

Goudhurst Parish Council



HIGHWAYS & PUBLIC TRANSPORT 26.04.22

MEETING
26 April 2022 19:30

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Goudhurst Parish Council



To: Cllrs David Boniface (Chairman), Craig Broom, Alan Foster, Guy Sutton and Mrs Alison Webster. Cllrs Antony Harris, Phil Kirkby and Mrs Caroline Richards (ex-officio)

I summon you to a Meeting of the Highways & Public Transport Committee on Tuesday 01 March 2022 at 7.30 pm, in Goudhurst Village Hall, where business detailed on this agenda will be discussed.

Goudhurst Parish Council recognise that there are continuing risks associated with COVID-19 and are supportive of individuals wearing masks in meetings and maintaining a social distance. We will continue to provide hand sanitiser at the entrance to the Village Hall. In order to keep everyone safe, please do not attend a meeting if you have COVID-19 symptoms or have tested positive for COVID-19 in the past 5 days. We will continue to review the risks and will comply with any future controls recommended or mandated by HM Government.

Members of the Public and the Press are welcome to attend this meeting. At the Chairman's discretion, 15 minutes will be set aside for questions from members of the public each one of whom may be invited to speak for a maximum of 3 minutes in total relating to items on the Agenda or about issues of local concern. Thereafter they have the right, and are welcome, to stay and observe the rest of the Meeting in accordance with the Public Bodies (Admission to Meetings) Act 1960, s1.

Please inform the Clerk if you intend to film or record the Meeting.

Claire Reed
Clerk to Goudhurst Parish Council
20 April 2022

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A quorum for Highways Committee is 3 Members.

Agenda

<i>Location</i>	<i>Date</i>	<i>Owner</i>
Goudhurst Village Hall	26/04/22	
1. Apologies for Absence		Chairman
2. Declarations of Interest		Chairman
3. Questions from the Press and the Public		Chairman
4. GTAG		
4.1. Update on Lorry Watch		
4.2. Update on Speed Watch		
5. A21 safety improvements.		
5.1. To receive a report on a meeting with National Highways on 21.03.22		
5.2. To decide on any action to be taken.		
6. A262 closure 04 - 08 April 2022		
6.1. To decide on any action to be taken.		
7. To decide on action to be taken on proposed changes to Goudhurst EV Charge points		
8. Highways Improvement Plan		
8.1. To consider and decide on priorities		
8.2. Meeting with Kent Highways engineers		
9. Next Highways Committee Meeting 28 June 2022, 7.30pm in Goudhurst Village Hall.		

HIGHWAYS ENGLAND A21 SAFETY TEAM MEETING STONECROUCH AREA from T & J MOTEL to BEWL WATER		
LOCATION	KILNDOWN CHURCH 21st March 2022 10am	
PRESENT	Katarina Saradinova (Highways Agency) Kishore Ramdeen (Highways Agency) Ted Bennett, A21 Residents Safety Campaign Anthony Harris Chair Goudhurst Parish Council David Boniface, Highways Group, Goudhurst Parish Council Residents of the Stonecrouch A21 Safety Campaign	
TED Stonecrouch Farmhouse	Ted Bennett provided an introduction to the meeting and welcomed Antony Harris, Chairman of Goudhurst Parish Council and David Boniface, Chair of Goudhurst Highways Group. Introduction included <ul style="list-style-type: none"> • Stonecrouch 4-year A21 Road Safety Campaign • £20 million budget A21 Safety Package scheme • Previous road safety reports going back to 1996 on the A21 section between Lamberhurst and Flimwell • No pedestrian or cyclist provision • 63 collisions recorded in 4 years • Commercial business refusing to deliver because of dangerous road. • Introduction of Katarina Saradinova and Kishore Ramdeen. 	
KATARINA AND KISHORE	KATARINA – Welcome, I am the Project Delivery Manager for Improvement and Special projects for National Highways. KISHORE – My name is Kishore, and I am the Project Manager for the A21 Safety Package Scheme and work on Kats team.	
KATARINA	We were only expecting a handful of you, so we don't have the materials prepared to show you, but we will talk to you about what we are planning to do. Our aim today is to speak to you, look at maps, see what your issues are and take them away and look at them in more detail Just as introduction, as Ted said we have £20 million funding from Department of Transport to improve safety on the A21, but this not just single carriageways, this is all the A21 as you may think that the dual carriageways are OK. Actually, when you look at the statistics, some are worse than some of the single carriage ways in Sussex and that was not expected when we started to look at the detail.	
PAUL Nursery Farm	Is the £20million for A21 to cover from the M25 to Hastings?	
KATARINA	Yes – So Kishore and I have been working on project November since 2020 – when we started the project, we were handed a package of improvements which when we looked at them, we thought this is not going to resolve the problems. what we have been doing since then is looked at the data. <ul style="list-style-type: none"> • We have looking at the causation of incidents • Speaking to parish councils • Looking at what people had written to us • And spoke to police, gathering all the data trying to come up with solutions to all these issues. Ted said this one of the problematic locations but it's not the only one. We are looking at all faulty locations and then a handful of lanes where the safety isn't great. We had 400 incidents on A21 in 5 yrs. When you looked in detail one person	

	<p>hurt, seriously injured, or killed on the A21 almost every week. It is a massive problem to sort out.</p> <p>When you think about £20million isn't going to get us too far, it isn't. Carriageways aren't of good standard and would not be built like this today. The £20 million isn't about by-passing or dualling it's really about the small improvements we can make. It might look like it isn't enough, but actually the evidence shows it will be enough.</p> <p>Concentrating on these 18 months looking at three ways to tackle to problem. It's really about impacting driver behaviour.</p> <ol style="list-style-type: none"> 1. We are proposing to restrict speed limits along the whole A21, especially the Sussex section. At the moment it is very inconsistent – we have villages with 60m limit and villages with 20 and we have changes from 60 to 30 which makes people slam on their breaks and causes incidents we have something like 19 speed limits on a 17-mile section so speed changes a lot. So, all of this we are trying to unify so when people drive on the A21 they get the message that outside villages 50mph inside villages 40 or less depending on how built up the village is. So that is the first strand. 2. Improving road marking and signs - again this is where you think its small improvement, but I was driving, as I am always on the A21 and I looked at chevrons on a bend and I am thinking that is not sufficient, it doesn't tell me to slow down when I am driving around this bend. So, we may be looking at consistency of signage and hazards in the same way, so people will recognise there is a hazard and will adjust their driving. 3. Individual interventions – looking at the 37 sites and their junctions and laybys, the conflict locations. We are looking at what we can do there, but these are engineering solutions that is Kilndown junction, Rosemary Lane – these projects take a long time especially on environmental side, so we are doing it in stages. <p>So, the signing and lining and the speed limits are relatively easy to build so we are starting our work on those and hoping to be on the ground this year. The more difficult engineering solutions, right turn lanes they take a long time, as we need to buy land etc, so they will come later in the package</p>	
PAUL Nursery Farm	Does the £20m have to be spent within the fiscal year or is that 5 years?	
KATARINA	For us, it is within the risk period and the investment and strategy period. National Highways work in 5-year strategy periods, so it is the 5-year period 2020/2025. We already know to buy land can take up to 2 years, so we may not be able to finish this by 2025, so that will be up to us to have a conversation with Department of Transport to say, can we delay some of this funding into the next risk period 2025/2030?	
PAUL	So, we are already two years into this?	
KATARINA	Yes, just coming up to the 3 rd year	
PAUL	How much of the 20million have you spent so far?	
KATARINA	About £1.5 million, because we aren't working yet we are looking at what needs to happen and then the spending will go up.	
JO Forge House	Does it have to be spent certain amount in different places or can it be spent in one area? I am not saying it would, I am just trying to ascertain if it is allocated per portion.	
KATARINA	No, it is allocated by priority so we will be looking at the worse locations first and addressing them first, when it comes to the individual interventions to the sites.	

KARINE Spring Cottage	You said it was going to take some years in the planning to do some of the larger work so if there are pressing needs with what you yourself have said are pressing measures and put in a lower safer speed limit now? Why wait another 5 years to buy land and build when simple measures like reducing the speed limit and putting in double white lines that doesn't cost a lot of money can be done quickly and would save lives?	check
KATARINA	Sorry I didn't make myself clear, that's what we are here to talk about Those proposals are ready to go. We are ready to go with them. What we have to wait for is the environmental surveys. We have to wait for those surveys, but these proposals are ready for those easy to do things and hoping to get those on the ground this coming year. So, they are ready to go and then we would be rolling them out all along the A21. This is the location we are starting at because we understand there is an urgency here. So, we will be starting at the section between Scotney Castle and Flimwell then roll-out further down south. We are looking at different locations, but this is our priority here. This location is our priority. So, what we have here is exactly as we described is the change in speed limit, it's not 30, but we will explain that in a minute. We have the extension of the double white lines; warning signs and we have bend warning signs along this section.	
ANN	Do you have a speed limit reduced?	
KATARINA	Yes, but it's not 40 its 50mph.	
ANN	So quite honestly, the speed some of the drivers drive, they take no notice at all	
KATARINA	Here is proposal, here is what we have agreed with the Police. The Police, and you know this were against lowering speed limit at all.	
TED	Sorry I need to come in, that is incorrect now. I have emails from the Head of Kent police – that said they do not want to be involved in setting the speed limit. They say that is purely a decision for you, and they have put all the responsibility to you, and you know that.	
KATARINA	OK I will re-phrase that - they would not enforce a 40mph speed limit.	
TED	That's incorrect as well – what they might be saying to you is not what they are saying to me. They have said to me they will enforce a 40mph limit if you decide it is a 40mph limit. What they ask for, is that you build them a platform that enables them to do that, so that again is the correct situation.	
KATARINA	So, let me talk through the process of setting speed limits. I am not an expert on this so Kishore will come in. There is some guidance DfT circular on this 01/2013. We've done and I know in the past you have been asking for reports which we are aware of, but those have been done as part of the safety study, so we have looked at accidents, we have done speed measurements along the road. What the guidance says is you should impose speed limits of what is known as the 85 Percentile, the speed in which 85% of drivers drive, which in this location is 50. We have graphs, or it is just above 50. So, if we put the speed limit at 40mph people would still not drive it, and still drive at 50. I know you are shaking your head (to Heather) but that is what the evidence is showing. So, the proposal is this, we will lower the speed limit for 18 months on an experimental basis to 50mph and we will see how it goes. 18 months on experimental basis. We will then redo speed measurements to see if it forces drivers to drive slower than the 50 and perhaps closer to 40 and revisit that. At the same time, we will be speaking to the police about average speed cameras. but we believe that 50mph an average speed camera is the right solution for this location as it will force everyone to drive at the same speed.	

	As yes, they said build a platform. The enforcement, building a platform at the side of road. People will learn where the cameras are and where the police are, and people will slow down at that place and drive at whatever speed they want in other areas. Average speed cameras along the whole stretch will get them to drive consistently all way.	
ANN	What about flashing lights?	
KATARINA	They will probably make people drive slower at that point but not along the whole way. And what we want is people to slow down across the whole stretch.	
HEATHER	But we need them to slow down under 50 now as we have this huge problem and trying to get people to legitimacy do 50 will not solve our problem	
TED	<p>I will come in with some maths now, or some arithmetic. There have been plenty of studies that show if average speed is reduced by one mile per hour, it reduces collisions by 3% or 5%, depending on which study you use.</p> <p>That says that between 50 to 40mph there is an almost 50% reduction in collisions. So, forget the 85% percentile about average drivers, the average speed on our road is measured at 42mph. If you set it a speed limit at 50mph there will be no difference.</p> <p>There is very little traffic that goes above 50 to 55 going on your own speed review. So, for the danger of people getting in and out of their driveways that is going to remain the same and nothing is going to change for them. And that I am afraid is it, they need to feel safer.</p> <p>We have gone through the fact that since 1994 we have been looking for improvements here and the situation for people is now desperate. The road in traffic terms, has increased many-fold, the lorry traffic is so heavy – It is all those reasons why the speed limit needs to be 40mph.</p> <p>I just need to bring you to another point, typical Stopping Distances - which again says the difference between stopping at 40mph or 50mph is 48%, so all those things make it safer, so being the Safer Team Project Managers that to me seems logical sense.</p>	
KATARINA	<p>I take on board everything you said but we have safety experts looking at this, the best in country for speed limits.</p> <p>We will go back to find out if the accidents are being caused by drivers not driving 50mph what the 85% show most people drive at 50mph, but the outlines driving at 70mph and 80mph and are those the ones that are causing the accidents?</p> <p>And if we make everyone drive at 50mph those people won't have anywhere to go but to drive at 50mph. And every other safety measure we are proposing here could make a difference.</p> <p>I totally understand your want to have 40mph speed limit, but we are also looking at is the holistic picture of the A21. If people choose not to drive at 40 here, they will also choose not to drive at 40 in the villages. I know you have a point about villages. When we talk about villages, we are talking about built up villages.</p>	
PAUL	Just one question, on the 65 incidents that we have had here, have you looked at speed of the incidents occurred?	
KATARINA	So, we are looking at that but not all 65.	
PAUL	You are looking at, or have you looked at?	
KATARINA	We looked at pass on the very recent ones	
PAUL	What is the average speed? Roughly?	
KATARINA	We don't have that we can find out	
PAUL	That has to inform for the 18-month trial you can't afford a proposal without looking at the data.	

KATARINA	<p>And it has, we are looking at speed related collisions, each collision has been assessed to see if it is speed related or not speed related.</p> <p>This is where we differ with the police, we would say loss of control is a speed related issue. Police say you can't know that, and we say you probably wouldn't lose control if you were driving at 50. That is the difference between our view and the police view. Ours is actually stronger than theirs.</p> <p>The report, you are welcome to have a copy of it, there is nothing secret in it. We can send it to you, and you can have a read. Not all the collisions are reported to us. If they are not injuries, then we don't get to know about them because police don't record them. So, damage only incidents we only know from you.</p>	
TED	<p>Another thing I have picked up only in the last 12 months is that we have both Kent Police and East Sussex police attend our area as we are close to the border and in the past, we have had a difference in collision figures. I am wondering if you go to both Kent and East Sussex to amalgamate our figures for our particular section of road.</p>	
KATARINA	<p>So, we get our data from Department of Transport, where all police forces are reporting, we do not get them directly from police. We might go to the police to say we don't have enough detail about the incidents, can you tell us more, in which case they do. All Injury accidents are Stats 19 data. We have been talking to East Sussex not about this particular stretch, but about incidents south of Flimwell.</p>	
TED	<p>But that's my point Sussex Police come and attend our stretch of road, so you might not be getting all the data.</p>	
KATARINA	<p>We can ask them; we have contacts in East Sussex.</p>	
HEATHER	<p>I think the problem on our stretch of the road, Sorry to jump in, and with the police is that they only report on I know this because I worked with the crash collision experts when I worked for the police myself. They only record death or serious injury They don't report all serious injury, this is why we have only had 6 recorded on our stretch of the road. Sharon for instance has picked up people, as does other residents, who are seriously injured and go to hospital, but do not come in those figures. So, we on this stretch of the road are having lots of people whose lives are being affected quite seriously but they don't really get into fatal or serious injuries data.</p>	
VICKY Nursery Farm	<p>Outside ours, we live at the bottom of this road (across from Kilndown Road) we have only lived here for about a year. We have had about 8 instances of injury. My husband has walked past people in the ambulance having CPR. We had motorcyclist crash into and damage all our fence and highways agency had to come to repair our fence. He could have been a fatality if not for our chain-link fence 100% because he would have crashed into a tree.</p> <p>Say we have a breakdown, we are on a bend, there is traffic approaching at 50 or 60mph plus who are going to reach these incidents.</p> <p>The point I made to Ted is that I turn out of my driveway, and I genuinely hold my breath to then turn immediately left. I have two children under 5 who are always in the car with me eight times a day. Sometimes I hope it's a lorry because although they may not be the best, they should be better trained and be alert.</p> <p>I get hooted, I get lights flashed at me, I get shouted and sworn at regularly and people getting out of their cars shouting at me "why are you stopping on a highway?" when I am turning into my drive. I regularly get some form of abuse.</p> <p>When I pull out my drive, I can't speed up to 50mph as I have to turn right to Kilndown Road. I have to come up this road for my daughter's school. So, when I</p>	

	<p>pull out – I have a point where I can see when I can come out, but if they are going a tiny bit over 50 I would not stand a chance. Sometimes I don't know whether to brace for a collision and my two children are in the car. That's my point.</p> <p>We have picked up so many people on our driveway had people in our house numerous people badly shaken. Some have broken down and traffic is still speeding around the bends. It's just for me the FEAR FACTOR and abuse – even at 50mph that is not enough time. You will pull out of our driveway, and you will have a car up your arse, braking, tooting and really angry with you. I will not have a chance; it is genuinely scary!</p>	
TED	<p>That to me is the point. I write about our fears and anxiety and that's what people along this road live with. We are never going to stop collisions on our section of the road because the structure of road and the narrowness of the road we have to reduce this as much as possible.</p> <p>We talk about 40mph, but if it was our choice, it would be lower, but we realise that transport has got to move. But this is about trying to make our residents feel safer than they do now.</p> <p>I understand you have made a proposal here, but after the 18 months you will still go back to looking at speed, but you won't feel the fear that these people have ever single day.</p>	
KATARINA	<p>But then we will come back to talk to you to hear how it feels and also hear details of incidents. I am surprised to hear that you feel not all injury collisions are not being reported because it was our understanding that any collision with an injured person was recorded.</p>	
HEATHER	<p>If you are not taking the 63 incidents that has been recorded here, then you are collecting your figures in the way that records them all as Ted's list does not have shunt any minor breakdowns</p>	
JO Forge House	<p>What about telegraph poles? I live at top of Rosemary Lane/junction with the A21. Three times in 2 years the WIFI has gone down because the telegraph pole outside my house has been knocked down.</p>	
KATARINA	<p>That is something we also want to take a look at. Could these poles be move away from the carriageway?</p>	
Residents	<p>Its slowing down we need</p>	
JO Forge House	<p>BT asked, but I said no, as if telegraph pole was not there, cars would come straight into my garden with my children and dogs. I have three boys, one 18 learning to drive has to pull out of my drive on the A21. It terrifies me. There was a crash outside my house when he pulled out and I was distraught it might have been him and I was relieved it wasn't him. I felt awful that I was pleased it wasn't my son. I have a 15-year-old and a 13-year-old.</p> <p>You are thinking about the road not the residents. I am petrified I have a 15yr old with attention deficit disorder, not the best decision maker!</p> <p>He wants a moped PEOPLES LIVES ARE AFFECTED AND I DON'T THINK YOU ARE THINKING ABOUT RESIDENTS thinking about people getting to and from.</p>	
KATARINA	<p>I promise you we are not. Where do you live? We want to take a look at that.</p>	
TED	<p>It's by the Rosemary Lane junction.</p>	
ANN	<p>When people want to turn down to Kilndown village (Kilndown Road) there is very often a shunt going too fast when they don't have time to realise someone has indicated to go to Kilndown.</p>	
VICKY Nursery Farm	<p>That can be up to eight times a day and also next to us is a Barn being refurbished as 3-bedroom family home and an Oast House 4 bed family home. Imaging the</p>	

	extra children there will be there. When the barn was having the water supply connected there was temporary traffic lights on the A21, the queue went back for miles towards Flimwell – I think, I don't know details of the accident, but someone was queuing for so long that they turned their vehicle around and that was when the motorcyclist was hit recently – the fatality.	
HEATHER	This recent fatal collision doesn't even show in our data figures.	
VICKY	I don't know because I didn't research it, but the traffic lights were there so much more road works and more families living there	
KATARINA	It is an interesting point you raise there. We were not told about the developments. Any developments by a trunk road, we should know and be consulted about. We weren't on this one. We found out later, so I don't know who was developing. We would have probably had a view on it and asked for extra provisions. However, we are where we are now. We have planning colleagues who are looking at that now with whoever is doing that development.	
DAVID Goudhurst Parish Council	The best you are currently offering is 50 speed limits with average speed cameras. Cut off 15% who are doing currently doing over 50. My experience that with average speed cameras, no one goes above 50! But you said you would be reviewing this, and it could potentially be brought down to 40.	
KATARINA	So, let me talk through the time run again What we propose is to do an 18-month trial at 50.	
ANN	Why not 40?	
KATARINA	Sorry, while we have this trial in place, we will be developing this solution for the average speed camera because it takes some time to get that on the board. Then we will be reviewing the speed data every six months. It takes some time for a new speed limit scheme to event, so we will review three times in 18 months and of course we will come to you to see how that works.	
DAVID	With a speed camera, it is very easy to switch a camera down to 40 instead.	
KATARINA	I would have to check if there is space. We would not buy a big camera for 50 yet. We would have to check.	
ANTHONY Goudhurst Parish Council	<p>First of all, I would like to say how fantastic to see you are here. I have been involved with the Council in these types of issues with Highways for many years. I would just like to let the people here aware of my involvement over many years.</p> <p>The second thing I would like to say is Katarina and Kirshore have been the most responsive to us over the past 10 years dealings with Highways, It has not always been the case. You have listened in a way and tried to find solutions in a way than we have not had before, so that is great. But what we want to do is built on it and find something that is possible and works well.</p> <p>I was interested in what you are saying you are proposing to do, and I want to be quite clear that I have got it right.</p> <p>My understanding is what you are looking for and what will work is a combination of things and not one particular thing. A speed limit without the other things will be of no use, double white lines without a speed limit will be of no use.</p> <p>I just want to go back to what I have understood you said.</p> <p>You said you were going to trial a 50mph speed limit.</p> <p>You said you were going to improve the double white lines.</p> <p>And you said you will install average speed cameras for this section.</p>	
KATARINA	Average speed cameras will come later on. We will use the 18 months to prepare for that.	
ANTHONY	Ok, you are going to double white line where appropriate, you are going to do the signs were necessary and remake signage more consistent and evident, however	

	if my understanding is right, many of the accidents are people overtaking on areas where they shouldn't because lining is not clear. So, the amount of double white, not just white lines, it is double white lines which means it is actually illegal to overtake on those bends.	
KATARINA	Yes, it will be double white lines	
ANTHONY Goudhurst Parish Council	So, what I am actually concerned about having driven it and walked it with Ted, on many parts of that road where you have white lines white lines someone coming the other way at 60mph, you will almost certainly have an accident, so the double white lines and the length of them are extremely important. Other things you mentioned are adequate warning signs – I know in some areas they put black spot accident notices to make people fully aware. On this area of road, it is narrow and winding, there is no verge and short sight lines. I have noticed that on many roads where there are 50mph limits, there was a 40mph advisory limit signs on some dangerous bends. If you go down Bedgebury Road from Lamberhurst and Tunbridge Wells there is on several bends, a 40mph limit or even 30-mile limit signs, though the official limit is 50mph. So, it is a combination of things you do I think we are going to have the best effect, I hope. As David said the average speed is very good, but that isn't going to be for a year or two.	
KATARINA	OK. Yes, we will look at advisories. I think we have discussed this before. The environmental issues around installing average speed cameras is great. We have to do a lot of environmental work, even to put up a sign which can take a year, so putting up speed cameras is a lot. Kishore has the proposals for the additional signs and for the additional white lining and if you think we have missed a location you can let us know and we can take that away. The white lining will be done this year. Warning signs and white lines comes are on these drawings and will come as a package, so let's see how that comes out. So, it is just not accident data, I know it doesn't sound like that, but we do very much want to hear from you. We want to come back in 6 months and come back in a year to find if it is better or not.	
PAUL	So, after 18 months trial what does success look like?	
KATARINA	For us? Less incidents and especially less severity of incidents.	
PAUL	So, are you looking at the 6 incidents or the full 65 incidents that we have recorded?	
KATARINA	We would look at both.	
PAUL	The full 65? I get the impression that is really not what is being considered.	
KATARINA	You will see what is in our report. You will only see we only show what is in Stats 19 data, but in the back of report you will see Ted's report which we were looking at and our experts were looking at was reviewed by our experts and they considered that as well. We will do the same for the review in 18 months	
ANN	Can I ask Ted to talk about the drainage covers those lorries pull out to avoid?	
TED	I think this is an issue with level of tar and the drains are uneven.	
ANN	And it makes a terrible noise	
TED	It is an area retarred recently, south of Kilndown Lane up to Rosemary Lane where the drains dropped down and you have that crunch, crunch, crunch sound. Traffic during night is noisy.	
ANN	They (lorries) pull out to avoid them and go across the centre of the road.	
KATARINA	That can be addressed when we do the work as road will need to be closed.	
TED	I want to make sure you have covered your proposals today but before that what does a 50mph mean. Going back to the recent police review of this road. Everyone here thinks it was appalling and we do not know what they were doing	

	on the review that day. If we go to 50mph, what does it mean in terms of enforcement. If people are going faster than that there would still be no enforcement.	
KATARINA	There won't be at 40 either.	
KATARINA	With a police platform it is the same case for a 50mph. Police said they will only enforce the 50mph if we provide a platform and we don't own any land around here. To provide a police platform is 2 years to buy land. Which is why we are going down the average speed cameras we think it is more effective and it is more practical, and we have control over this. So, what they (police) said to us we can have 50 as it is supported by data but can't enforce it until you give us a means of enforcing it.	
TED	What he said to me-	
KATARINA	Was different to what they said to us. Although we didn't speak to the same people. We spoke to David Yale, was it? (to Kishore)	
TED	I went to the Head of Roads Policing.	
KATARINA	But the person you spoke to, he came back to us, and his message came back to this.	
ANTONY	On your speed, are what you are talking about those things across the road? Are we recording speeds all the time or is it an occasional test? It would be really interesting to know if it is consistent or just a test for a week. Because if you have those things across the road, it ought to be possible to know what the speeds are before you started anything and all the data you put in your initial 18-month trial to see what effect it's been.	
KATARINA	That is exactly what we are proposing to do – but we also have more sophisticated ways of getting the data is from the car telematics. Recording actual speed of what cars are doing not just the data and we will be repeating this every six month as I said.	
PAUL	So only vehicles of a certain age of vehicles would have telematics	
KISHORE	The alternative measures. We have the traditional methods to use where we use cameras	
KATARINA	So, we will use a combination still need to do the things across the road.	
TED	I am keen that Katarina and Kishore have the time left remaining. Have you finished your proposals today?	
KISHORE	We have found the session quite useful actually to understand where there are concerns. We understand what we want to do but listening to you we can check with our team what we are doing.	
TED	That's really nice to hear	
KISHORE	We think this is the right thing and then we speak to you and think, well actually no.	
ANTHONY	Can I make one suggestion, I make it cautiously as you seem like nice people,	
TED	He is a flatterer	
KISHORE	He thinks we are nice people. Is that in the minutes?	
	ALL LAUGH	
ANTHONY	If you actually walk that section, walk along, you will understand	
KATARINA	That's what we are planning to do.	
ANTHONY	I said you seem like nice people, so be careful.	
ANN	Another problem, the Deer crossing the road is a problem. There used to be a man who would shoot deer who were run over and badly injured but still alive.	

PAUL	Unfortunately, I had to drag one across the road that had been hit	
ANTHONY	You may come across one as you walk down the road along with bits of cars	
HEATHER	I think it would be nice if you could take away, that we do know why you are proposing the 50mph limit, because it is a consistency along the route but it doesn't solve the problem of these people (residents) and many more who couldn't come today They are still going to have this issue of being scared and fearful and not being able to get out and everything that happens that's the big issue I think that we would like to go into that pot, the importance of the residents, not the consistency of the project	
KATARINA	Coming back to the point of the deer, is it different locations where they seem to be crossing or in the same location?	
STEWART Route One Car business.	I work at the garage. Deer are another problem. The deer are always in the orchard and cross over the road. It must be twice a month there is always a deer being hit by a lorry.	
Stewart and others.	They are always being found along the road. It has become a big problem. They are wandering into and around gardens along the road.	
HEATHER	It is something that everyone has experienced.	
ANTHONY	Perhaps deer signs?	
KATARINA	Should they be looking at fencing to stop them crossing? I do not know if it raises an ecology point of view. We wouldn't want them stopping being able to get to their habitat.	
VICKY	May I ask you, with the incidents, if we have a breakdown outside our property, and we drag cars off the road, should we call the police, so they are registered.	
ANN	Take a photo and send it to Ted and he can add it to the list.	
KATARINA	No, they won't register, feel free to send it to us.	
KARINE Spring Cottage	One thing you haven't mentioned. By Flimwell crossroads, there is traffic lights, and the queue of traffic often tails back to beyond my house. Traffic jams often causes shunts	
KATARINA	So, it is something we are looking at. We are aware of the big queue's quite a long way down the road.	
KISHORE	Yes, the queue is back up to the T & J Motel and sometimes further.	
SHARON Braxendorf Cottage	Sometimes there are accidents outside my house which I cannot physically get access to my house. I am told to abandon my van and walk home with a seriously disabled son in a wheelchair. Sometimes there are accidents outside my house. I have to find a place to park far away from my house, behind a police car, behind a fire engine and behind ambulances. When the collision is cleared up, I have to get him back in the wheelchair, back up the road and walk to get to my abandoned van to get me, my van, and my son back home. That's not fair on anyone!	
SHARON (continued) Braxendorf Cottage	It's not like we have the opportunity to park on laybys – cars have to be left so far from home. There is nowhere you can actually go. There are times you cannot get to your own driveway because it is being used by people tending to dead bodies. I have other children and I get contacted by them to tell me I will not be able to get to my driveway because it is blocked by other vehicles tending to injured or dead people. There is no other space for emergency vehicles.	
LINDA Cherry Lea Cottage	You are helping to deal with the dead. When there is an accident, you will get emergency vehicles use my driveway and they block you from moving. I haven't been allowed to get to my drive, they will not let you through. Added to that my neighbours have 6-foot fences so I can't even climb over a fence to get home even if I did walk.	
HEATHER	This is the trouble with only counting fatalities and we have all mentioned them.	

	Sharon, you have been diagnosed with Post Traumatic Stress because of this, haven't you?	
SHARON	At one time I had a policeman come out to see weekly to counsel me due to the number of dead bodies I've had literally over my driveway. At one point the road edging had collapsed opposite my house (Braxendorf Cottage) and down your place (referring to Linda Shepherd, Lea Valley Cottage). Not exaggerating it took months for Highways to sort it out. You hear a loud noise, and you are sitting on your sofa, bum clenched, thinking oh, what's coming through my driveway now. You shouldn't have to live like that in your own home. You hear a bang and you and you think Oh, My God, who is dead now? If the road goes quiet, I think where is the accident? and I wait to hear the sirens	
VICKY	Sometimes when the road is quiet, I think I should go out in case something bad has happened.	
SHARON	But that's not normal is it? That's not normal!	
KATARINA	Sorry to hear about this. Where do you live?	
SHARON	Braxendorf Cottage	
TED	So, it is about midpoint between Rosemary Lane and Kilndown. Just after a bend.	
LINDA	You can see road crash debris outside our houses and outside Sharon's and Katrine's who live opposite.	
SHARON	Also, who is liable when walls and other stuff does get damaged?	
KARINE	The brick wall outside my drive which carries all the water away has been knocked over by a car and just lies there.	
KATARINA	It should be the insurance of the car that has damaged it.	
SHARON	But that only works if we are given the insurance details. Once that car is removed (we don't get details) and when the car is removed the road comes to a standstill with the motorists tooting, doing 3 point turns and another accident happens because they are trying to do a dodgy 3-point turn	
ANTHONY Goudhurst Parish Council	People are amazingly rude. It's extraordinary and it is disappointing. It is really depressing and I know what you mean. Even when you want to cross the road and a car slows down, they hoot at you.	
SHARON	Oh, yes, flashing their lights and tooting horns.	
JO Forge House	Last crash that happened in my garden there was a man crashed his van into my hedge. When he got out of the car he was really really shaken, not very badly injured, but very shaken I got a chair for him and put it on the side of the road for him to sit down as I felt he couldn't stand easily. People were driving fast and within inches of him. It's a really dangerous road to be, if you are injured in your car, there needs to be some kind of, At 50mph, I am sorry! But it's not going to stop the amount of crashes and so in order to keep those people that are being injured safe you are going to need some kind of a verge on the side of the road, because people are going to be killed even if they haven't been killed in the crash	
JO Forge House	Another point I wanted to make. At the end of Rosemary Lane across from where I live there is a big space of land and you said you hadn't got any land for a police platform; couldn't that be one?	
KATARINA	That is our land, but I still say that is as a fixed camera place and people would slow down there and then probably speed up at other places.	
DAVID Goudhurst Parish Council	The police want the responsibility of controlling speed, but they do not want the responsibility of spending time or doing something about it.	
JO	Last point. There is a big dip in the road at Rosemary Lane and that has never	

	<p>been resolved with water gets so deep that people can't drive through. Sometimes it is about 1 foot deep. Drivers get worried so first they try to turn around and that's dangerous and people tend to stop so the next person who comes around the corner crashes into them or they will stop and there are crashes there and I think they are caused by that mass of water that never gets drained away. There is an issue with the drainage which I have complained and complained about that. My next-door neighbour can't get her bins out, so her bins don't get emptied – It has been terrible this year</p>	
KATARINA	On Rosemary Lane itself? We will look at that to see if us or Kent CC	
TED	I think it is Kent County Council	
HEATHER	<p>Just very quickly about the 50mph? You did say about driver behaviour, and what you will be doing in that 18-months is getting driver behaviour used to 50mph so it's going to be much more difficult to change it again in the future. I think we all understand that.</p> <p>You also mentioned what it costs even to introduce a new speed limited. Therefore my concern is that you have already paid out that money so in 18 months-time you might have some benefits to what you are proposing but you are not going to solve this problem of what you have here plus you might not have any money left, plus we do know that this package that is there at the moment and is only being done because you have that money.</p> <p>We do know that all of the years before this, Highways couldn't do anything because they did not have the money to do it. So, my concern is that you may see some benefits of your proposals in 18 months, but you will not solve this specific problem we have here. Therefore, I don't really have confidence that you are going to do the 50 and look at it and come back.</p>	
KATARINA	<p>If there was a safety case, we would still do it. It still needs to be justified by the data and if the data is still there, then nothing will be stopping us doing it. The 50mph limit in itself isn't that expensive, it's a few signs and we will be putting additional signs. Spacing between the signs of a 50mph and a 40mph has to be different but the difference in the cost of signs between a 40mph and a 50mph is not that expensive.</p> <p>But putting in a right-hand lane in because we need to buy land, that is different. That is expensive and we might not be able to do that.</p>	
TED	How long will the A21 Safety Project last?	
KATARINA	At the moment funding runs out in March 2025. It will then be our discussion with Department of Transport to say we can't do some of the proposals or some of the measures because of things like we need to buy land or because we have other constraints, we have to have further discussions to keep the money in period RIS 3 (RIS = Road Investment Strategy).	
TED	The reason I am asking is you are proposing an 18-month trial. Will you guys still be there in 18 months, or will you be replaced by other people?	
KATARINA	We don't know, because we cannot know these things. But it will all be written into the strategy and the strategy will say 18 months from now review the data and see what it says. The reason why we would like to start with it as soon as possible because it will give us time to review the data and do whatever else we need to do.	
TED	I am aware of your time limits. Have you covered all the points you needed to make?	
KATARINA	<p>I think what we will do is let us summarise these drawings and send them around.</p> <ul style="list-style-type: none"> • Read the reports we have done. 	

	<ul style="list-style-type: none"> • The drawings will summarise what we are doing and our proposals at this location. We will send that over to you. • Please let us know if it doesn't cover the things that you see as really dangerous. • We will just keep learning from you. • We are not doing this and walking away. Absolutely not. We are in it to help people. 	
TED	Thank you very much. And you have got this intended workshop in May?	
KATARINA	It depends on other things, but we are always happy to come down.	
TED	I think we should call a halt to the meeting now because of the time. I am grateful for the time shared by Katarina and Kishore. They have certainly listened a lot more about our fears and what the resident's fears are and I noticed they took a lot of notes. I appreciate that and I hope residents do as well.	
KATARINA	Thank you very much for coming and having this discussion with us today	
	MEETING ENDS WITH A ROUND OF APPLAUSE.	

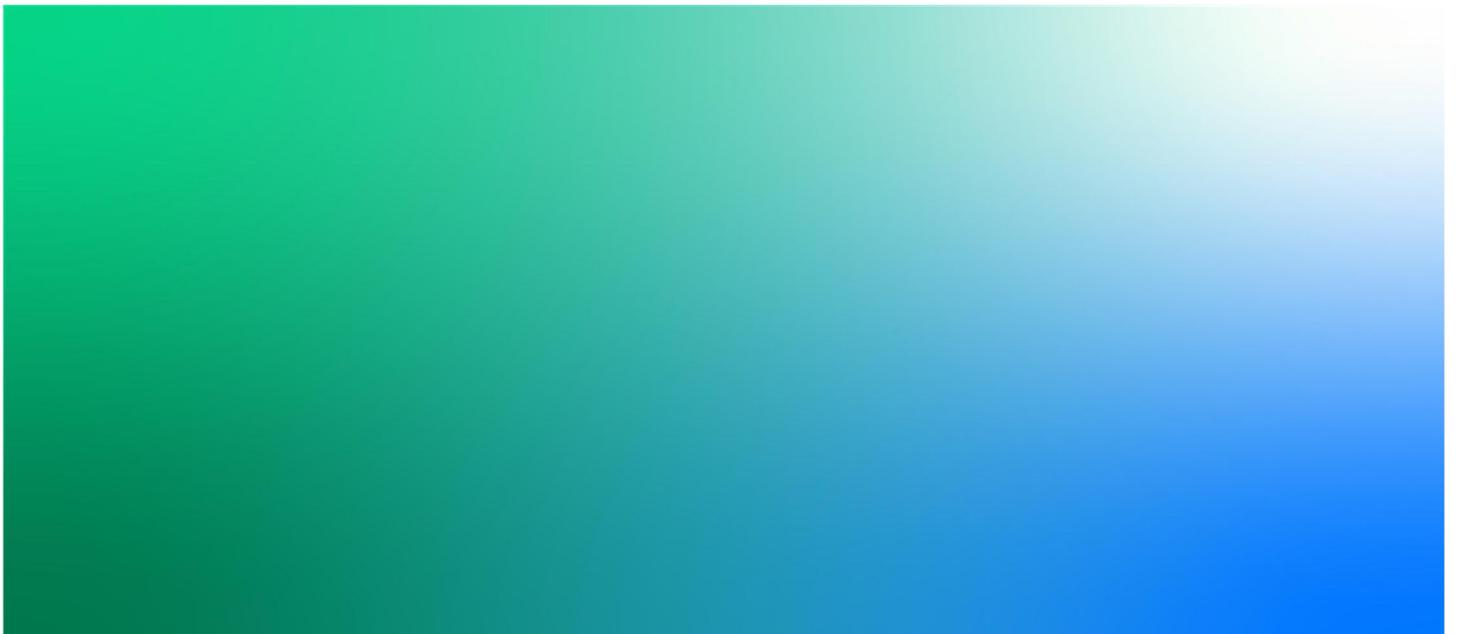
A21 Safety Package - Speed Limit Review

A21 SPEED LIMITS REVIEW TECHNICAL REPORT

HE608897-JAC-HGN-T86_SCHW-RP-CH-0001 | P02

24/05/21

HE608897



1.2 Study Area overview

The A21 study area broadly comprises four key sections (from north to south), as follows:

- Section 1 – M25 to Tonbridge (Kent Links A to C)
- Section 2 – Tonbridge to Lamberhurst (Kent Links D to G)
- Section 3 - Lamberhurst to Hurst Green (Kent Links H and I and East Sussex Links A and B)
- Section 4 – Hurst Green to Hastings (East Sussex Links C to K)

Within these sections, the network is further subdivided into a number of distinct links, with the boundaries of these generally defined by changes in speed limit. The current speed limits and section and link boundaries are shown in Figure 1.2.

All of the links included in this speed limits review are included in Section 3 (total length 7.11 miles) and Section 4 (total length 9.91 miles).

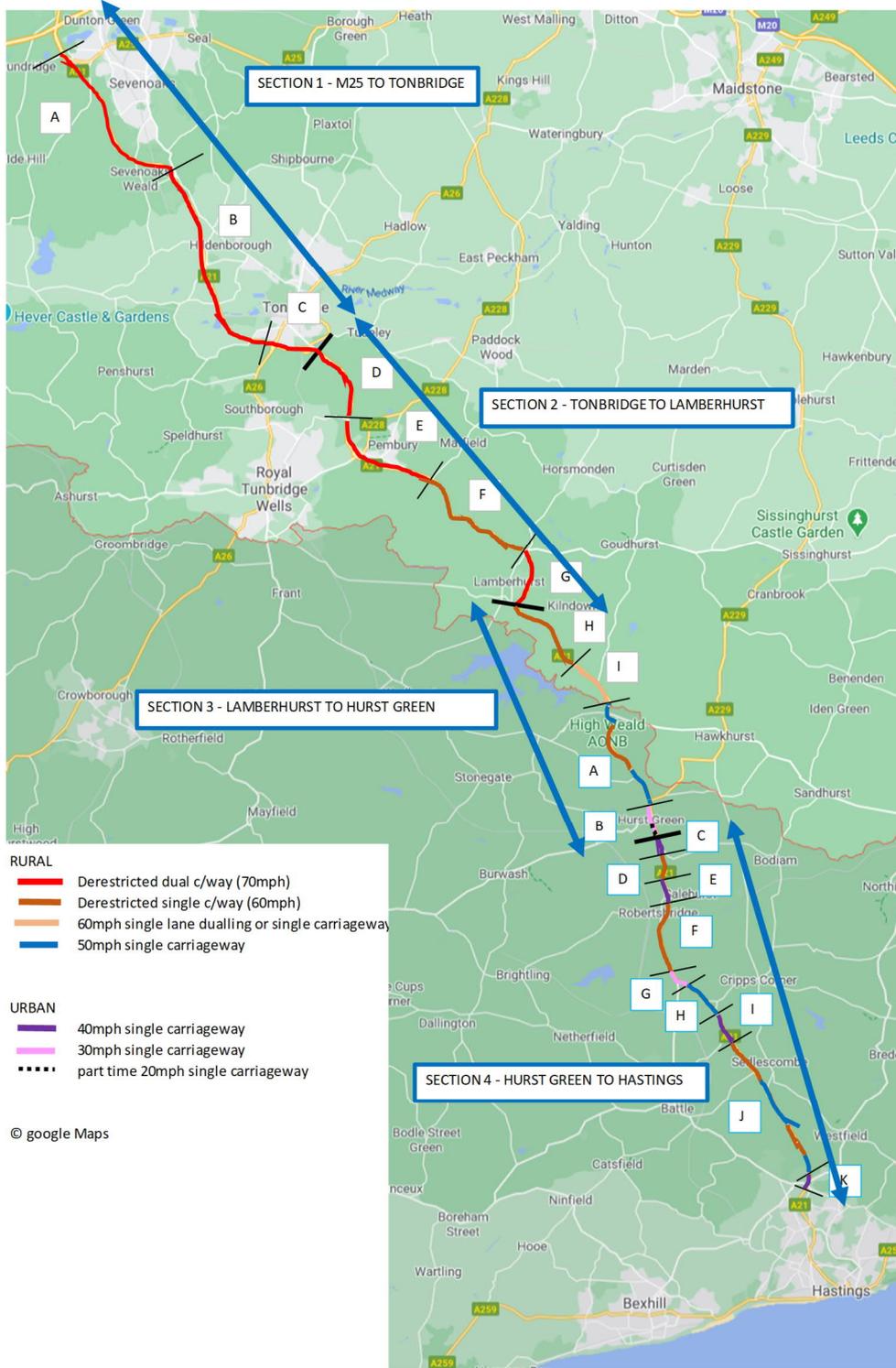


Figure 1.2: The A21 study area, and existing speed limit profile

1.3 The study area in detail

The Gap Analysis study has already considered the road environment in all of the A21 links and sections, and identified a number of locations where there was an apparent mismatch between the physical environment in terms of the cross section, alignment, number of bends and accesses, land use and development, and the posted speed limit. The Gap Analysis study recommended that collision patterns, vehicle speeds and other factors such as public feedback were considered in more detail, with a view of determining whether the changes recommended would be appropriate. All of these locations are located within the southern sections of the A21, within Sections 3 and 4, and the remainder of this report focusses predominantly on these southern sections, carries out the further assessments recommended by the Gap Analysis report, and reports the findings.

Seven links were originally identified in the Gap Analysis report as requiring more in-depth assessment, and a brief description of each is set out below, along with preliminary proposals for changes to posted speed limits, extracted from the Gap Analysis report. In addition to these seven, a further two links have been added to the assessment process, for the reasons set out below.

- **LINK H – KENT** Added. B2169 Scotney Castle Roundabout to Flimwell Grange (immediately north of the start of a single lane dual carriageway section). This single carriageway link with a small number of accesses was not originally considered for more detailed consideration, as the 60mph speed limit was considered consistent with the locations around it (derestricted dual carriageway to the north, and 60mph single lane dualling to the south). However, following the outcome of collision analysis and in response to concerns raised by residents, the potential for reducing the speed limit along some or all of this link has been investigated further. In February 2021, a suspected (but currently unconfirmed) speed-related collision occurred towards the southern end of the link, when a vehicle lost control and left the carriageway before coming to rest in a private garden. In addition, the cluster analysis⁴ identified a cluster of six personal injury collisions in the five years to December 2019 towards the southern end of the link near T&J Motel. It should be noted that any proposals to reduce the speed limit to 50mph here would likely require a speed limit reduction in Link I also, to maintain consistency in the driver experience.
- **LINK A – EAST SUSSEX** North of Flimwell Lodge to South of A229 Coopers Corner. This single carriageway link currently has two changes of speed limit within its 2.84 mile length, with 50mph sections to the north and south of a central length of derestricted 60mph. At the southern end of the link the junction known as Coopers Corner was also identified by the parallel safety study as a collision cluster site and one of the proposals, which is supported in this study, is the relocation of the existing 30mph limit for Hurst Green northwards to include Coopers corner.
- **LINK D – EAST SUSSEX** 210m South of Silver Spring Cottages, Silver Hill to Sussex Barn. The recommendation from the Gap Analysis study was to investigate the potential to reduce the posted speed limit along this short (0.68 miles) single carriageway link to 50mph from the current 60mph (single carriageway derestricted speed). To the north and south of this link, the posted speed limits are currently two steps lower at 40mph. However, see LINK E, below.
- **LINK E – EAST SUSSEX** Barn to South of Northbridge Street Roundabout. The Gap Analysis report suggested that a link speed limit had potentially been implemented to address a spot safety feature (a crossing) contrary to guidance in Roads Circular 1/13 Setting Local Speed Limits, and recommended an increase to the posted speed limit from 40mph to 50mph in order to reduce the number of changes of speed limit, provide consistency with adjacent links, and be more in keeping with the majority of the road environment. Users of the crossing facility and other key stakeholders such as the police will need to be specifically consulted. Although only along a short length, the link is bisected by the roundabout junction, which would be expected to act as a speed-reducing feature.
- **LINK F – EAST SUSSEX** South of Northbridge Street Roundabout to North of John's Cross Inn (PH) is a 1.8 mile derestricted rural single carriageway link interspersed with several side road junctions, each of which is

⁴ Task T-87, being undertaken concurrently with this study

treated differently, and so drivers may be unsure as to the importance of each. The Gap Analysis report recommended that the proposal to reduce the speed limit from 60mph to 50mph in order to reduce differentials at transitions, and to produce a consistent message for drivers passing through Link D (which is proposed to be reduced to a 50mph speed limit) should be investigated further.

- LINK G – EAST SUSSEX North of John's Cross Inn (PH) to 250m South of John's Cross Roundabout currently has a 30mph speed limit imposed over a distance of approximately 0.4 miles on this single carriageway link. The Gap Analysis report identified unlawful signing of the 30mph, along with a physical environment which did not reflect a 30mph area, and the recommendation was to investigate the potential to increase the posted speed limit from 30mph to 40mph, to be more in keeping with the road environment and to increase the likelihood of driver compliance..
- LINK H – EAST SUSSEX. Added. This 1 mile stretch of the A21 single carriageway link from 250m South of John's Cross Roundabout to B2090 Park Lane is currently subject to a 50mph speed limit, which was initially considered in the Gap Analysis assessment to be appropriate for the road environment. However, in response to the outcome of collision analysis⁵ as part of a parallel study, which identified a cluster of collisions at the junction with Park Lane, the potential for relocating the start of the 40mph speed limit northwards, to a point further in advance of the junction of concern has been explored. This triangle junction of the A21, Park Lane and the B2089 is currently part of a project to redesign the junction layout.
- LINK I – EAST SUSSEX B2090 Park Lane to 130m South of Riccards Lane: although no specific changes to the current 40mph speed limit were originally proposed to this 0.88 mile single carriageway link by the Gap Analysis investigations, it was noted that there are perceived problems with regard to pedestrian safety and speeding issues which merited further investigation here.
- LINK J – EAST SUSSEX 130m South of Riccards Lane to North of A28 Westfield Lane. The Gap Analysis report identified that there were four different posted speed limits within the 3.80 mile single carriageway link, and that Kent Street appeared to be the only village area along the A21 which was not subject to a 40mph limit. The potential to reduce both the number of changes to the speed limit, and the posted limit within Kent Street have been explored in this study.

1.4 The 'Gap Analysis' Report - speed related issues

In December 2020, the A21 Safety Study Gap Analysis report was produced. That study reviewed previous safety studies carried out on the route, sought to review whether the proposed interventions were still appropriate, and finalised the schemes to take forward to detailed design and eventual construction. These previous studies were:

- A21 Kent and East Sussex Safety Scoping Study (A-one+, January 2018).
- Option Assessment Report (Arup, AECOM, SYSTRA & Amey, November 2018).

In addition to a series of specific measures identified in the Options Report, there was a general requirement⁶ to “...reduce the number of changes in speed limits in agreement with stakeholders” in the southern section of the route between Lamberhurst and Hastings.

This was mirrored by the findings of the Speed Limits chapter of the Gap Analysis report which concluded that whilst derestricted national speed limits in the northern sections of the A21, which mainly comprises high standard dual carriageways, were appropriate, there was scope for improvement in the East Sussex section of the A21.

⁵ A21 Further Options Assessment Report TO87 [HE608897-JAC-HGN-T87_SCHW-RP-CH-0001](#)

⁶ Item 10 within the Options Report: , referenced in Appendix D of the Gap Analysis Report:

An overall speed limit strategy was needed which seeks to balance safety with journey times and reliability, whilst creating an environment which would be self-explaining to drivers and would therefore promote understanding and encourage compliance with posted speed limits. Speed limits should be consistent and influenced by the collision history and road environment (the cross section width, number of bends, minor junctions in some locations, and built-up areas).

A plot of current speed limits is shown in Figure 1.3. The plot focusses on the East Sussex sections, but has been extended northwards to include LINK H in Kent (a short distance to the north east of the Scotney Castle Roundabout) and continues southwards to the end of LINK K in East Sussex at the junction with Junction Road.

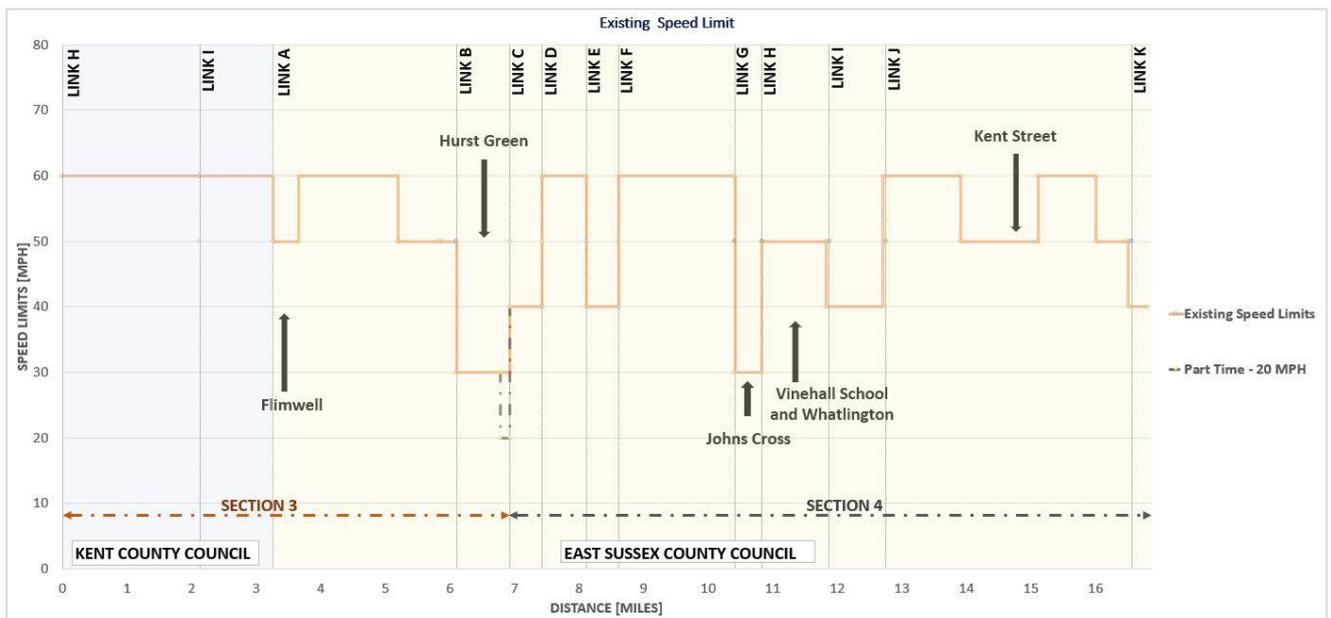


Figure 1.3: Current speed limits by distance along the A21 from north to south

The Gap Analysis report broadly considered four issues with regard to speed limits:

ISSUE 1: Does the route as a whole provide a logical and consistent transition of speed limits from north to south?

Figure 1.3 shows that the route contains many frequent changes in speed limit, sometimes over short distances, with some significant changes in speed limits at transitions. At LINK G, which includes the Johns Cross Roundabout for example, the posted 30mph speed limit is bounded by a 60mph national speed limit to the north, and by a 50mph speed limit to the south. Such dramatic changes can give rise to inefficient driver behaviour in the form of repeated braking and acceleration which in turn could give rise to poor fuel efficiency and the generation of increased noise and exhaust pollution. With such large differentials in speed limit, drivers may be unlikely to have sufficient time to reduce speed appropriately on entry to the lower limit, resulting in inappropriate driver speeds and non-compliance with the posted limit.

- Thus, it can be concluded that the route does not currently provide a logical and consistent transition of speed limits.

ISSUE 2: Is there consistency in road layout between different links with the same posted speed limit?

The cross section, use of signs and markings, roadside features and scale of development can all provide an indication to drivers as to what is an appropriate speed for the route. From Figures 1.2 and 1.3, although the speed limit reduces to 40mph in most village centres, a 50mph limit was retained through Kent Street in LINK J, and a 30mph limit was imposed in the vicinity of Johns Cross roundabout.

- **Thus, it can be concluded the route does not currently offer consistency in this respect.**

ISSUE 3: Are posted speed limits consistent with the hazards and characteristics of the route, and do they promote appropriate travel speeds?

Whilst a speed limit which is set too high may create a mismatch between driver expectation and ability to safely negotiate the route at higher speeds which ultimately could increase the potential for loss of control and other collisions in locations such as bends, a speed limit which is set too low also creates hazards. If the road does not have the 'look and feel' of a low speed environment, drivers are less likely to be compliant, resulting in a mismatch of expectations between those who are compliant and those who are not.

The Gap Analysis identified a number of locations which raised questions as to consistency of approach:

- LINK E East Sussex appeared to have a short length of 40mph speed limit imposed in response to the presence of a crossing facility within the link, despite the overall nature of the road environment being inconsistent with provision of such a limit. Recorded 85th percentile speeds were in excess of 40mph at both the northern and southern ends of this link, which indicates that drivers do not respect the current posted speed limit. This report will explore whether measures other than a speed limit to address a single point safety issue may offer an alternate approach here.
 - The speed limits either side of LINK E (in LINKS D and F) are both currently derestricted, which further decreases the likelihood of drivers being able or willing to reduce speed on entry to the short stretch of posted 40mph. Thus, the measures considered here seek to provide a more consistent experience for drivers.
 - LINK G East Sussex provides a short (0.4mile) length of 30mph speed limit, bounded by limits of 60mph to the north, and 50mph to the south within an area inconsistent with such a reduced limit. Recorded 85th percentile speeds to the south of the roundabout at John's Cross, on Vinehall Road⁷ were in excess of the posted limit, in spite of additional repeater signs being provided. Indeed, the signing with 30mph repeater signs in a street lit area is unlawful, which creates issues for enforcement. Alternative methods of improving safety in the vicinity of crossings here have been explored.
- **Thus, not all posted speed limits were consistent with the hazards and characteristics associated with them, and did not always encourage driver compliance.**

ISSUE 4: Are transitions between different speed limits smooth, and clearly communicated to drivers?

From Figures 1.2 and 1.3 above, it is clear that there are a number of locations where sharp changes of two or even three speed limit step changes occur. Where there are sudden reductions of more than one step in speed limit, drivers may still be travelling in excess of the posted speed limit when they enter the lower speed area. Linked to ISSUE 1, above, this could result in increased noise pollution and fuel inefficiencies.

However, the physical transition points were concluded to be sufficiently clearly communicated to drivers, with clear signs, markings and gateway features provided at transition points.

⁷ Note that the settlement is known as Vinehall Street, but the road name is Vinehall Road

- **Thus, although actual transition points and speed limit are clearly visible to drivers, the speed differentials do not always provide a smooth physical transition for drivers.**

1.5 Project scope

The task brief supplied provides the following scope in relation to specific locations listed in Section 1.3 above:

- Undertake speed limit surveys, to establish whether the current mean and 85th percentile speeds suggest that a change can be made without further interventions
- Collate all available existing surveys of speeds, any complaints received with regard to excessive or inappropriate speeds, and collision data in which speed was potentially considered a contributory factor.
- Compare legacy data with new data, to determine whether there are any adverse trends developing (such as speeds, collision numbers or severity, or the percentage of collisions in which speed may have been a factor increasing over time)
- Propose speed limit changes as appropriate based on findings
- Produce a list of signs and road marking measures required for the implementation of the speed limit changes.

1.6 Deliverables

This study has followed up on the four issues raised in Section 1.4, has collated and analysed traffic speed, flow and collision data, gathered details of concerns already raised by residents, Parish Councils and Members of Parliament with regard to speed concerns to inform the study, and now presents a series of workable and fully evidenced recommendations for changes to speed limits along the A21, which can then be taken forward for consultation.

The following deliverables (as listed in the deliverables register) will be provided and will be grouped by Section:

- A brief report setting out the recommended changes to speed limits, along with clear, supported and evidenced justification for these changes, presented in plain English, and providing answers to the questions we anticipate are most likely to be asked at consultation.
- A set of clear and simply annotated maps in PDF format suitable for use in consultation which show the required changes to signs and markings and change in speed limit extents.
- A separate list of signs and markings affected by the proposed changes, by section and link, with assigned co-ordinates to enable the data to be uploaded for use on HE website. The required format/ platform for this digital data is to be confirmed by the client.
- Copies of all speed and other survey data obtained for use in this study.

1.7 Report Structure

Section 2 sets out the methodology adopted in undertaking this study, which includes the policy context for setting of local speed limits, and the collection of relevant data.

Section 3 presents the results of collision analysis, with a focus on collisions deemed to include speed as a factor.

Sections 4 to 12 present the results of further analysis (speed, collisions and concerns raised) for individual links of the A21, considers the appropriateness of the original recommendations of the Gap Analysis report and present final recommendations with regard to proposed changes.

Section 13 provides an overall assessment with regard to how the recommendations could affect the future speed profile, journey times, and safety in these sections of the A21 between Lamberhurst and Hastings.

2. Methodology

2.1 The Policy context

Setting Local Speed Limits 1 / 13

The key policy document which was used to inform and steer the direction of this study is Roads Circular 1 / 13 “Setting Local Speed Limits” which sets out the underlying principles of setting speed limits, the legislative framework and includes guidance for both urban and rural speed management.

The document also provides an overview of the Speed Limit Appraisal Tool, which is a spreadsheet based tool which can be used to assess the full costs and benefits of schemes. However, use of the tool is not a requirement⁸ and if used, requires detailed cost and other information to be input which is not available at this pre-consultation and concept stage. Thus, the tool has not been utilised as part of this particular study⁹, with consideration focussed instead on providing speed limits which road users will understand the need for, consider appropriate, and therefore increase compliance with.

The key points which of relevance to this study are:

- **“Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance”** In proposing changes to speed limits, speed survey data was used to evidence driver compliance and document the speed which drivers considered appropriate for each area. Whilst the decision on whether to recommend a decrease (or increase) the posted speed limit was not based solely on existing driver behaviour, it provided an indication of whether self-compliance could be achieved in this way alone. In a nutshell, simply putting up signs displaying a lower speed limit may not be successful in reducing driver speeds. This has been evidenced most clearly along Vinehall Road where a posted 30mph limit is widely ignored, with speed surveys recording 85th percentile speeds of between 32mph and 49mph. In general, safety may be reduced when there is a mismatch between road user expectation and behaviour: a pedestrian may assume that an approaching vehicle is travelling within the speed limit and underestimate the time needed to cross if the vehicle is travelling faster than the legal limit for example.
- **“A principal aim in determining appropriate speed limits should.....be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics”**¹⁰ This study sought to provide consistency of approach for drivers, with village areas with obvious residential frontages and evidence of pedestrian use (footways, bus stops, crossings) having a 40mph speed limit, and more rural areas (absence of development, high standard carriageway design, fewer accesses and absence of pedestrian activity) having higher limits.
- **“Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds and improve road safety.”** In recommending what is considered to be an appropriate speed limit for each area, reference has been made to the recommendations of the parallel cluster analysis study¹¹, where these measure may be complementary, and in this Speed Limits Review to the speed limits in adjoining parts of the A21. Simply reducing the speed limit does not guarantee compliance, and alternative measures should always be explored. Where possible, the study has taken account of feedback received from those who live along the route, via Parish Councils or Members of Parliament.

⁸ Section 5, Para 65 Roads Circular 1 / 13

⁹ It is also currently unclear whether the tool will work with more advanced versions of excel used today.

¹⁰ Section 3, Para 29

¹¹ A21 Further Options Assessment Report TO87 [HE608897-JAC-HGN-T87_SCHW-RP-CH-0001](#)

- **“The underlying aim should be to achieve a ‘safe’ distribution of speeds”** which reflects the function of the road, and the road environment. Although both 85th percentile and mean speeds have been reported here, the guidance considers that mean speeds should form the basis for determining local speed limits¹².
- **“The speed limit on single carriageway rural roads should take into account the history of collisions, the road’s function, existing mean traffic speed, use by vulnerable road users, the road’s geometry and engineering, and the road environment including level of road-side development.”**
- **Table 2: Speed limits for single carriageway roads with a predominant motor traffic flow function** is replicated below, with reference to the A21. However, it should be noted that this generally excludes villages (which are defined in Roads Circular 1/ 13 as being locations with 20 or more properties within a 600m length).

Table 2.1 : Recommended speed limits for single carriageway roads with a predominant motor traffic flow function

Speed Limit	Where limit should apply
60	Most high quality strategic A and B roads with few bends, junctions or accesses.
50	Lower quality A and B roads that may have a relatively high number of bends, junctions or accesses ALSO Locations where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Locations where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

from Roads Circular 1/ 13 Table 2.

Currently, LINKSD, F and J in East Sussex are subject to a 60mph, derestricted, speed limit.

In one respect only, the guidance contained within this important policy document has not been followed: **“It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.”**¹⁴ A minimum length of a village speed limit should be 600 metres. However, traffic authorities may lower this to 400 metres, and in exceptional circumstances to 300 metres.

Whilst the required length of speed limits is noted and taken account of within this report, the A21 forms part of Highways England’s South Coast Central Route, and has been identified as providing a strategically important link between the coast and parts of Kent.¹⁵ Feedback from Parish Councillors in Whatlington has suggested that villagers may not be supportive of a 30mph speed limit where this would involve implementation of street lighting, A lower limit can be implemented without street lighting, but in light of the requested pedestrian improvements, may need to be considered carefully.

The ‘Safe Systems’ Approach

The safe systems approach, which is part of Highways England’s approach to safety, is being adopted in an increasingly large number of countries worldwide, and represents a major shift in the way in which safety is considered. Broadly speaking, it is based on the principle that humans make mistakes on the road, but that they should not die as a result. Thus, the emphasis shifts from human error to ‘system (the road environment) error’ being the main cause of death and injury.

It is based around five interconnected ‘pillars’ which together provide the safe system: safe road use, safe vehicles, **safe speeds**, safe roads and roadsides, and post-crash care.

¹² Mirrored by a recommendation to ESCC in 20-05 “Scrutiny Review of setting local speed limits in rural East Sussex”.

¹³ Roads Circular 1/ 13 Para 35.

¹⁴ ESCC Local Transport Plan 2011-2026 also promotes introduction of lower limits on A and B class roads where speeds are 40mph or more.

¹⁵ South Coast Central- Route Strategy, Highways England 2017

Within a safe system, safe speeds are based firstly on assisting road users to avoid a crash (for example by negotiating a bend at a sufficiently low speed so as to avoid a loss of control) and reducing the impact of crashes should they occur.

The approach is based on a number of key principles, of which the relevance to the A21 is set out below

- **People make mistakes that result in collisions**, and that in designing roads, we should seek to provide an environment which will not result in death when such mistakes are made. Where hazards such as bends or sections with low visibility cannot be otherwise addressed, lower speeds can provide road users with more time to react to hazards encountered, and reduce the likelihood of errors resulting in a loss of control.
- **The human body has limits on the physical capability to tolerate the stresses put upon it in the event of a crash**, and within the context of this study, there is a strong relationship between speed and energy release (such as when a vehicle stops suddenly following a crash) with forces more likely to exceed the levels which a human body can tolerate (thus resulting in death or serious injury) when a crash occurs at a higher speed. These stresses are the real causes of death and serious injury, and by reducing speed, there is good potential to reduce both the number and severity of injuries resulting from crashes.
- **Safety is a shared responsibility:** whereas a more traditional approach would consider road user responsibility as key, and the focus was on road safety interventions to address these errors, the view now is that everyone has a role to play in ensuring everyone gets home safe and well¹⁶, from road users and designers, to enforcement agencies, businesses and the media. Whilst this study can propose the implementation of changes to speed limits, this alone will not translate into improved safety: it is the responsibility of road users to respect and comply with these limits, for the overall benefit of everyone living, working and using the system.
- **All parts must be strengthened in combination such that a failure of one aspect does not reduce the protection for this using the system:** In locations where it may not be possible to address poor visibility at a crest, realign a bend, or relocate a telegraph pole which may be Hazardous if struck in the event of a collision, a reduction in speed can be implemented instead to reduce the required forward visibility to negotiate the route safely, or reduce the severity of impact with the telegraph pole.

Britain supports the Safe System approach and Highways England is working towards a goal of zero deaths and injuries whilst working or travelling on the Strategic Road Network by 2040, with an interim target of a reduction in deaths and seriously injured by 20% by 2025.

The Road Safety Statement 2019 – A Lifetime of Road Safety

The Department for Transport's Road Safety Statement includes a number of key elements of particular relevance to the A21:

- Rural road users are one of the four priority road user groups for which safety will be improved
- The Statement acknowledges the need for actions to develop safer speeds, as one of the key pillars of a Safe Systems approach.

Road Safety Observatory – Speed Limits

The web pages¹⁷ include guidance on appropriate speed limits alongside an outline of how the approach to setting speed limits has shifted in recent years, from an approach based mainly on consideration prevailing

¹⁶ Highways England's declared vision set out in Home Safe and Well, an approach to Health, safety and Wellbeing.

¹⁷ <https://www.roadsafetyobservatory.com/Summary/roads/speed-limits>

traffic speeds¹⁸, to one which considers a wider combination of risk factors influencing safety with more emphasis on the principles of the 'Safe System'¹⁹ approach, with an increased emphasis of the principle that speed limits should be credible or self-explaining to encourage self-compliance.²⁰ Thus, whilst current speeds were examined as part of this study, this was primarily to provide guidance on the current level of compliance by drivers, and to indicate the extent to which the limit may be appropriate to the road environment.

Reducing Speeding in Europe

Although UK is no longer part of the EU, European Transport Safety Council (ETSC) publications²¹ retain relevance for the UK, and this study, with the following salient points presented:

- Rather than application of a single measure to reduce speeds (in this case a reduced speed limit in isolation), the aim should be to create safe and credible speed limits “*supported by self-explaining and self-enforcing roads*”.
- Speed limit selection is a critical indicator determining safe travel speeds for different road types. Which speed is considered safe depends on the road design and its function, traffic volume, the composition of traffic and potential conflict types.

Within the context of this study, consideration has therefore been given firstly to what a credible speed limit would be, and a change or retention of the existing limit subsequently recommended. In some instances, the recommendation has been an increase to the current limit.

East Sussex County Council Speed Limit Briefing Note.²²

The majority of the study area of the A21 passes through East Sussex and whilst East Sussex County Council is not the highway authority for the A21, reference was made to relevant policy documents and other published documentation relating to speed and speed limit setting, in order to develop solutions which were in line with council policy for the wider local road network. The council believes that to be effective, speed limits “*must be set at a level which appears reasonable to a driver and adequately reflect the environment through which the road passes*”²³ and this is supported.

¹⁸ OECD 2006

¹⁹ Where it is accepted that road users make mistakes and that the network should be designed to accommodate these without resulting in death or serious injury.

²⁰ Setting Local Speed Limits, 2013.

²¹ PIN Flash Report 36: Reducing Speeding in Europe. 2019.

²²

https://d3n8a8pro7vhmx.cloudfront.net/20splentyforus/pages/326/attachments/original/1525427618/Speed_Limit_Briefing_Note.pdf?1525427618

²³ Source: ESCC [website https://www.eastsussex.gov.uk/roadsandtransport/roads/roadsafety/baddriving/speeding-and-speed-limits/](https://www.eastsussex.gov.uk/roadsandtransport/roads/roadsafety/baddriving/speeding-and-speed-limits/)

2.2 Analysis of speed and traffic flow data

Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

Setting Local Speed Limits, Para 35

Historical speed survey data from 2009 and 2014 was obtained from local authorities for the A21 as a whole, and new surveys were commissioned at sixteen locations within Sections 3 and 4 of the A21. Although these surveys were commissioned prior to the inclusion of the two LINK H sites (Kent and East Sussex), an additional survey was commissioned for the Kent link, in light of the recent crash, and identified collision cluster. A map of the speed survey locations are included in Appendix X for reference purposes, and a map layer of these is provided separately.

From historical and current data, 85th percentile and mean speeds were tabulated and mapped by direction to create a picture of how speeds had potentially varied over time within each of the links of interest, and how speeds differed from the posted speed limit.

The sources of historical data (7 day averages) used were:

- Balfour Beatty Mott MacDonald – February 2009 Traffic Survey Data,
- Balfour Beatty Mott MacDonald – November 2014 Traffic Survey Data,
- Nationwide Data Collection – February 2021 Traffic Survey data,

Under normal circumstances, traffic surveys would be undertaken during term time in a neutral month (the first of the year being April), but it must be borne in mind that the data collected during February 2021 was undertaken during the third COVID 19 lockdown period, and so traffic flows on the A21 might be expected to be lower than during 'normal' times as a result of school closures and increased levels of furlough or working from home. Lower flows, and potentially fewer periods of congestion, may actually have resulted in higher than expected traffic speeds, as drivers would be less likely to be constrained by heavy traffic.

Five day (Monday to Friday) average values of speed and flow would normally be used in the majority of circumstances because weekend traffic patterns tend to be lower in many areas, and may artificially lower the results included in reporting. However, because of the importance of the A21 as a route to the south coast, weekend flows are likely to be similar to those of weekdays, and so the seven-day averages have been used throughout this study.

It should also be noted that there was a period of heavy snowfall during early February 2021, at the time the survey equipment was originally deployed. The decision was taken to continue collecting that data for reference purposes only, with a full week of additional data collection undertaken once weather and road conditions had returned to normal. The collection of traffic speed and flow data during snowy conditions may have resulted in data which suggested slower speeds, as a result of drivers taking more care in inclement conditions.

The results of historical and recent speed surveys have been included within each of the relevant sections of this report, alongside other information considered. More detailed speed survey data for all links has been tabulated in Appendix B.

2.3 Collision analysis

Collision data for the five year period between 1 January 2015 and 31 December 2019 was provided by Highways England for use in this analysis. An early task was to identify the collisions which were within Sections 3 and 4 only, and so assign both a section number and Link number to each collision. This assignment would assist with the filtering of data for use in more detailed analysis of specific links.

Five separate tasks were subsequently undertaken to inform this study:

1. Collision data for the five year period between 1 January 2015 and 31 December 2019 was reviewed for all of the links in Sections 3 and 4 to identify those collisions deemed most likely to have been speed-related. These were plotted on a map base to assist with the selection of locations for speed surveys to be undertaken. Speed-related collisions include drivers traveling in excess of the speed limit, and those travelling at inappropriate speeds for the specific conditions and features at the location, and were selected using a three-step process:
 - a. The database was searched for inclusion of any of a number of defined contributory factors likely to be indicative of speed²⁴
 - b. The collision description of what happened was reviewed for each collision above, and either confirmed or rejected (with an explanatory note) as a speed-related collision
 - c. For collisions with no assigned contributory factors, the collision description was reviewed to manually identify speed-related collisions.
2. Speed – and non-speed related collisions were tabulated by link and severity, with the percentage of speed-related collisions with each link reported. This provided a comparative overview of links, and identified those where speed appears to be more of an issue in collisions.
3. Plots of speed- and non-speed related collisions by time of day, day of the week, and month of the year which occurred within the five year period to 31 December 2019 within sections 3 (Kent links H and I and East Sussex links A and B) and 4 (East Sussex Links C to K) respectively. This was carried out to provide a profile of collision occurrence in the two sections.
4. Trends over time: For collisions which occurred in Section 3, and separately for those that occurred in Section 4, we plotted speed and non-speed related collisions over time (Killed and Seriously injured, and slight injury separately) to see whether there were any increasing trends in speed-related collision numbers or severity in the two sections.
5. For each of the nine links of interest, collisions were reviewed to identify patterns, common factors and issues which may be addressed or mitigated by a change to the posted speed limit. This last, more detailed collision analysis was used to determine the road user errors that have contributed to collisions where these were relevant to speed limit and compliance, how these varied over time, and to ensure that the design of amended speed limits targets the road user behaviour and errors identified.

Chapter 3 of this report sets out the results of collision analysis to inform the overall study, whilst information pertinent to collisions which occurred within individual links have been included in the relevant chapters, as appropriate.

²⁴ 303, 306, 307, 408, 409, 410, 601, 602, 901, 902, 903, as well as 301 (disobeyed traffic signal) or 302 (disobeyed give way or stop markings) if these latter two factors were assigned to a vehicle on the major road (A21).

2.4 Consultation and other Supporting information

The majority of supplementary information pertinent to each of the sections was already reviewed as part of the Gap Analysis study, but has been referenced again within the relevant sections of this report where it is pertinent to the proposed changes.

Additionally, the findings from a parallel, ongoing study of the A21²⁵ where collision clusters have been identified, have been referenced where these are relevant to, or supportive of measures to make changes to posted speed limits.

To further inform this study, and to better understand the issues around speed within the A21 corridor which are of concern to the residents and others, a number of additional discussions were arranged by Highways England representatives during early Spring 2021 with the following groups, who raised specific points which this study seeks to address:

- **Whatlington Parish Council (3 March 2021):** The main concerns of the Parish Council focussed around the impact of traffic speeds on pedestrian movements and safety within Whatlington (LINK I, East Sussex), with the garage, bus stops, school access and the Royal Oak pub all generating movements on foot. There is strong interest in providing (or reinstating) a footway on the west side of the A21 within the village, and suggestions were made for relocating crossings, and for creating a gateway to improve the 'look and feel' of a village which may influence driver behaviour and encourage slower speeds. This proposal was supported by the police. Concerns were raised that street lighting may accompany any proposals to reduce speeds to 30mph through the village, and that lighting proposals would be resisted by the community. These issues have been considered further in Link I, which includes the village.
- **MP meeting (19 Feb. 2021):** There was general concern raised regarding a perceived lack of action on interventions in the vicinity of Vinehall School (LINK H East Sussex); that actions should be taken to address recent fatalities in the Sevenoaks area, and suggestions were made as to use of the Active Travel Fund to improve footways and cycle networks. Whilst being generally supportive of reduced speed limits in terms of the safety benefits (and this included a specific request to investigate options for the A21/ A28 Westfield Lane junction to encourage drivers to reduce speeds earlier), there was some concern that this may increase journey times, congestion or even noise pollution in some locations.

It is accepted that whilst congestion may increase vehicle emissions and reduce air quality, free-flowing traffic travelling at lower speeds generally produce fewer emissions than similar traffic travelling at higher speeds. In addition, frequent changes in speed, and a combination of acceleration and deceleration may generate both higher emissions and noise levels close to speed limit boundaries.

Specific interventions proposed for the A21 near Vinehall school are included in Section 10 of this report, and issues around the Sevenoaks area and the A21/ A28 junction are being considered as part of additional separate studies.

A copy of the minutes of these meetings is included in Appendix A for reference purposes.

A number of items of email correspondence were also obtained from Highways England²⁶ and forwarded to the Project team for consideration, and the team was advised that there a lot of similar comments had been received from the residents at Goudhurst. These are set out in Table 2.2.

²⁵ A21 Further Options Assessment Report TO87 [HE608897-JAC-HGN-T87_SCHW-RP-CH-0001](#)

²⁶ ProjectWise reference to documents: 2021-01-28_HE_Speed Related Compliant.xlsx

Table 2.2: Details of previous correspondence received

RELEVANT LINK	DATE	SUMMARY
LINK H east Sussex	2017	<p>Re: Vinehall School. Meeting with the Bursar. Requested installation of a speed indicator device. Reported that many drivers pass the school 'above the speed limit of 50mph' and were looking to have the limit reduced to 30mph. Also to change the speed limit transition point, currently located close to the school. At the time, the speed limit changed from 30 at Johns Cross, to 50 along Vinehall Road, then back to 30 at Whatlington. Wanted checks done on school warning signage.</p> <p>Noted that the police would not be likely to support a speed limit reduction to 30mph as this is a straight stretch of all-purpose trunk road with good visibility.</p> <p>Possible 'soft' measures suggested were anti-skid red surfacing at both exits and the entrance and/ or some form of speed indication device (SID) or vehicle-activated sign (VAS). These will need approval via the Sussex Safer Roads Partnership.</p>
LINK H Kent	2019	<p>Goudhurst Parish Council Enquiry. Requested a reduction in speed limit on a two mile stretch of the A21 between Stonecrouch/ Rosemary Lane (T and J motors), and the Bewl Water turn off. Cited collision issues, and the single carriageway being unsuitable for the volumes of traffic including goods traffic. Residents experiencing difficulties entering and exiting their properties.</p>
LINK J East Sussex	2013	<p>Notes of a meeting involving Westfield Parish Council and others. Regarding traffic and safety issues in Kent Street. Residents seeking a reduction in the speed limit. The number of junctions add to the problems and that turning out of the A28 (Westfield Lane) is 'difficult and dangerous because of the volume of traffic and its speed'.</p> <p>Noted that reference was made by HE to investigation with SSRP s for a mobile speed camera site at Marley Lane. Average speed cameras from Flimwell to Hastings also mentioned as being explored.</p> <p>One councillor stated that changes in speed limits, along this stretch of road create issues with compliance. He would like to see a consistent speed limit.</p> <p>Comment made that turning off the A21 into Moat Lane, which is unrestricted (60mph) is not sensible because of the road conditions (narrowness, number of houses facing the road, pedestrian use etc)²⁷.</p> <p>said that changes to speed limits need to fit national guidelines and that Police and Local Councils need to agree to any proposals for change.</p>
LINK J East Sussex	2014	<p>Letter of behalf of residents of Kent Street. Asking to have speed reduced 'from 50mph down to a slightly safer 40mph' Concerns about Local residents and children are unable to reach the bus stop because there are no pavements or pedestrian crossings and because of safety concerns with the children going to school and walking so close to the busy road the buses now tend to stop at individual properties to allow the children to board safely, that itself creates a hold up in the road.</p>

In addition, a series of comments received from members of the public have been logged here and referenced in this report where relevant.

²⁷ Note that the speed limit is currently derestricted (60mph to the north of Moat Lane, but the posted speed limit at and to the south of this junction is 50mph.

3. Route overview of collisions

3.1 Overview

Collision data for Sections 3 and 4 of the A21 only: the approximately 17 mile length between Lamberhurst and Hastings for the five year period between January 2015 and December 2019 was obtained for use in this study. This section presents an comparative overview of speed and non-speed related collisions in these sections, and identifies sections where speed-related factors may be more significant than others.

A breakdown of speed and non-speed related collisions by severity within each link and section in the five years to December 2019 is presented in Table 3.1.

Table 3.1 : Overview of collisions by severity

SECTION	LINK	Speed-Related collisions				Other collisions				% speed-related	% KSI (all)
		Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total		
3	H	2	6	8	16	0	3	17	20	44.4%	30.6%
	I	0	0	1	1	0	0	5	5	16.7%	0.0%
	A	1	1	6	8	0	8	14	22	26.7%	33.3%
	B	0	0	2	2	0	3	4	7	22.2%	33.3%
TOTAL		3	7	17	27	0	14	40	54		
4	C	0	0	1	1	0	2	1	3	25.0%	50.0%
	D	0	0	1	1	0	1	1	2	33.3%	33.3%
	E	0	1	3	4	0	2	1	3	57.1%	42.9%
	F	0	2	3	5	0	6	5	11	31.3%	50.0%
	G	0	0	0	0	0	1	3	4	0.0%	25.0%
	H	0	1	1	2	0	1	5	6	25.0%	25.0%
	I	0	0	2	2	0	2	7	9	18.2%	18.2%
	J	3	4	9	16	0	11	34	45	26.2%	29.5%
	K	0	0	2	2	0	1	7	8	20.0%	10.0%
TOTAL		3	8	22	33	0	27	64	91		

From Table 3.1, LINK H in Kent, which includes the junction with Rosemary Lane identified as a collision cluster site, and LINK J East Sussex, which includes Kent Street, recorded the highest number of speed related collisions, with LINK H Kent also reporting one of the highest percentage of speed related collisions.

LINK E was the only link to report a higher number of speed-related than non-speed related collisions (57.1% of all collisions were deemed to be speed-related, and these have been reviewed in some detail in Section 7 of this report, since the Gap Analysis recommendation was to increase the posted speed limit.

LINK F had both a high percentage of speed related collisions, and a high percentage of the most serious injuries resulting from collisions.

3.2 When collisions occurred

A graph showing the distribution of speed and non-speed related collisions which occurred in the total five year period between 1 January 2015 and 31 December 2019 in Sections 3 and 4 by time of day, day of the week and month of the year are shown in Figures 3.1 to 3.6. The data from which these graphs have been produced can be found in Appendix C.

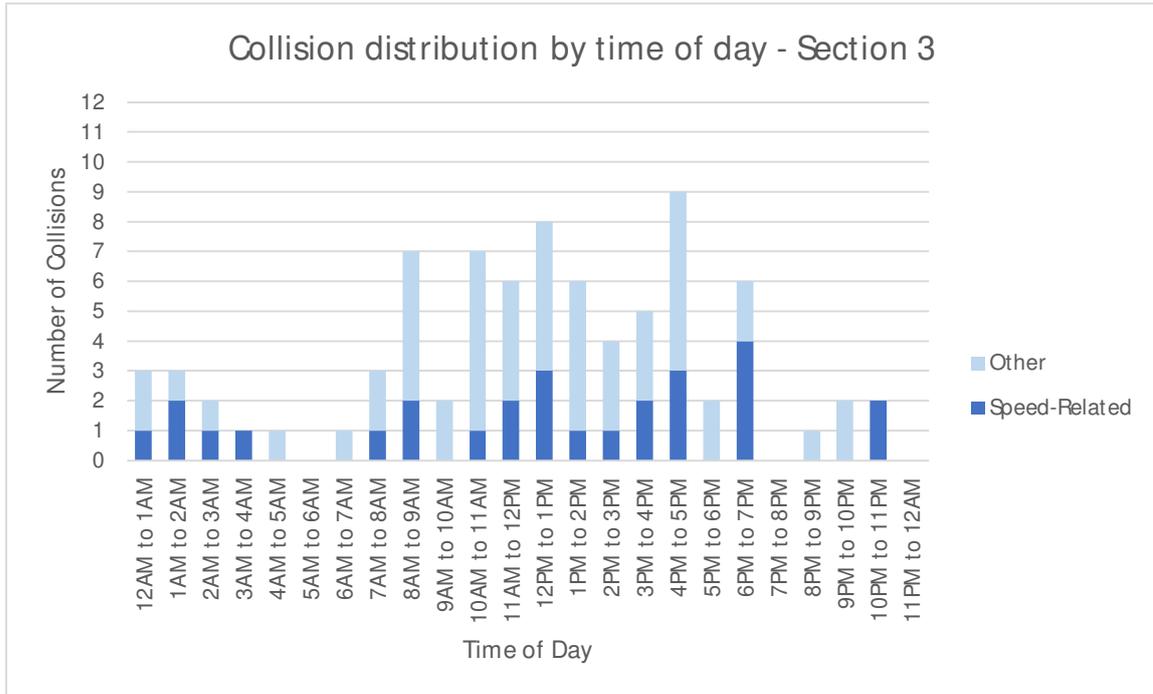


Figure 3.1: Collision distribution by time of day - Section 3

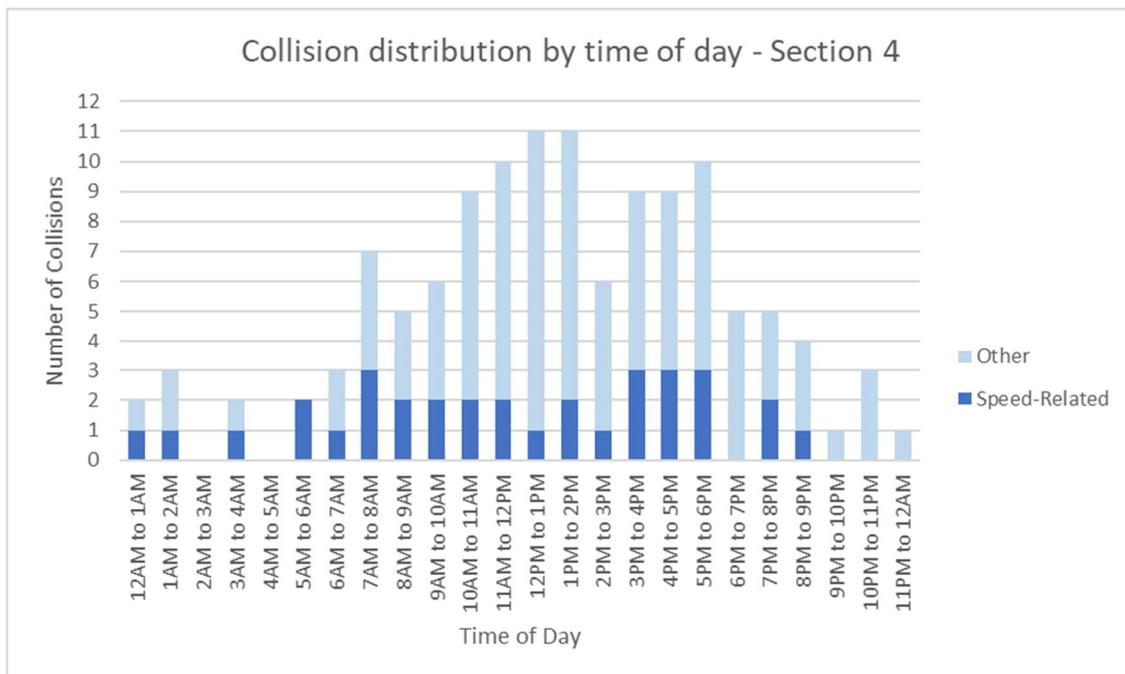


Figure 3.2: Collision distribution by time of day - Section 4

From Figure 3.1, the number of total collisions in Section 3 is lowest in the early morning, but increases through the day to a peak between 4PM and 5PM before dropping off again. Speed-related collision distribution is similar but peaks later in the day. Speed related collisions comprised a higher proportion of collisions late at night and in the early hours of the morning. This may be related to reduced traffic flows and congestion at these times, which may provide drivers with opportunities to travel at higher speeds.

From Figure 3.2, within Section 4, collision distribution throughout the day follows a similar pattern to Section 3 in that collisions are higher during the day than late at night but the peak is earlier, in the middle of the day, and is more spread out. The distribution of speed-related collisions appears more regular throughout the day (particularly between 5AM and 8PM) with two peaks of 3 collisions per hour between 7AM - 8AM and in the hours between 3PM to 6PM.

Collision distribution by day of the week in each section is shown in Figures 3.3 and 3.4.

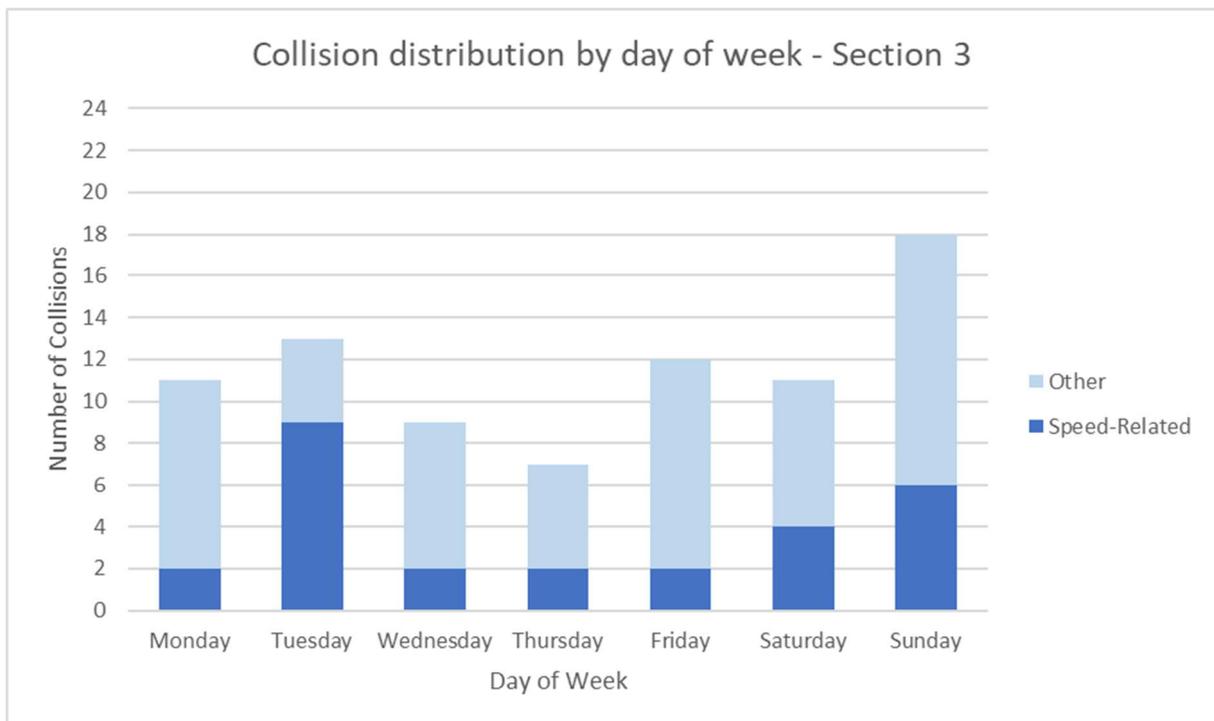


Figure 3.3: Collision distribution by day of week - Section 3

For Section 3, collision distribution was reasonably consistent throughout the week but with a peak on Sunday when 18 of 81 collisions occurred.

From Figure 3.4, total collision distribution for Section 4 has a downward trend towards the end of the week. In fact, Monday is the day with the highest number of collisions occurred (23 of 124 total collisions). Speed-related collision distribution follows a similar trend. However, the number of collisions occurring on weekends is no lower than during the week which may be indicative of the route’s importance as a seaside/ weekend destination route. Whilst overall collisions on a Sunday were relatively high, the proportion of speed-related collisions was the lowest of all days (11.1%).

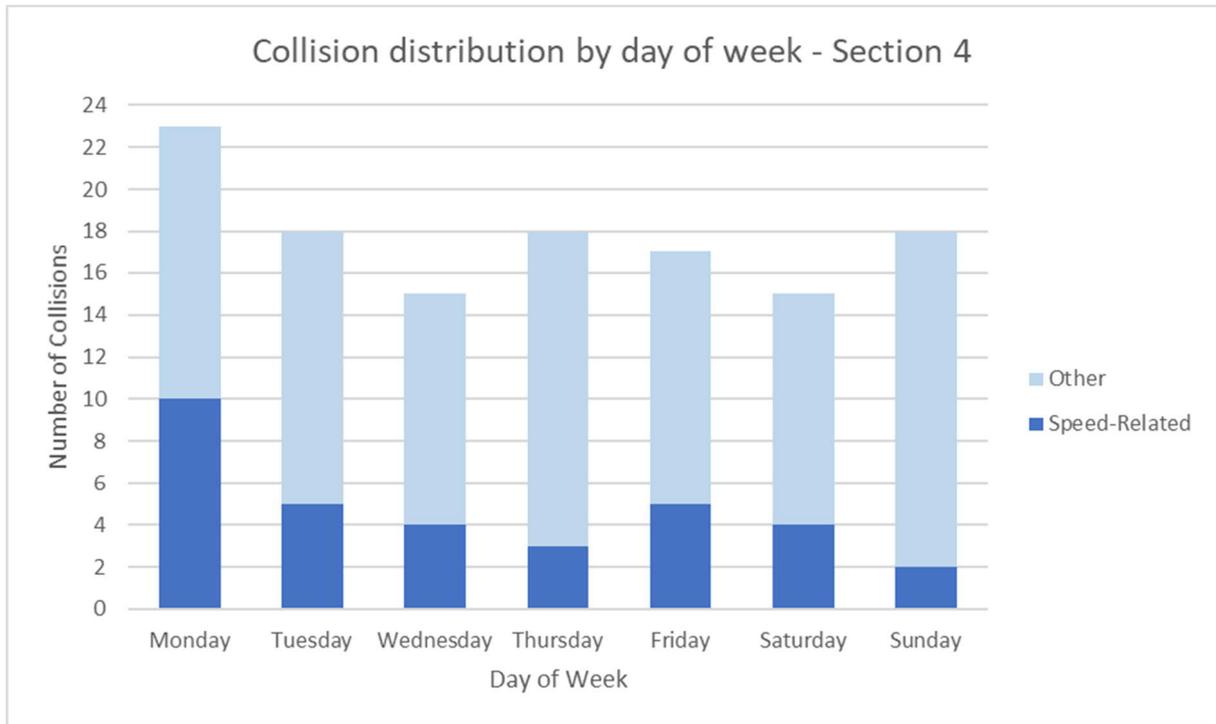


Figure 3.4: Collision distribution by day of week - Section 4

Collision distribution throughout the year in each section is shown in Figures 3.5 and 3.6.

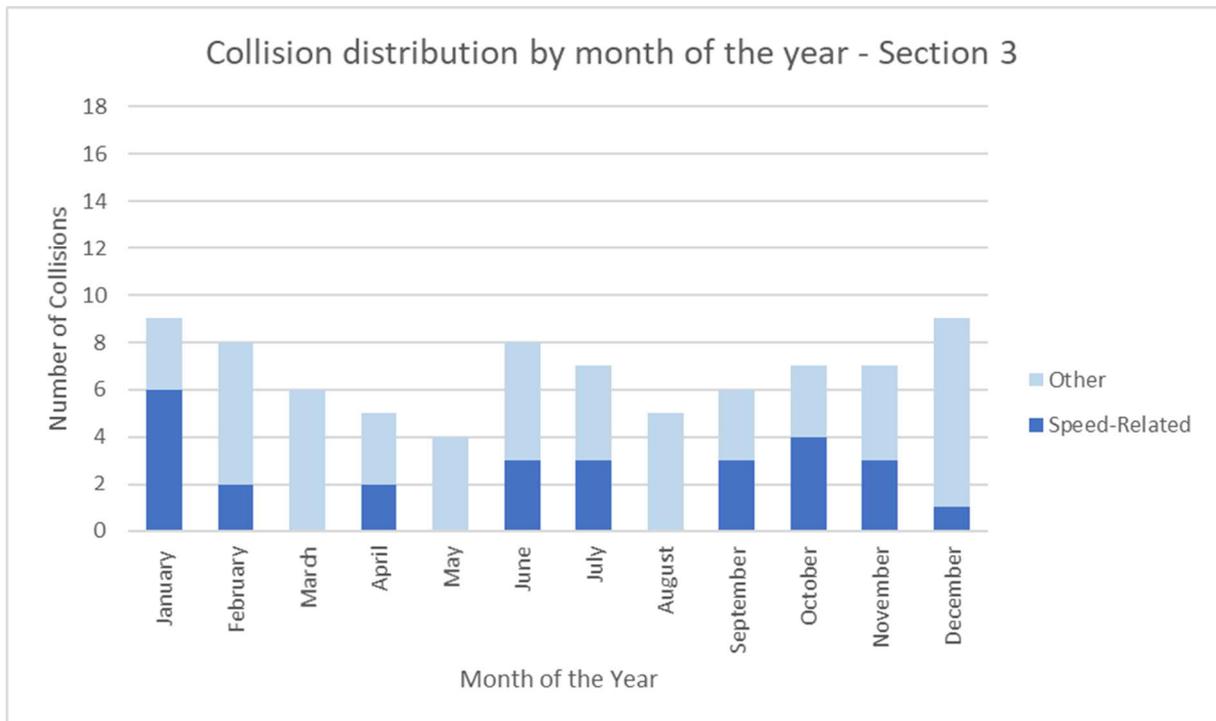


Figure 3.5: Collision distribution by month of the year - Section 3

From Figure 3.5, speed-related collisions account for the highest proportion of all collisions during January, October and November, with little variation in overall totals between the different months.

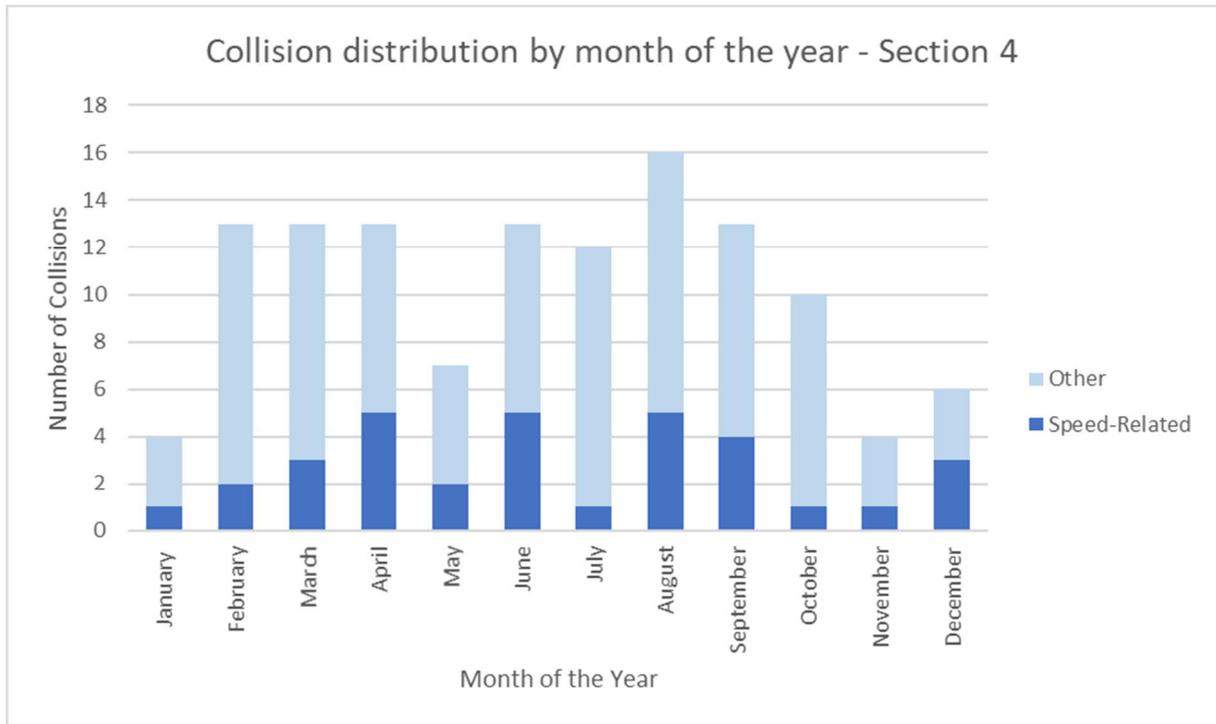


Figure 3.6: Collision distribution by month of the year - Section 4

From Figure 3.6, speed-related collisions form a much lower proportion of all collisions than in Section 3, and numbers are higher in the summer months.

The change in the number of the most serious, and slight injury collisions which occurred over the five-year period to 31 December 2019 in each of Sections 3 and 4 of the A21 are shown in Figures 3.7 and 3.8.

The data from which these graphs were created is included in Appendix C for reference purposes.

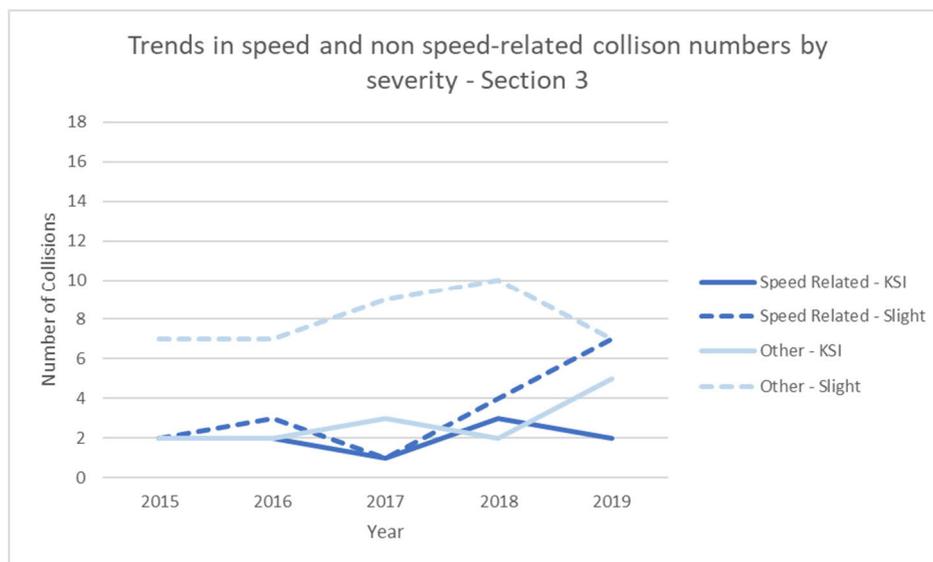


Figure 3.7: Trends in speed and non speed-related collision numbers by severity - Section 3

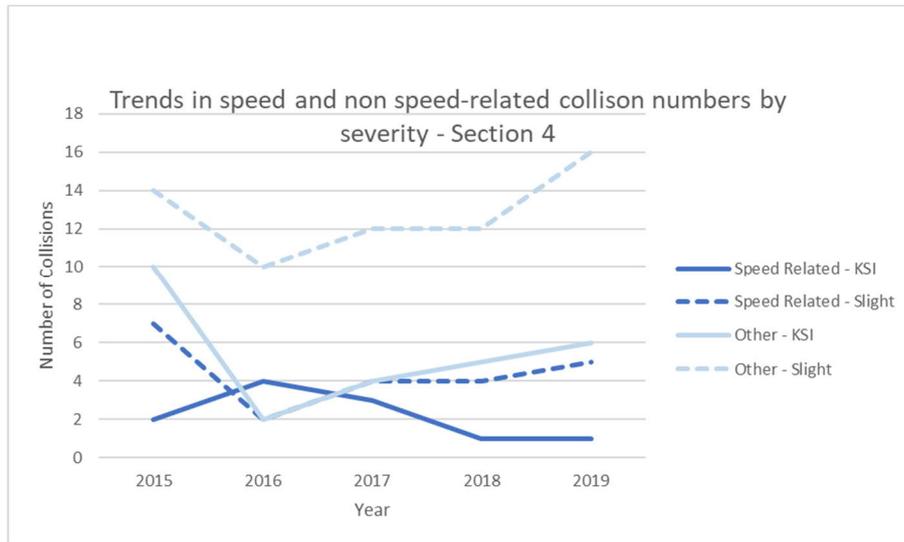


Figure 3.8: Trends in speed and non speed-related collision numbers by severity - Section 4

From Figure 3.7, speed-related slight collisions have continued to increase since 2017, but the increase in the most serious of injuries were not speed-related.

From Figure 3.8, the number of speed-related deaths and serious injuries have declined over time, with slight injuries increasing over the same period. By contrast, other collisions of all severities have continued to increase. This may be related to improved vehicle safety, but may also be related to increased congestion, road improvements, or other factors which reduce the potential for speeding behaviour. It was not possible to determine the reason for the change.

The more detailed analysis of collisions within each of the links can be found in the individual sections of the report relating to specific links.

3.3 Link comparison of collision rates

Whilst the total number of collisions can provide some form of comparison, the annual number of speed-related and other collisions per mile can provide a better indication of comparative risk in each of the sections and links. The annual speed and non-speed related collision frequencies per mile for each of the links, and for sections 3 and 4 overall, are shown in Figure 3.9.

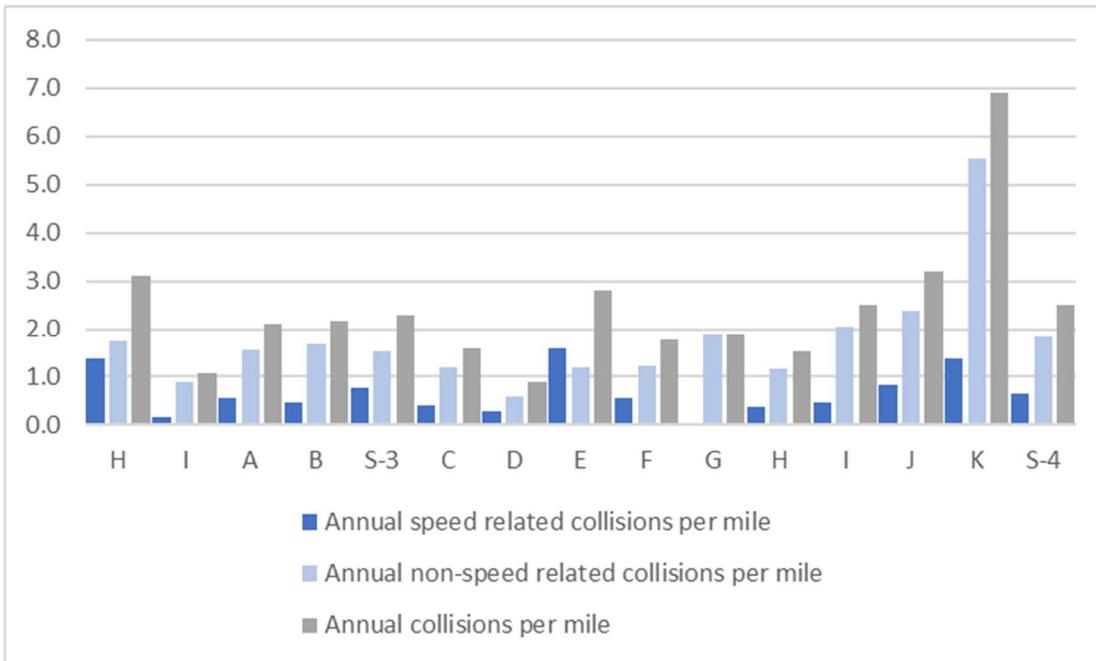


Figure 3.9: Comparative speed and non-speed related collision rates by link

The data from which this figure was created can be found in Appendix C. From Figure 3.9, LINK K had the overall highest annual collision rate per mile, with an average of 6.9 collisions of all severities occurring within this link per mile per year. The lowest recorded rate, at 0.9 collision per mile per year, was recorded in LINK D, south of Silver Street, which is subject to national speed limit.

The highest annual rates of speed-related collisions per mile were in LINK E (1.6) between Sussex Barn and Northbridge Street, and LINKS H Kent and K (both 1.4) to the north of the single lane dualled section, and at the very southern end of the A21 study area close to Hastings.

Overall, the speed-related collision rate was slightly higher in Section 3 (0.8 collisions per mile per year) at the northern end of the study area, than in Section 4 (0.8 collisions per mile per year). This may be related to the higher proportion of the network which is subject to national speed limit.

However, the above does not take collision severity into account.

The annual rate of Fatal and Weighted Injury (FWI) collisions per mile within each link for both speed and non-speed related collisions is shown in Figure 3.10. The data from which this graph has been produced is included in Appendix B for reference purposes. The formula used to calculate these rates is provided below

$$\frac{((\text{No. of Fatal collisions} \times 1) + (\text{No. serious injury collisions} \times 0.1) + (\text{No. of slight injury collisions} \times 0.01))}{\text{Link length in miles}}$$

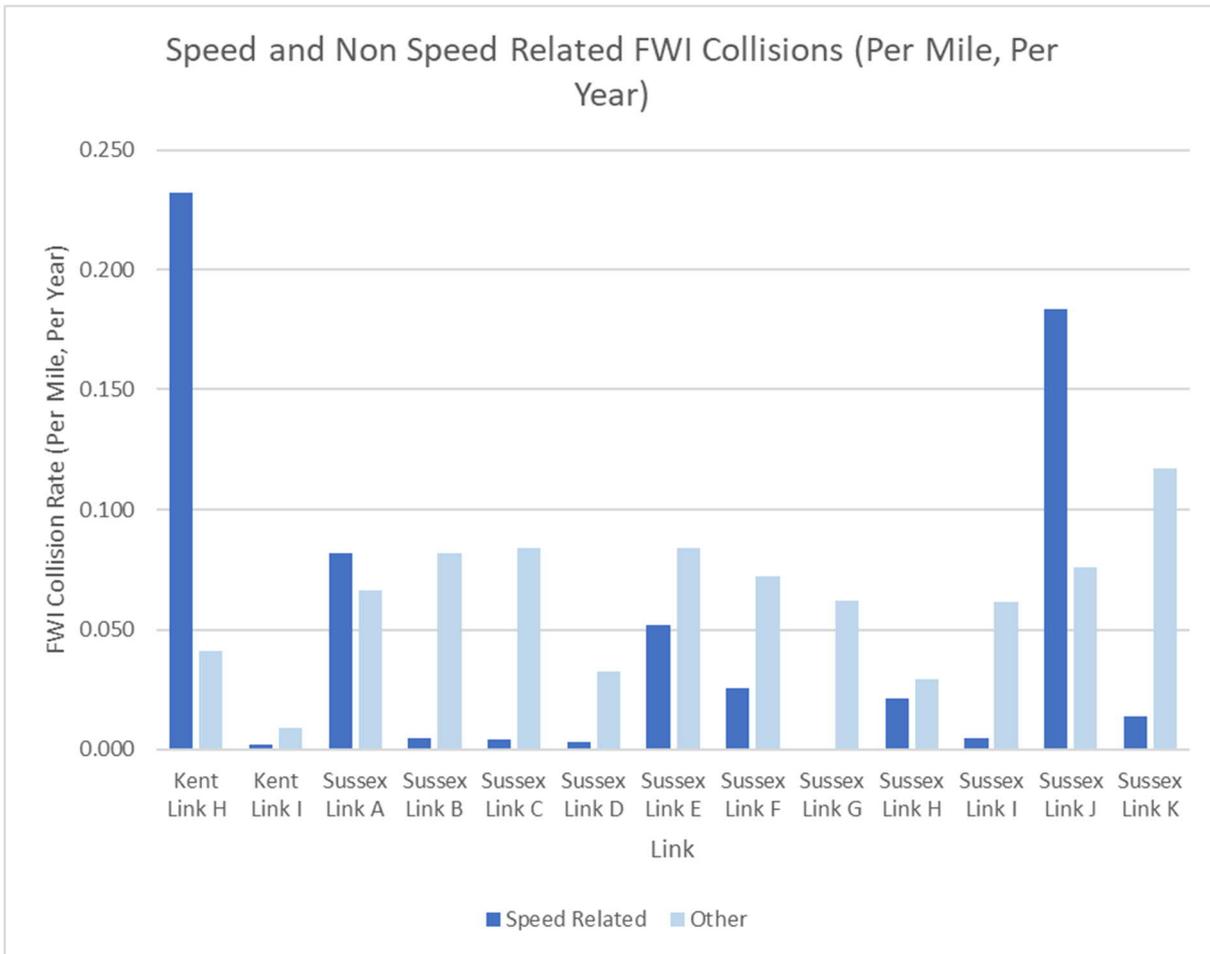


Figure 3.10: Speed and Non Related FWI Collisions (Per Mile, Per Year)

From Figure 3.10 it can be seen that the highest speed-related annual FWI frequency per mile is within Kent Link H (at 0.041 collisions per mile per year), and that the FWI frequency for non-speed related collisions within the same link is very much lower: most likely because there were two recorded speed-related fatal collisions within LINK H in the five years to December 2019. Within Sussex Link J, the FWI rate per mile of speed-related collisions was higher than most other links along the route, with three reported fatalities. LINK J currently has derestricted speed limits along approximately half of its length (55.3%) and includes the village of Kent Street which is the only village subject to a 50mph speed limit.

LINK K reported the highest non-speed related collision frequency, even though seven of the eight collisions which occurred here resulted in slight injury (there was one serious injury collision and no fatalities). This score results from the relatively high number of collisions (fourth highest of all links on Section 4) along a very short link length (0.29 miles),

The remainder of this report considers the safety issues within each of the Links of interest, and considers proposals for setting of a speed limit appropriate to the environment of the link, and its place within a speed strategy for the route as a whole, whilst taking into account the views and concerns of those who have raised concerns previously.

4. LINK H – KENT – Scotney Castle roundabout to Flimwell Grange

This 2.31 mile link extends from immediately to the north of the B2169 Scotney Castle Roundabout to Flimwell Grange (start of single lane dual carriageway), and is located close to the border with East Sussex²⁸. This single carriageway link has a small number of accesses, and was not originally identified for more detailed consideration, as the derestricted speed limit of 60mph was considered consistent with the locations around it.²⁹

However, in response to concerns raised by residents, and a loss of control collision during February 2021 which resulted in a vehicle leaving the carriageway and coming to rest in a garden, investigation of the potential for reducing the speed limit along some or all of this link has been included in the study.

4.1 Speed survey results

At the northern end, the link transitions from dual to single carriageway, and so the placing of derestricted speed limit signs to Diagram 671 for both north and southbound traffic is all that is required. Similarly, at the southern end where the route transitions from single lane dualling (also 60mph), the placing of Diagram 671 national speed limit roundels on the northbound carriageway is also sufficient. For southbound drivers, however, the dualled LINK I to the south is subject to a reduced speed limit of 60mph (the national speed limit on dual sections is 70mph) and so 60 roundels to Diagram 670 are required and provided.

An issue which was raised in the Gap Analysis report was the potential for driver confusion as they exit the single lane dualling section northbound and have derestricted 671 roundels displayed. Although the route becomes single carriageway, there may be potential for northbound drivers to accelerate here. The driver's view is shown in Figure 4.1.



Figure 4.1: Looking north on A21, entering LINK H from the south

As concerns had been raised by residents in the southern section, south of the junction with Rosemary Lane, the 2021 survey was carried out in this section. The results are summarised in Table 4.1 below. From the Table, even 85th percentile speeds are around 50mph: ten miles below the current posted speed limit.

²⁸ LINK I is the final Kent segment.

²⁹ Table 2.1 of this report, replicated from Roads Circular 1/13 for a road for which 60mph is an appropriate speed.

Site	Location	Grid Ref	Direction	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		ACPO 110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed	95%ile Speed
								>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%			
1	A21 Goudhurst	51.070341, 0.430225	North	60	44711	6828	6387	294	0.7	38	0.1	10	0.0	41.9	50.0	54.0
			South		52219	7978	7460	1131	2.2	216	0.4	80	0.2	44.7	52.0	57.0
			Combined		96930	14806	13847	1425	1.5	254	0.3	90	0.1	43.4	51.0	55.0

Table 4.1 : Survey results: A21 between Rosemary Lane and the start of the single lane dualling section

Thus, there may be some potential for compliance of a lower limit within the southern section of the link between Rosemary Lane and the start of the single lane dualling section. However, with posted limits of 70mph north of Scotney Castle, and 60mph to the north and south of this section of Link H, drivers may be unprepared to comply with a short length of reduced limit, as has been seen to be the case in the area around John’s Cross further south on the A21.

The extents of the link, along with a summary of historical (blue border) and current (red border) speed survey results are shown in Figure 4.2. From the figure, the A21 meanders roughly north west- south east from the Scotney Castle roundabout at the northern end through predominantly non-built up and wooded areas through a series of bends and with few side road junctions, until the start of the single lane dualling section to the south of the entrance to Combwell Priory.

There are two blue circles shown on Figure 4.2: the length of the A21 between these marks has been referred to in previous correspondence received by Highways England with regard to speeding issues, with a request made to reduce speeds here.

In addition to the data summarised overleaf, the historical data was reviewed to determine the number of instances the speed limit was exceeded (averaged over the week, from daily records. These are summarised below, from north to south³⁰.

Table 4.2: Percentage of traffic exceeding posted speed limit

Survey year	Speed survey site	%exceeding 60mph NB	%exceeding 60mph SB
2009	Between Bewl Water junction and Kilndown Road	10.9%	14.5%
2009	Between Kilndown Road and Rosemary Lane	2.8%	5.2%
2021	Rosemary Lane to Link boundary	0.7%	2.2%

From the table, compliance with the posted speed limit is much higher towards the southern end of the link, but much less so in the north. In the absence of enforcement, the issue of driving at excessive speed may be difficult to address.

³⁰ 2009 data sources: A21 site #06 and #07.xlsx, derived from bin 13 >=61 as a percentage of all bin totals, 2021 data: Site 1 percentages provided.

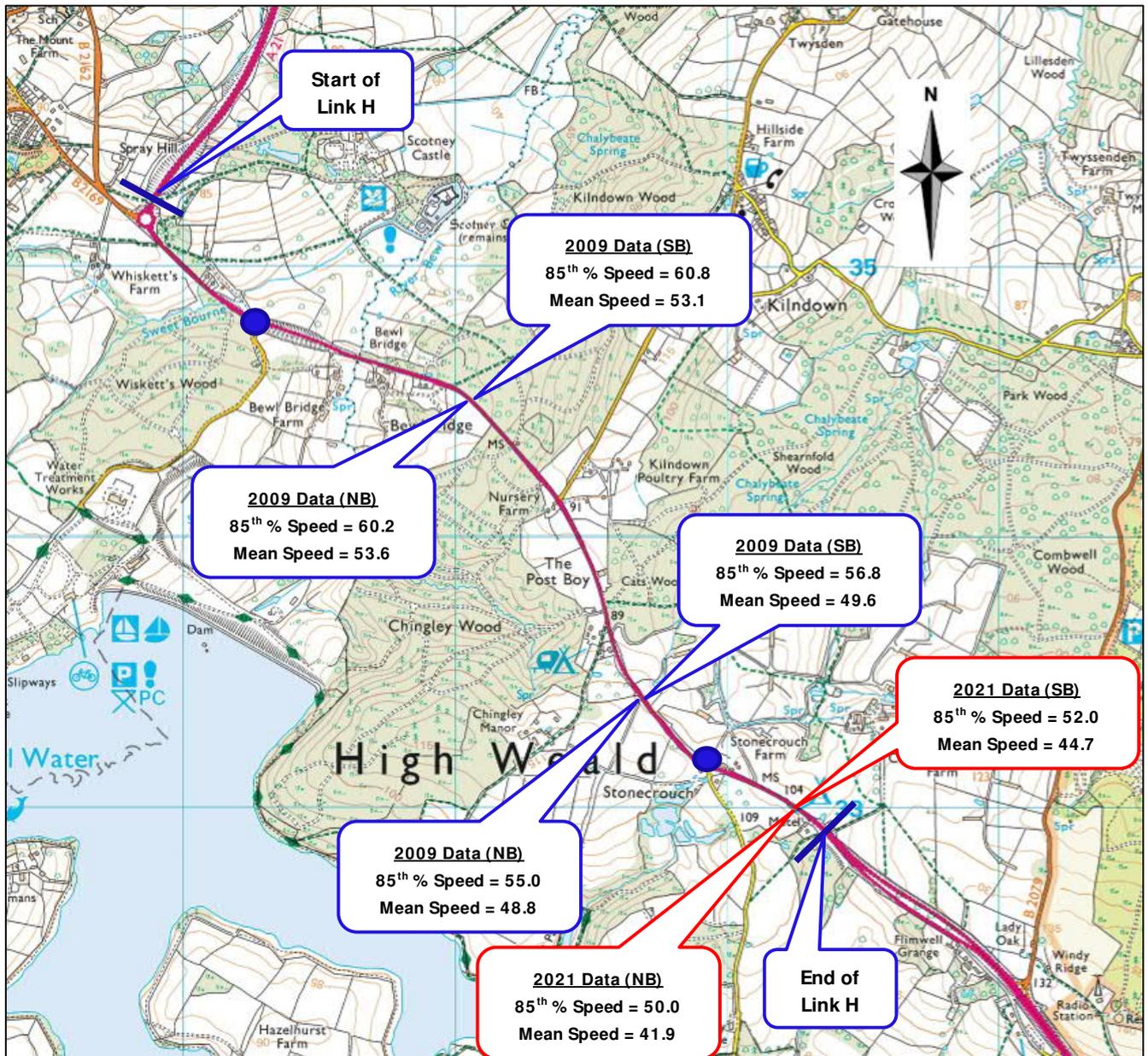


Figure 4.2: Speed survey results for LINK H Kent

From the historical (2009) speed survey data, recorded southbound speeds were generally higher than those recorded in the northbound direction, and recorded speeds were higher towards the northern end of the link and reduced towards the southern end.

The 2021 survey location was selected because of the collision issues previously identified in this section, and because this segment was the only one for which data was not already available. It is noted that speeds here were the lowest of all recorded along this link. Mean speeds in 2021 were below 50mph, even though the current speed limit is 60mph.

4.2 Collisions within the link

From the general overview of collisions provided in section 3.1, 36 of the 81 personal injury collision recorded in Section 3 (45%) during the 5 years to December 2019 occurred within this link. However, at 2.31 miles of the 7.11 total section length, Link H accounts for 32.5% of the total carriageway length of the section.

There were 36 collisions on LINK H in the five years to December 2019, of which two resulted in a fatality (both deemed speed-related), nine resulted in serious injury (six of which were speed-related) and the remaining 25 collisions (of which eight were speed related) resulted in slight injury. In all, 16 of the 36 collisions were determined to be speed-related.

From Table 3.1, Link H recorded more speed-related injury collisions, and a higher percentage of speed-related collisions than any other part of Section 3 in the five years to December 2019.

The link also recorded the highest speed-related collision annual FWI rate per mile of all links within Sections 3 and 4 of the A21. There is clearly a speed-related safety issue with collisions which occur within this link.

Of the 36 collisions which occurred along this link, 19 mentioned loss of control in the description, with three citing animals in the road and a further three citing poor road conditions (snow at the edge of the road, sinking verge and flooding due to torrential rain³¹). Three of these loss of control incidents resulted in vehicles overturning and ten of the 19 were considered speed related.

Overtaking, and crossing the centre lines, resulting in head-on collisions accounted for a further 8 collisions along this link (of which six were considered to be speed-related).

Moreover, four collisions in this link were rear end shunt collisions generally due to drivers colliding with vehicles that were waiting to turn right into side roads or private properties. Providing adequate protection for turning vehicles may reduce the incidence of these types of collisions occurring, but may do little to address speeding issues.

A total of 72 vehicles have been involved in collisions along this link with a maximum of 5 vehicles involved in a single collisions. 58 of total vehicles involved were cars while 4 were motorcycles. Moreover, 55 casualties were caused by collisions of which 72.7% were drivers/ riders.

Table 4.3 Summary of Link H Kent Collisions

Link	Collisions	Visibility		Road Surface		Vehicles				Casualties				
		Daylight	Dark	Dry	Wet or Damp	Cars	Goods	Motorcycle	Other	Total vehicles	Driver/Rider	Passenger	Pedestrian	Total casualties
Link H	36	22	14	21	15	58	8	4	2	72	40	15	0	55

³¹ Related to Hurricane Angus

Geographical spread

The collisions do not occur randomly along the link, but were clustered at a small number of locations. Figure 4.3 shows the distribution of all collisions, with speed-relevant issues annotated.

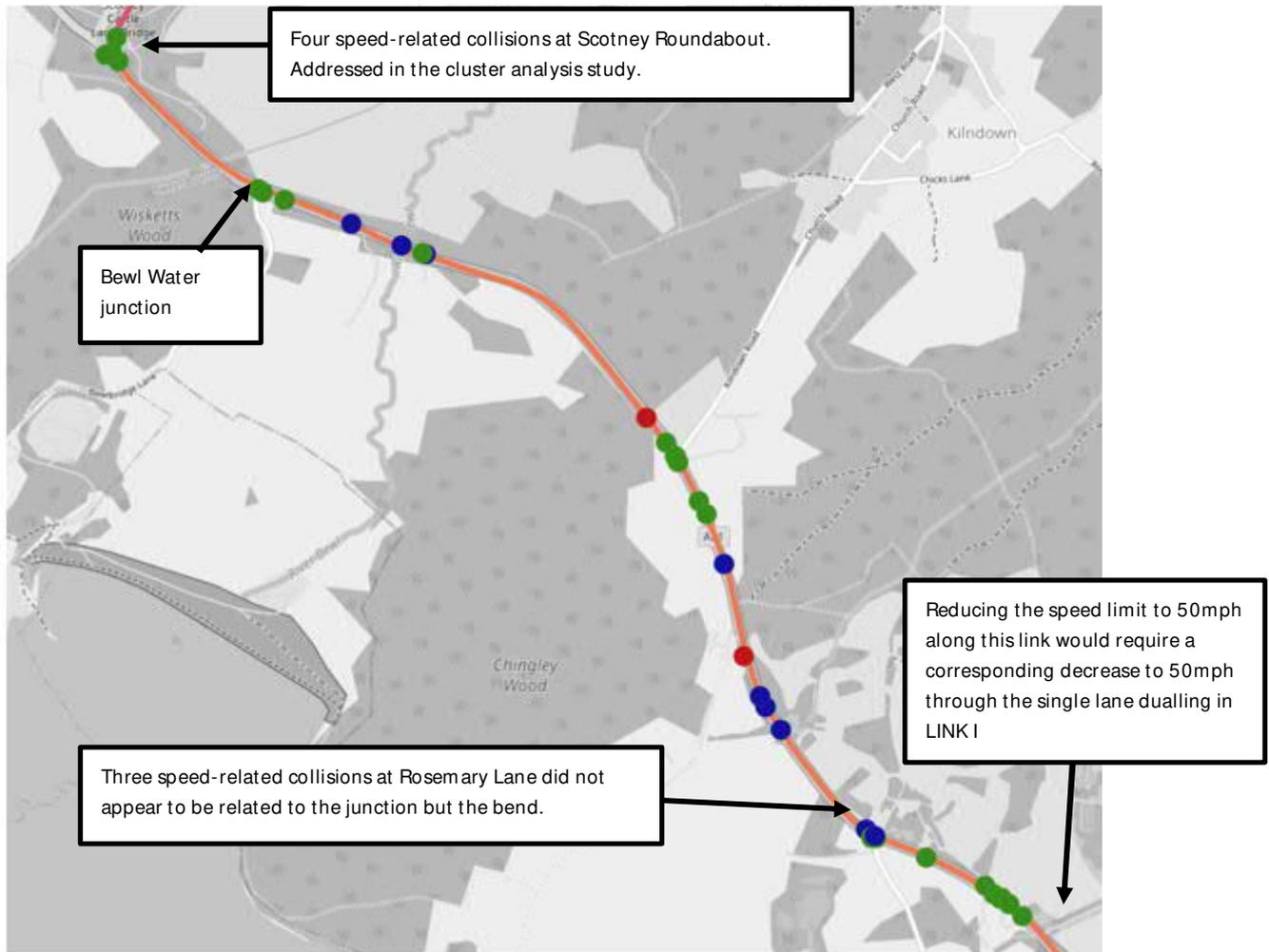


Figure 4.3: LINK H collision plot

Of the 16 collisions which were considered to have speed-related factors, half (8) occurred away from junctions, four occurred at T or staggered junctions (of which three were at the junction with Rosemary Lane), and four occurred at or at the exit from the Scotney Castle Roundabout. All three of the roundabout collisions resulted in drivers travelling straight across the roundabout after a loss of control. The fourth collision assigned to the roundabout was a single rider loss of control on exit southbound. The cluster analysis study identified this as a site where all the collisions appeared speed related and has proposed remedial measures to address the collisions³².

Although three collisions occurred at the junction with Rosemary Lane, this appears to be more related to the presence of the bend than the junction from the collision description, as two collisions resulted in head-on collisions on the bend, and one resulted from a loss of control on the bend. The cluster analysis study has already recommended that bend warning signs are installed, and the potential use of the maximum speed warning sign should be considered to accompany these.

³² HE08897-JAC-GEN-T87-SCHW-RP-CH-0006

The final speed-related collision occurred at a private drive and resulted in a rear end shunt involving a vehicle slowing to turn right into the motel.

Road conditions

Five of the 14 collisions which occurred during the hours of darkness were speed-related (two serious) and six of the 15 collisions which occurred during non-dry road conditions were attributed to speed (one fatal and two serious injury).

4.3 Issues and concerns

A member of the public raised a concern in regard to this link, through to Flimwell, following a fatality in this location, but no other details of the nature of the concern were provided. A search of online collision databases³³ for the period from January 2010 to December 2019 showed that there were four fatal collisions in Link H: one close to Scotney roundabout, (2013) and three between the Bewl Water junction (shown in Figure 4.3) and Rosemary Lane (2011, 2017 and 2019). One of these involved a single vehicle. In the absence of further details regarding these collisions however, it was not possible to determine whether they were speed related. Note that not all of these fatal collisions can be seen in the collision plot, as two occurred prior to 2015.

The Gap Analysis report included details of past requests and suggestions raised by residents, and these included relocating telegraph poles further back from the roadside (two collisions resulted in drivers colliding with these in the five years to December 2019), protecting trees with barriers, cutting back vegetation, and hardening verges, as well as improving signing (particularly flag type signs at junctions).

In 2019, Goudhurst Parish Council Enquiry had requested a reduction in speed limit on a two mile stretch of the A21 between Stonecrouch/ Rosemary Lane (T and J motors), and the Bewl Water turn off (marked on Figure 4.2 between the blue dots), citing collision issues, and the single carriageway being unsuitable for the volumes of traffic including goods traffic. They additionally reported that residents were experiencing difficulties entering and exiting their properties.

A request by local MP's regarding the possibility of re-opening the closed lane of the dual carriageway to provide two lanes in each direction instead of the current single lane dualling to the north of Flimwell is noted.

4.4 Conclusions and recommendations

Mean speeds are already at a level where a lower speed limit of 50mph could be implemented in the southern section of the link without significantly changing current driver behaviour, and a reduced speed limit could make it easier for vehicles to enter and exit side roads safely. However, in terms of the wider speed limit strategy for the route, it may not be possible to reduce the speed limit on this link in isolation given the higher limits to both the north and south, and higher mean speeds in the northern section of the link.

The road environment currently matches that described in Roads Circular 1/13 as being suitable for a 60mph speed limit.

A reduced speed limit on this link would need to be matched by a lower limit of 50mph on LINK I also (the single lane dualling section), to avoid having 60mph sections to both the north and south of LINK H, which could compromise driver compliance. LINK I was not included in this review, as collisions were clustered at a single junction and so a speed limit reduction may not be an appropriate mitigation measure on LINK I to the south.

However, speed is clearly an issue in collisions occurring along this link, with overtaking, loss of control and head-on collisions all reported, and any measures to reduce the speed limit along this link is likely to require

³³ Crashmap.co.uk and ThinkMap.co.uk

supplementary enforcement, given current speed levels. More than one in ten recorded speeds in the northern section of the link was also in excess of the posted 60mph speed limit (compared to around one in a hundred recorded speeds at the southern end). Average speed enforcement may be an option to explore further in this area, to target this safety issue.

A recent scheme, implemented in Enfield in early 2020, used average speed enforcement to target anti-social driving on the A10 between the M25 and the A406 where there had been five fatal and 27 serious injury collisions in the previous three year period. Although full data is not yet available, the route is described as being “demonstrably safer” and has been shortlisted for a CIHT³⁴ award.

Collisions are clustered at a number of locations along the link, including along the area highlighted by the Parish Council, and therefore targeted measures may be more effective at addressing safety and improving driver behaviour than a blanket change to the speed limit along the link. In addition, with such a high proportion of loss of control collisions, a review of hazardous items within the verges along this link, as requested by residents and outlined in section 4.3 above, and the removal or protection of these could also be of benefit.

The parallel safety study identified a number of collision clusters for which a series of measures such as yellow backed signs and changes to road markings, and additional warning signs are proposed to tackle problems in specific location and these measures are supported.

Recommendations:

- Implement the measures identified by the parallel cluster analysis study and carry out a post-implementation review of vehicle speeds and collisions to determine the effect these actions may have had on safety within the link.
- Identify roadside features which could be hazardous to road users in the event of a collision, and take steps to ensure that road users will be adequately protected from impact with these³⁵.
- Commence discussions with the police and other key stakeholders to explore and evaluate potential options for developing a strategy for reducing future vehicle speeds in LINK H and the adjacent LINK I (the single lane dualling section to the south), which should include the introduction of average speed camera enforcement.

A plan to illustrate any proposed changes to posted speed limits within this link has been provided separately (Drawing reference HE608897-JAC-HSN-T86_SCHW-SK-CH-0001 Rev P01), and details of how the proposals may affect any speed limit-related signs and road markings can be found in the sign schedule (Document Reference HE608897-JAC-HSN-T86_SCHW-SH-CH-0001 Rev P01) which accompanies the plan.

³⁴ Chartered Institution of Highways and Transportation

³⁵ Safe system ‘pillar’ of safe roads and roadsides’

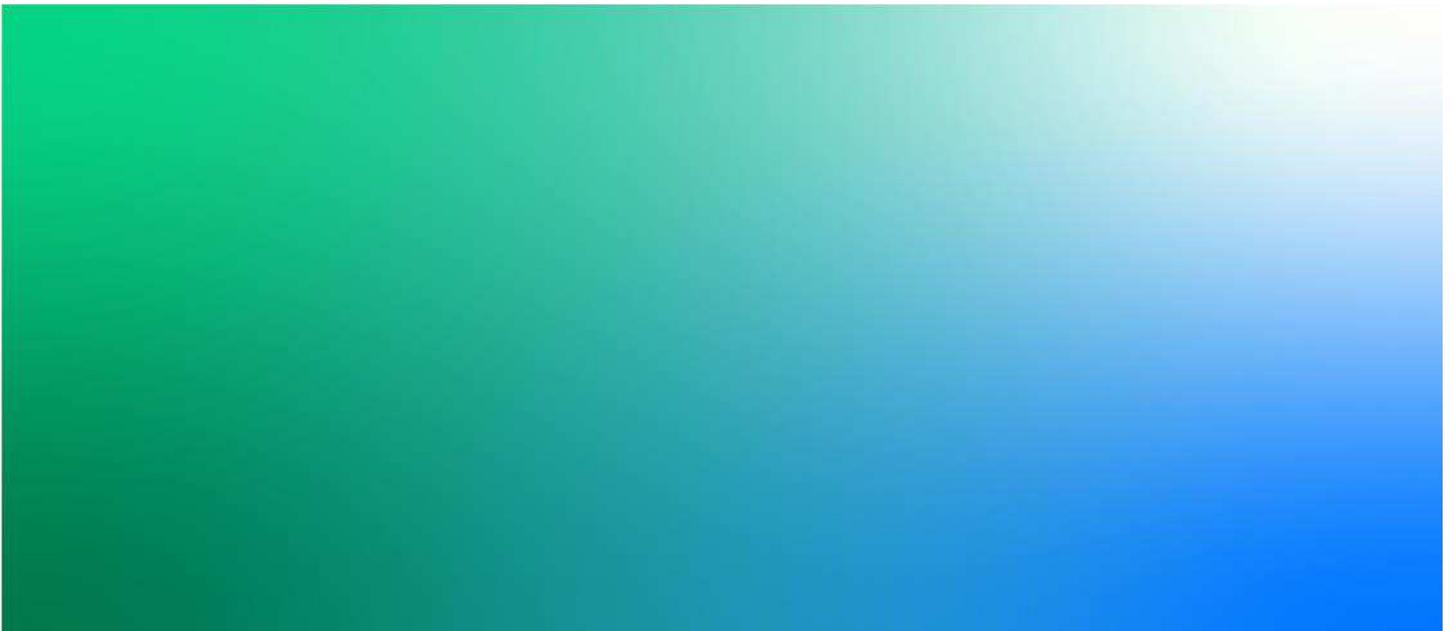
A21 Safety Package - Further Options Assessment

A21 FURTHER OPTIONS ASSESSMENT REPORT AREA 4 DSC

HE608897-JAC-HGN-T87_SCHW-RP-CH-0001 | P01

13/04/21

HE608897



2. A21 Whole Route Collisions

2.1 A21 Route Collisions

This section of the report details high level collision trends on A21 study corridor. The corridor is split into four distinct geographical sections as outlined below:

- Section 1 – A25 to A26 Tonbridge: all dual carriageway;
- Section 2 – A26 Tonbridge to B2169 Lamberhurst, just north of Scotney Castle Roundabout: majority dual carriageway with single carriageway between B2160 Kippings Cross and A262 Forstal Farm Roundabout;
- Section 3 – B2169 Lamberhurst to southern 40mph speed limit terminal to the south of Hurst Green: mostly single carriageway with a section of single-lane dual carriageway; and
- Section 4 – Hurst Green to Hastings: all single carriageway

Personal Injury Collision (PIC) data has been provided by Highways England for the most recent five year period for analysis, 01st January 2015 to 31st December 2019. 412 collisions in total are in the A21 study corridor, their severity is shown in Table 1.

Table 1 Collision severity on the A21 corridor disaggregated by Section number

Section	Section 1	Section 2	Section 3	Section 4	Total
Fatal	3	2	3	3	11
Serious	19	21	21	35	96
Slight	84	78	57	86	305
Total	106	101	81	124	412

Of the 412 PICs which have occurred on the A21 study corridor of which 26.0% (n. 107) are fatal are serious. The highest number of fatal and serious collisions occurred in Section 4, 9.2% (n. 38), although Section 3 has the highest number of fatal and serious collisions as a percentage of the section's total collisions, 42.0% (n. 24).

As a result of the 412 PICs, 703 casualties were reported. The severity of injures is shown in Table 2.

Table 2 Casualty severity on the A21 corridor disaggregated by Section number

Section	Section 1	Section 2	Section 3	Section 4	Total
Fatal	5	3	6	9	23
Serious	31	42	40	78	191
Slight	143	111	104	131	131
Total	179	156	150	218	703

Section 4 has the highest percentage of casualties, 31.0% (n. 218). The average number of casualties per collision is 1.72 and the average number of fatal and serious casualties per fatal and serious collision is 0.9. Section 4 also has the highest number of fatal and serious casualties as a percentage of the section's total casualties, 39.9% (n. 87).

2.2 A21 Collisions Trends

The following five graphs shows the annual fluctuation in collisions across the five year study period, 2015-2019 showing the whole A21 study area and disaggregated by Section.

Figure 1 Section 1 collision severity by year

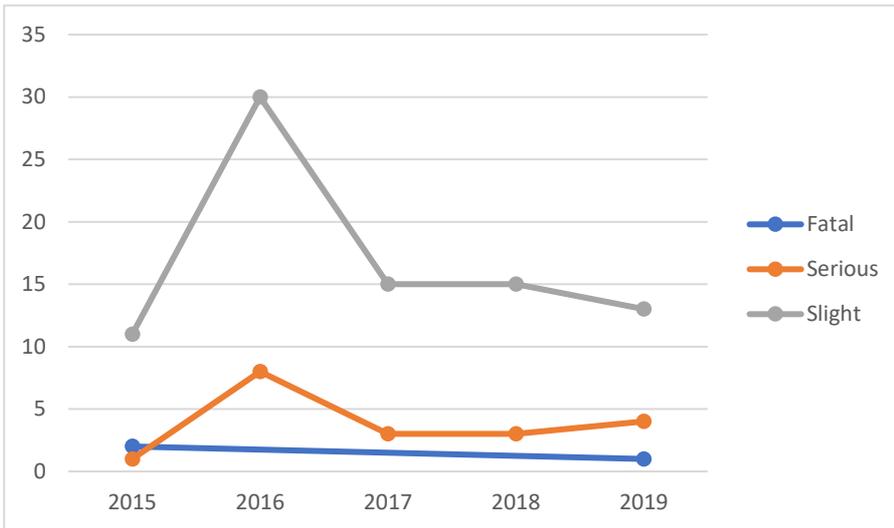


Figure 2 Section 2 collision severity by year

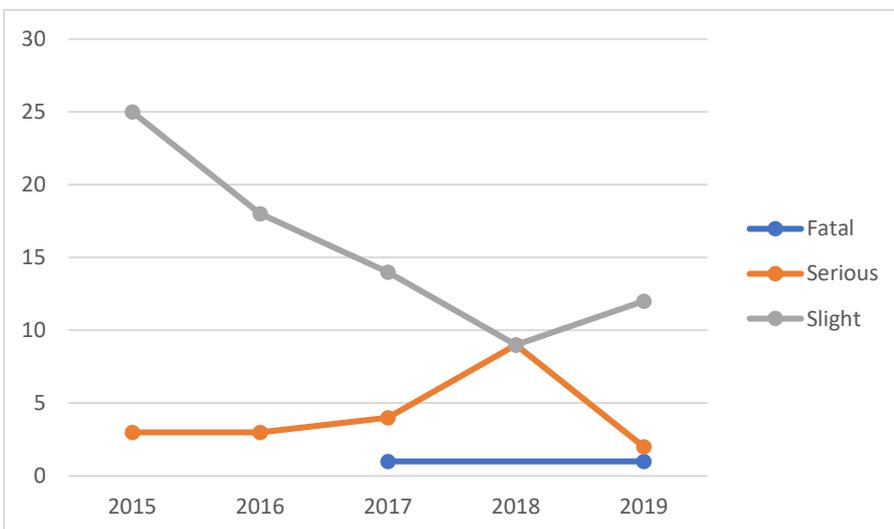


Figure 3: Section 3 collision severity by year

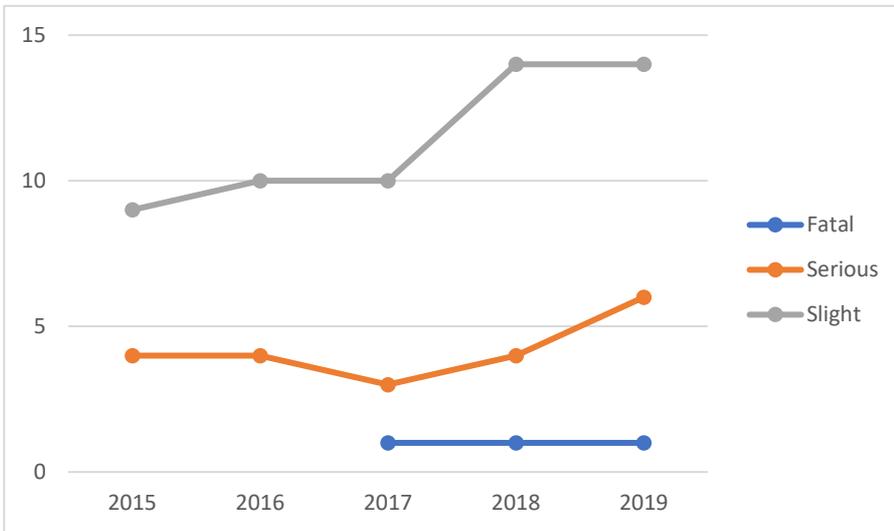


Figure 4 Section 4 collision severity by year

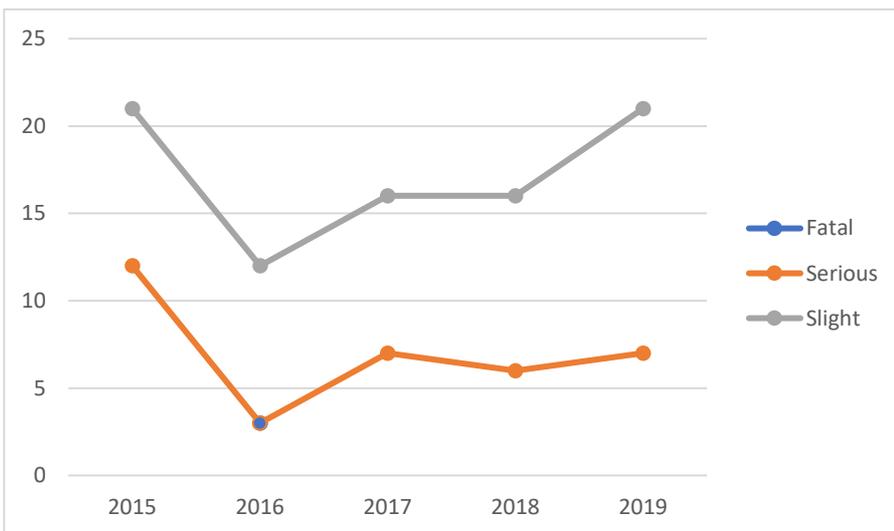
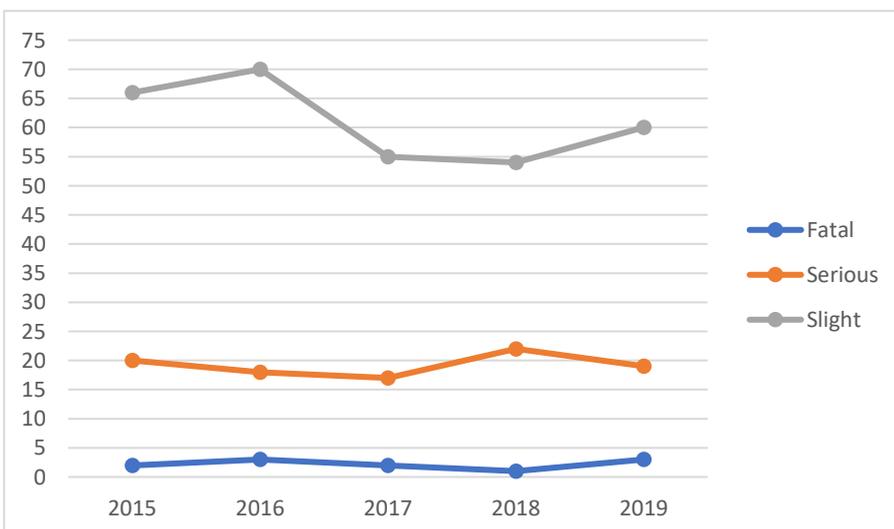


Figure 5 Whole of A21 study corridor collision severity by year



Section 1 has a peak of serious (n. 8) and slight (n. 30) collisions in 2016. With the exception of 2016 the number of collisions remains broadly consistent across the study period. Section 2 shows a decline in slight collisions from 2015 to 2018 with a slight rise in 2019. A small peak in serious collisions is present in 2018 (n. 9). Collisions are broadly consistent in Section 3 from 2015-2017 but then exhibit a rise in 2018, especially slight collisions. Section 4 displays a varying pattern of collisions with an initial decrease in 2016 and then a gradual rise in serious collisions, and a marked increase in slight collisions. Across all Sections the number of fatal collisions is very low so no discernible pattern is present.

When the Sections are aggregated together to form the whole A21 study route it shows fatal and serious collisions remain at a consistent number throughout the five year period. Slight collisions peak in 2016 and then decrease and remain largely consistent from 2017-2019.

2.3 Lighting Conditions

Table 3 Collision lighting conditions on the A21 corridor disaggregated by Section number, darkness collisions include those where streetlights were present and lit, present and unlit, no street lighting and unknown

Section	Section 1	Section 2	Section 3	Section 4	Total
Daylight	61	72	59	97	289
Darkness	45	29	22	27	132
Total	106	101	81	124	412

29.9% (n. 132) of collisions on the A21 study corridor occurred in hours of darkness. This is higher than the 2015-2019 A road national average¹ (28.9%). Although higher, this is not statistically significant.

The darkness collisions which occurred on Section 1 are considerably higher than the national average, 42.5% (n. 45). Using Yates Chi Square statistical significance is present at 99% confidence. With a high level of certainty Section 1 has a darkness collision problem and further investigation should be carried out to ascertain if this is certain locations or wider section related.

Sections 2, 3 and 4 are both lower than the national average, 28.7% (n. 29), 27.2% (n. 22) and 21.8% (n. 27) respectively.

2.4 Road Surface Conditions

Table 4 Collision road surface conditions on the A21 corridor disaggregated by Section number

Section	Section 1	Section 2	Section 3	Section 4	Total
Dry	56	75	55	97	283
Wet/Damp/Frost/Snow	50	26	26	27	129
Total	106	101	81	124	412

31.3% (n. 129) of collisions on the A21 study corridor occurred on wet/damp/frost/snow road conditions. This is higher than the 2015-2019 A road national average² (27.5%). Using Yates Chi Square test, statistical significance is present at 90% confidence. Sections 1 and 3 both have wet/damp/frost/snow collisions which are higher than the national average, 47.2% (n. 40) and 32.1% (n. 26). Section 3 is not statistically significant however Section 1 is statistically significant at 99% confidence. With a high level of certainty Section 1 has a

¹ Reported Road Casualties Great Britain 2019

² Reported Road Casualties Great Britain 2019

wet/damp/frost/snow collision problem and further investigation should be carried out to ascertain if this is in certain locations or wider Section related.

2.5 Summary and Proposed Link Treatments

412 collisions occurred between 2015 and 2017 on the A21 study corridor leading to the injury of 703 people. 31.0% of those casualties were fatal or seriously injured. Over the five year period there has been little change in the number of fatal or serious collisions on the A21, with a reduction in slight collisions from a 2016 peak, but then remaining broadly the same in 2017-2019.

29.9% of collisions occurred in darkness on the A21, this is slightly higher than the national average (28.9%) but not statistically significant. Section 1 is considerably higher than the national average at 42.5% and statistically significant at 99% confidence.

31.3% of collisions occurred on wet/damp/frost/snow road conditions on the A21, this is higher than the national average (27.5%) statistically significant at 90% confidence. Sections 1 and 3 are both higher than the national average, 47.2% and 32.1% respectively. Section 1 is statistically significant at 99% confidence; Section 3 is not.

The following link/Section treatments are proposed on the A21 based on the collision data above:

1. Undertake a collision assessment of darkness collisions of the A21 study corridor, identify clusters and propose engineering treatment options to progress to feasibility design;
2. Undertake a collision assessment of wet/damp/frost/snow collisions in A21 study corridor, identify clusters and propose engineering treatment options to progress to feasibility design;
3. Undertake a SCRIM assessment of the A21 study corridor and identify areas of reduced skid resistance. Compare these to collision locations with the aim of identifying wet skid site clusters. Engineering treatment options to be proposed and progressed to detailed design; and
4. Undertake an in depth assessment of the current drainage provision on Section 1 with the aim of identifying all drainage features, reviewing their current condition, deciding whether they are fit for purpose and maintaining/upgrading/replacing/installing additional systems to ensure excess surface water is not present on the A21

3. Collision Cluster Analysis

3.1 Pre-Identified Collision Clusters

The Safety Study Gap Analysis report recommended a number of the collision clusters in the 2018 route review report were noted as meriting further investigation. These are shown in Table 5 and are listed running north to south on the A21. The reference numbers used are consistent with those in the Safety Study Gap Analysis.

Table 5 The nine identified collision clusters in the brief for this study following the A21 Safety Study Gap Analysis report for further investigation listed north to south on A21

Section	Link	Cluster Reference	Location Description
1	A – Kent	14A	x3 laybys Sevenoaks and Tonbridge bypass
2	G – Kent	15B	Forstal Farm Roundabout
3	H – Kent	-	Whole of Link H, Kent
3	I – Kent	14B	Bedgebury Layby north of Flimwell
3	A – East Sussex	6E	Ashdene BP Garages, north of Hurst Green
3	B – East Sussex	5A	Cooper’s Corner A229 junction with A21
4	J – East Sussex	5F	Marley Lane junction with A21
4	J – East Sussex	5G	Tollgate Road junction with A21
4	J – East Sussex	12	Moat Lane junction with A21

The two additional design-development sites also included for completeness are shown in Table 6:

Table 6 Additional collision cluster design development sites listed north to south on A21

Section	Link	Cluster Reference	Location Description
1	A – Kent	6B	A21 northbound diverges to A25
4	H – East Sussex	5D	A21 Vinehall Road junctions with B2089 and B2090 Park Lane

A thorough review of collision data was undertaken, including the reporting Police Officers collision description, based on the most recent five years of data, 2015-2019. The aim of this was to identify road user errors underlying the causes of crashes and contributory factors affecting outcome. Additional 5-year (2010-2014) PIC data from CrashMap.co.uk was included for long term trends, addressing random fluctuations over time.

Collisions which occurred in darkness and on wet/damp/ice road conditions were also analysed and compared against the 2015-2019 A road national averages³. Using Yates Chi Square statistical test, statistical significance was measured and those with 95% confidence identified.

Following this assessment, a list of engineering treatment options was developed, and a recommendation made on those to progress to feasibility design. Wider recommendations were also included if identified by the assessors e.g. additional collision clusters located near to those being reviewed.

A collision data summary for each of these eleven sites is included below presented in order from north to south.

³ Reported Road Casualties Great Britain 2019

3.1.4 Section 3 Link H – Entirety of Kent Link H

Collision Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total	%
Fatal	-	1	-	1	-	-	-	1	-	1	4	5.1%
Serious	-	-	1	1	2	2	2	-	2	3	13	16.7%
Slight	6	8	8	8	6	5	3	6	3	8	61	78.2%
Total Collisions	6	9	9	10	8	7	5	7	5	12	78	100%
Casualty Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total	
Fatal						-	-	1	-	4	5	9.1%
Serious						2	3	-	5	8	18	32.7%
Slight						6	3	7	4	12	32	58.2%
Total Casualties						8	6	8	9	24	55	100%

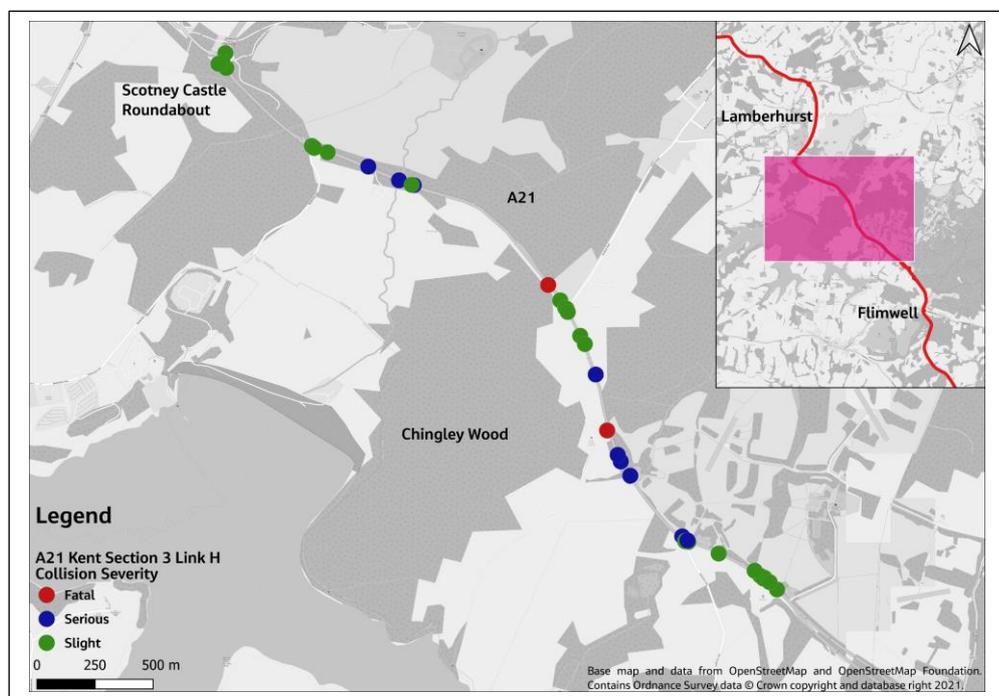


Figure 9: A21-Kent Section 3 Link H collision cluster plot 2015 to 2019 data

Collisions by Lighting Condition	2015	2016	2017	2018	2019	Total ¹	National Average % ²
Daylight	6	2	3	4	7	22 (61.1%)	71.1%
Darkness	1	3	4	1	5	14 (38.9%)	28.9%
Collisions by Road Surface Condition	2015	2016	2017	2018	2019	Total	National Average % ²
Dry	5	3	4	4	5	21 (58.3%)	72.5%
Wet/Damp/Ice ³	2	2	3	1	7	15 (41.7%)	27.5%

Notes: ¹Colour coded for statistical significance from five year national averages using Yates Chi Square (95% confidence level) Red higher than national average; Green for lower: ² Source: Reported Road Casualties Great Britain 2019; ³ Wet/damp includes wet, damp, flood, frost, ice, snow, oil, diesel, and unknown road surface conditions from Reported Road Casualties Great Britain. Where small numbers of PICs are analysed large disparities may be present before statistical significance is achieved.

Collision Narrative

This cluster covers the whole of Link H, Section 3 of the A21 in Kent. It is located between Scotney Castle Roundabout and immediately northeast of the A21/Lady Oak Lane at-grade priority junction, approximately 4.3km. The A21 is single carriageway, national speed limit and for the majority is lined by mature hedgerow and/or trees on either side of the road. The southernmost part of the link, approximately 750m leading to Lady Oak Lane junction is former dual carriageway which has been converted to single. The offside lane has been

hatched off and a series of verge marker posts installed in the closed lane. The link has a number of at grade priority junctions and private accesses along it.

Over the ten-year period (2010-2019) there have been a total of 78 collisions: four fatal, 13 serious and 61 slights. Of the 78 collisions, 17 are fatal or serious (21.8%), the 2019 national average is 21%. An average of 7.8 collisions per annum is present. Over this ten-year period the frequency has reduced slightly (42 in the first 5 years, 36 in the most recent 5 years) although the highest number of collisions annually occurred in 2019 (n=12). Frequency of high-severity collisions has almost doubled over the ten-year period (2 fatal and four serious in first 5 years; 2 fatal and 9 serious in most recent 5 years).

The most recent five-year PIC data (2015-2019) shows two fatal (2017 and 2019), nine serious (two in 2015, 2016 and 2018; and three in 2019) and 61 slight collisions. On average each collision resulted in 1.5 casualties. 38.9% of all 2015-2019 collisions were in darkness and 41.7% in wet/damp/ice road conditions. Both darkness and wet/damp/ice road surface collisions are higher than the five-year national average. Darkness collisions are not statistically significant, but wet/damp/ice collisions are statistically significant at 90%. If one more wet/damp/ice collision occurred this would be 95% significant.

2015-2019 collisions are distributed fairly evenly throughout the months of the year, on average three per month. January, February and October had the highest of five collisions each. 41.7% of 2015-2019 collisions occurred on a weekend (Saturday or Sunday) but the majority of fatal or serious collisions (n=7) occurred on a weekday (Monday-Friday). 50% occurred at a junction and 50% not at a junction or within 20m of one.

The most prevalent first and second Contributory Factors attributed by the reporting Police Officer are 405 Failed to look properly(n=10), 410 Loss of control(n=9), 406 Failed to judge other person's path of speed (n=8) and 103 Slipping road (due to weather) (n=5).

Within the 2015-2019 collision data five collision clusters are present on this link (four collisions within 100m in five years).

Cluster Name	Fatal	Serious	Slight	Total
K3H-01 Scotney Bridge Roundabout	-	-	4	4
K3H-02 Kilndown Road Junction	1	-	5	6
K3H-03 Cedar Gables	1	3	-	4
K3H-04 Rosemary Lane Junction	-	2	3	5
K3H-05 T&J Motel	-	-	6	6
Total	2	5	18	25

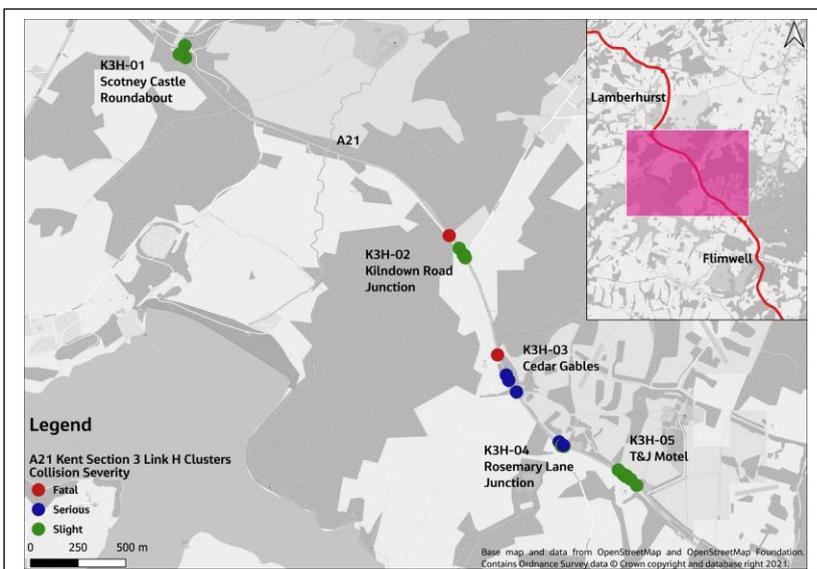


Figure 10: A21-Kent Section 3 Link H Collision Clusters

The five collision clusters account for 69.4% of all 2015–2019 collisions and 63.6% of fatal and serious collisions. Focussing treatments on these areas should have a significant positive impact on the overall collision performance of the link. The clusters are summarised overleaf including a map.

Cluster Reference	Cluster Name	Collision Summaries
K3H-01	Scotney Castle Roundabout 4 collisions	Three single vehicle loss of control, one including a motorcycle, on southbound approach and colliding with roundabout central island, traffic island and/or tree. One occurred in hours of darkness and wet conditions. One collision involved a motorcyclist losing control on northbound entry which collided with two other vehicles. All four collision characteristics indicate excessive approach speed to the roundabout. An additional serious-injury single-vehicle collision occurred in June 2020 (available on crashmap.co.uk) resulting in four casualties.
K3H-02	Kilndown Road Junction 6 collisions	All collisions involved two or more vehicles. The single fatal collision involved a vehicle for unknown reasons veering into the opposing carriageway leading to a head on collision. Of the five slight collisions, three involved a northbound A21 rear end shunt due to vehicles slowing or stopping in the A21 to turn tight into Kilndown Road; one involves a vehicle turning right out of Kilndown Road and colliding with a southbound A21 vehicle; and one involved a three point turn at the junction.
K3H-03	Cedar Gables 4 collisions	The cluster is spread over 220m. The fatal collision has been included within the cluster although is outside set parameter of 100m (114m instead). The single fatal collision involved the vehicle leaving the road to the nearside and colliding with a tree. The remaining three serious collisions all involved northbound A21 vehicles, two of which lost control to the near side and one crossed the centre line and collided head on with a southbound vehicle. The collision characteristics indicate excessive speed being taken into the gentle right-hand bend when travelling north on the A21.
K3H-04	Rosemary Lane Junction 5 collisions	Four of the five collisions (including one of the two serious) occurred in 2019 on a wet road surface. Four collisions including both serious involved a northbound A21 vehicle. Two lost control to the offside (one serious), one to the nearside and one undertook a dangerous overtake (serious). None involved manoeuvres entering or leaving the junction or private accesses. The final slight collision involved southbound A21 vehicle losing control to the offside. 3 collisions including on serious occurred in ours of darkness.
K3H-05	T&J Motel 6 collisions	Five of the six slight collisions involved southbound A21 vehicles. Two were rear end shunts in heavy traffic, two involved a right turn manoeuvre into T&J motel (one rear end shunt and one side impact with a northbound powered-two-wheeler) and one was a dangerous overtake. The sixth collision was a northbound loss of control following a collision with a badger.

Engineering Treatment Options (including speed limit alterations, junction improvements and signing)

Link	Engineering Treatment Options
Section 3 Link H	Carry out a drainage assessment along the whole of Link H to identify any systems which are not fit for purpose, need maintaining or replaced to with the aim to address the high number of collisions on a wet road surface. Await outcome of additional speed survey as part of A21 Speed Limit Review and adjust speed limits on link in line with the review's recommendations. Ensure road markings are kept in good condition at all times.

Cluster Name	Engineering Treatment Options
K3H-01 Scotney Castle Roundabout	<p>On the southbound A21 approach provide transverse yellow bar markings (TSRGD diagram 1067) and add yellow backing boards to the chevron signs on the roundabout central island.</p> <p>Review speed limit signing on A21 approaches with the aim to relocate/rationalise the national speed limit signs on southbound A21 approach to roundabout so not to unintentionally reinforce to drivers they can approach/negotiate the junction at high speed.</p> <p>Investigate the feasibility of installing visibility screening on the northern splitter island (alterations to the uncontrolled pedestrian crossing and/or vehicle restraint system may be required).</p> <p>Provide lane destination signing and markings on the A21 southbound approach.</p>
K3H-02 Kilndown Road Junction	<p>Investigate the feasibility of providing a ghost island right turn facility into Kilndown Road.</p> <p>Ensure visibility splays are clear of vegetation and they meet necessary design requirements.</p> <p>Provide yellow backed side road ahead warning signs (TSRGD diagram 506.1) including distance plates on both A21 approaches.</p> <p>Advanced direction signs are inconsistent on A21 approaches. Check signs meet design standards and make alterations as required.</p>
K3H-03 Cedar Gables	<p>Install a series of yellow backed chevron signs (TSRGD diagram 515) facing northbound A21 drivers.</p> <p>Provide yellow backed side road ahead warning sign (TSRGD diagram 506.1) including distance plate on A21 northbound approach.</p> <p>Provide a continuous solid double white line system (TSRGD diagram 1013.1) through the bend and both immediate approaches if Traffic Signs Manual Chapter 5 requirements are met.</p>
K3H-04 Rosemary Lane Junction	<p>Remove the central median hatching (which may increase driver confidence and speed) and narrow the A21 to promote slower speed choices past the junction. Adequate width should be retained to prevent vehicle conflict.</p> <p>Undertake a detailed drainage review of the Rosemary Lane junction.</p> <p>Clear vegetation and overhanging tree limbs and install a series of verge marker posts on the nearside for northbound drivers, including nearside road studs.</p> <p>Provide a yellow backed bend ahead warning sign (TSRGD diagram 512) facing northbound A21 drivers.</p>
K3H-05 T&J Motel	<p>Install a 'queues-likely' warning sign (TSRGD diagram 584) and associated plate facing southbound drivers.</p> <p>Provide a double white line system (TSRGD diagram 1013.1) past T&J Motel if Traffic Signs Manual Chapter 5 requirements are met.</p>

Recommended Treatment Option for this Cluster

Investigate and Develop all the above Engineering Treatment Options to feasibility design and assess their suitability to progress to detailed design and stakeholder engagement.

Any other Recommendations

Undertake a lighting assessment of the Scotney Land Bridge to ensure shadows are not cast across the A21 southbound approach to Scotney Castle Roundabout drawing a driver's attention away from the roundabout onto the bridge.

4.4 Link H Kent – Risk Assessment

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
Link Wide - Carry out a drainage assessment along the whole of Link H to identify any systems which are not fit for purpose, need maintaining or replaced to with the aim to address the high number of collisions on a wet road surface.	By ensuring surface water drainage removes water from the A21 it makes it easier for users to drive safely during wet conditions.	Installation of additional drainage covers/gullies could increase likelihood of motorcycle collisions if poorly located.	Additional drainage units on the carriageway require further maintenance by works increasing workers exposure to injury on the network.	Depending on outfall details, Additional drainage could put local highway /private drainage systems over capacity leading to collisions/flooding/personal injury.
Link Wide Await outcome of additional speed survey as part of A21 Speed Limit Review and adjust speed limits on link in line with the review's recommendations.	Having appropriate and consistent speed limits aids the principle of self-explaining road to a driver. Speed limits will be set where a driver can safely negotiate the carriageway ahead of them.	If proposed speed limits are not self-enforcing it may result in drivers choosing a non-compliant speed leading to more frequent/severe collisions.	Removal/changes to existing signs and construction of new terminals/repeater signs, combined with potential increase in ongoing maintenance of signs increases workers exposure to injury on the network.	Police may not be able to carry out enforcement activities if signs removed/relocated.
Link Wide - Ensure road markings are kept in good condition at all times.	Delineates road to drivers, particularly in hours of darkness making it easier for them to drive.	None.	If maintenance of road markings increases, then exposure to injury on the network for road works also increases.	None.
K3H-01 On the southbound A21 approach to B2169 Scotney Castle Roundabout provide transverse yellow bar markings (TSRGD diagram 1067) and add yellow backing boards to the chevron signs on the roundabout central island.	Slow drivers speed approaching the roundabout and highlight the presence of the roundabout and sharp deviation from route required to enable them to negotiate at an appropriate speed.	Yellow bar markings could destabilise a motorcyclist, particularly in wet weather if skid resistance is lower than adjacent surface, and because of raised profile.	Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network. Road markings located in area of high wear increasing frequency of maintenance.	Potential noise impact of yellow bar markings on adjacent residents. It is unlikely to be an issue at this location due to proximity of dwellings.

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-01 Review speed limit signing on A21 approaches with the aim to relocate/rationalise the national speed limit signs on southbound A21 approach to roundabout so not to unintentionally reinforce to drivers they can approach/negotiate the junction at high speed.</p>	<p>Existing national speed limit signs may unintentionally reinforce to drivers they can approach/negotiate the roundabout at high speed. Relocating/removing them eliminates this potential behaviour nudge.</p>	<p>None</p>	<p>Removal/relocation of signs exposes road workers to injury on the network.</p>	<p>Police may not be able to carry out enforcement activities if signs removed/relocated.</p>
<p>K3H-01 Investigate the feasibility of installing visibility screening on the northern splitter island (alterations to the uncontrolled pedestrian crossing and/or vehicle restraint system may be required).</p>	<p>Obstruct a driver’s visibility approaching the roundabout so they are required to slow on approach, ensuring they do not make an early decision to enter the circulatory area and do so at excessive speed. Dominant flow on A21 means drivers on A21 less likely to have to give way</p>	<p>Alterations to the uncontrolled pedestrian crossing may be required resulting in it being in a less safe location. Usage and desire lines should be checked</p>	<p>Additional piece of infrastructure on the highway which needs to be constructed and maintained exposing road workers to injury on the network.</p>	<p>None</p>
<p>K3H-01 Provide lane destination signing and markings on the A21 southbound approach.</p>	<p>Provision of signs and markings to make clear to drivers which lane to negotiate the roundabout in, to make the road self-explaining.</p>	<p>Additional signs adjacent to highway which could be struck by errant vehicle. Increased likelihood of injury to errant motorcyclists if they collide with signs. Provision of large road markings in carriageway introduce slip hazard to motorcyclists during wet weather.</p>	<p>Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network. Road markings located in area of high wear increasing frequency of maintenance.</p>	<p>None.</p>

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-02 Investigate the feasibility of providing a ghost island right turn facility into Kilndown Road.</p>	<p>Provides drivers a safe area of the carriageway to wait to turn right reducing pressure on a driver to make an unsafe manoeuvre due to queueing vehicles behind them.</p>	<p>Can give road users additional road space to turn into side road at higher speeds resulting in loss of control.</p> <p>Facility can provide opportunity for overtaking, particularly by motorcyclists., bringing them into conflict with turning vehicles</p> <p>Facility can be used by drivers to right out of side road to make manoeuvre in two stages, using it as a refuge; can lead to second stage of turn more obstructed than waiting for a clear gap with visibility both ways.</p>	<p>Construction and ongoing maintenance of additional road markings increases road worker exposure to injury on network.</p>	<p>May make it more difficult for adjacent private property to turn out of their dwelling.</p>
<p>K3H-02 Ensure visibility splays are clear of vegetation and they meet necessary design requirements.</p>	<p>Gives drivers clear line of sight to make judgement when it is safe to turn out of side road. Main road drivers can see junction more clearly and a vehicle in the side road. Signs on the approach should also be cleared of vegetation at the same time.</p>	<p>Excess visibility can lead to drivers making an early decision and exit the side road at higher speed. If a southbound vehicle does not see an emerging vehicle the open view might encourage them to speed up, increasing risk for vehicles turning right into the junction.</p>	<p>More regular maintenance of vegetation to retain visibility splay increases road worker exposure to injury on network.</p>	<p>None.</p>

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-02 Provide yellow backed side road ahead warning signs (TSRGD diagram 506.1) including distance plates on both A21 approaches.</p>	<p>Highlight the presence of the roundabout and sharp deviation from route required to enable drivers to negotiate at an appropriate speed.</p>	<p>Larger signs are more of a collision hazard than smaller to an errant vehicle. Provided all signs are passively safe, one support should be sufficient, but motorcyclists are at equal risk from passively safe sign supports because the vehicle does not have enough mass to activate the design failure mechanism, and the rider may have become separated from their machine at the point of impact.</p>	<p>Additional signs to construct and maintain (clean and replace in the event of damage) increasing workers exposure to injury on the network.</p>	<p>None</p>
<p>K3H-02 Advanced direction signs are inconsistent on A21 approaches. Check signs meet design standards and make alterations as required.</p>	<p>Ensure signs correctly drivers to locations and are of a size than can be easily read on approach to avoid sudden braking/late manoeuvres.</p>	<p>If larger sign arrangements are required, it increases the size of an off carriageway collision hazard to that already present. Motorcyclists are at particular risk of injury.</p>	<p>If signs need to be repaired/replaced requiring construction, it places works at exposure to injury on the network.</p>	<p>None</p>
<p>K3H-03 Install a series of yellow backed chevron signs (TSRGD diagram 515) facing northbound A21 drivers.</p>	<p>Highlight the presence of the bend and sharp deviation from route required to enable drivers to negotiate at an appropriate speed.</p>	<p>Additional signs (assumed rigid individual post-mounted signs) adjacent to highway which could be struck by errant vehicle. Increased likelihood of injury to errant motorcyclists if they collide with signs. Flexible passively safe alternatives reduce the injury risk from sign impact (other roadside hazards such as trees would remain).</p>	<p>Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network. If flexible signs used, this may impact nature of maintenance required and affect worker exposure.</p>	<p>None</p>

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-03 Provide yellow backed side road ahead warning sign (TSRGD diagram 506.1) including distance plate on A21 northbound approach.</p>	<p>Highlight the presence of the approaching side road so drivers are alerted to the hazard and can adjust speed accordingly.</p>	<p>Additional signs adjacent to highway which could be struck by errant vehicle. Increased likelihood of injury to errant motorcyclists if they collide with signs.</p>	<p>Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network.</p>	<p>None.</p>
<p>K3H-03 Provide a double white line system (TSRGD diagram 1013.1) through the bend and both immediate approaches.</p>	<p>Providing a double white line system will help deter dangerous overtakes and/or drivers taking a 'racing line' through bends, measure intended to reduce their speed.</p>	<p>May introduce frustration to drivers in a location where they previously believe they could have overtaken if the opportunity presented itself.</p> <p>Survey works (see right) would require closures requiring diversion on less-familiar junctions which may have poor visibility.</p>	<p>On-road survey needed before design can be undertaken, requiring a full closure, or extended traffic management sections, which places workers at risk to implement control, and undertake survey. Removal of existing markings and lining of replacement introduces exposure to injury on the network to road workers.</p>	<p>None.</p>

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-04 Remove the central median hatching and narrow the A21 to promote slower speed choices past the junction.</p>	<p>The presence of central median hatching may increase driver confidence and speed due to partial segregation from opposing traffic. Removing it providing central carriageway markings should have reverse effect, slowing drivers.</p> <p>Motorcyclists may attempt dangerous overtakes where previously they had a perceived safe corridor to overtake.</p> <p>Note that no road marking removal technique removes lines without trace; at night and/or in wet weather or low sun, removed markings can be more conspicuous than replacement markings.</p>	<p>Removes ability for any right turning traffic to partially have a refuge of safety to make manoeuvre. May introduce rear end shunt collisions. Although it is not possible to pass a right-turning vehicle at present, so effect is likely to be marginal.</p> <p>If road narrowed on inside of the bend, it could improve side road visibility, but this would need care to avoid putting emerging side road vehicles into the wept path of passing vehicles.</p>	<p>Removal of existing markings and lining of replacement introduces exposer to injury on the network to road workers.</p>	<p>None.</p>
<p>K3H-04 Undertake a detailed drainage review of the Rosemary Lane junction.</p>	<p>By ensuring surface water drainage removes water from the A21 it makes it easier for users to drive safely during wet conditions.</p>	<p>Installation of additional drainage covers/gullies could increase likelihood of motorcycle collisions if poorly located.</p>	<p>Additional drainage units on the carriageway require further maintenance by works increasing workers exposure to injury on the network.</p>	<p>Depending on outfall details, Additional drainage could put local highway /private drainage systems over capacity leading to collisions/flooding/personal injury.</p>

Recommended Engineering Interventions	User behaviour impacts	Adverse impacts on Road Users	Adverse impacts on Road Workers	Adverse impacts on other parties including local-road users
<p>K3H-04 Clear vegetation and overhanging tree limbs and install a series of verge marker posts on the nearside for northbound drivers, including nearside road studs.</p>	<p>Highlight the presence of the bend and aid drivers to negotiate at an appropriate speed, especially during hours of darkness.</p>	<p>Clearing excessive vegetation and providing excellent visibility can increase vehicle speeds and could lead to loss of control collisions.</p>	<p>Replacement of existing marker posts and ongoing maintenance increases workers exposure to injury on the network.</p>	<p>None.</p>
<p>K3H-04 Provide a yellow backed bend ahead warning sign (TSRGD diagram 512) facing northbound A21 drivers.</p>	<p>Highlight the presence of the approaching bend ahead so drivers are alerted to the hazard and can adjust speed accordingly to negotiate hazard.</p>	<p>Additional signs adjacent to highway which could be struck by errant vehicle. Increased likelihood of injury to errant motorcyclists if they collide with signs.</p>	<p>Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network.</p>	<p>None</p>
<p>K3H-05 Install a 'queues-likely' warning sign (TSRGD diagram 584) and associated plate facing southbound drivers.</p>	<p>Highlight the presence of likely queueing vehicles so drivers have higher awareness of possibility of stationary vehicles and do not carry excess speed into the area.</p>	<p>Additional signs adjacent to highway which could be struck by errant vehicle. Increased likelihood of injury to errant motorcyclists if they collide with signs.</p>	<p>Additional signs to construct and maintain. Additional signs in verge makes maintenance of verge more difficult. Both increasing workers exposure to injury on the network.</p>	<p>None</p>
<p>K3H-05 Provide a double white line system (TSRGD diagram 1013.1) past T&J Motel if Traffic Signs Manual Chapter 5 requirements are met.</p>	<p>Providing a double white line system will help deter dangerous overtakes and/or drivers taking a 'racing line' through bends reducing their speed.</p>	<p>May introduce frustration to drivers in a location where they previously could have overtaken if the opportunity presented itself.</p>	<p>Survey (survey staff and traffic management for survey) and removal of existing markings and lining of replacement introduces exposure to injury on the network to road workers.</p>	<p>None.</p>
<p>Recommended Outcome for this Site:</p> <p>On balance it is recommended to progress all the proposed engineering interventions to preliminary design.</p> <p>Drainage assessments should be carried out with consultation with the adjacent Local Highway Authority. Any speed limit changes should be carried out with consultation from the Police/Safety Camera Partnership to ensure enforcement can be carried out if required.</p>				



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30 July 2020

Dear all,

I wanted to write to you following our meeting on 16 June to update you on discussions I have been having with Highways England regarding the proposals for safety enhancements on the A21.

First, let me assure you that I fully recognise the case that you have put forward for action to improve safety on this road at the earliest opportunity. Highways England has been undertaking interventions along the route in recent years to improve safety, and will continue to do so in the future including through further maintenance and renewal work this financial year as well as improved lining and signage at Kippings Cross and Scotney Castle.

I asked Highways England to explore options to speed up the development of the safety package of more significant interventions that was announced in RIS2 as being developed for delivery after 2025. This work is envisaged to create consistent and standardised conditions along the single carriageway section together with improved pedestrian and cycling facilities. I can confirm that HE has now identified a delivery path so that the interventions will be completed by 2025.

As I outlined when we met, decisions on further upgrades to the A21 will be informed by the work of Highways England as it updates its route strategies and by Transport for the South East as the sub-national transport body. I understand that Highways England will commence its route strategy process in the autumn and will involve you in its work to ensure your understanding of local priorities is properly taken into account.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON

A21 COLLISION DATA FOR Jan 2018 to March 2022 – TOTAL 64 COLLISIONS

STRETCH OF ROAD – SCOTNEY ROUNDABOUT, BEWL WATER to T & J MOTEL.

‘Road traffic speeds should be set first and foremost with due diligence to the safety of road users and residents’ according to Government publications.

Information for Highways England

Colour Coded to illustrate collision hotspots

Currently verge is eroded at sight opposite Rosemary Lane junction. Highways England informed.

A21 Junction with Kilndown Road on 60mph stretch. = 9 INCIDENTS
HOTSPOT

A21 Junction with Rosemary Lane on 60mph stretch. This area has a blind bend and a junction. HOTSPOT = 20 INCIDENTS

A21 60mph stretch between Rosemary Lane junction and Cherry Lea Cottage. This stretch has a gradient hill and a bend. HOTSPOT = 15 INCIDENTS

Date	Detail	Emergency Services	Highways England Design Team requirements
1. Jan 2018	On the 60MPH residential stretch of the A21 Collision car left road into	Yes / Road closed	Travelling North. 51.07636, 0.41960

	ditch near Cherry Lea Cottage (51,07660, 041929).		Time Unknown
2. 26th Jan 2018	On the 60MPH stretch of Goudhurst A21 Council lorry veered across the road, unshipped its cargo of gas cylinders and road line paint boiler on the verge of resident's house. Vehicle badly damaged. Near Braxendorf Cottage (51,07497, 042106)	Yes / Road closed	Travelling North (51,07455, 042119) 30 metres from Braxendorf Cottage (51,07497, 042106)
3. 29th Jan 2018	On the 60MPH Goudhurst section of the A21 Vehicle left road and hit a tree. Near Braxendorf Cottage (51,07497, 042106)	Road closed	
4. 3rd Feb 2018	On the 60MPH Goudhurst residential section of the A21 Vehicle left the road and landed the wrong way up in ditch. Near Cherry Lea Cottage (51,07660, 041929)	Yes / Road closed	Travelling North (51,076243, 0419640)
5. 9th Feb 2018	On the 60MPH Goudhurst residential section of the A21 White van left the road and hit trees by the grass verge	Police attendance	Travelling North
6. 20th Feb 2018	On the 60MPH Goudhurst residential section of the A21 Car had two tyres punctured by road verge deterioration. Mother with mobility		Road verge deterioration. Heading North (51,074092, 0421745). No injuries reported.

	problems travelling in car. Near Cherry Lea Cottage (51,076553, 0424665).		
7. March 13th 2018	On the 60MPH Goudhurst residential section of the A21 Car left road and hit a telegraph pole. Woman and small child taken to hospital. Near Braxendorf Cottage (51,07497, 042106).	Two ambulances and a fire engine. Road closed	Travelling north. (51,074331, 0.421379) Injuries sustained Telegraph post damaged.
8. March 25th 2018	On the 60MPH Goudhurst residential section of the A21 Two vehicles involved in collision	Police attended	
9. March 28th 2018	On the 60MPH Goudhurst residential section of the A21 Large lorry veered across and onto wrong side of the road. Smashed into tree. Driver in hospital. Near Braxendorf Cottage (51,07497, 042106).	All emergency services, driver cut from vehicle and hospitalised. Road closed	Travelling North at night. Driver trapped and hospitalised (51,07462, 042126) 25.6 metres from Braxendorf Cottage.
10. April 2nd 2018	On the 60MPH Goudhurst residential section of the A21 Two cars with punctures caused by eroded verge plus car collided into rear of car in front. Near Cherry Lea Cottage (51,076553, 0424665)		All travelling north. Punctures were occurring at (51,074092, 0421745). Due to verge erosion vehicles were dropping and getting thrown across road. This has now been remedied by Highways England but remains an area of overgrown

			vegetation and reflected post damage.
11. 3rd June 2018	On the 60MPH Goudhurst residential section of the A21. Serious road accident. Car crossed to other side of the road / head on collision. Spring Cottage (51,07501,042085).	All emergency services including air ambulance. Road closed	Travelling north (51,07501,042085). Serious Injuries
12. 14th June 2018	On the 60MPH Goudhurst residential section of the A21 Four vehicle crash, involving 3 cars and a tripper truck, Nursery Farm / Kilndown Road junction.		Afternoon Weather dry Kilndown Junction (51,08148, 041680)
13. 23rd July 2018	On the 60MPH Goudhurst residential section of the A21 White van left road and ran into ditch after trying to overtake a lorry at 04.30am (van write-off)	Police. Road closed	04.30am, Travelling north.
14. 28th July 2018	On the 60MPH Goudhurst residential section of the A21 Outside <u>Stonecrouch Farmhouse</u> entrance. Driver lost control on bend, hit Yew trees at front of Stonecrouch Farmhouse and somersaulted onto private lay-by at 09.00 am.	Police & Ambulance	09.00am. Dry and Sunny (51,072458, 042,4711) Travelling South. Usual loss of control after bend. Vehicle landed on its roof. Police and Ambulance attended Collision hotspot area.
15. 29th July 2018	On the 60MPH Goudhurst residential section of the A21 Outside <u>Old</u>	No emergency services required. Pick up called	Rosemary Lane Junction Travelling South.

	Stonecrouch Farmhouse (52,072519, 0424501). Vehicle turning right off A 21 and was hit from the back by another car who could not stop in time. Damage to both vehicles. Driver cared for by resident.	to remove vehicle from verge.	(51,07254, 042414) No Injuries reported
16. 25 th October 2018	On the 60MPH section of the A21 Just south of Flimwell crossroads. Fatal crash where car left the road and hit a tree. Occupant killed on a 60MPH section of the A21. This incident is just outside the area of safety application to reduce speed limit.	FATAL	Just south of Flimwell Crossroads.
17. October 2018	On the 60MPH Goudhurst residential section of the A21 Scotney roundabout, vehicle left road.	No other details available.	
27 th Nov 2018. Hazard, but not included in stats	On the 60MPH Goudhurst residential section of the A21 Between Kilndown Junction and Route One Car Sales Garage.	Deer ran out of woods and was hit by car travelling south. *Not speed related but a common hazard on this 60mph section of the A21.	Hazard at current speed limit.
2019			

18. 22 nd Jan 2019	On the 60MPH Goudhurst residential section of the A21 Junction of A21 with Rosemary Lane, opposite <u>Old Stonecrouch Farmhouse</u> (52,072519, 0424501). At around 09.00 VW Golf and another vehicle.	Police and ambulance in attendance. Area taped off with police tape.	At 09.00hrs, travelling north. (51,072395, 0424665). Collision hotspot
19. 27 th Jan 2019	On the 60MPH Goudhurst residential section of the A21 At Route One Car Sales Garage. Vehicle left own side of road, crossing to other side and colliding with metal posts. Time approximately 13.30.		At 13.30hrs. Travelling north (51,078527, 0418895)
20. 27 th Jan 2019.	On the 60MPH Goudhurst residential section of the A21 At 15.45 approx. Vauxhall Corsa head on collision with Range Rover at junction with Kilndown Road. This is just over 100 metres north of earlier unrelated collision.	FATALLY injured lady driver, resident of Flimwell Close. All emergency services involved including air ambulance	At 15.45 hrs LOCAL RESIDENT FATALITY (51,081380, 0416880) Collision hotspot area.
21. 2 nd Feb 2019	On the 60MPH Goudhurst residential section of the A21 At 16.00 Car left road at Rosemary Lane junction, hit a telegraph pole and ended down a small embankment and into the front fence of residential property <u>Forge House</u> (51,07254, 042414).	Two police cars arrived at scene. Elderly couple assisted by other drivers and neighbours.	At 16.00hrs SAME TELEGRAPH POLE at Rosemary Lane Junction (51,07254, 042414) Collision hotspot.
22. 14 th Feb 2019	On the 60MPH Goudhurst residential section of the A21. Collision south of	Police and Ambulance in attendance.	

	Bowl Water and north of Kilndown Road junction		
23. 24 th Feb 2019	On the 60MPH Goudhurst residential section of the A21 At around 01.30am, car travelling south left A21 road, crossed to the other side of the road at Rosemary Lane junction, hitting and knocking over the same telegraph pole as hit and smashed 22 days earlier.	Police and Ambulance in attendance.	At 1.30am travelling south. SAME TELEGRAPH POLE (51,07254, 042414) Rosemary Lane junction. Usual loss of control on bend. Collision hotspot.
24. 27 th March 2019	On the 60MPH Goudhurst residential section of the A21 At 16.45, white van and car in a rear hit shunt, outside <u>Stonecrouch Farmhouse</u> , close to Rosemary Lane.	Two vehicles following directly behind belonged to Highways Maintenance.	At 16.45 (51,072458, 042,4711) Collision hotspot area.
25. 7 th April 2019	On the 60MPH Goudhurst residential section of the A21 At 15.00, a multiple collision of cars by Route One Car Sales Garage. Cars very badly damaged. One car came to rest on its roof.	Police, Ambulance and Fire Brigade in attendance. Road Closed.	At 15.00hrs (51,078527, 0418895) Weather Damp Injuries
26. 20 th April 2019	On the 60MPH Goudhurst residential section of the A21 Collision at Nursery Farmhouse, Junction with A21 and Kilndown Road.	Ambulance in attendance.	Collision hotspot junction. (51,08148, 041680) Injuries sustained.
27. 25 th May 2019	On the 60mph Goudhurst residential section at the junction of Rosemary	Recovery vehicle attended to removed	Collision hotspot junction (51,07254, 042414)

	Lane and the A21. Three cars involved with damage requiring recovery vehicles.	badly damaged vehicles.	
28. 26th May 2019	On the 60MPH Goudhurst residential section of the A21 At approx. 01.30am, Land Rover type vehicle on wrong side of central white line collided with car driven by lady on the correct side of the road. Collision very close to <u>Stonecrouch Farmhouse</u> (51,072458, 042,4711).	Recovery vehicle attended at 03.00 am to remove badly damaged car	01.30am at hotspot collision location. (51,072458, 042,4711).
29. 26th May 2019	On the 60MPH Goudhurst residential section of the A21 At approx. 10.15am, two cars badly damaged at the junction of Rosemary Lane and the A21. Scene of three separate collisions involving seven vehicles in less than 24 hours.	Police in attendance, road partially blocked.	At 10.15am. (51,07254, 042414) Collision Hotspot
30. 11th June 2019	On the 60MPH Goudhurst residential section of the A21 At approx. 10.15am. Queuing traffic travelling north, car approaching too fast, squealing brakes heard and vehicle hit the car in front. Outside Spring Cottage (51,07501,042085).	Two cars were able to drive off after incident.	At 10.15am Travelling North Vehicle crashes into back of another vehicle at Spring Cottage (51,07501,042085). Collision Hotspot area
12th June 2019.	On the 60MPH Goudhurst residential section of the A21 At around	Deer another hazard on a 60mph section of	22.20hrs Travelling South. (51,08208, 041628)

Hazard, not counted in stats.	10.20pm. Driver hit deer, got out of his vehicle and then drove away. Other traffic stopped to move seriously injured deer to side of road. North of Kilndown Junction	road. No deer warning signs to a common problem.	
31. 17th Aug 2019	On the 60MPH mph Goudhurst residential section of the A21 At 20.00 hrs, vehicle left road and smashed telegraph pole on south verge. Ambulance and police at scene.	Driver and passenger arguing. Traffic stopped. Close to Route One Car Sales Garage.	At 20.00Hrs. Car travelling south Unsure of exact position, but close to Route One Car Sales Garage (51,078527, 0418895).
During August 2019	Three different vehicles have gone down pothole at side of verge and tarmac. All have suffered split tyres.	Between Rosemary Lane and Route One Car Sales Garage.	(51,07414, 042164) Approximately Collision Hotspot
32. 6th Oct 2019	On the 60MPH Goudhurst residential section of the A21 At around 18.40 vehicle left road, smashing telegraph pole (different pole to the one in August) between Kilndown Road junction and Route One Car Sales Garage.	Police, Ambulance and Fire Services in attendance	18.40hrs. (51,080630, 0417622)
33. 18th Oct 2019	On the 60MPH Goudhurst residential section of A21 At 01.25 am head on collision at junction with Rosemary Lane A21. Car travelling north overtook car on the wrong side of the road and smashed into car (4	Emergency services including 2 x Fire engines with cutting equipment, 2 x Police vehicles, 2 x Ambulance	At 01.25 am. Car travelling south with 4 occupants was hit head on by car driver trying a badly judged overtaking manoeuvre.

	occupants) travelling south to Hastings.	service with paramedics, all used.	Weather dry. (51,07254, 042414) One passenger trapped in rear of car and taken to hospital with back injury. Collision hotspot
34. 12 th Nov 2019.	On the 60MPH Goudhurst residential section of the A21 White van crashed at Route One Car Sales Garage. Front of vehicle smashed. Area is between Kilndown Road and Rosemary Lane A21		Weather dry (51,078527, 0418895) 362 metres south of Kilndown Road junction. No reported injuries,
35. 16 th Nov 2019	On the 60MPH Goudhurst residential section of the A21 Cars collided A21 at the Bewl Water turn off. Vehicle in central reservation several hours after crash. Two vehicles involved.		Afternoon – Dry Weather (51,087855, 0401275)
36. 25 th Nov 2019	On the 60MPH Goudhurst residential section of the A21 Vehicle travelling south, driver lost control on the bend at Rosemary Lane, A21. Smashed telegraph post. Telegraph lines lying across the road. 21.15hrs. Neighbour's fence smashed.	Local Police attendance. Driver travelling with his wife. No injuries. Airbags deployed.	At 21.15 hrs Travelling South Lost control on bend at Rosemary Lane Junction. <u>Smashed usual telegraph pole</u> (51,07254, 042414) No injuries. Property fence of bungalow smashed. Collision Hotspot
COVID - 19 - LOCKDOWN PERIOD		LESS TRAFFIC	

37. 17 th Mar 2020	On the 60MPH Goudhurst residential section of the A21 RESIDENT'S driveway. Tractor emerging from Nursery Farm directly beside blind bend hit by oncoming car travelling North. Kilndown Junction.	Resident's entry has been highlighted to Highways England due to extremely restricted view. Oncoming vehicles unable to stop if travelling above 40mph.	Travelling North No Known Injuries (51,08148, 041680) Collision Hotspot
38. 2 nd June 2020	On the 60MPH Goudhurst residential section of the A21 Kent County Council dustbin lorry overturned on the A21 roundabout at Scotney Castle. (SERIOUS INCIDENT covered in local press)	Air Ambulance on scene to airlift worker with serious injury to hospital. Three others taken to hospital. Air Ambulance, Paramedics, Police on scene. Road Shut.	At Scotney Castle roundabout Overturned Lorry Serious Injury (51,091077, 0395528)
39. 21 st June 2020	On the 60MPH Goudhurst residential section of the A21 junction at Nursery Farm, turning into Kilndown vehicles collided mid-morning.	Emergency services including ambulance in attendance.	Mid-Morning (51,08148, 041680) Emergency Services Collision Hotspot
40. 24 th June 2020	On the 60MPH Goudhurst residential section of the A21 Outside <u>Stonecrouch Farmhouse</u> , (51,072458, 042,4711) shunt collision between two vehicles.	Drivers exchanged their details, no police required. Time 14.50	Time 14.50, Shunt collision Travelling South (51,072458, 042,4711) No Injuries Collision Hotspot
41. 26 th July 2020	On the 60MPH Goudhurst residential section of the A21 Car left road near	Other drivers stopped to assist victim.	Morning collision. Heading Northwards

	the Bewl Water turn in on the north bound side. Car damaged and stuck in the trees and foliage.	Occurred in the morning.	(51,087542, 0402463)
42. 27 th Nov 2020	On the 60MPH Goudhurst residential section of the A21 Vehicle, south bound, opposite the T & J Motel. Vehicle in ditch.	Police in attendance. Morning.	Morning. Travelling south. Vehicle travelling southbound (51,071345, 0428408) No injuries reported.
14 th Dec 2020 (not counted in stats as just out of area)	On the Flimwell 50/60 MPH section of the A21. FATAL Crash at 3.30 am. Driver left scene, leaving passenger in critical condition. Injured person later died. Just outside our residential area. Car left road and hit tree.	Police. Police Ambulance and all emergency services	FATAL
43 12 th February 2021	On the 60MPH Goudhurst residential section of the A21 At 01.00 am, opposite Stonecrouch Farmhouse (51,072317, 0425350). Southbound car left A21 road at bend and smashed through telegraph post and through the fence of residential property. Telephone and Broadband services knocked out.	Two Fire Engines, Police Ambulance & Recovery Services all on site.	At 1.00 am. Weather poor. Southbound Car Not the usual telegraph post but another on the opposite side of Rosemary Lane, adjacent to A21. (51,072404, 0424555), 14 metres from Rosemary Lane junction. Collision hotspot.

44. 23 rd March 2021	On the 60MPH Goudhurst residential section of the A21 At 07.00 am at the junction of the A21 and Kilndown Road. Motor Vehicle and Motor-Cycle collision. Road closed both directions. Reported in local press and radio.	Police and Ambulance Services in attendance.	At 07.00am. (51,08148, 041680) Injuries sustained Collision Hotspot
45. 14 th May 2021	On the 60MPH mph Goudhurst residential section of the A21 At 18.30 pm at the junction of the A21 and Rosemary Lane. Three motor vehicles involved in crash at junction. No serious injuries.	Cars spun off onto verge, two pushed into neighbour's gateway / drive (Old Stonecrouch Farmhouse (52,072519, 0424501).	At 18.30. Weather Dry (51,072519, 0424501) See Google Map photo at this point. Drivers lose control on this bend & verge at the edge of the road drops by 6 inches, causing vehicles to veer. Major Collision hotspot
46. 3 rd July 2021.	On the 60MPH Goudhurst residential section of the A21 On the afternoon a multiple car collision, south of the A21 Scotney Castle Roundabout.	Police and Ambulance Services in Attendance.	Afternoon collision - Weather dry Vehicles badly damaged. (51,09079, 039598)
47. 18 th July 2021	On the 60MPH Goudhurst residential section of the A21 In the afternoon, A21 close to junction with Kilndown Road at Nursery farm, two vehicles in collision heading northwards.		Afternoon collision (51,08148, 041680) Three separate residential property exits face the Kilndown Road junction. View from exits obscured by bend in road, making stopping distances virtually

			impossible. (see Google Maps photo at this point) Collision Hotspot.
48. 18 th July 2021	On the 60MPH Goudhurst residential section of the A21. Later in the afternoon A21, junction with Bewl Water, vehicles in collision heading north 60 mph section.	Emergency services attended	Afternoon PM Heading North (51,087699, 0401828)
49. 18 th July 2021	On the 60MPH section of the A21 Afternoon on A21 at Pillory Corner (rest place) close to junction with Lady Oak Lane collision two vehicles, one pushed into ditch. Heading northwards		Afternoon, Heading North (51,062295, 044278)
50. 3 rd August 2021	On the 60MPH Goudhurst residential section of the A21 Around 9.30 am on the A21 junction with Rosemary Lane, across from Stonecrouch Farmhouse. Vehicle Turning right was hit by a car from behind.	Recovery vehicle on site.	At circa 09.30am Travelling South. After usual bend. (51,072521, 042427) Collision Hotspot
51. 6 th Sept 2021	On the 60MPH section of the A21 at around 7.30am at the junction of the A21 and Kilndown Road. Motor Vehicle and Motor-Cycle collision. Reported by the AA website		At circa 07.30 am (51,08150, 041679) Collision Hotspot
52. 18 th Sept 2021	On the 60MPH section of the A21 at around 01.00 am. Driver lost control		At circa 01.00am.

	on bend at Old Stonecrouch Farmhouse (51,072458, 042,4711) / Junction with Rosemary Lane. Reported that driver decamped scene.		Usual loss of control on bend. (51,072458, 042,4711) Collision Hotspot
53. 18th Sept 2021	On the 60MPH section of the A21 at around 01.00 Driver swerved and smashed telegraph pole at junction with Rosemary Lane. Collision possibly caused by trying to avoid incident at same time. Vehicle debris and vehicle sitting in garden of Forge House (51,07254, 042414).	Same telegraph pole smashed 5 times in the past 2 years.	SAME TELEGRAPH POLE Rosemary Lane Junction (51,07254, 042414) Distance to Forge House entrance (20 metres). Property fence damaged on more than one occasion from vehicles leaving road. Collision Hotspot
54. 17th Oct 2021	On the 60MPH section of the A21 and Kilndown Junction. Car hit Fiat car from behind. Incident occurred at around 13.30.		Time of day 13.30 approx. (51,08150, 041679) No injuries reported Collision Hotspot
55. 27th Oct 2021 FATALITY	On the 60MPH section of the A21 at the entrance to the T & J Motel. National press report on a famous motorcyclist killed when his motorcycle was in collision with a motor car. Collision occurred at 1.55pm.	Air ambulance and numerous emergency vehicles in attendance.	Time 13.55 - Weather Dry FATALITY (51,07013, 043048) Also a few metres beyond a national speed limit sign. 78 metres approx. south of T & J Motel entrance.

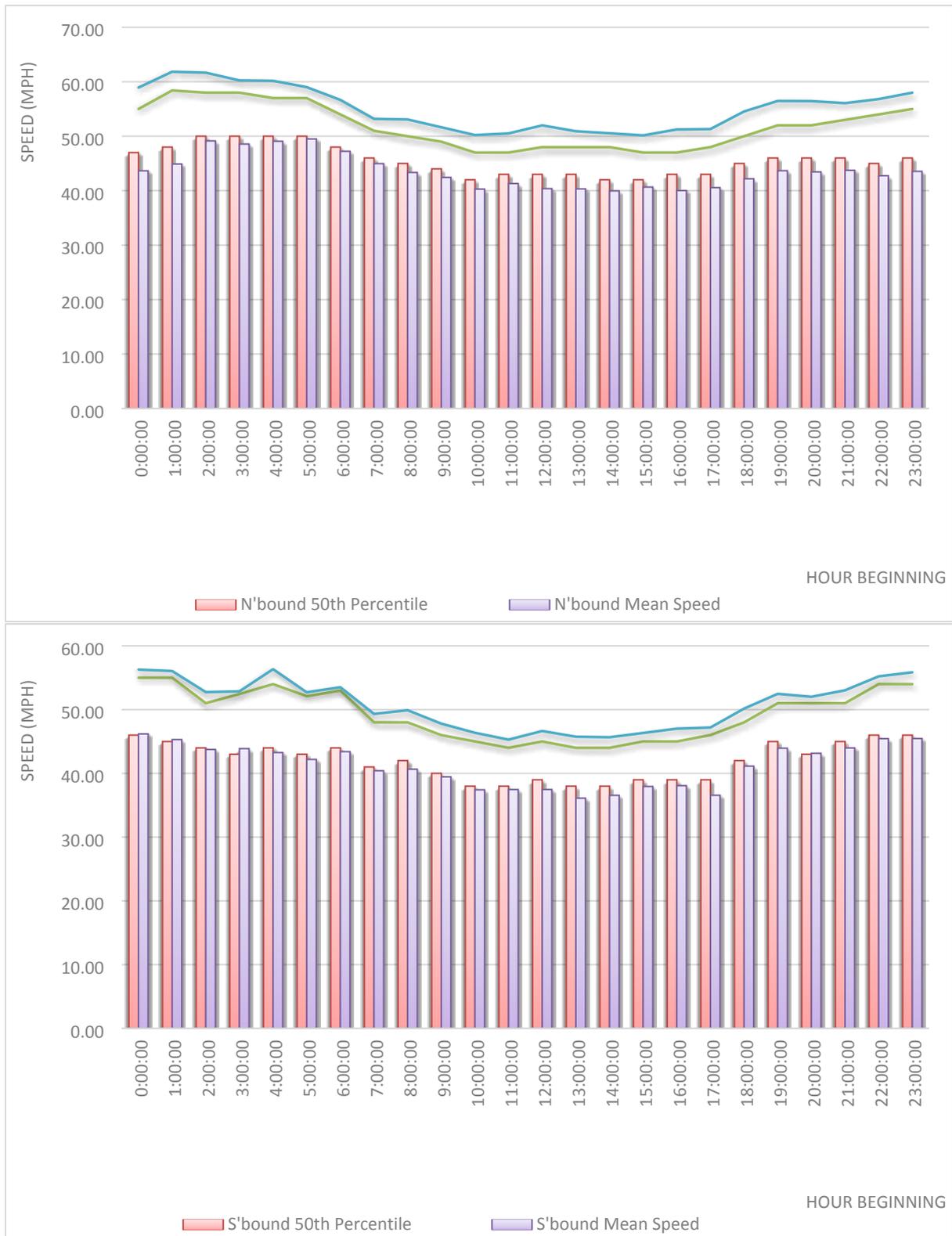
14 th Nov 2021	Collision on the southbound carriageway near to Flimwell Crossroads.	Reported on local radio. Road Partially closed.	This incident is inside the Goudhurst Parish Council boundary but outside the 40mph speed limit campaign, therefore not counted. Afternoon (51,05477, 044578)
56. 16 th Nov 2021	On the 60MPH section of the road close to Route One Car Sales Garage (51,078527, 0418895), vehicle in collision with a deer. Deer killed. DEER ARE NOW AN INCREASING ISSUE ON THIS SECTION OF THE A21. THEY ROME AROUND IN HERDS AND REGULARLY TRY TO CROSS THE A21.		At night (51,078527, 0418895)
57. 20 th Nov 2021	On the 60MPH section of the A21 at Cedar Gables campsite. Lady turning into local driveway entrance was struck from behind by Toyota driver. At 18.30 approximately.	Police and Ambulance in attendance. Local resident lady taken to hospital.	At 18.30 - Weather dry. (51,07743, 041914) There are two residential properties on this site. Collision Hotspot
58. 13 th Dec 2021	On the 60MPH section of the A21 beside Spring Cottage. Two cars seemingly in a head on collision at the same point as many other collisions.	All Emergency Vehicles in attendance including the attendance of the Air Ambulance helicopter.	At 14.00 - Weather overcast and slightly damp. (50,075041, 0,420806) ROAD CLOSED for SEVERAL HOURS.

			Injuries sustained – Victim taken to hospital.
59. 3rd Jan 2022	On the 60MPH section of the A21 at the junction with Rosemary Lane. Car turning right, hit by vehicle behind which was then hit by a third vehicle. Cars very badly smashed.	Police and Ambulance attended.	At 11.20 – Weather overcast and ground slightly damp. COLLISION HOTSPOT One person receiving treatment in Ambulance.
60. 7th Jan 2022	On the 60MPH section of the A21 and at the driveway of Spring Cottage, vehicle crashed and lying on side with front end hitting a telegraph post.	Police and Ambulance in attendance.	At 16.20 approx at Spring Cottage (50,075041, 0,420806) – Weather overcast and slightly damp. Vehicle on side and injuries sustained – COLLISION HOTSPOT
61. 17th Jan 2022	On the 60MPH section of the A21, between Kilndown Junction and Bewl Water turn off.	Police in attendance	Approximately 7.50 am. Weather dry and sunny. Reported on Kent Radio.
62. 13th Feb 2022	On the 60MPH section of the A21 bend close at Forge House, Close to Rosemary Lane junction.	Two Fire Engines, Ambulance and two police cars in attendance.	Approximately 10.30am (51.07275– 0.42349) Weather dry and cloudy
63. 14th Feb 2022	On the 60MPH section of the A21 at the junction of Rosemary Lane. Car hit from behind from another car.	Drivers Ok, young children in one of the vehicles. Both vehicles with damage.	Approximately 15.30 (51,072458, 042,4711) Weather dry, mixed cloud. COLLISION HOTSPOT

64. 27 th Mar 2022	On the 60MPH section of the A21 at the junction with Rosemary Lane. Land rover hit a light colour car from behind.	Drivers ok, Ambulance stopped on their way to another call to make sure drivers were ok. No injuries	At 11.40. Weather dry and cloudy
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Speed/Frequency survey A21 near junction with Kilndown (Church) Road May 2019

Lines represent 85 percentile and (blue) Mean + 1 sd



Copy of note distributed by Clerk on 30 March 2022 (in GOUDHURST PARISH & PARISH COUNCIL NEWS)

Temporary Road Closure - A262 Cranbrook Road, Goudhurst - 4th April 2022 for 5 days

A262 Cranbrook Road, Goudhurst will be closed outside Terracotta.

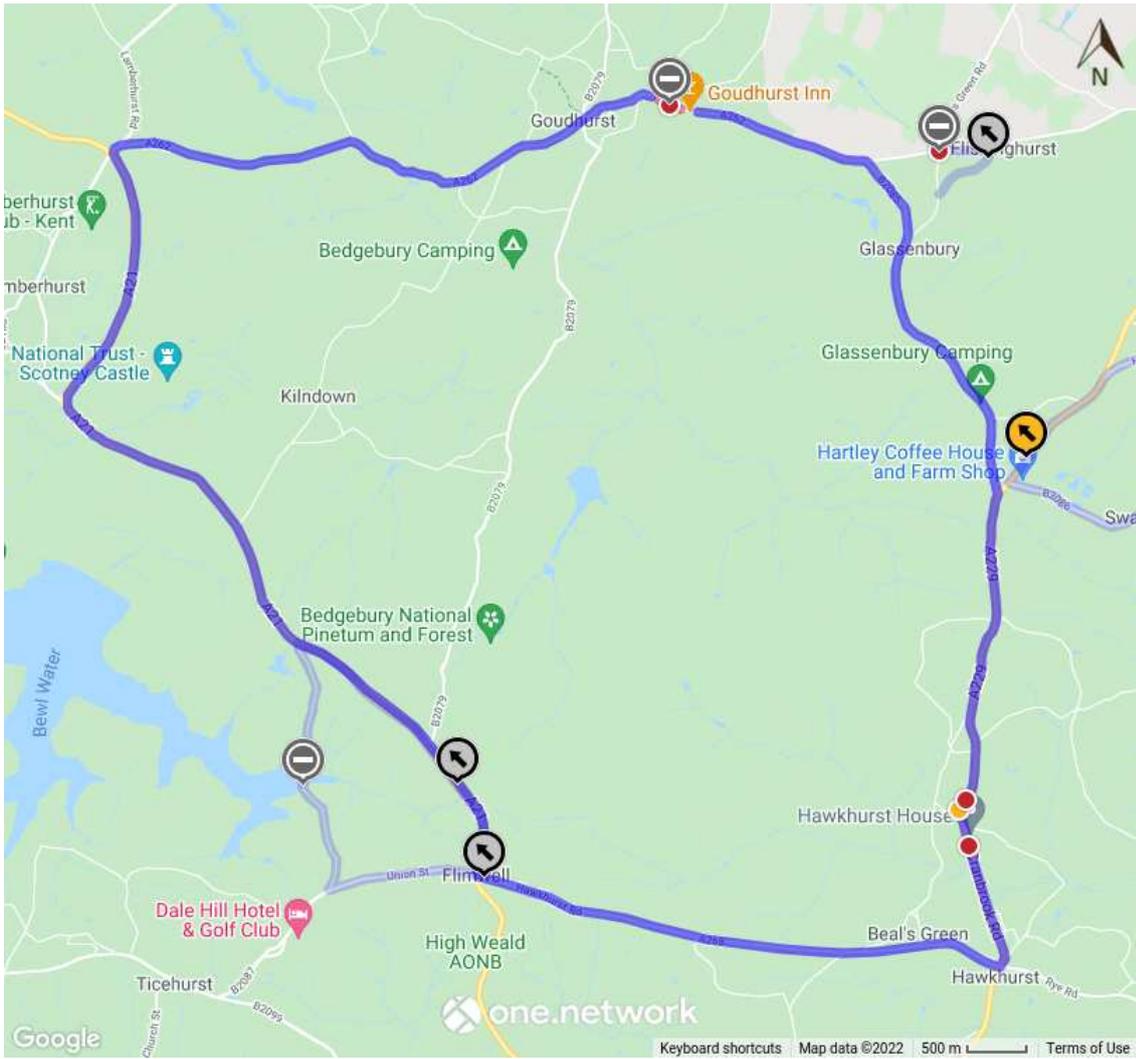
The alternative route is A262 Cranbrook Road/Goudhurst Road, A229 Angley Road/Hartley Road/Hawkhurst Road/Cranbrook Road, A268 High Street/Hawkhurst Road, A21 London Road/Lamberhurst Bypass, A262 Station Road/Clayhill/West Road/Church Road/Cranbrook Road and vice versa.

The closure is required for the safety of the public and workforce while works are undertaken by UK Power Networks.

For the most up to date information on these works please visit: <https://one.network/?tm=127029407>

For information regarding this closure please contact UK Power Networks, who will be able to assist with the scope of these works.

SEE MAP OF PROPOSED DIVERSION ROUTE ON PAGE BELOW:



Summary of failure of Traffic Management w.r.t. scheduled closure of A262 on 04-08 April 2022

This was pre-planned, non-urgent work to run a power cable across the A262 Cranbrook Road to one of the houses next to the Weald Service Station.

The work was minor, a trench 1ft wide and 3ft deep. The work, which has led to the road being closed for 5 days was being carried out by UK Power Networks.

The official diversion Westbound was to:

*take the A262 towards Cranbrook,
A229 Angley Road, Hartley Road,
Hawkhurst Road, Cranbrook Road,
A268 High Street, Hawkhurst Road,
A21 London Road, Lamberhurst Bypass,
A262 Station Road, Clayhill, West Road, Church Road, Cranbrook Road*
- and vice versa for Eastbound.

Installing signage to effect this lengthy diversion would have been a lot of effort for the traffic management contractor. I have no evidence as to whether it was implemented. Certainly there were no signs about it south-bound on the A21 approaching the junction with the A262.

Signs for a local diversion within Goudhurst village existed to a minimal extent.

There was, for east-bound traffic a sign (ROAD AHEAD CLOSED) by The Vine at the bottom of the High Street. This was accompanied by a small yellow DIVERTED TRAFFIC sign pointing down North Rd.

In addition there was a further sign (ROAD AHEAD CLOSED) on Church Rd. just before the Tattlebury triangle, and another before the junction with Tattlebury Lane.

The effect of these signs was, presumably, to show a more local diversion for traffic starting within or close to Goudhurst village. However, it appeared that, in the east-bound direction, these signs carried the responsibility of the entire diversion. It seemed to me that all the usual volume of A262 eastbound traffic was being diverted down North Rd. The reason for my belief is that there was a large number of very large (5 or 6 axles) articulated HGVs trying to follow this route. Sometimes two or three arriving together. This was the case on the Tuesday and Wednesday when I spent many hours wearing a yellow reflective jacket directing the traffic. Most of the drivers had very limited English. Many ignored the Road Closed Ahead signs and progressed up the High St and had to make their way down Tattlebury Lane. Some progressed as far as the actual

closure where they had to turn round! This east-bound flow was massively handicapped by meeting the equivalent west-bound flow on the same narrow roads.

Traffic in both directions was struggling to cope with the acute bend where North Rd meets Chequers Rd. This is a ten-point turn for a 6-axle HGV! The meeting of the two flows of traffic naturally caused seizure at the narrow part of North Rd where it meets High Street.

In authorizing this route, and awarding a permit, Kent Highways must have had no idea of the limitations of the minor roads in Goudhurst, nor of the traffic volumes that overwhelm them even when there is no road closure.

The contractors hired by UK Power Networks were, it appears, grossly negligent. There appeared to be no signs on the A21, many of the signs in Goudhurst were held in place by only one sandbag rather than the two that were required. Strong gusts of wind were blowing the signs over, but no one from the Traffic Management contractors came to see what was happening or to check that things were working satisfactorily. Frustrated residents were attempting to put the signs back up.

The level of anger in people affected – residents as well as road users - was beyond belief.

What is especially galling is that the same thing happened on Saturday 28 September in 2013 when an electrical fault caused UK Power Networks to carry out emergency repairs on the A262 between Tattlebury Lane and Beresford Road. GPC made a complaint to Kent Highways, supported by Alex King our then KCC Cllr. David Latham (Roadworks and Enforcement Manager) at KCC, wrote in response to our complaint, that it was ‘unfortunate that inconvenience was caused’.

04 to 08 April 2022 complaints from residents included:

- 1) Tuesday 05 Apr, an elderly disabled woman in Tattlebury Lane screamed her anger after several huge articulated HGVs inched their way past her house.
- 2) Wed 06 Apr, a resident from North Rd near the junction with Chequers Rd sent me an email. He complained about the large HGVs attempting the acute bend, and said he was nearly hit by two ‘container lorries’ coming down Smiths Lane and onto Lidwells Lane.

- 3) Wed 06 Apr, a resident emailed Clerk *Whilst the A262 is closed between Tattlebury corner and The Goudhurst Inn it is apparent the large number of HGVs which are using the village to bypass the major roads. This whole week (commencing 4th Apr) lorries have been passing through the village, arriving at Tattlebury Corner where "Road Closure" signs start, stopping, reversing to enter Maypole lane Triangle, and returning to the A21. Is there any way to liaise with the relevant contractor working on the road to place signs prior to the high street, ideally at lamberhurst roundabout?'*
- 4) Thur 07 Apr, a resident posted on Goudhurst NextDoor: *Utter chaos at Goudhurst at the Tattlebury end with the road works being completely ignored by motorists, and especially HGV drivers. Heavy Goods Vehicles having to reverse down Maypole lane (a one way road) to turn left (the wrong way) out of it (twice already this morning), further blocking traffic because they find it difficult to traverse the sharp corner, followed by a response from a second resident *The signage clearly states that the road is closed more than once. I'm not criticising HGV drivers. They have a job to do, but the road traffic authority and council need to make the issue clearer for drivers. The Goudhurst situation is dire and this has highlighted the situation. And followed by a third resident *Signage for the road closure was not clear where the road was closed and he ended up having to perform manoeuvres he hadn't expected to have to do in order to get back on the correct diversion. I would be inclined to suggest that insufficient information was provided by the road working gang.***

It all made me feel really sad to be living in a country that has systems in place that are so bad that they can lead to so much upset. Do we have the worst levels of mental health of any country in Europe? It would not be surprising.

Details of the UK Power Networks: The work site reference number was K25000 163 8627. The phone number for complaints was 0800 7311 559.

See various attachments.

David Boniface 14 Apr 2022

From: Engagement and Consultation Team <notifications@engagementhq.com>
Sent: 15 March 2022 13:40
To: d.boniface@hotmail.co.uk <d.boniface@hotmail.co.uk>
Subject: Enforcing moving traffic offences: Traffic Management Act 2004 - Part 6



Hello,
Kent County Council (KCC) is planning to use new powers to improve safety and tackle congestion by enforcing moving traffic offences, including driving through 'no entry' signs, banned turns, entering yellow box junctions when the exit is not clear and driving vehicles on routes marked for buses and taxis only.
If granted these powers, we will be able to use them across the county. However, at first we are planning to use them at seven sites in Gravesend, Ashford, Dartford and Maidstone.
We would like to hear your views on our plans, please visit www.kent.gov.uk/trafficmanagementact before the 9 May, to find out more and participate in this consultation.
Kind regards,
KCC's Engagement and Consultation Team
consultation@kent.gov.uk

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Goudhurst Parish Council



HIGHWAY IMPROVEMENT PLAN – Stage 1

ACTION PLAN – Stage 2

V6 August 2021 following HIP meeting with Kent Highways 18.05.21

Reference No.	Location	Problems & Suggested Remedy	Cost Estimate	Funding	Action Programme
1.	Goudhurst High Street in the area of TN17 1AL, Antiques Shop.	Heavy Traffic including large HGVs. Parking on both sides of the narrow High St. This causes multiple difficulties and risks for pedestrians. Council seeks the introduction of a raised pedestrian (shared area) platform crossing, with surface treatment, at same height as existing raised shared areas along either side of road. KCC Highways Manager is aware of this request.	To be advised	Highways/ Parish Council	GPC to consider a virtual table top as a raised area cannot be installed on an A-road. No action to be taken by KCC at this time.
3. Long term priority	0.9-mile stretch of A262 and part of Mile Ln area of Iden Green (area to the east of Goudhurst village TN17 1DY and TN17 2NX)	Speeding traffic on narrow stretch of A262 road which carries ADDF of 13k vehicles/day and serves the 43 houses and 17 businesses along this stretch of road. Road users, residents and workers in the businesses are exposed to dangers of accidents and collisions. Request to reduce speed limit to the limit recommended in DfT 2013 Circular Setting Local Speed Limits (i.e. 30mph) on grounds that Iden Green qualifies as a village for Highways purposes and so qualifies for a lower speed limit. Note that Iden Green is identified on current O.S. maps. Reference: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf	To be advised	Parish Council	50mph limit may be possible. GPC to arrange an ATC to determine existing speeds once traffic returns to normal levels. Data to be forwarded to KCC once received for review. Email to KH with proposed locations 08.10.21
4. Short term priority	Stretch of A262 in Green Cross Inn area around 1mile to west of Goudhurst TN17 1BF	Road carries ADDF of 13k vehicles per day. History of frequent collisions in area of several sharp bends and gradients beside new housing development of 6 units, a pub, and several older houses and driveway junctions. Suggest reduction of speed limit from current 40mph to 30mph.	To be advised	Highways	Upgrade of signage to Max 30mph - agreed by Barbara Westmacott, KH Oct 2020 and JS email 23.08.21. Costed at approx. £1000. GPC resolved to approve expenditure 13.09.21, minute 158/21. Email sent to KH to confirm 24.09.21.

					Replacement of missing cats eyes – to be replaced by KH maintenance subject to budget.
5.	Goudhurst. A262 Station Road, south side, between junc. Ranter Lane to near junc. Blue Coat Lane. TN17 1EZ	Presently the verge is 1.5m wide and supports grass and weeds. There is significant pedestrian use between the area TN17 1EZ (Easting 5713419, Northing 137220) and Goudhurst Village. The verge serves as the walking route to the village centre and for residents of around 20 homes plus as a link to a major network of footpaths. The uneven surface carries risk of tripping into path of traffic. Parish Council would like a 'hoggin' footway established to replace the grass and weeds. Note KCC PROW and Access Service in its Rights of Way Improvement Plan 2018-2028 is willing to support joint working with parishes to establish links that will improve usability of existing footpaths by creating paths on verges or behind hedges.	To be advised	To be advised	This would be undertaken by the Public Rights of Way team. David Munn (david.munn@kent.gov.uk) is the West Kent manager, and GPC agreed to contact him.
6. Short term priority	Goudhurst. B2079 North Road at Brandfold TN17 1JJ	On approach to Brandfold Tennis Club, northbound, identified by a red door by a layby. In 40 mph restriction. Danger for children leaving and entering cars parking on layby to access tennis club. Council requests a sign "Pedestrians/Children in road" or similar on the approach. (on west side of road only)	To be advised	To be advised	Ownership of the land is unknown. GPC to investigate ownership and make a private arrangement if resolved to do so.
7.	Goudhurst junc. B2079 and B2084 Chequers Road at 'Lidwells Corner'	Traffic southbound on B2079 (North Road) turns east into B2084 frequently misjudging speed to take the corner. This is leading to frequent collisions. Parish Council is receiving complaints from local residents. Council suggests to build out the kerb on the north east side of the junc.	To be advised	Negotiations	There is little information available to determine the exact reason(s) for the collisions. GPC agreed to gather further information to pass back to KCC for investigation.
8. Long term priority	A262 adjacent to Beaman Close.	Traffic at school start and finish times is intense and exceeds the speed limit. The overall 85 th percentile speed (VPP85) between 8.45 and 9.00 am is approximately 32mph – TSP12731 June 2016). There are more than 85 households on the north side of Cranbrook Road and many parents cross Cranbrook Rd at the junction with Beresford Rd to access the school.	To be advised	To be advised	Crossing not possible. Vegetation around the existing signs to be cleared by KH. KH to investigate the feasibility and costs of a temporary 20mph zone.

		GPC has raised this issue with KH twice in the past 10yrs without finding a resolution. There is inadequate 'landing space' on the North side of Cranbrook Road to install a crossing. A petition of 260 signatures has been sent to Michael Payne, Cabinet member for Highways & Transport and copied to Greg Clark MP.			Cost of part-time 20mph approx. £6000. GPC resolved to approve expenditure on 13.09.21, minute 160/21. School agreed to operate the system and fund remote access - £100 per year. Email to KH to confirm 24.09.21.
9.	A262 within limits of Goudhurst Parish (junct. with A21 to junct. with B2084)	Severe congestion problems on the High Street in part due to large HGVs ignoring blue signs advising that the route is unsuitable for long vehicles. Some 27 HGVs of 5 or more axles pass through the village per day and many become stuck on the double right-angle bend by St Mary's church. GPC formally requested the down grading to a B-road of this section of the A262 in November 2018 supported by a report written by a KCC recommended consultant. The application was rejected. GPC would like KCC to take responsibility and work towards a solution to this problem as GPC are keen to pursue some relief from this ongoing and worsening problem.	To be advised	To be advised	This has been discussed at great length in the past, and the downgrade has been rejected by Neil Edwards. GPC to contact Seán Holden and MPs (?) regarding proposals for a Kent wide scheme to manage the movement of HGVs.
10.	Back Lane/ Church Road	Children's Play Area. The lack of signage warning drivers of the Play Area and children has been raised by the RPII Inspector.	To be advised	To be advised	

