

Town/Parish Council - Highway Improvement Plan/Action Plan

HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	Junction outside Sevenoaks Railway Station	<p>Problems:</p> <ol style="list-style-type: none"> 1. Speeding. 2. Long waits for traffic at lights. 3. Incompatible with use by pedestrians and cyclists. 4. Pedestrians failing to use official crossing points, bypassing the very long footpath route to the pelican crossings. <p>Suggested remedies:</p> <ul style="list-style-type: none"> • Improve compatibility for use by pedestrians/cyclists. • Remove traffic lights and install roundabout. <p>Resume discussions regarding a possible masterplan for area, previously instigated by the Sevenoaks Society and included within Sevenoaks Town Council's Neighbourhood Development Plan. This would involve engagement with various landowners and rail authorities.</p>			<ol style="list-style-type: none"> 1. Speeding is a police enforcement issue and this should be directed to Kent police 2. The traffic signals are phased to allow each arm of the junction green time, the long delays are mainly due to the volume of traffic using the roads approaching the junction at peak times and altering the phasing of the signals will not improve the waiting times. 3. The word "incompatible" is not justified in relation to the pedestrian provision at this junction. There are two separate formal crossing points at this junction and an informal crossing point across the station exit. The crossing provision provided for the pedestrians and cyclists is usable, fit for purpose and in the only locations possible at this junction, therefore we are not able to make improvements. 4. The decision by pedestrians to ignore the crossing points provided is a personal choice and we are not in a position to influence pedestrian behaviour or force them to cross where we have provided safe crossing points. <p>Suggested remedies:</p> <ul style="list-style-type: none"> • We have looked at this junction previously to see if there are any improvements possible to prevent

Town/Parish Council - Highway Improvement Plan/Action Plan

				<p><i>pedestrians/cyclists from crossing at inappropriate locations or bypassing the pedestrian guard rail. There are no further improvements possible (please see my comments at point 4 above).</i></p> <ul style="list-style-type: none"> <i>Changing the current layout of the junction may be feasible, however, this is likely to be an expensive, major project and unfortunately there is no priority funding available from KCC.</i>
<p>2.</p>	<p>Bat and Ball Junction</p>	<p>Problems:</p> <ol style="list-style-type: none"> 1. Unacceptably poor safety for pedestrians, including the large numbers of schoolchildren who use the crossings. 2. Very small pedestrian refuges. 3. Homes to the north of the junction are effectively cut-off from the rest of the Town to the south. 4. Sluggish traffic, long queues. 5. Significant noise pollution. 6. Significant air pollution (Air Quality Management Area). 7. Exacerbation of all the above in the context of the projected expansion of local schools and future planning application to develop the Tarmac Site. 		<p><i>There are plans in place to replace the signalised junction with a roundabout as part of the Tarmac development. This is currently undergoing KCC assessment and will be subject to the normal planning process with SDC.</i></p> <p><i>The outline design of this roundabout put forward by the developers removes all of the existing formal crossing points from the junction and does not increase the size of the pedestrian refuge islands. This has not yet been approved by KCC as we have concerns with these and other elements of the design.</i></p>

Town/Parish Council - Highway Improvement Plan/Action Plan

		<p>Suggested remedies:</p> <ul style="list-style-type: none"> • Light-controlled pedestrian crossings on ALL parts of the junction. • Review the size of the pedestrian refuges. • Change the whole layout of the junction, e.g. install a large roundabout. 			
3.	Junction at A25 Bradbourne Vale Road with Bradbourne Road	<p>Problem:</p> <ol style="list-style-type: none"> 1. Extremely difficult for motorists to negotiate. 2. Narrow pavements along some of the A25 3. Lack of safe crossing points <p>Suggested remedy:</p> <p>pedestrian crossing outside town council offices</p>	£1,000	KCC	<ol style="list-style-type: none"> 1. Although it may be difficult for some drivers to move out of Bradbourne Road into Bradbourne Vale Road, there has been no injury collisions at this junction within the last three years, which suggests that the safety record is very good. 2. There are footways on both sides of and along the entire length of Bradbourne Vale Road. These footways exceed the minimum width required by design standards of 1 metre. 3. KCC investigated the feasibility of a Puffin crossing close to this location in 2018. We commissioned a traffic count survey and pedestrian survey to see if there was pedestrian demand for a formal crossing point. The result of the surveys showed that pedestrian demand for a formal crossing point at this location in Bradbourne Vale Road was very low, therefore the scheme was considered not to be progressed at that time.

Town/Parish Council - Highway Improvement Plan/Action Plan

					KCC will commission another traffic count survey/pedestrian survey when COVID-19 allows. However, there would need to be a much higher pedestrian count crossing here for us to consider a formal crossing point here.
4.	A25 Bradbourne Vale Road	<p>Problem:</p> <p>Hatched area in centre of road which tends to draw traffic towards the pavement and parked cars.</p> <p>Suggested remedy:</p> <ul style="list-style-type: none"> Narrow the hatched area in the centre of the road. Mark out additional hatched areas at the sides of the road. 			<p>The hatched area in the centre of Bradbourne Vale Road has two purposes:</p> <ol style="list-style-type: none"> To keep traffic away from the central pedestrian refuge of the informal crossing point, and; To narrow the carriageway and encourage lower traffic speeds. <p>Prior to the current layout, there was a hatched area on the south side of the road alongside the kerb edge but this was abused and used as a parking area, therefore it was removed. Due to this reason, there are no plans to revert back to this layout.</p>
5.	A25 Bradbourne Vale Road (at entrance to Sevenoaks Town Council Offices).	<p>Problem:</p> <p>No space marked-out for temporarily stationary vehicles as they turn into the car park.</p> <p>Suggested remedy:</p> <p>Hatched area outside entrance.</p>			A formally marked right turn facility is normally used only at locations where there would be numerous right turning movements every day, therefore we would not consider installing a right turn lane for access to the Town Council offices, as turning movements here are limited. Any vehicle that wishes to turn right into the car park may utilise the existing hatch markings to wait temporarily before turning into the access.
6.	Junction at A25 with Hospital Road	<p>Problem:</p> <ol style="list-style-type: none"> Extremely difficult for motorists to negotiate. Difficult for motorists 			It is unclear how a Zebra crossing replacing the existing signalised crossing would be an improvement?

Town/Parish Council - Highway Improvement Plan/Action Plan

		<p>to get out from Hospital road, Hillingdon Rise, Greatness Lane</p> <p>3. Concerned about access to and from entirety of Greatness Lane and Hillingdon</p> <p>4. Greatness Lane dangerous in its entirety</p> <p>Suggested remedy:</p> <ul style="list-style-type: none"> • Zebra Crossing instead of current Crossing point by Greatness Lane, Hospital road junction • Change traffic direction on Hospital Road, instead of traffic flow driving towards the A25, Greatness Lane, direct it up Hospital Road towards St John's Hill • Make hospital road look narrower <p>Mini roundabout (which would also provide a break in the road and thus help reinforce the lower speed limit on the A25).</p>			<p>Changing the one-way flow in Hospital Road will probably not achieve an improvement for any traffic exiting this road, as this would mean that all traffic would be required to leave this road via the A225, resulting in traffic encountering a similar issue when entering the A225 St Johns Road, particularly north bound due to the traffic queues that regularly form from the Bat and Ball junction.</p> <p>It is unclear the reason for making Hospital Road appear to look narrow.</p> <p>Mini roundabouts require good forward visibility from all directions and need to be installed on level ground. Neither of these criteria are possible at this location.</p> <p>I have checked the injury collision record for the A25/Hospital road/Greatness Lane junction and the A225/Hospital road junction and there has been no injury collisions at this junction within the last three years, therefore the safety record is very good.</p>
<p>7.</p>	<p>Junction at top of A225 Sevenoaks High Street (near Waitrose and the fountain) where A224 London Road feeds in.</p>	<p>Problem:</p> <p>Confusion for motorists.</p> <p>Suggested remedy:</p> <p>Priority is to make the Highstreet and the top of</p>			<p>KCC commissioned their consultants Amey to undertake a feasibility study into this junction in 2016 with the aim of providing a report with options to improve the junction. Unfortunately the only feasible option had a cost in excess of £193,000 at that time and we were not in a position to fund this improvement.</p>

Town/Parish Council - Highway Improvement Plan/Action Plan

		London Road more pedestrian friendly and would wish to discuss this with KCC			However, all of the road markings including those for the two Zebra crossings have been programmed to be refreshed each year.
8.	St. John's Hill	<p>Problem:</p> <p>Pedestrian safety</p> <p>Suggested remedy:</p> <p>Pedestrian crossing in between two churches - St. Johns Church and Evangelical Church at the Vine</p>			<p>The personal injury collision record has been checked along the A225 between the two Churches and there has been no injury collisions involving pedestrians within the last three years. The most recent collision involving a pedestrian occurred in 2014, therefore the safety record for pedestrians is very good.</p> <p>There is an existing Zebra crossing by the junction of Holly Bush Lane which is within this section and another crossing a little further south by The Drive and we would not consider an additional formal crossing point along this section.</p> <p>From an initial assessment on Google Street View, there doesn't appear to be any locations in-between that would be suitable for a Formal pedestrian crossing, or any funding available.</p> <p>However, I will visit the location when the Government's COVID-19 restrictions allow, to assess whether an informal crossing point (dropped kerbs and tactile paving) is possible.</p>
9.	<p>Network of roads which includes the following:</p> <ul style="list-style-type: none"> • Bradbourne Road • St John's Road • Camden Road • Amherst Road • Holly Bush Lane 	<p>Problem:</p> <p>Extremely narrow roads, with motorists frequently forced into reversing long distances, or mounting the pavement to pass each other.</p>			<p>Prospect Road and Bethel Road have existing one-way systems and I have removed these roads from your list.</p> <p>We are not opposed to changing roads to one-way working, as long as it is feasible and a suitable funding source is identified</p>

Town/Parish Council - Highway Improvement Plan/Action Plan

	<p>(already partly one-way)</p> <ul style="list-style-type: none"> • Cobden Road – not currently one way • Hartslands Road • Sandy Lane 	<p>Suggested remedy:</p> <p>For more research to be conducted by Sevenoaks Town Council on the possibility of one-way systems, the research would include public consultation</p>			<p>to pay for any scheme. Please bear in mind though, that changing two-way roads to one-way quite often leads to an increase in traffic speeds and the majority of these roads will be included in our 20mph speed limit proposals.</p>
10.	<p>Five-way junction at Vine Court Road/Holly Bush Lane/Hartslands Road/Bayham Road</p>	<p>Problems:</p> <ul style="list-style-type: none"> • Increased traffic, including to schools. • Confusion as to who has right of way. <p>Suggested remedy:</p> <p>Mini Roundabout</p>			<p>Mini roundabouts are only permitted to have a maximum of four arms, therefore, we would not be able consider this type of improvement here.</p>
11.	<p>Sevenoaks Primary School</p>	<p>Problem:</p> <p>Speeding along Bradbourne Road.</p> <p>Suggested remedies:</p> <ul style="list-style-type: none"> • 20mph limit • Mobile SID just below AEC, facing uphill. <p>INFORMATIVE: It was resolved at Planning Committee on 01/07/2019 that this location would be put forward to KCC for consideration.</p>		<p>KCC/County Councillor</p>	<p>KCC has carried out traffic counts in Bradbourne Road and Bradbourne Park Road.</p> <p>TRO consultation for a proposed 20mph speed limit on these and surrounding roads to be undertaken when the COVID-19 restrictions have been relaxed.</p>
12.	<p>St John's CEP School, Bayham Road</p>	<p>Problem:</p> <p>Speeding along Bayham Road.</p>		<p>KCC/County Councillor</p>	<p>KCC has carried out traffic counts in Quakers Hall Lane and Bayham Road.</p>

Town/Parish Council - Highway Improvement Plan/Action Plan

		<p>Suggested remedies:</p> <ul style="list-style-type: none">• 20mph limit• Mobile SID just below school, facing downhill in direction of Seal Hollow Road. <p>INFORMATIVE: <i>It was resolved at Planning Committee on 01/07/2019 that this location would be put forward to KCC for consideration.</i></p>			<p>TRO consultation for a proposed 20mph speed limit on these and surrounding roads to be undertaken when the COVID-19 restrictions have been relaxed.</p>
--	--	---	--	--	---