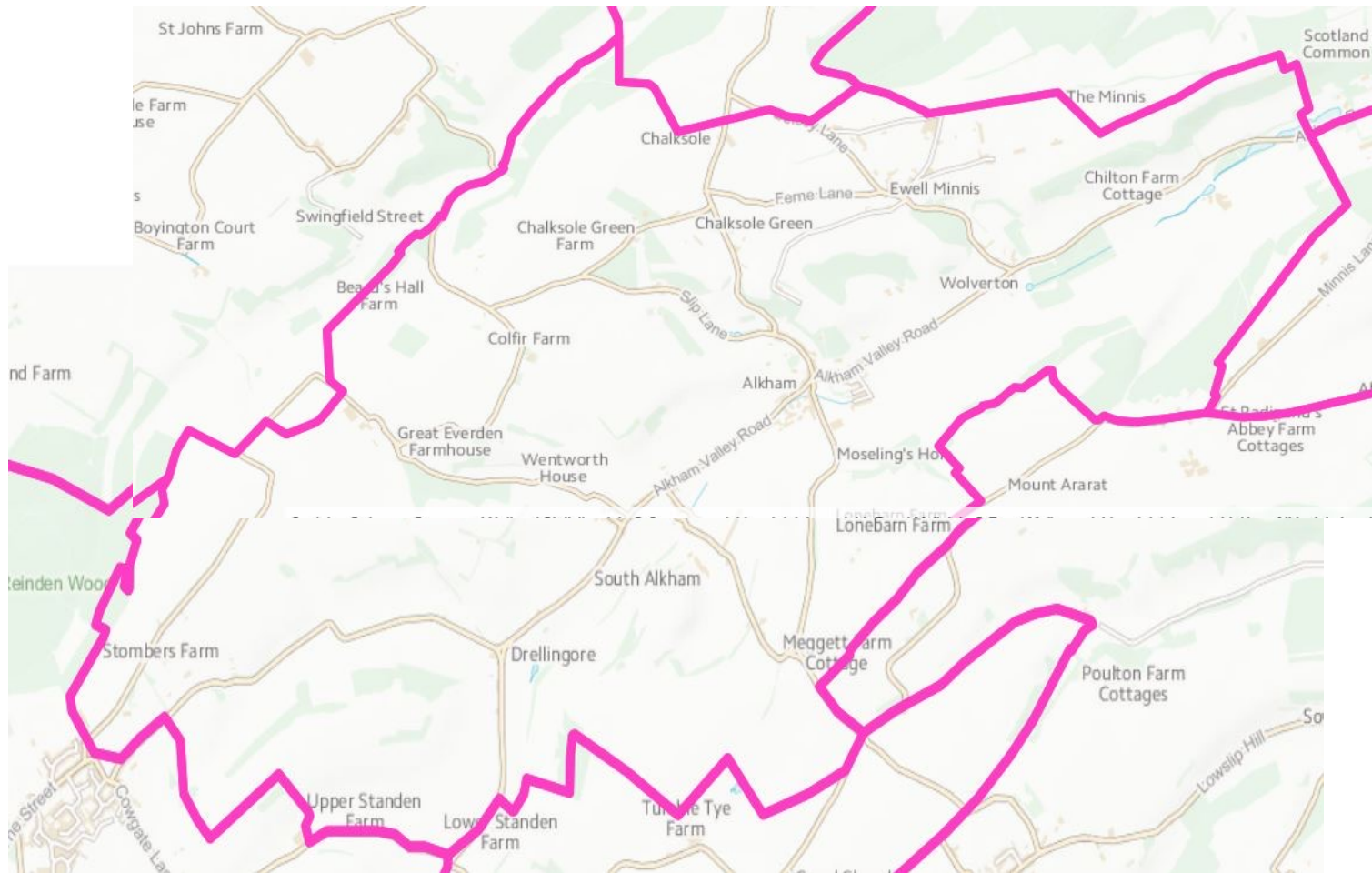


**Alkham Valley Speedwatch Group  
Formed in November 2016 by Cllr Geoff Hillier**



The Kent Downs, “Designated Area of Outstanding Beauty,” encompasses the whole Alkham Valley & the Parish of Alkham



## Alkham Parish Boundary & Speedwatch Operating Area

## Speedwatch Monitoring Sessions

Length: 60-90 mins.; Daylight Hours; Dry Roads; Clear Conditions

\*Sites where speed limit 40mph or less & road safety risks exist.

(\*Subject to Police Risk Assessment & declared safe for Operators.)

Minimum of two operators (to a max. of five) per session.

Vehicles exceeding speed limit by 10% + are logged.

i.e.  $\geq 35$ mph in 30 mph zone (or  $\geq 46$  in in a 40)

Time. Speed, Plate, Make & Colour reported to Kent Police.

Police also check them for valid MOT, insurance, & road tax





## Kent Police Camera Vans continue as a result of our work

The results provided by Speedwatch are assessed by Kent police to determine where they deploy Mobile Speed Camera Units (Police cameras almost always prosecute).

Alkham is still considered a **high offender area** & a camera van attends between 2 & 4 times a month.

Unfortunately, there is only one camera van site along the entire Alkham Valley Road considered safe.

## Speedwatch Statistics

Speedwatch has reported 1,599 vehicles exceeding of the “offence reporting speed” on Alkham Valley Road.

### Maximum speeds recorded this year:

Between Marquis & Newlyns Meadow: 54mph heading West

At Alkham Garden Centre entrance: 54mph heading West

The fastest speed recorded overall was 70 mph by a vehicle approaching Short Lane from the East. A policeman was observing that day, so that driver was prosecuted.

## Speedwatch Equipment

Current gear is on short term loan from Kent Police till we get our own. (so far 6 years!)

Requests for the Parish Council to support the purchase of new equipment first submitted in Nov 2021 was countered by a proposal by the PC to provide 50% funding. Unfortunately, the Speedwatch Group as Police Volunteers are not permitted a bank account. Recently, the Alkham PC withdrew that offer & will reconsider after they have considered the HIP Plan 2022 quotations from KCC.

In the meantime, several new Speedwatch groups have been formed & we anticipate losing our loan equipment soon. (Capel, Hawkinge are likely to get it.)

Insufficient funding is quite a blow, as Speedwatch now want their volunteers to purchase body cams due to a significant increase in aggression post COVID-19.

**We desperately need financial support to continue!**



## Speedwatch Remit

Monday 9<sup>th</sup> January 2017, following representations about Road Safety to the Parish council by many Parishioners.

**“All Councillors were in favour of Cllr Hillier leading a Traffic Action Group involving parishioners, where different methods of traffic calming will be explored, and statistics & evidence can be collated from various sources to present to the Parish Council for consideration.”**

The TAG Report can be read on the Parish Council Website.

# Survey Results

Excerpt: TAG report

13 Questions.

157 Responses

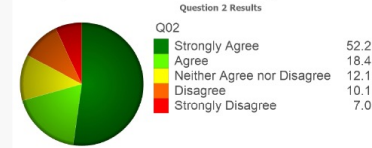
Overwhelming support to the TAG recommendations.

## Question Result Charts

**Question 1 - To replace the existing 50 mph speed limit with a 40 mph speed limit from the eastern Parish Boundary to the bottom of Wolverton Hill.**



**Question 2 - To introduce a 30 mph speed limit from Wolverton Hill to a point East of the entrance to 'Fair Acres', at the eastern end of the village.**



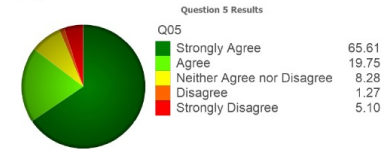
**Question 3 - Map Q3. At this location, before Fair Acres, introduce an "Eastern Village Gateway" with reduced road width and single file traffic, giving priority to east bound traffic.**



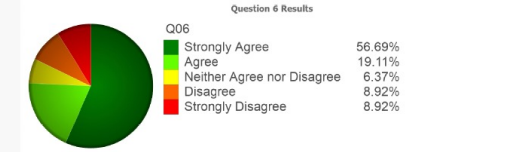
**Question 4 - To introduce a 20 mph limit from this "Eastern Village Gateway" through the village centre to the location of the existing 40 mph sign at the western end of Valley Cottages.**



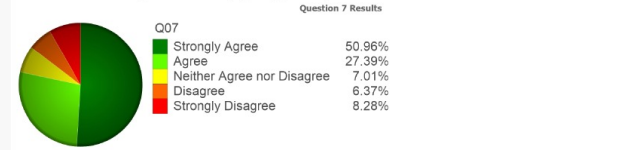
**Question 5 - Map Q5. To introduce a pedestrian crossing in the vicinity of the Village Green children's play area.**



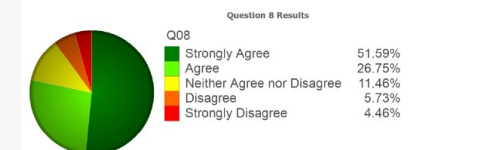
**Question 6 - Map Q6. To introduce a road narrowing by the Marquis with a footpath alongside Forstal Cottage wall, protected by a safety barrier, with priority being given to west bound traffic at this point.**



**Question 7 - Map Q7. At the west end of the village, install a "Western Village Gateway" approximately 50 metres west of the existing 40 mph sign at Spring Meadow with a reduced road width and single file traffic, giving priority to west bound traffic.**



**Question 8 - Map Q8. Between this "Western Village Gateway" and the proposed 20 mph speed limit sign at the western end of Valley Cottages, introduce a 30 mph speed limit.**



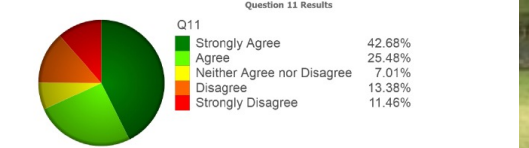
**Question 9 - Map Q9. To introduce a 40 mph speed limit from the western gateway to a point to the west of the Chapel/Hawkinge cross road by Patio Products.**



**Question 10 - From the end of the proposed 40 mph speed limit zone by Patio Products to introduce a 50 mph speed limit from this location to the western end of the Alkham Valley Road.**



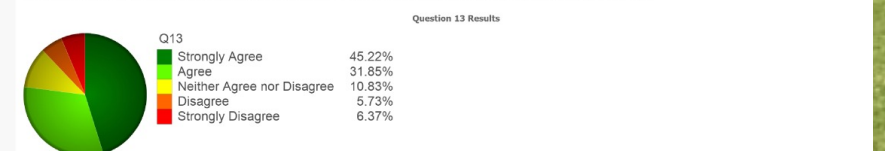
**Question 11 - Between the Eastern and Western Gateways, to enforce adherence by traffic to the speed limits, introduce a number of 'Build-outs' each with reduced road width and priority flow.**



**Question 12 - To introduce a weight restriction on HGV traffic throughout the length of the Alkham Valley Road (unless required for access.)**



**Question 13 - If these proposals are accepted, in whole or in part, you, through the Council Tax, may be called upon to contribute a community average of approximately £12 a year to their costs. Should the Parish Council ring-fence, annually, this amount of monies in its reserves, to build up a fund to be used should works progress?**





## **Action Stalled since 2017 Handover to TIG**

After the Parish Council had considered the completed TAG report a group of three Councilors, defined as the “Traffic Implementation Group”, were appointed by the Parish Council to implement the Traffic Action Group recommendations.

There was no immediate engagement with KCC but the TAG REPORT was to be circulated to Fire, Police & Ambulance Services requesting their scrutiny & comment.

Speedwatch understand that after waiting a year no response was ever received by the Parish Council.



## Action Stalled since 2017-2019 Update

When the TAG report was ultimately delivered to KCC Highways, following further delay due to COVID-19, Speedwatch understand that no opportunity for a presentation the document was given by KCC nor was the content properly discussed between the PC & Highways Team.

**The Parish Council were instead given guidance by KCC on how to create a HIP (Highways Improvement Plan) & advised to submit one.**



## **2020: KCC 1<sup>st</sup> Contact & Resistance**

In January 2020, MFH reported that the HIP had been presented to KCC referencing the published TAG report priorities.

All items had been fully discussed with KCC.

A response was received by the PC & their next stage would be to decide the best way forward to meet their declared priorities.

Subsequently, KCC has rejected most of the TAG recommendations, including changes to speed limits, pedestrian crossing, village road build-outs to slow vehicles entering the village & prohibiting HGVs except for access.





## **2021: Work in Progress (?)**

In 2021, the Highways Improvement Plan delivered signage in the Alkham Valley to reinforce the message “NOT SUITABLE FOR HGV” already previously installed at the western entrance to the Alkham Valley Road. These signs were fitted at the junctions of smaller lanes along the Alkham Valley Road.

Full up-to-date information & the current HIP plan can be found on the Parish Website.



**Thank you for listening.**

**Want to help Speedwatch?** Goal: carry out a minimum of two 1-hour Speed Watch sessions per week. (8 per month)

You can help: We need 21 more volunteers:  
- prepared to contribute one hour or more a month.