

Schemes Planning and Delivery Team working in Partnership with Stockbury Parish/Town Council* Highway Improvement Plan

Submission Date: --/--/----

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HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	Please list below the funding Opportunities/Sources for HIP initiatives/Measures	
1	Geoff Moody	xx-xx-2025		KCC Highways	
Are you an active member of the Speed Watch Scheme?			Yes ☐ No ☒	Are you an active member of the Lorry Watch Scheme?	
				Yes ☒ No ☐	
Name of HIP Representative	Geoff Moody	Contact Telephone Number	07711 162051	Email Address	geoffm_spc@btinternet.com
Name of Clerk	Sherrie Babington	Contact Telephone Number	01634 867173	Email Address	babington@sherriebabington.co.uk
Name of Chair	Anne Southern	Contact Telephone Number	07472 122202	Email Address	southernanne@ymail.com
KCC Project Manager Name		Contact Telephone Number		Email Address	

- Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

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Live Priorities Record

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	Southlees Lane	Repeated use of Rumstead Rd/Southlees Ln to then perform a righthand turn into South Green Ln in order to access businesses in Bicknor, Bredgar or Sittingbourne is resulting in South Green Ln frequently being blocked for extended periods (>45mins each time) by vehicles that are unable to make the turn. Additionally, repeated damage to fences and hedging of properties surrounding the	Hard 7.5t limit or 6'6" width restriction beginning at junc of Rumstead Ln / Rd. There are no farm or commercial businesses within this stretch of road so no "accept for loading" exception would be required. Sited either at ///wired.installs.shopping or alternatively at ///acclaimed.wrenching.workflow	

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		<i>Southlees Ln / South Green Ln junction is being caused along with erosion of the verges and road surface.</i>		
2.	<i>Bimbury Lane junc with Aerodrome Approach. Also Chalky Rd junc with A249</i>	<i>Repeated use of Bimbury Ln (which becomes Yelsted Rd) and Chalky Rd by HGVs. This results in vehicles becoming stuck or damaging local properties and street furniture. Also the road structure (little more than 50mm of Tarmac) is unsuitable for such traffic, frequent water leaks occur along the whole length of the road.</i>	<i>A local business in conjunction with a resident have offered funding up to the value of £10,000 towards the installation of a digital display (solar powered) that alerts drivers to unsuitability of this road to HGVs. This would be an innovative solution that could potentially be used elsewhere in the county and should be viewed as a proof-of-concept solution to what has been a frequent issue along this road.</i>	

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3.	<i>Crossroads at South Green Ln, Hazel St & Pett Lane</i>	<i>Drivers behaving as if they have right of way when approaching from Pett Ln or Hazel St</i>	<i>Triangular warning signs advising drivers to Give Way at junc when approaching from Hazel St & Pett Lane NOTE: Road markings have previously been refreshed but this has not proved sufficient to influence driver behaviour.</i>	
4.	<i>Pett Rd</i>	<i>Use of Pett Rd by wide vehicles, including HGVs. Pett Rd leading to Deans Hill is unsuitable for wide vehicles or HGVs. Equally the section of Pett Rd leading to South Green Ln is unsuitable for such vehicles. Vehicles have been trapped and have repeatedly damaged the finger post at South Green crossroads due to</i>	<i>Move the start of the 6'6 limit from the junc of Pett Rd & Deans Bottom to junc of Oad St (Whipstakes Hill) & Pett Rd. This would address the current anomaly which prevents 6'6 wide traffic coming down Deans Hill / Deans Bottom but allows such traffic to proceed in the opposite direction. It would also avoid causing an issue for drivers who encounter the start of the current restriction but have no turning space and consequently drivers have no option other than to breach the restriction.</i>	

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		<i>insufficient turning space.</i>		
5.	<i>Bimbury Lane, Chalky Road, Yelsted Road & South Street</i>	<i>Inappropriate speed on single track lanes which poses a risk to the most vulnerable road users (walkers, horses, cyclists, etc).</i>	<i>Increased signage would provide warning of potential hazards where sight lines are invariably restricted due to the nature of the single-track roads.</i> <i>Right/Left Turn warning sign as appropriate on approach from Bimbury Lane / Yelsted Rd to South St junction (///foster.hunter.drags)</i> <i>Horse warning sign on approaches to Beux Aires Cottage ? stables centred around (///prefer.sprayer.submerged)</i> <i>SLOW road marking & Left Turn warning sign on approach to Yelsted Rd/Lane junction (approx.. location ///latched.calculate.manuals).</i>	

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			<i>SLOW road marking & Left Turn warning sign on approach to Yelsted Rd/Hill Green Rd junction. (approx.. location ///adventure.luckier.gear)</i>	
6.	<i>Junction of The Street, Bull Lane and Church Lane</i>	<i>Road surfaces becomes very icy during cold weather. This has resulted in multiple accidents, many of which have caused damage to local properties.</i>	<i>Ice Warning signs on the approach to the T-junc. Resurface with higher friction road surface (also different colour to warn of potential danger)</i>	
7.	<i>Reinstate the U-turn facility at the bottom of Church Hill</i>	<i>Since the junction was reconfigured as part of the M2J5 Improvements scheme vehicles continue to U-turn at the Church Hill junction. This is occurring multiple times per day, either directly from the SB crossover</i>	<i>A year after the redesigned junction was opened the NH assertions that the U-turn facility was not required have not been proven to be accurate. Vehicles performing this manoeuvre invariably return to the roundabout, either this indicates poor signage on the SB approach to the roundabout which results in many drivers continuing over the flyover when in fact they should</i>	

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		<i>deceleration lane onto lane1 of the NB A249 or vehicles turning into Church Hill and then around the traffic island, often performed regardless of other traffic.</i>	<i>use the slip-road to access the roundabout, or inadequate signage on the roundabout itself. Reprofilling the junction to re-instate the U-turn facility would allow such manoeuvres to be completed safely.</i>	
8.	<i>Pett Ln junction with Oad St</i>	<i>Too many signs one of which is obscuring another sign</i>	<i>Removal of the single pole mounted triangular horse & rider sign would provide better visibility of the same sign mounted on another pole immediately behind it and also of the 6'6" width restriction sign.</i>	
9.	<i>M2J5 roundabout</i>	<i>Signage & road markings are leading to confusion. Sequencing of road markings around the roundabout is not consistent.</i>	<i>Road markings just prior to Oad St turn could be improved by being amended to read "Local Routes Only" accompanied by a left arrow. A right pointing sign on the traffic island directing traffic for Maidstone (M20) would reaffirm that "through" traffic</i>	

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			<i>should use the subsequent turning off of the roundabout.</i>	
10.	<i>South Green Ln (What3Words: ///hobbies.assurance.fuss)</i>	<i>Bollards placed by NH to deter vehicles u-turning and becoming bogged on the verge are frequently being uprooted / destroyed</i>	<i>A more robust method of deterring vehicles, including HGVs from using the verge adjacent to Valley View Farm / Police Kennels is required. HGVs becoming bogged at this location have resulted in vehicles seeking alternate routes and exacerbating the problems at South Lees Lane (see above)</i>	
11.	<i>A249 NB crossover into Rumstead Ln</i>	<i>HGV traffic heading towards Bicknor, Bredgar or Sittingbourne is using this turning rather than proceeding to the roundabout and using the established route via South Green Ln</i>	<i>White bordered black freight sign directing traffic NB to the roundabout or alternatively a freight sign with a cross through the HGV vehicle symbol denoting unsuitability of the Lane for such vehicles would encourage more appropriate use.</i>	

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Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1	<i>EXAMPLE: Church Lane</i>	<i>Speeding off peak.</i>	<i>Speed Reduction</i>	<i>After traffic surveys obtained, data showed that vehicle speeds were within the current speed limit, therefore no further action proposed.</i>
	<i>Bimbury Lane, Chalky Road, Yelsted Road & South Street</i>	<i>Rat running on single track lanes by traffic attempting to avoid delays associated with the M2/A249 Improvement works. The high volume of traffic during the afternoon rush hour (16:00 – 18:00hrs) severely restricts traffic flow in the opposite direction. Four week ATC (13/06-10/07) showed 100 vehicles</i>	<i>Restrict access to Bimbury Lane & Chalky Road from A249 by the installation of part time traffic lights. First test of traffic lights was inconclusive, second test resulted in lights being stolen. Further testing would require funding of “security” to ensure lights were not stolen again. KCC not willing to fund and beyond the PC’s means. Request for additional traffic count & speed survey to be undertaken along Chalky Lane submitted 09/06/2022.</i>	

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		<i>per hour heading northbound on Bimbury Lane & Yelsted Rd. This prevents all South Bound traffic from using the lane.</i>		
	South Green Lane	<i>Inappropriate speed & dangerous driving through hamlet.</i> <i>Multiple minor accidents resulting in vehicle & property damage and one accident resulting in serious injury over the past 6 months.</i> <i>Within a 1km radius of South Green there are several livery yards providing stabling for 30+ horses. South Green Lane is frequently</i>	<i>30mph speed limit through hamlet. Suggested extent from Name sign (///cultivation.vans.today) to approx. 50m past South Green Lane/Pett Rd/Hazel St crossroads (///rave.workshops.slime).</i> <i>Four week ATC (13/06-10/07) survey identified that average speeds were <30mph. Consequently, a reduction to 30mph would be viewed as self-enforcing.</i> <i>SLOW road marking on approach to hamlet along South Green Lane from both directions.</i>	

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		(multiple times per day) used as a popular riding route by many of these horses/riders. The area is also popular with walkers, runners & cyclists.	Pedestrian and/or Horse triangular warning signs on approaches to hamlet. Four week traffic count & speed survey requested on South Green Lane. – Completed 13/06/2022-10/07/2022	
	Church Hill bend near junction with Honeycrook.	Failure of traffic to keep left when rounding bend	Triangular Bend warning sign and SLOW road marking on both approaches to encourage road users to keep left and reduce speed this will help reduce the chance of sideswipe or head on incidents. Work Completed Dec 2022 / Jan 2023	
	South Green Lane / Pett Road / Hazel Street crossroads.	Poor or no visibility of traffic approaching from the right when leaving Pett Rd or Hazel St. Zero visibility when heading along South Green Lane towards	Refresh of road markings. 30mph limit (see item 2 above) and SLOW road markings on approaches to junction. Triangular crossroads warning sign before crossroads when heading	

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		South Green of a crossroads, the junction appears to be a T-junction until vehicles are within 10m.	towards South Green hamlet. – <i>Work pending in response to 2022 HIP</i>	
	Bimbury Lane, Chalky Road, Yelsted Road & South Street	Inappropriate speed on single track lanes which poses a risk to the most vulnerable road users (walkers, horses, cyclists, etc).	Reduction in speed limit to 30mph and Increased signage (Bends, Concealed Entrance, Pedestrians, Horse, etc) along each of the four roads. Four week ATC (13/06-10/07) survey identified that average speeds were <30mph. Consequently, a reduction to 30mph would be viewed as self-enforcing.	
	Southlees Lane	Repeated use of Rumstead Rd/Southlees Ln to then perform a righthand turn into South Green Ln in order to access	Unsuitable for HGV sign at junc of Rumstead Lane & A249 (///become.nuzzling.jots). Additional Unsuitable for HGV sign at junc of Rumstead Ln & Rumstead Road(///wired.installs.shopping).	

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		<i>businesses in Bicknor, Bredgar or Sittingbourne is resulting in South Green Ln frequently being blocked for extended periods (>45mins each time) by vehicles that are unable to make the turn. Additionally, repeated damage to fences and hedging of properties surrounding the Southlees Ln / South Green Ln junction is being caused along with erosion of the verges and road surface.</i>	<i>Unsuitable for HGV pictorial sign erected at junc of Rumstead Ln / Rd. This has had minimal impact on the number vehicles misusing Rumstead Rd.</i>	
	<i>Village Gateway signs</i>	<i>Boundary of village is not currently marked</i>	<i>Welcome to Stockbury – Please drive carefully gateway signs on verge either side of Church Lane adjacent to Stockbury Church.</i>	

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			<i>Village sign installed early 2025 and subsequently stolen.</i>	
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