



Highway Improvements Team working in Partnership with Bredgar Parish Council Highway Improvement Plan

Submission Date: July 2023

(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	
2	Bredgar P.C.	31/7/2023	7/9/2023	Rich Lehmann - MEM Rich.Lehmann@kent.gov.uk	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				i.e., County Member, Parish Precept Donation, LTP	
Are you an active member of the Speed Watch Scheme?		Yes <input checked="" type="checkbox"/> No <input 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	Nigel Osmer / Michael Day	Contact Telephone Number	07931 568855 01622 884414	Email Address	n.osmer4989@btinternet.com Mike.Docday48@gmail.com
Name of Clerk	Teresa Hudson	Contact Telephone Number	07545 808438	Email Address	Bpc.clerk@outlook.com
Name of Chair	Brian Clarke	Contact Telephone Number	07753 332229	Email Address	Bpc.clarke@gmail.com
KCC Project Manager Team	Community & Engagement Team (EAST)	Contact Telephone Number	03000 418181	Email Address	east.highwayimprovements@kent.gov.uk

*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 – **Bredgar’s review is on or after September each year.***



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- 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.

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Live Priorities Record

Priority	Location	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, by Bredgar House, just before the Village shop by the memorial triangle. And Opposite direction before the Bexon lane turn.	Weight restriction signs needed for Bexon Lane corner via The Street due to the tight bend which is unsuitable for large vehicles - the church wall has been damaged on several occasions due to large lorries trying to navigate this junction. On each occasion significant parts have required re-building.	BPC update 13/3/23: We accept there will always need to be access for local deliveries but a weight or width restriction might deter non local HGVs passing through on sat nav from turning. Please see the new related / expanded priority 1 version of this HGV related item below.	(JW) 7/9/23 – KCC will look at the possibility of installing an advisory unsuitable for lorries sign at the junction with The Street/Bexon Lane. Might be tricky due to lack of highway land available.
2.	Primrose Road heading out of the village towards Tunstall, And Swanton Street heading towards Hollingbourne (2 sets).	The sets of White village entrance gates indicating speed awareness need Maintenance - Replacement / re-paint.	BPC update 13/3/23: We accept the KCC Comments and cancel this item.	(JW) 7/9/23 – Explained that white village gateway features are not a critical safety feature so would fall to the parish council to maintain. If they become damaged we would replace with posts and sign only without the white gates. However, will look to see if we can possibly replace one this year and one next year using our HIP budget
3.	All local roads into Bredgar Village. See Appendix A & B for more details.	HGV vehicles passing through Kent use unsuitable local roads and routes. Causing damage to the local infrastructure and environment.	Improved signage to direct HGV non local vehicles away from Bredgar onto more suitable roads. Such as width, weight or timing restriction visual signage that restricts unsuitable HGVs in strategic places, counters SAT NAV	(JW) – 7/9/23 – Parish council have suggested an advisory sign is installed in Ruins Barn Road Opposite the entry/exit into Kent Science Park. Will speak to our Planning Advice Team for advice as to whether this possible.

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			<p>misdirections and diverts vehicles onto more suitable routes. Signage "Except for Access" for local traffic.</p> <p>Note that Primrose Lane / Swanton Road is no longer a designated B road/route. See Appendix A & B below.</p>	
4	Swanton Street warning signs to alert motorists that wildlife is likely to be on the road in this area.	We frequently see dead badgers on this section of road.	Hedgehog signs needed to warn traffic that this road is often crossed by wildlife.	(JW) 7/9/23 – KCC to check regs on signage for badgers (wildlife) to see what signs would be suitable
5.	Bredgar Pond sign post at the Primrose Lane / Gore Road Junction.	Unnecessary and misleading signage.	Remove redundant camping brown tourist sign and replace with new duck warning sign.	(JW) 7/9/23 – KCC to check whether the brown tourist sign is still relevant and arrange removal if not. There are existing duck warning signs on all approaches to pond
6.	The North Kent Downs within A2, A249, M20, A20, M2 and A251 as shown in Appendix C.	HGV vehicles passing through Kent use unsuitable local roads and routes. Causing damage to the local infrastructure and environment.	Make the North Kent Downs within A2, A249, M20, A20, M2 and A251 as shown in Appendix C a permit controlled area for HGV vehicles. This area to be enforced by KCC officers. See Appendix C below.	(JW) 7/9/23 – This is an ongoing request
7.	When new technology and affordable enforcement equipment is available,	In 2019/20 Bredgar residents requested that the speed limit through the main village was reduced to 20MPH. KCC rejected this request because the average speed of traffic	Implement 20MPH limits in Bredgar when new lower cost enforcement technology and equipment becomes available in the future. This is a marker	(JW) 7/9/23 – Average speeds would need to 28mph or below. If speeds are between 24 and 28mph then signs and soft touch measures such as roundels can be used. Parish Council to advise whether they wish to proceed with a 20mph scheme. Cost would be £2850 for the Traffic Regulation Order.

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	<p>deployment of 20MPH speed limits for the main village areas of Bredgar. These to be implemented without road calming and without requiring street lighting.</p>	<p>though the village was 26/27 MPH.</p>	<p>suggestion to register our ongoing interest.</p>	<p>Design Cost is £1068. Cost of scheme could be £10,000.</p> <p>Costs based on April 2023 prices.</p> <p>First step would be speed surveys to determine current average speeds</p> <p>Sent the parish council the 30mph toolkit.</p>
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Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1.	Swanton Street, Bredgar in the section around the junction of Blind Mary's Lane and Swanton Cottages.	There are significant problems with drainage and flooding at times of heavy rainfall from the highway.	Restructuring of the highway to ensure water drains away from the properties in this area during heavy rainfall.	This is a matter for the Drainage Team to resolve
	Quiet streets	Unsuitable vehicles using country roads.	BPC update 13/3/23: We have investigated this in more detail and have decided not to pursue it on our lanes.	What would the Parish like us to consider?
	Pavement along Gore Rd adjacent to the pond.	Continuation of pavement leading up to The Street, currently peds walk on the road by the triangle which does present a road safety hazard especially for children who may walk to the shop and for those walking to the bus stop on The Street opposite the shop.	BPC update 13/3/23: We accept the advice and after due consideration have decided not to pursue this item further.	Limited due to the memorial on the triangle, could look at putting in a dropped kerb opposite the manor house (lemon painted) to cross pedestrians over to continue on existing footway to then cross back over Near No 10 on a further pair of dropped kerbs. Needs further consideration and review as to whether the Parish have funds to pay for this and whether this will in fact be used?

See notes below:

The Parish Council have been raising concerns about traffic through the village with KCC for many years and some actions have resulted to address the issues. These include:

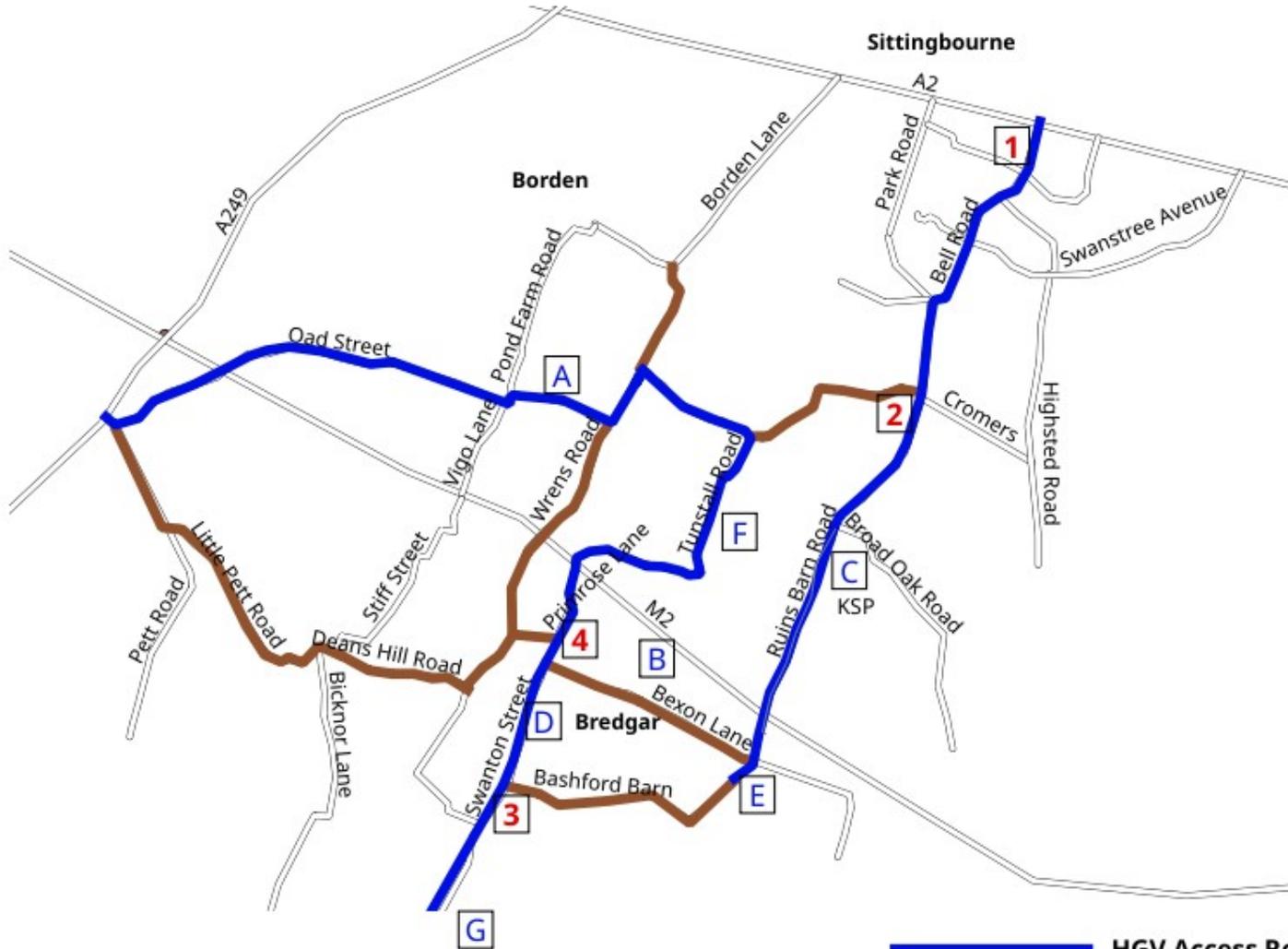
- Width restriction signs on Wrens Road.

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- The installation of 'speed gates' on Primrose Lane and Swanton Street to make drivers aware they are entering a village.
- The installation of the speed indicator sign in Primrose Lane that alerts drivers if they exceed the 40MPH limit.
- The installation of traffic calming in The Street/Primrose Lane which reduces the width of the road to a single lane with priority for southbound traffic.
- Graham Kite when a BPC Cllr successfully lobbied KCC to install a "Unsuitable for HGVs" sign on Petts Road at the A249 end.
- In 2018 to 2020, following a survey of villagers and lobbying, KCC were asked to implement a 20MPH limit across the village. This was rejected following the a BPC funded speed survey that set the average speed through the village at 26/27MPH. KCC policy at that time only allowed 20MPH zones where the average speed is 24MPH or less. KCC advised that to implement a Bredgar 20MPH zone expensive traffic calming and street lighting would need to be funded.

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See Appendices below:
Appendix A
Figure 1



Key and Notes:

1. Bell Road/Stanhope - HGVS destined for M2/M20/A20 via A2 London/Ports or Parkwood Industrial Estate (Maidstone) etc. transiting Ignore Sat. Nav. (missed correct route)
2. Tunstall Rd. Mainly for Mansfield NOT for Gibbens Farm/Bexon Lane.
3. No Access unsuitable from ALL directions(farm traffic only as is Wrens Rd.escape to A249).
4. Local turn back do NOT proceed to Bexon Ignore Sat. Nav. Wrong Way.

SOME local needs such as furniture or Argos deliveries may have to disregard 6ft 6 ins width restrictions---Access requirement---this would not be through traffic a system restricting high volume of rat run Sat. Nav followers in large vehicles is to be aimed for.

Brown lanes to be marked unsuitable for HGVs.

Local HGV destinations / routes

- A Sutton Baron Road to M2 route.
- B Gibbens Farm / Goathams Orchard
- C Kent Science Park
- D Mansfield/Goatham
- E Hawks Hill Yard
- F Bartholomew
- G To Hollingbourne

-  HGV Access Routes
-  Unsuitable for HGV Total Ban
-  Road with no current issues / self enforced



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Appendix B – Signage to better direct HGVs

Stephen Parfitt Notes – 7 May 2021

The particular problems experienced by Bredgar in the past have been due mainly to HGV vehicles causing damage, repeatedly to the Church wall in Bexon Lane, and / or trying to negotiate unsuitable roads such as Bashford Barn Lane, unnecessarily, in all cases.

To try and prevent this in future, new signage would be helpful. The suggestion that “wrongly” routed HGVs could turn into Gore Road in response a late warning from a possible sign at the War Memorial (approaching from Tunstall) is a possible one. However, this would divert such traffic into Wrens Road (as discussed 5th May 2021) which is itself a width restricted and unsuitable. HGVs arriving from Hollingbourne and perhaps those originating from Sutton Baron Road, having driven from then A249, would require guidance signs to also prevent a possible left, or right turn into Bexon Lane at the Church corner. Signs at London Road junctions with Adelaide Drive and Borden Lane banning HGVs from using Bredgar routing might be appropriate. In the main, apart from access to Hawks Hill and Bexon (fruit storage and distribution areas,) largely by repeat drivers with local knowledge, access through Bredgar is dissuaded.

If signs were placed at Stanhope Avenue/Bell Road crossroads, a right turn (from say Eurolink) could be directed into Remembrance Avenue back to the A2/A249/M2/A20 – London and the ports – Parkwood - Maidstone Industrial Estate etc. The existing Eurolink Swale Way HGV route is already clearly signed, but sometimes missed by foreign drivers going under Crown Quay Arch (following Sat. Nav.) and up Bell Road unnecessarily.

Further signs at Cromers Corner, should ban HGV’s entering Tunstall Road/Village, and offer a turn back/round option at Broad Oak Road (Exceptions – journeys to Hollingbourne and Bartholomew runs – use Tunstall Road as now).

Any regular or other drivers accessing local business could still, as at present, continue through Ruins Barn Road to KSP, Hawks Hill crossroads, through to the yard there (turn round area, return via outward route) with Bashford Barn Lane a TOTAL BAN – already regularly routed in this way width restriction advised only – effective in REDUCING larger vehicle use).

A right turn at the crossroads and returning by same means, is the most viable (a “soft” turn to negotiate, I.E. mostly for Gibbens Farm Orchard access – turning space already there).

See Road Plans Appendix A

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Appendix C - AONB Permit Controlled Area



Proposed Kent Downs AONB Permit Controlled Area for HGVs