

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
5	Georgie Elliston	Considered by STC M&N0 W/G 16/03/2026 Approved by STC P&E Committee 30/03/2026 Submitted May 2026	Initial virtual review (Nigel Rowe and Georgie Elliston) 16th May 2026 In person liaison scheduled (expected attendees Nigel Rowe, Emma Tilbury, STC Movement & Net Zero Working Group Members and Georgie Elliston) 22nd July 2026			County Member, Parish Precept Donation, CIL income NB: STC does not have an allocated budget or funding for Highway Improvement works.
Are you an active member of the Speed Watch Scheme?			Yes ☐ No ☒	Are you an active member of the Lorry Watch Scheme?		Yes ☐ No ☒
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 David Skinner (Movement & Net Zero Working Group Chair)	Contact Telephone Number	01732 459953	Email Address	cllr.skinner@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.

Important note to KCC:

Only Items 1-6 are proposed by STC for active, current investigation. The remaining items are holding items, deferred for various reasons.

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. NB: This item has been carried over from STC's last HIP.	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.	Introduction of 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. STC notes NR's comment from 16/9/24 which it has retained in this iteration of the HIP and would be	NR –16/9/24 Spoke with AO from Active Travel. He is aware of this junction and has been working on a design for 'Keep Clear' as above. Unfortunately, the Active Travel Budget will not cover as slightly outside of jurisdiction of their schemes. I have asked AO to send drawings to HIT and I will search and see if any funding available.

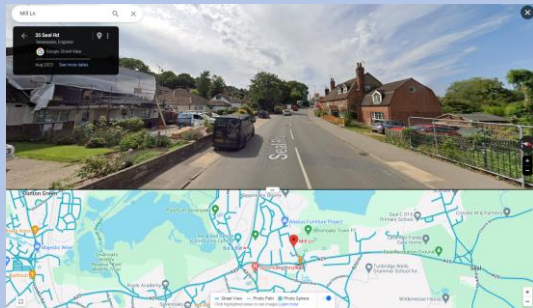
Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			interested to know if drawings and estimated cost are available.	
2. NB: Bullet point 1 is carried over from STC's last HIP. The remaining are new.	Sevenoaks Hospital, Hospital Road as well as Holly Bush Lane and Bradbourne Road	Pedestrian and motorist safety concerns caused by poor signage	Review and improvement of existing signage, particularly: • Frail people sign on Hospital Road outside the Hospital (noted from previous HIP that a formal crossing here is not feasible) • 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 Holly Bush Lane's junction with Hartslands Road	NR to find out if they can have a frail people warning sign? – find out if possible before 16 September so that STC can see if this would be acceptable to the Hospital.

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			and Vine Court Road Traffic sign at the northern entrance of Bradbourne Road where it meets Bradbourne Vale Road, to warn incoming motorists of potential traffic in the middle of the road caused by parked cars. This is considered to be a more appropriate compromise in favour of removing the car parking spaces which are highly valued locally.	
3. NB: This item is carried over	HGV routes in town – particularly Pembroke Road and High Street south of Pembroke Road.	HGV movement in town as through traffic inhibits active travel, increases burden on junctions, increases air pollution in residential areas,	Introduce HGV weight/size restrictions to the “central” Sevenoaks area for through traffic on Pembroke Road and High Street south of	NR – 13/2/24 ATC survey data shows Over 60,000 cars for High St and 50,000 cars for London Rd. Lorries and heavier traffic represents around 5% of these figures.

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
from STC's last HIP.		and risks damage to Conservation Areas. See Appendix for images of known damage caused by HGV movements. HGVs being directed via narrow country lanes such as Ashgrove Road as part of road closures – this road is considered unsuitable for such traffic due to blind corners.	Pembroke Road, while retaining Suffolk Way and Bligh's access. 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. Opportunities for positive signing to be explored and installed, which directs HGVs towards more appropriate routes. This as supported by Aim M10 of the Sevenoaks Town Neighbourhood Plan. What about advisory signs at pinch points in upper High Street, between the church and fountain, as well as	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			outside Market House and by The Stag? These sections are too narrow for HGVs to pass and it's a conservation area. Could this help justify a weight/ width restriction? Waitrose and M&S etc have their own loading bays off the High Street so wouldn't necessarily need to be exempt for access via the High Street.	
4. NB: This is a new HIP item with no previous history.	STC is open to suggestions from KCC Officers, if deemed appropriate.	Lack of kerbside EV charging points for residents without off-road parking	STC understands that there are intentions for KCC to trial a scheme for kerbside EV charging points from domestic energy supply and would like to formally request to be considered as a test subject.	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
5. NB: This is a new HIP item with no previous history.	<i>Particularly at</i> Camden Road, St George's Road, Bradbourne Road, St John's Road, Quaker's Hall Lane, Oak Lane	Speeding on existing 20mph roads, including Bradbourne Road and Bethel Road which have been 20mph since 2021.	Improving speed compliance through the following means: • Allowing 20mph Speed Indicator Devices (noted to not be currently supported by KCC, however as successfully used elsewhere in the UK) • Utilising planters as movable chicanes • On-road cycle lanes, advisory or formal • Formalising on-road parking via paint	
6. NB: This item is carried over	Seal Road/Greatness Park Also Seal Hollow Road near Hole	Pedestrian crossing safety and lack of crossing facilities	Zebra crossing, or crossing facilities with associated signage to warn traffic on the A25 that people might cross here, or to protect the	We do not believe, on initial look that the road environment near to Mill Lane is suitable for a crossing and there are no signs available to warn of pedestrians crossing a road where there is no formal crossing in place.

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
from STC's last HIP.	in the Wall entrance		poor sightlines on the road. STC notes KCC's previous comment from which it has retained in this iteration of the HIP and would be interested to know if conversion of the tactile dropped kerb into a zebra would be possible. 	NR to ask P&A if there is an option to convert the existing tactile dropped kerb crossing with a zebra?  School children have to cross the A25 to access the footway just east of Mill Lane to get to school however there is also repressed demand as school children are being driven to school due to the perceived safety of the road and there is significant development coming that will increase demand/ justification for a crossing at this location.
7. NB: This item is carried over from STC's last HIP. HOLDING ITEM FOR	Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill/Dartford Road, Seal Hollow Road, Oak Lane up to The Dene	Cars speeding and the fluctuation between 20mph, 30mph and 40mph affecting the aforementioned roads in particular, making it difficult for motorists to adhere to speed limits due to now	The following item is proposed for pursuit after potential compliance improvements for the 2024 20mph scheme have been investigated / delivered, and on receipt of new traffic data to confirm	NR to check with SB and AF and let STC know we'll pick up anything else after discussions with Active Travel (AT) – NR to meet with meet with AT and then arrange joint meeting with STC. NR – 13/9/24 Spoke with SB from Active Travel team who has commented 'the extent of the 20mph has been identified and will need to be installed and monitored for at least 18 months before we start looking at any expansion'. AT were looking at ways to reduce the speeds along the roads that don't currently qualify for a 20mph such as:

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
LATER ACTION	entrance (30mph roads surrounded by 20mph roads) Tonbridge Road on approach to Sevenoaks School and Seal Hollow Road (60-40mph roads proposed for gradual reduction)	knowing what they are. Re Tonbridge Road: The 40mph speed limit ends just outside the Southern entrance to Sevenoaks School which caused the school to not be includable in the 20mph scheme – introduced primarily to increase student safety. High speeds on Tonbridge Road causing safety concerns.	compliance has improved: Phase 2 of the 20mph speed limits project to include roads which couldn't be included in the previous scheme delivered in September 2024. This includes Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill / Dartford Road, Oak Lane, the middle section of Seal Hollow Road, and southern-most approach to Sevenoaks School from Tonbridge Road. The latter couldn't be included due to being too close to the 40mph speed limit and therefore not enforceable.	Hitchen Hatch Road – moving parking bays to create a chicane effect. Installing of advisory cycle lanes to narrow the carriageway. Spilt out Tonbridge Road comments to new line: Tonbridge Road, approaching Sevenoaks School (40mph from Gracious Lane) – NR to look at average speeds on ATC outside of rush hour – more in depth analysis of the results. May be too high for a 30mph – could we engineer the environment to naturally lower speeds to qualify for a 30mph? Also check av. speeds on hill from Morleys roundabout to Sevenoaks – could this be reduced to 50mph or are speeds already below this?

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			STC therefore proposes that the 30mph speed limit be extended South, far enough that both entrances to Sevenoaks School can be included in the 20mph speed limits and its students afforded the same protection as other schools in Sevenoaks within the 20mph zone. This could be achieved and supported by a gradual speed reduction from Morleys roundabout (60mph reduced to 40mph), reduction to 30mph from Gracious Lane, and then to 20mph at the entrance to Sevenoaks School. RE roads which were excluded due to potential for non-compliance: The following measures were discussed with	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			KCC Officers Sebastian Bures and Annette Fletcher on 30th May 2024 as potential speed interventions which would make compliancy with a 20mph speed limit on these roads feasible: • Advisory cycle lane added on the uphill side of Dartford Road from Holly Bush Lane to The Vine, as well as in St Botolph's Avenue • Moving car parking spaces on Hitchen Hatch Lane from the south to the north between Winchester Close and Mencap Hall • Further on-street parking spaces in Mount Harry Road	

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. NB: Bullet point 2 is carried over from STC's last HIP. The remaining are new. HOLDING ITEM FOR LATER ACTION	Various	Lack of safe crossing points at key pedestrian / student routes	While a high priority, the following projects are on hold due to both requiring further information as well as likely to need a significant amount of funding: 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 crossing – which only covers the segregated cycle route – across the whole carriageway. • West Bradbourne Vale Road, ideally between the Scout Hut (3rd) and	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			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) 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.	
9. NB:	Shoreham Lane	Safety issues	<i>The following cross-boundary project originates from</i>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
This is a new HIP item with no previous history. HOLDING ITEM FOR LATER ACTION			<i>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" category 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	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			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.	

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. NB: This is a new HIP item with no previous history. HOLDING ITEM FOR LATER ACTION	Various		<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" category 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	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			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).	
11. NB: This is a new HIP item with no previous history. HOLDING ITEM FOR LATER ACTION			<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	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			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. NB: This is a new HIP item with no previous history. HOLDING ITEM FOR LATER ACTION			<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.	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
13. NB: Although related to a previous item (corner protections), this is a new HIP item with no previous history. HOLDING ITEM FOR LATER ACTION			<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	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			• 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	
14. NB: This item is carried over from STC's last HIP.			<i>The following project was identified by Kippington Ward Cllrs, but requires further information before it can be pursued:</i>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
HOLDING ITEM FOR LATER ACTION			HGV restrictions on narrow lanes such as Ashgrove Road	
Monitor only NB: This item is carried over from STC's last HIP.	Various	Four-way junction with poor sightlines and crash history	The following project is currently to understood to be "under action" via the Town Council's last iteration of its HIP, and will be transferred to "Delivered Projects" on its conclusion: 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</i>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			<i>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>	
Monitor only NB: This item is carried over from STC's last HIP. (Priority Number 9) Scheme No. 26-SE-PAR-3071 Currently with Planning Advice 28 days TRO consult	Various	Corner parking causing obstructions to pedestrians as well as sightlines of vehicles	The following project is currently "under action" via the Town Council's last iteration of its HIP, and will be transferred to "Delivered Projects" on its conclusion: Corner protections on St John's Road, corner of Bethel Road / Cedar Terrace, Mill Lane, The Crescent, Hillingdon Avenue, Seal Hollow Road, Wildernesse Mount, Ash Platt Road, Highlands Park, Letter Box Lane and Bradbourne Road.	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
Monitor only NB: This item is carried over from STC's last HIP.	Sevenoaks Station	Persistent issue of pedestrians walking in the road at a busy junction due to poorly designed crossing	<i>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:</i> Sevenoaks Station junction re-design to stop pedestrians walking in the road	

Historical Priorities Record

Note from Sevenoaks Town Council that despite there being numerous items on the below Historical Priorities Record, none of them have been delivered via the Highway Improvement Plan.

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	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.	

		traffic queues forming on Otford Road and Seal Road towards the junction; Very high levels of air pollution.	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. 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, 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	Surfacing improvements and repairs required 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.	
3	Broomfield Road	Carriageway and footpaths require improvements	Surfacing improvements and repairs required 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.	
4	Mill Lane	Carriageway and footpaths require improvements	Surfacing improvements and repairs required 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.	
5	Wickenden and Swaffield Roads	Carriageway and footpaths require improvements	Surfacing improvements and repairs required 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.	
6	Clare Way, Lea Road, Hurst Way and Stafford Way	Carriageway and footpaths require improvements	Surfacing improvements and repairs required 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.	
7	Beaconfields	Carriageway and footpaths require improvements	Surfacing improvements and repairs required 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.	
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.	STC has requested that a further deterrent of yellow lined be painted at this location. *Note: this was formally requested by STC in a letter to SDC and KCC departments, dated 17-07-2023. *Further Note 08-09-2023 STC has prepared a consultation which should commence shortly. 06/11/2023: Due to strong and mixed resident consultation responses, 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.	

	Letter Box Lane	Poor sight lines on entering Letter Box Lane making motorists unaware that traffic is displaced onto the wrong side of the road by the new corner protections, whereby these do not extend far enough into the Lane to allow cars to move onto the correct side of the road before nearing the exit.	Extending the double yellow lines further into Letter Box Lane to allow cars exiting the Lane to correct onto the left side of the road before nearing the exit – in order to avoid potential collisions with those entering the Lane. Request sent to KCC previously, but the existing TRO could not be extended without new TRO. STC resolved to monitor the effectiveness of the corner protections as originally designed by KCC and to consider funding extension in future, should monitoring efforts find that the safety of motorists is indeed negatively impacted.	
	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 supports 20mph in residential areas and near schools.	20mph speed limit reductions as per KCC designs, which were consulted on by STC at the end of 2023. 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. Delivered 12th August – 1st September 2024, paid for by STC.	
	Dartford Road	Zebra crossing	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.	

			NB: This project had been initiated prior to being added to the Town Council's HIP and as such was not delivered via this process:	
	Ashgrove Road signage improv			

Appendix:

Known damage caused within the Sevenoaks High Street Conservation Area by HGV vehicles moving within the Town:

Image 1: bent sign

