



Highway Improvement Team working in Partnership with St Margaret's Parish Council Highway Improvement Plan

Submission Date: 24th January 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	Please list below the funding Opportunities/Sources for HIP initiatives/Measures		
1	Rebecca Simcox	24.01.2022	Met with Parish 29.4.2022	le County Member, Parish Precept Donation, LTP bid		
2		10.05.2022				
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	Rebecca Simcox	Contact Telephone Number		Email Address	rebecca.simcox@stmargaretspc.co.uk	
Name of Clerk	Rebecca Simcox	Contact Telephone Number		Email Address	rebecca.simcox@stmargaretspc.co.uk	
Name of Chair		Contact Telephone Number		Email Address		
KCC Project Manager Name	Community & Engagement Team (EAST)	Contact Telephone Number	03000 418181	Email Address	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 – **St Margaret's review is on or after March each year.**

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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.	St Margaret's at Cliffe	Excessive speed of vehicles	Introduce 20mph limit for the village.	<p>Speed surveys to be carried out to ascertain if feasible. Cost per ATC - £100 per site.</p> <p>PB 21/03/2022 – Please note that speed limits are set by the highway authority in accordance with guidance issued by the Department for Transport (Circular 01/2013 'Setting Local Speed Limits'). Speed limits are primarily set in relation to existing average speeds on the road. The first step is to understand what the existing traffic speed is across a full week. (It should be noted that, if there are significant numbers of drivers exceeding the existing speed limit, lowering the speed limit on its own is not likely to have a significant impact on driver behaviour and we may need to look at other measures, such as traffic calming.)</p> <p><i>(see attached speed data we currently have)</i></p> <p>LW 10/5/22 Speed Survey to be undertaken. NC 20/10/22 Speed Survey results sent to Parish</p> <p>30/01/23-</p> <p>KCC to liaise with P&A regarding results of speed surveys and feasibility of reductions.</p> <p>KCC currently concerned about length of road being long enough for reduction.</p> <p>KCC to explore options of "Road Narrows" or "Pedestrian in the roadway" signage at pinch point</p>

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				<p>01/02/23 – KCC have analysed speed surveys and believe feasible to create a 20mph zone from approx. locations of junction of Dover Road and the High Street to the entrance of St. Margaret's School and Reach Road. Parish to fund approximately £12,500 including a TRO to cover 20mph zone (more accurate costs will be provided after the design). If PC wish to proceed with this, a design fee of £1006 will need to be paid – PC to confirm.</p> <p>KCC discussed the possibility of additional road signs, this can be reassessed once a decision has been made regarding a 20mph zone.</p>
2.	a) Junction of Sea Street and Bay Hill	Vehicles parking close to junction on Lighthouse Road side endangering drivers exiting from The Drove way and Lighthouse Road	<i>Double Yellow lines at this junction to extend 15-20m down both sides of Sea Street, with existing lines to be renewed and extended.</i>	<p>LW 10/5/22 – KCC to put together Detailed Design (£300). PC to consult with Parish prior to progressing TRO.</p> <p>TRO (£2,500)</p> <p>30/01/23- Discussion around bus bay by the stop or move the bus stop to roundabout KCC to seek advice on DYL plans and bus stop</p> <p>01/02/23 – PC to hold a consultation/letter drop to the residents in the immediate area of the proposed double yellow lines and bus stop. Dependant on time frame, KCC may be able to fund the bus clear way this financial year.</p>
	b) Dip in Sea Street	Existing double yellow lines need extending to accommodate more vehicles pausing here.	Extend by 10m towards village centre.	
	c) Junction of Reach Road and Royston Gardens	Vehicles park on Reach Road close to junction, obscuring driver's view when coming out of junction.	Extend existing double yellow lines on Reach Road by 5-10m towards pond.	

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Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
3	<i>Entrance to High Street at junction with Dover Road</i>	13% of vehicles exceed 30mph speed limit at this location.(Traffic survey 2018).Install white gates to slow drivers.	<i>Seek advice from KCC Highways. Could just install one gate to avoid expense of installing in road space.</i>	<p>Detailed Design: £300</p> <p>30/01/2023-</p> <p>PC expressed interest in installing 2 white gateways for the village. One on High Street where the existing village name plate is, and one on Upper Road where the 30mph limit begins.</p> <p>KCC to explore funding options for this. May be able to cover the cost. If not, PC will incur a design fee of £1,006 plus approximately £1,500 per gateway</p> <p style="color: #ff0000;">01/02/2023 –</p> <p style="color: #ff0000;">KCC unable to fully fund gateways this financial year due to turn around of design, however, KCC can offer to cover the cost of one gateway. PC to confirm if they would like to proceed with the design fee of £1006.</p>

Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1a.	High Street – Sea Street and Reach Road	Traffic speeds too high in village centre. Install mobile Speed Indicator Device (SID) to deter speeding drivers.	Gridlock group have identified best value unit is a Swarco VM16760 v2. KCC Highways indicate that only one SID supplier is supported by KCC. This is inferior to the Swarco unit and more expensive. Hold further discussions with KCC Highways.	There are a number of suppliers out there for SID equipment – many do not meet the requirements for use on public highways, so they are widely used in private sites. We have invited several to come and demonstrate their equipment to us, most have declined – Truvelo came a few weeks ago but their

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				<p>product is not up to the required standards and will not be approved for use in Kent. The use of smiley/sad faces, "THANK YOU" and other messages is not permitted – which is often the aspects that appeal to parishes.</p> <p>In terms of the price – the signs themselves are a few thousand but our price includes all of the post installation, site checks, permissions, delivery and training. Which make the overall package appear expensive. There needs to be a minimum of three dedicated posts locations and the sign cannot be installed on other existing street furniture as it is not a mandatory sign and may be a distraction from more important aspects.</p> <p>A key consideration is that the SID must be moved regularly to comply with the legislation and this will be by local volunteers. This is why we only permit SIDs in 30 mph zones to minimise the risk to those working next to a "live" highway. The approved device is battery powered, easily portable and the brackets on the posts allow it to be easily attached/removed in seconds – no need for nuts, bolts, spanners, etc!</p> <p>It is worth noting that should any device be purchased independently and installed without our permission, it can be removed from the highway</p>
1c.	Sea Street shared space section from entrance to	Pedestrians of all ages, including parents with pushchairs, have to share this narrow section of road	The Gridlock Group has suggested that this stretch of road surface should be marked in a different	Built out with priority working system? Streetlighting present


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	Portal House School to entrance to Primary School	with cars, vans, lorries, tractors. In the summer many families from the Holiday Park use this route to walk to the beach. As in the High Street, a way of slowing traffic along this road has to be found.	colour with signs at each end to tell drivers they are entering a shared (or community) zone. The road narrows in the middle section making it impossible for vehicles to pass each other. It is suggested that a small obstruction and sign is placed just below the Portal house entrance as this is where vehicles going down the hill often stop to let vehicles come up the hill. An example has been found in the Department of Transport guide to Traffic Management and Streetscape. Consult with KCC Highways	<p>PB 21/03/2022 – The same comments and recommendations apply here as for item 1b above. A priority working system might be possible although I would suggest checking the road width – whereas medium size vans may need to give way to oncoming traffic, a quick measure off OS base maps suggest that it may just be wide enough for two cars to pass although overhanging vegetation may be an issue. A priority working system may not be desirable though as it will give confidence, and hence lead to higher speed, from drivers in the priority direction. One of the traffic signs required (diagram 615) will need to be illuminated and this could add substantially to the cost of such a scheme.</p> <p>We have been to site and can report the carriageway width is only 5m. The School sign is clear from vegetation, but post and sign is worn/weathered. Log here Report a problem on a road or pavement - Kent County Council</p>
1d.	High Street 1. Post office Corner 2. Church steps	Daytime volume of vehicle movements is approx. 440 per hour in the High Street. per week. Parts of High Street have no pedestrian provision so are shared space. Install pedestrian crossings at 2 locations where pedestrians usually cross the road.	Gridlock Group identified design for nonstandard crossings of coloured surface bordered by setts. Consult with KCC Highways on feasibility of installation of pedestrian crossing points.	<p>PB 21/03/2022 – There are no obvious crossing points and virtually no usable footway in either location. Therefore, pedestrians are likely to remain in the road for their entire journey and there are no obvious crossing points where crossings could be concentrated. Therefore, it is the likely presence of pedestrians in road that is the hazard of which drivers need to be aware. Granite setts are unlikely to be supported due to the ongoing maintenance cost (they become a hazard themselves if they become loose, requiring immediate action, unlike a worn coloured surface). Please see previous comment about necessity of road closures due to narrow working area.</p>
1e.	1. Entrance to primary school in Sea	Children and parents have to cross main road at these points. Volume	Gridlock Group have designed crossings with setts and coloured	<p>PB 21/03/2022 – We need to be clear of what is being requested. Controlled crossings – Zebra, Puffin and other</p>

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	Street 2. Junction of High Street and Chapel Lane	of vehicle movements is approx. 300 per hour. Crossings are needed here to slow vehicles and create safer spaces. School unable to provide a crossing supervisor.	surface. Consult with KCC Highways on feasibility of installation.	light-controlled versions – where you are giving pedestrians a higher priority over vehicles are not likely to be suitable here as the space, usage and other requirements won't be met. However, what is more realistic is to highlight to drivers and riders that there are locations where they should expect to see pedestrians in or crossing the carriageway where this is not otherwise obvious. In this location and especially at school times, I would expect most drivers to be aware of the presence of pedestrians. Is there an issue with parked vehicles 'hiding' pedestrians? Additional features to highlight the presence of pedestrians may be appropriate but not every single point when a pedestrian might step off the kerb. Please also see previous comments about specialist surface treatments.
1f.	1. Junction of Reach Road and Village Hall entrance 2. Junction of Reach Road and Roman Way	The traffic survey of 2018 indicated about 22,000 vehicle movements here per week. Residents have complained of the difficulty crossing the road with children because of the volume and speed of vehicles.	The Gridlock Group has suggested two pedestrian crossings, the same as indicated for the High Street, to be installed close to the entrance to the Parish Hall and close to the junction with Roman Way. Consult with KCC Highways	PB 21/03/2022 – Please see comments for 1e.
2.	Entrance to High Street at junction with Dover Road	13% of vehicles exceed 30mph speed limit at this location. (Traffic survey 2018). Install white gates to slow drivers.	Gridlock Group have received quote from KCC approved installer. One gate will be on pavement side so will need to extend into road. This will probably need a TRO. Seek advice from KCC Highways. Could just install one gate to avoid expense of installing in road space.	PB 21/03/2022 – Traffic speed surveys should not be undertaken close to a speed limit change point. However, if drivers are continuing at higher speeds into a low speed environment, enhanced gateway features may be appropriate. Can the Parish Council confirm the location of the speed surveys? As regards gateposts, any feature must be set back at least 450mm from the edge of the carriageway. Furthermore, we would not allow any feature that reduced the width of an existing footway to less than 1 metre. Assuming that the design is as of the photograph on Page 5 of the Parish Council's letter to Michael Payne

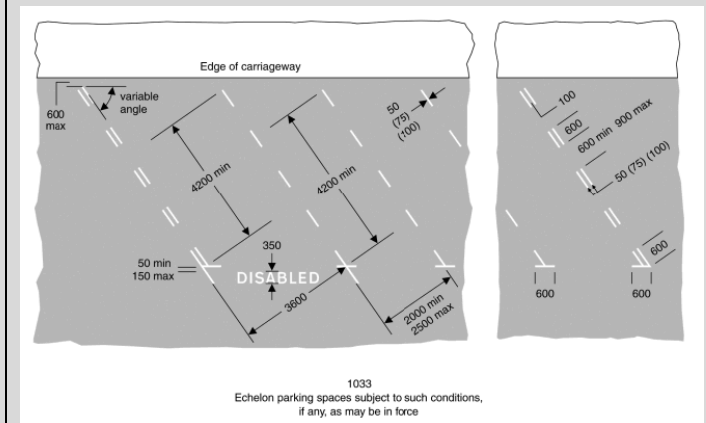
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				<p>of 15/11/2019, the buildout will require some thought. On its own, it would need to be illuminated. However, if the centre line could be shifted over and the nearside kerbline moved out to guide vehicles around the build-out and remaining carriageway width was sufficient to maintain two-way flow, this may be acceptable without additional lighting. Further investigation is needed to understand how drainage of the carriageway would be affected.</p>  <p>I am not clear as to why a TRO would be required. Is the Parish Council proposing to move the speed limit? Or just the road space (temporary TRO) whilst the post is being installed?</p>
3.	Entrance to Reach Road	11% of vehicles exceed speed limit at this location. Install white gates to slow drivers.	Gridlock Group have received quote from KCC approved installer.	<p>Gateways</p> <p>PB 21/03/2022 – Cannot comment again without knowing details.</p>
4.	Vehicle parking in High Street opposite Knoll Court	A lay-by at this location has diagonally marked spaces for up to 5 vehicles to park for limited times. The spaces are too small for medium and large cars or vans so	The Gridlock Group has considered a structural re-design of this area to rationalise the parking and restore the adjacent area for community use. Consult with KCC Highways.	<p>Refer to Dover District Council</p> <p>PB 21/03/2022 – Yes, parking enforcement, the traffic order itself, etc. is Dover District Council's responsibility and the Parish Council should liaise with their Parking</p>

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often the main road is partially blocked by vehicles jutting out across the carriageway. The design of this area is particularly bad and harmful to the rural context.

Services department. Assuming the images on Google are up-to-date, the markings themselves are not to standard so I would question whether they are enforceable at present. The echelon arrangement itself is approved (although reverse-in is preferable to reverse-out) but there should be short marks at the end of each bay to show its extent. Furthermore, "the length of the largest rectangle that could be accommodated wholly within the space in question must be not less than 4200 mm". Therefore, if it's shorter than this, it is not enforceable and DDC (or KCC, if we did it) shouldn't mark it as such a bay. If it's longer than that and correctly marked, DDC should be able to issue penalty charge notices to drivers of larger vehicle that overhang these limits. This is from the previous version of the Regulations:



Realigning and enlarging the parking bays is feasible and would need to be led by KCC. However, the Parish Council needs to be aware that, without compromising on footway width or visibility for drivers emerging from parking bays, there is likely to be many fewer bays. Initial

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				<p>sketches would suggest that it would only be possible to provide three parking bays. Extending into the existing footway area could also bring additional costs as drainage would need to be considered and there could be substantial extra costs if utilities under the footway have to be lowered.</p> <p>(see concept design)</p>
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