
**PROPOSED PROHIBITION OF TURNING MOVEMENTS –
FELDERLAND LANE, WORTH**

To: **Dover Joint Transportation Board – 16 April 2015**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Dover District**

Summary: **This report gives details of a proposed prohibition of turning movements in Felderland Lane, Worth**

For Recommendation

1.0 Introduction and Background

- 1.1 Felderland Lane is located near Sandwich, Dover. It has a largely rural character, with a number of houses and cottages situated along its length. There are also farms situated on the lane. There are no footways in the lane, and the road is not used as a bus route.
- 1.2 The Lane has a 30mph speed limit and also a 6'6" width restriction (exemption for access). There are warning signs in place to warn of pedestrian in the road.
- 1.3 The lane is situated between the A256 Eastry Bypass and A258 Deal Road (see the location plan in Appendix A).
- 1.4 Because of where the lane is located, it is frequently used by some vehicles as a short-cut between the A258 to the A256, rather than using the alternative route on the main roads. Concerns have been raised by residents over several years about large vehicles using the lane, speeding drivers. Residents also have anecdotal evidence of abusive language when drivers using the lane have been delayed when residents have been walking in the lane or opening car doors.
- 1.5 There have been some personal injury crashes in the lane although there is no pattern to these, and there have been none in the past three years. There have also been several damage-only incidents reported by local residents. Due to the low numbers of personal injury crashes, the intervention criteria set by KCC has not been achieved, and therefore measures such as traffic calming have not be considered.
- 1.6 A Traffic Survey was carried out in February 2010 for one week to measure traffic volumes and speed. Although this was conducted before the 30mph speed limit was implemented and ran into half-term (count delayed by snow), it gives an indication of traffic conditions, especially as regards traffic flow. A summary of the results of this survey is as follows:

	Eastbound	Westbound
Mean speed (mph)	36.6	34.3
85 th percentile speed (mph)	40.5	39.6
Traffic flow	5016	5221
Mon-Fri Traffic flow (% of weekly flow)	3782 (75%)	3970 (76%)
Traffic flow Mon-Fri 0700-0900 (% of Mon-Fri flow)	676 (18%)	410 (10%)
Traffic flow Mon-Fri 1500-1900 (% of Mon-Fri flow)	1049 (28%)	1126 (28%)

(A full copy of the count can be made available to JTB members on request)

2.0 The Proposal

- 2.1 Worth Parish Council in conjunction with some local residents have put together a proposal which they feel would help reduce the volume of traffic using the lane, and therefore increase road safety for residents and others walking, horse riding and cycling in the lane. By prohibiting left turns into Felderland Lane from the A258 Deal Road, and prohibiting right turns out of Felderland Lane on to the A258 Deal Road, the time savings of using Felderland Lane would be removed. The alternative route of the A258 and A256 will be a quicker route, and it is anticipated that much traffic that would have previously used Felderland Lane would use this route instead.
- 2.2 This proposal is supported by both the County Member for the area, Mr Leyland Ridings and Laura Sandys MP.
- 2.3 Mr Ridings has agreed to use his Member Grant to fund the processing of the Traffic Regulation Order and scheme design. The Parish Council and local residents have been fund-raising to finance the implementation of the proposal.

3.0 Traffic Regulation Order

- 3.1 The Advert for the Traffic Regulation Order was placed in the Kent Messenger on 23 January 2015 with a closing date for comments on 16 February 2015.
- 3.2 As part of the Traffic Regulation Order, statutory consultation has taken place and all residents in the lane have had a copy of the public notice delivered to them. Both Worth and Easry Parish Councils have been notified, and notices were placed at intervals along the lane. In addition to this, the adverts were placed on the KCC website.
- 3.3 58 responses were received as a result of the consultation. These are summarised as follows:

Support	31
Object	25
Support in part	2

- 3.4 A number of comments have been made. The main concerns (3 or more responses) are summarised below.

Comment	KCC response
People will just u-turn at the lay-by	It is felt that even this manoeuvre will be

by the entrance to Links Farm	seen as an inconvenience, and with the time taken to turn right across Deal-bound traffic into the lay-by and then left out of it, many people will find it quicker to use the preferred A256/A258 route.
Will force traffic on to main roads which are already busy with traffic	It can be seen that in 2010, the traffic survey showed that weekly flows were in the region of 5000 vehicles. This averages out at approximately 720 vehicles per day, which is not a large increase of traffic on the existing main road network over the course of 24 hours.
Will lead to increase journey distance, together with increased travel time and pollution	The distance from the Felderland Lane/ A256 junction to the Felderland Lane/A258 junction is approximately 1.34 km using Felderland Lane, or approximately 2.12 km using the alternate route. This is therefore an increased journey distance of 0.78km. It is not possible to assess the effect on journey time and emissions due to fluctuating traffic flows.
People on Dover Road waiting to right turn into Felderland Lane will cause traffic congestion and also be a danger.	As it will be quicker to use the A258 and A256, it is anticipated that much traffic will use this route instead, and therefore the amount of traffic wishing to turn right into Felderland Lane should not increase.
Left turns into Felderland Lane should be allowed.	This would still enable Felderland Lane to be used as short-cut thereby not affecting traffic levels and negating any effect on road safety.
When there is an incident on the main roads, Felderland Lane act as an important alternative route	In the event of an accident which close the road or causes severe congestion, Kent Police may choose to use Felderland Lane as a diversion route and direct people along this way.
People will use Brook Street and Hay Lane to access Eastry, which is more unsuitable and will increase traffic on a weak bridge	This may be used by people trying to access to and from Eastry, but would not be used by those simply cutting through between the A258 and A256 as it would be longer and slower route.
Will only be effective if policed	Any enforcement would come under the responsibility of Kent Police, who have not responded to the consultation. A shaped central island and kerb realignment at the A258 junction will seek to introduce a degree of self-enforcement by making it difficult to complete the prohibited movements.
Increased traffic will be a danger to pedestrians and cyclists.	The potential increase in traffic is slight and should not cause any significant increase in hazards than that already present.
The reduced speed limit is effective enough	The reduced speed limit has had some effect but it is clear there is a still a safety concern among residents linked to the volume of traffic and manner of driving of some motorists.

No crashes in Felderland lane	Although there have been no recorded personal injury crashes in the road in the past three years, there is anecdotal evidence of damage-only crashes, and there have also been some personal injury crashes in the longer term.
Residents just want their want private drive	Local resident have concerns about the safety of those walking and cycling in the lane, and just getting in and out of their cars can be met with abusive behaviour.
Existing measurers need be enforced	The enforcement of the existing measures come under the responsibility of Kent Police, but they cannot be there at all times, and some of the restrictions are widely flouted.
Will be an inconvenience for vehicles such as delivery vehicles	Delivery vehicles may need to access and exit Felderland Lane by the Eastry end of the lane.
Not enough consultation	Statutory consultees and residents of the lane were consulted. Notices were put up along the lane so that those who drive along the lane could see there was a notice relating to the lane. Anyone could stop to read these notices. Eastry Parish Council also publicised the proposal within their Parish. For a minor scheme such as this, along a lane which issued by people from all over the District (and beyond), it is not possible to consult on such a wide scale to cover all potential users.

Members can see a copy of all responses on request.

- 3.5 Despite a number of comments and objections from a number of respondents, these tend to be mostly from those who travel along the lane on a regular basis. It is felt that encouraging people to use the alternative route will lead to improved safety and quality of life in Felderland Lane, and will have a small impact on those travelling from the A256 area to the A258 and back.

4.0 Corporate Implications

4.1 Financial and VAT

- 4.1.1 None for Dover District Council.

4.2 Legal

- 4.2.1 None for Dover District Council.

4.3 Corporate

- 4.3.1 None for Dover District Council.

5.0 Recommendation(s)

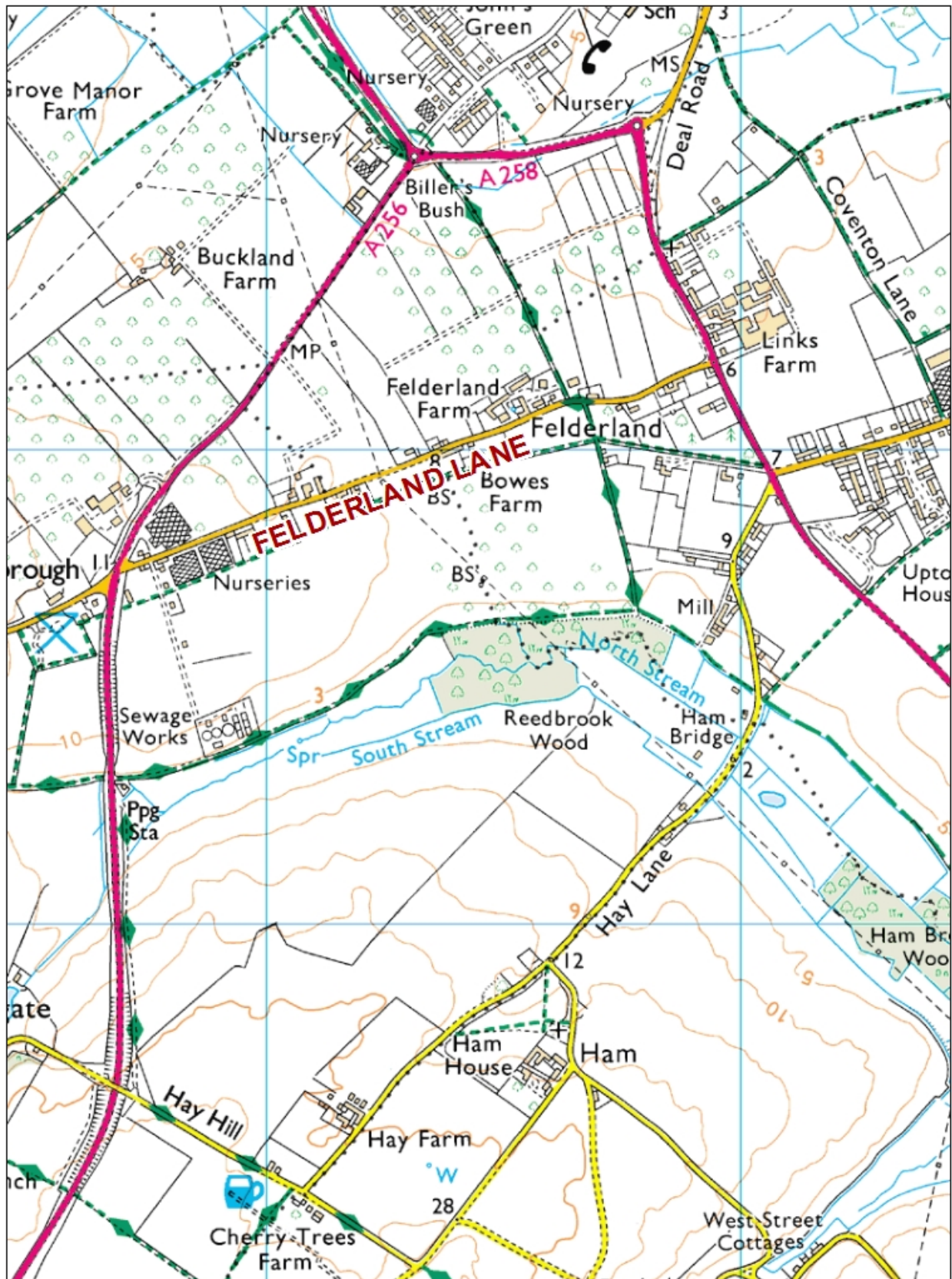
- 5.1 That members agree to the implementation of the proposed prohibition of turning movements in Felderland Lane, Worth.

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Background Papers

Title	Details of where to access copy
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>

Appendix A – Felderland Lane Location Plan



Produced by Richard Heaps

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Ref: Felderland Lane, Worth

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