




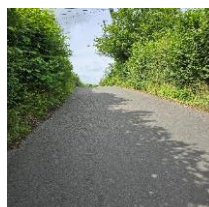
Shoreham - Issues and Options




Item	Location	Issue	Option	Considerations	Estimates Costs	RAG Status - Pro's and Con's	Image
1	Shoreham Road (A225) junction with Station Road	Conflict at junction between pedestrians and general traffic.	Introduce a Traffic Island on Shoreham Road (A225) north of its junction with Station Road.	Investigate the introduction of a Traffic Island north of the junction to improve movements through the junction. ACTION contact Kent CC to establish feasibility to install Traffic island.	£5000-£10,000	Relatively straightforward intervention.	
2	Shoreham Road (A225) junction with Station Road	Conflict at junction between pedestrians and general traffic, resulting in some vehicles undertaking turning vehicles.	Build kerb up outside Copt Hall/opposite junction with Station Road to help reduce speeds at the junction and stop vehicles from underpassing turning vehicles.	Action Investigate land ownership opposite Station Road on the east side of the A225. If possible install raised kerb to improve turning movements at the junction and improve crossing opportunities for pedestrians.	£25,000-£150,000	Must ensure vehicles can still access private properties opposite junction with Station Road.	
3	Station Road near junction with Shoreham Road	Indiscriminate parking from the junction causes conflict for pedestrians along Station Road.	Restrict parking from Station Road junction with Shoreham Road A225 to the 'new' footpath and create a safe route for pedestrians, especially vulnerable pedestrians.	Introduce double yellow line "No waiting, No Loading" at any time waiting restrictions. ACTION Contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	
4	Station Road near Darenth Valley Golf Club	Indiscriminate parking (especially during busy periods) reduces passing places, resulting in conflict between oncoming vehicles and pedestrians.	Create passing places along Station Road to aid traffic flow. Proposed that the most suitable location for passing place is opposite the entrance to Darenth Valley Golf Club.	Introduce double yellow line "No waiting, No Loading" at any time waiting restrictions on the entrance to and opposite the Golf Club. ACTION contact Kent CC and Darenth Valley Golf Club. regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	

5	Station Road near "Samuel Palmer" bend	Inconsiderate parking on approach to and on tight bend is causing conflict to vehicles and pedestrians. However, there is also the concern that if parking is removed completely from this location, speeds will increase.	Restrict parking around specific sections of the Samuel Palmer bend. It is believed that some parking should be retained as it helps reduce traffic speeds. Also consider "horizontal" deflection traffic calming on approach to the bend, such as staggered traffic islands on opposite sides of the road and or a raised table to help reduce speeds.	Double yellow lines should be considered at this bend. However, it is acknowledged that this may in turn increase speeds on the approach and through the bend. Speed humps may not be suitable and so consideration should be given to speed controls such as staggered islands and or a speed table. It should be noted that such measures may reduce parking capacity in the vicinity. ACTION Contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions and horizontal speed reduction measures. It may be required to commission a Road Safety Audit (RSA) to assess conditions and proposals from a purely road safety perspective.	£5000* and £10,000	site observations validated the need for waiting and loading restrictions to ensure free movement through this section. Introduction of horizontal speed reduction measures can reduce parking spaces.	
6	Church Street near Mount Vineyard entrance	Inconsiderate parking on approach to bridge is causing conflict to vehicles and pedestrians.	Create passing place opposite Mount Vineyard entrance, to aid traffic flow.	Introduce Double yellow line "No waiting, No loading" restrictions to ensure free vehicular movement through this section. ACTION Contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	
7	Church Street approach to bridge	Inconsiderate parking on tight bend is causing conflict to vehicles and pedestrians.	Restrict parking on the East side approach to the bridge to ensure clear visibility towards the bridge and free traffic movement across the bridge.	Introduce Double yellow line "No waiting, No loading" restrictions to ensure free vehicular movement through this section. ACTION contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	
8	Church Street approach to bridge	Inconsiderate parking on tight bend is causing conflict to vehicles and pedestrians.	Restrict parking on the West side approach to the bridge to ensure clear visibility towards the bridge and free traffic movement across the bridge.	Introduce Double yellow line "No waiting, No loading" restrictions to ensure free vehicular movement through this section. ACTION contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	

	Junction of Church Street, Filston Lane and High Street	Inconsiderate parking on and opposite the junction is causing conflict to vehicles and pedestrians.	Restrict parking at the junction of Church Street, Filston Lane and High Street to aid visibility and reduce congestion at the junction.	Introduce Double yellow line "No waiting, No loading" restrictions to ensure free vehicular movement through this section. ACTION contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	
10	Mill Lane junction with High Street	Inconsiderate parking on and opposite the junction is causing conflict to vehicles and pedestrians.	Restrict parking on the south side of Mill Lane junction with High Street to aid access to properties and reduce obstructive parking adjacent to residents windows.	Introduce Double yellow line "No waiting, No loading" restrictions to ensure free vehicular movement and reduce obstructive parking. ACTION contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and introduction of No waiting, No loading restrictions.	£5000*	Site observations determine this is a valid intervention. Note that the introduction of yellow lines may shift parking elsewhere.	
11	Filston Lane between Water Lane and Twitton Lane	Inconsistent speed limits leading to confusion and unintentional breaking of speed limit.	Reduce speed limit from national speed limit to 30mph along Filston Lane between Water Lane and Twitton Lane.	Review and rationalise the speed limits on the approach to the village along Filston Lane. The existing speed limit between the village and Water Lane is 30mph but between Water Lane and Twitton Lane it increases to the national speed limit. For consistency and to avoid confusion it would be beneficial to reduce the speed limit to 30mph between Water Lane and Twitton Lane along Filston Lane. ACTION contact Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and reduction of speed limit between Water Lane and Twitton Lane along Filston Lane.	£15,000	Justifications include: collision and casualty reduction · conditions and facilities for vulnerable road users · impacts on walking and cycling and other mode shift · environmental impact, i.e. emissions, noise etc.	
12	Village - Station Road/Church Street	Perceived and actual excessive speeds through the village causing conflict between traffic and pedestrians.	Create 20mph Zone/Limit within village especially adjacent to the Samuel Palmer bend.	Better management of parking through the introduction of double yellow lines at junctions, bends and narrow sections will likely increase traffic speeds through the village. It may be prudent to pre-empt this by applying a 20mph limit throughout the village area. This will improve road safety and also enhance the tranquil nature of the village for the benefit of all users. ACTION undertake traffic and speed surveys and build a business case to Kent CC for the introduction of a 20 mph limit.	£15,000	Justifications include: collision and casualty reduction · conditions and facilities for vulnerable road users · impacts on walking and cycling and other mode shift · environmental impact, i.e. emissions, noise etc.	

13	Shoreham Road (A225) junction with Station Road	There is a desire to reduce the traffic speeds to improve road safety on the approach to the village.	Speed reduction on Shoreham Road (A225)	Review and rationalise the speed limits on the approach to the village along Shoreham Road (A225). The existing speed limit is 60mph and there is a desire to reduce this to 50mph. ACTION undertake traffic and speed surveys and build a business case to Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and reduction of speed limit.	£15,000		
14	Village - area wide	During peak times parking demand exceeds supply (capacity) resulting in residents and local businesses not being able to park in close proximity to their properties.	Introduce a Resident only parking scheme or similar.	The introduction of a residents parking scheme requires an informal and then statutory consultation to show demand and support for such a scheme. It was noted that such a scheme seems to already be in place for the properties on Darenth Way, so a precedent exists. Recent changes to the regulations also means that such schemes can be introduced with minimal lining and signing, thus having a reduced impact on the aesthetics of the streetscape. ACTION undertake a local engagement on the likely support for a resident parking scheme.	£15,000-£30,000	Resident parking schemes help prioritise parking for local users and reduce car use overall. Parking permit charges apply and so can be a controversial measure.	
15	Rock Hill	Narrow and winding local roads and excessive speeds causing conflict between vehicles.	Speed reduction measures from the bottom of Rock Hill to the junction of Firmingers Road	Review and rationalise the speed limits on the approach to the village. The existing speed limit in the Bromley section is 40mph but then increases at the Shoreham section to the National speed limit (60mph) and there is a desire to reduce this to 30mph. ACTION undertake traffic and speed surveys and build a business case to Kent CC regarding the consultation on Traffic Regulation Orders (TRO's) and reduction of speed limit along Rock Hill.	£15,000-£50,000	Justifications include: · collision and casualty reduction · conditions and facilities for vulnerable road users · impacts on walking and cycling and other mode shift · environmental impact, i.e. emissions, noise etc.	
16	Rock Hill junction with West Hill and West Hill Lane	Significant incline reduces visibility on brow of hill	Highlight the blind brow at the top of Rock Hill to forewarn drivers.	Install appropriate signing, lining and possibly highway mirrors to forewarn drivers of the junctions either side on brow of the hill along Rock Hill. Action: Produce detailed design proposals and submit to Kent CC.	£2,000	Due to the narrow carriageway widths and hedge rows it may be difficult to mount signage.	

17	Magpie Bottom junctions with Fackenden Lane and Birchen Cross Road	Unsuitable vehicles/HGV's trying to gain access to narrow local roads causing congestion, conflict and delay to all users.	Change the 'Unsuitable for HGV's' signage to the more prominent Unsuitable for HGV's with red line striking through vehicle, at either end of Magpie Bottom. Also relocate the sign at the Birchen Cross Road end to a more prominent position and cut back overgrown vegetation which is obscuring sign.	Review and rationalise signage. Propose new locations for signage to ensure they are clearly visible to approaching traffic and if possible offer directions to more suitable route. Action: Produce detailed design proposals and submit to Kent CC.	£1,000	Due to the narrow carriageway widths and hedge rows it may be difficult to mount signage.	
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* The price given is for a single site. A TRO can cost circa £3500 but all waiting and loading measures should be contained within a single TRO
Lining is charged on a linear metre basis