

Sevenoaks Town Council Highway Improvement Plan (HIP) 2026 Summary of Priority Items

The below is a **summary** of Sevenoaks Town Council's Highway Improvement Plan Priority Items, sorted into four categories depending on proposed timeframe of actioning. It should be read in conjunction with the **full** Highway Improvement Plan, which provides further detail on each priority item as well as KCC notes / responses.

Projects are reported in the following categories:

- **For immediate pursuit (highest priority for investigation by Kent County Council's Highway Improvement team)**
- **During Term of Office 2023-2027 (next class of priority and for investigation by Kent County Council's Highway Improvement team)**
- Requires further details or significant funds (holding items **not for active current pursuit** until more information or funds are available)
- Monitoring only (holding items comprising **currently active projects or those not for pursuit** via the Highway Improvement Plan, but which STC would like to retain on its priority list for monitoring purposes)

While the first two categories are to be submitted for *active investigation* by KCC, the remaining items as shown in the last two will be retained as holding items. This is so as to streamline the process of KCC evaluating key priority items without delaying their pursuit via further investigations on the remaining items.

For Immediate Pursuit	
HIP Ref	Details
1	Keep Clear section at the narrowest part of Hillingdon Avenue
2	Review of existing signage to improve pedestrian safety, particularly: • Frail people sign on Hospital Road outside the Hospital (formal crossing not possible) • No Entry signs to be added at the one-way entrance of Holly Bush Lane where it meets Vine Court Road • "Give Way to pedestrians" sign to replace "Give Way" signs at Hollybush Lane's junction with Hartslands Road and Vine Court Road • New signage on Bradbourne Vale Road at the entrance to Bradbourne Road, warning of potential for cars in the middle of the road, due to on-road parking. This is considered by the Movement & Net Zero Working Group to comprise a more appropriate alternative for addressing the issue, in favour of removing the car parking spaces which are highly valued locally.

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3	HGV restrictions for Town Centre – specifically Pembroke Road and south of High Street south of Pembroke Road while retaining Suffolk Way and Bligh's access Estimated starting cost as per 2025/26 HIP Information Pack – TRO £3,125 + JTB report £710 + entry signage £686-915^{(x no. of entrances + traffic survey £95}
4	Delivery of kerbside EV charging points from domestic energy supply. STC understands that there are intentions to trial such a scheme and would like to formally request to be considered as a test subject.

During Term of Office (2023 – 2027)	
HIP Ref	Details
5	Improving speed compliance on 20mph roads through such means as 20mph SIDs (not currently supported by KCC) and various road narrowing solutions – including the utilisation of planters as movable chicanes, delivery of on-road cycle lanes, pavement widening and formalising of on-road parking via paint. Compliance measures are considered particularly relevant at: Camden Road, St George's Road, Bradbourne Road, St John's Road, Quakers Hall Lane, Oak Lane
6	Zebra crossing at Seal Road / Greatness Park Also pedestrian safety improvements / crossing point on Seal Hollow Road, near the Hole in the Wall Estimated starting costs for zebra crossings as per KCC's 2025-2026 HIP Pack are £50,000 + £800 for pedestrian count and speed survey. Road Safety Audits will also be required, and it is likely that this number will increase with the new fiscal year.

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Requires Further details or significant funds (defer)	
HIP Ref	Details
7	<i>STC's Movement & Net Zero Working Group has proposed that compliance of the (2024) 20mph scheme needs to be better understood and, where necessary, improved before the following project should be pursued:</i> 20mph extension for Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill / Dartford Road, Seal Hollow Road, Tonbridge Road (Sevenoaks School southern entrance), and Oak Lane up to The Dene entrance <u>Alongside</u> the following supporting projects, to facilitate compliance: - Gradual speed reduction of 60mph to 40mph from Morleys roundabout, to 30mph from Gracious Lane, to 20mph at southern-most Sevenoaks School entrance - Advisory on-road cycle path on Dartford Road, Holly Bush Lane, and St Botolphs Avenue, as well as potential transfer or delivery of on-street parking on Hitchen Hatch Lane and Mount Harry Road. Estimated starting cost – TRO £3,125 + JTB report £710 + zone entry treatment £1,600^(x no. of entrances) + design £2,350 + £320^(x no. of repeaters required) + de-illumination of any lit signs
8	<i>While a high priority, the following projects have been placed under this column due to requiring both further information as well as likely to need a significant amount of funding:</i> To identify and facilitate safe crossing points at: - Bradbourne Vale Road, to replace the recently-removed road island with an extension to the since-delivered partial zebra crossing – which currently only covers the segregated cycling route – across the whole carriageway. - Western Bradbourne Vale Road, ideally between the Scout Hut (3rd) and Betenson Avenue to meet key demographic and desire-lines - Bradbourne Road / St George's Road (serving Sevenoaks Primary School) - St John's Road (St James' Road junction) - Quakers Hall Lane (serving St John's Primary School)

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	The Town Council is particularly interested in the informal crossing trial understood to be taking place in Favisham, which utilises a raised table in favour of belisha beacons. Estimated starting cost for informal crossings not known. They will likely include at a minimum Pedestrian count and traffic surveys, road safety audits, design and engineering.
9	<i>The following cross-boundary project originates from Riverhead Parish Council as well as a resident of the lane. It is understood to be an item on the Parish Council's Highway Improvement Plan and has been added to the "needs further details" column due to its actioning being contingent on the Parish Council – with potential support from Sevenoaks Town Council towards its delivery:</i> Work with Riverhead Parish Council in any resulting scheme to improve safety on Shoreham Lane due to a short section of the road being situated within Sevenoaks Town. This could include financial contribution relative to the works intended within Sevenoaks Town and circulation of promotional materials. Details of design and costs are required before any funding can be allocated. Proposals are understood to potentially include 20mph speed reduction, which would likely entail signage and road markings within Sevenoaks Town, use-restriction below 7.5 tonnes which would also entail boundary treatments, and / or road calming measures.
10	<i>The following projects are likely to be addressed within the Town Council's St John's / Town Centre Masterplans and have therefore been added to the "needs further details" column until they have been finalised:</i> Various St John's / Town Centre Masterplan-related projects: • Removal of western pavement on Bradbourne Road between numbers 27-43, allowing cars to park closer to the wall and the eastern pavement to be widened. • Signage improvements at St John's Road, Bradbourne Road and Dartford Road junction • Reconfiguration of existing zebra crossings in the Town Centre triangle, to better reflect desire lines and key destinations (i.e. The Stag).

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11	<i>The following projects are deferred until more information is known and high priority items have been delivered:</i> Pedestrian Safety Audits at: • Amherst Road and Bradbourne Road - this is proposed to take place <i>after</i> the future use of Hatton House (Sevenoaks Adult Education Centre) is known and initiated. • Junction at St George's Road and Bradbourne Road, where cars often park on the pavements. Bollards have been suggested by nearby residents.
12	<i>The following project requires require further information and engagement with the School to identify the best solution before it can be pursued:</i> Installation of zig-zag lines at the entrance of Walthamstow Hall.
13	<i>The following project originates from feedback received by STC to its Oct 25-Jan 26 public consultation on double yellow line locations. Should the Town Council decide to pursue a further such project, it will consider the following locations proposed by residents:</i> • St John's Hill (further than just corner protection) • The Rise • Junction of Amherst Road and Bradbourne Road • St John's Road (further than just corner protection) • Opposite the corner protections at Amherst Road / St John's Road / St George's Road • Greatness Lane • St George's Road and Bradbourne Road – extension of existing • Hollybush Lane • Junction of Little Wood and Hillingdon Avenue • Junction into Bradbourne Riding Stables from A25 • Tonbridge Road (further than just corner protection) • Filmer Land from Seal Road • Junction of St James' Road and St George's Road • Weald Road junction with Taylor's Garden

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14	<i>The following project was identified by Kippington Ward Cllrs, but requires further information before it can be pursued:</i> HGV restrictions on narrow lanes such as Ashgrove Road Estimated starting cost – TRO £3,125 + JTB report £710 + entry signage £686-915^(x no. of entrances) + traffic survey £95
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Monitoring Only	
<i>The following project is currently understood to be “under action”, and will be transferred to the “Delivered Projects” section on its completion:</i> Signage improvements at Brittain's Lane / Burntwood Road / Ashgrove Road / Oak Lane junction <i>(Formerly proposed to receive traffic mirrors, however this was not supported by KCC. A signage review was instead conducted by KCC, which identified a number of opportunities to improve safety through more appropriate signs. This is understood to have been requested for action by Nigel Rowe and will be moved to delivered projects once complete.)</i>	
<i>The following project is currently “under action”, and will be transferred to the “Delivered Projects” section on its completion:</i> Corner protections on St Johns Road, corner of Bethel Road / Cedar Terrace, Mill Lane, The Crescent, Hillingdon Avenue, Seal Hollow Road, Wildernes Mount, Ash Platt, Highlands Park, Letter Box Lane, Bradbourne Road: £7,059 committed from STC CIL towards design, TRO, JTB referral and line delivery. Pre-consultation occurred October 25-Jan 26 with report and final decision on locations for submission resolved by Planning & Environment Committee on 2nd March 2026. The locations as approved have been submitted to KCC for consideration, design, and progression to TRO.	
<i>The following project is “under action” and being pursued by KCC as part of their developer obligations for the Trinity School extension. Stage 1 & 2 Road Safety Audits completed (Jan 2026).</i> <i>The wording of the planning condition requires KCC’s “best endeavours” to deliver this safe crossings to serve the school, meaning that it could be discharged without action if no safe solution is identified. It has therefore been retained as a priority item for monitoring purposes and will be removed upon successful delivery:</i> Safe crossing points at Hillingdon Avenue, as required under planning permission for Trinity School’s expansion.	

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The following project will require significant funding and engineering works, and is therefore more likely to be delivered through such mechanisms as Development Briefs for Local Plan allocations and subsequent Section 106 agreements for nearby significant developments. It has been retained under the monitoring section in order to ensure that it remains a priority consideration when reviewing relevant planning applications and leveraging infrastructure improvements:

Sevenoaks Station junction re-design to stop pedestrians walking in the road

Estimated **starting** cost £250,000+

The following project is not feasible for delivery via a Highway Improvement Plan, due to falling under the remit of Sevenoaks District Council. It has been logged for monitoring purposes while STC awaits advice of SDC as to how such a project could be initiated, and may be removed once more is known:

Parking permit schemes to tackle parking issues / commuter parking at Hartslands area and Bradbourne Road.

Delivered:

The following item has been moved to the delivered projects table, with note however that it had been initiated prior to being added to the Town Council's HIP and as such was not delivered via this process:

Zebra crossing at Dartford Road: DELIVERED at £25,000 cost to STC via CIL developer contributions, with further £20,000 secured via SDC CIL and remaining covered by a £55,000 Active Travel England grant, secured by KCC.