

HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	Please list below the funding Opportunities/Sources for HIP initiatives/Measures			
2	Georgie Elliston	Approved by Planning Committee 31/07/2023 Submitted 31/08/2023	Demi Rodgers (DR), Nigel Rowe (NR), Linda Larter (LL) and Georgie Elliston (GE) – virtual meeting 17/11/22 NR and GE virtual 13/03/23 NR, Emma Tilbury, LL, GE, Cllr Streatfeild, Cllr Shea, Cllr Clayton, Cllr Wightman, Cllr Ancrum 06/09/2023	County Member, Parish Precept Donation, CIL income			
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?			
Name of HIP Representative			Georgie Elliston	Contact Telephone Number	01732 459953	Email Address	planning@sevenoakstown.gov.uk
Name of Clerk			Linda Larter	Contact Telephone Number	01732 459953	Email Address	townclerk@sevenoakstown.gov.uk
Name of Chair			Cllr Sue Camp (Planning Committee Chair)	Contact Telephone Number		Email Address	Cllr.camp@sevenoakstown.gov.uk

KCC Project Manager Name	Nigel Rowe	Contact Telephone Number		Email Address	west.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.

A supporting document has been prepared in tandem with this revised Highway Improvement Plan in order to provide context/additional information to certain items. Where references have been made to additional information which is contained in this document, they will be indicated with a red number as so: **[1]**. STC's primary and highest priority is highlighted in red text in the "priority" box. Lower priorities which are intended to be pursued/followed up further down the line are highlighted in grey text.

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	20 mph limit (<u>not</u> zone as this requires engineering)	Speeding cars and the need to ensure pedestrian and cyclist safety, especially near schools. Sevenoaks Town Neighbourhood Plan (STNP) also emphasises the importance of pedestrian and cycle travel and	KCC has recently designed and consulted on a 20mph limit for urban Sevenoaks, which has since been revised by the Sevenoaks Joint Transportation Board, with the new designs in line with the Town Council's recommendation as well as the STNP – which the Town Council wishes to see implemented. STC is willing to hold a second public consultation on the revised plans, which KCC Cllr Streatfeild has agreed to aid in funding.	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
		supports 20mph in residential areas and near schools.	<p>The intention is for it to be signage only as per the current design, so as to protect potential for future cycling paths to be incorporated into road designs, as identified in the LCWIP.</p> <p>Update: Consultation in progress, ending 14/12/2023</p>	
2.	HGV routes in town	HGV movement in town as through traffic inhibits active travel, increases burden on junctions, increases air pollution in residential areas, and risks damage to Conservation Areas.	<p>Introduce HGV weight/size restrictions to the “central” Sevenoaks area for through traffic.</p> <p>Highways England to improve signage at motorway junctions to direct freight to use the M25 and the A21 bypass rather than A25 through Sevenoaks and neighbouring villages.</p> <p>Opportunities for positive signing to be explored and installed.</p>	
3.	Sevenoaks Rail-Way Station/London Road/Hitchen Hatch Lane	Pedestrians take the “shortest route”, walking in the highway and avoiding pedestrian crossings;	<p>Redesign junction to create safe, direct pedestrian crossings and simplify vehicle controls.</p> <p>Proposal to replace the pedestrian guard rails with bollards, to stop pedestrians from walking in the road.</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
		Long waits for vehicles at multiple lights causing delays, noise and pollution.	<i>Note: STC is considering the possibility of investing in a Sevenoaks Town masterplan to support delivery of the STNP, which would help to inform this design and investigate different potential designs and their pros/cons.</i>	
4.	Junction of A25/Hospital Road	Difficult for motorists to exit Hospital Road and Greatness Lane onto A25, contributing to the congestion at Bat and Ball junction. The Tarmac site development, accessed from Greatness Lane, will considerably increase this problem.	<p>KCC Highways Engineering advice welcomed.</p> <p>STC wishes to know if the lines were refreshed as claimed in the KCC Officer's notes from V1 of the HIP.</p> <p>STC would also request that a priority "Keep Clear" section be added marking the narrowest part of the junction at Hillingdon Avenue to reduce opportunity of vehicles straddling the footway and compromising pedestrian safety. This solution was suggested by KCC Officer Alan Osuoha on 15-03-2023. STC did confirm its wish to pursue this after having taken the proposal to its Planning Committee on 03-04-2023, and requested information as to next steps on 14-04-2023, however this was unfortunately not responded to either by the engineers</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			copied into the email chain, or STC's HIP Officer Nigel Rowe.	
5.	Seal Road/Greatness Park	Pedestrian crossing safety and lack of crossing facilities	<p>Crossing facilities as well as signage to warn traffic on the A25 that people might cross here, or to protect the poor sightlines on the road.</p> <p>*Note: This section isn't affected by 20mph proposals, so has been retained in STC's priority list for a review of pedestrian crossing safety. Other locations which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to their being inside the proposed 20mph zone. They may be revisited or permanently removed once a 20mph scheme has been finalised.</p>	
6.	Bradbourne Vale Road/Betenson Avenue where it meets Shoreham Lane	Pedestrian crossing safety, lack of crossing facilities and poor sightlines for drivers going up the hill	<p>Crossing facilities as well as signage to warn traffic approaching the hill from either side that people might cross here.</p> <p>*Note: This section isn't affected by 20mph proposals, so has been retained in STC's priority list for a review of pedestrian crossing safety.</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
8.	Tonbridge Road and Seal Hollow Road in particular	Fluctuations between speed limits from 40mph to 30mph causing cars to speed due to being unsure of speed limit.	Reduction of speed limit to 30mph where it is currently at 40mph, and to review areas where the limits fluctuate between sections and remove these by introducing blanket 30mph – similar to what was done recently on A25 Seal Road.	
9.	The Crescent, St Johns Road, St Johns Hill, Bradbourne Road, Bradbourne Vale Road, Littlewood, Hillingdon Avenue	Cars parking on both sides of the road and on pavement, causing school children to walk in the road and blocking access for pushchairs and wheelchairs. Lack of parking for residents.	Review of parking arrangements e.g. resident parking schemes, 2 hour visitor parking and/or introduction of yellow lines. Consider corner protections: STC will prepare a map of locations for a TRO	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
10	Hospital Road outside Hospital	The Hospital has informed Cllr Richard Streatfeild that it fails its safety test every year due to not having any safe crossing points to access it.	Add crossing points on Hospital Road.	
11	Ash Platt Road	Parking concerns	Parking restrictions	NR – 2/11/23 Meeting with P&A to discuss options. Any intervention is likely to require pre-consultation engagement with all stakeholders including the school.
12. (Pending finalised designs from Tarmac regarding the proposed roundabout at this junction)	Bat and Ball Junction, A25/A225	STC wants to be confident that the design which Tarmac are going to deliver as part of their Outline planning application (which has now been	In STC's previous iteration of its HIP, the redesign of the Bat and Ball Junction to ensure safe pedestrian crossing was the first priority. It has since been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
		<p>conditioned as first part of the delivery plan), delivers the best possible solution and safe usage to pedestrians, cyclists and motorist.</p>	<p>of a revised traffic and pedestrian scheme to be delivered after the first stage of development.</p> <p>This therefore is unlikely to be delivered via the HIP, and STC anticipates being included in discussions, stakeholder sessions and public consultations on the design with Tarmac, in order to ensure that the design can best serve Sevenoaks Town residents' needs.</p> <p>What STC would like to retain on the HIP however, is the channel of communication to ensure that the resulting design is to the best quality and use of pedestrians.</p> <p>In the meantime, STC would however like to receive copy of the Speed Survey ordered by Nigel Rowe to replace the one referred to by the Project Manager in the first iteration of the HIP.</p> <p>STC also wishes to know why the pedestrian crossing indicators at Bat & Ball were removed when KCC</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			reconfigured and added lines at this location.	
13. (ON HOLD)	Hillingdon Avenue	Pedestrian crossing safety	<p>This location, which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to it being inside the proposed 20mph zone. It may be revisited or permanently removed once a 20mph scheme has been finalised, depending on whether the 20mph zone affects the road, and the safety of pedestrians.</p> <p>A public consultation was done by KCC on safe crossing points at Hillingdon Avenue and Seal Hollow Road, however nothing was followed through afterwards. Please could this be investigated, and also both feasibility and deliverability studies of safe crossing points produced.</p>	
14. (ON HOLD)	A225 Seal Hollow Road/"Hole in the Wall"	Pedestrian crossing safety	<p>This location, which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to it being inside the proposed 20mph zone. It may be revisited or permanently removed once a 20mph scheme has been finalised, depending on whether</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			<p>the 20mph zone affects the road, and the safety of pedestrians.</p> <p>Feasibility and deliverability studies of safe crossing points requested.</p>	
15. (ON HOLD)	St Johns Hill/Dartford Road	Pedestrian crossing safety	<p>This location, which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to it being inside the proposed 20mph zone. It may be revisited or permanently removed once a 20mph scheme has been finalised, depending on whether the 20mph zone affects the road, and the safety of pedestrians.</p> <p>Feasibility and deliverability studies of safe crossing points requested.</p>	

Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1	<i>EXAMPLE: Church Lane</i>	<i>Speeding off peak.</i>	Speed Reduction	

				After traffic surveys obtained, data showed that vehicle speeds were within the current speed limit, therefore no further action proposed.
1.	Bat and Ball Junction, A25/A225	Inadequate, poorly designed crossing points for pedestrian safety. Considerable congestion and delays during the four daily rush hour periods and throughout the day, with particular traffic queues forming on Otford Road and Seal Road towards the junction; Very high levels of air pollution.	<p>In STC's previous iteration of its HIP, the redesign of the Bat and Ball Junction to ensure safe pedestrian crossing was the first priority. The reduction of air pollution and congestion in this area, as well as unsafe crossing facilities remain a top priority for STC, and removing it from STC's HIP priority list has not altered that.</p> <p>Rather, it has been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery of a revised traffic and pedestrian scheme to be delivered after the first stage of development at this location.</p> <p>This is therefore unlikely for the scheme to be delivered via the HIP, and STC remains dedicated to ensuring that the resulting design best serves the needs of Sevenoaks Town residents. STC anticipates being included in discussions, stakeholder sessions and public consultations on the design with Tarmac,</p>	

			and will be actively engaged in the process to make sure that the design proposed achieves <u>all</u> of the following: improve pedestrian safety, reconnect the neighbourhood and reduce air pollution and traffic jams.	
2	Wickenden Avenue	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</p>	
3	Broomfield Road	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be</p>	

			<p>considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC's operations team to have a look into. The items have therefore been moved to the "Historical Priorities Record", however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC's flagging the locations. STC awaits this update.</p>	
4	Mill Lane	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as "carriageway and footpaths require improvements" were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC's operations team to have a look into. The items have therefore been moved to the "Historical Priorities Record", however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC's flagging the locations. STC awaits this update.</p>	

5	Wickenden and Swaffield Roads	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</p>	
6	Clare Way, Lea Road, Hurst Way and Stafford Way	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into.</p>	

			<p>The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</p>	
7	Beaconfields	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</p>	
8	Where Burntwood Road meets Ashgrove Road	Poor sightlines/blind spots which compromises safety of cyclists and motorists when	<p>STC has requested that traffic mirrors be installed at these locations, as well as a concealed entrance sign on Oak Lane as it approaches Brittain Lane.</p>	<p>NR 02/10/2023 Thank you for your response in relation to the convex mirrors.</p>

	Where Oak Lane meets Ashgrove Road	entering and exiting these roads	*Note: this was formally by STC in a letter to KCC west highway improvements, dated 14-07-2023.	<p>I understand that there is a delay in the data so some of these recent ones you mention may not be showing, currently our stats go up to 31/03/23. I can look to re-run the data but this won't be until either the end of this year or towards March/April 24 when the next lot of data is received.</p> <p>As explained in the initial email Kent County Council need to meet certain criteria before we would look to install a traffic mirror on publicly maintainable land. One of the reasons would be a history of crashes which were down to visibility issues. As mentioned below we currently have no record of any accidents at the locations requested and even the incidents mentioned in your email would need to be deemed by the police as having occurred due to visibility issues.</p> <p>Another section of criteria is the speed limit must be above</p>
--	------------------------------------	----------------------------------	---	---

				<p>30mph. Which given the locations requested this is not the case. I have also had a look at some additional speed data to ascertain the average speeds and on Burntwood Road we have an average speed of 18mph with an 85%tile of 27mph and Oak lane has an average speed of 26mph with an 85%tile of 32mph. So, this data does not meet this criteria.</p> <p>Whilst KCC does not support this request as this does not meet any of our criteria, these can be installed onto privately owned land. Mirrors may be sited off the highway on private land and that is a matter for the land owner and the person who places the mirror. It is important to remember that there are still some restrictions to this which are;</p> <ul style="list-style-type: none">- Planning permission may be required, and you should contact the local Planning Authority.
--	--	--	--	---

				<ul style="list-style-type: none">- Should the private mirror overhang a highway maintainable at public expense, then a licence is required from the Highway Authority (KCC).- Should the County Council ascertain that road safety is being compromised as a result of a private mirror being placed near to the public highway the County Council will use its powers to remove the mirror.- It is not possible to advise whether placing a mirror on private property would compromise road safety as it would come down to experiencing the mirror in operation. <p>NR 31-08-2023</p> <p>I refer to your recent enquiry to install convex mirrors at the above locations. Whilst the</p>
--	--	--	--	--

				<p>widespread use of mirrors is not encouraged, there are sites when their use may be a benefit to road safety. As the Department for Transport (DfT) allow them in certain circumstances and are themselves proposing new legislation to remove the need for special authorisation, Kent County Council has adopted a new proactive policy that allows their limited use. Each site would need to meet with the DfT criteria and would require an independent safety assessment to ensure that existing hazards are not increased by inducing drivers to rely on a mirror and take less care than they normally would. The assessment process would include a review of the safety record and consultation with the police.</p> <p>The County Council will only consider traffic mirrors on the public highway where:</p>
--	--	--	--	--

				<ul style="list-style-type: none">• There is a crash history relating to a lack of visibility.• Visibility for vehicles emerging from the side road is severely restricted.• A visibility improvement scheme is not feasible.• Visibility cannot be improved by removing hedges, walls, trees or other obstacles.• The speed limit on the major road is above 30mph, the introduction thereby being aimed at higher speed roads.• There are no other reasonable standard highway improvements possible. <p>Mirrors may be sited off the highway on private land and that is a matter for the land owner and the person who places the mirror. Planning permission may be required and you should contact the local Planning Authority. Should the private mirror overhang a highway</p>
--	--	--	--	--

				<p>maintainable at public expense, then a licence is required from the Highway Authority (KCC). Should the County Council ascertain that road safety is being compromised as a result of a private mirror being placed near to the public highway the County Council will use its powers to remove the mirror. It is not possible to advise whether placing a mirror on private property would compromise road safety as it would come down to experiencing the mirror in operation.</p> <p>We have carried out investigations at all the locations listed above and for the period 31/03/20 to 01/04/23 there are no recorded damage only or injury accidents. Please remember incidents in the past 6 months may not yet be uploaded by the police.</p> <p>As there is no crash history relating to lack of visibility at</p>
--	--	--	--	---

				<p>these sites, KCC will not be installing any mirrors. In addition, for the concealed entrance this location would not warrant any signage due to there being no incidents around this junction and there is already a crossroads ahead sign on the approach warning users of this.</p> <p>I hope that provides sufficient information to your enquiry but please let me know if you require anything further.</p> <p>Many thanks and best wishes</p> <p>Nigel</p>
7.	Clare Way	Residents have been reported as parking in the "Keep Clear" section on this road dead-end road, which was introduced in order to allow emergency vehicles to turn around.	<p>STC has requested that a further deterrent of yellow lined be painted at this location.</p> <p>*Note: this was formally requested by STC in a letter to SDC and KCC departments, dated 17-07-2023.</p> <p>*Further Note 08-09-2023 STC has prepared a consultation which should commence shortly.</p>	

			06/11/2023: Due to strong and mixed responded, the Planning Committee resolved to keep the situation under review in hopes that the informal consultation and potential for subsequent TRO would act as a satisfactory deterrent.	
--	--	--	---	--