

[Area] - Highway Improvement Plan/Action Plan

::			ACTION PLAN – Stage 2 (to be completed by KCC officer)		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.a	Junction of St Stephens Road and Station Road West opposite The Causeway.	<p>1a) Problem: Poor visibility for pedestrians crossing Station Road West from St Stephens Road towards North Lane because of high walls and curve of road</p> <p>Remedy :</p> <ul style="list-style-type: none"> Extend the road centre pedestrian refuge at end of Station Road West so that pedestrians can cross at a point where they can clearly see and be seen by approaching traffic 	£12,000 (est) £500 ATCs	LTP CMG / Small works	<p>Extension to the 20mph can be looked at in further detail. Traffic surveys (ATCs) will be required to determine current average speeds. If speeds are appropriate on this length a 20mph can be implemented subject to funding and depending on the priority listing in Canterbury.</p> <p>KCC to look at additional surveys to increase 20mph area</p>
1b	St Stephens Road from junction with Station Road West to Kingsmead Road roundabout	<p>1b) Problem:</p> <ul style="list-style-type: none"> This is a residential area with high pedestrian flow of vulnerable users and some environmental degradation though pollution etc. Concerns with regard to traffic speed and pedestrian safety. <p>Remedy:</p> <ul style="list-style-type: none"> Extend 20mph zone in North Lane to include length of St Stephens Road to Kingsmead roundabout with new signage and road painted warnings. 			<p>If average speeds are above 24mph then a 20mph is not appropriate unless further traffic calming measures can be implemented. 20mph are not used to slow traffic.</p> <p>As there are no incidents in last 3 years between St Stephens Roundabout and Station Road West, a traffic calming scheme is unlikely to receive funding due to other more safety critical areas.</p> <p>KCC can look at this options and look at ATC surveys for this stretch depending on the priority listing in Canterbury</p> <p>Will focus on Priority 1a first in 22/23.</p>

[Area] - Highway Improvement Plan/Action Plan

<p>1c)</p>	<p>Kingsmead Road roundabout (Broad Oak Road, St Stephens Road west and north and Kingsmead Road junctions)</p>	<p>1c) Problem: Safety concerns for pedestrians crossing road at roundabout because of heavy fast moving traffic and poor visibility on all approaches i.e.:</p> <ul style="list-style-type: none"> • Poor visibility at both pedestrian crossings with accident history • High walls and the curve of St Stephens Road north prevent pedestrians crossing Broad Oak Road being seen by vehicles exiting St Stephens Road north. • Poor visibility made worse by tall vegetation on the roundabout. • Crossing Kingsmead Road from Leisure Centre to reach bus stop on bridge is difficult because of fast moving traffic and double lanes in both directions <p>Remedy:</p> <ul style="list-style-type: none"> • New 20mph signage and road painted warnings at approaches to roundabout. • New pedestrian refuge in the road between the Leisure Centre and bus stop on Kingsmead Road bridge. • Cut back high vegetation on the St Stephens Road north side of roundabout • Improve lighting and road markings for pedestrian crossings. 			<p>KCC can look at these options and look at ATC surveys for this stretch depending on the priority listing in Canterbury.</p> <p>KCC is currently monitoring these zebra crossings as part of the Crash Remedial Measures for the roundabout and once a thorough review is undertaken on the latest accident history (published around June) we can look into safety factors and potential improvements here. This will include looking at lighting and visibility.</p> <p>A new pedestrian refuge can also be considered depending on the priority listing for Canterbury.</p> <p>Will focus on Priority 1a first in 22/23.</p>
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[Area] - Highway Improvement Plan/Action Plan

2a)	St Stephens Road North from Kingsmead Roundabout to the junction of St Stephens Hill / Beaconsfield Road including intermediate roads i.e Hales Place, Manwood Avenue, The Terrace	<p>2a) Problem:</p> <ul style="list-style-type: none"> • This is a residential area with high pedestrian flow of vulnerable users walking to and from three local schools. (including Birley playing fields) • Concerns with regard to traffic speed, poor visibility and pedestrian safety. <p>Remedy : Extend the proposed 20mph zone along St Stephens Road north from Kingsmead Roundabout to Beaconsfield Road as well as intermediate roads between with new signage and road painted warnings</p>			As per 1a and 1b above.
2b)		<p>2b) Problem</p> <ul style="list-style-type: none"> • Safety concerns with regard to single narrow pavement along part of St Stephens road that is frequently congested • Pedestrian safety concerns in connection with need to cross the road at the entrance to Stephens Court where visibility is poor. • Safety concerns with regard to high level of pollutants from idling traffic at level crossing <p>Remedy</p> <ul style="list-style-type: none"> • Consider widening the pavement to reduce area available for vehicle 			Could be looked at depending on priority

[Area] - Highway Improvement Plan/Action Plan

		<p>movement as part of traffic calming measures needed to implement a 20mph zone</p> <ul style="list-style-type: none"> • Road painted warnings asking traffic to slow down as it approaches the level crossing travelling north. • Introduce enforcement measures with regard to engine idling at the level crossing. 			<p>We have no legal standing to enforce this. It is currently being decided in parliament whether to give enforcement powers to the councils</p>
when3.	<p>St Stephens Road West from the Causeway to St Stephen's Roundabout.</p>	<p>3. Problem: Both sections of St Stephens Road are signed as designated 7.5 ton weight limit. Police do not have the manpower to enforce this so that the restriction is generally ignored.</p> <p>Remedy :</p> <ul style="list-style-type: none"> • Use simple electronic number or heavy vehicle recognition device to record traffic violations. This could become self-financing from collection of fines. • Improved signage of the weight limit should be installed. (Sign outside shops is masked by trees) 			<p>We have no legal standing to enforce this. It is currently being decided in parliament whether to give enforcement powers to the councils</p>
4a	<p>Stretch of road from junction of St Stephens Road / Beaconsfield Road to top of St Stephens Hill and intermediate roads</p>	<p>4a Problem:</p> <ul style="list-style-type: none"> • This is a residential area with high pedestrian flow of vulnerable users (school children and students) walking and cycling to and from local schools and the university. 			

[Area] - Highway Improvement Plan/Action Plan

4b		<p>Remedy: Extend proposed 20mph zone to include St Stephens Hill as well as intermediate roads between with new signage and road painted warnings</p> <p>4b Problem Large numbers of university students cross from/to apartments in Hales Place area and the University.</p> <p>Remedy :</p> <ul style="list-style-type: none"> • Ideally, install a pedestrian overpass on St Stephens Hill. At a minimum, install barriers along the pavement which require students to cross at specific points 			<p>An overpass extends beyond our budgets. There is insufficient width of footway to install additional guardrail and allow a pram / vulnerable users to pass safely.</p> <p>Downs Road / Stat Stephens Hill is currently being investigated on whether a traffic light system would be appropriate (subject to funding)</p>
4c	Junction of Manwood Avenue and St Stephens Hill Canterbury	<p>4c) Problem: Difficult right turn out of Manwood Avenue with restricted view of traffic travelling down the hill that often exceeds the current speed limit.</p> <p>Remedy :</p> <ul style="list-style-type: none"> • Electronic warning sign alongside the 'slow' road painted markings, that lights up. 	h		
5.a)	Cycle path route that runs from St Stephens Green across Beverley Meadow following the line of St Stephens Footpath	<p>5a) Problem: Cycle path signage that indicates routes across Beverley Meadow, is unclear, absent in some places and needs refreshing and improving.</p>			

[Area] - Highway Improvement Plan/Action Plan

		<p>Remedy:</p> <ul style="list-style-type: none"> • Clean signage at the St Stephens Footpath tunnel end of the cycle route across Beverley Meadow and repaint markings on ground. • Improve signage at the St Stephens Green end of the cycle route with some kind of additional signage on the route of the cycle path across the Meadow to raise awareness that this is a cycle path route. 			
5b)	Cycle paths in vicinity of St Stephens Green/Hill	<p>5b) Problem: Small disconnected sections of cycle path near St Stephens Green/ St Stephens Hill that could be joined up with other routes.</p> <p>Remedy: Consider connecting up and extending the short sections of cycle path so that they are linked to other routes to make a continuous cycle route extending northwards along the eastern side of St Stephens Hill.</p>			
5c)	Broad Oak Road from the Kingsmead Roundabout to the junction with Farleigh Road	<p>5c) Problem Residents think that cyclists cause a problem by using the pavement along the residential stretch of the road to avoid fast moving traffic</p> <ul style="list-style-type: none"> • Consider constructing new cycle path so that cyclists 			

[Area] - Highway Improvement Plan/Action Plan

		<p>are able to use a route that is separated from the fast moving traffic</p> <ul style="list-style-type: none"> Residents would like to see 30mph warning signs installed that light up to show vehicles when they exceed the speed limit. 			
6 a)	Hales Drive and The Terrace, Canterbury	<p>6a) Problem:</p> <ul style="list-style-type: none"> Congestion caused by cars parked outside St Stephens School at the beginning and end of the school day reduces vehicle movement on Hales Drive and the Terrace to one way at these times. Residents cannot move vehicles out of their drives at busy times because of verge parking Street parking for residents is restricted to two hours Monday to Friday <p>Remedy:</p> <ul style="list-style-type: none"> Residents would like to see Hales Drive become part of a one way system during 8.15-9.15am and 2.15 – 3.15 Mon – Fri during term times Double yellow ‘no parking’ lines could be used on the Terrace at intervals. Limited parking in bays constructed along the 			

[Area] - Highway Improvement Plan/Action Plan

		<p>Terrace has been suggested.</p> <ul style="list-style-type: none"> • Extension of double yellow lines into Manwood Avenue and The Crescent might be helpful. • Wooden bollards on grass verges of Hales Drive to prevent verge parking. • Resident permits for street parking would be welcomed. 			
6 b)	Hales Drive and The Terrace	<p>6b Problem: Speeding traffic along Hales Drive and The Terrace can make crossing these roads difficult for the elderly and infirm as a result of the blind bend between the two roads.</p> <p>Remedy:</p> <ul style="list-style-type: none"> • Make the corner of The Terrace and Hales Drive a road junction so that cars need to slow down at this point. • Traffic calming (i.e speed bumps) could be introduced to Hales Drive. 			