



Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

Please read before completing:

- Your 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>
- Highway Improvement Plans will only be accepted if they are in this prescribed template format. PLEASE DO NOT ALTER IN ANY WAY.
- KCC is unable to guarantee that all your requests will be deliverable, but your Community Engagement Officer will advise this once they have been fully assessed/investigated.

HIP Version	Submitted by (Name)	HIP Submission Date	Record Of Meeting Dates with KCC Virtual or Face to Face		County Member
1	Pam Gow (now Louise Jenner)	09/08/24	02/02/23 25/04/24 21/11/25		Harry Rayner
Are you an active member of the Speed Watch Scheme?		Yes <input checked="" type="checkbox"/> No <input 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	Ioannis Sklavenitis	Contact Telephone Number		Email Address	ioannis.sklavenitis@hildenboroughparishcouncil.gov.uk
Name of Clerk	Louise Jenner	Contact Telephone Number	07818 329029	Email Address	clerk@hildenboroughparishcouncil.gov.uk
Name of Chair	Ioannis Sklavenitis	Contact Telephone Number	01732 832583	Email Address	chair@hildenboroughpc.org.uk
KCC Project Manager Team	West Kent Community Engagement Team	Contact Telephone Number	03000 418181	Email Address	west.highwayimprovements@kent.gov.uk

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

Live Priorities Record

Priority	Location	Has this issue been raised previously?	Problem/Concern	What are your objectives/ what options would you like KCC to consider?	KCC Comments
Please prioritise issues in the order of most importance	Please be as specific as possible	Y/N	Please provide details of any evidence that you have	Please refer to the Highway Information Pack. Whilst we will investigate specific requests, it is essential to be clear on what the problem is that is trying to be resolved so that we can work with you to ascertain the most suitable solution	This column is to be completed by the Community Engagement Officer ONLY
1.	<i>London Road B245</i>		<i>Speeding / lack of 30 compliance</i>	<p><i>VAS / SID</i></p> <p><i>Upgrade to 30 terminals</i></p> <p><i>Advice from KCC re possible measures to reduce speed</i></p>	<p>ET has advised PC that this location would not be suitable for VAS. SID site criteria sent to PC and PC to assess and discuss if this would be suitable for them to arrange 3 sites and volunteers to move signs. PC to advise on the locations.</p> <p>Undertake speed surveys. PC sent speed watch data from Foxbush but the data showed traffic travelling towards the 40, so did not highlight traffic coming from the 40 which is the issue.</p> <p>Potentially upgrade speed terminals.</p>

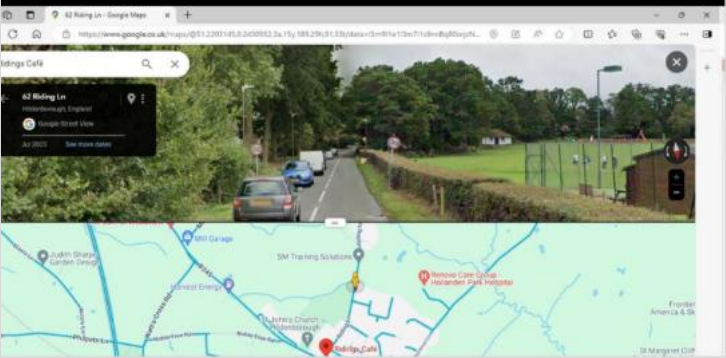
Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					 <p>25/04/24 DR following on from HIP review we discussed the possibility of upgrading the existing terminals and village name plate and looking at potentially upgrading to a gateway with grey backing 30 and 'please drive carefully' plates. DR to check speeds and discuss with P&A and D&D to check feasibility and outlined cost.</p> <p>25/7/24 DR – P&A and D&D have confirmed that the village gateway upgrade has been accepted. DR to email PC with details and PC to confirm. SID locations have been provided to NTST for assessment.</p> <p>01/12/24 DR works ordered for gateway and designs shared with PC. Chased SID team re the location provided.</p> <p>15/03/25 DR – Works complete on the gateway upgrade.</p> <p>11/07/25 DR – ITS to carry out site visit following that 3rd location being supplied by the Parish Council.</p> <p>07/11/25 DR - advised by our ITS Team that a site visit was carried out however, the new site was quickly discounted due to its location. The location sheet asks if the newly requested site is at least 150m into a 30mph,</p>
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					<p>but during the site visit it was confirmed that the location is well within the marked 40mph limit and therefore we cannot proceed.</p> <p>PC to provide 3rd location which meets the specific site requirements.</p> <p>21/11/25 DR – PC to send through additional site. 3rd site be on the Tonbridge/Hildenborough boundary. DR to pass on to ITS team and advise the issue on suitable locations. All 3 sites are on B245.</p> <p>26/11/25 DR – Third and final location passed to the ITS team. DR has advised the difficulty finding a suitable location.</p>
2.	<i>Riding Lane</i>		<i>Traffic calming</i>	<i>Advice from KCC re possible measures to reduce speed</i>	<p>Wig-wags are being installed outside Hildenborough C of E Primary School. This location is close to the junction with Tonbridge Road. Can we wait until this work has been completed to see if this has an impact on the traffic speeds in Riding Lane?</p> <p>PC to provide more information on the issue and where the problem is. DR to arrange HIP review and discuss.</p> <p>Speed Surveys?</p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					 <p>PC to confirm exact location.</p> <p>25/04/24 DR – Following PC HIP review DR chase wig wags outside school and hopefully allow a trial period to see if this has an impact on traffic speeds. DR to check the crash data and modelled speeds and enquiry history. PC have advised that speedwatch will be carrying out sessions on Riding Lane which will also hopefully have an impact on speeds. DR to find out where the toolkit banner can be installed. PC could advise what road they would like the banner and we could look and advise them of a suitable location if that would be helpful?</p> <p>PC advised on banner location and banner has been erected.</p> <p>25/07/2024 DR – HADMs data checked to see history of injury collisions and damage only reports and there has been 1 IC reported south of Vines Lane in the last 3 years which was not related to speeding. Average speeds show good compliance with the posted 30mph speed limit with vehicles travelling between 28-30mph.</p> <p>DR to collate data from Compass along with DfT Setting Local Speed Limits to share with the PC.</p>
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					<p>02/09/24 DR provided additional information as requested by PC -</p> <p>“Riding Lane (from the start of the 30 terminals, just north of Riding Park, to the junction with the B245) Northbound - average speeds do not exceed 26.9mph (highest on approach to the NSL terminal)/ 85th% speeds do not exceed 33.5mph but, again, that is right at the NSL terminal so vehicles could be starting to speed up as speeds are much lower before that point</p> <p>Southbound – average speeds do not exceed 23.9mph (highest near to Mt Pleasant junction)/ 85th% speeds do not exceed 32.3mph but that is right at the 30mph terminal so vehicles could still be slowing from the NSL as speeds decrease after that point</p> <p>Having reviewed the average speeds using this data on this section of Riding Lane, they do not exceed 26.9mph, indicating good compliance with the posted speed limit.”</p> <p>21/11/25 DR – Wigwags to be inspected 28/11/25 and reprogrammed. The wigwags are frequently out of sync. When the clocks change, the lights go out of sync.</p>
3.	<i>Nizels Lane</i>		<p><i>Reduce Speed</i></p> <p><i>Quiet Lane</i></p> <p><i>Traffic calming</i></p>	<p><i>Advice from KCC re possible measures to reduce speed</i></p>	<p>DR to discuss with PC during HIP review.</p> <p>Speed surveys to determine current traffic speeds.</p> <p>Confirm the exact location.</p> <p>ET has reviewed crash data (this information has been sent to lead petitioner) - <i>Officers have confirmed that there have been no further personal injury or damage only collisions reported to Kent Police since the tragic incident in 2018, involving a</i></p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					<p><i>slippery road surface due to weather conditions, nor do we have details of any collisions occurring along the full stretch of road in the five years preceding the 2018 incident.</i></p> <p><i>25/04/24 DR – Following on from HIP review and telephone call with Cllr Sklavenitis DR has explained that initial checks will be carried out looking at modelled speeds, incident history and enquiry history. I have agreed that we could arrange and fund some ATCs to identify traffic speeds, volume and class.</i></p> <p><i>06/06/24 ATC Survey has been requested.</i></p> <p><i>01/08/24 DR – ATC speed data reviewed, and breakdown passed to Cllr Sklavenitis. Data showed vehicle speeds were below 30mph with speed at the centre of the lane travelling around 13mph.</i></p> <p><i>DR to collate data from Compass and guidance from DfT Setting Local Speed Limits to share with PC and Cllr Sklavenitis.</i></p> <p><i>02/09/24 DR provided additional information as requested by the PC -</i></p> <p><u><i>“Nizels Lane (from Bourne Place Meadows, just north of Bourne Place House, to just before the bend when heading south)”</i></u></p> <p><u><i>Northbound</i></u> - average speeds do not exceed 27.9mph (highest just past the public footpath on the eastern side) / 85th% speeds do not exceed 31mph (also highest just past the public footpath on the eastern side). Speeds specifically past The Courtyard, leading to Bourne Place House, are av. 14.7mph and 85th% 19.2mph.</p> <p><u><i>Southbound</i></u> – average speeds do not exceed 32.5mph (highest on approach to the public footpath on the eastern</p>
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					<p>side) / 85th% speeds do not exceed 37.2mph (also highest on approach to the public footpath on the eastern side). Speeds specifically past The Courtyard, leading to Bourne Place House, are av. 24.8mph and 85th% 32.9mph.</p> <p>When determining speed limits on Kent’s roads, we follow the Department for Transport’s (DfT) guidance on ‘Setting local speed limits’ Setting local speed limits - GOV.UK (www.gov.uk). This states that “the vast majority of the rural road network is subject to the national speed limit of 60mph on single carriageway roads, and 70mph on dual carriageways. On many of these roads, the majority of drivers are travelling below – sometimes significantly below – the speed limit because of the characteristics of the roads”. Indeed, that certainly appears to be the case along Nizels Lane where our telematics speed data shows that average speeds do not exceed 32.5mph.</p> <p>It is worth noting that derestricted roads such as these do not mean that drivers are expected to drive at 60mph. Instead, they should drive to the environment which often means driving at lower speeds as required by the road, whether due to narrowness, visibility, bends etc. Given the fact that the majority of drivers are already driving below 30mph, installing speed limit signs could have a negative impact on speeds, as drivers may feel the need to drive at the posted speed limit as a safe target speed to aim for, where before they were driving below this. Additionally, any prescribed speed limit other than the national speed limit legally require repeater signs at given intervals, which often creates a large amount of signage resulting in an urbanising effect on the rural setting.”</p> <p><i>21/11/25 DR- during recent HIP review, the PC asked for this to remain on the HIP.</i></p>
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					19/012/25 DR Design for the signage scheme passed to PC.
4.	London Road		Double Yellow Lines	Investigate the prevention of obstructive parking	<p>06/06/24 DR – KCC previously carried out a scheme here to install bollards to prevent obstructive parking on the footway. The scheme was implemented however, vehicles are still parking on the footway and highway verge. PC have requested DYL but there is a water company pumping station here which access for maintenance need to remain. There is also a private access to a field with we cannot obstruct. Could P&A please look into a possible solution? I was thinking lockable bollards could be an option and supply the water company and private landowner with a key. PC have some funding they could use for this.</p> <p>25/07/24 DR – Following updates from P&A, it has been agreed that the DYL would be suitable at this location. DR has informed the PC that we do not own the verge and therefore, vehicles can, by law, still park on the private section of verge. DR has contacted TMBC and Highway Operations to confirm their support of the scheme. DR to discuss timescale with PC as this will need to go out to consultation following the PC's early engagement with residents. If full support for the scheme. We could look to complete next financial year.</p> <p>21/11/25 DR – PC to send over the Pre consultation engagement data. DR to discuss with P&A re consultation. Cllr Harry Rayner is looking to pursue this also and DR to await updates.</p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					19/12/25 DR – The PC have confirmed that TMBC will be installing DYL at 3 locations and this site will be included.
5.		<i>Watts Cross (the stretch of road from j/w Watts Cross Road and Morley's Roadabout.</i>		“The stretch of road concerned is from the junction with Watts Cross down to Morley’s Roundabout. The suggestion is for the 30mph speed limit to be extended from just before Foxbush down to the junction with Watts Cross and for a 40mph speed limit to be installed from the junction with Watts Cross down to the roundabout. Currently, when people come off the roundabout and drive towards Hildenborough on the B245 it is the national speed limit until the junction with Watts Cross then it goes down to 40mph, until just before Foxbush, where the 30mph speed limit kicks in.”	06/12/24 DR – The PC have requested that this issue be added to the HIP and investigated. 21/11/25 DR – During recent HIP review, it was agreed that the PC will discuss their priorities.
6.	<i>Nobel Tree Road / Philpotts Lane</i>			Narrow footway on bend on railway bridge	21/11/25 DR – Following brief desktop review during HIP review, the PC expressed their concerns regarding the narrow footway and the potential development increasing footfall on this section. There have been reports of pedestrians in the road on the bend when walking to/from the station. PC to send information re the development for DR to



Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

					discuss with NP Agreements. Possible LTP end of 2026.

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

Historical Priorities Record (to be completed by the Community Engagement Officer ONLY)

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1.	<p><i>New for 2023/24</i> <i>The Brookmead area of Hildenborough</i></p>	<p><i>Footways cannot be accessed by disabled adults and children using wheelchairs and it is difficult for those with physical impairments to use the footways.</i></p>	<p><i>The Parish Council has been approached by residents who have surveyed the area and are requesting dropped kerbs at Woodview Crescent, Copse Road, Greenview Crescent, at the eastern end, and Byrneside to access the footpath to Leigh Road. This would enable them to move safely through the area to either Leigh Road or Tonbridge Road.</i></p>	<p>07.06.23 - There are already a number of vehicle crossovers along Woodview Crescent, Copse Road, Greenview Crescent and Byrneside, as well as along the length of Brookmead which provide lower kerbs. Parish Council asked to provide a bit more information as to where the dropped kerbs are required/ where the need is.</p> <p>16.06.23 - The Parish Council confirmed the following locations with location 1 and 2 being the main priorities:</p> <ol style="list-style-type: none"> 1. Where Copse Road joins Brookmead - on the corners/ close to the jct with Brookmead to allow onward travel along Brookmead 2. Byrneside - opposite the access to the public footpath at the western end of the road. 3. Woodview Crescent - on the corners/ close to the jct with Brookmead to allow onward travel along Brookmead 4. Wealden Close - on the corners/ close to the jct with Brookmead to allow onward travel along Brookmead 5. Greenview Crescent (eastern end) - on the corners/ close to the jct with Brookmead to allow onward travel along Brookmead?

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>This has been raised with Planning & Advice under ref. 12409404 to advise on suitability for the installation of dropped kerbs at any/ all of these location.</p> <p>18.07.23 - Planning & Advice has completed their review of the proposed dropped kerb locations and this is as follows:</p> <ol style="list-style-type: none"> 1. Junction of Bookmead and Copse Road - this would be an appropriate junction for the installation of dropped kerbs. 2. Byrneside - there is a public footpath that goes as far as Leigh Road and there is a dropped kerb as you exit the public footpath. Given that this is at the end of a cul-de-sac and it is only a few metres away from a vehicle crossover we would not be able to implement an additional drop kerb opposite the footpath exit. 3. Woodview Crescent junction with Brookmead - this would be a suitable junction for dropped kerbs 4. Wealden Close - this would be a suitable junction for dropped kerbs 5. Greenview Crescent - this would be a suitable junction for dropped kerbs <p>Parish Council to confirm how they wish to proceed.</p> <p>26.07.23 - Parish Council have requested a quote for the dropped kerbs to be installed so that funding can be approved at the next council meeting in September. This has been passed to the design & Delivery Team to provide.</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>Parish Council also clarified that the dropped kerb on Byrneside isn't required opposite the footpath, but at the entrance to the footpath itself.</p> <p>ET noted that this is not highway maintainable but is a public footpath so has made contact with the PROW team and will keep the Parish Council up to date with the progress of this request.</p> <p>04.09.23 - ET has provided the Parish Council with a quote for the dropped kerbs, with the exception of Byrneside as we were waiting to hear back from KCC's Public Right Of Way team. We have now heard from them, and it looks like we should be able to carry out works to drop the kerb here as well, we just need to obtain a quote.</p> <p>There would be an initial design fee of £1068 and then we have been quoted £5,501.64 to install dropped kerbs along Brookmead at its junctions with Copse Road, Woodview Crescent, Wealden Close and Greenview Crescent (eastern end). Appreciating that Copse Road and Byrneside are the top priorities an individual quote for just these works was also requested. As mentioned, we do not yet have a price for Byrneside but Copse Road alone would be £1,439.77.</p> <p>Parish Council to agree on which dropped kerbs they would like to have installed and how much funding is available. ET will provide an updated quote including Byrneside asap.</p> <p>27.09.23 - Due to the recent renewal of KCC's contract with Amey, we have been provided with an updated price list which unfortunately has seen some of the costs</p>
--	--	--	--	---

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>previously quoted double. The new quotes, now including Byrneside, are as follows: 1. Brookmead – 8no dropped kerbs including design fee and 10% contingency = £10,218.39; 2. Copse Road alone – 2no dropped kerbs including 10% contingency = £2,317.45 (plus design fee); 3. Byrneside alone - 2no dropped kerbs including 10% contingency = £2,299.20 (plus design fee).</p> <p>Parish Council to confirm how they wish to proceed.</p> <p>04.10.23 - The Design & Delivery Team have agreed to waive the design fee for this scheme. Parish Council informed so that this can be discussed at their next meeting on 11 October 2023.</p> <p>11.10.23 - Parish Council has confirmed that they would like a design for dropped kerbs at all five locations. Design & Delivery Team informed, and ET will keep the Parish Council updated as the design work progresses.</p> <p>05.01.24 - ET informed the Parish Council that the five sites for the proposed dropped kerbs have been planned out and the sites have been visited and marked up accordingly.</p> <p>The quote received from Amey comes to £13,699.81 for all five crossings. As the Parish Council wanted the option of installing the dropped kerbs in phases to keep costs down, we have also asked for a breakdown of the costs, and ET will send this on as soon as we have it.</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>08.01.24 - A breakdown of costs for the dropped kerbs has been provided to the Parish Council ready for discussion at the next council meeting.</p> <p>21.02.24 - The Parish Council has confirmed that they agree to pay £13,699.81. ET has raised an invoice request to be sent to the Parish Council (<i>invoice sent 27.02.24</i>).</p> <p>20.03.24 - Payment from the Parish Council has been received in full. The Design & Delivery Team have been asked to raise an order with our contractor and the Parish Council will be provided with an installation date as soon as we have one.</p> <p>22.03.24 - ET informed the Parish Council that the work has been ordered and the contractor is hoping to carry out the works on 25.03.24.</p> <p>Update 10.04.24 - ET made the Parish Council aware that the dropped kerbs have been installed, but we believe that three of them (on Wealden Close and Byrneside) have an upstand of more than 6mm (confirmed via a site visit).</p> <p>KCC is issuing a defect notice to our contractors, and they have been asked to return to site and take up and reset to sit flush the three incorrectly installed kerbs. ET will let the Parish Council know when we consider this scheme to be complete.</p> <p>30/09/24 DR – Engineer has now confirmed that these works have been rectified. PC to confirm they are happy for this to be moved to the historic section.</p>
--	--	--	--	---

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				21/11/25 DR – Move to historic.
1.	Tonbridge Road/Riding Lane Zebra crossing	Zebra crossing not very visible, lack of clear signage	<i>This is a heavily used crossing by three nearby schools and passengers using public transport. Lorries are frequently parked in the road completely obscuring one side of the road's belisha beacon which are almost invisible during bright sunshine.</i>	16.05.22 – Parish Funded. Upgrade signage and Belisha beacon renewal ordered April 2022 Update Jan 2023 – Completed. Belisha Beacons replaced.
2.	NEW FOR 23/24 Hildenborough to Tonbridge	Cycle way crosses the B245 several times and there are gaps in provision	Cycle way protected along one side of the road.	02.02.23 - Cycle path alternates from one side of the road to the other on B245 Discontinuous. Installed several years ago TG to Ask active travel team. PC happy to discuss directly How can requests be put in for future cycle paths? 06.02.23 - Active Travel contacted with request to contact Parish Clerk Update 08.02.23 - Active Travel replied indicating will contact Parish Clerk directly. NFA from HIT.
3.	New for 2022/23 Green/Leigh Road junction	Traffic issues concerning chicane	<i>The chicane needs to be reassessed as it leads to vehicles backing up resulting in problems with vehicles exiting Stocks Green Road having poor visibility due to parked cars (the</i>	30.01.23 - Chicanes – to specify issue – at present vehicles will queue outside the village. 02.02.23 - Bollards been knocked by vehicles – traffic builds up to Tonbridge Road – road gets blocked – right

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

			<p><i>latter parking issues would need to be resolved with TMBC).</i></p>	<p>of way issue as people ignoring it – no parking restrictions around the chicane.</p> <p>Removing may prevent traffic calming</p> <p>13.02.23 - CSM 12409052 raised with P&A re Leigh Road Chicane</p> <p>20.03.23 - The Planning & Advice team has completed their review of this location. There is an average speed of 16mph, zero damage or injury collisions in the last 3 years and no other enquiries linking this to be an issue. We can look to refresh the lining at this location to make it more visible, but this may not address the concerns raised by the Parish.</p> <p>There may be a possibility of adding double yellow lines on one side of the north section. This can be a lengthy and costly process, but should the Parish Council wish to pursue this as an option, we would recommend that an informal consultation with residents is conducted in the first instance to gauge the likelihood of support for this.</p> <p>18.04.23 - The Parish Council has said that they would welcome the refreshment of the lines in the area and that currently Tonbridge & Malling Borough Council has a parking investigation underway which gives consideration to 'no parking' along this stretch of the road.</p> <p>Update 20.04.23 - Parish Council to log requests for the maintenance team to refresh existing lines at specific locations at Report a problem on a road or pavement - Kent County Council.</p>
--	--	--	---	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				NFA for HIT.
4.	NEW FOR 23/24 Mill Lane	Safety of pedestrians, horse riders, cyclists from speeding vehicles, particularly buses and HGVs; crossing of B245 to Mill Lane of school pupils; wheelchair access at junction of Mill Lane/B245	Footway is the best solution along this very bendy, narrow lane, low speed limit would help but this is an unlit lane, warning not suitable for HGVs, warning of pedestrians, horse riders, cyclists in road, signage on B245 warning school pupils crossing, dropped kerb to allow wheelchair access to footway along B245.	<p>26.01.23 Mill Lane is narrow road and too narrow for a footway, at 1.2 minimum width required.</p> <p>Average speeds approaching junction on Mill Lane 17 – 26 mph and next section up 28 – 38 mph</p> <p>B245 – average speeds between 35 and 50 mph.</p> <p>Current average speeds on Mill Lane indicate people driving to environment.</p> <p>Can consider pedestrian warning signs, exact locations required.</p> <p>Drop kerb & school warning signs– exact location required</p> <p>Two damage only accidents over last three years, not speed related.</p> <p>Any results from Speed Watch scheme on Mill Lane and B245.</p> <p>02.02.2023 - TG Speed watch data to be sent by PC from Fox Bush – slightly further up the road in 30 zone</p> <p>TG to make enquiries re</p> <p>Pedestrian signs and horse rider warning signs (may already be there) on Mill Lane</p> <p>Drop Kerb and School Warning signs on B245</p>


Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>Pedestrian refuge island? Footway required on both sides B245</p> <p>06.02.2023 - Enquiry 12409033 raised with P&A.</p> <p>20.03.23 - There are already accompanied horse warning signs along Mill Lane, and there are School warning signs on Riding Lane where the school is located, so we would not look to install additional signage.</p> <p>With regard to pedestrian warning signs along the southern end of Mill Lane (from where it joins the B245), it is felt that pedestrian warning signs would be of little benefit here as drivers can see there are properties and so there is a likelihood of pedestrians. There are already a number of warning signs covering this stretch of Mill Lane (double bends, road narrows, wild foul and equestrians), so it is very unlikely that an additional warning sign would have any impact. We'd also need to consider siting, as Chapter 4 of the Traffic Signs Manual says we should not mount more than two warning signs on one post, so that would mean potentially having yet another location. Finally, Chapter 4 also says that warning signs should be use 'sparingly', and 'should not be used at individual locations simply in response to complaints from the public'. Given how many other warning signs they already have, the lack of crash history or evidence, and the risk of lessening the impact of warning signs, it would be difficult to permit installing them at this location.</p> <p>Regarding a dropped kerb at the junction of Mill Lane/B245, can the Parish Council confirm where they</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>would like us to look at the possibility of installing this and where the pedestrians crossing from/to? Ideally, we would look for there to be a footway on either side of the road, at a minimum width of 1.2m.</p> <p>In addition to the above, the Planning & Advice team has completed their review of the request for a pedestrian refuge island on the B245.</p> <p>This road has a 40mph speed limit, with two damage collisions (no link to crossing the road), zero injuries and speeds of around 35mph on the B245 around the Mill Lane junction.</p> <p>The team struggled to find a suitable location for the installation of a refuge island and so it is likely that any crossing would require widening of the carriageway and the taking of private land which, if even possible, would incur substantial legal costs.</p> <p>A pedestrian refuge island, as standard, would usually cost ap. £10,000 but would cost more if additional work is needed or legal charges are incurred, as outlined above.</p> <p>It is worth the Parish Council considering use of any crossing at this location. It is likely to only serve handful of properties and businesses and if there are no incidents relating to crossing, it may be difficult to justify a scheme here.</p> <p>18.04.23 - The Parish Council confirmed that the dropped kerb would be to allow wheelchair users to cross from one side of Mill Lane to the garage side of the B245.</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>The children crossing warning sign was intended for the B245, rather than Mill Lane, due to school buses stopping at the bus stop opposite Mill Lane. The Parish Council would be willing to accept the signage rather than the safety island.</p> <p>ET to discuss the latest information with Planning & Advice (raised under original enquiry 12409033).</p> <p>Update 16.05.23 - Response has been provided by Planning & Advice as follows:</p> <p>Re. The dropped kerb, this would require a footway on either side of the road, at a minimum width of 1.2m. We are unable to justify a dropped kerb for a crossing point at this location as there is insufficient footway or highway land in which to instal a dropped kerb:</p>  <p>With regard to warning signage, chapter 4 of the Traffic Signs Manual states that warning signs should be used sparingly to avoid them being brought into disrepute and detracting from their effectiveness. We therefore need to be able to ascertain that there is an evidenced problem that would provide justification for additional signage. With the low footfall, average speeds compliant</p>
--	--	--	--	---

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				with the posted speed limit and no personal injury crashes, we are unable to justify signage at this location.
5.	New for 2023/24 <i>Belisha beacons on the Zebra crossing outside 184 Tonbridge Road</i>	<i>KCC, at the request of the Parish Council, recently converted the belisha beacons to the new design making it more visible to vehicles travelling along the B245, but these are now causing distress to the residents that live near the crossing due to the increased brightness.</i>	<i>To install a shade on each of the belisha beacons.</i>	<p>19.06.23 - We have discussed this with the Street Lighting Team who have agreed to carry out the work. This has been passed to our Design & Delivery Team to co-ordinate. KCC will fund the shades.</p> <p>29.06.23 - Shades have been ordered and Parish Council informed. Works can take up to 90 days to complete (<i>target completion 30.10.23</i>).</p> <p>Update 10.10.23 - Shades have been fitted and works are complete.</p>
6.	New for 2023/24 <i>BP garage on Tonbridge Road</i>	<p><i>The road markings at the exit to the BP garage on Tonbridge Road are posing a health and safety hazard.</i></p> <p><i>Local residents have expressed concerns to Cllr Rayner regarding the unclear road markings at the exit to the BP Garage.</i></p> <p><i>Cars currently do not give way to pedestrians on exiting the garage.</i></p>	<i>KCC to review and propose suitable solutions.</i>	<p>27.11.23 - ET has passed this request on to the Planning & Advice Team to review possible options. This has also been raised with us by the local Member and is being looked at under ref 754268.</p> <p>Update 08.01.24 - The Planning and Advice Team has reviewed this location and the concerns raised and have made the following comments: A 'STOP' sign and associated road markings would not be appropriate here, as these should only be installed at junctions where visibility is severely restricted. Historic mapping imagery suggests that the cycle facility has been in place since at least late 2005, so predates the latest guidance from the Department for Transport and Highway Code. The Highway Improvements Team has requested that KCC's highway maintenance team does not refresh the cycle way give way markings once they reach end of serviceable life. At the same time, we will also ask</p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

		<i>Recent Highway Code changes reinforce that right of way should be given to pedestrians and cyclists, but poor sightlines make it difficult for motorists to see if pedestrians/cyclists are approaching.</i>		that any associated lining is refreshed to current standards if required and to inspect the hedge to the left of the exit as cutting it back may help with sight lines (ref. 12409891).
7.	New for 2022/23 Leigh Road/Tonbridge Road junction Hildenborough	<i>Vehicles mounting pavement to pass traffic turning right into Leigh Road from Tonbridge Road.</i>	<i>Railings similar to those on West Wood corner to prevent pedestrians being hit by vehicles mounting pavement to pass vehicles turning right into Leigh Road from Tonbridge Road and on the opposite corner those present in place to prevent pedestrians crossing with poor visibility of oncoming vehicles. Turning the corner.</i>	<p>30.01.23 - Footway not wide enough to install bollards or guard rails. Needs to be 1.8 metres wide in total, to continue to allow wheelchair and buggy access.</p> <p>02.02.23 - Pedestrians may have been nudged by cars here and reports of near misses TG to ask P&A re any other solution apart from bollards, could road be narrowed (B road)?</p> <p>09.02.23 - CSM 12409043 raised with P&A re vehicles mounting pavement</p> <p>20.03.23 - In addition to the limitations due to the width of the footway, as outlined above, the Planning & Advice team has completed their review of this location. There have been zero damage incidents or injury collisions, and speeds along this section fall within the threshold. There have also been no enquiries relating to vehicles mounting the kerb or similar for vehicles turning into Leigh Road.</p> <p>If cars are mounting the kerb to get around a car waiting to turn right, then this is more of a behavioural issue rather than really this is a driver behaviour rather than</p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>something that KCC would be able to address with a highway intervention.</p> <p>If the Parish Council can provide KCC with any details of incidents where cars are coming into contact with pedestrians, we can review these for frequency/ pattern, but at present there is little in the way of engineering measures that we can implement at this location.</p> <p>20.04.23 - Following further concerns raised by the Parish Council and residents, ET has again discussed this issue with Planning & Advice. We are unable to install pedestrian guard rails as these are only to be used to control the flow of pedestrians, however we may be able to install one or two bollards at the point where vehicles mount the footway, as regulations allow footways to be reduced to an absolute minimum width of 1m in certain circumstances, but over a maximum distance of 6m only. Further details have been emailed to the Parish Council for them to decide if this is something they would like to fund.</p> <p>16.05.23 - The Parish Council confirmed that they would like KCC to proceed and have requested approximate costs.</p> <p>07.06.23 - ET confirmed that the installation of bollards would need to be funded in full by the Parish Council. Parish to discuss at the Parish Council meeting next week and confirm if they're happy to proceed so that ET can pass to the Design & Delivery Team.</p> <p>11.10.23 - The Parish Council confirmed that they are happy to proceed, and this scheme has been passed to</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>the Design & Delivery Team. ET will keep the Parish Council updated as the design work progresses.</p> <p>26.10.23 - ET informed the Parish Council that this work will now be funded by KCC (<i>ET chased update 08.01.24</i>).</p> <p>11.01.24 - The design and costings have been done and ET has asked that a job is raised with our contractors asap. ET will let the Parish Council know as soon as this has been done.</p> <p>19.01.24 - The job has been raised with our contractors for completion within 90 days.</p> <p>Update 01.03.24 - The bollards have now been installed and the job is complete.</p>
8.	From 2021/22 Riding Lane	<i>Vehicles travelling fast outside of primary school</i>	<i>Headteacher has requested, supported by the Parish Council for school warning lights along this section of Riding Lane outside Hildenborough CEP Primary School.</i>	<p>22.11.22 - Quote for the installation of wigwags has been received. This comes to £8,008.48. PC informed by ET and asked to advise regarding available funding.</p> <p>30.01.23 - Parish have confirmed they will contribute £1,000. We need to establish how to fund the remainder. Consider involving the member, Harry Rayner.</p> <p>02.02.23 - speak to member re CMG</p> <p>TG to email Harry Rayner – Highways may also be able to contribute</p> <p>03.02.23 - Harry Rayner emailed and agreed £3,500 from CMG 06.02.23.</p>

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>24.02.23 - Funding from Member's CMG fund received. Awaiting £1000 payment from Parish Council to continue with this scheme (invoice sent to Parish Council for their £1000 contribution 16.02.23).</p> <p>18.04.23 - The Parish Council has confirmed that payment has been made of their £1,000 contribution to the installation of Wig Wags at Hildenborough CEP School (<i>received 13 March 23</i>). This scheme is with the Design & Delivery Team to raise the order.</p> <p>21.06.23 - A job has been raised via KCC's Street Lighting Team for the installation of the Wig Wags (<i>ET chased update 08.01.24</i>).</p> <p>11.01.24 - KCC's contractors have confirmed that the second unit (one unit has already been installed) is scheduled for installation week commencing 22 January, weather permitting. The wig wags will then need to be programmed for the School, and ET will request that this is done as soon as we have confirmation of installation.</p> <p>21.02.24 - Both programmable wig wags have now been installed outside Hildenborough CofE Primary School on Riding Lane. ET has asked the Safer Active Journeys Team to arrange for these to be programmed and ET will let the Parish Council know when this has been done (<i>awaiting confirmation from Bouygues that the wigwags have been connected to the electricity supply 01.03.24</i>).</p> <p>30.04.24 - The wig wags have now been connected to the electricity supply. ET updated the Parish Council</p>
--	--	--	--	--

Highway Improvements Team working in Partnership with Hildenborough Parish Council Highway Improvement Plan (HIP)

				<p>and is arranging for the units to be programmed asap (being programmed 10.05.24).</p> <p>13.05.24 - ET informed the Parish Council that we were able to program one of the units (the one opposite the recreation ground car park) on 10 May and are in contact with the School Crossing Patrol Officer to ensure that this is working correctly.</p> <p>The wig wag outside the library could not be programmed as there appears to be a connection problem. The power has been switched on, but the unit is not communicating with the simpod. ET has contacted the supplier directly and we will return to site asap to find a fix.</p> <p>Update 16.05.24 - The supplier has visited site and confirmed that the power plug inside was not connected. This is now resolved, and the wig wag is operational.</p>
--	--	--	--	--