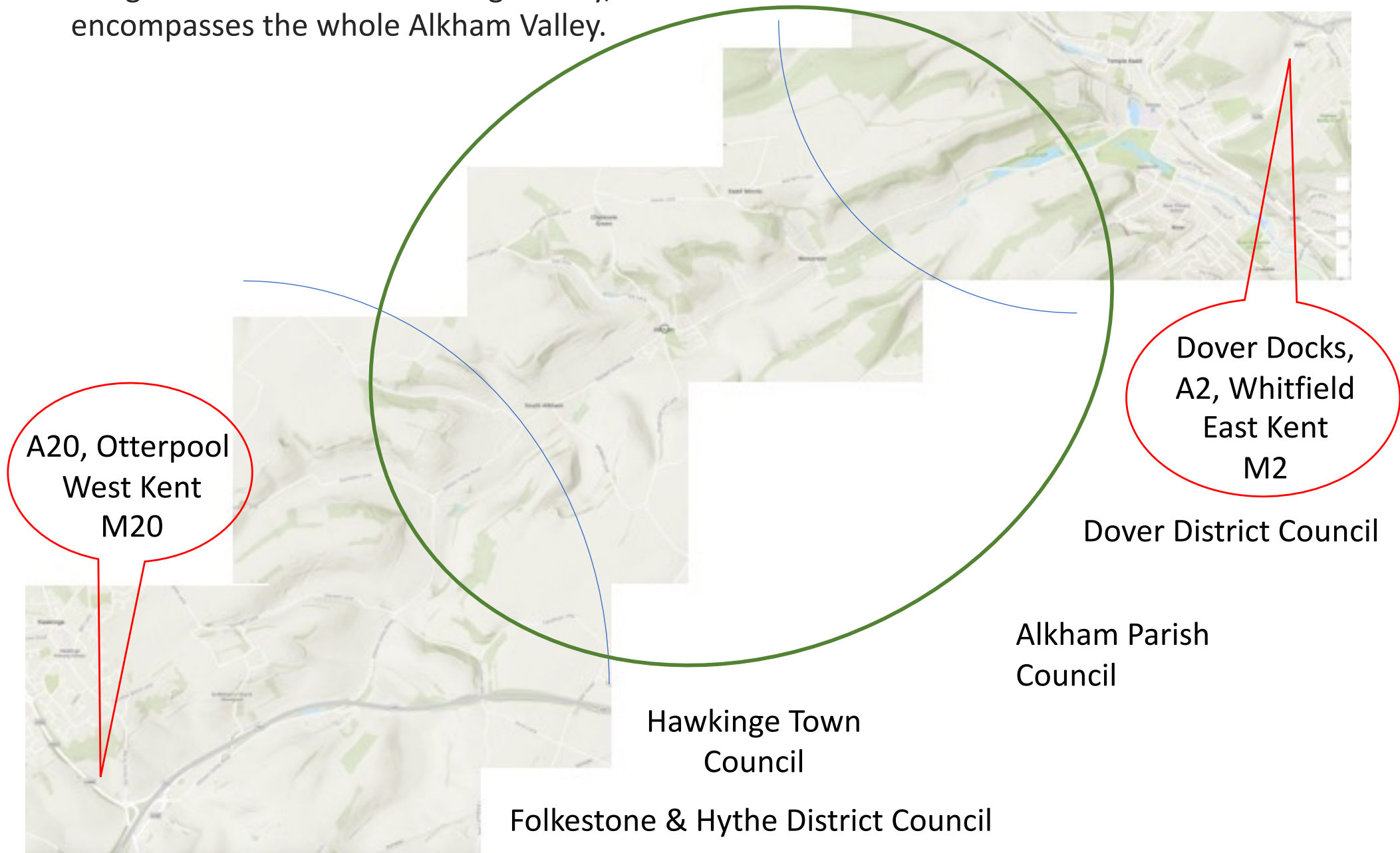
**It was noted that “very little time and attention had been given to the local Road networks in the district plan despite these roads supporting over 45% of the local population.”**

# Alkham Valley Road – Highways Status Report

1. Introduction
2. Current HIP status
3. Alkham Valley Road (situation and options)
4. Total time to travel AVR (speed reduction)
5. Weight restriction (proposal)
6. Junctions (situation and plans)
7. Kent Local Transport Plan 5 (extracts)
8. Speed Survey Results

The Kent Downs,  
“Designated Area of Outstanding beauty,”  
encompasses the whole Alkham Valley.

Temple Ewell Parish Council



A20, Otterpool  
West Kent  
M20

Dover Docks,  
A2, Whitfield  
East Kent  
M2

Dover District Council

Alkham Parish  
Council

Hawkinge Town  
Council

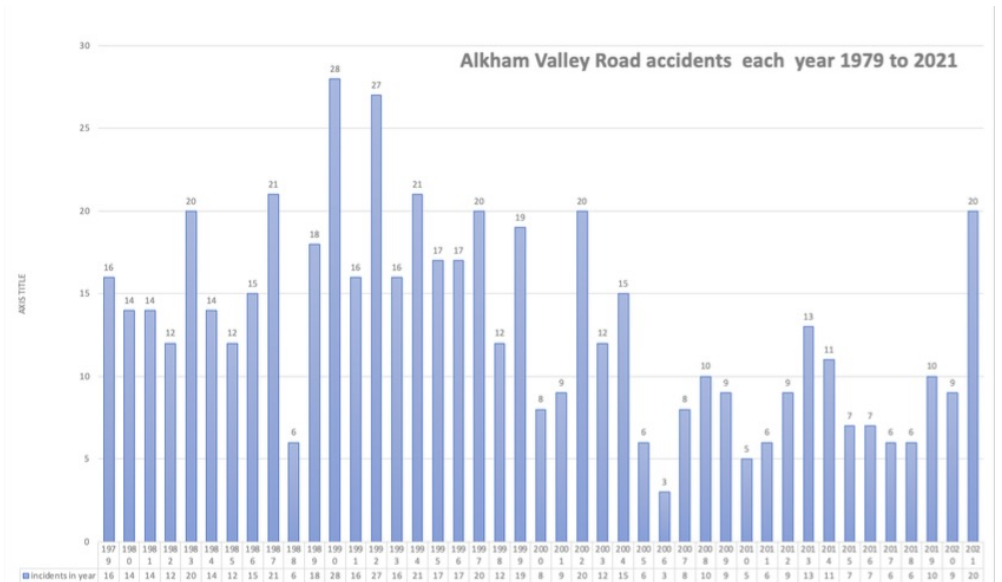
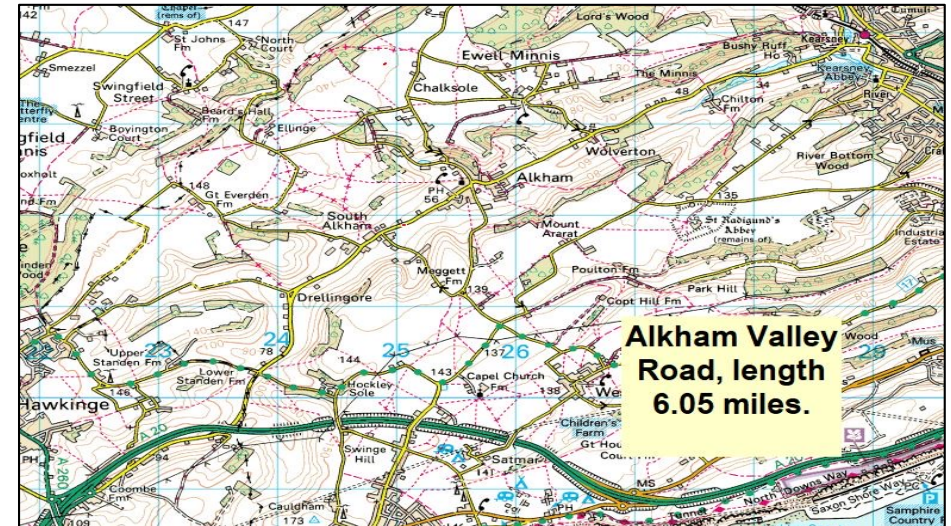
Folkestone & Hythe District Council

# Alkham Valley Road

With the opening of the new A20 dual carriageway between Folkestone and Dover in 1993 the Alkham Valley Road, B2060, was declassified to an unclassified road, with the stated intent that in future it was only for local traffic use within the ANOB and to link Alkham village and the outlying hamlets to the main East Kent road network. It was planned that the through routes from the Dover area and east Kent to the western areas of Kent were to be the A2 and A20.

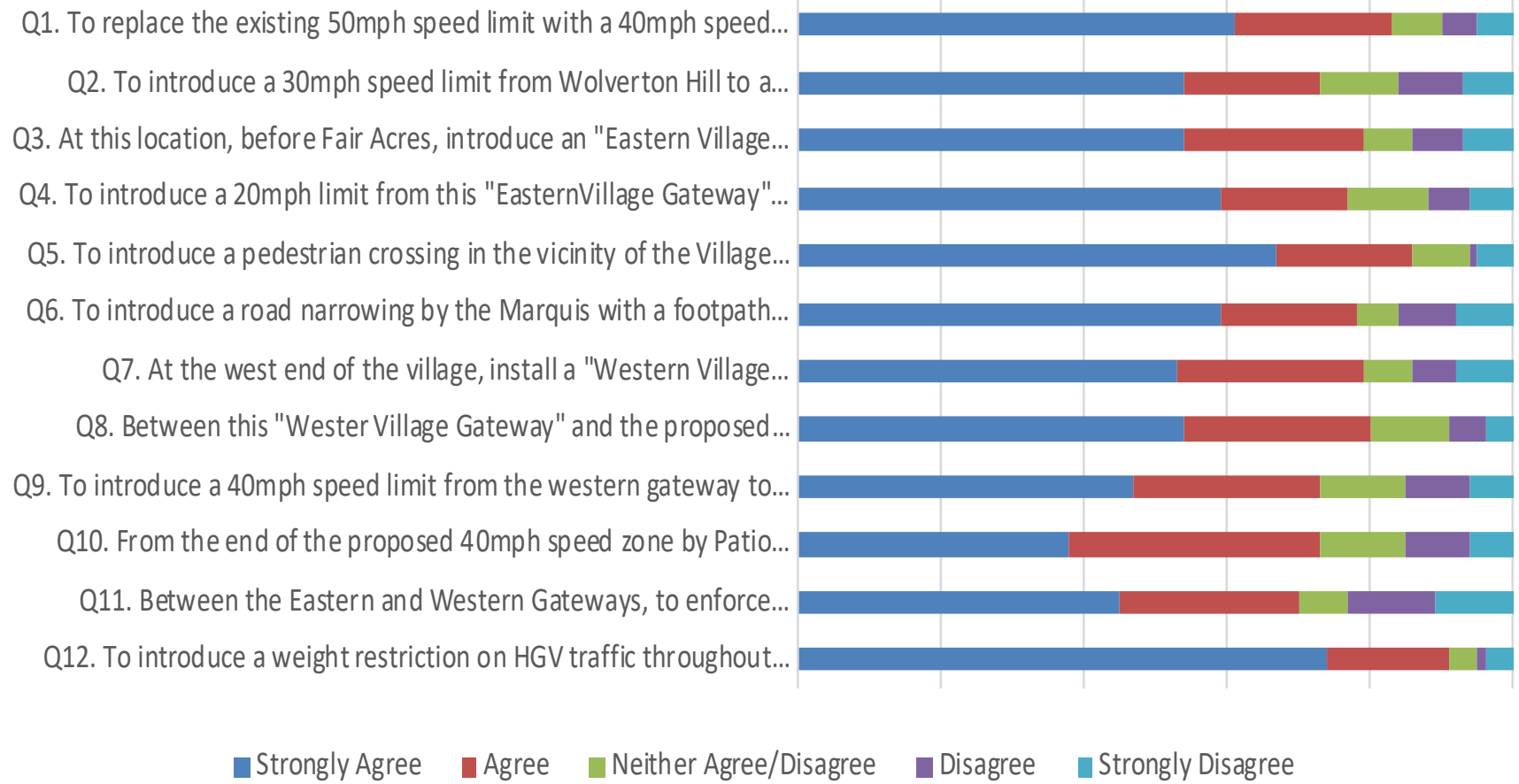
2024 Report.

‘Monitor and Manage’ approach is agreed in relation to the consideration of an alternative / additional mitigation proposal of traffic calming solutions along Alkham Valley Road, in order to reduce the attractiveness of that route as avoidance of the A20/A2 routes.



# Alkham Parish Council

## Survey results from T.A.G Public Questionnaire



# Traffic Target Actions

- CREATION OF "**VILLAGE GATEWAYS**" WITH REDUCED ROAD WIDTH AND SINGLE FILE TRAFFIC
- CREATION OF A **PEDESTRIAN CROSSING** IN THE VICINITY OF THE VILLAGE GREEN CHILDREN'S PLAY AREA.
- INTRODUCE A **ROAD NARROWING** BY THE MARQUIS WITH A FOOTPATH ALONGSIDE AND SINGLE FILE TRAFFIC
- INTRODUCE A **WEIGHT RESTRICTION** ON HGV TRAFFIC THROUGHOUT THE LENGTH OF THE ALKHAM VALLEY ROAD (UNLESS REQUIRED FOR ACCESS).
- INTRODUCE **REDUCED SPEED LIMITS** FOR EACH SECTION OF THE VALLEY ROAD

Traffic		
Extend the Traffic Information Group to cover all aspects of safety on the roads in the village. Team to agree future strategy to include:		
- Actions from the conclusions of the 2019 T.A.G Report.		
- Current Speedwatch and Lorry Watch activities.		
- Ensuring Alkham is included in the KCC RaFAT Programme.		
- Issues related to other road users: Pedestrians, Cyclists, Horse Riders etc.		
- Other aspects of safety such as noise, air pollution, vibration.	High	PC, Volunteers, KCC

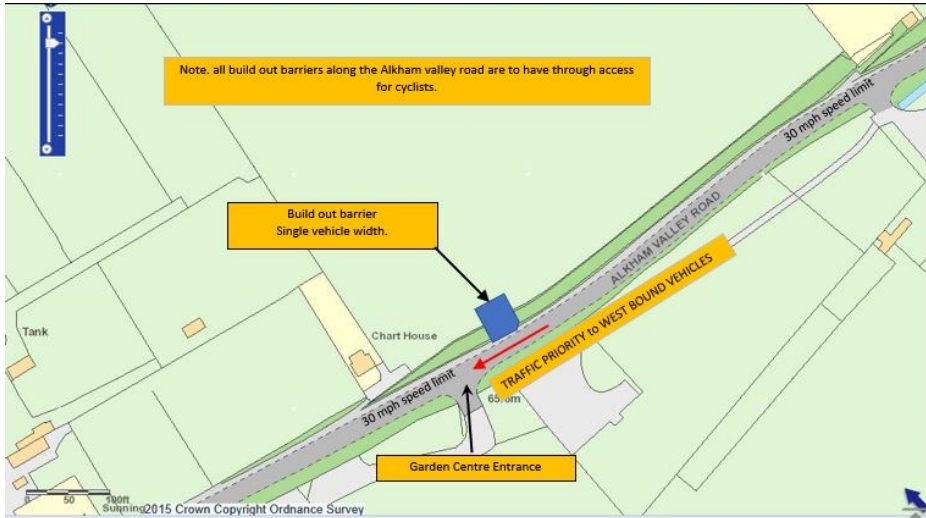
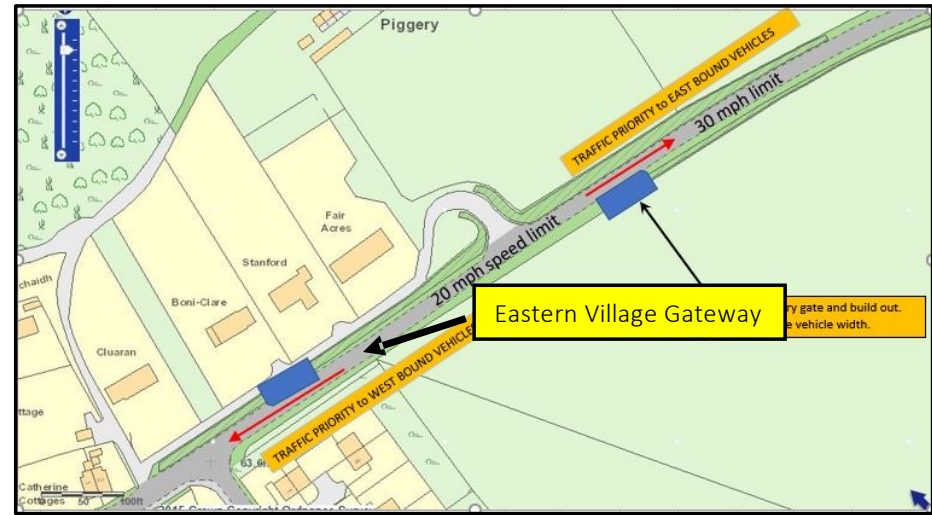


# TAG Report to the Parish Council on Traffic Calming Measures for the Alkham Valley Road



This report has been prepared for the Alkham Parish Council by its appointed Traffic Action Group made up of the following residents of Alkham:

- Cllr Geoffrey Hillier BSc(Eng), CEng., MICE
- Glyn Jones, BA, BSc(Hons), CEng, C.Mar.Eng
- Stephen Edwards, BTEC, CIEH
- Barry Spicer FCIB
- Mike Ross DMS
- Met. Pol. Insp. Mike Chalkley (retd)



Highway Improvement Team working in Partnership with Alkham Parish Council  
Highway Improvement Plan

Submission Date: Sept 2024

(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>)

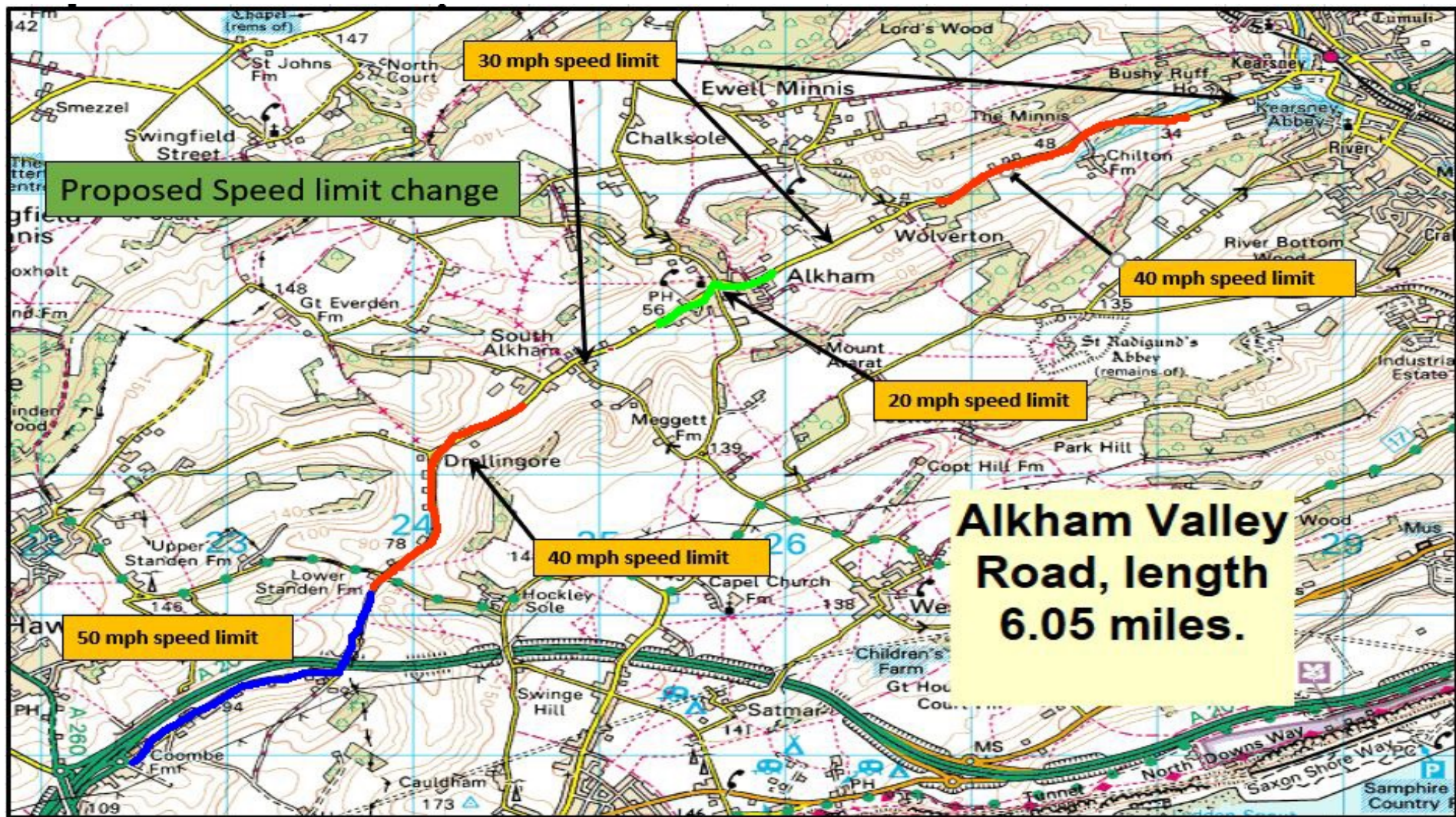
HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	Please list below the funding Opportunities/Sources for HIP Initiatives/Measures
4	Irene Bowie	Consolidated August 2024	6/6/24 - Lezanne Cesar & Kelly Garrett	Parish Council / KCC / DDC (developer contributions) KCC's Road Safety and Active Travel Group should urge the relevant planning officers to consider HIPs when allocating the funding from developer contributions. KCC Highway Improvement Plans Short Focused Inquiry Report – Dec 2022
Are you an active member of the Speed Watch Scheme?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?	
Name of HIP Representative		Trevor Johns	Contact Telephone Number 07764 978110	Email Address <a href="mailto:trevor.johns@alkhamparishcouncil.org.uk">trevor.johns@alkhamparishcouncil.org.uk</a>
Name of Clerk		Irene Bowie	Contact Telephone Number [REDACTED]	Email Address <a href="mailto:clerk@alkhamparishcouncil.org.uk">clerk@alkhamparishcouncil.org.uk</a>
Name of Chair		Den Barnard	Contact Telephone Number 07488 357140	Email Address <a href="mailto:den.barnard@alkhamparishcouncil.org.uk">den.barnard@alkhamparishcouncil.org.uk</a>
KCC Project Manager Name		Lezanne Cesar Community Engagement Officer (Dover & Thanet)	Contact Telephone Number 03000 418181	Email Address <a href="mailto:east.highwayimprovements@kent.gov.uk">east.highwayimprovements@kent.gov.uk</a>

\* 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

# Proposals for “Village Gateways”





Proposed speed limits



# Proposed Weight Limit

Requested a 7.5 ton weight limit except for access The Hight limit and “not suitable for HGV signage is evidently not working or enforceable.



1. Whitfield Construction Traffic (no movement order established for Whitfield development)
2. Local HGVs looking to avoid Traffic queues around Dover
3. International HGVs trying to avoid TAP
4. Unclassified rural road, just not built for the weight of traffic it is now carrying and carriageway is collapsing (Major problems with drainage potentially caused by this)
5. Local Bus has been hit and damaged on two occasions by Goods Vehicles travelling in the opposite direction.

# Temple Ewell

## **Kent's most struck bridge revealed by Network Rail as Kearsney**

The most frequently damaged railway bridges struck by vehicles in Kent has today been revealed.

Network Rail has announced incidents in the south east cost the company around £7.5 million to fix last year.

Three of the UK's top 50 are in Kent with the one over the Alkham Valley Road at Kearsney the one receiving the most clouts.

Since 2009, it has been whacked 49 times - equal to just over six times per year (2017)

## **Network Rail Infrastructure - Temporary Road Closure - Alkham Road, Temple Ewell - 27th October 2024**

Due to works planned to be undertaken by Network Rail Infrastructure Ltd, it will be necessary to close part of Alkham Road, Temple Ewell, with estimated completion by 28th October 2024.





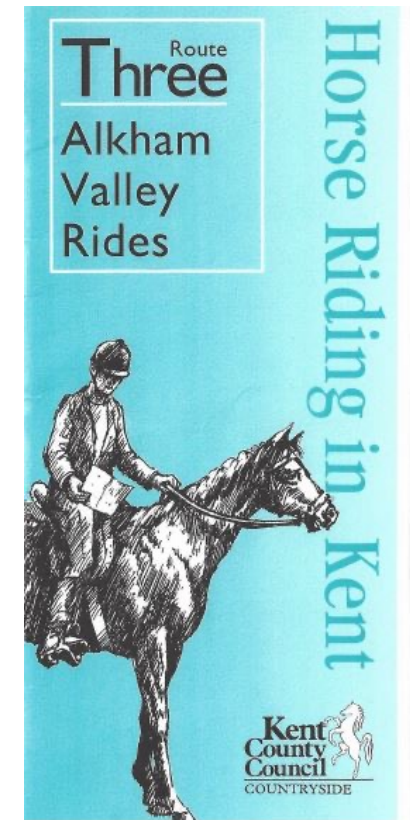
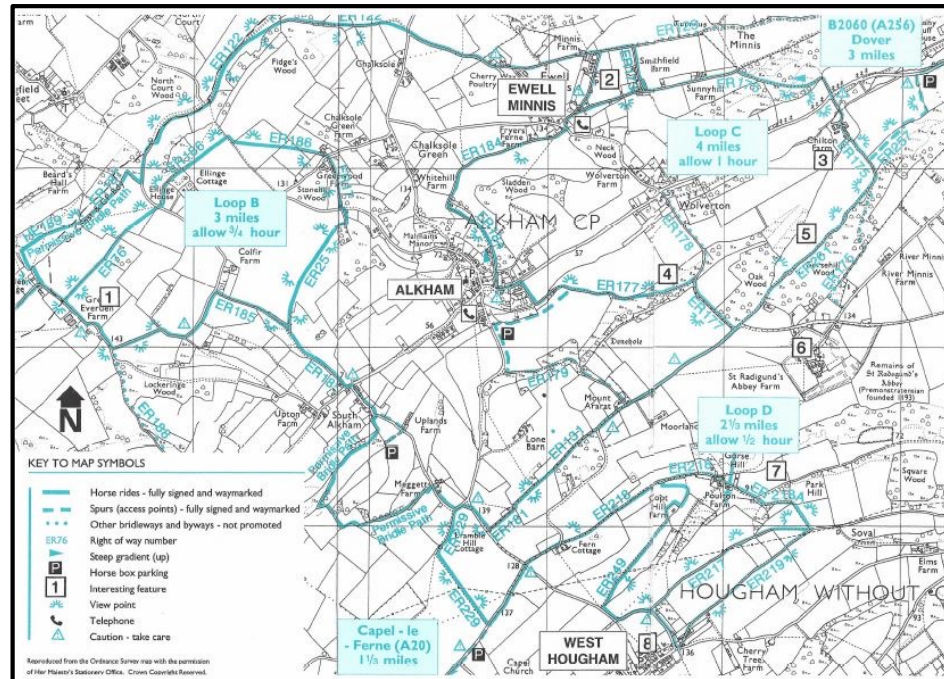
# Alkham Valley ANOB

The Local Plan recognised “Loss of character of rural lanes and impacts on the tranquillity of the rural road network is a further concern, particularly given increased traffic levels and numbers of delivery vehicles and inappropriate highway treatments.

Protect tranquillity, resisting developments which increase levels of noise and movement in the landscape, and maintain the remote, undeveloped qualities of the valleys

### Walking and cycling network

- Public Rights of Way Improvements
- Kent Cycling and Walking Infrastructure Plan, including:
  - 15 initial route corridors for focusing improvements on cycling
  - 15 initial walking zones for focusing improvements on walking and wheeling
- ...helping to deliver improvements on corridors that are also beneficial for district aspirations



# Dover District Local Plan - Infrastructure and Transport

Specifically, for the Alkham Valley road...

## Policy SP12

3.35 A260 Canterbury Rd / Alkham Valley Rd / A20 Junctions

3.5 Alkham Road/London Road Junction and Alkham Valley Road

**3.51 States - a 'Monitor and Manage' approach is agreed in relation to the consideration of an alternative/additional mitigation proposal of traffic calming solutions along Alkham Valley Road, in order to reduce the attractiveness of that route as avoidance of the A20/A2 routes.**

It was confirmed by the DCC planning officer 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.

Traffic Flow map from Dover Highways Policy SP12  
Prepared for Kent Highways

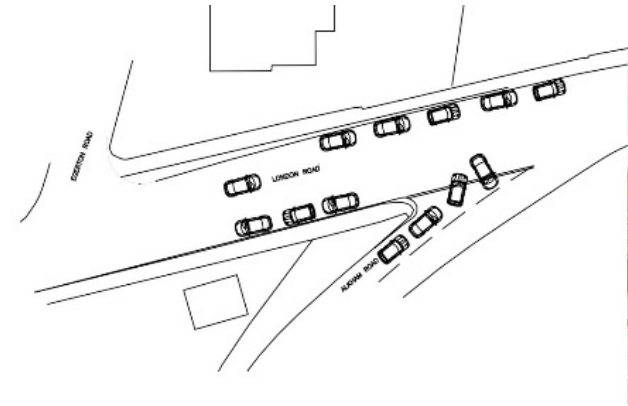


## Alkham Road/London Road Junction and Alkham Valley Road

### DD Local Plan

3.50 This junction of Alkham and London Roads was identified by KCC and the transport modelling as having some traffic flow delays at peak times. This is partially caused by the topography and limited visibility at the junction, and due to heavier traffic using this route into and out of the district at peak times, avoiding the A20 and A2.

3.51 Options for potential mitigation at this junction were explored and two potential mitigation schemes which includes traffic lights and/or junction realignment have been agreed by KCC Highways. This is presented in the Regulation 19



Scheme objectives for alterations to the London Road / Alkham Road junction:

- Improve junction safety for motorists and pedestrians
- Deliver travel time improvements by eliminating driver uncertainty
- Reduce congestion caused by excessive hesitation time on emerging from Alkham Road
- Improve air quality by reducing the congestion
- Create a pedestrian island to aid the crossing of the Alkham Road



## **A260 Canterbury Rd / Alkham Valley Rd / A20 Junctions and slips (Folkestone and Hythe District)**

### DD Local Plan

3.35 The Transport modelling undertaken highlighted potential impacts on the wider highway networks outside of the district. There are three interlinked junctions from A20 to A260 Canterbury Road and on to Alkham Valley Road which are already at capacity and have safety concerns.

Mitigation solutions have already been agreed through the Folkestone and Hythe Core Strategy.

Subsequently, there have been amended mitigation solutions agreed to be delivered as part of the Otterpool Park development, which has a resolution to grant subject to agreement of the S106, and further transport modelling is to be carried out in this respect. There is also ongoing work being undertaken by KCC on potential interim improvements to one of the junctions for safety reasons.

### SN1 F&H local plan

For the A20/A260 junction it was thought that a signalisation scheme may provide the best solution subject to safety on both the strategic and local road networks. In addition, the proposals would need to ensure that there would be no blocking back between the A20 Westbound slip roads/Alkham Valley Road and the A260 Canterbury Road/Alkham Valley Road junctions and the A20/A260 Spitfire Way junction.

# Kent Local Transport Plan 5 - *Striking the Balance*

## LOCAL TRANSPORT PLAN

### ALKHAM VALLEY SPITFIRE JUNCTION

LOCATION: FOLKESTONE AND HYTHE

#### Strategic aims:

- To ensure the junction can cater for local traffic between Hawkinge, Folkestone and Dover, whilst meeting the needs of Port-bound traffic resulting from diversions during traffic management events.
- To improve road safety and provide new pedestrian and cycle facilities as necessary as part of any junction improvements.

#### What needs to happen?

Development of a scheme and its future delivery will be dependent on surveys to ascertain detail of the delays and queuing that occurs and simulations, to inform potential solutions and the timing at which improvements are expected to be required. A potential scheme for the junction needs to be considered alongside 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.

This has obviously been raised by F&HDC not DDC

#### Local Policies, Plans and Strategies

- District Local Plans and their Infrastructure Delivery Plans
- Local Cycling and Walking Infrastructure Plans

Examination of the Dover Local Plan - Jan 2024

It was noted that **“very little time and attention had been given to the local Road networks in the district plan despite these roads supporting over 45% of the local population.”**

We need them to also represent our case not just for the strategic routes

## INTERNATIONAL HAULAGE TRAFFIC MANAGEMENT

LOCATION: COUNTYWIDE, WITH A FOCUS ON THE APPROACHES TO THE INTERNATIONAL CROSSING TERMINALS OF DOVER AND FOLKESTONE.

### Strategic aims:

- To increase resilience on the M2/A2 and M20/A20 road corridors to the Port of Dover, to support the KCC bifurcation strategy.
- To relieve congestion on the approach to the Port of Dover and Folkestone rail terminal, to support international trade, travel and enable local travel to avoid disruption to the benefit of the quality of life of Kent residents, businesses and visitors.
- To reduce the need for traffic management on-highway, including a permanent solution to remove the need for Operation Brock, by ensuring suitable vehicle management facilities exist across the corridor including at the international terminals.
- To ensure that international traffic is kept to the correct routes to reduce disruption and disturbance in local communities in Kent.

## DEVELOPMENT MANAGEMENT PRINCIPLES

LOCATION: COUNTY-WIDE

### Strategic aims:

- To ensure Local Planning Authorities and developers work effectively with KCC to give the best prospect to design development and local transport to reduce its pressure on the existing road network.
- To implement an infrastructure-first approach to secure initial improvements to the transport system to reduce pressure on the road network.
- To recognise the uncertainty in how occupants of new developments will travel by assessing a range of outcomes and ensuring the right mitigations are implemented in response to observed outcomes.

## ROAD SAFETY VISION ZERO

LOCATION: COUNTY-WIDE.

### Strategic aims:

- To take a safe system approach, which understands that people make mistakes and therefore aims to ensure these mistakes do not cause a death or life changing injury.
- To improve safety in collaboration with Kent's local communities.
- To improve the quality of life by making Kent's highways safer for whatever choice of travel is used.

### What needs to happen?

We will continue to deliver our Vision Zero strategy, implementing changes to our network and evaluating their impact, whilst working with local communities to explore their road safety concerns. Many of the proposals in our Local Transport Plan will have a role to play, with the new investment they bring providing opportunities to build safe systems into their design and operation. The further funding we can secure from government, the more we will be able to act.



## POLICY OBJECTIVE 3:

- A) Increase resilience of the road network serving the Port of Dover and Eurotunnel crossing, by adding holding capacity for HGVs across the southeast region to support establishment of a long term alternative to Operation Brock.**
- B) Increase resilience of the road network servicing the Port of Dover through delivery of the bifurcation strategy including improvements to the M2 / A2 road corridor and its links to the M20 and a new Lower Thames Crossing for traffic towards the north.**

# In the last 8 weeks



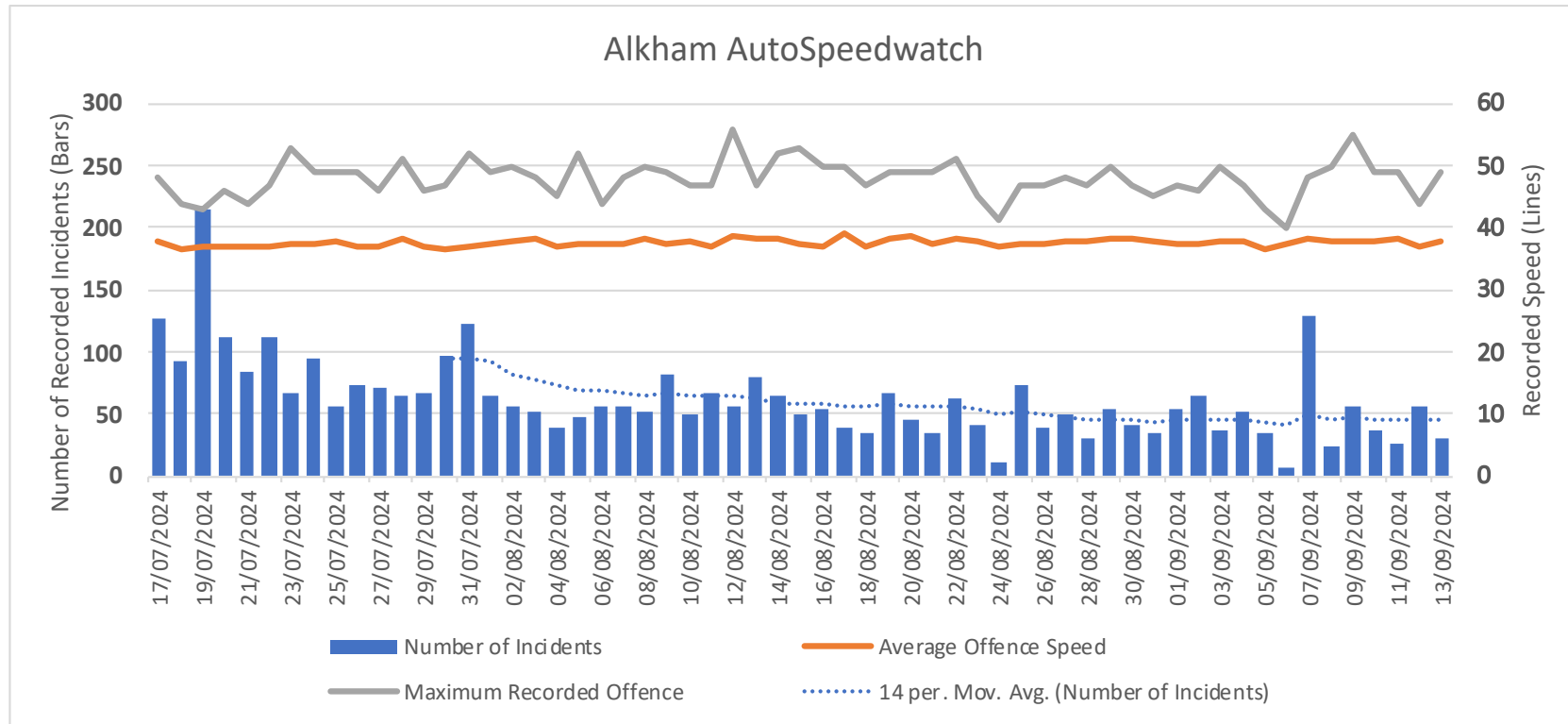
4 instances of Active Police Enforcement

6 Letters Hand Delivered by uniformed police officer

1037 Letters sent to Owners either for > 40mph or for multiple offences

Summary for this Period			
Number of Sessions this period	=		120
Total Vehicles exceeding limit	=		1139
DVLA Valid vehicles	=		1060
Accuracy	=		0.93
Maximum Speed recorded in 30 limit	=		56 mph(+86%)
Police Actions this Period			
1st Record Observed	=		18
Active Enforcement	=		4
Awaiting Processing	=		56
Case Filed	=		1
Hand Delivered HD4	=		6
In Trade/Sold	=		3
Letter Sent FO1	=		157
Letter Sent FO2	=		9
Letter Sent FO3	=		1
Letter Sent MO2	=		73
Letter Sent MO3	=		18
Letter Sent UN1	=		759
Removed by Admin	=		1
Superceeded	=		9
Timed Out	=		24
Police attending session on 16-07-2024	=		Jason
Total letters sent	=		1023
From all Group records			
My group started Recording* on	=		15-11-2016
Number of Sessions since start date	=		250
Vehicles recorded exceeding limit since start date	=		3724
Maximum Speed recorded in 30 limit	=		56 mph(+86%)
Maximum Speed recorded in 40 limit	=		54 mph(+35%)

# Autospeedwatch Results (installed with Kent Police support July 24)

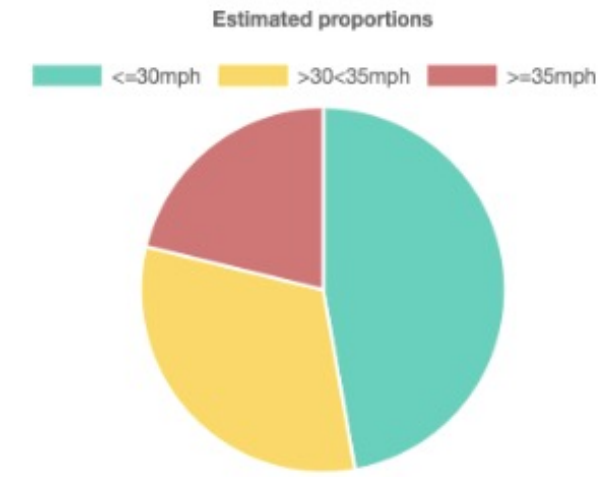
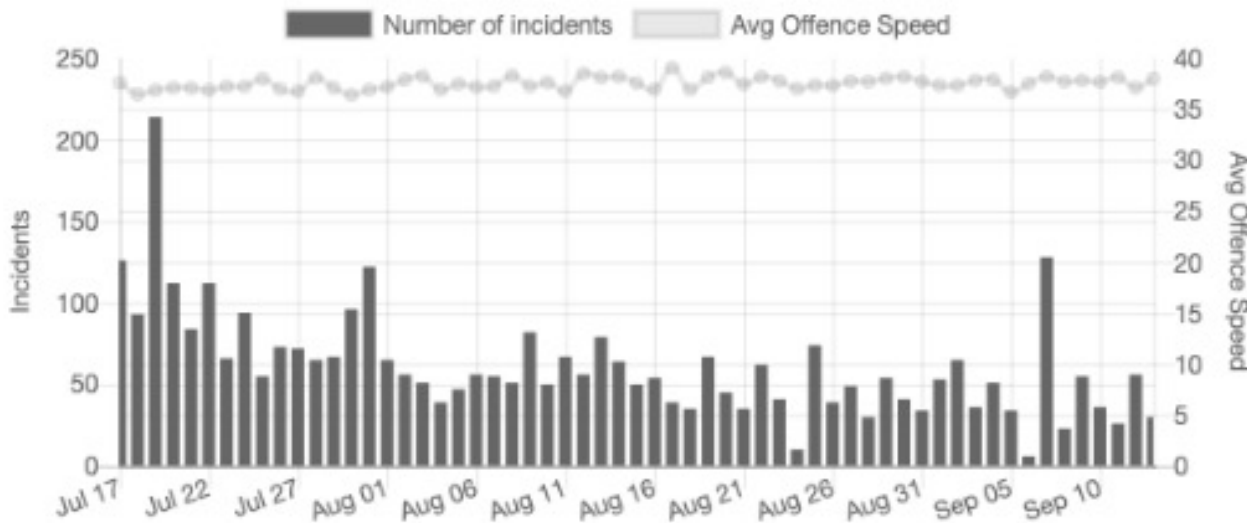


Speed	35-39	40-44	45-49	50-54	55-59	Total Incidents
Motorbike	5	1	1	1		8
Pasenger Car	2365	360	108	11	1	2845
Light Goods	636	105	42	5		788
Heavy Goods	12	6	6	2	1	27
Unknown	3	1				4
<b>Total</b>	<b>3021</b>	<b>473</b>	<b>157</b>	<b>19</b>	<b>2</b>	<b>3672</b>
				<b>40 mph or over</b>		<b>651   18%</b>

Frequency	1	2	3	4	5	6	7	8	9	10	Total Vehicles
Motorbike	8										8
Pasenger Car	2159	226	56	10	2			2			2455
Light Goods	587	62	23	2							674
Heavy Goods	27										27
Unknown	4										4
<b>Total</b>	<b>2785</b>	<b>288</b>	<b>79</b>	<b>12</b>	<b>2</b>			<b>2</b>			<b>3168</b>
								<b>multiple offences</b>			<b>383   12%</b>



# Auto Speed watch support - commenced mid July

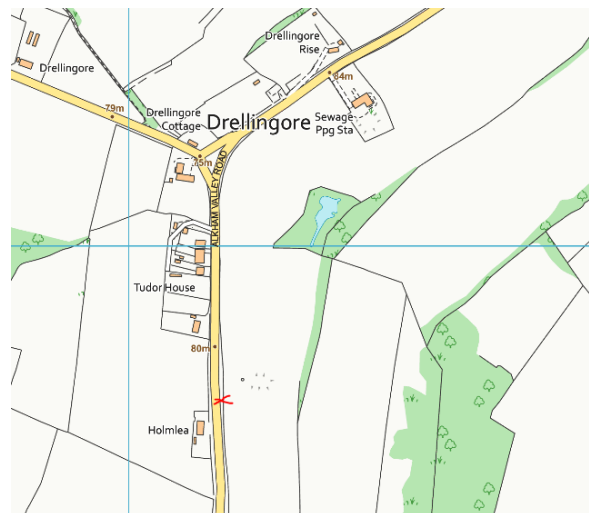




# New proposed Survey locations

To enable us to investigate the feasibility of a speed reduction on Alkham Valley Road further, we are conducting speed surveys which will commence on Thursday 12th September for one week. The locations of these surveys are as below:

Community Engagement  
Officer (Dover & Thanet)  
Road Safety and Active  
Travel Group



# ATC Traffic Analysis Report Summary

Author: Transport Survey Systems  
 Contract: Kent County Council

Start Date: 13.03.2024  
 End Date: 19.03.2024

## Eastern End

Sensors placed just east of Short lane adjacent to flashing speed sign



	Exiting Village		Entering Village		Total Movements	
Total Number of Vehicles	24960		32329		57289	
Average speed over 7 days	34.52	mph	31.08	mph	32.50	mph
85 percentile speeds	39.2	mph	36.9	mph	0	0.00
Vehicles complying with the 30mph speed limit	15.09%	3767	48.84%	15790	34.14%	19557
Vehicles over enforcement threshold of 35mph	46.92%	11710	22.34%	7221	33.04%	18931
Peak flow	423 vehicles per hour		612 vehicles per hour		850 vehicles per hour	
Maximum speed	76.1	mph	71.4	mph	76.1	mph

## ATC Traffic Analysis Report Summary

Author: Transport Survey Systems  
Contract: Kent County Council

Start Date: 13.03.2024  
End Date: 19.03.2024

### Village Centre

Sensors placed from eastern edge of Hogbrook lane to western edge of Slip lane



TSS carried out a 7-day ATC on Alkham Val Road Middle commencing the 13/03/24. The number of vehicles exceeding the speed limit of 30mph was 911 which is 1.55% of the total vehicles recorded in both directions which was 58650.

	Eastbound		Westbound		Total Movements	
Total Number of Vehicles	25553		33097		58650	
Average speed over 7 days	23.2	mph	21.9	mph	22.5	mph
85 percentile speeds	26.7	mph	25.4	mph		
Vehicles complying with the 30mph speed limit	97%	24872	99%	32867	98%	57741
Vehicles over enforcement threshold of 35mph	0%	53	0%	14	0%	65
Peak flow	432 vehicles per hour		616 vehicles per hour		866 vehicles per hour	

## ATC Traffic Analysis Report Summary

Author: Transport Survey Systems  
Contract: Kent County Council

Start Date: 13.03.2024  
End Date: 19.03.2024

### Western End

Sensors placed west of  
Newlyn's Meadow junction



TSS carried out a 7-day ATC on Alkham Val Road West commencing the 13/03/24. The number of vehicles exceeding the speed limit of 30mph was 26334 which is 46.30% of the total vehicles recorded in both directions which was 56881.

	Entering Village		Exiting Village		Total Movements	
Total Number of Vehicles	24845		32036		56881	
Average speed over 7 days	30.5	mph	30.0	mph	31.1mph	mph
85 percentile speeds	35.0	mph	34.0	mph		
Vehicles complying with the 30mph speed limit	52%	12870	55%	17684	54%	30545
Vehicles over enforcement threshold of 35mph	15%	3752	11%	3588	13%	7343
Peak flow	435 vehicles per hour		613 vehicles per hour		852 vehicles per hour	
Maximum speed	60.9	mph	66.97	mph	66.97	mph



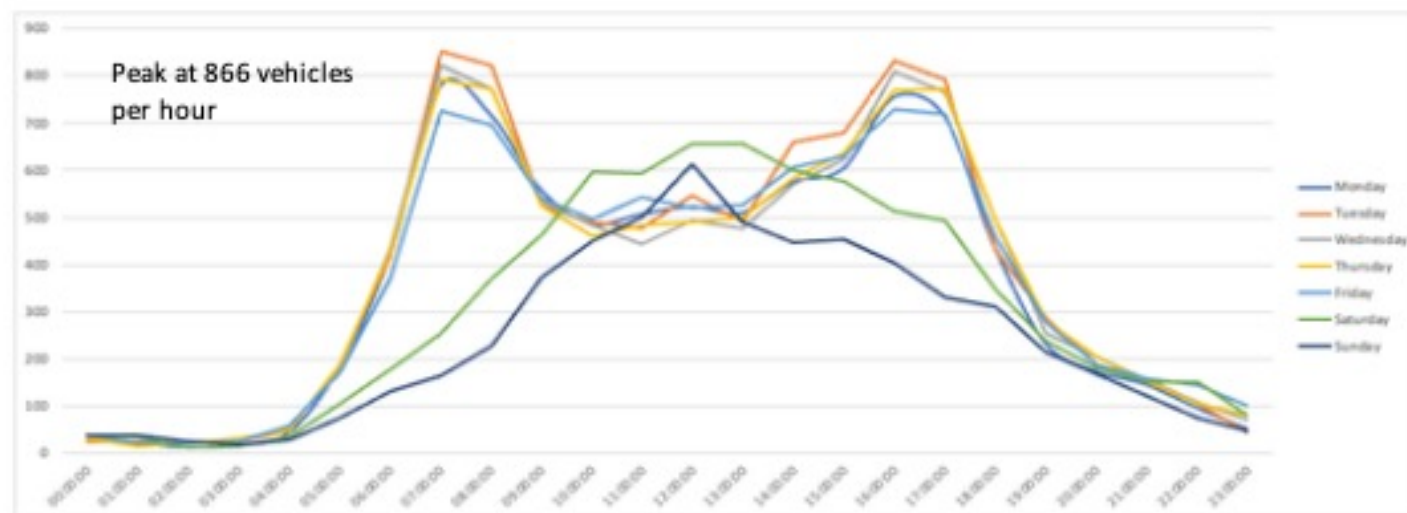
## ATC Traffic Analysis Report Summary

Author: Transport Survey Systems  
 Contract: Kent County Council

Start Date: 13.03.2024  
 End Date: 19.03.2024

### Traffic Volumes

(data from Eastern end of Village)



### Vehicle Type Breakdown

(data from Eastern end of Village)

<b>Total of Two Axle Truck or Bus (Class 3 vehicles)</b>		1726		2767		4493
Vehicles over enforcement threshold of 35mph	33.6%	580	16.6%	460	23.1%	1040
<b>Total of Vehicles with 3 or more axles (Class 4-12) &gt;7.5 ton</b>		204		202		423
Vehicles over enforcement threshold of 35mph	5.4%	11	19.3%	39	11.8%	50
<b>Total of Motorbikes (Class 14)</b>		138		160		298
Vehicles over enforcement threshold of 35mph	52.9%	73	19.4%	31	34.9%	104
Maximum speed		72.5 mph		54.29 mph		72.5 mph
<b>Total of Bicycles (Class 15)</b>		6		4		10