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## **PROPOSED WEIGHT RESTRICTION - WIGMORE LANE, EYTHORNE**

**To:** Dover Joint Transportation Board – 15 September 2016

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

**Classification:** Unrestricted

**Ward:** Eythorne and Shepherdswell Ward, Dover District

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**Summary:** This report gives details of a proposed Weight Restriction to be implemented in Wigmore Lane, Eythorne.

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### **1.0 Introduction and Background**

- 1.1 The villages of Shepherdswell and Eythorne are situated within the District of Dover. They are predominantly residential villages, with local shops and services, as well as a heritage railway station.
- 1.2 To the north of Eythorne is an industrial area where there are several haulage companies and businesses requiring frequent HGV deliveries. There is a signed route for these vehicles which directs them via the A2 and A256.
- 1.3 There is a long standing issue that HGVs on the A2, allegedly following their sat navs, are choosing the shortest route to access the industrial estate which takes them through the villages of Shepherdswell and Eythorne. The roads along here are narrow in places and not suitable for such large vehicles. If an HGV meets another oncoming vehicle, there is often insufficient room for them to pass each other.
- 1.4 Some local companies have routing strategies or agreements, and drivers that can be demonstrated not to have followed these are often penalised for not doing so.
- 1.5 In 2015 a petition with 385 signatories was received by KCC asking for action to be taken to address the issue. This demonstrates the strength of feeling about the issue within the local community.
- 1.6 The County Members for the area – Mr Steve Manion and Mr Geoff Lymer – agreed to help fund a scheme from their Combined Member Grant to address the issue. This was facilitated by the Ward Councillor Cllr Mog Ovenden who has been liaising with the Parish Councils and residents.
- 1.7 The Parish Councils put forward a proposal for a width restriction over the entire area. However there were a large number of side roads, each of which would need to be signed, and the likely cost was prohibitive.
- 1.8 An alternative proposal was put forward to place a weight restriction on the four main roads HGVs currently use – Coxhill, Coldred Road, Wigmore Lane and Sandwich Road. See Appendix A for the original scheme concept. This would therefore stop HGVs from accessing off the A2, and also stop HGVs leaving the Industrial Estates from travelling through the village.

- 1.9 The sections in Coxhill and Coldred Hill would abut on the A2. As a result, it would be necessary to place advance warning signs on the A2 so lorry drivers would be aware of the prohibition before they the commit to turn off. In addition the regulatory signs would need to be situated on Highways England managed land. Discussions were held with Highways England as to the possibility of placing these signs.
- 1.10 Highways England advised that they would need to approve any design, and KCC would be responsible for funding all works including new posts and lane closures. There would be a charge for all technical approval. As the signs incorporating the advance warning would be bigger, it would probably be necessary to install new passively safe posts. In addition it may be required to undertake an ecological survey. Highways England advised that the cost would be substantial (it was estimated it may be as much as £100,000) which is outside the available funding of the scheme.
- 1.11 There are also time constraints since the requirement for approval and the possibility of a survey meant any signs could not be delivered by the end of March 2017.
- 1.12 As a result of this it was necessary to cut back on the extent of the scheme, and after further investigation and estimates, the proposal was put forward to place the restriction in Sandwich Road and Wigmore Lane, with advance warning signage in Coxhill and Coldred Road.
- 1.13 Further detailed design and cost estimates showed that there was insufficient funds to include restrictions in Sandwich Road, due to the need for the regulatory signs to be illuminated, and therefore the extent of the scheme had to be reduced further to include just Wigmore Lane. The advisory 'Unsuitable for HGV' signs will remain in place.

## 2.0 **The Proposal**

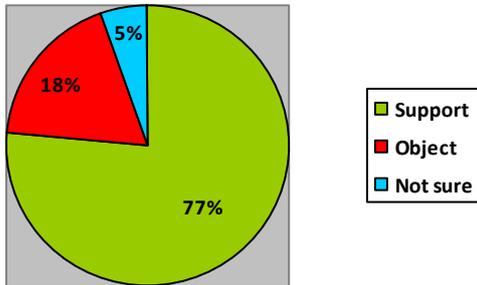
- 2.1 The proposal is to place a 7.5 tonne weight restriction in Wigmore Lane between the junction with Shooters Hill and the junction with Millyard Way. By the junction with Millyard Way, there would also be a small kerb buildout to give a visual and physical deterrent.
- 2.2 Advance warning signs would be placed in Coxhill and Coldred Road to advise lorry drivers of the restriction ahead.
- 2.3 An exemption would be in place for emergency services and vehicles requiring access within the restricted area. A copy of the proposal can be seen in Appendix B & C.
- 2.4 Funding from the scheme has been jointly provided by Cllr Steve Manion and Geoff Lymer, Eythorne Parish Council, Shepherdswell Parish Council and a local Company Bakkavor.

## 3.0 **Consultation and Traffic Regulation Order**

- 3.1 The advert for the Traffic Regulation Order was placed in the Kent Messenger on 8 July 2016 with a closing date for comments on 8 August 2016.
- 3.2 A consultation document was placed in Parish Magazine and letters sent to local businesses in the industrial estate. Notices were placed on site along Wigmore Lane. A local resident also worked with KCC to produce a website where people could respond online.

3.3 131 responses were received as a result of the consultation. These are summarised as follows:

Support	100	77%
Object	24	18%
Not sure	7	5%



3.4 A number of comments were made by both those supporting the proposal and objecting to it. The main concerns are summarised below.

Comment	KCC response
Signage is required on the A2	The original proposal was to restrict access of the A2, and this would be the most effective measure. However the costs associated and the unwillingness of Highways England to offer any concessions meant that this option could not be progressed within the financial and time constraints of the project.
There is not enough room for HGVs to turn around	As it is not possible to place advance signage on the A2, lorries will have already tuned into Coxhill by the time they are advised of the restriction ahead. There are some areas where smaller vehicles may be able to turn around, but larger vehicles will have no alternative but to continue. It is hoped that as the scheme beds in, and drivers become familiar with the changes, they will start to use the approved route along the A2 and A256.
HGVs may cut through on Sandwich Road	There is a risk that lorries may divert along this road. The Advisory signs will remain at the entrance to this road. As the road is very narrow and residential in nature, it is hoped that lorry drivers will realise that it is more practical to use the approved route.
HGVs cannot see signs until they have turned in	See comment above regarding space to turn around.
Will need to be enforced	The signs are internationally recognised so there should be no problems with drivers of different nationalities not understanding the restriction. As is the case with most limits and restrictions, the enforcement falls under the jurisdiction of Kent Police, but as the

	restricted area is relatively short and entirely residential in nature, this should help make it easier for Kent Police to enforce as and when resources permit.
Signage may be ignored	It is possible that the signage may be ignored but see comments above regarding enforcement.
HGVs may be routed on to other unsuitable roads	See comments re HGVs cutting through on Sandwich Road. If funding permits, there is little reason why the scheme could not be extended in future years.

Members can see a copy of responses upon request.

3.5 It can be seen that there is wide support for something to be done in the area, and despite there being a number of comments that the proposal is flawed or insufficient, it is felt that it is better that the status quo or no action being taken.

#### 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)**

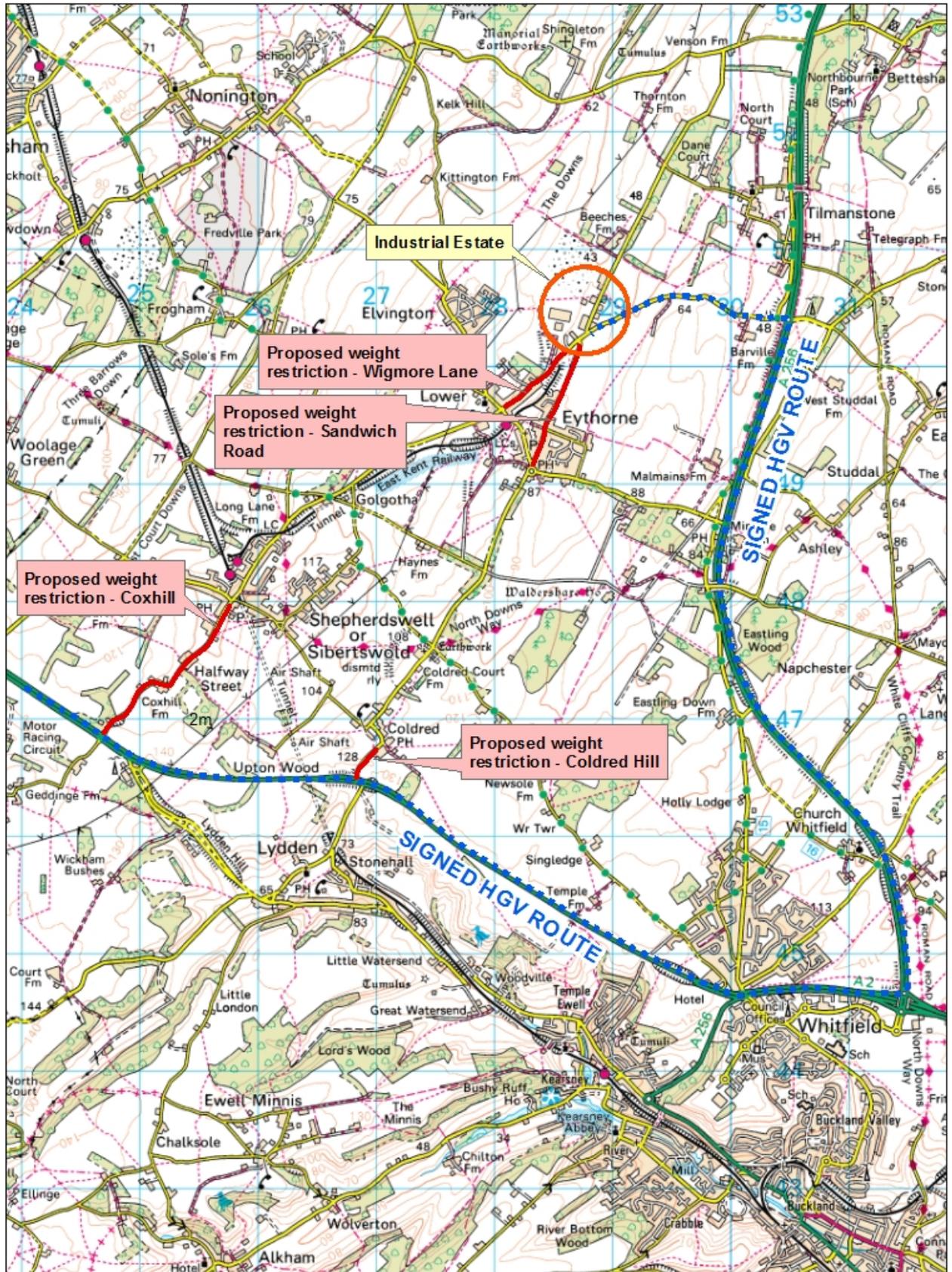
5.1 That members agree to the implementation of the proposed weight restriction in Wigmore Lane.

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#### **Background Papers**

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

# Appendix A – Shepherdswell & Eythorne Original Scheme Concept



Produced by Richard Heaps

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Ref: Scheme proposal

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## Appendix B - Wigmore Lane Proposal

