



THE A257 PLAN

Working towards a safer A257

September 2018



THE A257 PLAN

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0. Background

0.1 The A257 Traffic Group

0.1.1 The A257 Traffic Group (“the Group”) was formed in 2010 because it was recognised that:

- The volumes and vehicle sizes of traffic using the A257, and its principle junction roads, has, over recent years, increased massively to beyond the capacity of those roads, that were not designed for the purpose;
- A significant minority of motorists choose to ignore the dangerous road layout, prevailing conditions, and other road users, endangering the lives of other A257 vehicle drivers and local pedestrians;
- Recent commercial and housing developments have exacerbated these conditions and have created hot spots where local and visiting families feel unable to cross the road safely.

0.1.2 It was strongly felt that similar issues affected residents along the length of the A257 and that Parish Councils and resident associations should combine their experience and local knowledge to:

- Document issues surrounding congestion, accidents, and pedestrians, to provide a solid fact-based foundation for future discussions;
- Make proposals which would alleviate the issues;
- Ensure that such proposals did not simply move issues from one section of the A257 to another;
- Seek assistance from the elected representatives of higher levels of government to advise and facilitate on the enactment of those proposals, and to make representations to enactors and budget holders to agree and carry the proposals out.

0.1.3 Under the chairmanship of Bryan Curtis, Chairman of Wingham Parish Council, the Group has representation from the following Parish Councils:- Adisham, Ash, Bekesbourne with Patricbourne, Ickham & Well, Littlebourne, Preston, Staple, Wickhambreaux and Wingham, plus the Littlebourne and Stodmarsh Roads Community Association.

0.1.4 The Group also receives direct input and assistance from: the MPs for Canterbury and South Thanet; KCC representatives for Canterbury South East and Sandwich; and District Council representatives for (Canterbury) Little Stour & Adisham and (Dover) Little Stour and Ashstone.

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0.2 The Plan Rationale

0.2.1 The Group have consolidated the views of its representatives and formulated a single Plan for the A257 as a whole, plus its principle junctions and “feeder” roads. The Plan provides:

- an accurate documentation of the facts surrounding the key issues and drivers;
- represented views of residents living within the document’s geographic scope, and who have to suffer the adverse road features on a daily basis;
- a means of communicating the above with road improvement budget holders, who may not otherwise appreciate the severity of the issues involved.

0.2.2 In putting forward the Plan, the Group have demonstrated that they recognise that:

- Kent Highways (Highways) have a priority to facilitate safe traffic flow and not to impose restrictions unless there are clear reasons to do so;
- budgets have been under pressure for some years, and will probably be squeezed for some years to come. This situation has been imposed by central government and filtered down through the County and District Councils as well as the Enforcement Agencies, necessitating cuts and economisation where possible, and strict prioritisation of remaining resources;
- it is an advantage to all in East Kent that local businesses thrive and grow;
- there is a severe housing shortage in the country as a whole, and East Kent should accommodate its fair share of housing development.

0.2.3 However, the Group believes that the Plan demonstrates that:

- Highways and the County and District Councils have not always recognised the local issues documented, or the severity of those issues;
- some issues within the geographic scope are so severe they require prompt actions that are not always expensive but may warrant redirection of current resources;
- regarding housing and business developments, insufficient regard has been paid to providing the essential infrastructure improvements needed to remedy the resultant and increasingly congested and dangerous road conditions.

0.2.4 The Plan is divided into geographic sections, each with a map denoting the “hotspots” which could be:

- accident black spots
- locations suffering particular congestion
- locations causing pedestrians severe difficulties

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0.3 The Plan Format

0.3.1 To facilitate the gathering of data and to allow all members of the Group to equally contribute, the Plan is divided into sections for each section of the A257 that passes through the jurisdiction of a Parish Council or local association, including its major junction roads.

0.3.2 Each of these sections has hotspots associated with one or more of the plan drivers – accidents, congestion or pedestrian issues. A section map is given, marking the hotspots for that section. Each of these is then described in terms of road features, issue descriptions (including historical data where this is available), and recommendation or suggested solutions based on the principals given in Section 0.1 above.

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0.3.3 The sections include issues around recent or proposed developments, and there is an additional section (7) referring to current and pending housing developments. Some are on the A257 whilst others are outside the immediate A257 area but which directly affect that road.

0.3.4 The final summary section (8) draws together the issues identified at each hotspot, grouping them by the drivers, given in 0.2 above, of accidents, congestion and pedestrian issues.

0.3.5 Appendix A provides a tabulation of the incident data covering two sections of the A257.

0.3.6 It should be noted that Highways, in assessing A257 related issues, relies heavily if not exclusively on Police records data, i.e. accidents where injuries have resulted. This is a fraction of the actual accidents and incidents that have taken place, takes no account of congestion issues and cannot possibly measure the fear experienced by local residents going about their daily lives. The Plan therefore makes use of additional data missing from Kent Highways' radar. It is admitted however that this additional data is incomplete and more comprehensive for some road sections only (See Appendix A). It should not be assumed that absence of such data indicates absence of such incidents. It is acknowledged that in recent years Highways has asked for, and accepted, this additional data from local residents. There is no evidence however that Kent Highways have made any use of this additional information, drawn any conclusions from it, or acted upon it in any way.

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0.4 The Plan Recommendations

0.4.1 The Plan contains nearly 100 individual recommendations to make safety improvements for road users and pedestrians throughout the A257. These are detailed, with justifications, within each geographical section of the Plan (Sections 1 to 6) and grouped together by type in Section 8.

0.4.2 The Plan seeks **speed limit reductions**, plus the introduction of **speed buffer zones** where changing from one speed zone to another exceeds a difference of 10 mph:

- **Warwick Road to Stodmarsh Road (from 40 mph to 30 mph).**
- **Stodmarsh Road to Fishpool Bottom (from 50 mph to 40 mph).**
- **Throughout Littlebourne Village (from 30 mph to 20 mph, with a 40 mph buffer zone to the west of the village).**
- **Littlebourne village to the Bramling Bend (from 50 mph to 40 mph, with the 40 mph limit extended eastwards to the current 40 mph limit before Wingham).**
- **Beaute Lane, Shatterling to Gilton (from 50 mph to 40 mph).**
- **The B2046 (from 60 mph to 50 mph, with a 40 mph buffer zone before Wingham village).**
- **Preston Hill and Gobery Hill, both north and west of Wingham (40 mph buffer zones between the current 50 mph limits and the 30 mph limit of Wingham village).**
- **40 mph buffer zones north and south of the 30 mph limit through Preston village.**

0.4.3 Introduction of **speed limit enforcement** methods at key hotspots, including:

- **Addition of small mobile speed camera warning signs to some road signs (throughout the A257).**
- **Actual periodical (say quarterly but randomly) mobile speed camera operations (throughout the A257) (or, with local agreement, use of static cameras).**
- **Rumble strips (east and west approaches to Littlebourne).**

0.4.4 **Road architectural changes** to reduce congestion at pinch-points

- **The “Red Lion” corner – junction of A257 / B2056, Wingham**
- **Seath’s corner B2046, Wingham**
- **Junction A257 / Preston Hill, Wingham**

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0.4.5 Road architectural and signage changes to increase safety for all road users. Including:

- Bus stop relocation (Villiers Road)
- Install / move Village “Gateways” (Littlebourne; Preston)
- Additional crossing systems (Evenhill, Littlebourne; Bramling; Wingham Wildlife Park, The Downs Preston)
- Restrict 2-way access onto A257 (Cherville Lane, Bramling)
- Road resurfacing and high friction surfacing (Bramling; Wingham Bridge)
- Traffic islands (Bramling)
- Double yellow lines (Seath’s Corner, Wingham)
- Double white lines (Shatterling “Straight”, Wingham Wildlife Park)
- Improved signage (Shatterling “Straight”; Wingham Bridge; Preston)
- Improved street lighting (Preston)
- Improved vegetation control (Bramling; Wingham Bridge; B2046 at Wingham Well)
- Improved road cleaning (Bramling)

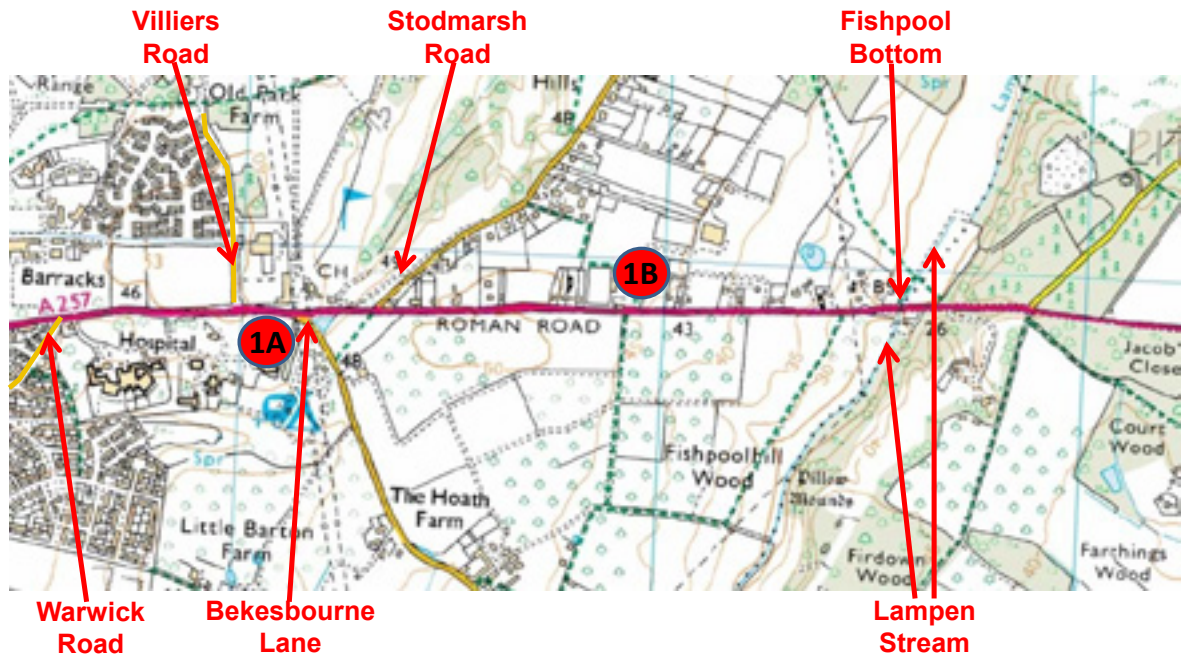
0.4.6 Finally, recommendations are made which do not necessarily relate to any particular spot, but to the A257 as a whole, including its feeder roads. Including

- For Kent, Canterbury and Dover authorities to jointly mitigate for the impact of the sum of all the planned developments on the A257 or where such can impact it, instead of permitting developments piecemeal without regard for superstructure.
- Restrict, and enforce the restriction of, HGVs, which are not using the A257 for pick-up or delivery purposes but simply as a cut-through.
- Restrict the size of HGVs that have to use the A257 for pick-up or delivery, to the minimum size required.

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1. Stodmarsh Road and Littlebourne Road

A257 - Warwick Road to Fishpool Bottom (Lampen Stream).



The over-riding issue along this section of the road is the speed of vehicles passing through this section, with the resultant very high numbers of traffic incidents. The situation is exacerbated by the current and impending nearby housing developments.

1.1 Map designation hotspot 1A

Hotspot 1A Features

- The hotspot covers the 100m of the A257 from Villiers Road to Bokesbourne Lane, which has a speed limit of 40 mph.
- There is pavement on the south side of the road and there are combinations of double, single and dotted white lines, plus street lighting.
- There are new pedestrian-controlled lights adjacent to Bokesbourne Lane, and the access / ingress to Canterbury Golf Club, which has new owners, wishing to increase membership and traffic.
- There are new central traffic islands at each end to facilitate access / ingress to Villiers Rd, leading to Pilgrims Place and Howe Barracks. Villiers Rd. These have been knocked down several times already.

Hotspot 1A Issues

- Despite this being a very short section of road, police stats indicate there have been 11 traffic collisions here (including 2 serious) involving injury from 2010 to Sept. 2017.
- Villiers Road is now the only access road onto the A257 for the 200 new households of the Pilgrim's Place development, and it has become the sole access / egress for Howe Barracks now those main gates are closed for all except demolition traffic.

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- Plans are in place for Phases 1 & 2 of the redevelopment of Howe Barracks for residential accommodation. All resultant traffic will use Villiers Road for access / egress. Phase 3 development may result in the re-opening of the main gate.
- The additional volumes of traffic resulting from the above developments and reconfigurations, plus the excessive speed of vehicles emerging from the 30 mph limit nearer Canterbury has made this stretch of road extremely hazardous and it is becoming more so.
- The location of the new eastbound bus shelter is considered a major hazard and should have been placed to the east of Villiers Street as per the original KCC consultative documents.

Hotspot 1A Recommendations

- **Given the number of traffic incidents, it would appear that the current road architecture does not lend itself to safe driving. The street lighting should indicate a 30 mph zone and the approach to the newly installed traffic lights should require a 30 mph zone. Risk to drivers and pedestrians would be reduced by:**
 - **Reduction of the speed limit by extending the 30 mph zone from Warwick Road, eastwards to beyond the Stodmarsh Road where the zone becomes 50 mph**
 - **Addition of small mobile speed camera warning signs to some road signs**
 - **Actual periodical mobile speed camera operations**
- **Relocation of the eastbound bus stop to its originally intended location at Villiers Road.**

1.2 Map designation hotspot 1B

Hotspot 1B Features

- The hotspot covers the A257 running eastwards between the Stodmarsh Road junction and Fishpool Bottom.
- From a few metres past Stodmarsh Road, which has a speed limit of 40 mph, the speed limit is 50 mph.
- The stretch has mainly broken white lines in the centre of the road with short sections of single and double white lines.
- The first half of the stretch is fairly wide with pavement on one side and a lay-by of about 150m. The second half narrows with no pavement. As well as several residences on the north side of the road, there is also the well used Polo Farm Sports Club. Polo Farm building works have begun by marking off a road works entrance area off the A257. Works are expected to last 18 months and there is a Highway's agreement in place forbidding construction traffic from using the lay-by
- Once Polo Farm building works are complete, Christchurch University plan to close their Stodmarsh Road Sports ground facility and only use Polo Farm, greatly increasing the daily vehicle movements at this point of the A257.

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Hotspot 1B Issues

- The design of the road attracts overtaking at speeds far exceeding the 50 mph limit.
- During the morning rush hour, westbound traffic backs up from Canterbury to the Stodmarsh Road junction and beyond. This makes it dangerous for 50 mph traffic to suddenly come upon stationary traffic, and turning right towards Canterbury out of Stodmarsh Road at this time is made near impossible.
- Police stats indicate there have been 13 traffic collisions involving injury, 3 with serious injuries, from 2010 to Sept. 2017.
- Increasing vehicle volumes, due to expansions to the Polo Farm facilities (which can attract crowds exceeding 500 at international events), and the housing developments nearer Canterbury, are exacerbating these issues.

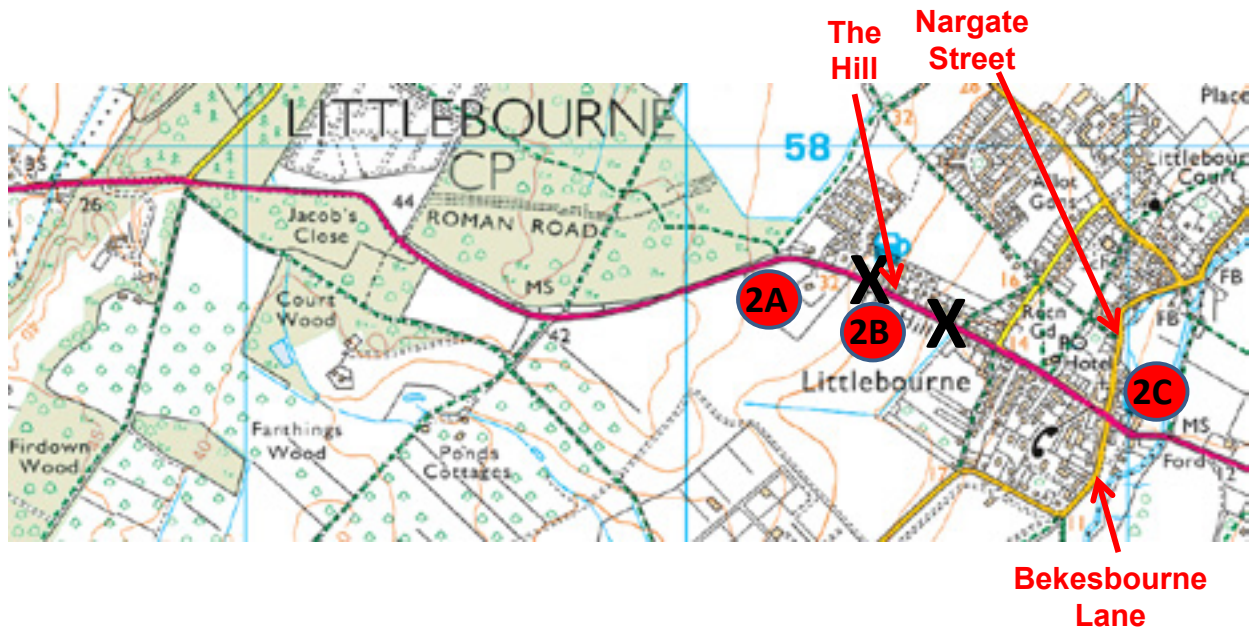
Hotspot 1B Recommendations

- **Given the number of traffic incidents, and the difficulties experienced by residents and through traffic, it would appear that the current speed limit does not lend itself to safe driving. Risk would be reduced by:**
 - **Imposition of a 40 mph zone for the length of the Hotspot.**
 - **Addition of small mobile speed camera warning signs to some road signs.**
 - **Actual periodical mobile speed camera operations.**
- **Alternatively, some A257 residents say that the existing speed limit (50 mph) would be fine if it was enforced as above and motorists (made to) stick to it.**

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2. Littlebourne

A257 - Fishpool Bottom, through Littlebourne Village, to the Little Stour River



The main issues along this section of the road are the increasing volumes of traffic, numbers of accidents, congestion, and difficulty in crossing the road.

2.1 Map designation hotspot 2A

Hotspot 2A Features

- The road from Fishpool Bottom to Littlebourne is a 50 mph zone running down then up a hill, through woods and round bends. The road has a mixture of centre lines, and double white lines – broken and solid.
- There are two lay-bys on the south side of the road. On the north side there is a very rough narrow pavement from half way through the wooded area, which gradually improves in quality towards Littlebourne village.
- Just before the bend into Littlebourne village, the speed limit becomes 30 mph, preceded by triangular road markings.
- The road then bends sharply right into the village and immediately into an area of congestion where there are a series of kerbside extension bends (marked X) about 0.5km into the village (Hotspot 2B).

Hotspot 2A Issues

- Most eastbound traffic travels at, or exceeds, the 50 mph limit.
- Despite the change in speed limit from 50 mph to 30 mph, many drivers fail to reduce their speed until they are round the bend and into the series of kerbside extensions, well inside the 30 mph zone.
- Whilst the kerbside extensions slow traffic down once they are past the first one, some cars actually speed up to avoid yielding to oncoming traffic.

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- Police stats show that on this stretch of road there have been 10 traffic collisions involving injury from 2010 to Sept. 2017, including a fatality and incidents involving serious injury. On just the bend before Littlebourne village, police stats show 3 collisions in that time period, but there have been many more incidents than these, including one involving 5 cars.

Hotspot 2A Recommendations

- **Steps should be taken to reduce the speed of traffic entering the village from the west. This could be alleviated by any or all of:**
 - **Moving the existing 30 mph Village Gateway 100m towards Canterbury.**
 - **Creation of a 40 mph buffer zone substantially before the 30 mph zone begins.**
 - **Addition of small mobile speed camera warning signs to some road signs.**
 - **Actual periodical mobile speed camera operations.**
 - **Rumble strips on the road.**

2.2 Map designation hotspot 2B

Hotspot 2B Features

- Kerb extensions were installed to control the speed of traffic along this stretch of road, However, this stretch plus the approach from the west, can become very congested, especially around 8.00am.
- There is no crossing and residents, particularly school children during the school run, have to cross the road here to get to the bus stop on the south side of the road.
- Planning permission has been given for an estate comprising of 87 houses and a doctors surgery behind the houses on the north side of the road.

Hotspot 2B Issues

- The kerb extensions have been largely successful in reducing mean speed by 5 mph, however, drivers generally only pay attention to any potential gaps in traffic, leading to bunching and lack of consideration for pedestrians.
- Crossing the road is hazardous, particularly during rush hour. Residents, particularly children, have to cross the road between vehicles, many high-sided, and peer out to complete the crossing to reach the bus stop on the south side of the road. Eastbound drivers can be held up by westbound drivers and they are anxious to accelerate and speed into any gap in the traffic available.
- The new housing estate on The List will inevitably lead to an increase in people trying to cross the road as well as an increase in the number of vehicles using it.
- Littlebourne P.C. operates a "Speedwatch" monitoring at this point. Outside of peak travel times show average speeds of westbound traffic to be 43.9 mph whilst eastbound traffic averages at 39.6 mph (Data collected in 2013 but little variation shown in 8 years).
- The planned housing developments at Howe Barracks, the St Martins Hospital site and the three-phase development at Aylesham, will only increase the traffic on the A257 and add to the already unacceptable congestion.

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Hotspot 2B Recommendations

- Introduction of a 20 mph zone through the village, or
- Steps should be taken to enforce speed reduction to the 30 mph limit by:
 - Addition of small mobile speed camera warning signs to some road signs;
 - Actual periodical mobile speed camera operations.
- A crossing system should be introduced between the Evenhill public house and the bus stop, comprising of a zebra crossing and pedestrian operated traffic lights.
- More globally, District and County Traffic Planning Officers should examine the impacts of large housing developments on communities which may be several miles away but will inevitably suffer the impacts of increased traffic emanating in all directions from them.

2.3 Map designation hotspot 2C

Hotspot 2C Features

- At the east end of the village, there is the staggered junction of Nargate Street on the north side and Bokesbourne Lane on the south side on a bend in the A257.
- There are no pavements along most of Bokesbourne Lane and Nargate Street.
- Bokesbourne Lane is narrow. It has speed bumps for the first 300 metres but no pavement for that distance and beyond to Howletts Wildlife Park.
- Bokesbourne Lane is one of the main routes for pedestrians to reach Howletts.
- Nargate Street has no pavement for most of its length.

Hotspot 2C Issues

- The staggered junction is a well used “rat run” by vehicles between the A28 at Upstreet and the A2 at Bridge, in order to avoid the congestion of the Sturry Road.
- Because of the bend in the A257 at this point there is restricted vision, particularly for vehicles emerging from Bokesbourne Lane.
- Bokesbourne Lane is very difficult to negotiate for pedestrians approaching Howletts from Littlebourne. Once vehicles reach the last speed bump they speed up.
- Westbound vehicles approaching Littlebourne, and entering the 30 mph zone are approaching the staggered junction too fast (See Section 3.1 Hotspot 3A below).
- The general issue of housing developments in the Canterbury district, referred to under 2.2 Hotspot 2B above, applies equally here.
- Police stats indicate there had been 7 traffic collisions causing injury, 2 serious injuries, between 2010 and Sept. 2017, on or around this junction.

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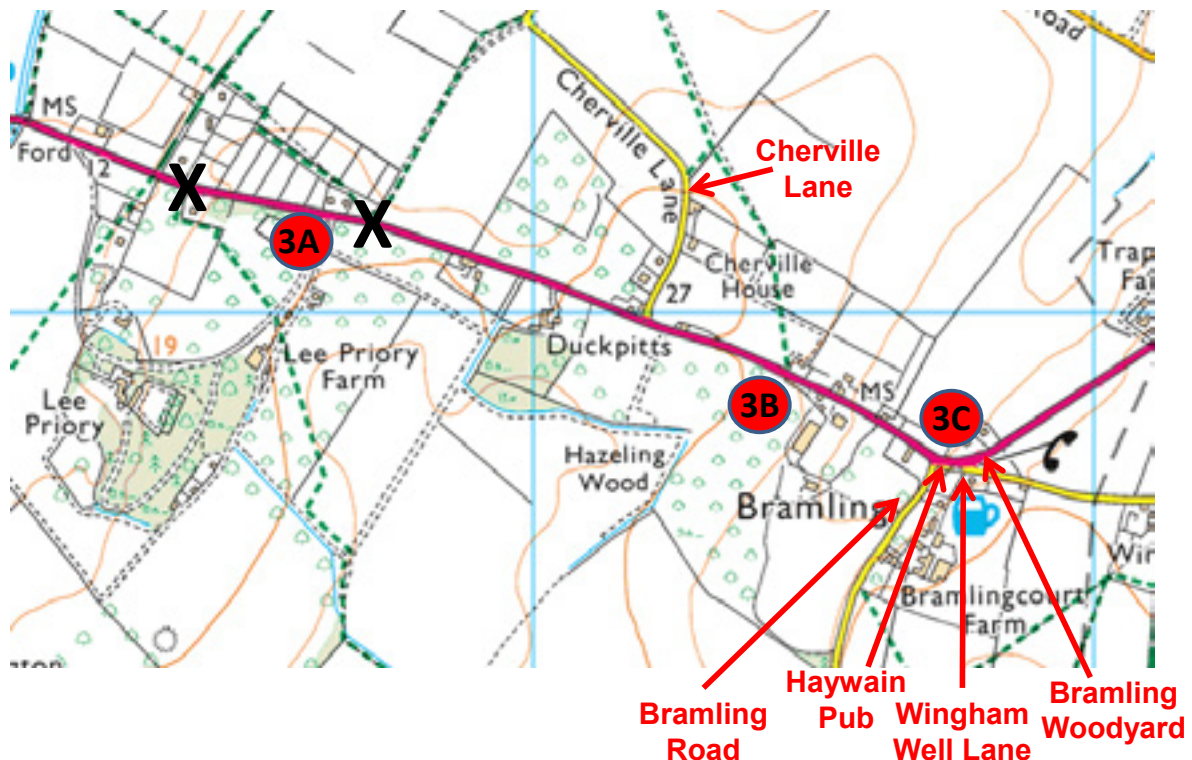
Hotspot 2C Recommendations

- Reduce the speed of vehicles approaching the staggered junction by the introduction of a 20 mph zone through the village, or
- Steps should be taken to enforce speed reduction to the 30 mph limit by:
 - Moving the 30 mph Village Gateway in Bekesbourne Lane to beyond Lackenden Cottages, back towards the A2;
 - Installing a further speed bump, before the bend, just after the current position of the 30 mph signs;
 - Addition of small mobile speed camera warning signs to some road signs.
 - Actual periodical mobile speed camera operations
- The general recommendations around housing developments in the Canterbury district, referred to under 2.2 Hotspot 2B above, apply equally here.

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3. Bramling (Ickham and Well Parish)

A257 - The Little Stour River, through Bramling Village, to Trapham Farm



The main issues along this section of the road are the huge numbers of accidents and the difficulty in crossing the road on the Bramling bend.

3.1 Map designation hotspot 3A

Hotspot 3A Features

- The road from the Little Stour to the Cherville Lane junction is uphill for approx. 1km.
- There is an extremely rough pavement on the north side of the road. No pavement on the south side.
- The Cherville Lane junction is at the brow of the hill, restricting vision of the junction, particularly for westbound traffic.
- Cherville Lane meets the A257 at a slight angle, restricting vision of eastbound traffic for vehicles joining the A257.
- The speed limit is 50 mph with no central solid white lines until near Cherville Lane.

Hotspot 3A Issues

- The road appears (on the map) to be straight but has two deceptive bends (marked X) considerably reducing line of sight; Cars travelling at excessive speeds, in both directions, overtake without concern for these bends.
- There are house drives on or near those bends. Residents have to accelerate away from their drives to avoid being rear-ended by cars not visible until the last minute.

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- Cars travelling westwards to Littlebourne enter a 30 mph zone at the Little Stour but coming from a downhill 50 mph stretch, rarely slow to 30 mph in time.
- Vehicles joining the A257 from Cherville Lane have restricted vision in both directions, especially from the west as the junction is at an angle. Similarly, fast travelling vehicles on the A257 have poor sight lines of the junction, especially westbound vehicles because of the brow of the hill.
- Police stats indicate 8 traffic collisions here involving injury from 2010 to Sept 2017, including 2 severe. Local statistics show at least a further 7 collisions in that period (at least one with injuries).
- In addition to the collisions, there have been a number of non-collision incidents where cars have, as an emergency, been forced off the road by overtaking traffic from the opposite direction.
- The pavement is in such disrepair, narrowed and hard loose shingle, it is painful to walk on and easy to stumble.

Hotspot 3A Recommendations

- **Steps should be taken to reduce the number of serious accidents at this hotspot. The main causes appear to be excessive traffic speed and ill-advised overtaking. This could be alleviated by any or all of:**
 - Reduction of the speed limit from 50 mph to 40 mph;
 - Addition of small mobile speed camera warning signs to some road signs;
 - Actual periodical mobile speed camera operations;
 - Double solid or broken central white lines where there are none.
- **Make it easier for westbound traffic to cut speed to Littlebourne's 30 mph limit by:**
 - Designating a preceding stretch as a 40 mph limit;
 - Introducing rumble strips immediately before the Littlebourne 30 mph zone.
- **The pavement should be completely re-surfaced, with greater vegetation control, to enable it to be used safely.**
- **Make Cherville Lane into no-through-road, i.e. entry from the A257 only – no exit onto the A257.**

3.2 Map designation hotspot 3B

Hotspot 3B Features

- The road from Cherville Lane to the Bramling bend is a steep downhill for approx 500m.
- The road is very narrow with no pavement on either side, until Bakers Cottage near the bottom of the hill. From that point there is pavement on the north side only.
- The banks of the road on both sides are very steep. Tall trees on both sides make this section very dark, even in daytime.
- The speed limit is 50 mph with double white lines.

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Hotspot 3B Issues

- There is severe danger to pedestrians.
 - The road has no pavement and is too narrow to accommodate one.
 - The banks are so steep, pedestrians cannot step off the road to avoid oncoming traffic. Any attempt to do so risks tumbling backwards into the road.
 - Rain quickly washes mud on the side of the road making it difficult for pedestrians to walk through.
 - Traffic moves from bright conditions into the darkness and back into bright conditions making it hard for drivers to spot pedestrians.
 - Although there are no known incidents involving vehicles and pedestrians there have been numerous occasions where pedestrians have been physically brushed by passing vehicles as there is no means of getting out of the way. Such is the fear of walking this stretch of road, close neighbours often drive to see each other rather than risking a short walk.
- The road surface for westbound traffic is extremely uneven and bumpy. Vehicles driving up the hill are thrown about considerably.
- Eastbound traffic drive down the hill at excessive speeds, making it difficult for it to slow sufficiently for the conditions of the Bramling bend.
- Traffic speeds and unsighted conditions make it difficult for residents joining the A257.
- Police stats indicate 2 traffic collisions here involving injury from 2010 to Sept 2017; local statistics show at least a further 6 collisions in that period.

Hotspot 3B Recommendations

- **It is acknowledged that the road is too narrow and without pavements so a pedestrian crossing here would not be possible, but the risk to pedestrians could be reduced by any or all of:**
 - **Reduction of the speed limit from 50 mph to 40 mph;**
 - **Addition of small mobile speed camera warning signs to some road signs;**
 - **Actual periodical mobile speed camera operations;**
 - **Frequent and adequate road sweeping to remove mud from the sides of the road.**
- **Make it easier for eastbound traffic to cut speed before the Bramling bend. The above recommendation of enforced speed reduction would achieve that.**
- **The road should be resurfaced and flattened to avoid westbound traffic being thrown about.**

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3.3 Map designation hotspot 3C

Hotspot 3C Features

- The Bramling bend is a very sharp bend over a very short distance.
- The approach from Littlebourne is a steep downhill. The approach from Wingham is also downhill.
- There is a pavement first on one side of the road then the other, but only on both together for a few metres.
- On the north side of the road, on the bend itself, there are two houses.
- On the south side of the road, on the bend itself, there are 4 turnings in quick succession: Bramling Road, the Haywain Pub, Wingham Well Lane and the Bramling Woodyard.
- Before the bend in both directions there are interactive warning signs.
- There is a bus stop west of the bend on the north side of the road, and east of the bend on the south side.
- The speed limit is 50 mph with double white lines.

Hotspot 3C Issues

- Traffic from both directions approach the bend at far too great a speed, particularly eastbound traffic from Littlebourne because of the steepness of the hill.
- The sharpness of the bend reduces sightlines considerably, particularly for eastbound traffic coming round the inside of the bend. The Highway Code stopping distance at 50 mph is 52 metres in good conditions but this cannot be achieved and certainly not so in bad weather conditions.
- With 4 turnings off the road in quick succession, there are very often stationary vehicles waiting to make a turn. Speeding eastbound cars come across these unexpectedly.
- With bus stops on both sides of the road, residents frequently try to cross the road on the bend – often school-age children. Crossing from the inside to the outside bend is particularly hazardous. To walk towards Wingham to find a straighter piece of road to cross is a relatively long walk and realistically, not one people choose to take. Besides, the straighter piece of road that you would eventually reach has a faster stream of traffic running down it.
- Police stats indicate 7 traffic incidents here involving injury from 2010 to Sept. 2017; local statistics show at least a further 25 collisions. Note that the majority of these collisions result from stationary vehicles waiting to make one of the 4 turnings being rear-ended by eastbound vehicles travelling either too fast downhill, or unsighted because of the bend, or both. It is believed that the lower number of collisions in 2016, than the average over previous years, is due to the almost continuous temporary 30 mph restriction imposed by the year-long Southern Water road works.

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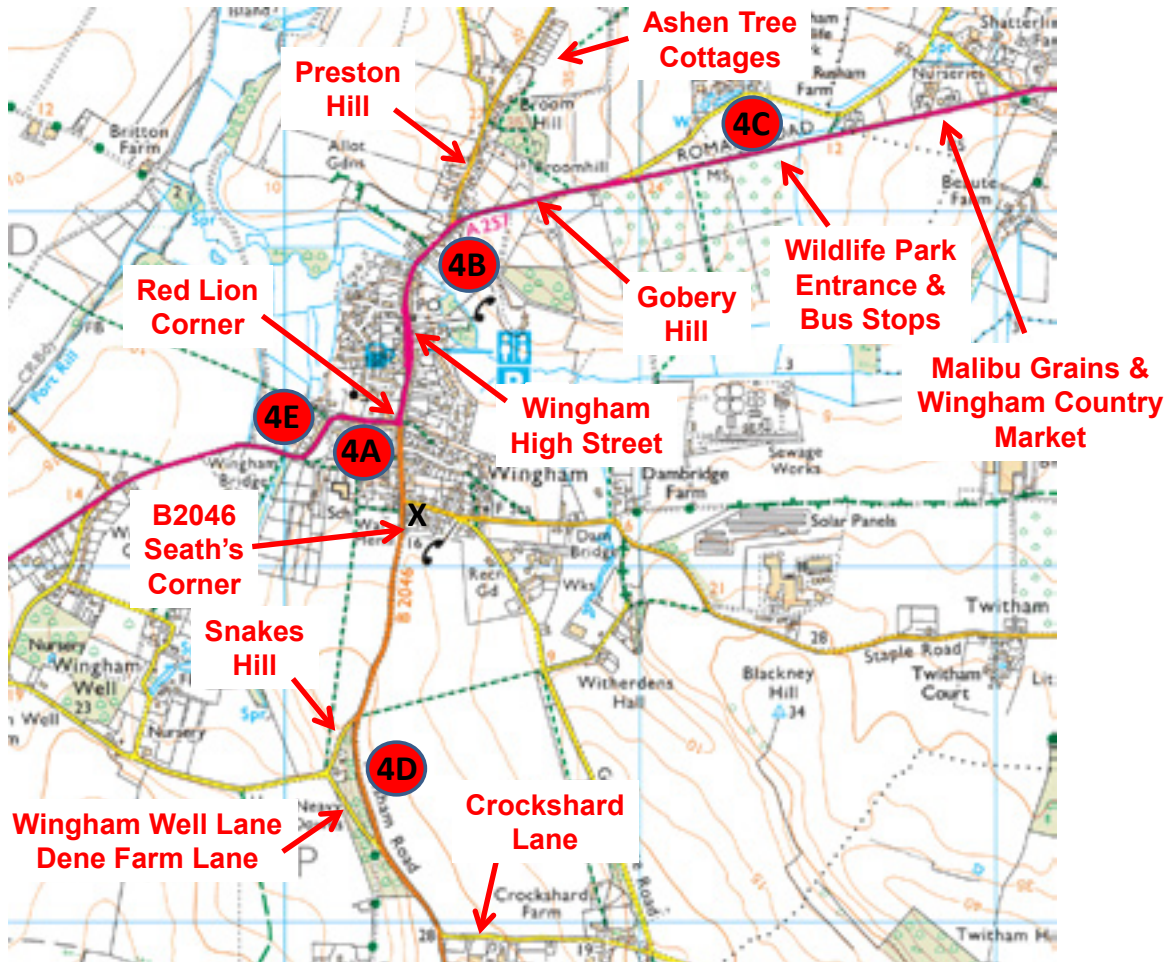
Hotspot 3C Recommendations

- 32 traffic collisions since 2010 over such a short stretch of road indicates that, architecturally, it is extremely dangerous. The traffic on the road is too fast and there are wholly inadequate sightlines for, not only the current speed limit, but also traffic which travels at under that limit but still too fast. These collisions would be reduced by any or all of:
 - Reduction of the speed limit from 50 mph to 30 mph for the bend itself with a 40 mph buffer zone either side. It should be noted that there are many instances of bends on A-roads which have their own limit;
 - With local agreement, addition of a static speed camera
 - Addition of small mobile speed camera warning signs to some road signs;
 - Actual periodical mobile speed camera operations.
- Crossing the road should be made easier and safer, particularly for the young, old, and infirm. An island or pedestrian crossing should be considered near the bend but where the road starts to straighten out towards Wingham. It is accepted that this can only be from pavement to pavement and if the speed limit had already been reduced.

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4. Wingham

A257 - Trapham Farm, through Wingham Village, past Wingham Wildlife Park, to the end of the Shatterling Straight; B2046 – Red Lion Corner to Wingham Well Lane



The main issues along this section of the road are congestions at key points, and the speed of vehicles approaching both ends of Wingham village and along the “Shatterling Straight”.

4.1 Map designation hotspot 4A

Hotspot 4A Features

- This hotspot incorporates a short stretch of the B2046 between two problem junctions: the “Red Lion” corner with the A257 and “Seath’s Corner” joining Staple Road to the B2046.
- The Red Lion junction is at the narrowest part of Wingham High Street and the stretch of B2046 is extremely narrow, having pavement on one side only for half of it. There are properties on both sides tight up to the road, some are listed.
- Seath’s corner is a tight T-junction with a listed building on the corner.
- Half way down there is a pelican crossing at school lane alley (marked X).
- The speed limit is 30 mph, but coming from a 60 mph zone on the B2046.

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Hotspot 4A Issues

- The stretch of road is particularly hazardous for drivers and pedestrians.
- There are double yellow lines on both sides of the road for most of its length, but not for the whole of the Seath's corner junction.
- Drivers coming from the south, along the B2046, fail to slow down sufficiently when entering the 30 mph zone.
- Property is frequently damaged by large vehicles trying to negotiate the junctions.
- Large vehicles travelling from both directions frequently reach an impasse where both try to pass each other but cannot.
- Large vehicles, including buses, frequently have to mount the pavement to negotiate the junctions.
- Police stats indicate that between 2010 and Sept. 2017 there have been 7 traffic incidents involving injury at these junctions, and all involving vehicles and pedestrians. Three incidents at the Red Lion junction and four at Seath's corner, two of which involved serious casualties.

Hotspot 4A Recommendations

- **Double yellow lines should be extended to cover the whole of Seath's corner.**
- **Placing a chicane in the road to prevent attempts by HGV's to pass each other where this isn't possible, with priority being given to vehicles coming from the A257.**
- **It should be anticipated that drivers will not slow from 60 mph to 30 mph in time to approach the hazardous junctions safely. The Group consider 60 mph to be too fast for the B2046 as a whole, but at the very least, a 40 mph buffer zone should be introduced before reaching the 30 mph zone.**
- **Enforce the 30 mph speed limit by:**
 - **Addition of small mobile speed camera warning signs to some road signs;**
 - **Actual periodical mobile speed camera operations.**
- **Introduce measures to prohibit wide vehicles from using the junction, or at least encourage them to use alternative routes.**

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4.2 Map designation hotspot 4B

Hotspot 4B Features

- The junction of Preston Hill with the A257 in Wingham is extremely congested, particularly at peak times.
- The pavement is narrow at the junction and a Grade II property on the corner has been damaged by traffic.
- The nearest safe (pelican) crossing for pedestrians is approximately 350 metres.
- The westbound approach to the junction is a steep hill (Gobery Hill) where the 50 mph limit changes to 30 mph at the steepest point.
- The approach to the junction from Preston is also a steep hill where the 30 mph limit (from 60 mph) starts before the hill.

Hotspot 4B Issues

- Preston Hill at this point is narrow with an island in the centre of the road on the junction itself. Parked vehicles on the west side of the road effectively make the junction approach single carriage, entailing hold ups for vehicles in both directions, spreading congestion back onto the A257.
- Because of peak time congestion, traffic emerging from Preston Hill have to “take chances” to get out onto the A257.
- Vehicles persistently speed on Preston Hill in both directions, accelerating going up the hill as drivers feel they are leaving the village well before the change in speed limit to 60 mph, and in the opposite direction not slowing down when the limit changes to 30 mph.
- Because of the steepness of Gobery Hill, and the close proximity of the 30 mph limit to the junction, westbound vehicles rarely reduce to 30 mph in time or even at all.
- Police stats indicate that between 2010 and Sept. 2017 there have been 4 incidents involving injuries, two serious, but there was also a serious accident in 2006 involving 4 casualties. There are however almost daily incidents of minor car collisions or property damage.

Hotspot 4B Recommendations

- **Slightly reduce the size of the traffic island at the junction.**
- **Increase the width of the pavement at the junction for greater safety to pedestrians.**
- **Put a triangular pinch into the road on the west side of the junction to slow down and guide traffic going up Preston Hill.**
- **It should be anticipated that drivers will not slow from 50 mph to 30 mph on a steep downhill in time to approach the hazardous junction safely. At the very least, a 40 mph buffer zone should be introduced before reaching the 30 mph zone and from the east side of Rusham Road at the top of Gobery Hill.**

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- **Equally, vehicles are not slowing down when they reach the 30 mph limit at the top of Preston Hill and then finding the Hill itself too steep to adequately slow before reaching the A257 junction. At the very least, a 40 mph buffer zone should be introduced before reaching the 30 mph zone and from Ashen Tree Cottages where families with young children live.**
- **Enforce the 30 mph speed limit by:**
 - **Addition of small mobile speed camera warning signs to some road signs**
 - **Actual periodical mobile speed camera operations**
- **Introduce measures to prohibit wide vehicles from using the junction, or at least encourage them to use alternative routes.**

4.3 Map designation hotspot 4C

Hotspot 4C Features

- The stretch of A257 from Gobery Hill running east, past Wingham Wildlife Park to Shatterling is straight but falls steeply downhill to a dip at the Wildlife Park and then rises steeply on through Shatterling.
- Rusham Road is a turnoff on the north side of the A257, itself being a steep and narrow road, and meeting the A257 at an awkward angle. There are also turnoffs on that side of the road to Wingham Wildlife Park, Malibu Grains and Wingham Country Farmshop.
- On the south side of the road here there are two turnoffs onto farmland where large slow moving vehicles often emerge.
- There are bus stops both sides of the A257 at the Wildlife Park, frequently used mainly by families with young or very young children.

Hotspot 4C Issues

- Being a straight part of the road, many vehicles exceed the 50 mph limit.
- The steep slopes either side of the dip in the road restrict vision. Drivers often fail to anticipate cars, maybe four or five in front, slowing to make a turn off.
- The road is open to reckless overtaking. Drivers emerging from one of the north side turnoffs may look right to see if it safe to proceed but without anticipating an overtaking car on the wrong side of the road to their left. Farm vehicles have no choice but to lumber out of the south side turnoffs and approaching vehicles rarely anticipate this.
- Because of the vehicles speed and the overtaking, it is extremely hazardous for families to cross the road at the Wildlife Park to reach the westbound bus stop.
- Police stats indicate that between 2010 and Sept. 2017 there have been 12 incidents with injuries, 4 serious. This does not include the many shunts from cars failing to slow down in time for turning cars.

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Hotspot 4C Recommendations

- **Widening of the A257 at the Wildlife Park turning to allow for a central reservation to assist pedestrians crossing the road. This might also encompass a slip road into the wildlife park.**
- **Alternative to the above, create a pelican crossing at this point to greater ensure safety.**
- **Insert double white lines to prevent the dangerous overtaking.**
- **Improved signage to clearly indicate the four ingresses on the north side of the road and the two on the south side.**

4.4 Map designation hotspot 4D

Hotspot 4D Features

- This hotspot incorporates the stretch of the B2046 from Crockshard Lane to Seath's Corner which has a speed limit of 60 mph.
- From Crockshard Lane moving northward, there are three T-junctions on the left close together, Wingham Well Lane, Dene Farm Lane and Snakes Hill.
- To the right and left are high banks bordering farmland, usually growing grain crops. There are high trees and hedges near the three junctions mentioned above.
- This two lane road has three gradual bends but vision is restricted particularly when crops are high.

Hotspot 4D Issues

- All three junctions have restricted visibility. The Wingham Well Lane junction has no visibility to the left and is restricted to the right by vegetation.
- The egress from both Wingham Well Lane and Dene Farm Lane is steep and angled. Snakes Hill is not quite so steep at the junction but is angled.
- With the speed limit on the B2046 set at 60 mph it is incredibly difficult to egress the junctions safely, in either direction.
- There is increased traffic on this road due to the Aylesham Village Development.
- Police stats indicate that between 2010 and Sept. 2017 there have been 5 incidents with injuries.

Hotspot 4D Recommendations

- **As noted in 4A above, the Group consider 60 mph to be too fast for the B2046 as a whole, but at the very least, a 40 mph buffer zone should be introduced before reaching the 30 mph zone at Seath's Corner to incorporate all three junctions above.**
- **A maintenance programme for the control of vegetation at these three junctions should be introduced or landowners forced to improve visibility.**

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4.4 Map designation hotspot 4E

Hotspot 4E features

- This hotspot incorporates the sections of A257 (Canterbury Road) either side of, and between, two bends in the road. The first is a gradual bend, at Wingham Bridge just after the entrance to the Little Railway Station Farmshop, straightening slightly over Wingham River to the next, which is a sharp and narrow bend.
- Exactly on the outside of the sharp bend, there is a small side junction to the Hawarden Estate where permission has just been granted by Dover District Council for 15 additional residential units to be built.
- Throughout this hotspot there is a narrow pavement on one side only (the north side), and there are properties on that same side, starting from the sharp bend.
- There is an adverse camber on the first gradual bend approaching Wingham.
- There is a farm track entrance just before Wingham River.
- There is a steep drop on both sides at Wingham Bridge (over Wingham River) with post and rail fencing, with farmland to one side and privately owned grounds to the other.
- A public footpath (EE172) emerges onto the A257, opposite the first houses before the sharp bend, and where there is no pavement.
- The speed limit reduces from 40 mph at Wingham Green to 30 mph just before the first gradual bend and this remains through the hotspot and on through the village.

Hotspot 4E Issues

- The adverse camber pushes eastbound drivers towards the kerb.
- Despite the 40 mph buffer zone before the hotspot, vehicles still drive too fast approaching Wingham and frequently lose control at the first gradual bend, often leaving the carriageway on either side.
- The existing fencing on both sides is inadequate and dangerous. The metal rails come away from the wooden posts when hit and pierced vehicles involved in incidents.
- Pedestrians on the footway are very close to the carriageway with fast, often high-sided vehicles passing very quickly.
- Walkers exiting the EE172 footpath come out directly onto the carriageway with no safe route to take them to the adjoining footpath (EE48) or onto the opposite footway.
- The second sharp bend is blind coming for eastbound vehicles, making it very difficult for vehicles to safely turn right onto the Hawarden estate.
- Police stats indicate that between 2010 and Sept. 2017 there have been 5 incidents with injuries, but there have been at least 16 other incidents at this spot, mostly involving cars smashing through fencing or barriers and ending up in the fields either side of the road.

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Hotspot 4E Recommendations

- High friction surfacing on the eastbound carriageway from the gradual bend to Wingham River.
- Improved fencing to both sides at Wingham Bridge to keep vehicles on the road without bouncing into oncoming traffic (NB. The landowner is willing to give up land here to allow for better fencing if required).
- Improved signs and additional chevrons to indicate the bend and camber.
- More regular vegetation clearance so pedestrians can use the full width of the pavement.
- Safe access for walkers to join footpaths EE172 & EE48.
- Enforce the 40 & 30 mph limits by:
 - Addition of small mobile speed camera warning signs to some road signs
 - Actual periodic mobile speed camera operations

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5. Shatterling

A257 - Beaute Lane to Nash Road



5.1 Map designation hotspot 5A

Hotspot 5A Features

- The hotspot sits at the intersection of the fast running A257, and Beaute Lane. On the north side of the A257 Beaute Lane is a narrow country Lane, on the south side it is a no-through-road but well used farm track.
- The junction sits in a 50 mph limit, with double white lines at the actual junction. On the north side of the road there is an interactive sign warning of the approaching bend.
- There is a narrow pavement on the north side of the road.

Hotspot 5A Issues

- The junction is well used by farm vehicles which need access to the A257. They can be long and slow moving and, because of the design of the junction, have to swing widely into the main road in order to negotiate the turn.
- The “Shatterling straight” approach from the west encourages traffic to exceed the 50 mph speed limit shortly before the hotspot, and it tends to drive at excessive speed through the junction.
- The bend in the road, on the eastbound approach to the hotspot, restricts vision of on-coming vehicles, many of which are exceeding the 50 mph speed limit.
- The architecture of the hotspot means that high-sided vehicles cause a vacuum effect as they pass at speed, endangering pedestrians.

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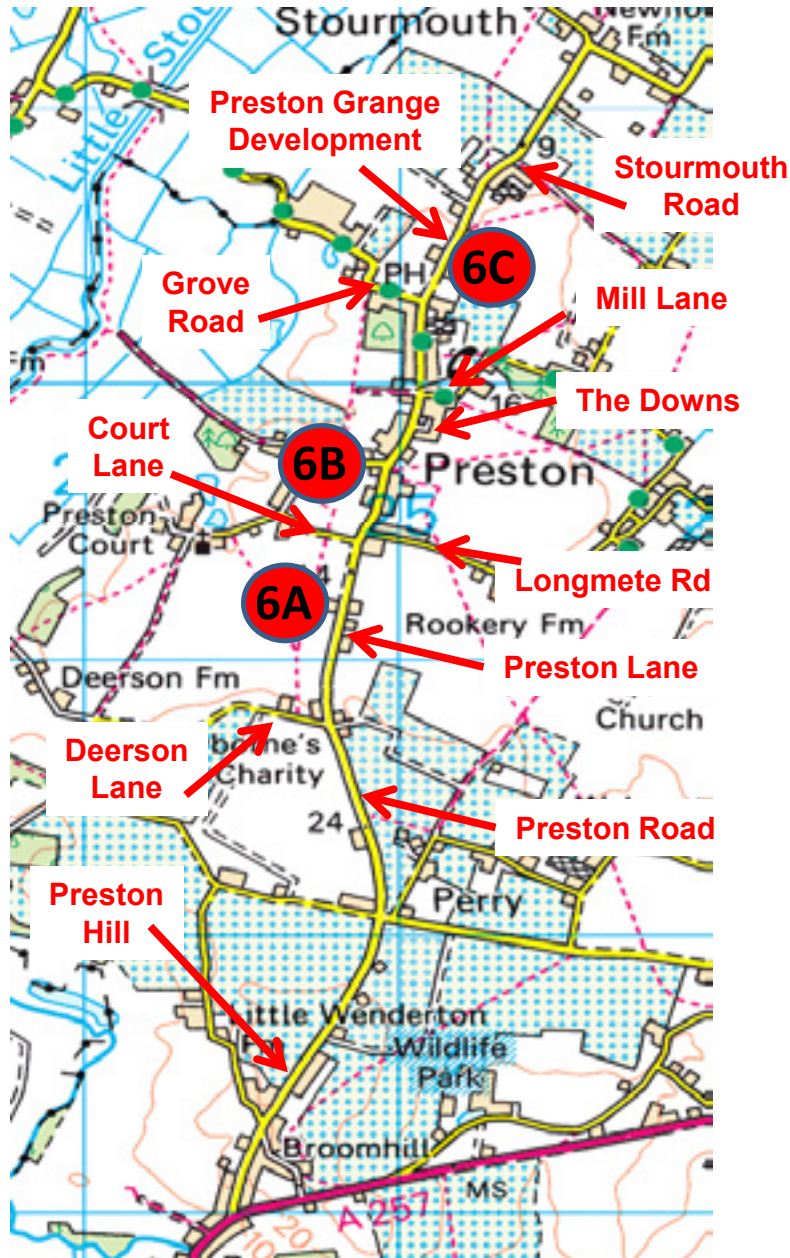
Hotspot 5A Recommendations

- The junction needs to be made safer for vehicles and pedestrians, particularly the slow moving farm vehicles that have to use the junction. This could be achieved by:
 - Reduce the speed limit at this hotspot to 40 mph – continuing to the Guilton turnoff into Guilton and Ash;
 - Addition of small mobile speed camera warning signs to some road signs;
 - Actual periodical mobile speed camera operations.

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6. Preston

The road through Preston Village from the Deerson Lane to Stourmouth Rd. (Note that the road is initially named Preston Road, becoming Preston Lane at the Deerson Lane junction, then becoming The Street at the Court Lane junction, finally becoming Stourmouth Road at the Grove Road junction)



The road through Preston village connects the A257 with the A253/A28 and is used as a “rat-run” between the two. Speeding traffic, congestion and a lack of safe pedestrian walkways are major areas of concern.

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6.1 Map designation hotspot 6A

Hotspot 6A Features

- The hotspot spans Preston Road / Lane junction with Deerson Rd north to the Longmete Road junction, just after the “gateway” (30 mph limit) into Preston village. There are blind bends at each of these junctions.
- Until the gateway is reached, the road through this hotspot has a 60 mph limit. The road is narrow and there are no pavements – even beyond the 30 mph limit.
- The gateway into the village (where the speed limit becomes 30 mph) is on a blind bend.
- Just into the 30 mph limit, there is a left turn into the residential area of Court Lane and then a difficult, narrow right turning into the residential area of Longmete Road.

Hotspot 6A Issues

- The 60 mph limit at the narrow blind bend Deerson Lane junction is far too high. Serious accidents could occur in either direction if travelling at that speed.
- Due to the road layout at this junction, congestion regularly occurs due to wider vehicles (e.g. HGV's, Buses and Farm vehicles) being unable to pass other vehicles.
- Northbound Traffic approaching the gateway into the village rarely slows to 30 mph before entering or indeed driving through the village. This represents a grave danger to pedestrians exacerbated by the blind bend and lack of pavement.
- Children who board or disembark from school buses on The Street near its junctions with Court Lane and Longmete Road are put at risk by the lack of safe pedestrian areas.

Hotspot 6A Recommendations

- **Introduce a 40 mph buffer zone between Carpenters Farm (just south of Deerson Road) and the village gateway to encourage drivers to reduce their speed.**
- **Employ additional signage to inform drivers of the two blind and narrow bends.**
- **In its current position the village gateway offers little or no scope for safe traffic calming (e.g. pinch points) to slow traffic down to the 30 mph limit. Move the gateway (and hence 30 mph limit) to slow traffic before reaching the Court Lane, Longmete Road junctions.**
- **Modify the layout of the Court Lane and Longmete Road junctions to allow safer access / exit.**
- **Construct a safe area at these junctions to allow school children to safely board / disembark buses at these junctions.**

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6.2 Map designation hotspot 6B

Hotspot 6B Features

- The hotspot covers the length of The Street between the Longmete Road and Mill Lane junctions.
- The speed limit is 30 mph.
- There are blind bends at the Oak Barn Shop, the junction with The Forstal and at the junctions with Shotfield Close and The Downs.
- There are long stretches of road without pavements, with poor street lighting in some parts.

Hotspot 6B Issues

- Speeding regularly occurs along this stretch, and is particularly dangerous at the blind spots. Traffic is heavy at school drop off / pick-up times, with congestion outside the primary school in Mill Lane and at its junction with The Street, as well as there being dangers to parents walking their children to and from school.
- Horses and riders from the Shotfield Equestrian Centre emerge onto The Street at a point where the road is narrow with no pavement and they are susceptible to speeding traffic.
- There is no safe pedestrian walkway from the Longmete Road junction until just after The Forstal junction.
- There is no safe pedestrian crossing connecting The Downs to the village shop, particularly affecting elderly and disabled residents trying to cross the road. Although KCC have approved a virtual pedestrian walkway between the Downs and the Village Shop, the lack of footpaths still leaves pedestrians vulnerable to speeding traffic.
- Northbound vehicles have to overtake parked cars at the village shop, taking the centre of the road without due care and attention to vehicles pulling out of Mill Road.

Hotspot 6B Recommendations

- **Install a speed deterrent at the Forstal junction. E.g. a suitably sited flashing bend and / or slow down sign. Additional signage should also be installed at the Mill Lane junction.**
- **Enforce the 30 mph speed limit by:**
 - **Addition of small mobile speed camera warning signs to some road signs;**
 - **Actual periodical mobile speed camera operations.**
- **Street lighting should be improved between Longmete Road and The Forstal.**
- **A safe pedestrian crossing should connect the footway in The Downs to the KCC approved pedestrian walkway on the other side of the Street leading to the Village Shop.**

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6.3 Map designation hotspot 6C

Hotspot 6C Features

- The hotspot covers the length from the Mill Lane junction with The Street, past the Preston Grange development, to the end of the 30 mph speed limit, where The Street becomes Stourmouth Road (which has a 60 mph speed limit).
- The Street here is reasonably straight with good visibility. It serves the residential areas at Preston Grange, Preston Primary School, a Butcher's shop, a village shop and village pub.
- There is a stand-alone sign near the Garden Centre that flashes when a vehicle exceeds 30 mph.
- It is planned that a virtual pedestrian walkway will run along the Street from The Downs to Grove Road (using funds resulting from the Preston Grange development).
- Plans have been approved by KCC to locate traffic calming measures on The Street, between Grove Road and the village pub. This will be a kerbed build-out and traffic directional priority signs.

Hotspot 6C Issues

- Southbound vehicles from Stourmouth rarely slow to the 30 mph limit as they approach Preston Village and before they reach the Preston Grange development.
- The KCC approved virtual pedestrian walkway, though welcome, will still leave pedestrians vulnerable to speeding traffic. It will simply be a white line painted on the existing road, and that is all that will separate pedestrians from traffic. Residents, including children, use this route to the Primary School and Village Shop and there will be no additional footways away from traffic.

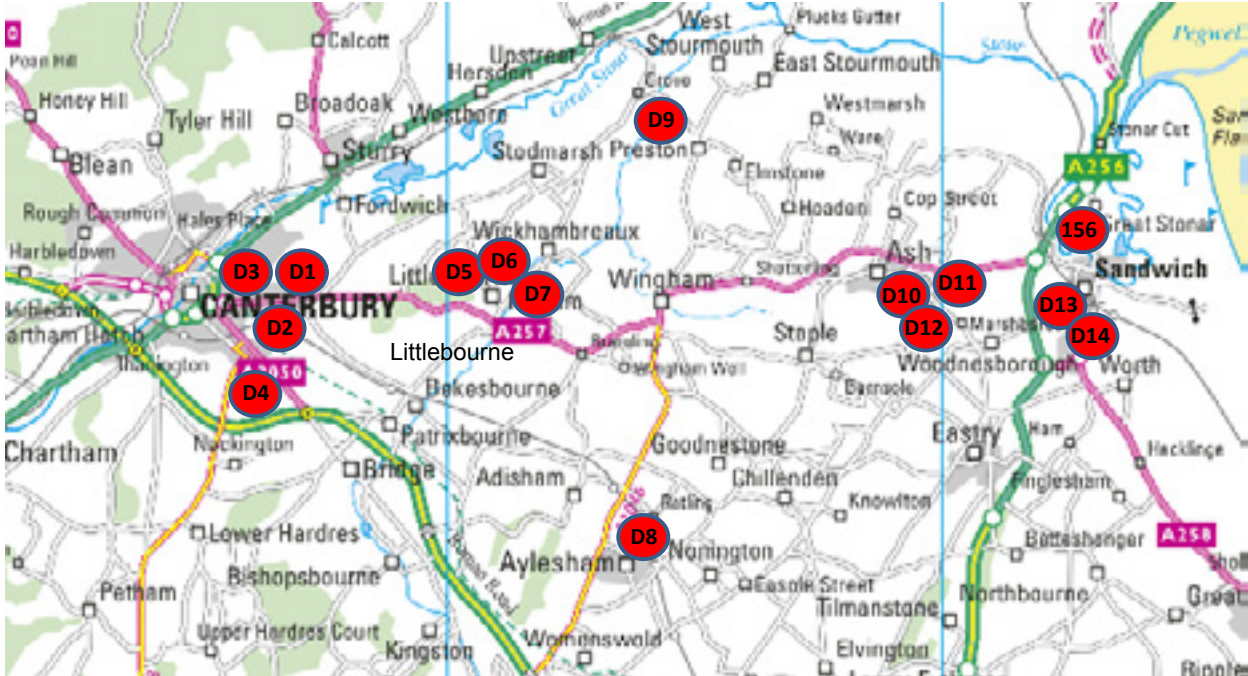
Hotspot 6C Recommendations

- **A village "Gateway" similar to the one at the south of the Village, should be constructed at the north boundary, to encourage traffic to slow before reaching the residential areas.**
- **Creation of a 40 mph buffer zone substantially before the 30 mph zone begins.**
- **Enforce the 30 mph speed limit by:**
 - **Addition of small mobile speed camera warning signs to some road signs;**
 - **Actual periodical mobile speed camera operations.**
- **To protect pedestrians as much as possible from speeding traffic, the approved pedestrian walkway should contain suitable markings that make its purpose clearly visible to drivers.**

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7. Additional Housing / Industrial Developments

Current and planned housing and industrial developments, not necessarily on the A257, but that will affect traffic on the A257 in the short and long term. Developments marked as **D1 to D15** on the map are referenced below.



7.1 Background

7.1.1 The Current (September 2017) versions of the Adopted Canterbury Local Plan and the Dover District Development Plan, together with their relevant maps, have been used as the reference points for the development totals and locations. Office of National Statistics 2011 Census figures for the Parishes / Wards have been used to obtain reported population figures for the relevant areas at that time.

7.1.2 A report analysing detail of the 2011 Census across Kent, (KCC website: Kent Facts and Figures - Area Profiles) shows that in both Canterbury and Dover Districts the average household has 2.3 persons. The average number of cars per household being 1.52 in Canterbury and 1.44 in Dover (source: 2013 report by consultants URBED on behalf of KCC, using data supplied from a survey of new developments by the County). For convenience, and given the preponderance of larger developments within Canterbury, this Plan uses an average of 1.5 vehicles per household.

7.1.3 No-one is able to predict exactly where journeys will commence or travel to at any given time on any given day, so a number of assumptions about overall volumes have been made and, at this stage, raw percentage increases are presented.

7.1.4 The numbers are reported by Parish, where possible, or by Ward and identified under the appropriate District.

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7.2 Canterbury – Barton Ward (A)

7.2.1 The Canterbury Adopted Local Plan proposes the following housing developments:

Map D1:	Villiers Road - ex BT Site	100
Map D2:	A257 - former Howe Barracks	500
Map D3:	A257 - St Martin's Hospital site	164
<u>TOTAL</u>		<u>764</u>

Population increase (764 x 2.3)	1,758
Vehicle Increase (764 x 1.5)	1,146

7.2.2 The 2011 Census figure shows Barton Ward with a Population of 10,817, total households at 4110 and 4169 vehicles. This Ward has the Canterbury - Dover railway line cutting across its south eastern corner and consequently road traffic flows both via the A257 and New Dover Road. If one assumes that one third of the households would use New Dover Road and two thirds travel via the A257, the number of cars from Barton travelling via the A257 would be approximately 2750.

7.3 Canterbury – Barton Ward (B) Mountfield Park

7.3.1 The western part of Barton Ward is currently a large agricultural area, either side of New Dover Road, known as Barton Farm. This is now to be the site of a major development, Mountfield Park, which is indicated to comprise 4,000 houses when complete. (**Map D4**)

7.3.2 This major development will clearly impact traffic volumes to the south of Canterbury. Some traffic from this site will no doubt use the A2, but given the current and rising popularity of Canterbury, as a commuting city for London, much traffic will try to reach the current ring road to reach Canterbury West station and the London High-Speed rail service.

7.3.3 There is currently much evidence of drivers 'rat-running' from the Sturry Road, via Fordwich, to use the A257 as a better access into Canterbury, or to travel via Littlebourne and Bekesbourne Lane to reach Canterbury via the A2. There will certainly be attempts by Mountfield Park residents to work their way around the City via Bekesbourne Lane and either the A257 or Sturry Road, especially if / when the proposed link from the A257 to the Tourtel Roundabout on the current ring road is put in place.

7.3.4 The 4000 houses planned will double the size of Barton Ward and add a further 10,000 in population to the south of Canterbury, as well as 6,000 vehicles. It is not clear what modifications will be made to the road infrastructure around New Dover Road, apart from a new junction to the A2 at the top of Bridge Hill. **Although the effect of this massive development on traffic flows to, along and from the A257 cannot be calculated at this stage it is clear that there will be a significant effect on the whole of South Canterbury and the immediate environs.**

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7.4 Canterbury – Littlebourne

7.4.1 The 2011 Census figures for Littlebourne show a population of 1,529 with 639 vehicles. Planning applications already granted:

Map D5:	The Hill (A257) / The List	87
Map D6:	Jubilee Road	2
Map D7:	Court Hill	9
<u>TOTAL</u>		<u>98</u>

7.4.2 These approved developments therefore will produce

Population increase (98 x 2.3)	226 (an increase of 18%)
Vehicle increase (98 x 1.5)	147 (an increase of 23%)

7.5 Dover – Wingham and Aylesham

7.5.1 According to the Dover Local Plan there are developments designated for Preston and Aylesham, and a minimal amount in Wingham. The B2046 enters Wingham Village, narrowing as it does, and joins to the A257 at a right-angled junction (see Section 4 above, particularly Hotspot 4A).

7.5.2 The Aylesham Garden Village, under construction, will comprise 1200 homes and is being marketed as close to Canterbury and the Channel Ports with fantastic transport links and being in a rural location. Undoubtedly there will be an attraction for new residents to live in Aylesham but commute via Canterbury to work locations in or near London.

7.5.3 Given this position the natural route for travel would be via the A2 to Canterbury West station. This route is currently congested with traffic to and from Dover. It would initially take the increase in traffic from the development but drivers will encounter considerable congestion around the centre of Canterbury and will seek alternative routes. An obvious alternative will be to travel north to Wingham to join the A257 en route to Canterbury or Sandwich. London bound workers will drive to Canterbury and shopping traffic will turn towards Sandwich and the A256 for Westwood Cross and other major shopping areas.

7.5.4 The 2011 Census figures for Aylesham show a Population of 3,999 with 1808 vehicles. This development will produce an increase in housing of:

Map D8:	Aylesham Garden Village	1,200
<u>TOTAL</u>		<u>1,200</u>

7.5.5 These approved developments therefore will produce

Population increase (1200 x 2.3)	2,760 (an increase of 69%)
Vehicle increase (1200 x 1.5)	1,800 (an increase of 100%)

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7.6 Dover – Wingham and Preston

7.6.1 A further point of increase will arise from the Preston Grange and Preston Barns developments in Preston. There are to be 73 properties and the site proximity to Canterbury is a major selling point so it would appear that any traffic generated by these developments will head south to Wingham and then to Canterbury via the A257.

7.6.2 The 2011 Census figures for Preston show a Population of 674 with 508 vehicles. Planning applications granted:

Map D9:	Preston Grange / Barns	73
	<u>TOTAL</u>	<u>73</u>

7.6.3 These approved developments therefore will produce

Population increase (73 x 2.3)	168 (an increase of 25%)
Vehicle increase (73x1.5)	109 (an increase of 21%)

7.7 Dover – Ash

7.7.1 The 2011 Census figures for Ash show a Population of 3365 with 2091 vehicles. The Dover Local Plan suggests additional allocations for housing in the Ash area as follows:

Map D10:	Chequer Lane	90
Map D11:	South of Sandwich Road	95
Map D12:	Mill Field	10
	<u>TOTAL</u>	<u>195</u>

7.7.2 These suggested developments therefore will produce

Population increase (195 x 2.3)	450 (an increase of 13%)
Vehicle increase (195x1.5)	293 (an increase of 14%)

7.8 Dover – Sandwich

7.8.1 The 2011 Census figure shows a Population of 4985 with 2773 vehicles. The Dover Local Plan suggests additional allocations for housing in the Sandwich area as follows:

Map D13:	West of St Bart's Street	120
Map D14:	Sandwich Technical School	60
	<u>TOTAL</u>	<u>180</u>

7.8.2 These suggested developments therefore will produce

Population increase (180 x 2.3)	414 (an increase of 8%)
Vehicle increase (180x1.5)	270 (an increase of 10%)

7.8.3 In addition to these totals, the new owners of Discovery Park have indicated that they would wish to build approx. 500 residential units on their site. This does not figure in the Dover Local Plan, but there is evidence on a number of websites including Flaxby Park (another development under same ownership) and CPRE (the latter objecting to the proposal). Should this development be given approval it would yield:

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Map D15:	Sandwich Discovery Park	500
	<u>TOTAL</u>	500

7.8.4 This suggested development therefore would produce

Population increase (500 x 2.3)	1,150 (an increase of 23%)
Vehicle increase (500x 1.5)	750 (an increase of 27%)

7.9 Developments Summary

7.9.1 It is not easy to predict the precise impact that all of these approved and suggested developments will have on the increase in vehicles using the A257 each day. However, it is certain that:

- All extra vehicles from the Littlebourne and Ash developments will have to use the A257;
- Most extra vehicles from the Preston development will use the A257;
- A high proportion of all other developments mentioned will use the A257.

7.9.2 The extrapolation of all the above developments, *except those in Sandwich (section 7.8)*, will very likely put at least **an extra 2,000 vehicles onto the A257**. The discovery Park development is not certain and it is not certain what percentage of the extra Sandwich developments' vehicles will use the A257 but potentially this could yield **an additional 1,000 extra vehicles on top of the 2,000 mentioned above**.

7.9.3 The Department of Transport Average Annual Daily Traffic Flow statistics (2016) shows 7500 vehicles moving between Littlebourne and Wingham daily. **An increase of 2000+ into the A257 environs would increase the daily flow by 26%.**

7.9.4 The above statistics only talk to the estimated increase in vehicles of new residents in the A257 environs. It must also be considered that, generally speaking, for every outward journey there will be a return inward journey, i.e. there will be 2 vehicle movements per day for every extra vehicle. It should also be stated that, with the increasing use of the internet for on-line shopping, the number of home deliveries will increase pro rata to the additional number of houses, and such delivery vehicles are typically light / heavy goods vehicles. **This could increase the daily vehicle flow by up to 50%.**

7.9.5 The addition of all of these projects within the A257 environs is considerable, with a total potential of 4,000 new properties bringing up to 10,000 extra people and 6,000 extra vehicles to a road system that even now struggles to cope with the current traffic. Canterbury itself will be gridlocked and the effect on air pollution will be unimaginable. The progressive advent (as promised) of electric cars only from 2040 will neither provide a solution, nor is it deliverable to a widespread area such as East Kent, let alone the whole nation.

7.9.6 It is clearly imperative that a holistic view be taken of the imposition and cumulative effect of piecemeal development plans. The capacity of the entire road structure of East Kent needs to be examined instead of shovelling the impact onto the A257 without any concern.

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8. Recommendations Summary

It is clear from the individual descriptions of the hotspots identified in sections (2-7) that there are common issues affecting the whole A257 and beyond, with common recommendations to alleviate those issues. These are grouped together by speed limit, congestions and pedestrian related issues.

8.1 Speed

Many of the issues identified are caused by vehicles being driven at dangerous speeds, whether this is exceeding the speed limit or whether it can be concluded that the speed limit itself is excessively high. Recommendations to changes in speed limits are made only where the benefits of safer road usage for vehicle drivers and pedestrians outweigh the need to allow vehicles to travel from A to B as quickly as they possibly can.

In fact, if a car travelled the length of the A257 exactly at the current speed limits, it would take 14½ minutes. Implementation of all of the recommendations on speed limit changes (including the buffer zones) would increase this theoretical duration to 16 minutes – a very small increase. In practise, because congestion slows vehicles down considerably in the current 30 mph limits, the durations for travelling the current and proposed speed limits would increase by the same amount each, thus considerably reducing the actual percentage increase.

8.1.1 Speed Limit Buffer Zones

There are many A-roads in the country which benefit from speed limit buffer zones. It is recognised that drivers have difficulty decreasing speed from, say, 50 mph to 30 mph, especially when the approach to the 30 mph zone is down a steep hill. Such is the case illustrated by Hotspots 2A, 3A, and 4B.

Indeed Dover District have recently recognised this need by introducing a 40 mph buffer zone before the eastbound approach to Wingham's 30 mph zone. It is not clear why this section of road has been singled out when there are several other sections of the A257 that need to benefit from this policy:

8.1.1.1. The 50 mph eastbound approach to Littlebourne village (Hotspot 2A) should have a buffer zone of 40 mph from a substantial distance before the village 30 mph zone.

8.1.1.2 The 50 mph westbound approach to Littlebourne village (Hotspot 3A) should have a buffer zone of 40 mph from a substantial distance before the village 30 mph zone.

8.1.1.3 The 50 mph westbound approach to Wingham village (Hotspot 4B) should have a buffer zone of 40 mph from a substantial distance before the top of Gobery Hill.

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8.1.1.4 The approach to Wingham village from Preston, which is 60 mph (Hotspot 4B), should have a buffer zone of 40 mph from Ashen Tree Cottages to the top of Preston Hill where the 30 mph limit starts.

8.1.1.5 The 60 mph approach to Wingham village from the B2046 (Hot spots 4A and 4D) should have a buffer zone of 40 mph from Crockshard Lane to Seath's Corner.

8.1.1.6 The 60 mph approach to Preston Village from the north (Hotspot 6C) should have a buffer zone of 40 mph from a substantial distance to the 30 mph speed limit.

8.1.2 Speed Limits

The overall speed limits of the A257 are unsuitable for an A-road, which passes through a number of villages and community centres. Additionally, the road architecture in places renders these limits dangerous for drivers and pedestrians. Whilst many drivers are law abiding and keep within the current limits, they are very often seen as target speeds rather than limits allowing drivers little time to react to different road architectures and prevailing weather conditions. Excessive speed limits are a major contributory factor to many accidents occurring on the road. Such is the case illustrated by Hotspots 1A, 1B, 2A, 2C, 3A, 3B, 3C, 4C and 5A

8.1.2.1 The speed limit between Warwick Road, heading eastwards, to the (current) 50 mph limit beyond Stodmarsh Road (Hotspot 1A) should be reduced from 40 mph to 30 mph. The current 50 mph limit from Stodmarsh Road to Fishpool Bottom (Hotspot 1B) should be reduced to 40 mph.

8.1.2.2 As well as the introduction of a 40 mph buffer zone (see 8.1.1.1) the current 30 mph limit within Littlebourne village (Hotspot 2A) should be extended westwards by 100m.

8.1.2.3 The village gates, and hence the current 30 mph speed limit (Hotspot 2C) should be extended southwards along Bekesbourne Lane beyond the next bend.

8.1.2.4 The speed limit between the Littlebourne 30 mph limit (Little Stour Bridge), through Bramling, to the current 40 mph limit near Wingham (Hotspots 3A and 3B) should all be a 40 mph limit. The Bramling bend itself (Hotspot 3C) should be a 30 mph limit.

8.1.2.5 The road from Beaute Lane to the Gilton turnoff is currently 50 mph rising to the national speed limit (60 mph) well before the Gilton turn off. This stretch should all be reduced to 40 mph.

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8.1.3 Speed Limit Enforcement

8.1.3.1 All areas with current 30 mph speed limits, plus all of the Hotspots referred to in 8.1.2, where speed limit reductions are warranted, should be subject to police enforcement. With local agreement this could be effected by static speed cameras. At the very least there should be small mobile camera signs attached to speed limit signs all the way from Warwick road to the Gilton turn off at Ash, and on the B2046 approach to Wingham and within Preston Village. Periodically, say quarterly but randomly, a mobile police speed enforcement unit should operate at each of these Hotspots.

8.2 Congestion

The A257 is clearly unsuitable for both the size and the volume of vehicles currently using the road and the feeder roads. This situation will only get worse in both respects when the approved developments are completed and if the mooted developments are approved.

Pinch-points on the A257 are where narrow roads and junctions cause large vehicles to have trouble passing each other. In extreme but not unusual cases, lorries have become jammed causing gridlock. and / or they have damaged properties trying to squeeze past each other.

Vehicle volumes are getting higher and higher making it very difficult for pedestrians to cross roads, walk along roads where there are no pavements, and for local traffic to try to gain access to the main road.

8.2.1 Congestion - pinch-points

8.2.1.1 The very bad pinch-point is at the Red Lion junction between the A257 and the B2046 in Wingham (Hotspot 4A). The recommendations are:

- **Double yellow lines should be extended to cover the whole of Seath's corner.**
- **Placing a chicane in the road to prevent attempts by HGV's to pass each other where this isn't possible, with priority being given to vehicles coming from the A257.**
- **Introduce measures to prohibit wide vehicles from using the junction, or at least encourage them to use alternative routes.**
- **The above measures should be introduced in conjunction with the speed management mentioned for this hotspot in 8.1.1.5 above.**

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8.2.1.2 Another bad pinch-point is at the junction of the A257 and Preston Hill. in Wingham (Hotspot 4B). The recommendations are:

- Slightly reduce the size of the traffic island at the junction.
- Increase the width of the pavement at the junction for greater safety to pedestrians.
- Put a triangular pinch into the road on the west side of the junction to slow down and guide traffic going up Preston Hill
- Introduce measures to prohibit wide vehicles from using the junction, or at least encourage them to use alternative routes.
- The above measures should be introduced in conjunction with the speed management mentioned for this hotspot in 8.1.1.4 above.

8.2.2 Congestion – Traffic Volumes

8.2.2.1 Congestion from traffic volumes affects pretty much the whole of the A257 from Canterbury to Ash but particularly affects the villages of Littlebourne and Wingham. The daily traffic volumes are already at unsatisfactory levels for the A257 and feeder roads which were not designed to carry present day amounts of traffic.

8.2.2.2 Under pressure of central government, Canterbury and Dover District Councils have also approved large residential developments of arguably much needed housing. It is clear however that these approvals, and potential future approvals, have been carried out piecemeal with no regard of cumulative effects and with no regard for present day road infrastructure and any improvements required. It has simply been assumed that the current road structure can take the increase in volumes.

8.2.2.3 It is clearly imperative that a holistic view be taken of the imposition and cumulative effect of piecemeal development plans. The capacity of the entire road structure of East Kent needs to be examined instead of shovelling the impact onto the A257 without any concern.

8.2.2.4 Canterbury and Dover District Councils must talk to each other and jointly view all developments under consideration and their possible impact. Where necessary they must push back on central government pressures to reduce the numbers of extra houses being built and / or to seek extra government funding for infrastructure improvements.

8.2.2.5 Much needed improvements should include, as a minimum, the introduction of measures to prohibit wide vehicles from using the A257 and feeder roads. They should be forced or encouraged to use alternative routes. Even where deliveries to and collections from, are required from the A257 environs, operators should be forced or encouraged to use the smallest vehicles that are practicably possible.

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8.2.2.6 It may not be possible to improve the capacity of the A257 itself for much of its length. In previous years a bypass has been suggested for all the villages along the A257 route (See Appendix B) and this was at a time of much lower traffic volumes than current day – let alone future higher projections. The suggestion of a bypass has been shelved but may need to be resurrected.

8.3 Road Architecture and Signage

As indicated in section 8.2 above, the A257 has not been “designed” for the size, volume and speed, of the vehicles currently using the road and the feeder roads. Much would be alleviated by acceptance of the recommendations in Sections 8.1 and 8.2 above. In addition, however, this plan contains recommendations for much needed improvements in road architecture and signage. **In summary, these recommendations are:**

8.3.1 Hotspot 1A

8.3.1.1 Relocation of the eastbound bus stop to its originally intended location at Villiers Road.

8.3.2 Hotspot 2B

8.3.2.1 A crossing system should be introduced between the Evenhill public house in Littlebourne and the bus stop, comprising of a zebra crossing and pedestrian operated traffic lights.

8.3.3 Hotspot 3A

8.3.3.1 Make it easier for westbound traffic to cut speed to Littlebourne’s 30 mph limit by introducing rumble strips immediately before the Littlebourne 30 mph zone on the east side of the village.

8.3.3.2 Make Cherville Lane into a no-through-road i.e. entry from the A257 only – no exit onto the A257 (Hotspot 3A).

8.3.4 Hotspot 3B

8.3.4.1 The road between Cherville Lane down the hill towards the Bramling Bend should be resurfaced and flattened to avoid westbound traffic being thrown about.

8.3.4.2 The road here has no pavement and should be cleaned and debris removed more frequently.

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8.3.5 Hotspot 3C

8.3.5.1 Crossing the A257 at the Bramling Bend road should be made easier and safer, particularly for the young, old, and infirm. An island or pedestrian crossing should be considered near the bend but where the road starts to straighten out in an eastbound direction.

8.3.6 Hotspot 4A

8.3.6.1 Double yellow lines should be extended to cover the whole of Seath's corner on the B2046.

8.3.6.2 Introduce measures to prohibit wide vehicles from using the A257 / B2046 junction (the Red Lion corner), or at least encourage them to use alternative routes.

8.3.7 Hotspot 4C

8.3.7.1 Widen the A257 at the Wingham Wildlife Park turning to allow for a central reservation to assist pedestrians crossing the road. This might also encompass a slip road into the wildlife park.

8.3.7.2 Alternative to 8.3.7.1 above, create a pelican crossing at this point to greater ensure safety.

8.3.7.3 Insert double white lines along the "Shatterling Straight" of the A257 to prevent the dangerous overtaking.

8.3.7.4 Improve signage to clearly indicate the four ingresses on the north side of the "Shatterling Straight" and the two on the south side.

8.3.8 Hotspot 4D

8.3.8.1 A maintenance programme for the control of vegetation at the three junctions of Snake Hill and Wingham Well Lane with the B2046 should be introduced, or landowners forced to improve visibility.

8.3.9 Hotspot 4E

8.3.9.1 High friction surfacing on the eastbound carriageway from the gradual bend west of Wingham to Wingham River.

8.3.9.2 Improved fencing to both sides at Wingham Bridge to keep vehicles on the road without bouncing into oncoming traffic (NB. The landowner willing to give up land here to allow for better fencing if required).

8.3.9.3 Improved signs and additional chevrons to indicate the bend and camber at Wingham Bridge.

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8.3.9.4 More regular vegetation clearance so pedestrians can use the full width of the pavement from Wingham Bridge and beyond towards Wingham.

8.3.9.5 Additional signs to better indicate the turning into Hawarden Estate at the sharp bend before Wingham.

8.3.9.6 Safe access for walkers to join footpaths EE172 & EE48 near Wingham Bridge.

8.3.10 Hotspot 6A

8.3.10.1 Employ additional signage to inform drivers of the two blind and narrow bends at Preston Road, Preston Lane and Deerson Lane junctions.

8.3.10.2 Move the Preston gateway (and hence 30 mph limit) to slow traffic before reaching the Court Lane, Longmete Road junctions.

8.3.10.3 Modify the layout of the Court Lane and Longmete Road junctions with Preston Lane to allow safer access / exit.

8.3.10.4 Construct a safe area at the Court Lane and Longmete Road junctions with Preston Lane to allow school children to safely board / disembark buses at these junctions.

8.3.11 Hotspot 6B

8.3.11.1 Install a speed deterrent at the Forstal junction with Preston Lane. E.g. a suitably sited flashing bend and / or slow down sign. Additional signage should also be installed at the Mill Lane junction.

8.3.11.2 Street lighting should be improved on Preston Lane between Longmete Road and The Forstal.

8.3.11.3 A safe pedestrian crossing should connect the footway in The Downs to the KCC approved pedestrian walkway on the other side of the Street, Preston, leading to the Village Shop.

8.3.12 Hotspot 6C

8.3.12.1 A Preston village “Gateway” similar to the one at the south of Preston Village, should be constructed at the north boundary, to encourage traffic to slow before reaching the residential areas.

8.3.12.2 To protect pedestrians as much as possible from speeding traffic, the approved pedestrian walkway, on the Street Preston, should contain suitable markings that make its purpose clearly visible to drivers.

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8.4 Pedestrian Issues

8.4.1 There are a number of issues affecting pedestrians and there are few stretches of the A257 that do not have residences, shops or popular walking areas. Problems experienced include:

- Pedestrians trying to cross the road in the face of speeding and high volume traffic; Examples are highlighted by **Hotspots 4E, 6A, 6B and 6C**;
- Simply walking along the road, particularly in areas where there is no pavement on either side of the road. Examples are highlighted by **Hotspots 3B, 6A, 6B and 6C**;
- Even where pavements do exist they should be kept in a state of good repair. A particularly bad example has been highlighted at **Hotspot 3A and 4E**.

8.4.2 Local people live in constant danger, illustrated by the accident levels at identified hotspots.

8.4.3 Other than changes to road / pavement architecture particularly highlighted, many of the pedestrian related issues would be considerably alleviated by the implementation of all of the above speeding and congestions related recommendations.

THE A257 PLAN – Appendix A: Traffic Incident Data

This Appendix is composed of accident and “near miss” records held for the section of the A257 running from Littlebourne, through Bramling to Wingham (Plan Sections 3 and 4). The log illustrates that there are considerably more incidents than are shown in police statistics (“Crashmap”) demonstrating clearly that the official statistics understate the dangers of the A257 at certain spots. Additionally, it should not be assumed that this log is complete, even for this section of road. There are many incidents which are reported to the recorder, after the event, with perhaps insufficient details to make a credible entry.

This section of road has been chosen because a more detailed record of incidents has been kept for it. However, incomplete records exist for the other sections of the A257 showing that their incident rate exceeds that of “Crashmap” to the same degree.

Appendix A1: The following are the incidents recorded locally for the section of A257 from Littlebourne, through Bramling, to the Casino Garage, principally embracing Hotspots 3A, 3B and 3C.

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
26 Jan 2010	N / K	A257 inside bend by the Haywain, opposite the Bramling Road junction.	Car overturned in ditch off-road nr garden where children play. Car couldn't be seen from road. Luckily ditch had no water. Driver crawled out. Cause unknown. Photo avail.	N / K	N / K	3C	NO
26 Jan 2010	N / K	A257 N side by 30mph sign E of Littlebourne	A car left the road and landed in a hedge. Cause unknown. Photo available	N / K	N / K	2C	NO
7 Mar 2011	A.M.	A257 outside bend by the Haywain Bramling	Car parked on inside bend of road. Lorry heading E on same side of road pulled out to overtake, unsighted, without concern for on-coming traffic. Car coming from Wingham saw lorry too late & had to leave road to avoid a head-on. Car went across pub car park, hit & demolished pub sign. Pub was closed so nobody on the forecourt.	N / K	N / K	3C	NO
13 Sept 2011	Day time	A257 inside bend by the Haywain, opposite the Bramling Road junction.	Lorry, either parked on inside bend, or was stationary waiting to turn R into Bramling Rd. Second E-bound vehicle was stationary behind lorry. Third E-bound vehicle was travelling too fast & could not stop, hitting the second vehicle, sandwiching it against lorry.	N / K	The driver of the second vehicle suffered whiplash injuries	3C	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
27 Sept 2011	N / K	A257 inside bend by the Haywain Bramling	E-bound car was stationary waiting to turn R into Bramling Rd. Another vehicle stationary behind it. Third E-bound vehicle travelling too fast could not stop. It swerved out, hitting second car & narrowly avoided head-on with vehicle from other direction. Nearby pedestrian almost caught up in accident.	N / K	N / K	3C	NO
1 Oct 2011	Day time	A257 between Littlebourne & Cherville Lane Bramling	Bad accident involving a tractor, van and another vehicle. Cause unknown but believed to have resulted in the tractor being overtaken on a blind bend.	N / K	Van driver broke both arms & legs & fractured his jaw. He was air-lifted to King's Hospital	3A	YES
4 Oct 2011	07:55	Bend by the Haywain Bramling	Car pulled out of “Four Winds” inside bend. E-bound motorbike collided with it on outside bend by Woodyard. Informally biker admitted responsibility; police blame car driver.	Fine without High Winds	Police and ambulance called. Biker had slight injuries.	3C	YES
26 Jan 2012	N / K	Outside bend by the Haywain Bramling	W-bound car tried to turn L into Bramling Rd. It couldn't do so immediately because of a second car trying to come out of Bramling Rd. A third westbound car, driving too fast went into the back of the first car.	N / K	A lot of glass and debris but no apparent injuries.	3C	NO
4 Feb 2012	05:45	Outside bend by the Haywain Bramling; junction with Bramling Road	W-bound car driving too fast for conditions failed to take bend. Crossed A257, hit kerb, bounced back, ran across Haywain forecourt, across grass kerb & across Bramling Rd. It demolished Bramling Rd-sign & damaged entrance to Appletree Cottage. Photo avail.	Snow/Ice. ??Rd not gritted- denied by Highways .	No injuries, The car had to be recovered.	3C	NO
4 Feb 2012	07:45?	A257 just east of Bramling House	Car skidded and went into a brick wall bordering a field, demolishing a small section. Photos available.	Snow/Ice. ??Rd not gritted- denied by Highways.	No injuries but driver was shocked, The car had to be recovered.	3B	NO
4 Feb 2012	07:45?	A257 between Bramling House & the bend at the Haywain	Car skidded and scraped across Appletree Cottage wall. A little damage to the wall. Photos available.	Snow/Ice. ??Rd not gritted- denied by Highways .	No injuries but car badly damaged and needed to be recovered	3B	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
4 Feb 2012	09:00	A257 between Bramling House & the bend at the Haywain	Car skidded, went into Appletree Cottage wall, demolishing a section. Photos available.	Snow/Ice. ??Rd not gritted- denied by Highways.	Driver unhurt (airbag) Car badly damaged and needing recovering	3B	NO
17 Feb 2012	Day time	Outside bend by Haywain; junction with Bramling Rd	W-bound tractor tried to turn L into Bramling Rd, failed & reversed. White van behind also reversed but went into third vehicle behind.	N / K	N / K but believed not.	3C	NO
18-21 Feb 2012	N / K	Duckpitts Cottage near Cherville Lane	Car seen to have come off A257 & become embedded in trees on the N side of road.	N / K	N / K	3A	NO
14 July 2012	A.M.	Opposite Bramling House	E-bound van went into back of car. Front damage to van; rear damage to car. Van driver appeared concussed.	N / K	Ambulance called and police also attended	3B	YES
28 Nov 2012	Day time	Outside bend by the Haywain Bramling; junction with Bramling Rd	Car waiting to turn R out of Bramling Rd. E-bound car wanted to turn into Bramling Rd but couldn't, so indicated (urgently?) to driver of first car to come out. First car did so, second car turned into Bramling Rd but a third W-bound car didn't see first car & collided with it.	N / K	No injuries	3C	YES
16 Dec 2012	11:30-12:00	Outside bend by the Haywain Bramling; junction with Bramling Rd	A W-bound car “lost it” on bend by Haywain, spun & hit crash barrier by Appletree Cottage, losing rear wheel in process. No other vehicles involved - speed suspected factor	N / K	No injuries	3C	NO
8 Jan 2013	Day time	Outside bend by the Haywain Bramling; junction with Bramling Rd	E-bound car stationary on inside bend waiting to turn R into Wingham Well Lane. Hit from behind by another vehicle driving too fast to stop (the driver of the second vehicle claimed the first vehicle had braked too hard / fast.	N / K	N / K	3C	NO
28 Jan 2013	Day time	Outside bend by the Haywain Bramling; junction with Bramling Rd	A small W-bound lorry, towing a small crane, went into back of a red van (also W-bound). They both turned into Bramling Rd (& exchanged details). It is assumed red van slowed or stopped to turn L into Bramling Rd and the lorry was going too fast to avoid it.	N / K	N / K believed not	3C	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
Feb 2013	Day time	Outside bend by the Haywain Bramling; junction with Wingham Well Lane.	It appears that a W-bound car attempted to turn L into Wingham Well Lane and turned too sharply, or mistook the lay-by for part of the junction, and went over the grass verge with the front of the car wedged down a steep bank. (It is reported that this happens frequently)	N / K	No	3C	NO
3 Mar 2013	15:30	Outside bend by the Haywain Bramling; junction with Bramling Rd	Judging where the cars ended up, it appears an E-bound 4X4 back ended a second car which was stationary or slowly turning R into Bramling Rd. Throughout the incident the 4X4 was parked on the inside bend, itself causing a hazard to other vehicles.	N / K	Police attended and breathalysed the 4X4 driver.	3C	NO
5 Mar 2013	Day time	Outside bend by the Haywain Bramling.	E-bound car parked on inside bend (the driver using a mobile). A second car following was unsighted but pulled out to overtake anyway. W-bound car had to take evasive action & swerve off road onto grass verge to avoid a head-on. The second car just drove off.	N / K	No	3C	NO
22 Jun 2013	Day time	Outside bend by the Haywain Bramling; junction with Wingham Well Lane.	Stationary E-bound car, waiting to turn L into Wingham Well Lane, back-ended by a second vehicle coming down hill too fast to stop. Both cars were left on inside bend, creating hazard to other vehicles, whilst details exchanged.	N / K	Police attended. The driver of the front car reported a whiplash injury but no ambulance was called.	3C	YES
7 Oct 2013	A.M.	Outside bend by the Haywain Bramling.	Details scant but a W-bound scooter came off road at the bend. No other vehicles appeared to be involved. Rider was a young learner.	Dry, Clear	Ambulance called but treated rider on site and did not take her away.	3C	NO
14? Oct 2013	N / K	A257 by the casino garage	Temporary traffic lights outside White Cottage. W-bound traffic backed up to casino garage. A W-bound car “didn’t see” traffic queue & either hit last car or swerved to avoid. It ended up in hedge on opposite side.	N / K	Ambulance and police called	3C	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
29 Nov 2013	N / K	Between Milestone Cottage and the bend at the Haywain Bramling.	Collision between two W-bound cars. It is believed that several cars were queuing behind one waiting to turn R into Bramling Rd. Car coming down hill too fast went into back of the last stationary vehicle. Damage to the front car was front off side so it's possible the second car was trying to overtake, or swerved out into the other side of the road.	N / K	N / K believed not	3C	NO
2 Dec 2013	N / K	Between Cherville Lane and Littlebourne	W-bound cyclist knocked off bike by a W-bound car which hit him from behind. Car needed to be recovered (smashed w/screen)	N / K	No serious injuries. No police or ambulance called.	3A	NO
21 Feb 2014	Day time	Outside bend by the Haywain Bramling; junction with Wingham Well Lane	Tractor or lorry with empty trailer turned R out of Wingham Well Lane, involving a wide sweep. Trailer overturned blocking entire rd. Eventually a grabber righted trailer. Several speeding E-bound cars, arriving at the scene unsighted, were involved in near misses.	Dry and clear	Police were called but there were no injuries.	3C	NO
22 Mar 2014	P.M.	Outside bend by the Haywain Bramling; junction with Bramling Rd	Two vehicles had fronts bashed in. It appears one car was turning out of Bramling Rd & was struck by a W-bound car on A257. Either the first car didn't look properly before turning out, or second car was travelling too fast.	N / K	Police attended to sweep debris aside but no injuries.	3C	NO
12 May 2014	07:00	Outside bend by the Haywain Bramling; junction with Bramling Rd	Collision between van & car on junction by Appletree Cottage. Appears van turned quickly into Bramling Rd & found slow or stationary car in front. Van lost water &/or oil.	N / K	No injuries. No police / ambulance	3C	NO
20 June 2014	All P.M.	Inside bend by the Haywain Bramling.	Large lorry backed into the drive down to the water station. It was protruding across road as far as white lines. Traffic completely unsighted & having to take a chance. Lorry stayed 15-20 mins & returned several times.	Dry Clear	I called 101 but police did not attend.	3C	NO
7? Jan 2015	Evening	By White Cottage	Temporary traffic lights for road works. A cyclist was knocked off his bike by a motorist (he said it was deliberate).	Dark	Police+2 ambulances. Arrested driver; charged with dangerous driving & ABH. Cyclist declined help - slight hip pain	3B	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
29 July 2015	20:30	Inside bend by the Haywain Bramling	W-bound car on wrong side of road & speeding. An E-bound car, travelling with normal speed and caution, could not avoid a head-on.	N / K	4 police cars & 3 ambulances. E-bound passenger taken to hosp with neck injuries.	3C	YES
12 Aug 2015	05:53	Inside bend by the Haywain Bramling	W-bound car (? travelling very fast) skidded on bend, rotated, crashed into opposite kerb. Another driver stopped to assist crashed car off road. Driver unhurt (<i>Heard car skidding round bend on several previous occasions at same time of morning - suspect same driver</i>)	Wet with drizzle but the wheel skid went on long way so speed must have been issue.	Driver uninjured and car mostly off the road so I did not call the police	3C	NO
2 Oct 2015	17:00	Halfway between Littlebourne and Cherville Lane	Small vehicle driven by middle aged lady (“didn’t look the sort to drive recklessly”) had to be recovered. Bus and lorry were pulled up but not known if they were involved or assisting. (Gazette later reported it was a collision between a van and a car)	N / K	Police & ambulance attended but believed no serious injuries. (Gazette later reported van driver taken to hosp with minor injuries)	3A	YES
19/20? Nov 2015	17:15	Inside bend by the Haywain Bramling	E-bound car stationary waiting to turn into Wingham Well Lane with 2 cars stationary behind it. 4th E-bound car was speeding and/or not paying attention saw 3 cars too late. Rather than rear end 3 rd car it swerved into opposite lane, clipped first stationary car & hit a W-bound car head on. It appears offending driver had just left Bramling House (only a short distance before collision site). It seems he’d zoomed out of Bramling House to beat another E-bound car on the hill. Both cars involved in the collision were written off.	N / K	The offending driver was unhurt but the W-bound driver was trapped in her car for about half an hour (or medics cautious about moving her). She eventually staggered to the ambulance but did not go to hospital.	3C	YES
5/7? Dec 2015	20:20	Inside bend by the Haywain Bramling; junction with Wingham Well Lane	A W-bound car was taking long time to turn left into Wingham Well Lane. Another 2 cars slowed up behind it but a 4 th car went into the back of them.	Dark	Police & ambulance called - were there half an hour. Not known if anyone taken to hosp.	3C	YES
11 Feb 2016	N / K	Outside bend by the Haywain Bramling; junction with Wingham Well Lane	A W-bound car wanted to turn L to Wingham Well Lane - prevented from doing so by road works. Tried to cut corner inside barriers but didn’t realise the 2-foot drop & got stuck.	N / K	No injuries or emergency services	3C	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – ICKHAM AND WELL PARISH (See Plan Section 3)

Date	Time	Location	Brief Description and suspected cause	Road/Weather conditions	Police/Ambulance called? Injuries?	A257 Plan Hotspot	“Crashmap” Entry?
Early March 2016	N / K	Outside bend by the Haywain Bramling; junction with Bramling Rd	W-bound car reported to slow & indicate L to go down Bramling Rd. Second car from Bramling Rd accelerated out but first car stopped indicating & sped up = collision.	N / K	Car damage but no injuries and no emergency services	3C	NO
10 April	01:00 – 02:00	Halfway between Littlebourne and Cherville Lane	Mostly unknown. A footpath sign was demolished and there was lots of debris	Dark	Apparently police attended but no further details	3A	NO
23 Sept 2016	09:00	Outside Duckpitt Farm at the top of Bramling Hill	E-bound car was waiting to turn R into Duckpitt Farm when it was hit from behind by a second vehicle.	N / K	Driver (second vehicle?) had to be cut out and was taken to hospital	3A	YES
24 Sept 2016	09:00	Outside Duckpitt Cottages at the top of Bramling Hill	Motorcyclist came off his bike. No further details available	N / K	N / K believed not.	3A	NO
6 Dec 2016	A.M.	Halfway between Littlebourne and Cherville Lane	W-bound car went into a lorry. No further details available	N / K	N / K	3A	NO
11 Feb 2017	05:00	Outside bend by the Haywain Bramling; junction with Bramling Rd	W-bound car lost control on the bend and smashed into the safety barrier and chevron sign on the corner of Bramling Road.	Freshly fallen snow	No injuries but car was written off.	3C	NO
15 Mar 2017	11:00	Outside Duckpitt Farm at the top of Bramling Hill	It appears an agricultural vehicle carrying large equipment got into trouble and tried reversing, spilling its load and blocking the road. A second agricultural vehicle arrived and the road was cleared after 20 minutes. A 50 mph sign was demolished.	N / K	N / K	3A	NO
20 Jun 2017	12:30	Outside bend by the Haywain Bramling	An E-bound lorry stopped and for some unknown reason reversed into a stationary car behind it.	Dry and clear	Considerable damage to the car but no injuries	3C	NO

In addition there have been a further 8 incidents (6: Hotspot 3A, 1: Hotspot 3B, 1 Hotspot 3C) recorded in Police Statistics for which there is no local record

THE A257 PLAN – Appendix A: Traffic Incident Data

Appendix A2: The following are the accident and “near miss” records held for the section of the A257 running from the Casino garage, through Wingham village, past Wingham Wildlife Park, to the end of the Shatterling Straight; B2046 – Red Lion Corner to Wingham Well Lane (Plan Section 4).

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)							
Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
15.9.12	NK	Seaths Corner: Staple Rd/ B2046	Motorcyclist & car collision. Emergency services attended	NK	Yes	4A	YES
27.9.12	NK	Red Lion Corner A257/B2046	Large petrol tanker approached junction to turn into Adisham Rd (B2046). Driver reversed as he could see what would happen & drove onto narrow kerb to avoid lorry who jack-knifed on the turning. Car would have been hit if not taken evasive action.	NK	NK	4A	NO
30.9.12 - 1.10.12	00:00-01:00	Seaths Corner - Staple Rd/B2046	Car smashed into kerb, two people in car	NK	Yes, Fire and Ambulance	4A	YES
?11.11.12	?overnight	Railway Station Farm Shop bend, A257	Mangled white car seen lying in field owned by farm shop Monday morning	NK	NK	4E	NO
1.2.13	7.45am approx.	A257 between Wingham Green bus stop & Harvester Petrol station	A car travelling on A257 towards Canterbury overtook another car turning into petrol station and hit boy crossing the road in the Wingham-bound lane. Suspect poor visibility coupled with speed and no safe crossing area to bus stop.	Poor visibility due to fog and drizzle, road wet	Police attended. Ambulance & Air ambulance attended. Head injuries, liver bruised, unable to walk unaided for 2wks	-	YES
11.7.14	Overnight	Railway Station Farm Shop bend, A257	Yellow car seen in field having crashed into signage and barriers.	NK	Passengers had minor injuries only.	4E	NO
1st week of August 2014	Am	Property opposite Seaths Corner, B2046	LGV turning left from Staple Rd into B2046, his load (?steel girder) crashed into FF bedroom window.	Good	Police and Highways attended to manage traffic. No injuries.	4A	NO
31.8.14	NK	37 High Street	Resident's car swiped by hit and run (later written off). Witnessed by neighbour but no number plate noted.	NK	Reported to police	-	NO
16.9.14	8.50am	B2046 nr South Court	Two LGVs passing – too narrow, one vehicle uses junction/ footway to pull-in. Traffic held up. Happens daily.	No issues – slightly misty	No	4A	NO
23.9.14	9.05	Outside no. 12 High Street	Salvatori van hit Veolia dustbin van trying to squeeze by and hit wing mirror.	Clear	No	-	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)

Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
25.9.14	6.00pm approx.	Preston Hill	Two LGVs passing, one mounts footpath, v. narrowly missing parked car, other passes bashing garden vegetation narrowly missing wall. Happens daily.	No issues	No	4B	NO
End Sept	NK	High Street	French car lost control, took wheel off on kerb, hit residents van, stoving in side	NK	Yes, police who held driver	-	NO
14.10.14	4pm	A257 Wingham Green	12 year old girl crossed road having got off bus – hit by blue mini car	Fine – though light beginning to fade	Ambulance and police. Girl attended hospital with poss head injuries	-	YES
22.10.14	6.45pm	A257 Wingham Green	Two cars collided coming from opposite directions. Road closed 2 hours – fuel leak	dark	Yes, Police, SECAmb, KFRS.	-	YES
22.6.15	9.15am	A257 Wingham Canterbury Road at bridge	Not known but car seen to be almost in river and barriers demolished	Possibly damp due to am rain, otherwise clear	NK	4E	NO
22.6.15	11.30 approx	A257 Canterbury Road at bridge bend	Not known, but car seen to be almost in river	Damp, clear. ? grease on rd prev. incident	Two police cars and one police van	4E	NO
30.7.15	2.00am	A257 Wingham Canterbury Rd, Cbury side of bridge	Young male from Sandwich driving in bad weather hit patch of water and spun out of control and through hedge into field.	Wet due to rain	No injuries. Police called	4E	NO
4.8.15	5pm just after	Gobery Hill junction with Rusham Rd A257	Two car crash ?cause. One car ended up in ditch. Hill closed in both directions while vehicles recovered.	Good	One man taken to hospital with non life-threatening injuries	4C	YES
18.2.16	11.10pm	A257 Gobery Hill then High St/Preston Hill junction	4x4 driver under influence of alcohol, driving too fast, skidded on Gobery Hill, mounted verge, turned sideways and travelled across A257 into 113/114 High St, major damage	Clear, very frosty – roads gritted	Police called. Arrested driver. No injuries	4B	YES
20.2.16	Noon (car seen 12.15)	A257/Rusham Road junction nr Gobery Hill	Car seen to be in ditch, bonnet facing ditch & trees surrounding orchard. Removal truck in situ, occupants of car standing next to it	Wet	Unknown. No obvious injuries or ambulance present	-	NO
?Sat 9.4.16	NK	Wingham Bridge A257	Ford Ka (silver or pale blue) through metal railings into river	NK	Police called	4E	NO
3.5.16	8.45am approx.	Wingham Bridge A257	2 car head-on collision. Fire in one car. Rd closed till scene safe	Very good – clear and sunny	Police & Fire Brigade Minor burns only	4E	YES

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)

Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
20.6.16	12.15pm	Wingham Bridge A257	Man in green Corsa went through barriers head on & virtually parked next to the river!	Raining	NK. Recovery truck arrived by 3pm	4E	NO
30.6.16	NK	Staple Road at Seaths Corner junction (B2046)	Escorted wide load on low loader bound for Brook Fm unable to pass parked car outside 14 Orchard Cl. Parked car was bounced out of way so could squeeze through. Crew reported police had advised this route!	OK	No	4A	NO
6.7.16	23:00	A257 Shatterling	Car (C'Bury to S'Wich) lost control, drove through wall and into extension of house	OK. Re-surfacing loose chippings	Police called	-	NO
1.8.16	Am	Wingham Bridge, A257	Toyota Hilus collided with fence. Man driving Aunt's Truck	OK	Police called	4E	NO
5.8.16	Evening	Filling Station, Canterbury Rd A257	Van & Car crash – road closed	NK	NK	-	NO
5.9.16	Am	Wingham Bridge, A257	Red Corsa crashed through barrier.	NK	Vehicle recovery seen 2pm. No obv. injuries	4E	NO
17.9.16	8.50am	Wingham Bridge, A257	White car drove through barriers and overturned in ditch	Wet	Police called	4E	NO
17.9.16	3.30pm	Wingham Bridge, A257	Blue car from Wingham direction lost control, hit red car from C'bury direction (white car above still in ditch)	Wet	Ambulance, fire, police. Walking wounded only	4E	YES
28.9.16	9pm ish	Anchor Inn, High Street	Lady (from Sandwich) reversed off pub forecourt into main road and hit car coming from Canterbury direction. Both cars badly damaged	NK	Police called – driver taken for blood tests but within legal limit. No serious injuries	-	YES
21.10.16	?noon	Nr Wingham Bridge, opp The Ranch, A257	Silver Jaguar coming from C'Bury came off road, drove across verge over rough ground up to the gates going into Scripps Farm. Driver 77 – medical incident	Good	Police & Ambulance CAD 2016 1021-0836 Ref PC FRANKS 13904	4E	NO
7.12.16	5.15 approx	High Street Crossing nr The Anchor	Car from Sandwich direction failed to stop at crossing, hit young girl (approx. 30mph). She flew through air, landing St. Mary's Meadow inchn. Younger brother received glancing blow to ankle & upper leg- knocked to p'ment	NK	Fast response team, Ambulance, police. Girl fractured pelvis, v. bad bruising, shock. London Hosp for 2 days	-	YES

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)

Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
8.12.16	3.15 approx	B2046 School Lane Crossing	Resident and young daughter waiting to cross to School Lane, car failed to stop though she was clearly visible	Good	No	4A	NO
14.12.16	8.45 approx	High Street Crossing nr The Anchor	Car from Canterbury direction failed to stop as lights turned from Amber to Red	Good	No	-	NO
21.12.16	7.30pm approx.	A257 near junction with Chequer Lane, Ash	Crash involving 2 cars. 5 people cut free by firefighters.	NK	Police, fire & Amb. 3 injured, 2 taken to hosp. No serious injuries	-	NO
4.1.17	7.40am	Junction Preston Hill & A257	Blue car turning Right from Preston Hill and white van travelling up A257 toward Sandwich collided.	Overcast, dry	NK	4B	NO
6.1.17	Approx.. 5.05pm	A257 by Casino Garage at junction with Wingham Well	Head on collision. Black car and white transit van.	Possibly damp from earlier rain. Dark	NK. Man in hi-viz seen directing traffic	-	NO
22.1.17	Approx 3.15pm	108-109 High Street	Blue van towing trailer with 4x4 on hit house causing damage to front wall and window. Possibly other white car also involved	Foggy	Not reported at time. Subsequently reported to Police Ref: 23-02-99	-	NO
27.1.17	8.30am	Preston Hill opp 4 Hillside Cottis	Tractor towing skip on trailer lost part of its load onto road, narrowly missing parked cars and vehicles behind. Load (metal, corrugated iron, pipes, etc) was not secured in any way. Driver stopped to pick up and climbed onto skip to rearrange load	Damp but clear	No. Reported to PCSO via email 30.1.17.	4B	NO
11.2.17	02:00am	A257, 104 High Street	Silver Taxi (Castle Taxis 363636) from Sandwich direction, exceeding 30mph. Skid tracks indicate crossed into opposing carriageway, slewed back across, out of control, into conifer hedge boundary of 104 High St, taking out four trees	Had just started snowing. Dark	Police Ref: 11/108/2017	-	NO
19.2.17	04:20	Canterbury Rd by church, A257	Passing car (from C'Bury) drove into back of parked black Range Rover (facing Wingham) near church	Dark but OK	Police called, arrived approx. 05:20. No injuries	-	NO
22.3.17	Approx. 4.15pm	A257 nr Nash Road junction, Tedding Hill	2 car crash	NK	Police attended. No reported injuries	4C	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)

Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
19.4.17	9.00am	Roman Road A257, Wingham Wildlife Park	4 car RTC. One on its side. 3 persons trapped - all got out.	Good	Police, Amb, KFRS: CAD 19-0217. 2 casualties	4C	YES
2.6.17	11.30pm/midnight	High Street, nr Post Office	Van and car involved in RTC	NK	Yes	-	NO
27.7.17	1.45pm	Staple Rd/B2046 junction	Red Pollock [Scotrans] truck hit 6 High St, turning right into Staple Rd from B2046. Damage caused to roof. Road blocked for approx. 20-25 mins.	Good	NK. House owner exchanged details with driver. Logged on KCC Highways reporting tool	4A	NO
10.8.17	8am	High St near Wilmshurst bakery	Person run over by van. No further details	Rain	Police & Ambulance	-	NO
14.8.17	Evening	Seaths Corner, Staple Rd/B2046 junction	Dirt track bikes speeding, plates obscured, passed SID (S/watch session taking place), overtook car at speed on zebra crossing	OK	Yes (15/8/17) 101, Ref: 15/0861	4A	NO
25.8.17	12.15pm	6 High Street/Staple Rd - B2046 junction	Truck hit 6 High St turning L out of Staple Rd	NK	NK (31.8.17 reported to KCC Ref: 300055)	4A	NO
6/7.9.17	Overnight	6 High St/Staple Rd B2046 junction	Roof hit again by large HGV	NK	NK	4A	NO
Sept	NK	High St Zebra crossing	Elderly lady knocked over on crossing but not badly hurt. Driver convinced her not to report.	NK	NK	-	NO
17.10.17	Am	6 High St/Staple Rd B2046 junction	Romanian HGV driver failed to stop after ripping top bedroom window off house when turning R into Staple Rd. Owner followed to Grain Harvesters, took details	NK	Owner reported to police	4A	NO
18.10.17	3pm	6 High St/Staple Rd B2046 junction	V.large HGV smashed roof and gauged lump out of front wall when turning R to Staple Rd	NK	NK	4A	NO
25 or 26.10.17	overnight	Railway Station Farmshop Field, A257	Vauxhall spotted in field 26.10.17 with Polish plates. Man & 2 kids seen by car. No details of how incident occurred.	Wet	NK	4E	NO
25 or 26.10.17	overnight	Scripps Field ditch near Wingham Bridge, A257	Mini upside down in ditch. No details of how incident occurred. Barrier poles pierced through vehicle	Wet	Yes and ambulances	4E	NO
7/8.12.17	Overnight	By bakers 94 High St	Car, travelling C'Bury to Ash, hit parked 4x4 on left, then brickwork of house 94 High St	Wet	Yes	-	NO

THE A257 PLAN – Appendix A: Traffic Incident Data

ACCIDENT & NEAR MISS LOG – WINGHAM PARISH (See Plan Section 4)							
Date	Time	Location	Brief Description and suspected cause	Road / Weather conditions	Police/Ambulance called? Injuries?	A257 Plan “Hot Spot”	“Crashmap” Entry?
11.12.17	8am approx.	A257 nr Ash junction	Details NK. In response to accident on 12.12.17, resident commented the same happened the day before - no details.	NK	NK	-	NO
12.12.17	8.35am approx.	A257 nr Ash junction	3 cars. All occupants out. VW 'Up' turned out of Sandwich rd, hit by large taxi carrying 3 disabled children + carer. All airbags deployed	Very cold/ice	Yes, 3 ambulances + police	-	NO
25.1.18	12.20am approx.	A257 Canterbury Road, nr Wingham Bridge	Silver Ford Focus (untaxed) travelling from Canterbury towards Wingham mounted kerb, pavement, verge, then hit railings. Ended up on roof, debris/oil over road, bonnet flipped off. Occupants abandoned vehicle.	Wet	Yes, police. Occupants not found. Dog & Helicopter employed	4E	NO
5.2.18	4.50pm	A257 Wildlife Park	Car hit by car coming in other direction who appeared not to be in total control of car as it was swerving. Offending car drove off	NK	Yes	4C	NO

THE A257 PLAN – Appendix B



HIGHWAYS & TRANSPORTATION

Mr. M.R.B. Hawkins,
Bay Tree Cottage,
44 High Street,
Littlebourne,
Nr. Canterbury,
Kent CT1 3TZ

Sandling Block
Springfield
Maidstone
Kent ME14 2LQ
Tel: (0622) 671411

Direct Line: 696941
Ask For: Mr. C. Burbridge
Our Ref: 51CB.T24/24/1/1
Your Ref:
Date: 21st August 1991

Dear Mr. Hawkins,

Through Traffic at Littlebourne

Thank you for your letter dated 26th July 1991.

The A257 is the principle traffic route linking Sandwich with Canterbury and the M2/A2 Trunk road. It is designated a secondary route in the County Council's inter-urban road hierarchy shown in its Transport Plan for Kent 1987. As such, it is an important road for all traffic and the County Council has plans for bypasses around Ash, Wingham and Littlebourne. Ash Bypass is provisionally programmed for a start in 1992/93, Wingham for the late 1990's and Littlebourne for post 2000.

I have enclosed a traffic count undertaken in Wingham in 1990, unfortunately no counts are available for 1989.

I hope this information is of some help.

Yours sincerely,

for Director of Highways & Transportation

*Thanked 26/8/91.
Suggested up-to-date
Traffic Count.*

Enc:

[illegible]

[illegible]

