

## Brenchley & Matfield PARISH COUNCIL – March 2021 Update

HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problems & Suggested Remedy	Cost Estimate	Funding	Action/Programme
1.	Kippings Cross roundabout at the junction of Maidstone Road with the A21	<p><b>Problems: Traffic Congestion &amp; Accident Blackspot</b> Congestion on the roundabout preventing vehicles exiting Maidstone Road from joining roundabout to turn right onto the A21 &amp; traffic going southbound blocking the left turn to Matfield causing unnecessary congestion. Highways England installed “Keep Clear” road markings, which have helped, but further improvements required, especially to cope with the growing traffic from additional housing at Paddock Wood</p> <p><b>Proposal:</b> Yellow "do not enter" hatchings on the Kippings Cross Roundabout. Get in lane signs after Pembury and before Kippings Cross roundabout southbound so all left turning traffic wanting the Maidstone Road is in the left hand lane and southbound traffic going straight on or right is in the right hand lane before the roundabout.</p> <p><b>Risk:</b> Increased amount of traffic taking left turn off the A21 through Matfield village</p>			
2.	Kings Toll Road	<p><b>Problem:</b> Very narrow winding lane, unsuitable for large vehicles. It already has, following Pembury PC intervention, a sign at the Western end advising “single track road, no passing places”.</p> <p><b>Proposal:</b> Arrange for a similar sign to be affixed at the Eastern end of the road, where it joins Maidstone Road.</p>			
3.	Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley.	<p><b>Problem: Dangerous Junction (&amp; accident blackspot?)</b> Speed of traffic at this junction, and disregard of “give way” and existing advance warning signs. Recent ATC speed surveys confirm speeding in the vicinity.</p> <p><b>Proposal:</b> Reduce speed limit on approaching roads (Blind Lane and Crook Road at this point, should be 30mph not 40mph). Improve road markings and speed signage. Consider rumble strips to warn approaching traffic of the junction, also road markings warning of dangerous crossing.</p> <p><b>Risk:</b> Delay in seeing implementation of changes.</p>			

		Improved safety signage and road markings at this junction.			
4.	Standings Cross crossroads, Matfield	<p><b>Problem: Dangerous Junction &amp; Accident Blackspot</b> Standings Cross junction is an accident blackspot, made worse by vehicles parking very close to the junction and blocking sight lines. Vehicles cannot safely exit Chestnut Lane onto Maidstone Road.</p> <p><b>Proposal:</b> Introduce double yellow lines on all roads at this junction, to prevent dangerous parking close to the junction from any direction. These should extend 10 metres in line with Highway Code provisions.</p> <p><b>Risk:</b> Could lead to greater number of cars parking further along Chestnut Lane &amp; Maidstone Rd</p>			
5.	Pixot Hill/Blind Lane, Brenchley	<p><b>Problem: HGVs using inappropriate routes</b> Pixot Hill Junction unsuitable for container lorries. Blind Lane unsuitable for container lorries.</p> <p><b>Proposal:</b> Restriction on container lorries /lorries over a certain weight from using these roads. In meantime, dialogue with Transport bodies to dissuade HGVs using roads not suited to HGV traffic. Pressure all Sat Nav operators Garmin/TomTom and Google to prioritise and optimise this route.</p> <p><b>Risk:</b> Place more pressure on other unsuitable roads in the locality</p>			Paul Leary of KCC has confirmed in an email of 16 <sup>th</sup> Feb, that KCC have agreed to install “Unsuitable for HGVs” signs on both Blind Lane and Windmill Hill.
6.	Petteridge	<p><b>Problem: Vehicles speeding through the village</b> Despite having the required number of houses to justify a 30 mph speed limit, Petteridge, has no 30 mph signs from any direction. Under the Transport Act 2000 KCC has the ability to designate this village a “quiet lane or home zone” to justify introduction of a 30mph speed limit</p> <p><b>Proposal:</b> Introduce a 30 mph speed limit with clearly visible signage from all directions of approach</p> <p><b>Risk:</b> None identified</p>			PC have paid for KCC to carry out an ATC speed survey, due to take place soon.
7.	Cryals Road	<b>Problems:</b>			

		<p><b>National Speed Limit too high for local lane conditions (narrow, blind bends, overhanging trees, no verges, roadside ditches)</b> Speeding vehicles intimidating vulnerable road users including 40+ horses who are stabled near to this road and use it regularly</p> <p><b>Proposal:</b> 40 mph speed limit for whole length of Cryals Road, with the exception of residential area of Keys Green (nr Beech Lane) which should be 30mph, as a “home zone” area. Additional signage &amp; warning of horses when entering from A21, or when joining from Petteridge or Fairmans Lane or Tibbs Court Lane.</p> <p><b>Risk:</b> None identified</p>			
8.	Mile Oak	<p><b>Problem :</b> Excessive speeds of traffic coming down Pixot Hill through a blind corner on a stretch of road where a busy bridle path crosses Mile Oak Road and rejoins further along Knowle Lane , Horses , Pedestrians and cars from 5 households emerging from this bridle path are at risk. The designation of a “home zone” under the Transport Act 2000 in this area could assist.</p> <p><b>Proposal :</b> Change from the national speed limit to extend a 40 mph zone down Pixot Hill to beyond the Mile Oak junction with Knowle Lane plus Signage to alert drivers to horses and pedestrians crossing</p>			
9.	Furnace Lane, Brenchley	<p><b>Problem: Speeding and difficult to pass</b> Increasing use of this road a “rat-run” to avoid other traffic congestion. With the recent planning consent for 49 new homes at the Horsmonden end of Furnace Lane, this will only increase traffic volumes on this lane. B&amp;M PC to seek Horsmonden PC support.</p> <p><b>Proposals:</b> 30 mph speed limit for whole length of this road from Horsmonden to Crook Road junction. Formalising by KCC of 4 evolved passing places (created by persistent vehicles erosion of the verges when having to pass) into official passing places, with complementary signage.</p> <p>Cutting back of dangerous overhanging vegetation all along the road, to be coordinated by KCC. (Landowners details already known).</p> <p><b>Risk:</b> Delay implementing passing places due to land ownership issues.</p>			
10.	Maidstone Road, Matfield – between Kippings Cross and	<p><b>Problem: Speeding &amp; pedestrian safety</b> Frequent speeding by the majority of vehicles using this road and</p>			

	the village and again from the village down Gedges Hill to Paddock Wood.	<p>damage to roadside kerbs and verges by large vehicles. Lack of pavements. With 4,000 new homes proposed for Paddock Wood under the latest draft TWBC Local Plan, traffic along this route will increase considerably.</p> <p><b>Proposal:</b> Seek 40mph speed limit on the B2160 Maidstone Road outside of Matfield village boundaries, that is between Kippings Cross roundabout and Matfield's 30 mph limit and again from the 30 mph limit on the north side of the village down Gedges Hill to the 30 mph limit by Mascalls Academy at Paddock Wood. Also seek repairs to existing roadside pavements and extend the provision of pavements.</p> <p><b>Risk:</b> None identified</p>			
11.	Speeding through Matfield village	<p><b>Problem: Speeding &amp; pedestrian safety</b> Vehicles, both cars and lorries, frequently drive through the village at speeds considerably in excess of the 30mph limit.</p> <p><b>Proposal:</b> To raise awareness for drivers entering the restricted speedzone, affix granite rumble strips, or similar, at village boundaries. Linked to this, a dialogue with Transport bodies to dissuade HGVs travelling to/from Paddock Wood from using Maidstone Road through Matfield village. Seek replacement of the previous speed warning sign near Matfield Village Hall Consider speed enforcement cameras on Maidstone Road, within the village. Funding for speed cameras could be secured through s106 monies paid by developers of the 4,000 homes in Paddock Wood.</p> <p><b>Risk:</b> Rumble strips will by their nature create noise when vehicles pass over, this may be unacceptable to immediately neighbouring residents.</p>			
12.	Burrs Hill, Horsmonden Road, Brenchley	<p><b>Problem:</b> National speed limit too high for rural road through residential hamlet with no pavements</p> <p><b>Proposal:</b> Introduce 40mph speed limit with associated 'Gateway' features.</p> <p><b>Risk:</b> Additional traffic calming measures may be needed</p>			
13.	Tibbs Court Lane/Fairmans Lane	<p><b>Problem:</b> Traffic cutting across this triangular 45 degree junction near Brattles Grange, at speed.</p> <p><b>Proposal:</b> Highways engineering solution to slow vehicles down,</p>			

		so the junction has to be negotiated more safely.			
14.	Creation of "Speed Zones" throughout the Brenchley & Matfield Parish AONB	<p><b>Problems:</b>  <b>National Speed Limit too high for local lane conditions (narrow, blind bends, overhanging trees, no verges, roadside ditches).</b>  <b>Two thirds of all road deaths occur on rural roads!</b>  Speeding vehicles intimidating vulnerable road users</p> <p><b>Proposal:</b>  Installation of signs indicating you should expect to see walkers, cyclists, horses when leaving main roads &amp; entering the zones, so motorists adjust their thinking to consider possible hazards.  Removal of national speed limit &amp; replacement with speed zones in the parish of 40 mph outside villages/hamlets and 30 mph zones within the villages/hamlets.  Persuade KCC Highways to follow guidance set out in the Department of Transport Traffic Advisory Leaflet 2004, in setting speed limits and traffic calming measures across the parish.</p> <p><b>Advantages:</b>  Reduces signage clutter/ signage spend &amp; removes barriers to vulnerable road users accessing the countryside.</p> <p><b>Risks:</b>  To implement under a wider AONB strategy, needs collaboration with neighbouring authorities, which will take time.</p>			