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## **PROPOSED SPEED LIMIT REDUCTION - ALKHAM ROAD, TEMPLE EWELL**

To: **Dover Joint Transportation Board – 7 September 2017**

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

Classification: **Unrestricted**

Ward: **Lydden and Temple Ewell and River Wards, Dover District**

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**Summary:** This report gives details of a proposed reduction in the speed limit in Alkham Road, Temple Ewell, and the results of the statutory consultation.

### **For Recommendation**

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#### **1.0 Introduction and Background**

- 1.1 Kent County Council is implementing some changes to the highway in Alkham Road, Temple Ewell to help improve facilities to encourage people to visit the parks following a successful bid by Dover District Council for lottery money to regenerate Kearsney Abbey and Russell Gardens.
- 1.2 Phase 1 has been completed which involved widening the footway, narrowing the road and implementing a contrasting surface to help encourage slower traffic speeds. Bollards were also installed to prevent parking on the footway. New dropped crossings were also put in at some locations.
- 1.3 KCC is currently in the process of detailed design for Phase 2. The proposals for these works are:
- Installation of additional bollards on the north side of the road
  - Bus boarder kerbs and bus stop clearways in Lower Road, Temple Ewell
  - The installation of waiting restrictions at the southern end of Lower Road to prevent obstructive parking during busy periods
  - Building out the kerbs at the junction of Lower Road and Alkham Road to provide a safe and convenient place for people to cross the road
  - The installation of a new informal crossing point to the park opposite Kearsney Manor. This is subject to Dover District Council being able to create an opening in the boundary wall.
  - A reduction in the speed limit along Alkham Road from 50mph to 40mph thereby creating a 'buffer' speed limit zone for vehicles approaching the parks from the Folkestone area.
- 1.4 We will be undertaking consultation with local residents and stakeholders about these proposals in late August/ early September

## 2.0 The Proposal and Consultation

- 2.1 In the interest of preventing any delays, we have already undertaken statutory consultation on the proposal to reduce the speed limit in Alkham Road.
- 2.2 The 30mph speed limit currently begins near the junction with Abbey Road.
- 2.3 The proposal is to change the 50mph speed limit to 40mph for a distance of 634 metres – see Appendix A.
- 2.4 The intention was to reduce the speed where there are houses to ensure that the proposal meets the guidelines provided by the Department for Transport regarding the setting of local speed limits, while ensuring that the new terminal signs are located in areas where they will not continuously be obscured by buses and trees. As the verge areas here have dense foliage and many trees, there are limited places where they might be located.
- 2.5 A manual speed count was conducted on the 23 May between 10:00 and 11:00. This was undertaken using a hand-held speed “gun” from a parked car in a layby on a section of the road that is proposed to be 40mph. This shows that the mean speed of vehicles heading towards Folkestone was 47.9mph, while the mean speed of those heading towards Kearsney was 44.2mph. Therefore it is felt a reduced speed limit to 40mph is achievable along this section.
- 2.6 The proposals were placed in the Kent Messenger on 30 June 2017 and sent to statutory consultees and local residents by post. A number of public notices were also placed on site. The deadline for responses was 24 July 2017.
- 2.7 Four responses were received (see Appendix B), three of which made comments to be considered:

Respondent	Support/object	Comments	KCC response
Local resident	Support	None	n/a
Local resident	Object	<ul style="list-style-type: none"> <li>• Feels proposal does not go far enough.</li> <li>• Suggests proposed 40mph section should be 30mph</li> <li>• All of the rest of the 50mph limit from Alkham village to Kearsney should be reduced to 40mph.</li> <li>• There have been a number of traffic accidents along this stretch of road.</li> <li>• The current location of the signs means they are often not seen or ignored, or encourage speeding</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst KCC appreciates the desire to extend the 30mph speed limit, DfT guidance is that speed limits should be appropriate for the type and function of the road. To be effective, the reasons for a lower speed limit need to be apparent to drivers.</li> <li>• The standard speed within urban areas and villages is 30mph. Past Abbey Road, the road is rural in nature. It is unlikely a 30mph would be widely complied</li> </ul>

		<ul style="list-style-type: none"> <li>• up.</li> <li>• Suggests Dragon's teeth markings and 30 roundels.</li> </ul>	<ul style="list-style-type: none"> <li>• with.</li> <li>• The guidance states that a 50mph speed limit is appropriate on C classified rural roads where there are many bends, accesses or junctions.</li> </ul>
Local resident		<ul style="list-style-type: none"> <li>• Does not go far enough.</li> <li>• Suggests proposed 40mph section should be 30mph.</li> <li>• All of the rest of the 50mph limit from Alkham village to Kearsney should be reduced to 40mph.</li> <li>• Local development will increase traffic and pedestrians.</li> <li>• A number of accidents involving speeding traffic, some fatal.</li> </ul>	<ul style="list-style-type: none"> <li>• In this instance, as the 40mph is forming a "buffer" zone and there are a number of properties, it is felt that a 40mph limit would be appropriate here.</li> <li>• KCC can investigate adjusting the location of the speed terminal sign so it is not seen from so far back.</li> </ul>
Alkham Parish Council		<ul style="list-style-type: none"> <li>• Requests 40mph limit from Kearsney to Alkham village.</li> <li>• Number of crashes along this section due to bends and camber.</li> <li>• No facilities for pedestrians, and there is a bridleway and public footpath that cross the road.</li> <li>• Some driveways and field gates open on to the road.</li> <li>• Two request bus stops operate on this section of road.</li> <li>• New developments in the wider area might lead to a significant increase in traffic.</li> </ul>	As above

2.8 Although it is appreciated that local residents would like the 30mph limit extended, it does not meet the standards of national guidance and is unlikely to be respected. An unrealistically low speed limit would also not be supported by Kent Police who may decline the enforcement of it. The results of the manual survey demonstrate that the mean speed of vehicles is already between 40mph and 50mph. Reducing the speed limit could have a small effect of further reducing speeds.

2.9 When analysing crash data, KCC looks at crashes over the past three years that have related in personal injuries. The crash data held by KCC show one personal injury crashes in the three years up to 31 March 2017 in the section of road where the speed limit is proposed to be reduced. The police report states that he was intoxicated - see Appendix C.

- 2.10 KCC will investigate whether the 30mph speed terminal sign can be located in an alternative position so it is not seen so far in advance by oncoming vehicles that they are encouraged to speed up whilst still in the 30mph section of road.
- 2.11 If it is found feasible to adjust the location of the sign (which will also result in a slightly extended 30mph area of road), the Traffic Regulation Order will need to be rewritten and re-advertised which will result in a delay in the implementation of the full scheme.
- 2.12 If investigations find that it is not feasible or practical to adjust the 30mph terminal signs, it is recommended that the scheme should go ahead as originally advertised

### **3.0 Corporate Implications**

#### **3.1 Financial and VAT**

3.1.1 None for Dover District Council.

#### **3.2 Legal**

3.2.1 None for Dover District Council.

#### **3.3 Corporate**

3.3.1 None for Dover District Council.

### **4.0 Recommendation(s)**

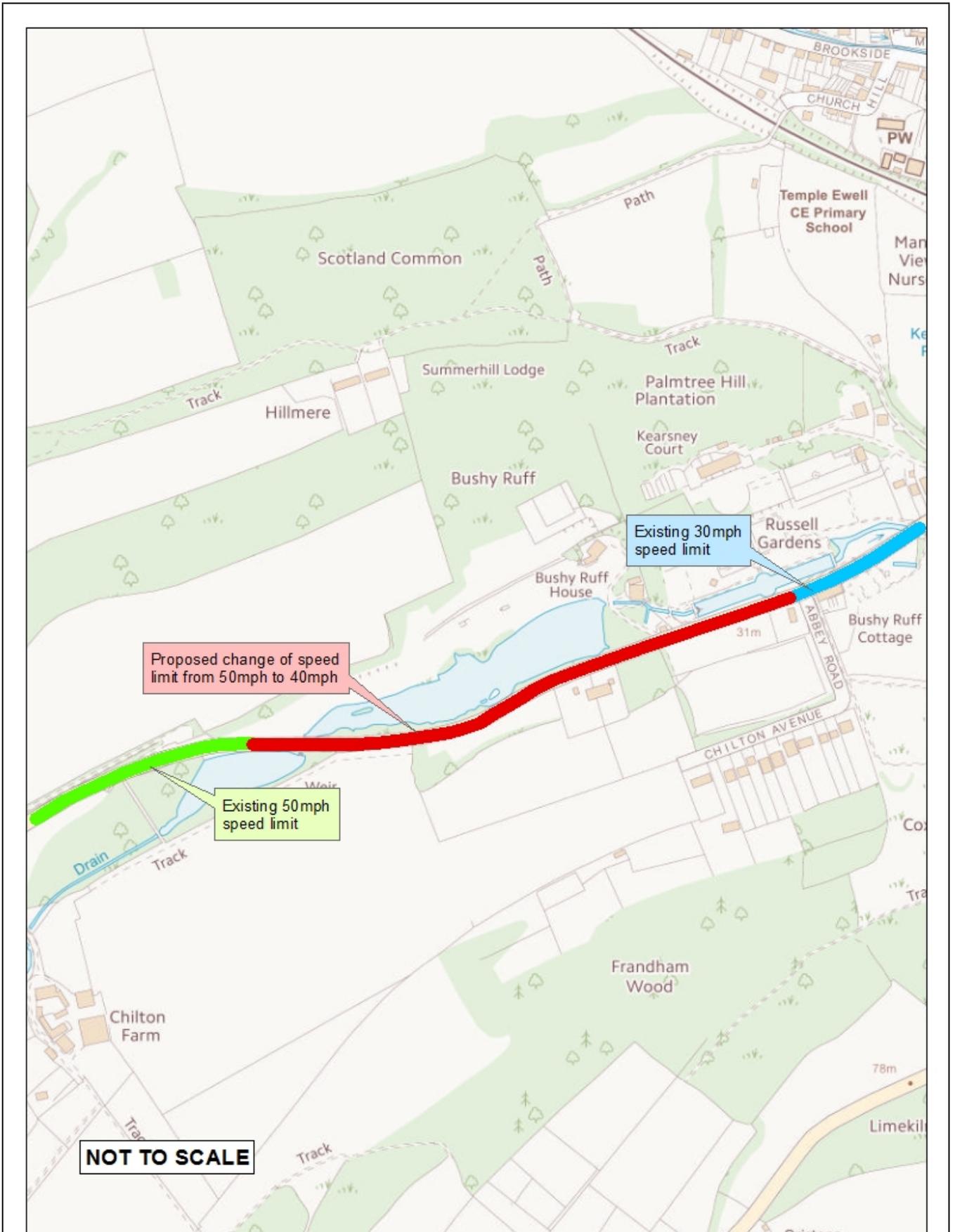
- 4.1 That members agree for KCC to investigate the placement of the speed limit terminal signs and if found feasible, to amend and re-advertise the Traffic Regulation Order.
- 4.2 That members agree to the change to the speed limit as advertised if investigations find that the terminal sign cannot be moved.

Contact Officer:	Richard Heaps, Schemes Project Manager (Dover), Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

### **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 – Plan of Proposals



Produced by Richard Heaps

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Ref: Alkham Road, Temple Ewell - Change of Speed Limit

1:5000



## Appendix B – Consultation Responses

**Sent:** 30 June 2017 15:56  
**To:** Traffic Regulation Orders - GT  
**Subject:** Support for Alkham Road speed limit change

For the attention of Richard Heaps

I am writing to express my support for changing the speed limit on Alkham Road in part from 50mph to 40mph.

I live in xxxxxxxx. When the weather is good the car park overflows leading to people parking on the opposite verge and having to cross the road to Russel gardens. Families with small children often have to navigate between lorries, motorbikes and other traffic travelling at around 60mph as they exit the 30mph zone by Kearsney Abbey car park, then accelerate hard along the straight piece of road past Russel Gardens car park.

If this section of road was lowered to 40mph (or even 30 mph) it would make the area safer for visitors parking on the road to visit Russell gardens.

Regards

[Resident]  
Alkham Road  
Temple Ewell

20<sup>th</sup> July 2017

Schemes Planning & Delivery  
KCC Highway Depot  
4 Javelin Way  
Ashford  
Kent TN24 8AD

Clerk: Mrs Janice Lambert  
4 Newlyns Meadow  
Alkham  
Dover  
Kent  
CT15 7QJ  
Tel: 07800 943434  
e-mail: [alkham.pc@outlook.com](mailto:alkham.pc@outlook.com)

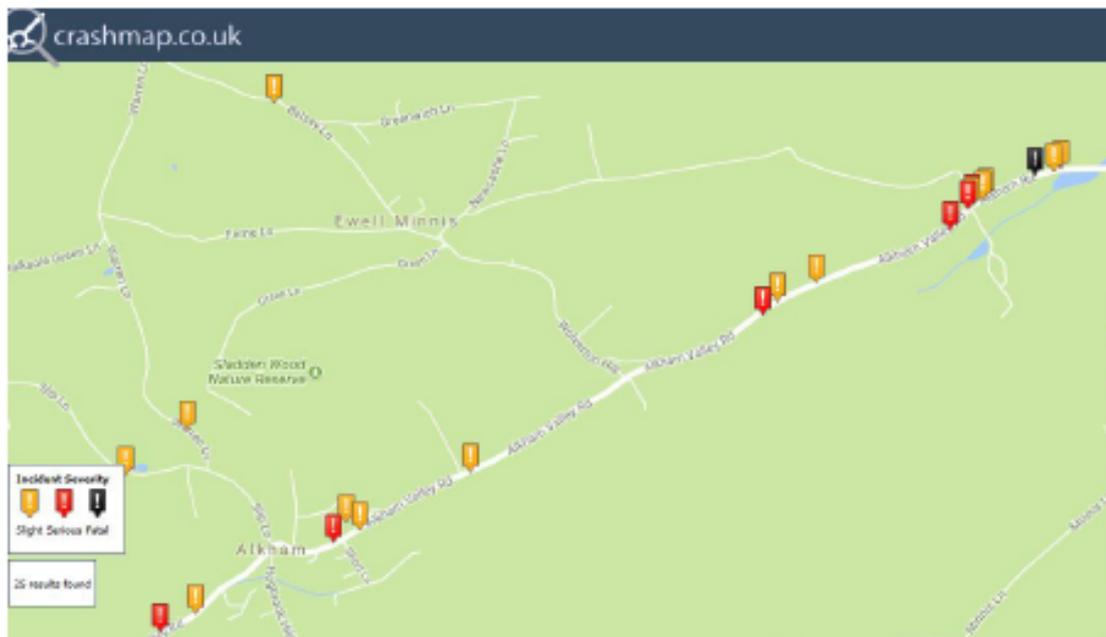
Dear Sirs,

**Re: AMENDMENT NO. 14 ORDER 2017 - 40 MPH SPEED RESTRICTION**

The Parish Council would like to submit a strong request for an extension of the proposed speed limit of 40 mph from the end of Kearsney Parks (Bushy Ruff) up to Wolverton Woods. This extension is less than 1 Km. We believe there is little point in increasing the speed limit for a duration of less than a kilometre to gain approximately 1.5 seconds of time.

The reasons for a 40 mph speed limit are as follows:

- There have been 12 incidents along this stretch of road in the past 5 years: 1 fatal accident; 4 serious accidents and 7 other reported incidents (see crash map below:



- This stretch of road from the end of Bush Ruff Park has the highest concentration of speed related fatalities and accidents along the Alkham Valley Road.
- The bends in the road from the end of Bushy Ruff Park need a reduction in speed to handle. Also as the bends are tight, large vehicles often cross the central white lines onto oncoming traffic.
- The camber in road also causes an unexpected reaction of the vehicle being driven to veer off the road.
- There is a bridleway crossing at Chilton used by families and horse riders just near the blind bend in the road, which is highly dangerous for those crossing. Also a public footpath exits the park on the next blind bend, which is shaded by trees.
- There is no verge from the park for walkers or cyclist to use. As the use of the Alkham Valley Road has increased dramatically, which includes HGVs, it is severely hazardous especially when vehicles are travelling in excess of 40mph
- 10 busy driveways and field gates directly access the road and there is not enough time for exiting onto the road. Drivers at speed too often swerve to avoid collision with exiting vehicles, showing they do not have enough time to react. Additionally, the drive at Chilton is very steep and on a blind corner and it takes longer for vehicles, especially trucks and farm vehicles to exit.
- At Chilton on the blind bend is a request bus stop that is frequently used. Drivers need time to react and stop when the bus has stopped. Another request bus stop is also 300m away, opposite Fairview Cottages.
- There is a man-hole for sewerage on the corner at the end of Bushy Ruff Park. Southern Water maintains pipes here on a regular basis as part of their routine flushing out of the Alkham Valley sewage pipes. This is on a blind corner under the shade of trees and a 40 mph speed limit would be essential to give the drivers enough time to slow down for the works.
- The environmental benefits of maintaining a lower speed are less fuel consumption and pollution.
- With the addition of a new village at Richmond Park, addition of 15 new houses at the other end of the valley near Hawkinge and the increase in use of the newly renovated Parks at Kearsney, there will be a significant increase in traffic through the Alkham Valley. This said, the safe use of the Alkham Valley Road is even more crucial to establish at this time.

The above reasons outlined, demonstrate why it is essential to extend the 40 mph speed limit from the Parks as far as Wolverton Woods (less than 1km) where it is also 40 mph. This would benefit the safety of all: pedestrians, riders and drivers alike.

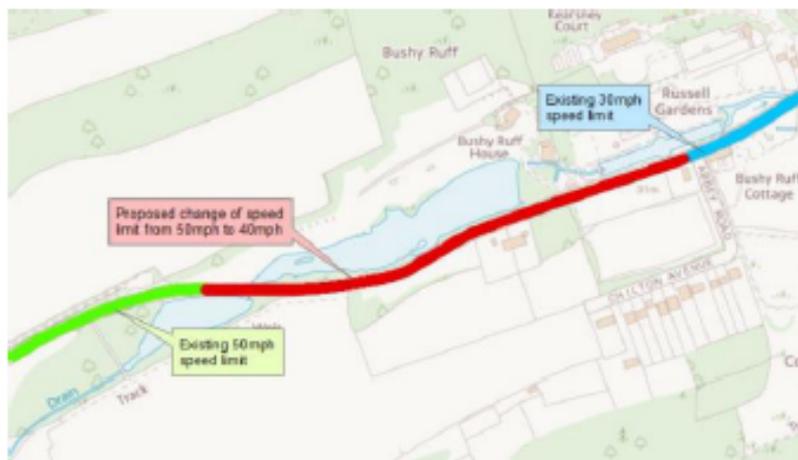
We would appreciate the comments of the Parish Council be taken into consideration.

With kind regards,

A handwritten signature in blue ink, appearing to read "J. Lambert".

Janice Lambert

# Alkham Road Speed Limit – Consultation July 2017



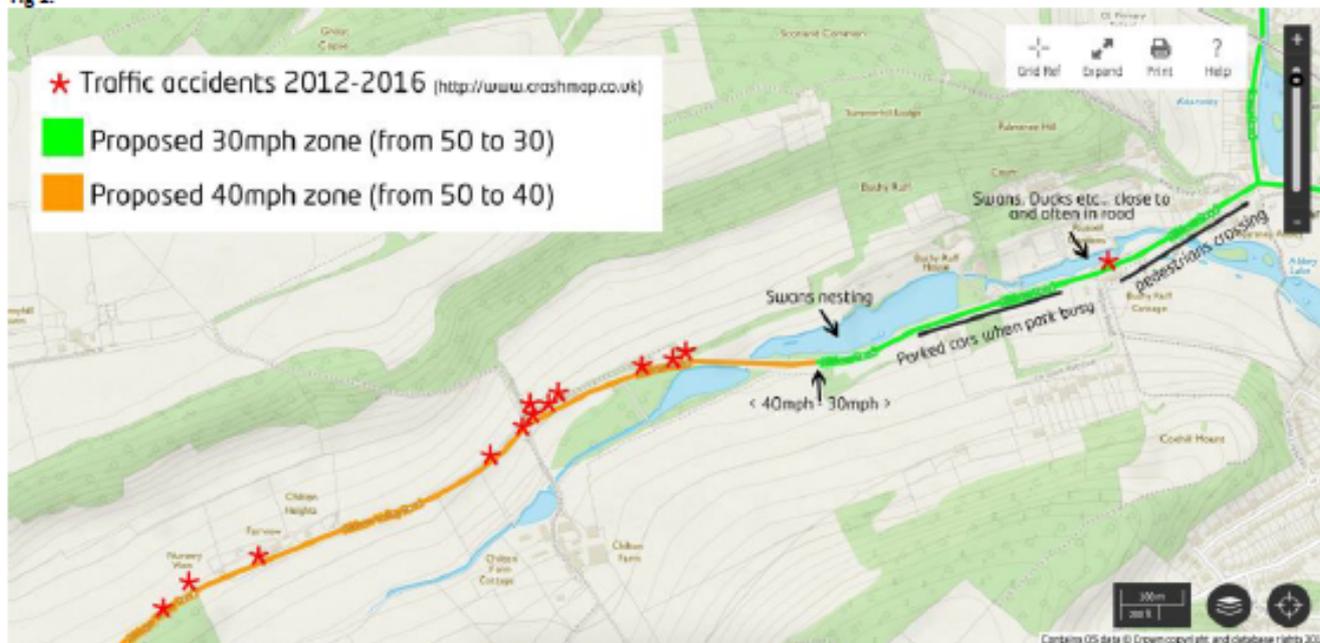
## Current Proposal:

Alkham Road, Temple Ewell: 40mph From a point 18 metres south west of its junction with Abbey Road in a south westerly direction to a point 634 metres south west of its junction with Abbey Road.

Alkham Road, Temple Ewell: 50mph From a point 634 metres south west of its junction with Abbey Road in a south westerly direction to a point 980 metres south west of its junction with Abbey Road.

## Response to consultation (with amendments to the scheme):

Fig 1:



While the current proposal is welcome; it doesn't go far enough to address the issues with this section of Alkham Road.

## Proposed amendments to the scheme:

The current 50mph stretch of road (approx. 1mile) is dangerous (see Fig 1 for traffic accidents), changing a few hundred meters of it to 40mph will not give much benefit in speed reduction/safety.

## Proposed changes:

- Reduce the 1 mile of 50mph road to 40mph. Making the road from Alkham village 40mph all the way to Temple Ewell.
- Change the new 40mph to 30mph at a point 634 metres south west of its junction with Abbey Road.

### Concerns and observations

Having lived at [REDACTED] we have seen both the speed and volume of traffic using the Alkham road increase substantially.

The main concern with the proposed changes are that they do not go far enough to address the issues of speeding and careless users of the road through the parkland.

The sighting of the 30mph transition next to Abbey Road means that people tend not to slow down until past the Kearsney Abbey car park, and often way past then. When heading to Folkestone, the change from 30 to the proposed 40 at this point will also continue to act as a draw for people to put their foot down from the brow of the hill as they see the change in speed sign.

People do not do 30 through this section and changing the 50 to 40 will mean people will still be doing 40+ before passing the 40 sign.

We suggest the new 40mph sign is moved to a point 634 meters south west of its junction with Abbey Road. We feel that this will enable behavior change in motorists and make the section of road past the cottages and park safer – more chance of motorists driving to the conditions at a maximum of 30mph.

Clearly motorists are careless through this section, this is evidenced by the splintering of the bollards and recent accidents in the 30 zone. Last year a motorist drove over and took out the island next to the care park, totaling their car. On Saturday 15th July this year at approx. 6am there was a single car accident where the driver ran through the keep left sign by abbey road, taking out the lamppost which ended up in number 6 cottages front driveway. The car ended up on the wrong side of the road facing the wrong way outside number 4 cottage. The car was totaled, both airbags deployed. Luckily there was no one else involved. Clearly 30mph was not being observed and if at a different time of day could have been very serious to users of the park and their children.

The lack of road markings are not having the desired effect of slowing traffic and making drivers more careful. It appears to confuse them more and certainly doesn't reduce their speed. It feels sometimes that drivers just close their eyes, put their foot down and hope for the best! To add to the confusion the old markings can still be seen in part.

We also think that more can be done to demarcate the transition between speed zones. E.g. 'Tiger' markings leading up to the 30 high friction section and repeats of the 30 painted on road markings. Visibility cutting is also needed to be addressed for the signs.

**Sent:** 24 July 2017 08:33  
**To:** Traffic Regulation Orders - GT  
**Cc:** [REDACTED]  
**Subject:** Alkham Road - Amendment No.14 Order

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Further to recent the Public Notice concerning speed reductions along the Alkham Road, we duly respond, as follows.

The proposed speed reduction does not go far enough to deter the current high volume of traffic and speeding vehicles already being driven through this particular 30mph area.

It is felt that, the current speed limits should be reduced to 30mph from the point of Abbey Road through to a point 634 metres south west of Abbey Road and that, from that point, the speed limit be reduced to 40mph to a point 980 metres south west of Abbey Road.

The parks and open spaces within the area in question are to be further developed, and will encourage an increase in visitors and activities in Kearsney Abbey, Russell Gardens and Bushy Ruff.

Bushy Ruff House, situated within the grounds of Busy Ruff, is currently, under going redevelopment and shall become 3 individual dwellings and 10 apartments. Both will see an increase in cars and pedestrians using the road in question, for access and on road parking.

In recent times there have been a number of fatal and non-fatal accidents in the area of Abbey Road to a point 634 metres south west. Two fatal accidents have been due to vehicles being driven at excessive speeds and drivers being unable to control their vehicles on the undulating road surface. A more recent accident, on Saturday 15th July 2017 @ 6.20am, resulted in a vehicle, being driven into Dover at speed within the proposed 40mph limit, hitting the refuge island at the junction with Abbey Road, removing the lamppost from the island and narrowly missing depositing the post and vehicle in the front yard of our property. The driver was lucky not to have killed them self and any other road users.

The recent speed and volume survey, carried out by Kent County Council Highways Department, will highlight the increase in traffic volume and speeds already being driven, within the existing 30mph of Alkham Road.

As residents and regular users of all the parks and open spaces surrounding the area in question, we implore you to reconsider the proposed speed limit reductions and make further reductions from 40mph to 30mph and from 50mph to 40mph at the point 18 metres from Abbey Road to a point 980 metres south west of the junction with Abbey Road.

It is hoped that, all comments made, concerning this particular public notice will not go unheard and that, safer lower speed limits will be put in place before any further accidents or deaths occur on this stretch of road.

## Appendix C – Crash Data



### D-PRINT CRASH REPORT

22-Aug-2017  
11:14:18

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
1	Road No U Grid 628285E Section Ref 143610N	SLIGHT	17/09/2016	7	06:40	L	Wet/Damp	Rain		S,VEH +VE		
	ALKHAM ROAD, MANYARA O/S, TEMPLE EWELL (MAPPED TO LOCATION)											
	V1's driver was over the prescribed limit of alcohol, travelling along Alkham Valley Road towards Dover from Folkstone. As V1 has come around a left hand bend, D1 has lost control and collided with a garden wall of a property causing damage. V1 has then been caused to spin about 90 degrees into the live lane causing it to be blocked.											
	Veh1, car, N -> S									Dover		Casualties 1 Vehicles 1

