



Wilmington Parish Council

Highways Improvement Plan Policy

Last version 24/11/25

Purpose

The Highways Improvement Plan (HIPP) provides a structured approach for identifying, prioritising, and addressing local highway issues within Wilmington Parish. It ensures that all requests are assessed fairly, transparently, and in line with community safety and interest.

Core Principles

1. Safety First

All proposals must aim to improve road safety for pedestrians, cyclists, and motorists.

2. Community Interest

Projects should reflect genuine community needs, supported by evidence or consultation.

3. Collaboration

Work in partnership with Kent County Council (KCC), Dartford Borough Council (DBC), and other stakeholders.

4. Transparency & Governance

Decisions will align with local government best practice and be documented for accountability.

5. Sustainability

Solutions should be cost-effective, environmentally responsible, and future-proof.

6. Funding Awareness

KCC may require joint funding; Parish Council will explore grants and partnerships where possible.

Why This Matters

The HIPP supports Wilmington Parish Council's commitment to safer roads, community engagement, and collaboration with KCC and DBC. It ensures every request is documented, assessed, and acted upon in line with best practice.

Common Highways Improvement Plan (HIPP) Requests

1. Speed Management

- Reduction of speed limits (e.g., 30mph to 20mph zones near schools or village centres).
- Installation of speed cushions, chicanes, or rumble strips.
- Painted speed roundels and “Slow Down” signage.

2. Pedestrian Safety

- Zebra or controlled crossings near schools, shops, and bus stops.
- Refuge islands on busy roads.
- Improved street lighting and tactile paving for accessibility.

3. Gateway Features

- “Welcome to [Village Name]” signs with speed limit reminders.
- Village entry treatments (road markings, coloured surfacing).
- Enhanced visibility for rural lanes.

4. Parking & Visibility

- Marked bays near schools and community hubs.
- Restrictions to prevent dangerous parking at junctions.
- Visibility improvements at bends and junctions.

5. Cycling & Walking Infrastructure

- Shared-use paths or cycle lanes where feasible.
- Signage for safe walking routes.
- Linking footpaths to schools and local amenities.

6. Traffic Flow & Rat-Running

- One-way systems or filtered permeability in residential cut-throughs.
- Weight restrictions for HGVs on unsuitable roads.
- Traffic calming in conservation areas.

7. Signage & Road Markings

- “Unsuitable for HGVs” signs on rural lanes.
- Directional signage for schools and community facilities.
- Refreshing faded road markings for clarity.

8. Safety Near Schools

- School safety zones with flashing lights.
- Raised tables at crossings.
- Drop-off/pick-up management schemes.