



Highway Improvements Team working in Partnership with Great Chart with Singleton Parish Council Highway Improvement Plan

Submission Date: September 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		15/11/2022		Cllr Charlie Simkins, Cllr Dirk Ross
Please list below the funding opportunities/Sources for HIP initiatives/Measures				Parish Council
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	Cllr Malcolm Wiffen	Contact Telephone Number		Email Address
				Malcolm.wiffen@greatchartsingleton.gov.uk
Name of Clerk	Aniko Szocs	Contact Telephone Number	01233 616923	Email Address
				theclerk@greatchartsingleton-pc.gov.uk
Name of Chair	Cllr Malcolm Wiffen	Contact Telephone Number	01233 616923	Email Address
				Malcolm.wiffen@greatchartsingleton-pc.gov.uk
KCC Project Manager Team	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 – **XXXX's review is on or after XXXX 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.	The Street		Speeding	Traffic Calming Measures	<p>15/11/2022- Design for entirety of The Street discussed and agreed that speed cushions are not appropriate and will likely prove very unpopular with residents of The Street due to noise.</p> <p>Agreed that a build out by the war memorial would be an appropriate starting point to alleviate the issue rather than going all in with the design as drawn. This would need to be funded by the PC.</p> <p>KCC to investigate if this is feasible and provide estimates to PC.</p> <p>16/11/2022- For a build out by the war memorial to be considered, this would need to be re-designed as a standalone scheme, considering the safety implications of it standing alone rather than part of the larger traffic calming design previously provided.</p> <p>This scheme will be subject to a design fee and a Road Safety Audit payable by the PC.</p> <p>Design Fee= £1,006 Road Safety Audit= £995 Total= £2,001</p> <p>PC to confirm continuation to design phase.</p> <p>13/12/2022- PC decided not to continue with this scheme</p>

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					<p>23/11/2023-</p> <p>PC, KCC & County Member Charlie Simkins met to discuss this issue further, along with Ninn Lane.</p> <p>PC now in agreement to pay a design fee (£1,068 financial year of 23/24) for this to be drawn. This will also require a Road Safety Audit (£995). KCC to arrange invoice.</p> <p>KCC has explained that the narrow point on Ninn Lane would not be able to be made narrower as there is not a system of street lighting at this point and we are therefore not allowed to install hard measures due to safety issues.</p> <p>22/02/2024-</p> <p>Traffic surveys have been booked in for March 2024 to ascertain average speeds to determine justification for the installation of a build-out. Once results are back for KCC to contact PC to discuss further.</p> <p>ABC Conservation Officer contacted who has requested a design for the build out to be able to provide a definitive answer as to whether she would support this. Once results from the survey are reviewed and the scheme is determined as feasible, then designs can be drawn. Planning & Advice believe this scheme could be designed to represent the surrounding area.</p> <p>Scheme cost will be determined at the point of design as prices are predicted to increase from April 2024.</p>
2.	The Street Great Chart		Speeding through the village	Reduction of the speed limit to 20 mph	<ul style="list-style-type: none"> Traffic calming scheme outline design option including kerb realignments, buildouts/ priority working,

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					<p>tabletop junction, parking restrictions, improved gateways.</p> <p>15/11/2022- Speed limit change was put forward by the PC as an alternative plan to the closure of The Street.</p> <p>Not suitable for implication due to distance issues. Speed limits should be at least 600m in length, and implementing a 600m 20mph limit covering The Street will reduce the speed limit distances for the limits either side, making them too short.</p> <p>23/11/2023- KCC to take this back to Planning & Advice colleagues to discuss options with lengths of proposed 20mph & existing 30 & 40mph limits. This would include Ninn Lane and adjoining residential roads.</p> <p>22/02/2024- This priority is determined by the build-out investigation.</p>
3.	Singleton Hill/Strouts Road		To create a safe crossing from Imperial Way over Bucksford Lane to Strouts Road. This would also form the route of a walking bus scheme.	Zebra crossing	<p>18/05/2023- Controlled crossings need to be evidenced via an equation called PV2 (PV Squared). This consists of a traffic survey and pedestrian survey conducted at the same time. The data obtained is then run through an equation which specifies if it meets the requirement for the installation of a controlled crossing.</p> <p>KCC to obtain a quote for these surveys for the parish.</p> <p>22/02/2024-</p>

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					<p>KCC not confident that the data collected from surveys would qualify for a controlled crossing here, therefore PC and KCC in agreement that the cost of the surveys cannot be justified at this time.</p> <p>KCC to attend site and explore option of relocating the pedestrian warning sign to incorporate the dropped kerb here with the addition of a SLOW marking. Also look to remove one of the roundabout warning signs as there appears to be 2 right next to each other which is cluttering the site.</p>
4.	Etchden Road		There is a large population of deer living in the forest along Etchden Road, the animals are often crossing the road, which drivers are unaware of.	Signs along the road to warn drivers deer crossing.	<p>18/05/2023-</p> <p>PC state no known collisions but near misses occurring and a lot of sightings of deer around the wooded section of the road.</p> <p>KCC to investigate what is required from the DfT to install these signs.</p> <p>22/02/2024-</p> <p>KCC to attend site to see if there is any signage on place currently and look for suitable locations to install signage.</p>
5.	Mock Lane to the top of Singleton Hill		This section is part of the route to the primary and secondary schools in Chilmington Development, and the parish council would like to see the reduction of speed from the national speed limit to 30 mph or 20 mph, in addition part of Chart Road that runs between Cuckoo Lane and Mock Lane	Speed reduction	<p>18/05/2023-</p> <p>KCC Active Travel Team are currently investigating options for routes to Chilmington School due to the recognised issues surrounding this school. At this time, no feasible schemes have been established but work continues.</p> <p>At this time with the current environment, it is not suitable to reduce the speed limit on this road and the average speeds are between 20-30mph. Therefore, a reduction of the speed limit will not improve this issue as the average speeds will be the same as they are.</p>

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					<p>KCC to explore option of introducing the “School Streets” scheme on Mock Lane. This would close the road to all traffic from the junction of Mock Lane with Bucksford Lane and Chart Road, all the way down to the school. This has been introduced in only a few locations in Kent with mixed success, but believed that this may be an appropriate option here.</p> <p>Information pack on School Streets sent to PC, along with HADMS data for Mock Lane, Bucksford Lane & Singleton Hill</p> <p>22/02/2024-</p> <p>Mock Lane has been closed by KCC’s Ops Team due to extent of damage to the road surface being deemed a safety hazard. This has been closed off with plastic barriers, however PC report that these are regularly moved allowing traffic through. This has been reported to the Highway Manager, however further discussion will be had regarding this to see how often this is happening and discuss options moving forward. This will also help to inform future decisions regarding Mock Lane and the idea regarding a model filter.</p> <p>Chilmington Green Primary School have been asked several times to complete their School Transport Plan to assist with decision making, however this has not been completed yet.</p> <p>PC and KCC in agreement that the crux of the issue here is Chilmington Avenue not being open to allow vehicles to bypass Mock Lane, as there is nowhere currently for vehicles to turn around after dropping children off. The school have been asked about using their carpark as a</p>
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					<p>turning point for parents, however they have said this is not an option. This makes the model filter option unfeasible at this time.</p>
6.	Bucksford Lane		Residents reporting speeding issue.	Speed humps and/or extra SID location	<p>18/05/2023-</p> <p>HADMS data shows average speeds around 20mph so no evidence of a speeding problem where speed humps would be justified.</p> <p>HAMDS data sent to parish along with 30mph toolkit information pack. For PC to inform KCC if they would like a 30mph toolkit put together, which is a free resource.</p> <p>KCC to ask the appropriate team regarding an additional SID.</p> <p>22/02/2024-</p> <p>KCC to discuss with the team who run the SIDs about an additional location. PC have been informed previously that they have met their maximum limit for locations.</p> <p>PC state that the main issue here is during the warmer months with people having car meets in the car park at the end of Bucksford Lane and speeding to and from.</p> <p>KCC have suggested Speed Watch as a likely more effective deterrent to this sort of driver group, as if they are currently ignoring the speed limit, a SID is likely not going to have much more of an effect on them, whereas the risk of being caught may do. Therefore, further advice given to inform Kent Police of persistent issue to request targeted enforcement.</p>

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					<p>23/02/2024-</p> <p>PC sent SID assessment form to complete and return.</p> <p>KCC to conduct a traffic survey during the summer months when PC state the issue is most prevalent to determine speeds.</p>
7.	Hoxton Close		Speeding	Roundels and additional signage in the area to promote 20 mph speed limit.	<p>22/02/2024-</p> <p>PC reporting that they believe that drivers are unaware of the 20mph limit here, believed to be down to the location of the 20mph terminal at the junction with Singleton Hill being too close the junction.</p> <p>KCC to fund and install a 20mph roundel at this terminal to enhance the message.</p> <p>23/02/2024-</p> <p>Scheme raised (Ref 24-AS-HIP-1445)</p>

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Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
	Hoxton Close		Speeding	Request for 20mph to include Running Foxes Lane & Wesley School Road.	<p>Traffic survey to confirm speeding issue Dec 2019 – SURVEY COMPLETED DEC 2019</p> <p>PC - Evidence community support</p> <p>PC – To confirm scheme priority & thus delivery year</p> <p>KCC – Write & carry out statutory consultation on TRO (subject to PC funding, prioritisation & commissioning)</p> <p>KCC – Design & Cost works (subject to PC funding, prioritisation & commissioning)</p> <p>£500 – surveys</p> <p>£3000 - £4000 – TRO</p> <p>£2000 – 3000 – 20mph signing/ lining</p> <p>Surveys completed December 2019. Speeds = Site 1 (nr Great Chart Primary) Mean 17mph 85th 20.3mph; Site 2 (nr shops Singleton Hill end) Mean 20.3mph 85th 25.1mph. Some existing TC & 20mph design speed. 20mph speed limit feasible – suggest zone and include side roads.</p>
	Wesley School Lane & Cuckoo Lane		Parking issues in vicinity of John Wesley School		<p>Investigate parking TRO (waiting on PC to confirm if they wish to proceed) – On Hold</p> <p>KCC to link PC & School with KCC School Travel Planner. Please ask the school to contact Iona.Rogulski@kent.gov.uk (KCC Transport Planner)</p>

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					<p>PC to ask ABC if they have resource to carry out some short-term targeted parking enforcement.</p> <p>£3000</p> <p>KCC School travel planner can advise school on host of 'soft measures' to help address school related traffic/ parking problems. Further parking restrictions likely to be flouted as existing are and not address problem.</p>
	The Street j/w Chart Road		Closure of The Street at the Chart Road and to reduce through traffic	One way traffic system and or road closure.	<p>Deemed unfeasible for the following reasons: Lack of defensible justification; Bus service provision will be negatively impacted in Great Chart. Stagecoach services 2 and 400 currently serve resident of Great Chart via The Street; Bus operator has indicated their objection to such a proposal & highlighted the resultant bus service(s) withdrawal if The Street were to become inaccessible; Residents in the locality who rely on the bus to access education, health care, employment, groceries, retail, & social activities etc will be disadvantaged; KCC encourages bus use as a sustainable method of transport – recognising its importance in addressing pollution & congestion as well as supporting independence & tackling disadvantage; Great Chart does have a by-pass and therefore does have some relief from previous levels of through traffic; Proposals have been designed to address the 'bottleneck' on the A28 by Matalan – this is awaiting funding. An alternative option to discourage through traffic and reduce the negative impacts of the remaining traffic has been provided in the form of a traffic calming scheme for The Street.</p>

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					15/11/2022- Discussed again with PC and agreed to put into Historical Record as not realistically feasible due to above reasons discussed previously.
	Chart Road		National Speed limit sign may encourage speeding	Removing the signs	15/11/2022- PC advised that we can't just remove signs without changing the speed limit. Signs need to be in place to advise of limit change.
	Outside Ashford Prep School, Ashford Road		Vehicles turning left into the village	No left hand turn sign opposite junction with the school exit	15/11/2022- PC stated that the school currently has their own signs up advising vehicles not to turn left, which are mostly ignored. PC believe that having an official "No Left Turn" sign would deter more vehicles from turning into the village and causing traffic issues. Example of Apsley Road coming out of car park used by PC as similar use. PC suggested that targeted enforcement of this sign could help cement future compliance. KCC to investigate suitability and possibilities of using the sign for this purpose and in the location. PC to explore potential road markings on school ground to encourage right hand turn. PC to bear in mind that enforcement of non compliance would fall to Kent Police who are unlikely to specifically enforce this due to resources and their prioritisation of their workload. 16/11/2022- Advice gained from Planning & Advice Team (P&A) who have stated that this is not a suitable use of the "No Left Turn" sign. These signs should be used to negate a risk or deter traffic from travelling in a direction whereby there is nothing for them to realistically travel to.

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					<p>Due to the fact that crash data does not show any collisions on The Street in the last 3 years, we cannot say that it is negating a risk.</p> <p>We also have to consider that people from the village will be taking their children to school so therefore can't dictate that they have nothing for them to travel too.</p> <p>P&A also of the belief that the sign will not deter people who regularly turn left as they know there is no risk for doing so and enforcement of this is unlikely.</p> <p>Not a feasible option so moved to historical record.</p>
	Hoxton Close		Safety of pedestrians. Request for elderly people crossing signs.	Elderly crossing signs/Raise Crossing.	<p>No Personal Injury crash problem here. 20mph scheme should have positive impact on road crossings. Suggest review post implementation of 20 scheme.</p> <p>15/11/2022- Discussed along with the plan for the raised crossing design provided to PC.</p> <p>Discussions had whether worth putting up elderly people crossing signs before implementing the crossing as a cheaper method. If not successful to then look at implementing the crossing.</p> <p>PC also discussed location of the crossing and queried whether more suitable further up on the other side of Askes Court.</p> <p>KCC may be able to fund signage if this is decided.</p>

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					<p>KCC have informed PC previously that they are willing to pay half towards the crossing if completed this financial year. £4,500 paid by PC.</p> <p>PC to discuss at their December meeting and inform KCC of their preference regarding both the crossing and the signage.</p> <p>16/11/2022- Confirmed that crossing is to be paid for in full by KCC so that it can be completed this financial year as important to implement for accessibility being a traffic calming measure and an access and safety asset.</p> <p>Therefore Elderly Crossing signs not suitable at this time with the 20mph and accessible crossing being installed.</p> <p>Once work underway this will move to historical record.</p>
	Matalan Roundabout		Drivers using the wrong lane	Better improved road markings at the roundabout to direct the traffic	<p>22/02/2024-</p> <p>PC reporting road rage issues due to vehicles using the incorrect lanes from Brookfield Road to manoeuvre the roundabout. This is not a crash cluster site and KCC do not routinely put road markings down unless believed to have a positive effect on crash numbers. Highway Code states what lanes should be used when using a roundabout, and additional road markings not believed to have much of a positive effect on driver behaviour here, as it appears drivers are using the incorrect lanes to avoid being stuck in traffic.</p>



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					<p>For KCC to discuss further with Planning & Advice colleagues.</p> <p>23/02/2024-</p> <p>KCC have discussed this internally and in agreement that directional arrows will likely make no improvement to the situation here as drivers are doing this knowingly to avoid traffic.</p> <p>Improvements planned on the A28 as part of the developer agreement linked to Chilmington Green should improve the situation here, however developer has pushed back on this. KCC Developer Teams are working hard to address this.</p>