

**Wingham Parish Council Highway Improvement Plan Summary for the Parish Council website**  
**Updated January 2026**

<b>HIGHWAY IMPROVEMENT PLAN</b>			<b>ACTION PLAN (Taken from 27 November 2025 update)</b>
Priority	Location	Problem and WPC objectives/options	KCC Comments and actions
1	A257 from Gobery Hill to Shatterling (to boundary with Staple)	<p><b>Problem:</b> There are many business entrance/ exits on both sides of road; drivers exiting these do not expect to see vehicles on wrong side of the road overtaking. Farm vehicles often overtaken when signalling to turn into farm entrances from A257.</p> <p><b>Objectives/options:</b> Double white lines to prevent overtaking nr Wildlife Park &amp; Country Market. An engineering solution for the Wildlife Park entrance to make access/egress safer for vehicles &amp; pedestrians including those using bus transport. More regular veg clearance.</p>	03/12/25 LC – Double white lines are used where overtaking visibility is restricted or where a hill has a climbing lane. Neither of these are applicable to Roman Road and so DWL will not be installed here
2	B2046/Staple Road Junction	<p><b>Problem:</b> Property (6 High St) &amp; street furniture (railings/bollards) regularly damaged by large vehicles turning into and out of this junction.</p> <p><b>Objectives/options:</b> Is it possible to have a 'No left turn' for articulated vehicles and fixed wheel-based vehicles over a certain length and vehicles with trailers over a certain length? Are cameras possible at this junction to ID culprits?</p>	03/12/25 LC – If such a sign did exist, it is not felt that HGVs using the High Street would be favoured and so this is not feasible. KCC will not be installing cameras at this location, this would require a team to monitor and not something KCC operates.
3	Watercress Lane	<p><b>Problem:</b> Single track lane, with no formal passing places, too narrow for HGVs to use. Residents' driveways are being damaged by drivers using them to avoid passing traffic. Verges are being destroyed by large vehicles pushing mud/debris onto road + blocking gullies</p> <p><b>Objectives/options:</b> Permanent signs at either end of the lane stating "unsuitable for HGVs"; "no passing places"; "access only".</p>	04/02/25 LC – Liaise with P&A to see if/what signage is appropriate. 24/10/25 LC – WPC asked to gather further evidence of issues being experienced here. 03/12/25 LC – A HGV restriction is not feasible here, it has not been evidenced that there is an excessive amount of HGVs using this route. The carriageway width and road environment of the alternative route (Wingham Well Lane and Mill Road) are similar to that of Watercress Lane. Furthermore, there are no suitable locations to erect signs at either end of Watercress Lane or no recorded injury collisions in the past three years.
4	20mph zone	<p><b>Problem:</b> Speeding, particularly those leaving the village on B2046/ High St and entering/leaving near the Preston Hill junction. Can HADDAMs data be checked for speeds? Some drivers seem unaware they're in a 20mph zone. Painted roundels are worn and there are not enough reminders</p> <p><b>Objectives/options:</b> Repaint roundels. Install small repeater roundels on street furniture at key junctions. Reward/Smart Lights at pedestrian crossing adjacent to School Lane alley to discourage speeding.</p>	03/12/25 LC – Further roundels and signage will not be installed, they have been installed at the required entry points and additional roundels have already been installed. There is no evidence to suggest a controlled crossing point is required here and to warrant the considerable amount of money that this would cost.

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5	B2046/Staple Road junction	<p><b>Problem:</b> Property (6 High St) and street furniture (railings/bollards) regularly damaged by large vehicles turning into and out of this junction</p> <p><b>Objectives/options:</b> Appropriate signs and road lining to ensure HGVs are aware of the overhanging building and narrowing of the road and to move over to the centre of the road to make the right turn into Staple Road. Is it possible to have a 'No left turn' for articulated vehicles and fixed wheel-based vehicles over a certain length and vehicles with trailers over a certain length? Are cameras possible at this junction to ID culprits?</p>	<p>04/02/25 LC – Ask P&amp;A if an arrow with High Veh wording lining be installed to encourage better positioning when taking the turn into Staple Road.</p> <p><b>24/10/25 LC – Outline design and estimate sent to parish.</b></p>
6	A257 from Gobery Hill to Shatterling (to boundary with Staple)	<p><b>Problem:</b> Reckless overtaking, speeding &amp; tricks. Regular road traffic incidents - crashes, shunts and vehicles coming off the road. There are many business entrance/exits on both sides of the road – drivers exiting these do not expect to see vehicles on the wrong side of the road overtaking Farm vehicles often overtaken when signalling to turn into farm entrances from A257. Due to the above, overgrown veg on the pavement, &amp; cyclists using the pavement (as road too dangerous) the road is very hazardous for pedestrians and to those visiting the Wingham Wildlife Park.</p> <p><b>Objectives/options:</b> Double white lines to prevent overtaking near the Wildlife Park and outside Wingham County Market. An engineering solution for the Wingham Wildlife Park entrance to make access/ egress safer for vehicles &amp; pedestrians including those using bus transport. More regular vegetation clearance.</p>	<p>04/02/25 LC – Double white lines can only be installed where visibility is obscured or there is a climbing lane and so not appropriate at this location. Longer hazard lining could be possible but this may not make much difference. The warning sign could be moved but this will impact the farm vehicles sign. LC to ask P&amp;A what our options are and also speak to Development Team to make sure they are aware of WPC thoughts and suggestions.</p> <p><b>24/10/25 LC – A scheme to include signing and lining is with wider team for outline design and cost estimate.</b></p>
	Snakes Hill (Discussion item)	<p><b>Problem:</b> A recent accident involving two vehicles plus accounts of drivers meeting each other and being forced backwards onto the B2046</p> <p><b>Objectives/options:</b> Make one way?</p>	<b>03/12/25 LC – If WPC wish to place this as a priority for further investigation, please place it on your HIP for discussion at next review.</b>
	Anchor forecourt (Discussion item)	<p><b>Problem:</b> Customers &amp; staff falling &amp; tripping in potholes/uneven surface</p> <p><b>Objectives/options:</b> Resurface whole forecourt – it is owned by KCC</p>	<b>03/12/25 LC – TW will ensure that the inspection team is aware this is Highway and carry out patch repairs as appropriate.</b>

**PLEASE NOTE:** The Parish Council review the Wingham HIP annually with KCC Highways, usually in November or December each year. KCC will generally only work on one priority per year, but depending on what is required, it may be possible to work on a second priority. If KCC decide that a request is not possible, or that action has been completed, it will be removed to the historical priorities list – see below.

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**Historical HIP Priorities completed or removed:-**

Wingham High Street	Speeding/high volume of traffic; HGVs causing vibrations; unsafe for pedestrians.	20mph zone completed February 2022
C'bury Rd j/w Wingham High St; B2046 to Seath's Corner.	Speeding traffic entering village from the South along B2046; property damage; large vehicles unable to pass; hazardous for pedestrians.	20mph zone completed February 2022
A257 Canterbury Rd Wingham Bridge	Inadequate fencing; subsiding bridge; damage to footway & carriageway	KCC have identified a scheme to make the bridge and carriageway safe. Work completed September 2022
Preston Hill: Wenderton Lane junction to just after Ashen Tree Cottages	Speeding traffic in both directions; hazardous for pedestrians & residents.	Reduce a section of NSL to 40mph to create a buffer zone when entering the existing 30mph. Work completed February 2022
Watercress Lane	Diverted traffic using lane in error; speeding; hazardous for residents; no footway.	Edge of carriageway markings added along extent of houses fronting the carriageway
Preston Hill J/W A257 High Street (4B in A257 Plan)	Peak time congestion; speeding HGVs mount island +pavements; hazardous for pedestrians.	KCC won LTP funding to redesign junction. Completed November 2023
A257 Canterbury Rd nr School Lane junction	Unsafe to cross for school, church, bus, etc. Can a crossing point be installed?	Zebra crossing unlikely to meet criteria. Pedestrian refuge island if feasible would cost in excess of £10,000. Not taken forward.
Canterbury Rd o/s church	Access to car park & rear access often blocked DYLs or dog bone to prevent this	DYL would cost in excess of £3000. Dog bone marking not feasible. Vehicles should not be parking where there are double white lines, this is an enforcement issue.
Various locations	20mph speed limit reminders - roundels and repeaters on furniture	Scheme had originally been designed to minimise sign clutter. Additional roundels installed but no further signage will be added to this 20mph scheme.
B2046 High St/ Adisham Rd Red Lion Corner to Seaths Corner	HGVs passing vehicles & damaging property. HGVs mount pavements causing damage, put pedestrians at risk. Speeding(+20mph) causes vibration + splashed water through letterbox. Very dangerous at School Lane crossing. Suggest bollards, hatched yellow box opposite South Court junction, enforcement measures	Neither yellow box or Keep clear will be installed at the entrance to Vicarage Gardens as this will only serve a purpose for a few houses. There are no engineering methods possible to alleviate HGV's mounting the footway when turning in from Canterbury Road.
Junction of B2046 and Staple Road, known as Seath's Corner	HGVs turning at junction causing damage to street furniture, verges & private property Thorough investigation by KCC Highways into a potential solution or mitigation required. At a minimum, improved signs & road lining to ensure HGVs are fully aware of	2023 KCC to investigate 1. if HGV only one-way system is possible, 2. Is there signage to encourage HGVs to use middle of the road, 3. Can bollard/s be installed on corner of 6 High St, 4. Can lining be used to encourage better positioning of vehicles. 2024 KCC to investigate if overhanging building sign could be raised so more visible to HGVs; Would changing the priority (give way on B2046) be beneficial?; Can a bollard similar to that on Nargate Street (concrete filled tube) be installed on Seaths Corner; HGV sign at entrance of Crockshard Lane may be beneficial; 2024 KCC state a bollard cannot be installed on corner of 6 High St; The overhanging building sign height will be increased to be more visible to HGV drivers; HGV sign at the entrance to Crockshard Lane will not be beneficial and won't be installed; The changing of priority on B2046 will also not be beneficial and will not be implemented.

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A257 Goberry Hill, J/W Wildlife Park & Roman Road	<p>Speeding on Roman Rd &amp; Goberry Hill; reckless overtaking; hazardous for pedestrian access/egress to Wildlife Park &amp; bus stops; overgrown veg on footway</p> <p>Buffer zone on Goberry Hill; widening of A257 at Wildlife park to allow for central reservation &amp; possible slip road to the park; central double white lines to prevent overtaking; improved signs to indicate four ingresses on the N side &amp; two on the S side; more regular veg clearance so pedestrians can use full width of footway</p>	<p>2020 WPC liaised with WWP  KCC asked to investigate if any future planning applications could potentially include S106 improvements for pedestrian accessibility.</p> <p>KCC to investigate request that bus stop improvements are raised at meetings. Stops not considered unsafe by KCC.</p> <p>Speed checks requested; Cllr Chandler spoke with KCC officers re bus stop Improvements.</p> <p>KCC state vegetation either side of WWP entrance belongs to WWP &amp; their responsibility to clear; vegetation by bus stop opposite belong to landowner and their responsibility.</p> <p>2022 Education campaign suggested.</p> <p>February 2024 Bus clearways installed.</p> <p>December 2024 Place into historical &amp; WPC will place as a new priority in future if required.</p>
A257 Canterbury Rd between Willow Cott. & bus stop at Mill Rd	<p>Footpath on one side only; hazardous for pedestrians crossing road to access bus stops, local amenities &amp; main village; overgrown vegetation</p> <p>Request new footpath; more regular vegetation clearance so pedestrians can use full width of footway</p>	<p>Previous requests made for footpath 2014 &amp; 2015. KCC drew up designs in 2016 &amp; consulted; funding not secured but said would follow up the following year - didn't happen.</p> <p>Resident petition supported by WPC submitted to KCC Feb 2020 but rejected.</p> <p>Footpath design carried out by KCC in 2016. Estimate cost: £24,000.</p> <p>Utilities present in grass verge. Solution: widen existing footpath on northern side by siding out vegetation and installing a dropped crossing point at desired locations.</p> <p>KCC suggest logging vegetation clearance along footpath.</p> <p>Dec 2024 Agreed to place into historical and place as a new priority in future if required.</p>
A257 opposite Preston Hill junction	<p>Vehicles continually mounting the kerb and pavement at 116/115 High St to undertake vehicles waiting to turn right into Preston Hill.</p> <p>As bollards not possible due to pavement width can the kerb be raised to deter this behaviour?</p>	<p>04/02/25 LC – Raising footway is unlikely to stop motorists mounting footway as there is dropped kerbs and may result in drainage issues. Building out the footway to accommodate a bollard is likely to have a negative impact on swept paths for Preston Hill and so LC to ask if a bollard can be installed on the footway given that it doesn't lead anywhere.</p> <p><b>07/04/25 LC – KCC are unable to install a bollard here as the footway is not wide enough. It is not recommended to widen the footway as it will push turning vehicles further over.</b></p>

NB. Wingham HIP updated annually with KCC Highways. This document for the website last updated: 20.01.2026