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To: Westwell Parish Council  
Boughton Aluph & Eastwell Parish Council

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### SLRA Recommendations for Parish Highways Improvement Plans

At the SLRA Committee meeting held on 3<sup>rd</sup> June (virtual of course) we discussed pressures from our members, and the impact of lock-down, on road safety for ALL users of Sandyhurst Lane and those ideas we would like to put forward towards your Highway Improvement planning.

In our discussions we considered

- The evidence we have that there is reasonable adherence to the 40 mph limit but flagrant disregard to the 30 mph limit
- Safety concerns by pedestrians and cyclists, particularly in the unpaved stretch of the lane, and the encroachment of property owners ever closer to the tarmac road leaving little, or in some cases, no safe passage to them.
- The use of the Lane as a rat-run between the A20 and Faversham Road.
- Increases in ALL users to be expected over the Local Plan period from S20 Eureka Park, enhanced use of Sandiacres, environmental pressures against private vehicle use and, of course, windfall sites like the Sandpit.
- The KALC initiative of "Twenty is Plenty" to encourage 20 mph speed limits on rural roads across Kent
- Possible options ranging from passive traffic calming signage, through more active measures or even to making the Lane a **No Through Road**.

We were also conscious of using existing infrastructure and budget constraints.

Our recommendations are:

- That a 20 mph speed limit be applied along the length of Sandyhurst Lane
- At or near the existing "pinch point" between 316 and 326 a formalised "priority one-way access" point is established.
- That a second "priority one-way access" point be established towards Potters Corner (See photos of Great Chart)
- That residents be encouraged to make their front boundary more "pedestrian friendly"

We believe these steps would re-establish SHL as a rural road, make it feel safer for its users and discourage its use as a through road.

Tony Bartlett  
Chair SLRA