

JOINT TRANSPORTATION BOARD 11 DECEMBER 2012

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|----------------------------------|--|
| Subject: | A28/A262 Safety Improvement Proposals |
| Director/Head of Service: | Director of Highways and Transportation, Kent County Council |
| Decision Issues: | These matters are within the authority of Kent County Council |
| Decision: | For recommendation |
| KCC Division: | Ashford Rural West; Tenterden |
| ABC Ward: | Weald Central; St. Michaels |
| Summary: | This report sets out the outcome of a combined consultation into safety improvement proposals for the A28/A262 junction between High Halden, Biddenden and Tenterden, and a separate proposal for an experimental closure of Oak Grove Lane. |
| Classification: | THIS REPORT IS OPEN TO THE PUBLIC |

Introduction

The Road Traffic Act 1988 (Section 39) puts a statutory duty on Highway Authorities to undertake studies into road crashes, and to take steps to both reduce and prevent them from occurring in the future.

In 2011 there were a total of 4,213 crashes on Kent's roads, resulting in injuries to 5,706 people. Keeping road users safe is one of Kent County Council's top priorities. To help achieve this, data is used (provided by the Police) to target 'crash cluster' sites, where a pattern of incidents has been identified that could be reduced or prevented by the introduction of highway engineering methods.

This process is conducted on a yearly basis. Initially, crash cluster sites are identified where in the last three years of available records, there have been six or more crashes in urban areas; and four or more in rural locations. In the annual review of 2011, the junction of the A28 Ashford Road and the A262 Biddenden Road was identified as a cluster; during the preceding three year period, there were 7 crashes involving injury. With this accident record, the junction ranked as the 6th worst crash cluster site in the Ashford district, and 73rd countywide. Further analysis indicated that there was a pattern of crashes involving right turn manoeuvres and speed of vehicles.

Identification of potential improvements

For further robustness, the period from 2008-2011 was considered. The crash data was analysed and the following key factors were identified:-

- A total of 8 collisions occurred, all involving slight injury.
- 6 involved right turners from the A262 to the A28 (towards Tenterden)
- 5 of these 6 involved collisions with traffic heading towards Ashford.
- 2 involved vehicles travelling towards Ashford, that lost control and collided with hedges or other vehicles.
- Low sun (looking towards Tenterden) was a factor in 2 crashes.
- 7 collisions were in dry conditions, and 7 were in daylight

Based upon this crash record, an assessment made of the likely crash savings that could be delivered by various potential improvements:

Traffic Signals: The layout considered could be accommodated within highway land, with no kerb realignments or service diversions, and is shown in Appendix A. The introduction of signals with lighting could result in a saving of 0.8 collisions p.a., equating to a 50% reduction in crashes. Further traffic surveys and study work would be required to ascertain whether signals would work to an acceptable level in dealing with traffic flowing through the junction (this study work was subsequently carried out, and is referred to later).

Roundabout: The layout considered was the smallest possible sufficient to allow large vehicles to turn safely, and is shown in Appendix B. The introduction of a roundabout could result in a lower crash saving of 0.6 collisions p.a. It was not possible to accommodate the roundabout wholly within the existing highway land, and approximately 100m² of land would be required at the southern corner of the garden to the property known as 'London Beach Cottage'. It is likely that the roundabout would require some form of lighting, and there would also be departures from design standards for the entry path curvature on the A28 northern approach. Kerb realignments would be necessary, requiring a diversion of fibre optic cabling at significant cost. As with the traffic signals, further traffic surveys and study work would be required to assess the predicted performance of the roundabout.

Mini-roundabout: These are only permissible on roads with a speed limit of 30mph or less, and also where 85%ile speeds are no greater than 35mph. A mini roundabout is not therefore an option that can be considered for this junction.

Improve existing priority junction: Consideration was given to the merits of retaining the junction in its current form, and adding an additional approach lane on the A262, as well as affording a wider right turn lane on the A28 for added protection. However in terms of overall road safety, and in considering the existing pattern of crashes occurring at this junction, little is likely to be improved with this layout. Indeed, there may even be greater safety implications; widening a carriageway can induce higher approach speeds. As road safety is the main priority at this junction, it was considered that other

options would deliver a far greater potential reduction in crashes, and must be viewed as favourable over any adjustments to the existing junction form.

Reduce speed limit: in June 2010, Kent County Council produced its “Speed Limit Review”, which reviewed all speed limits on A and B roads in the county. This was undertaken in response to the publication of the Department for Transport Circular 1/2006 “Setting Local Speed Limits”. This report contained recommendations for changing existing limits following consultation with the Police, Parish and Town Councils. For this specific area, the Review recommended a new lower speed limit for the A28 and the A262 in the vicinity of the junction (Appendix C). Early consultation with the Police received their support for this proposal, but also confirmed that they would register a formal objection if a lower speed limit of 40mph was put forward. It was considered that a wider 50mph speed limit could compliment other measures for the junction itself.

Based upon the above assessment, it was clear that only the traffic signals or roundabout options had the ability to deliver a worthwhile level of expected crash savings, in conjunction with a lower speed limit. However, the roundabout option had significant issues in terms of the lack of availability of land, departures from design standards, and the necessity of having to divert fibre optic cables at a potentially significant cost. Even if the decision to pursue land acquirement was taken, there would be a 1-2 year delay, and in the meantime the crash problem would lie unresolved. The traffic signals could be installed within the current highway boundary and are anticipated to deliver greater crash savings, and on this basis the decision was taken to focus resources on progressing this as the preferred option; complimented by a reduction in the speed limit to 50mph.

Funding was allocated from KCC’s annual Casualty Reduction Measures (CRM) Programme for 2012/13, on the basis of the predicted crash savings. A budget of £140,000 was subsequently set aside for the scheme.

Oak Grove Lane

At the same time, a concurrent proposal emerged. Mr Richard King, County Member for Ashford Rural West, authorised an investigation into potential improvements for Oak Grove Lane. This was at the request of local residents who had concerns over traffic speed and volume, and was to be funded from Mr King’s Member Highway Fund allocation.

Oak Grove Lane is a single carriageway road of a nature that can be described as a ‘country lane’, connecting the A28 and the A262. It is used as an alternative link between those two roads, particularly for traffic from Biddenden to Ashford and vice versa. To address residents’ concerns, a number of options were considered:

Oak Grove Lane to become one-way: This option would be contrary to the concerns of residents over speed. One way roads invariably lead to higher

speeds, because drivers know that they are not going to meet anything coming the other way. On such a sparsely populated road, compliance would be an issue – one-way systems work better in urban settings, where there are more people and houses around, acting as a deterrent to anyone tempted to ignore the restriction.

Traffic calming: As per KCC Policy, horizontal or vertical deflections would have a requirement to be lit. It was considered that this requirement would take the project beyond the budget at Mr King's disposal, and would also be contrary to the nature of a country lane.

Experimental road closure: A road closure could be introduced at its eastern end as a temporary experiment, so that the wider impact could be examined – for example, the displacement of traffic on to alternative roads. This was presented to Mr King as the most viable option to address the concerns of the residents, and agreement was reached to carry out a consultation.

It became clear that this proposal had a link to the separate investigations at the A28/A262 junction; as a significant proportion of the displaced traffic would move to where the traffic signals were being considered. It was therefore decided that both proposals would be consulted upon at the same time.

Consultation

Between 8 October 2012 and 5 November 2012, a public consultation exercise was undertaken on the following proposals:

- 50mph reduced maximum speed limit on both the A28 & A262
- Traffic signals at the junction of the A262 with the A28
- Oak Grove Lane, which links the A262 with the A28, to be made a 'No Through Road' (18 month experimental closure).

The consultation leaflet may be seen in Appendix D. It was distributed to local residents within the area indicated on the plan provided in Appendix E, and also those consultees listed in Appendix F. Sixty four representations were received including; High Halden Parish Council, Biddenden Parish Council, Tenterden Town Council, Tenterden and District Residents Association, Kent Police, and local residents. Full copies of all representations made will be available to view at the JTB meeting.

An online e-petition was also set up on the KCC website, to run from 15 October to 10 December 2012, with the following headline text: *"We the undersigned petition the council to reconsider its proposal for highway improvements along the A262 Biddenden Road and A28 Ashford Road between Biddenden, Tenterden and High Halden, namely not to install traffic lights at the junction of the A262 and A28 and to maintain Oak Grove Lane as a through road"*. At the time of writing in late November, the petition had been signed by 107 people. A full cross-reference has not been undertaken, but it would appear that the petition has been signed by some people who are also

counted amongst the 64 representations referred to earlier. The full text of the petitioner's representation may be found in Appendix G.

In overall terms there was strong objection to the provision of the traffic signals and also making Oak Grove Lane a 'No Through Road'. The speed reduction proposal was better received. An assessment of the 64 responses received is contained below; the e-petition raised issues that were mostly covered in the main consultation, but also some additional concerns that will also be addressed.

Oak Grove Lane – experimental road closure

The results of the consultation may be summarised as follows:

| RESPONSE | NO. OF RESPONSES |
|--------------------|------------------|
| Support | 9 |
| Marginal / neutral | 16 |
| Object | 39 |

Common themes were as follows: Traffic calming needed, not closure; one way operation to Ashford is a better solution; closure will increase congestion at A28/A262 junction, resulting with considerable delays; a sign for prohibiting lorries is all that is needed; existing signs hidden by undergrowth, better maintenance needed; 20-30mph limit needed; residents in Oak Grove Lane in favour, many have experienced accidents and near misses; it is a useful slip road and reduces congestion at A28/A262 junction; HGVs are the main problem; improvements at both ends needed; unfair on local community to close the lane.

In the light of the consultation responses received, Mr King has indicated that he is unable to continue with his financial support for the scheme. This is because he considers that it cannot continue in its current form, and unfortunately there is insufficient time within the remainder of the financial year in which to develop an alternative.

If an alternative scheme is to be developed for Oak Grove Lane (having taken into account the consultation responses received to date), it would have to be progressed at the discretion of whoever becomes the new County Member for Ashford Rural West, after next year's County Council election

A28 and A262 – new 50mph speed limit (currently national speed limit)

In tandem with the main scheme consultation, the new 50mph speed limit was formally advertised as a Traffic Regulation Order (TRO), with a notice in the newspaper, site notices, and letters to statutory consultees. This TRO was advertised as "The Kent County Council (Various Roads, The Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No. 6 Consolidation Order 2012"

Any responses received to either consultation counted towards the overall result. The combined results of both consultations are summarised in the following table:

| RESPONSE | NO. OF RESPONSES |
|----------------------------|------------------|
| Support | 11 |
| Should be lower e.g. 40mph | 17 |
| Neutral | 32 |
| Object | 4 |

It can be seen that the amount of support outweighs the objections. There is a significant body of opinion that the speed limit should be even lower. In recognition of this, speed surveys were set up, so that further discussions could take place with Kent Police. 24/7 surveys were set up at four sites within the proposed 50mph speed limit, and the results were as follows (in mph):-

| LOCATION | Mean | 85 th ile | Mean | 85 th ile |
|--------------------------------|------------|----------------------|------------|----------------------|
| | Northbound | | Southbound | |
| A28 (south of A262) | 43.0 | 48.5 | 42.2 | 47.2 |
| A28 (north of A262) | 43.1 | 48.5 | 39.8 | 44.7 |
| | Westbound | | Eastbound | |
| A262 (west of A28) | 39.2 | 44.3 | 41.2 | 46.3 |
| A262 (east of Woolpack Corner) | 42.1 | 47.6 | 42.7 | 47.9 |

Kent Police's response was as follows:

"The 24-hour, 7-day speed data provided for the area shows that the mean speeds are between 39.2 and 43.1mph. The 85th percentile speeds are between 44.3 and 48.5mph. The data therefore indicates that a 50mph speed limit would be generally complied with and Kent Police would support these proposals. You also asked Kent Police for their views on proposed 40mph speed limits at the relevant locations. Our view is that when considering the introduction of any new speed limit, they should be evidence-led, self-explaining and should encourage self-compliance. Having studied the speed data and observed vehicle speeds on site, we believe that there would be compliance issues with the proposed new 40mph speed limits, and not only would there be inconsistencies with other speed limits on similar roads in the area but they would be ineffective, leaving the Police with the task of carrying out constant enforcement where previously an issue of excess speed did not exist. Therefore Kent Police would formally object to these proposals."

It is therefore considered that in view of the level of support for the proposals in their original form; the expected objection from Kent Police to any further reduction in the speed limit; and the compliance of the proposal with KCC's own Speed Limit Review; that the new speed limit of 50mph is progressed as advertised and originally consulted upon.

A28 and A262 – new traffic signals

The results of the consultation may be summarised as follows:

| RESPONSE | NO. OF RESPONSES |
|--------------------|------------------|
| Support | 8 |
| Marginal / neutral | 15 |
| Object | 41 |

A number of common themes and issues emerged when the consultation responses were examined in more detail. Particular attention was paid to those people who took the time to write in and register their objection to the scheme, so that their concerns could be looked at to see if anything had been overlooked in the earlier part of the investigation process. These have been summarised in the following table:

| COMMENT OR CONCERN | NO. OF RESPONSES |
|---|------------------|
| Should be a roundabout | 23 |
| Will cause congestion | 21 |
| Impact of Oak Grove Lane closure | 13 |
| Will lead to rat-running | 11 |
| Is not an accident blackspot | 8 |
| Just reduce the speed limit | 6 |
| Obtrusive to a rural area | 4 |
| Alternative junction improvement scheme | 4 |
| Traffic lights are dangerous | 2 |

Should be a roundabout: As discussed at length in the earlier part of this report, the roundabout option was discounted at an early stage.

Will cause congestion: A study has been undertaken into the expected performance of the traffic signals, based upon current traffic flows. The modelling did originally take into account two scenarios; with and without the road closure at Oak Grove Lane. A summary of the detail of this investigation is as follows:-

- The traffic signals have been designed so that the cycle time (i.e. the time spent waiting between greens) is only 40-50 seconds.
- This has been achieved by running the A28 in both directions under the same stage of the phasing (Stage 1). Right turners from the A28 towards Biddenden would need to seek gaps in the traffic; however if they cannot, a short 2nd stage would give them a green right arrow, which is expected to clear the anticipated demand.
- The signals will be intelligent and have the ability to change timings and balance flows, based upon an assessment of queues in real time.
- With Oak Grove Lane remaining open, the signals will manage demand well within capacity. Each queue should clear within one cycle of the signals, so the maximum delay is around 1 minute. This will be most noticeable on the A28, where traffic is currently free-flowing and vehicles do not queue at present.

Impact of Oak Grove Lane closure: This was a valid concern. The modelling referred to above demonstrated that the traffic signals would have performed less well with the road closure, as would be expected. The closure of Oak Grove Lane would have increased traffic demand at the junction, doubling queues at certain times of the day. This would have reduced the possibility of queues clearing within one cycle of the signals, pushing them to the borderline of their capacity, with increased delays. The decision not to proceed with the experimental road closure has therefore allayed this concern.

Will lead to rat-running: It is impossible to prove or disprove this statement without a very expensive, extensive and time-consuming computerised traffic model. Therefore, a subjective assessment has to be made. It could be that this concern was based upon the impact of the proposed road closure of Oak Grove Lane; the figures in the previous paragraph certainly demonstrate that the diversion of traffic on to other routes could have become a strong possibility. Nevertheless, with the road closure no longer proceeding, and the studies demonstrating that the signals will improve safety and perform well within capacity, it is difficult to see what further 'rat-running' may occur, above and beyond the current situation. Indeed, a safer A28/A262 junction with better opportunities to exit on to the A28 may alleviate problems elsewhere.

Is not an accident blackspot: It has clearly been demonstrated that there has been a pattern of crashes occurring, and that the overall number of crashes could be reduced by the introduction of a safety improvement scheme.

Just reduce the speed limit: Reducing the speed limit by itself will not achieve the same level of crash savings as the proposed traffic signals. The County Council has the budget and the resources to implement both, and so could be at risk of future litigious action if a crash occurred that it had the wherewithal to help prevent.

Obtrusive to a rural area: Again, this was a valid concern. It therefore comes down to a balance between environment versus safety.

Alternative junction improvement scheme: Tenterden Town Council has submitted an alternative scheme through the consultation process, which may be seen in Appendix H. It involves the provision of a dedicated left turn lane for traffic heading from Tenterden to Biddenden, an offside diverge lane for Ashford bound traffic, and a STOP sign for the A262. It seeks to address an issue with the current layout, where left turners to Biddenden block the view of right turners from Biddenden. However the layout proposed is counter-intuitive; it would be unlikely to save the collisions on record, and may indeed introduce new types of crashes, owing to the non-standard design proposed. It would make the right turn manoeuvre from Ashford to Biddenden very difficult, as vehicles would have to cross two lanes of traffic, and their view of the Biddenden left turners would again be obscured. The provision of a STOP sign cannot be justified by the visibility available; and in any case, would not have saved any collisions occurring, because those involving failure to give way are of the 're-start' type rather than those failing to stop. It is therefore considered that this layout is not a viable alternative.

Traffic lights are dangerous: The design of the traffic signals have undergone a Road Safety Audit, with no major issues resulting.

In summary of the concerns of objectors, the remaining issue unresolved is the environmental impact of additional lights in this locality. Aside from this, the case for traffic signals and the alternatives has been fully investigated, and the recommendation remains to proceed with their implementation as originally proposed, in the interests of highway safety.

Additional concerns raised by the e-petition

The outstanding concerns and requests raised through the e-petition can be summarised as follows:-

- *Residents in the affected area will experience increased problems in exiting and accessing their properties. They will also experience an increase in pollution from the waiting traffic outside their properties*

It will be easier to exit into stationary traffic on the A28, rather than free-flowing traffic as at present. 'Keep Clear' markings are proposed for residents' driveways in the immediate vicinity of the scheme.

- *A MAXIMUM 30mph speed limit through the whole of High Halden Village, including the back lanes.*

Previous reference has been made to the Speed Limit Review. This review does not recommend any changes to the current 40mph speed limit at the western end of the village. Informal consultation has taken place with Kent Police, and they have confirmed that any proposal to lower the speed limit to 30mph in this locality would receive a formal objection. It is further considered that the 40mph speed limit acts as an effective buffer, slowing down traffic coming from Tenterden before they reach the 30mph speed limit in the most built up part of the village.

- *A well signed and well lit pedestrian crossing on the main road*

High Halden Parish Council has previously requested a formal pedestrian crossing on the A28, in the vicinity of the junction with Church Hill. There is only a limited budget available for highway improvements, and because of this, prioritisation is essential. As there are locations where patterns of crashes are occurring which could be addressed by engineering methods, the budgets available must be targeted accordingly. There have been no recorded incidents in the last three years involving pedestrians along this stretch of the A28. Unfortunately there are other locations in Kent which have a recorded safety problem and no existing measures to address the issue, and these must receive priority first.

- *More off road parking so residents and visitors don't have to park on pavements and grass verges, forcing pedestrians to walk in the road*

This is outside of the remit of KCC Highways & Transportation.

Conclusion

The Road Traffic Act 1988 (Section 39) puts a statutory duty on Highway Authorities to undertake studies into road crashes, and to take steps to both reduce and prevent them from occurring in the future.

A pattern of injury crashes has been identified at the junction of the A28 and the A262, near High Halden. During the period 2008-2011, these crashes resulted in 12 casualties.

Traffic signals and a new 50mph speed limit are projected to reduce the amount of crashes and casualties by 50%. Other options have been considered and have been discounted on the grounds of a lack of predicted crash savings, excessive costs, the requirement for third party land, or a combination of some or all of these factors.

The predicted performance of the traffic signals has been tested, and is anticipated to perform well within capacity. No option is perfect; additional queues will be noticeable on the A28, and the intrusiveness of lights in a rural setting is another negative aspect of the proposal. These must be balanced up against the primary objective, which is to reduce the numbers of casualties occurring at this location.

Recommendation

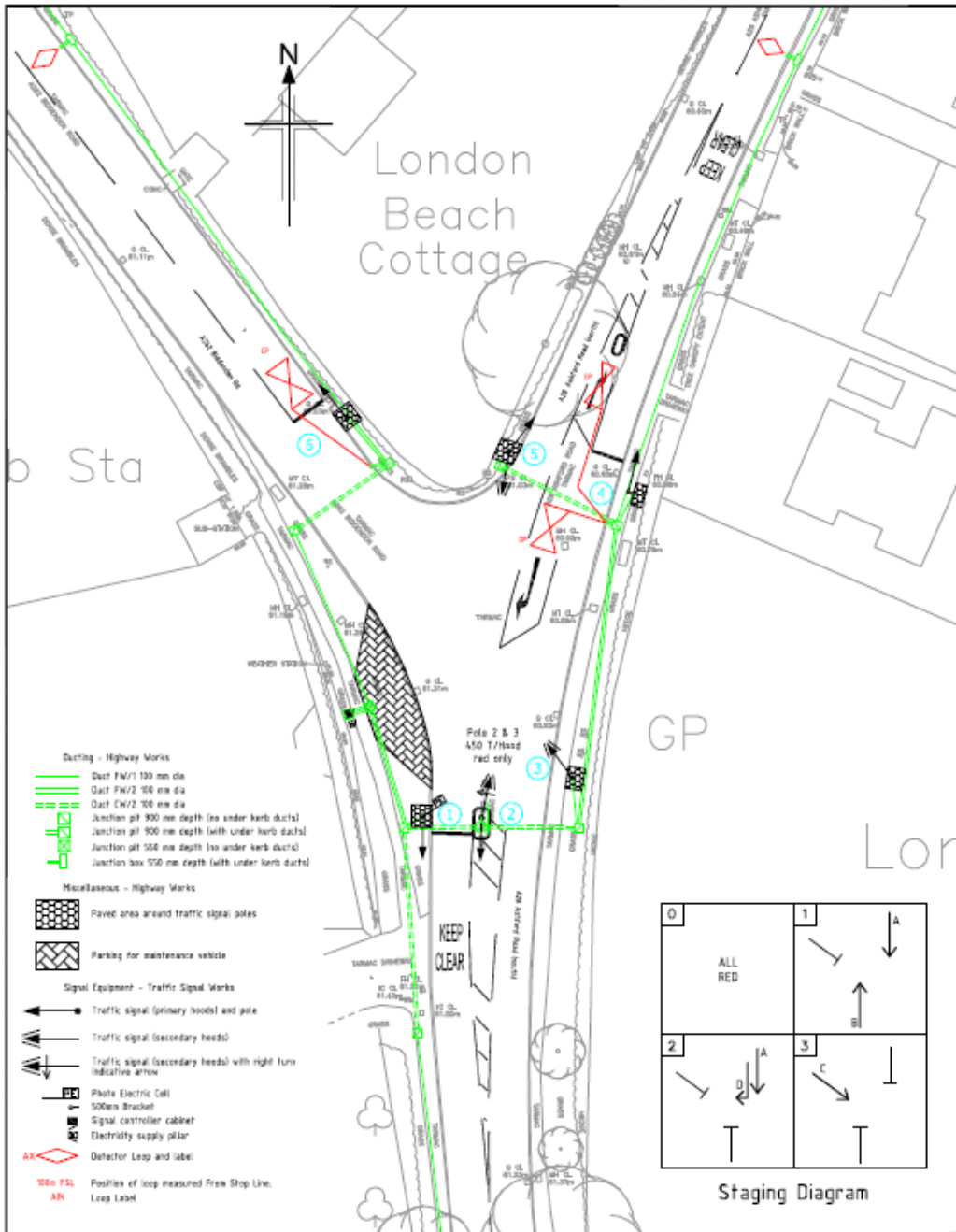
It is recommended that:



- Members note the decision not to proceed any further with proposals for Oak Grove Lane at this time;
- Members endorse the decision to proceed with the installation of traffic signals at the junction of the A28 and the A262, in the interests of highway safety;
- Members endorse the decision to proceed with the new 50mph speed limit for the A28 and the A262, as originally advertised under "The Kent County Council (Various Roads, The Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No. 6 Consolidation Order 2012".

Contact Officer

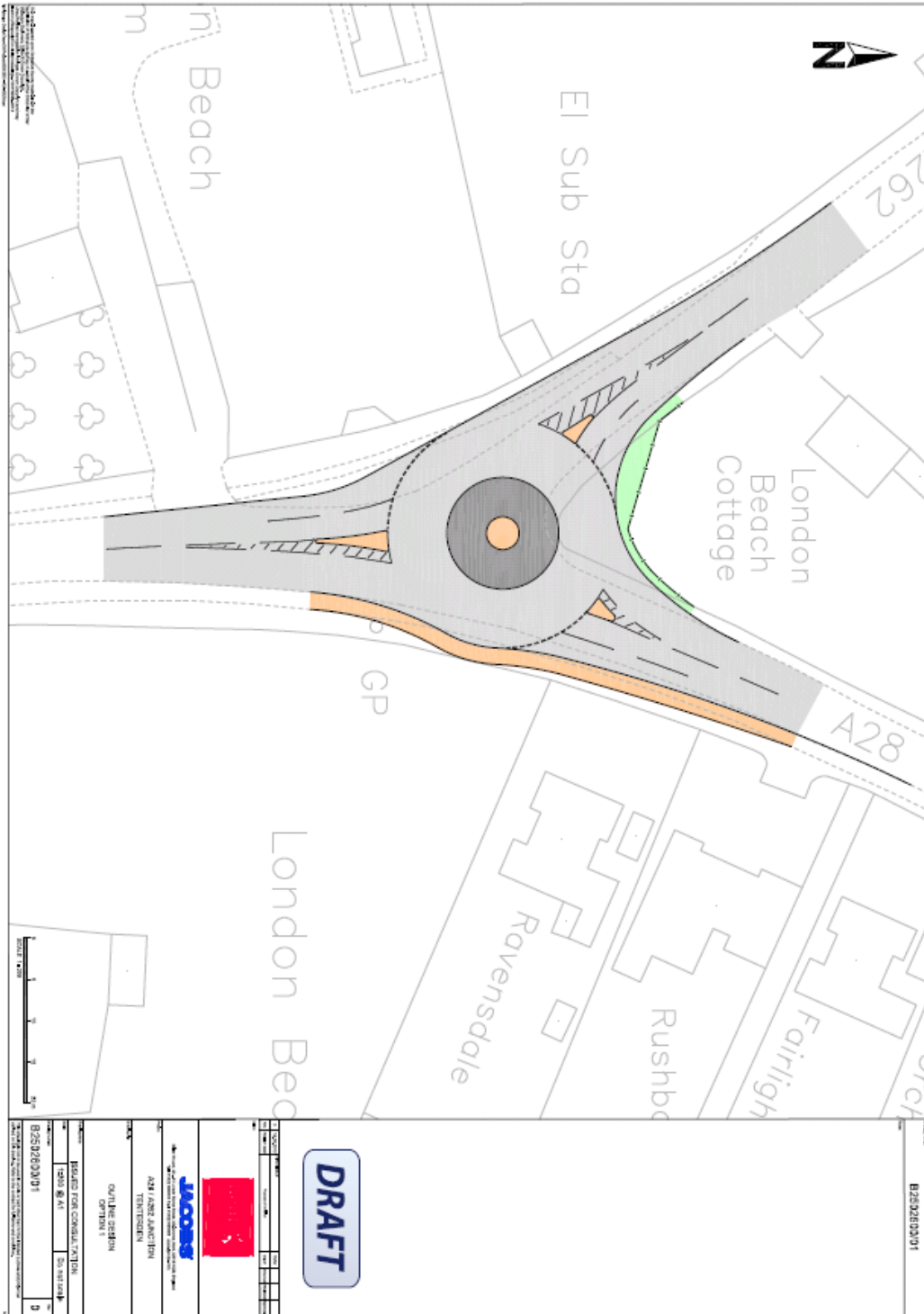
Steve Darling, Traffic Engineer, KCC Highways & Transportation

APPENDIX A – Proposed Traffic Signal Layout



| | | | | | | | | |
|---|---|---------------------|------------|-----------------|-------|--------------|----------|-------|
| This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions. | | 0 | 25.11.2012 | FIRST ISSUE | TMW | MIM | MIM | MIM |
| Rev | Revision Date | Purpose of revision | | | Drawn | Checked | Reviewed | App'd |
| Client |  | | | Drawing title | | | | |
|  Miller House, 43 • 51 Lower Stone Street, Maidstone, Kent, ME15 8GB, England Tel: 01622 666000 Fax: 01622 696085 www.jacobs.com | | | | Drawing status | | | | |
| Project | | | | FOR INFORMATION | | | | |
| A28/A262 HIGH HALDEN | | | | Scale | | NOT TO SCALE | | |
| | | | | Do not scale | | | | |
| | | | | Drawing number | | | | Rev |
| | | | | B2510500/04 | | | | 0 |

APPENDIX B – Indicative Roundabout Layout



DRAFT



AND ASSOCIATES
ARCHITECTS

OUTLINE DESIGN
OPTION 1

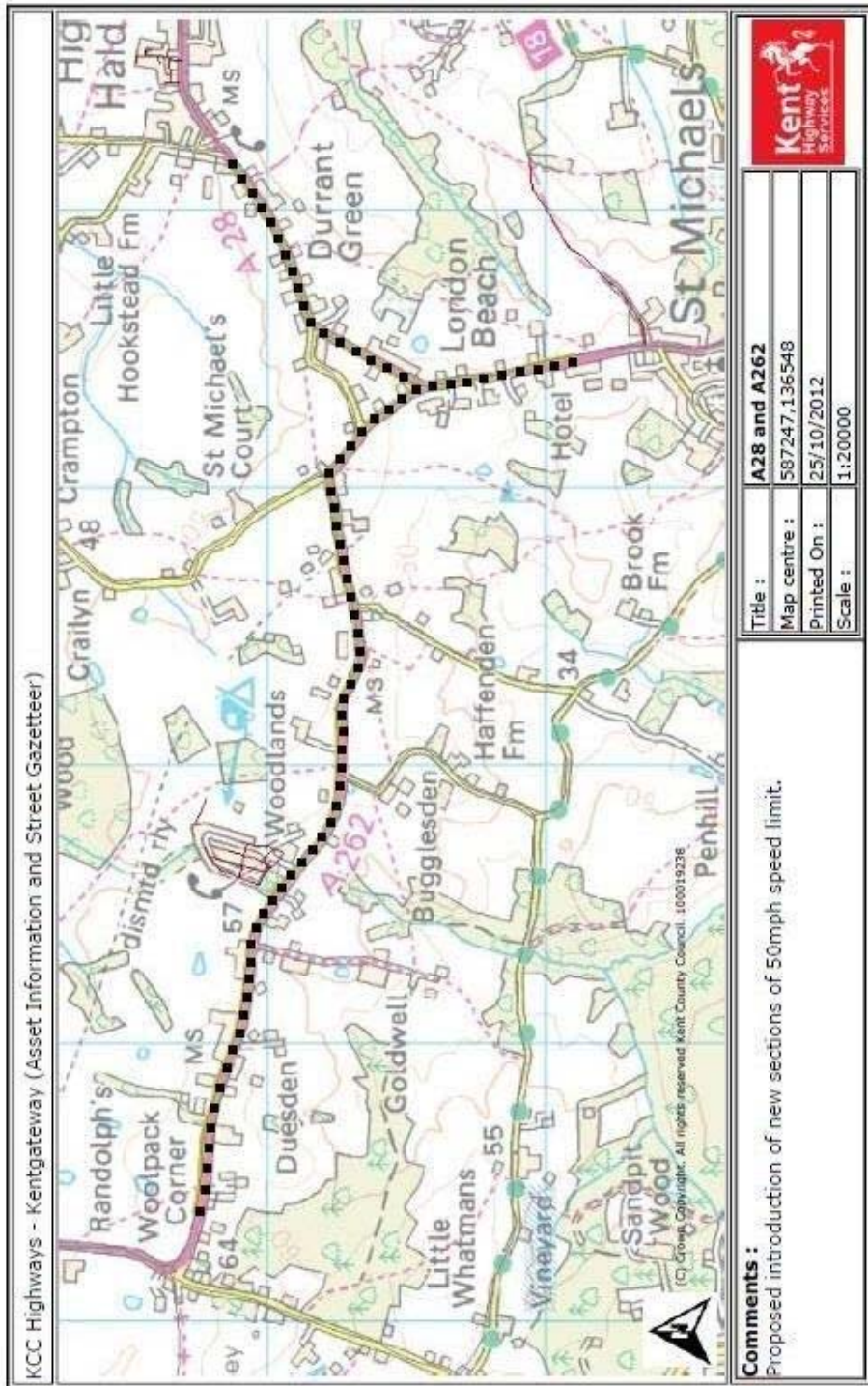
REVISED FOR CONSULTATION

DATE: 20/08/2011

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B25020201

APPENDIX C – Proposed New 50mph Speed Limit



KCC Highways - Kentgateway (Asset Information and Street Gazetteer)

Comments :

Proposed introduction of new sections of 50mph speed limit.

| | |
|--------------|---------------|
| Title : | A28 and A262 |
| Map centre : | 587247,136548 |
| Printed On : | 25/10/2012 |
| Scale : | 1:20000 |



APPENDIX D – Consultation Leaflet

Highway Safety Improvement Proposals in Your Area

A262-A28 Safety Improvement Proposals

Consultation Leaflet

8th October 2012

What are we proposing to do?

Kent County Council's Highways and Transportation is considering proposals for highway improvements along the A262 Biddenden Road and the A28 Ashford Road between Biddenden, Tenterden and High Halden, aimed at addressing safety issues. These proposals are;

- 50mph reduced maximum speed limit on the A262 from Woolpack Corner to A28
- 50mph reduced maximum speed limit on the A28 between High Halden and St Michaels
- Traffic signals at the junction of the A262 with the A28
- Oak Grove Lane to be made a 'No Through Road' (18 month experimental proposal)

Details of the proposals are provided overleaf. They are also available to view at www.kent.gov.uk/khsconsult

Why do we want to undertake these proposals?

As a part of Kent County Council's continued programme of safety improvements, these proposals have received a high priority status. The speed limit reductions are aimed at bringing vehicle speeds to levels that would be more appropriate to the area through which they run, where there are a relatively high number of properties and associated accesses and bends, and in places a loss of forward visibility. Currently, the national speed limit applies to these areas, which is 60mph.

Crash reports at the junction of the A262 with the A28 have shown a total of 8 accidents over the last 5 years involving injury to persons, related to right turn movements and excessive approach speed. Traffic signals will better control movements at this junction and result with lesser accidents.

Oak Grove Lane, which has a small number of private accesses, has experienced several accidents over recent years. Forward visibility for drivers on Oak Grove Lane is poor in places and combined with high vehicle speeds is thought to be the main cause of these accidents. With the safety improvements to the nearby junction of the A262 with the A28 proposed, Kent County Council believes this junction will offer a suitable alternative for vehicles that currently use Oak Grove Lane to access either the A262 or the A28, and thereby reduce the occurrence of accidents on Oak Grove Lane. KCC Chairman Richard King is supporting this proposal through his Member Highway Fund grant. It is planned to introduce the 'No Through Road' measures on Oak Grove Lane by way of an experimental Traffic Regulation Order (Prohibition of Driving Order), intended to be in place for a maximum period of 18 months, during which a review will be undertaken and a decision made to either make the Order permanent or consider alternative measures. Vehicular access to and from Oak Grove Lane will be prevented at its junction with the A28 with the installation of road bollards or a similar physical feature. Pedestrian and cycle access will remain unchanged.

What happens next?

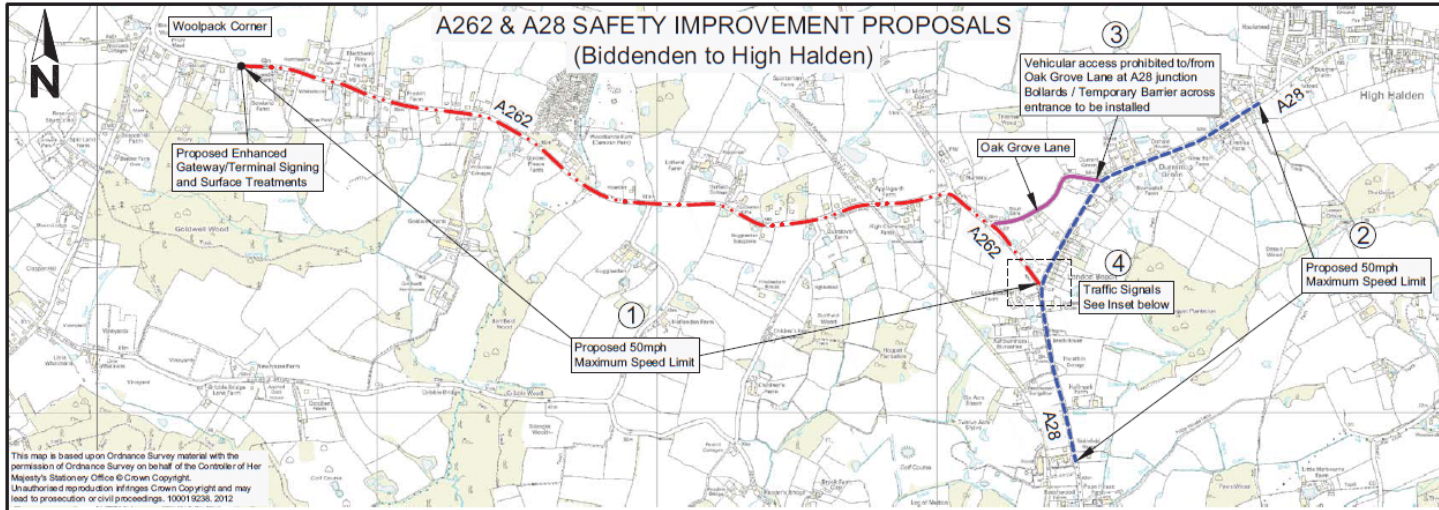
The above proposals are to be presented and debated at the forthcoming Kent County Council Joint Transportation Board meeting to be held on the evening of 11th December 2012. Here, all comments raised on the proposals will be considered and a decision made if the proposals are to go ahead as presented, or in a revised way, or not at all.

Your views

Comments on the proposals can be made by email at traffic.schemes@kent.gov.uk by quoting 'A262-A28 Safety Improvement Proposals' or alternatively by writing to; Jacobs UK Ltd, Miller House, Lower Stone Street, Maidstone, Kent, ME15 6GB, marked for the attention of Mr M Mortley. All comments should reach us within 28 days from the date of this letter.

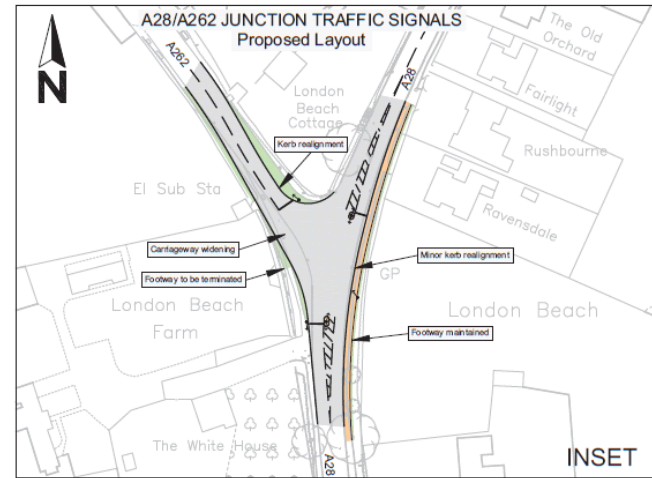
www.kent.gov.uk



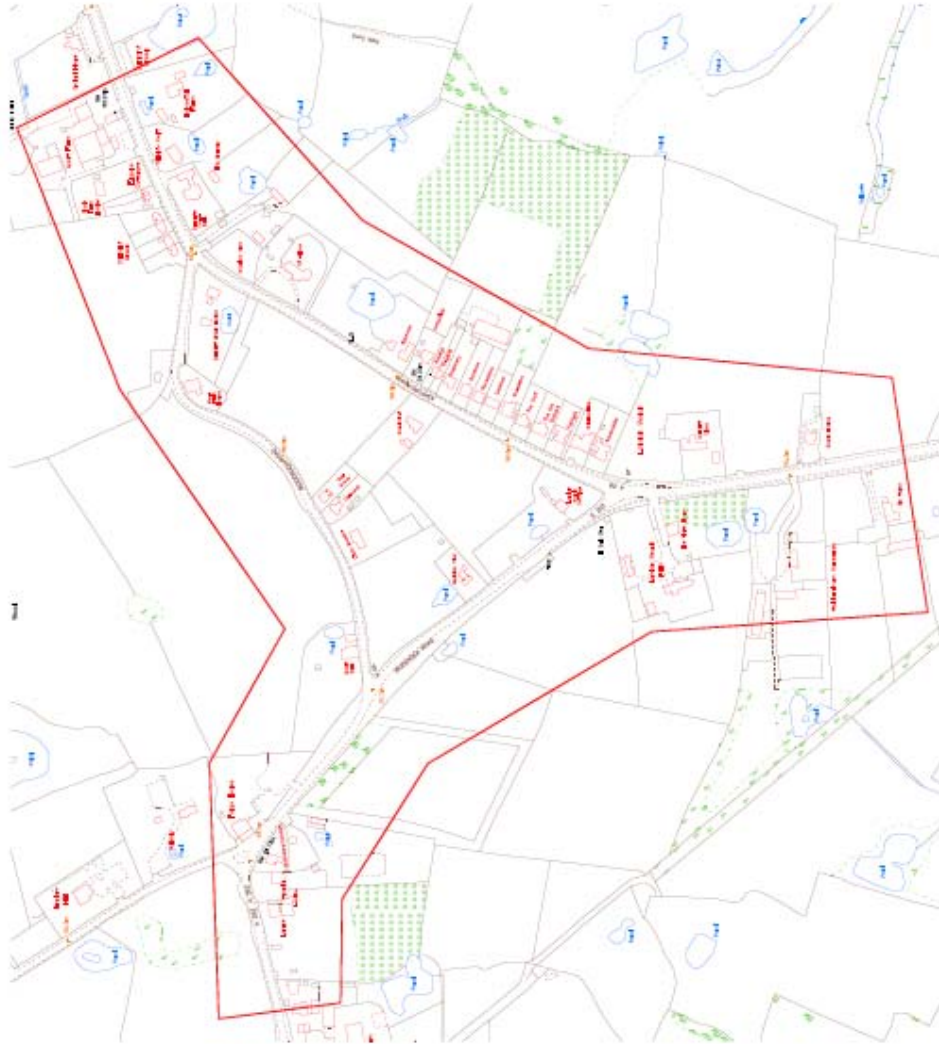


Proposals

- ① - Location - A262 Woolpack Corner to A28
Proposed 50mph Maximum Speed Limit.
Current Maximum Speed Limit is 60mph
- ② - - - - - Location - A28 High Halden to St Michaels
Proposed 50mph Maximum Speed Limit.
Current Maximum Speed Limit is 60mph
- ③ - - - - - Location - Oak Grove Lane (Experimental Works - duration 18 months)
To be made a 'No Through Road' with motorised vehicles unable to enter or leave Oak Grove Lane at its junction with the A28..
Pedestrian and Cycle access to remain unchanged
- ④ Location - A28/A262 Junction
Proposed Traffic Signals



APPENDIX E – Extent of consultation letter drop



APPENDIX F – List of Consultees

1. Letter drop to residents, as outlined in Appendix E
2. KCC Members, Mr Richard King and Mr Mike Hill OBE
3. Ashford borough ward councillors for Weald Central; St. Michaels
4. High Halden Parish Council
5. Biddenden Parish Council
6. Tenterden Town Council
7. Kent Police
8. Kent Fire & Rescue Service
9. South East Coast Ambulance Service

APPENDIX G – Full text of e-petition

ePetition details

A262-A28 Highway Proposal

- [Log in or register and sign the ePetition](#)
- [View ePetition responses](#)
- [Browse all current ePetitions](#)

We the undersigned petition the council to To reconsider its proposal for highway improvements along the A262 Biddenden Road and A28 Ashford Road between Biddenden, Tenterden and High Halden, namely not to install traffic lights at the junction of the A262 and A28 and to maintain Oak Grove Lane as a through road.

We believe there are other options to improve any safety concerns.

Concerns if this proposal goes ahead:

- The installation of traffic lights will cause long tailbacks of traffic along the A28 and A262, particularly at peak times.
- Residents in the affected area will experience increased problems in exiting and accessing their properties. They will also experience an increase in pollution from the waiting traffic outside their properties.
- To avoid the lights and tailbacks, drivers will use the narrow and winding back lanes. Currently these lanes are enjoyed by residents and visitors to walk with their families including children, the elderly, dogs and horses but even now these can be blighted by an inconsiderate driver speeding. This will surely increase if the lanes are used as a cut through. How long before an accident occurs on these lanes or a fatality from an inconsiderate driver speeding through unfamiliar lanes?
- Is it indeed fair that walkers, cyclists and horse riders will be discouraged from using these lanes because of the increase in traffic?
- There are just four houses in Oaks Grove Lane, not that the opinions of those residents don't matter, but how many other homes are going to be affected by this decision?

Other alternative options we would like to be considered are:

- A mini roundabout at London Beach
- Traffic calming system through Oak Grove Lane
- A MAXIMUM 30mph speed limit through the whole of High Halden Village, including the back lanes
- A well signed and well lit pedestrian crossing on the main road
- More off road parking so residents and visitors don't have to park on pavements and grass verges, forcing pedestrians to walk in the road

Thus making it a safer, more pleasant village for residents and visitors alike.

NB there is currently a consultation on these proposals which closes on 4 November - if you wish to respond to this as well as signing the petition please go to

<https://shareweb.kent.gov.uk/Documents/roads-and-transport/using-the-road/consultations/A28-A262%20Consultation%20Leaflet.pdf>

On reaching 1000 signatures the matter will be referred to the most appropriate local level meeting (e.g. Local Board, Locality Board or Joint Transportation Board)

This ePetition runs from 15/10/2012 to 10/12/2012.

107 people have signed this ePetition.

APPENDIX H – Alternative Proposal of Tenterden Town Council

