

Highway Improvements Team working in Partnership with Kings Hill 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	
2	Karen Bell	04/07/25	13/03/25	Sarah Hudson	
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	Karen Bell	Contact Telephone Number	01732 870382 07376377687	Email Address	karen.bell@kingshillparish.gov.uk
Name of Clerk	Karen Bell	Contact Telephone Number	01732 870382 07376377687	Email Address	karen.bell@kingshillparish.gov.uk
Name of Chair	Anthony Petty	Contact Telephone Number	07766 111191	Email Address	Anthony.petty@kingshillparish.gov.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 Kings Hill 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.	Kings Hill – Milton Lane, Hazen Road, Queen Street, Regent Way, Pearl Way, Fortune Way	Y	The Parish Council believes that further restrictions, including the introduction of double yellow lines in these areas, are necessary to improve safety, access, and traffic flow. The primary concerns relate to obstructive parking near junctions, on bends, and in areas where visibility and access for emergency vehicles are compromised.	Double yellow lines	04/07/25 DR - The Parish Council does not feel that the recent parking review conducted by TMBC sufficiently addressed the ongoing parking concerns in Kings Hill. The review primarily focused on adopted distributor roads and junctions, omitting several key areas where persistent parking issues remain. The following roads were not included in the final implementation or had restrictions withdrawn or deferred: • Milton Lane – proposals withdrawn due to potential one-way traffic scheme considerations. • Hazen Road – similarly affected by the one-way traffic scheme review. • Queen Street – largely unadopted and therefore excluded from the formal review. • Regent Way – restrictions omitted following consultation feedback. • Pearl Way – omitted from the final proposals. • Fortune Way – elements withdrawn due to potential one-way traffic impacts.

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Highway Improvement Plan (HIP)

2.	Queen Street, Milton Lane, Fortune Way	Y – Please refer to the historic list item for further information	Safety concerns including; speeding and near-misses involving pedestrians and cyclists (obstructive parking to be addressed in priority 1)	Speed reduction and Parking improvements	04/07/24 DR - The Parish Council has agreed to shift focus from the previously discussed one-way system to speed reduction and parking improvements. The committee supports the investigation and potential implementation of a 20mph speed limit on Queen Street, Milton Lane, and Fortune Way , due to ongoing safety concerns, including frequent speeding and near-misses involving pedestrians and cyclists.
3.	The Discover School and Kings Hill School	Y – Please refer to historic list for further information	Parking mitigation measures around the schools in Kings Hill to alleviate congestion and inconsiderate parking. The implementation of parking restrictions outside the Primary Schools will improve safety and traffic flow during pick-up and drop-off times. There have been ongoing concerns about congestion and dangerous parking, and such restrictions would ensure safer conditions for students and pedestrians	Parking restrictions / Up-to-date travel plans / Well placed bollards	04/07/25 DR – Do the Parish Council have a contact for The Discovery School? Have the Parish made contact with the school regarding their concerns and to encourage them to engage with the School Transport Planner. DR to send across wording for the PC. DR to discuss the previous arrangement with ET in the coming week.
4.	Worcester Avenue	N	Speeding	30mph Toolkit and speed limit assessment	04/07/25 DR – HADMs and compass data to be checked and arrangement of a 30mph Toolkit to be supplied to the Parish Council.

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

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1.	Beacon Avenue		Entrance to the Sports Park is becoming congested and the existing road with is too narrow to accommodate the volume of traffic Accessibility is also an issue	Widening of the road entrance & accessible footway	15/05/25 DR – I have checked our system and the verges do not appear to be KCC
2.	Kings Hill		Speeding within Kings Hill	Speed alleviation measures to control speeding vehicles within Kings Hill	8/09/24 DR – Additional item added to PC HIP. Meeting with PC to be arranged for October 2024 to discuss.
3.	Fortune Way and Milton Lane		There is a problem with parking along Fortune Way and Milton Lane which brings the roads down to single file, causing conflict and congestion, especially at school drop off and pick up. There has been a recent incident with an ambulance having to park some way from its destination as it could not fit between the parked cars.	Strategically placed parking restrictions and implementation of 20 mph speed restriction at the same time as signs do not need to be illuminated on roads with a 20 mph speed limit	
4.	Bovine Avenue		Parking Problems	Measures to alleviate parking problems	

Highway Improvements Team working in Partnership with Kings Hill Parish Council

Highway Improvement Plan (HIP)

5.	Kings Hill		Parking and speeding concerns	Double yellow line and speeding review	
6.	Kings Hill		Location of existing bus stops	Review of existing bus stops to ascertain they are in the correct locations and to consider installation of new bus stop provision	
7.	Kings Hill School		Crossing outside school is a concern	Well placed bollards to stop vehicles parking on the footway and near to the tactile paving	
8.	Fortune Way / Milton Way		There is a problem with parking along Fortune Way and Milton Lane which brings the roads down to a single file, causing conflict and congestion, especially at school drop off and pick up. There has been a recent incident with an ambulance having to park some way from its destination as it could not fit between the parked cars. All houses have off-street parking behind their properties but choose to park on the road outside their houses.	A one-way system to help with traffic flow and to negate the need for the roads to have DYLS all the way along which could push the parking problem elsewhere. The one-way scheme would include Fortune Way, after the entrance/ exit to Waitrose (Tower View end) to its junction with Milton Lane, and the full length of Milton Lane from Fortune Way and Alexander Grove. The preference would also be to include parts of Queen Street to create a loop however this is partly managed by Kings Hill Residential Management who are currently unwilling to engage in the proposed one-way scheme. There is a concern re. Milton Lane becoming one-way causing further issues with congestion should cars get caught up behind a refuse lorry but this could be resolved by DYLS	23.06.23 - A design has previously been drawn up by KCC which shows how a one-way scheme (not including Queen Street) could work. No direction for the flow of traffic had previously been determined so the first step would be to carry out some ATCs in order to review traffic flow and the direction that is most likely to be complied with. KCC will also need to review bin lorry movements to confirm whether or not this is in line with the proposed flow of traffic. Parish Council to discuss in more detail at their next meeting early July and will confirm whether or not they wish to pursue this scheme as per the previous design, at which point ET will arrange the necessary surveys (<i>11.07.23 - Parish Council confirmed that this decision has been deferred until September 2023</i>). 08.09.23 - Sarah Hudson confirmed that the Parish Council wish to proceed with a one-way scheme to include Fortune Way, after the entrance/ exit to Waitrose (Tower View end) to its junction with Milton Lane, and the full length of Milton Lane, from Fortune Way to Alexander Grove. ET has requested three ATCs for both Fortune Way (before and after Queen Street) and Milton Lane in order to

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

				being installed on one side of the road and in sections on the other side of the road to allow passing places.	ascertain the current flow of traffic and will let the Parish Council and Member know when these will be on site. 14.09.23 - ATCs arranged for 30.10.23. Parish Council and Member informed, and ET will share the results once received mid/late November (18.10.23 - ATC on Fortune Way, between Queen Street and Milton Lane, is not possible. An ATC will now be carried out on Queen Street near to the Fortune Way junction which should still give a clear indication of how traffic moves through this area). 14.11.23 - ATC results received and provided the following data in terms of directional traffic flow: <u>Fortune Way</u> (there were interruptions in the data at this site caused by a parked car on the tubes) Northbound - 2718 Southbound - 2332 <u>Milton Lane</u> Eastbound - 793 Westbound - 964 An ATC was also carried out on Queen Street to give an indication as to how much traffic currently uses this Road: <u>Queen Street</u> Eastbound - 6328 Westbound - 2288 Parish Council informed and the above, plus the original one-way design, has been passed to Planning & Advice to provide further guidance as per scheme suitability (with Design & Delivery 05.02.24 to investigate C2 stats and estimate cost of scheme). Update 19.03.24 - ET updated the Parish Council following review by the Design & Delivery Team. They have confirmed that all signage will be required to be illuminated and mounted either on lamp columns or wide base posts. Given all the
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Highway Improvements Team working in Partnership with Kings Hill Parish Council

Highway Improvement Plan (HIP)

					side roads and garage accesses we estimate this scheme may require at least 29 illuminated signs and two unlit signs and associated posts. An estimated cost of £73,044.00 plus TRO (£3000), design fee (£1980), letter drop, crew time, traffic management and UKPN charges has been quoted. KHPC Update 16.04.25: To Defer
9.	Discovery Primary School, Discovery Drive		There is a problem with school children crossing the road safely outside the school.	The Primary School has approached Kings Hill Parish Council as they would like a zebra crossing situated on Discovery Drive, outside the school entrance.	25.02.2020 (DR) – KCC visited site during school drop off time. It was evident that many drivers are already naturally stopping and giving way for pedestrians who are waiting to cross. Approaching vehicle speeds were observed to be low and pedestrians were seen crossing to and from the school without difficulty. There are numerous traffic calming features on the road which appear to be effective in reducing vehicle speeds to an appropriate level for the surrounding environment. There are also good footway links to multiple informal crossing points which are spread out along the road to cater for the numerous pedestrian desire lines. The school also has its own one-way system for parent/ carer access. All requests for formal pedestrian crossing facilities such as zebra crossings must be reviewed and prioritised. One of the factors we use is the recent personal injury collision data. There have been no recorded incidents here within the last three years (up to 30.09.2019). Formal crossings must also be justified in terms of the potential conflict between pedestrians wanting to cross the road and vehicles travelling past. Again, our observations on site suggest that the degree of conflict is not high enough to justify further investigation by KCC at this stage. If however the Parish Council is interested in funding traffic surveys to better understand pedestrian crossing demand, vehicle speeds and numbers please let me know and I'll

Highway Improvements Team working in Partnership with Kings Hill Parish Council

Highway Improvement Plan (HIP)

					arrange a quotation for you at the appropriate time. We also noted that all approaches to the school have warning signs and other accompanying features. There is the potential to add 'SLOW' road markings at these locations which I would be happy to pay for or upgrade the warning signs to include flashing amber lights (which I can quote you for). <u>Revision 1 comments:</u> Noted re. your comments about the parish council liaising with the school regarding potential actions here. 02.06.23 – The Parish Council confirmed that they still wish to pursue the possibility of installing a zebra crossing at Discovery School due to the way in which parents park and drive along Discovery Drive at school times. HADMS data shows that there have been no damage only or personal injury collisions on this section of Discovery Drive in the past three years and average speeds are below 20mph. However, it does not look like a traffic survey was carried out, as suggested previously, so this is something that ET can arrange as a first step to investigating the suitability of this road for a zebra crossing, as there must be an existing 20/30mph speed limit in place with a measured 85%ile speed (the speed at, or below 85% of traffic travels) below 35mph. In addition to existing traffic speeds, KCC will also consider the following: • The outcome of a pedestrian survey (which ET can arrange in conjunction with the speed survey). This is needed to calculate the PV2 value which will determine if a zebra crossing is appropriate
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Highway Improvements Team working in Partnership with Kings Hill Parish Council

Highway Improvement Plan (HIP)

					for this location. • Whether or not street lighting is in place to illuminate the crossing at night. • If there are footways on both sides of the road, at least 1.8m wide. • Is there a nearby power supply for the belisha beacons? • Will there be good visibility for drivers and pedestrians (i.e. not on or near a bend, on a hill or obscured by trees or parked vehicles etc). The minimum distances for visibility of pedestrian crossings for approaching traffic are based on the 85th percentile speed. For example, the recommended stopping sight distance for a road in which 85% of drivers travel at 30mph is 40m. • Would the crossing be away from junctions (absolute minimum 5m from side roads and well away from signal junctions) and clear of private driveways? The Parish Council should bear in mind that, even if all the criteria above is met, they will need to give consideration to the need for a zebra crossing given the existing facilities, as outlined in comments from 2020, as the cost for a basic zebra crossing can be prohibitive. The design fee for a scheme such as this would be £1980, at which point, KCC would be able to provide a quote for the delivery of the works. However, zebra crossings typically start from about £21,000, but this can increase significantly if any additional costs are incurred, such as road closures, resurfacing of the carriageway, relocation of utilities, additional electrical supply etc.
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Highway Improvements Team working in Partnership with Kings Hill Parish Council

Highway Improvement Plan (HIP)

					We would also advise the Parish Council to carry out an informal consultation to gauge community support due to the loss of parking and especially if the zebra crossing is to be installed outside residential properties. Update 23.06.23 - Following the site visit it was agreed to pend this request for the time being as the main priority is the one-way system. It was also decided that the Primary School could do some engagement with parents in the first instance. ET confirmed that the school does not have a School Travel Plan and the Parish Council will encourage the school to contact KCC to put a plan together in the first instance. ET has sent details to the Parish Council regarding this (11.07.23 - Parish Council confirmed that this has been passed onto the school). KHPC Update 17.04.25: Defer pending the school having an active travel plan