

Highway Improvements Team working in Partnership with Charing Parish Council

Highway Improvement Plan

Submission Date: February 2025

(Please remember that the HIP is for new initiatives/measures/schemes in your community – it is NOT to be used as a maintenance log, as these **MUST** be logged using the online reporting tool via this link <https://www.kent.gov.uk/roads-and-travel/report-a-problem>)

HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
1	Terry Hayward	12/02/2025		Charlie Simkins	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				Parish funds, S106 money, County Member, donations where appropriate, possible grants when available	
Are you an active member of the Speed Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Name of HIP Representative	Terry Hayward	Contact Telephone Number	07803 161631	Email Address	terry@charingkent.org
Name of Clerk	Dawne Austen	Contact Telephone Number	01233 713599	Email Address	cpclerk@charingkent.org
Name of Chair	Chris Prinn	Contact Telephone Number	07872 190187	Email Address	chris@charingkent.org
KCC Project Manager Team	Community & Engagement Team (EAST)	Contact Telephone Number	03000 418181	Email Address	east.highwayimprovements@kent.gov.uk

- Please note the Priority column **MUST** be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

Please Note: Highway Improvement Plans will only be accepted if they are in this prescribed template format. **PLEASE DO NOT ALTER IN ANY WAY.** Whilst this is intended to be a living document for your Parish Council, KCC can only make resources available to review your HIP annually – **XXXX's** review is on or after **XXXX** each year.

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Live Priorities Record – see end for projects in progress

Priority	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
Please also note items at end regarding what we consider a needed change to works carried out at the A20/High Street/Station Road crossroads and the, we assume unintended, removal of the right hand turning lane into Wilkinson Close. These are included for reference but will be pursued outside of HIP.					
1.	A20 through Charing village		Speed of traffic through Charing village. General safety concerns plus difficulty for pedestrians of crossing road. Problem becoming urgent due to amount of new housing due to be built, the majority on opposite side of road to village centre. See attached note for further details. This is also related to item 2.	Ultimately changes to the road so that a 30 mph limit becomes viable. Gateways and road markings may help in the near future. One gateway on the A20 is due to be installed (see below). A second puffin crossing could be funded by S106 money. Other possibilities to be discussed.	<p>Road safety improvement scheme in design for the Station Road junction with A20 Ashford Road. The A20 is not suitable for a speed limit reduction in its current form as any changes are unlikely to achieve compliance to a speed limit reduction. The area can be reviewed once KCC have completed the planned road safety improvements in 2021.</p> <p>From PC- While accepting that the crossroads is the most urgent we believe the whole stretch needs to be reviewed in the light of all the new housing developments and junctions. All but one of the housing schemes are on the opposite side of the road to the village centre so there will be more pedestrian movements. Many people are scared to cross it. We believe more substantial crossing points are needed which will also help to slow traffic. On sum, we consider that measures need to be taken which will reduce traffic speeds to be consistent with a 30mph limit.</p> <p>26/05/2023- PC raised issues regarding developments and the knock on effect along with their request for a reduction in speed. KCC Highway Improvements unable to answer questions regarding development decisions, therefore offered to speak with the Planning & Development Team to see if we can all have a meeting to discuss that particular issue.</p>

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					<p>28/03/2025-</p> <p>Development continuing in the area that the PC wish to have some input on as they are concerned regarding 11 junctions being present in a short section of a current 40mph limit. For KCC to request that the development team contact the PC to discuss directly.</p>
2.	Roads in Charing Heath		Excessive speeds by minority of drivers. Need to reinforce sense that vehicle is entering village to build on 30mph limit.	Gateways and possible roundels. Parish group to draw up plan	<p>26/05/2023-</p> <p>Not discussed</p> <p>28/03/2025-</p> <p>For PC to inform KCC of the locations where they would most like white village gateways to be placed so that KCC can assess the feasibility.</p> <p>KCC to assess for locations for 30mph roundels. KCC are conscious of not wanting to over do the road markings here and take away from the aesthetic of the area. Therefore an assessment will be made as to the likely benefit of installing the roundels.</p>
3.	Junction of High Street with A20		Cars parking on corner obstructing views for drivers exiting High Street	Double yellow lines on corner. Kieran Doble is drawing up possible plan. Informal consultation required ahead of formal TRO.	<p>28/03/2025-</p> <p>KCC are creating an extents plan for the double yellow line proposal at this junction. Once complete this will be sent to the PC for informal engagement with the local residents and businesses.</p>
4.	The Hill		Parking on pavement side (left hand side when driving towards A252) forces traffic travelling uphill into the opposite lane where there is danger of a	Extend double yellow lines to junction.	<p>28/03/2025-</p> <p>There is a development here who has double yellow lines as part of the scheme. PC do not feel that they extend far</p>

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			collision with traffic turning in from the A252. New double yellows by Millgarth will encourage parking close to junction thus worsening the problem		<p>enough up The Hill and are concerned that vehicles will park too close to the junction with the A252.</p> <p>KCC to assess the situation once the double yellow lines as part of the development have been installed and have been down long enough for us to assess their effect of parking.</p>
5.	Stonestile Farm Road		HGVs using this narrow road and getting stuck. More prevalent when diversions from Hart Hill	Unsuitable for HGV signage	<p>28/03/2025-</p> <p>KCC received an enquiry from a resident regarding HGVs using Stonestile Farm Road and getting stuck. This did not meet the countywide crash remedial scheme criteria, so the resident was advised to contact the PC to see if they would support putting it onto the HIP.</p> <p>For PC to discuss if they support the installation of Unsuitable for HGV signage at each entrance to Stonestile Farm Road.</p>
6.	Pluckley Road, The Hill (downward traffic), various places in Charing Heath		Speeding issues at various points in Parish.	Parish Speed Indicator Device (Moveable flashing reminder sign.) Provisional location for Pluckley Road selected and assessed against KCC criteria.	<p>28/03/2025-</p> <p>For PC to inform KCC of locations they are requesting a SID so that a full assessment can be made.</p>
7.	Pluckley Road Approach (1)		Dangerous overtaking and speeding between the junction with Charing Heath Road and the High Speed Rail/Motorway bridge. Speeding at junction itself with vehicles straying into opposite lane at point where pedestrians cross; pedestrians crossing likely to increase with new pavement	Potential single/double white lines in centre of road	<p>28/03/2025-</p> <p>KCC to conduct an assessment for no overtaking centre lining or junction warning signage due to the concealed junction with Charing Heath Road.</p>

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8.	Station Road and Pluckley Road		HGV traffic and consequent pavement mounting at narrow points	Appreciate this has to remain a lorry route but heaviest HGVs should be banned. (Note – this is also an issue for Pluckley.)	28/03/2025- Not discussed
9.	Pluckley Road approach (2)		Housing now beyond 30 mph limit	Consider extending limit to beyond Harrison Court. However, a downside could be encouragement of additional housing. (Neighbourhood Plan discourages major housing development in Pluckley Road unless safer pedestrian route to village centre created.)	28/03/2025- Not discussed
Places where recent changes have created problems which need addressing					
	A20/Wilkinson Close		Turning lane for traffic coming from Charing removed when road layout adjusted for development opposite	Adjust arrows for turn into new development opposite and replace turning lane	28/03/2025- KCC to investigate options
	A20/High Street Crossroads		There is no turning arrow or waiting lane for traffic turning right from A20 into High Street. This causes confusion as to whether right hand turn permitted.	Change road markings to indicate that right turn permitted.	26/05/2023- Not discussed 28/03/2025- The scheme that was installed to address the crash pattern that the data was showing has been successful in reducing the amount of injury collisions at this junction. PC conducted their own surveys which showed that although there was an improvement and the collision rate was down, vehicles were still turning right at the junction. In response to this, KCC are installing further signage here on the offside of the junction approaching from

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					<p>Station Road to make the no right turn restriction clearer to vehicles.</p> <p>PC are still concerned that this is not enough and may confuse drivers further with too many signs in one place. They are requesting an advanced sign warning of the restriction. KCC has said that it is not justifiable at this time as the purpose of the scheme was achieved with a reduction in injury collisions. PC also concerned that it is unclear whether vehicles are allowed to travel straight over from Station Road, or turn right into the High Street from the A20 northbound due to the removal of the turning lane but no signage to say you can't turn right.</p> <p>KCC to feed this back again and discuss internally.</p>
Works in progress					
1.	Charing village entrances		Need to make drivers aware that they are entering village. Excessive speed in places, particularly in Pluckley Road.	Gates to be installed on A252; A20 East. More prominent limit signs on Pluckley Road. Installation awaited. Gate for A20 West deferred pending new housing construction. This can also be step 1 for item 1.	<p>26/05/2023-</p> <p>PC wish for several gates on the entrances to the village. KCC estimate £1,200-£1,500 per white gate, plus a design fee of £1,068. PC to consider what they would like in terms of the gateways, including village name plates and roundels. Also to consider if they can afford all of the gateways at the same time, or if they wish to spread them across different financial years.</p> <p>28/03/2025-</p> <p>Gates mostly installed, apart from Pluckley Road due to verge space issues. This is being addressed. PC informed of a pavement that is set to be installed here.</p>
2.	Faversham Road		Excessive speed in section beyond 40 mph limit. Frequent non-injury accidents, occasionally injury accidents.	Extension of 40mph limit to beyond Wagon and Horses. Waiting for installation.	<p>26/05/2023-</p> <p>KCC to discuss this with their Planning & Advice Team to determine feasibility.</p>

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					28/03/2025- Designs complete and to be installed.
Possible Future Item					
	A20 opposite Cornwallis House		40 mph flashing reminder sign broken and irreparable	Review need once gate installed and survey carried out	28/03/2025- Not discussed
Item already agreed					
	Pluckley Road, Junction with Charing Heath Road to WOW Factory		Lack of pavement	Potential pavement already agreed with KCC. Quinn estates have agreed to build it in exchange for planning permission to build additional four houses. Planning permission now granted; includes condition that pavement must be built before any of the new houses occupied. Plans for pavement submitted.	26/05/2023- Not discussed 28/03/2025- Not discussed

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Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
	Bowl Road		Some drivers not slowing sufficiently for bends	New signage at key points. Details to be proposed by Parish Highways group. Could be done with unofficial signs?	<p>28/03/2025-</p> <p>There have been no recorded collisions since 2010 related to the bends on Bowl Road.</p> <p>Average speeds are between 16-24mph for the length of Bowl Road.</p> <p>There is nothing to suggest that this road is any different to any other single track country lane that would require additional signage. Therefore KCC do not support additional signage at this time.</p> <p>PC stated that there are potholes in the verges that cause issues for vehicles trying to pass. For PC to report these online via https://www.kent.gov.uk/roads-and-travel/report-a-problem</p>
	Charing village		<p>A number of issues including:</p> <p>i) insufficient parking, aggravated by space dividers not sufficiently visible in Market Square (latter owned partly by KCC and partly by ABC).</p> <p>ii) Through traffic which should stay on A roads.</p>	<p>Now crossroads work completed, Parish group to work on possible plan for whole village centre and consult locally. To include issue of whether traffic from High Street should have to turn left or indeed be blocked from exiting.</p> <p>.</p>	<p>Signage is in situ at the entrance to the car park and entrance to Market Place car park. A new sign can be provided on the splitter island on School Road coming off the Charing roundabout.</p> <p>From PC- This would be good but there is also a need for signage from The Hill. Also existing sign opposite Market Place not very clear.</p> <p>26/05/2023-</p>

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			<p>iii) Periodic speeding, eg village centre, The Hill, School Road (including traffic coming too fast off roundabout and veering into opposite lane).</p> <p>iv) Illicit parking eg village centre.</p> <p>e) problems exiting from High Street at A20 crossing</p>		<p>PC wished to discuss this further within the PC to then liaise with KCC.</p> <p>KCC suggest if the parking sign on the High Street is still as faded as is on Google Maps, to report this via https://www.kent.gov.uk/roads-and-travel/report-a-problem</p> <p>28/03/2025-</p> <p>PC requesting that the parking bays be marked out in white paint to reduce the likelihood of poor parking taking up two spaces. Bays are currently marked out with granite edging which is more in keeping with the surrounding historical environment. KCC do not believe that marking the bays out with white paint will improve upon poor parking as this is seen regularly in painted car parks.</p> <p>KCC has investigated the feasibility of KEEP CLEAR markings to keep the entrance to the green clear as PC reporting that it is often blocked by parked vehicles. Unfortunately we are unable to use the markings for this purpose as is detailed in Chapter 5 of the Traffic Signs Manual.</p> <p>Therefore no options supported by KCC at this time.</p>



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