

HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2			
Priority	Location	Problem & Potential solution (if known)	Action/Programme (Who/When)	Cost Estimate	Funding Source	KCC Comments
1.	Flood Street on bend before sports club entrance	<p>Excessive car speed and HGV usage on road shared with pedestrians past busy path and sports facility.</p> <ul style="list-style-type: none"> <li>Extend 30mph zone and add 30 mph speed sign</li> </ul>	<p>KG/ RB (KCC) to visit site to identify scope to make improvements for pedestrians travelling between village and sports facility.</p> <p><i>KCC update: Limited scope to provide a continuous off-road pedestrian footway. Identified network of footpaths across the field between village and sports field. Footpath 0171/AE379/1 opposite 8 Long Row Flood Street and 0171/AE369/2 go around the edge of the field adjacent the sports ground – could be used as alternative route. Scope for any public footpath upgrade can be discussed with KCC PROW Team &amp; landowner. Further detail upon request. Potential to add pedestrian in carriageway warning sign to south of sports facility access (for Mersham bound traffic).</i></p>		PC	<p>Road environment may not support the relocation of the 30mph speed limit terminal. Safe passage of pedestrians between village and sports facility is main concern. KCC to carry out site visit to identify scope for pedestrian improvements.</p>
2.	Bower Road from village shop up to junction with Quarry View	<p>Excessive car speed and HGV usage on road shared with pedestrians including disabled residents and school children. Sections without pavement.</p> <ul style="list-style-type: none"> <li>Add road markings to indicate that road is single track with allocation for pedestrians.</li> </ul>	<p>KG/ RB (KCC) to visit site to identify potential for gateway enhancement measures &amp; ped warning signs.</p> <p><i>KCC update: Village gateways at Bower Road, The Street, Kingsford Street and Flood Street could be enhanced by adding/ refreshing white dragons teeth, white speed limit roundel, white village gate(s). Pedestrian in carriageway warning signs could be provided at/ near village entry points with 'SLOW' road markings (excluding The Street as there are footways). Given large parts of village with no footways it was considered that near the village entry points would be best to keep sign clutter minimal.</i></p>		PC	<p>Given narrow carriageway &amp; rural locations difficult to provide pedestrian facilities within highway land. Consider as an alternative to enhance village entry points – 'village gateways' to encourage slower vehicle speeds and raise motorist awareness of the differing environment they are about to drive through. Also consider pedestrian in road warning signs &amp; SLOW road markings.</p>

3.	Church Road from Bower Road to Flood Street	<p>Excessive car speed and HGV usage on road shared with pedestrians including disabled residents and school children. Sections without pavement.</p> <ul style="list-style-type: none"> <li>• Add road markings to indicate that road is single track with allocation for pedestrians.</li> <li>• Add speed bumps</li> </ul>	<p><i>KG/ RB (KCC) to visit site to identify potential for gateway enhancement measures &amp; ped warning signs.</i></p> <p><i>KCC update: As item 2 above.</i></p>		PC	<p><i>Given narrow carriageway &amp; rural locations difficult to provide pedestrian facilities within highway land. Consider as an alternative to enhance village entry points – ‘village gateways’ to encourage slower vehicle speeds and raise motorist awareness of the differing environment they are about to drive through. Also consider pedestrian in road warning signs &amp; SLOW road markings.</i></p>
4.	The Street, opposite Royal Oak	<p>Excessive car speed on narrow/single file road through centre of village. N.B. road effectively single track due to parking.</p> <ul style="list-style-type: none"> <li>• Add speed bumps</li> </ul>	<p><i>KG/ RB (KCC) to visit site to identify location for dropped kerb facilities.</i></p> <p><i>KCC Update: Provision of dropped kerb possible near bus shelter – this will also assist bus access given level of on street parking. White access highlight marking (dog bone) recommended to help keep dropped kerb clear of parked cars.</i></p>	£1000 (rough guide price for pair of dropped kerbs)	PC	<p><i>Existing on street parking slows traffic in this section. Unsure of need here for traffic calming measures. Dropped kerbs required near PH.</i></p>
5.	Roman Road from Cheeseman’s Green to Broad Oak	<p>Excessive car speed on narrow/single file road through ribbon development.</p> <ul style="list-style-type: none"> <li>• Add road markings to indicate that road is single track with allocation for pedestrians.</li> <li>• Add speed bumps</li> </ul>	No action at present.	-	-	<p><i>To consider options at a later date if needed. This section is rural with very little road fronting property or trip attractors (e.g. shops, school, park etc).</i></p>

<b>REGISTER OF UNFEASIBLE PROJECTS</b>						
<b>For record keeping, move from above table to here if investigation precludes scheme progression.</b>						
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