

Highway Improvements Team working in Partnership with Brenchley & Matfield 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	
3	Cllr Christine Churchill	03.07.24	12.03.2021 25.06.2021 24.07.2021 13.1.2022 Submission 29.11.2022 Zoom	9.1.2023 Zoom 10.1.23 virtual 28.11.23 In person 03.07.24 In person 16.12.24 In person	Mark Munday	
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	Cllr Christine Churchill	Contact Telephone Number	01892 722789	Email Address	Christine.churchill@pc.brenchleyandmatfield-pc.gov.uk	
Name of Clerk	Chantal Brooks	Contact Telephone Number	01892 723586	Email Address	clerk@brenchleyandmatfield-pc.gov.uk	
Name of Chair	Cllr Jonathan Buttery	Contact Telephone Number	01892 724383	Email Address	Jonathan.buttery@pc.brenchleyandmatfield-pc.gov.uk	
KCC Project Manager Team	West Kent Community Engagement Team	Contact Telephone Number	03000 418181	Email Address	west.highwayimprovements@kent.gov.uk	

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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.	Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley. (Speed reduction)		Problem: Dangerous Junction (& accident blackspot) Speed of traffic at this junction, and disregard of “give way” and existing advance warning signs. Traffic coming from Windmill Hill has view obstructed by bends on Crook Road and Blind Lane, so cannot see approaching vehicles before embarking on crossroads. Poor road markings, poor sight lines from vegetation,	Reduce speed limit on approaching roads (Blind Lane, Pixot Hill and Crook Road at this point, should be 30mph not 40mph). Houses on Blind Lane and Pixot Hill mean that these roads should qualify for 30mph as they form part of the village. Improve road markings and speed signage on approach to crossroads including dangerous junction sign.	DR 28/11/22 Checked HADMs – Average 85th %ile all appear to comply with the existing posted speed limits on each approaching road to the junction. Crash data checked - 1 slight in the most recent 3-year period and 2 reported damage only incidents. All 3 incidents to not indicate a pattern of crashes or anything related to the junction layout / speed. No Incidents on the junction itself. Speed data from Dec 2020 analysed and recorded data shows good compliance with the existing posted speed limits. It was noted that two of the locations where survey was carried out were outside of the 30mph speed limit and in NSL. DR 29/11/22 Feasibility investigation

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			worn high-friction surface, history of frequent crashes. Parking on Windmill Hill approaching crossroads causes visibility difficulties		enquiry raised to Planning and Advice to look into the reduction of the existing 40mph speed limit to 30mph. NR 09/01/23 P&A advise Windmill Hill 30mph due to being part of village and density of houses. All other roads leading to the junction are classified as rural and do not meet DoT criteria for 30mph. NR - 15/2/24 ATC's carried out Pixot Hill and Brenchley Road within 40mph section that passes crossroads. Speeds show good compliance and significantly lower than posted limit. ATC results conducted on each arm of, and on approach to, the crossroads in January 2024, showed the following: Windmill Hill Northbound - Av. Speeds 23.8mph Southbound – Av. Speeds 23.4mph Crook Road Eastbound - Av. Speeds 34.6mph Westbound – Av. Speeds 35.2mph Pixot Hill Northbound - Av. Speeds 31.5mph Southbound – Av. Speeds 29.7mph Brenchley Road Eastbound - Av. Speeds 26.9mph
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					Westbound – Av. Speeds 27.2mph ET 05/07/24 - As per the comments above from 09/01/23, KCC's Planning & Advice Team have reviewed this speed reduction request previously and have advised that Windmill Hill is 30mph due to the density of houses. All other roads leading to the junction are classified as rural and do not meet the DfT's 'Setting Local Speed Limits' criteria for a 30mph. It has therefore been determined that 40mph is the most appropriate speed limit based on the road environment and ATCs conducted here indicate good compliance with this speed limit. Regarding signage, there are already verge markers to help with definition of the bend and a yellow backed crossroads warning sign, with SLOW and reduce speed now plate on one approach and yellow backed crossroads warning sign with SLOW marking on the other approach. The STOP jct is fully signed and lined and the give way jct is also fully signed. However, during a site visit PL noted that the 40 repeater on the bend conflicts with the 'reduce speed now' plate so we could look to remove this 40mph sign.
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					ET 08.07.24 - With regard to the request for a speed reduction, the Parish Council have made the following comments: <i>I accept that Blind Lane (running from the High Street up to the crossroads with Pixot Hill/ Crook Road and Windmill Hill) (15 dwellings) and Pixot Hill (18 dwellings) won't qualify under the Govt's definition of a separate village in paragraph 133 of DfT Circular 01/2013 "Setting Local Speed Limits"(minimum 20 dwellings on one or both sides of the road) for the purposes of a 30mph limit, so I think we might have to accept KCC's decision there for the time being, though it does seem arbitrary to treat these roads as separate and not part of the village.</i> <i>KCC's application of this guidance is quite inconsistent, for example there is a 30mph limit on Coppers Lane, which also doesn't have 20 dwellings on it, and which is arguably no more part of Matfield village than Pixot Hill and Blind Lane are of Brenchley.</i> <i>Most of the houses on Pixot Hill were originally built as Council houses and very much intended to be part of the village. Moreover paragraph 134 of the circular states "If there are just fewer than 20 houses, traffic authorities</i>
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					<i>should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate”, so KCC does in fact have discretion to apply a 30 mph limit on Pixot Hill.</i> ET has passed the speed reduction request back to the Planning & Advice Team and have asked them to carry out a full speed review for the section in road in question. ET will let the Parish Council know once the team has completed their review. ET 09.12.24 - With regard to the reduction in speed limit, the Planning and Advice Team is broadly in support, although discussions to be had initially with the Parish Council around extents and compliance when we meet on 16 December. ET 16.12.24 - After discussions around the speed limit reduction, the Parish Council is going to carry out a pre-consultation engagement exercise with residents in January and feedback the results/responses to KCC. ET 10.06.25 – The engagement exercise resulted in a large number of responses in support, and just one
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					objection. This scheme is now with KCC's Planning & Advice Team to produce an extents plan for the Traffic Regulation Order (TRO) consultation. As part of this, the team will consider the inclusion of the section of Crook Road not originally included at the engagement stage. This is in response to a large number of comments received from residents asking that this section also be reduced. The Parish Council will be updated as this progresses. ET update 28.08.25 - The Planning & Advice Team has advised that whilst they do not support the inclusion of the NSL section of Crook Road not originally included at the engagement stage, they do support the reduction in speed limit along the two sections of road (Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley and Crook Road, Castle Hill/Pearsons Green junction, Brenchley) originally identified. This has been passed to the Design & Delivery Team to produce a consultation plan and provide an estimated cost so that the Parish Council can look to apply to TWBC for their Rural Parish Grant. 30.03.26 – Parish have conformed they have been successful in their bid from TWBC Rural Parish Grant. ER to pass scheme plan to the TRO
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					team to progress with the TRO formal consultation.
2.	Brenchley and Matfield CofE Primary School, Brenchley Road		Problem: Speed and volume of traffic, poor road markings, lack of street signs. Children have to cross the road to reach the parking areas. Although there is a lollipop person during school arrival and pickup times, before and after school activities and the pre-school mean that children also have to cross outside the times when the lollipop person is present. Pre-school child knocked down and injured in 2023	Proposal: PC have undertaken observation of traffic speeds and volume. SID data has been used to identify excess speed. A meeting held with the School JM/LM/NR/CC/CA. Ensure all hedging cut back from school signage achieved Introduce 20mph limit outside school. Install wigwags. 20mph painted on road in each direction outside school, Refreshing all road signs and at KCC car park including positions and condition of the In/Out signs. Ensure vegetation obscuring street signs and pedestrian sight lines is cut back (achieved through request by PC councillors to landowners)	ET 05/07/24 - ATC results for Brenchley Road, conducted outside the school entrance in September 2023, showed the following: Eastbound - Av. Speeds 29.1mph Westbound – Av. Speeds 28mph These speeds indicate that a permanent 20mph speed limit would not be possible here as Kent Police do not support 20mph speed limits unless existing average speeds are below 24mph. There are already wig wags at this location, but these are manual (turned on by Patrol) so would need complete removal and replacement with programmable wig wags if this is what's desired by the Parish Council, but this would cost ap £9k so the Parish Council would need to be sure that this is needed. If so, we can look at installing new units with 20mph advisory signs and school warning signs mounted on grey backing, if possible (as one of the existing signs is currently in vegetation). It may not be possible to put 20 signs

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					on the existing poles given the height but if the Parish Council are happy to keep the manually operated units (the Primary School is engaged with our School Travel Planner and has an active School Travel Plan) then replacing the existing poles that the wig wags are mounted on with taller poles could be an option and would just require a temporary disconnect and reconnect of the power. Parish Council to confirm how they would like to proceed. Maintenance requests relating to existing assets listed in the “What do you feel are the potential solutions?” column cannot be progressed through the HIP and would need to be logged online through the Parish Portal for KCC’s Maintenance team to inspect. ET 12.07.24 - The Parish Council has confirmed that they would like to pursue the possibility of installing a 20 advisory plates to the existing wig wags, whether this requires an extended pole or not <i>(passed to the Planning & Advice Team for review 17.07.24)</i>. 09.12.24 - The two existing wig wags on site have been measured up and at both locations we can take down the existing supplementary plate and
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					replace with a 'School 20 when lights show' sign. This has been passed to our Design & Delivery Team to take forward and ET will keep the Parish Council updated as the scheme progresses. ET 01.04.25 - Works ordered and Parish Council informed. ET 10.06.25 – Parish Council have been advised that the target completion date for this job is 2 August 2025. ET update 31.07.25 - Parish Council has advised that they now also wish to pursue the possibility of upgrading the existing manually operated wig wags to programmable units and have had agreement from the school that this option would work best for them in terms of operation. The team will investigate and provide a quote as the Parish Council is hoping to fund using the Rural Parish Grant available from TWBC. ER 14.01.26 – Cost of the wig wag upgrade sent to parish so they are able to submit a bid for the Rural Parish Grant funding for the £3325 to achieve this. 30.03.26 – Parish have conformed they have been successful in their bid from TWBC Rural Parish Grant.
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3.	Crook Road, Castle Hill/Pearsons Green junction, Brenchley (Speed reduction)		Problem: Speed of vehicles on dangerous bend and through Castle Hill: In both directions along this area, sight lines, illegal parking and speeding from Pixot Hill crossroads which is 60mph on the approach and through the hamlet. Repeated demolition of fences of houses in Castle Hill.	Proposals: Reduce the speed limit through Castle Hill per the village designation number of properties. Note: Horsmonden HIP also requesting a lower speed on this road. NR to assess one.network information where it shows Crook Road running to Brenchley Road/High Street opposite the village Hall, which is inaccurate – impact is that traffic is being diverted down an unsuitable Lane. Area of hedge immediately before the Castle Inn to be significantly cut back to make the bend visible – KCC to progress or with landowner.	NR 10/01/23 - HADMS shows 1 injury collision in last 3 years. PC report various collisions damaging domestic boundary fencing. Desktop maps study demonstrates sharp bend with lack of signage. NR to raise P&A enquiry to review speed limits and signage. KCC funding ATC in the first instance. ET 05/07/24 - ATC results for Crook Road, conducted west of the junction in March 2023, showed the following: Eastbound - Av. Speeds 33.5mph Westbound – Av. Speeds 32.6mph Average speeds are already lower than any posted speed limit we could install here in line with DfT guidance on 'Setting Local Speed Limits'. It is worth noting that a derestricted road such as this does not mean that drivers are expected to drive at 60mph. Instead, they should drive to the environment which often means driving at lower speeds as required by the road, whether due to narrowness, visibility, bends etc. Indeed, given the fact that the majority of drivers are already driving below 40mph, installing speed limit signs could have a negative impact on speeds, as drivers may feel the need to drive at the
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					posted speed limit as a safe target speed to aim for, where before they were driving below this. However, the Parish Council have made the following comments: <i>There appear to me on looking at the electoral roll to be considerably more than 20 dwellings on Crook Road between the beginning of Castle Hill hamlet at Palmers Green Lane and its end at Temple Farm. I am not sure of the exact number of dwellings, because some of the house names I'm not entirely sure about and I might have got their location wrong, but now I have the electoral roll with all the house names I can go and check on foot. If I am right, then KCC are incorrect to suggest that it would not meet the DfT guidance for a 30mph speed limit, when they say "Average speeds are already lower than any posted speed limit we could install here in line with DfT guidance on 'Setting Local Speed Limits'." Castle Hill along Crook Road appears easily to meet both the criteria in paragraph 133 of the circular.</i> ET to pass the speed reduction request back to the Planning & Advice Team and ask them to carry out a full speed review for the section in road in question (done 17.07.24).
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					Maintenance requests/ Streetworks queries relating to existing assets/ diversion routes listed in the “What do you feel are the potential solutions?” column cannot be progressed through the HIP and would need to be logged online through the Parish Portal for KCC’s Maintenance and/ or Streetworks teams to investigate. ET 09/11/24 - The Planning and Advice Team is in support of a speed reduction here. Discussions to be had initially with the Parish Council around prioritisation with the other speed limit request and pre-consultation engagement with residents’ when we meet on 16 December. ET 16.12.24 - After discussions around the speed limit reduction, the Parish Council is going to carry out a pre-consultation engagement exercise with residents in January and feedback the results/responses to KCC. ET update 10.06.25 – The engagement exercise resulted in a large number of responses in support, and just one objection. This scheme is now with KCC’s Planning & Advice Team to produce an extents plan for the Traffic Regulation Order (TRO) consultation. As part of this, the team will consider the inclusion of the section of Crook
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					Road not originally included at the engagement stage. This is in response to a large number of comments received from residents asking that this section also be reduced. The Parish Council will be updated as this progresses. Scheme being progressed through the TWBC Rural Parish Grant funding, although the section of Crook Road that residents also requested be reduced is not viable as this does not meet the criteria for a speed reduction and could undermine the compliance throughout the rest of the scheme. 30.03.26 – Parish have conformed they have been successful in their bid from TWBC Rural Parish Grant. ER to pass scheme plan to the TRO team to progress with the TRO formal consultation.
4.	Brenchley Road junction with Blind Lane		Location 1: The Parish Council raised concerns of cars cutting the corner when travelling from Brenchley Road and turning left into Blind Lane (they are using the wide bell mouth to essentially avoid slowing when turning into Blind Lane). This is where the	Install bollards to stop vehicles from cutting the corner/ overrunning the verge.	Update 09.10.24 - Re. Location 1, ET advised that we would be unable to install a bollard in the carriageway, but can ask the Planning & Advice Team what may be possible here; for example building out the footway (if feasible – noting the drain) or installing some cross hatching on the carriageway. Re. Location 2, ET noted that a bollard

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			main footway is that parents use with their children to walk to and from school. Any pedestrian on the footway waiting to cross has a very close shave by the speed.  Location 2: Also, HGVs turning left out of Blind Lane and onto Brenchley Road is an impossible manoeuvre in one go and are damaging the verge at the junction (which pedestrians also use) and the verge opposite at the Brenchley Memorial Hall.		on the verge here may be possible, but this would be subject to available space and support by KCC's maintenance team. If they believe that a bollard here is likely to be continuously hit/damaged, then it may be too costly to maintain. In the meantime, as the Parish Council also reported issues with the footway not being cut back sufficiently, meaning that using a pram on this footway is quite tricky as the pram wheels get tangled in the foliage still on the path, ET advised them to report the overgrown vegetation via the parish portal or fault reporting tool. Update 16.12.24 - Confirmed to the Parish Council that this priority would be looked into in more detail once some of the higher priority schemes start to be delivered over the coming months. It may be that the HGV signage and the possible speed reduction in the vicinity have a positive impact on this location before any works are carried out at this junction. 19.11.25 – The parish would like to investigate the potential of adding hatching to both sides of the junction to make it appear narrower and in turn slow drivers before exiting. The parish had also been in
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					discussions with the resident to ensure the vegetation was being cut back.
5.	Burrs Hill, and Mile Oak Road, Brenchley	Y	Problem: National speed limit too high for rural road through residential hamlet with no pavements	Proposal: Introduce 40mph speed limit with associated 'Gateway' features. NR agreed to consider village designation to achieve lower speed limit at Burrs Hill	NR 10/01/23 - KCC funding ATCs in the first instance ET 05/07/24 - ATC results for Mile Oak Road, conducted north of of the junction with Knowle Lane in March 2023, showed the following: Northbound - Av. Speeds 35.9mph / 85% speed 40.9mph Southbound – Av. Speeds 33.8mph / 85% speed 38.3mph As with Crook Road, average speeds are already lower than the desired speed limit of 40mph. Installing speed limit signs could therefore have a negative impact on speeds, as drivers may feel the need to drive at the posted speed limit as a safe target speed to aim for, where before they were driving below this. ET 30.12.24 - NFA for HIT at this time. ET 03.09.25 - A resident of Mile Oak previously raised concerns that the ATC carried out in 2023 was installed in the wrong place. As such, the Parish Council has requested that this be carried out again south of Knowle Lane as they are

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					seeking to demonstrate where there is a need to extend the 30mph from Pixot Hill through the S- bend and through Mile Oak as well as highlighting the range of traffic coming through Mile Oak at speeds over 40 and 50mph. ATC ordered 03.09.25 (scheduled for 11 November 2025. ET updated Parish Council 08.09.25).  ET 12.01.26 - ET shared the ATC results with the Parish Council as follows: Northbound – av. speed 37.7mph / 85% speed 43.6mph Southbound – av. speed 37.4mph / 85% speed 43.1mph Average speeds at the more recent surveyed point, south of Knowle Lane, are a little higher than north of Knowle Lane, surveyed in 2023, but are still under 40mph. ET advised that, generally speaking, the
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					average speeds are probably a little too high for a 30mph speed limit to be compliant as we would want to see existing average speeds below the enforcement limit of the desired speed limit (35mph for a desired 30mph speed limit). ET offered to ask the Planning & Advice Team to look into a possible 40mph past the houses but reiterated that average speeds are already lower than the desired speed limit of 40mph. As such, installing speed limit signs could have a negative impact on speeds, as drivers may feel the need to drive at the posted speed limit as a safe target speed to aim for, where before they were driving below this. Parish Council to advise on their thoughts. It was also noted that the more recent ATC was requested to evidence a speeding issue by showing the number of vehicles driving over 40mph and 50mph, but the survey results appear to indicate that the majority of drivers are certainly driving under 50mph and 85% of drivers are traveling below 44mph. ET update 16.01.26 - The Parish Council confirmed that they wish for a 40mph speed limit review to be carried out. ET has passed to the Planning & Advice Team accordingly and the Parish Council will be updated as this progresses.
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6.	Standings Cross Crossroads , into Brenchley Road, Matfield	Yes but outcome insufficient	Due to the repeated parking on the kerb before the first driveway where there are no double yellow lines, there have been numerous near misses where traffic coming from Brenchley Road has to swing out to avoid parked vehicles. This has been made worse by the recent addition of cars pulling out of the drive at the Bass Orchard Development. The parked cars are close to the crossroads and cars approaching from Gedges Hill are largely unsighted as they turn left into Brenchley Road coming across vehicles, including HGVs, having had to pull out to pass the parked cars. Whilst the yellow lines were achieved they do not extend far enough to prevent this happening. There are now two bollards on the grass verge by the white gateway and the yellow lines need to extend to meet them and on the other side to the Bass Orchard driveway.	Extend the double yellow lines further down Brenchley Road on both sides as far as "Four Wents". 	
7.	Foxhole Lane	No	To address concerns about narrow aspect of Foxhole Lane being unsuitable for HGVs and in tandem with	Unsuitable for HGV sign on the junction of Chestnut Lane and Maidstone Road	

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			the request from neighbouring Pembury Parish Council for the other end of Foxhole Lane. The location of a sign to deter HGVs would also have the effect of minimising them using the single lane access into Crittenden Road.		
8.	Petteridge Lane	No	To address concerns about narrow aspect of Petteridge Lane being unsuitable for HGVs, particularly where the rural lane through Petteridge out towards Cryals Road is prone to significant cars parked. Evidence has been gathered on local companies repeatedly using Petteridge Lane and the MP is working on this with the Parish Council. The bend in the road by the Hopbine together with the narrow lane and steep incline is particularly dangerous	A positive sign directing HGVs to use the Standings Cross junction to access Maidstone Road and then to Kippings Cross. The sign to be on the left hand side of the approach from Brenchley village to Petteridge Lane, wherever there is room on a verge (suggested option below). If an appropriate site for a positive sign cannot be identified, then Unsuitable for HGVs signs at the junction probably by the grit bin. 	
9.	Petteridge Lane between the Hopbine Pub and Forward's Yard	Yes – March 2021. The Council paid for an ATC which was completed in June	Vehicles speeding through the village Despite having the required number of houses to justify a 30mph village speed limit, with many children and elderly residents, Petteridge is only subject to the national 60mph speed limit	Introduce a 30mph speed limit with clearly visible signage from all directions of approach Information sought for cost of a revised ATC (if KCC advise this required given 4 years have elapsed) and of delivering the scheme.	It is advised that ATC results are reviewed more recently than the previous one carried out. ER to use Telematics data to gain a current pictures of the speeds here and also allow us to see these over a longer period of time.

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		2021 ATC completed Spring 2021; survey results indicated that Petteridge Lane would be suitable for a speed limit reduction to 30mph but as there was no identified collision history in the area relating to speed, KCC would not fund it. Total cost at that time was circa £8k			
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Historical Priorities Record (to be completed by the Community Engagement Officer ONLY)

Location	Has this issue been raised previously?	Problem/Concern	What are your objectives/ what options would you like KCC to consider?	KCC Comments
Standings Cross roads, Matfield		Problem: Dangerous Junction & Accident Blackspot 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.	Proposal: 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. Risk: Could lead to greater number of cars parking further along Chestnut Lane & Maidstone Rd	Double Yellows installed in 4 directions on Standings Cross junction
Pixot Hill/Blind Lane, Brenchley		Problem: HGVs using inappropriate routes Pixot Hill Junction unsuitable for container lorries. Blind Lane unsuitable for container lorries.	Proposal: 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. Risk:	Paul Leary of KCC has confirmed in an email of 16 th Feb, that KCC have agreed to install "Unsuitable for HGVs" signs on both Blind Lane and Windmill Hill.

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			Place more pressure on other unsuitable roads in the locality	
			COMPLETED 20 SEPT 2021	
Speeding through Matfield village			Proposal: Mitigation items	SIDs installed and Speedwatch activity
Kippings Cross roundabout at the junction of Maidstone Road with the A21		Kippings Cross roundabout at the junction of Maidstone Road with the A21	Problems: Traffic Congestion & Accident Blackspot Congestion on the roundabout preventing vehicles exiting Maidstone Road from joining roundabout to turn right onto the A21 & 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	Proposal: Highways England meetings held – aware of traffic congestions and accident hotspot. Aware of cutting through to Pembury via Romford Road.
Kings Toll Road		Problem: 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".	Proposal: Arrange for a similar sign to be affixed at the Eastern end of the road, where it joins Maidstone Road.	No HGV Sign and no right turn sign in place
Wheelwrights			Problem: Removal of	The Parish Council is in the process of obtaining

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Arms, B2160 Maidstone Road			Highways Rights: KCC removed Highways Rights to the area in front of the Wheelwrights Arms, the result of which is that pedestrians are now prohibited from accessing the Common Land of Matfield Green from the Kippings Cross side of the Village without having to cross Maidstone Road twice. The Parish Council maintains that Highways Rights should not have been removed, and, at worst, if KCC maintain this position then the PROW that has existed must be properly recorded.	evidence of highway rights which will be submitted to KCC's PROW department, and is querying with KCC's Highway Definitions Team the removal of rights back in 2023.
Burrs Hill, and Mile Oak Road, Brenchley		Problem: National speed limit too high for rural road through residential hamlet with no pavements	Proposal: Introduce 40mph speed limit with associated 'Gateway' features. NR agreed to consider village designation to achieve lower speed limit at Burrs Hill	NR 10/01/23 - KCC funding ATCs in the first instance ET 05/07/24 - ATC results for Mile Oak Road, conducted north of the junction with Knowle Lane in March 2023, showed the following: Northbound - Av. Speeds 35.9mph Southbound – Av. Speeds 33.8mph As with Crook Road, average speeds are already lower than the desired speed limit of 40mph. Installing speed limit signs could therefore have a negative impact on speeds, as drivers may feel the need to drive at the posted speed limit as a safe target speed to aim for, where before they were driving below this.

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				Update 30.12.24 - NFA for HIT at this time.
Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley. (Non-HIT requests)		Problem: Dangerous Junction (& accident blackspot) Poor road markings, poor sight lines from vegetation, worn high-friction surface, history of frequent crashes. Parking on Windmill Hill approaching crossroads causes visibility difficulties One.Network Blind Lane/Brenchley Road is incorrectly labelled as Crook Road. The PC is in the process of applying for a change of name back to Blind Lane.	Re-instate high-friction surface or higher grade PSV to warn approaching traffic of the junction and also road markings warning of dangerous crossing. NR to investigate One.Network road designation.	DR 29/11/22 Enquiry raised for maintenance to investigate the existing signage and lining on each approach to the crossroads ensuring all signs are clear and not damaged or obscured by vegetation. (12408866) DR 29/11/22 Email sent to District Manager to enquire about the reinstatement of the HFS. NR – 15/2/24 Re-surfacing being discussed by ST of P&A. ET 05/07/24 - With regard to the re-instatement of high-friction surface (HFS) or higher-grade polished stone value (PSV), KCC's Resurfacing team has stated that this section of road flagged up last year and is on their Forward Works Program. Other roads in the district have been designated as being of greater need, although it is also on the current 'Ops Needs' list for 2024/25. KCC's Operations (maintenance) team confirmed that this location has been identified as one of their 'local needs' ops sites for next year but it is number 4 so they await to see what budgets they have got (there is not always enough funding for 4 sites). Due to the crash data and average speeds, HSF does not need to be re-laid at this location. But HIT has recommended the correct PSV for the site category to be installed in its place. Ops normally lay material with a PSV of 65 however, instead of HFS, they will specify a 68 PSV for this

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				location. This is in line with KCC's Asset Management Approach of using one high value stone material as opposed to two separate materials. ET 08.07.24 - The Parish Council clarified the extents of Blind Lane and ET has asked KCC's Streetworks West Central to investigate and respond to the Parish Council directly (ref. 12410288).
Standings Cross Junction, Maidstone Road, Matfield		Problem: Too much traffic, poor visibility especially in winter darkness, accident blackspot eg fatality in Chestnut Lane and recent (January 2024) serious pedestrian accident opposite the Poet. Speeding vehicles on Maidstone Road Children alighting from the 267/268 bus with no apparent designated bus stop or layby and no shelter.	Proposals: Crashmap data needs to be updated by KCC/Police as not a true representation of the accidents that have occurred there. KCC to assess options to provide a crossing facility on Maidstone Road, with street lighting, via meeting with Police/PC/KCC KCC and PC to consider provision and siting of bus stop and bus shelter for school buses coming from Paddock Wood and turning towards Brenchley Traffic management to address speeds and volume	NR 9/2/24 ATC survey ordered for 15th April 2024 ET 05/07/24 - Two ATCs for Maidstone Road have been conducted; one southwest of the crossroads with Chestnut Lane and Brenchley Road in April 2024, and the other northeast of the crossroads with Chestnut Lane and Brenchley Road in May 2024. These showed the following: Southwest (Apr 24) Northbound - Av. Speeds 20.2mph Southbound – Av. Speeds 21.8mph Northeast (May 24) Northbound - Av. Speeds 31.1mph Southbound – Av. Speeds 30.6mph A pedestrian survey was also conducted on 14 and 15 May 2024, northeast of the crossroads, and showed the following: 14 May Eastbound – 24 Pedestrians / 1 Cyclist (busiest hourly total between 15.00 and 16.00pm with 7) Westbound - 22 Pedestrians / 2 Cyclists (busiest hourly total between 17.00 and 18.00pm with 9)

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				15 May Eastbound – 22 Pedestrians / 1 Cyclist (busiest hourly total between 17.00 and 18.00pm with 6) Westbound - 27 Pedestrians / 0 Cyclists (busiest hourly total between 16.00 and 17.00pm with 10) It would not be possible to install a formal pedestrian crossing at this location as there are a number of site criteria which would need to be met before we could consider installing a zebra or signal-controlled crossing: • A zebra crossing would need to be installed on an existing 20/30mph speed limit. The measured 85th percentile speed (the speed at or below which 85% of traffic is traveling) must be below 35mph for a zebra crossing to be considered safe • There must be sufficient streetlighting in place • There must be footways on both sides of the road usually at least 1.8m wide • There would need to be good visibility for pedestrians and drivers (i.e. not on a bend, obscured by trees etc.) • The proposed location must be away from junctions (absolute 5m minimum from side roads and well away from signal junctions) and clear of private driveways • Pedestrian surveys are also used to justify the need for the crossing and to assess the safety and operation of this type of crossing Looking specifically at Maidstone Road, near to The Poet, there is an existing 30mph speed limit however the ATC survey showed 85th% speeds of 36mph in
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				each direction. There is also no streetlighting present and footway only on one side of the road, with no scope to install a footway. The road is straight, and we would expect visibility to be reasonable. However, there are a number of private accesses and junctions which would make it very difficult to site a formal crossing in this locality and achieve the 5m minimum clearance from any junctions or accesses. We are still waiting to hear back from KCC's Public Transport Team (<i>chased 02/07/24</i>) regarding moving the hail and ride bus stop down to the existing dropped kerbs just south of Standings Close. We could then install children warning signs 45m from the new 'bus stop' site. With regard to traffic calming along Maidstone Road as a whole, we are unable to install physical traffic calming at this location as Maidstone Road is a B-road and we have an agreement with the emergency services that we will not install this type of measure on A and B roads. It is also not street lit and we cannot install physical traffic calming on roads with no streetlighting present. The Parish Council already has an active Speedwatch group, SID scheme and 30mph toolkit. However, we are currently liaising with KCC's Development & Transport Planning Team who are looking at an application for 15 dwellings off Maidstone Road, just south of the Village Hall. The applicant has been asked to look into re-
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				enforcing the speed limit and the speed limit change (50mph to 30mph). This could include refreshing of existing and adding new 30mph roundel and repeater signs and/ or provision of red surfacing and dragons teeth at the speed limit change, dependent on approval by KCC's asset management team. The Parish Council queried whether they could have a fifth SID post installed on Maidstone Road near to the Homebush Green development. ET will raise with KCC's Traffic Operations Team (<i>contacted 17.07.24 and the team confirmed that this is being looked into</i>) and will keep the Parish Council updated as discussions progress. ET 18.07.24 - The Traffic Operations Team has confirmed that Brenchley & Matfield Parish Council currently has four posts and two signs, all of which are pretty well spaced apart. They have no objection in principle to a further location and, on having a brief look, think there is potential at the proposed location. Parish Council to complete the SID Location Request Form (sent by ET). Once this has been completed, the team can better and more accurately understand where the SID is desired and can start the assessment from there. 24.07.24 - The Parish Council has completed the SID Location Request Form and ET has passed this to the Traffic Operations Team. They will need to go out to site to confirm suitability, but ET will keep the Parish Council updated (<i>the Traffic Operations Team confirmed 19.08.24 that a site visit will be taking place shortly</i>).
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				16.09.24 - ET confirmed to the Parish Council that KCC's Traffic Operations Team has recently been able to visit the SID location put forward by Brenchley & Matfield Parish Council and are happy to support the installation of a SID in the vicinity of Homebush Green. Parish Council to confirm that they are happy with the proposed location, noting the comments in ET's email of 16.09.24. The next step would then be for the Traffic Operations Team to acquire C2 utility stats to ensure they can dig safely. After that, the team can produce a quote and then it would be for the Parish Council to engage with residents on the proposed location. 20.09.24 - Parish Council confirmed that they are happy with the proposed location of the SID. ET has asked the Traffic Operations Team to move forward with obtaining C2 stats (<i>requested 20.09.24 and TO team chased for update 08.11.24</i>). Parish Council also informed ET that they have spoken to Hams Travel about the bus dropping school children off in the evenings on Maidstone Road, Matfield and they have agreed to stop at the entrance of Holmbush in the evening. ET informed the Public Transport Team. ET 18.11.24 - C2 stats have come back and are acceptable. The Traffic Operations Team will move forward with ordering the SID pole and brackets for installation. Parish Council informed (<i>there is a 12-week estimated time frame for completion, but ET chased for an update on progress 10.12.24 in case</i>
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				<i>there is a date for post installation).</i> ET update 10.06.25 – Parish Council have been advised that the SID post is in, and the brackets are on, so the site is ready for use.
Crook Road, Castle Hill/Pearsons Green junction, Brenchley (Junction/bend warning signage)		Problem: Speed of vehicles on dangerous bend and through Castle Hill: In both directions along this area, sight lines, illegal parking and speeding from Pixot Hill crossroads which is 60mph on the approach and through the hamlet. Repeated demolition of fences of houses in Castle Hill.	Proposals: Warning signs from both directions for dangerous bend on approach to this junction. Note: Horsmonden have achieved this further on the same stretch, Emma Tilbury unaware reasoning for this. NR to consult with ET as Horsmonden has these at the other end of Crook Road (Yew Tree) in July 2023 and they had been approved for our location but not delivered.	NR 10/01/23 - HADMS shows 1 injury collision in last 3 years. PC report various collisions damaging domestic boundary fencing. Desktop maps study demonstrates sharp bend with lack of signage. NR to raise P&A enquiry to review speed limits and signage. KCC funding ATC in the first instance. ET 05/07/24 - With regard to the signage, Horsmonden Parish Council has recently had bend warning signs installed along Yew Tree Green Road but there are already double bend warning signs on both approaches to the Crook Road/ Pearsons Green Road junction as below: 

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				  Warning signs should be placed ap. 100m (on NSL roads) prior to the hazard and, in this case, the existing double bend warning signs already seek to warn drivers of both bends ahead. There is also no space/ highway land on the bend to install chevrons. There has been no recorded personal injury or damage only collisions at or near the junction in the past three years. However, the Parish Council is aware of three collisions resulting in property damage at the bend in the past year. Local knowledge also identifies that this bend gets very icy in the winter. As such, we could look to keep the existing double bend warning signs but also individually sign the Crook Road/ Pearsons Green Road bend closer to the hazard on the eastbound approach with a 'junction on left side of bend ahead' warning sign. This would be subject to land availability. If there is nowhere to install a new warning sign, we can look to add a distance plate to the existing double bend warning sign. Passed to the Planning & Advice Team to advise 17.07.24.
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				ET 07/11/24 - The Planning & Advice Team will be looking to install the 'junction on left side of bend ahead' warning sign under the same job as the Playground warning sign on Brenchley Road. Parish Council informed (awaiting confirmation of traffic management requirements 10.12.24). ET 30.12.24 - The job to install the 'junction on left side of bend ahead' sign has been scheduled for 18 March 2025. Parish Council updated. ET update 10.06.25 – Job complete 25 April 2025.
Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley. (HGV signage)		Problem: Dangerous Junction (& accident blackspot) HGVs approaching junction from Pixot Hill unable to cross or turn without stopping (taking a run at it). HGV evidence has been repeatedly provided.	Install route direction signage for HGVs along Mascall's Court Road.	NR 10/01/23 Situation regarding HGV's using Pixot Hill to be monitored by PC and feedback to NR. ET 05/07/24 - With regard to HGV concerns (relating to the Pixot Hill and One. Network comments), ET has emailed the Parish Council for further clarification before taking these further. ET 08.07.24 - The Parish Council have provided photographs showing the issue of HGVs travelling southbound along Pixot Hill towards the crossroads and predominantly then turn right into Blind Lane, although some also try to turn left into Crook Road or go straight across to Windmill Hill with vehicles approaching the junction at up to 40mph. ET to pass to the Planning & Advice Team (<i>done 12.07.24</i>) to see if there are any suggestions they can make to resolve this issue, noting the Parish Council's request for positive lorry signage to the A228, via Mascalls Court Road, from the Old Hay industrial site off of Pearsons Green Road and

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				Cottage Farms on Churn Lane. Some HGVs have cut through from Churn Lane to use Pearsons Green Road, along Crook Road and down Blind Lane. The Parish Council feel that Pearsons Green Road is unsuitable in both steepness, visibility and narrowness. ET 09.12.24 - Regarding HGV signage, Paddock Wood is signed as a local destination along Churn Lane from B2162 Maidstone Road junction (although the direction signing thereafter does not appear at all consistent). We are limited in what we can do here due to limited verge width opposite Cottage Farms and Old Hay accesses for sign installation and the weight limit in place on Willow Lane, but we could look to install a positive lorry route sign on Mile Oak Road/Mascall's Court Lane (southern junction) if the Parish Council feels that this would be of benefit. ET 16.12.24 - The Parish Council is in support of the proposal to install a positive lorry route sign on Mile Oak Road/Mascall's Court Lane (southern junction) and ET has passed this to the Design & Delivery Team to take forward (07.01.24). The Parish Council will be updated as this progresses. ET update 10.06.25 – This job was passed to our contractors at the very start of the new financial year (1 April 2025) and they have a 90-day delivery period. Parish Council have been advised that the target completion date is 30 June 2025. Job complete as shown below 30.07.25
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Brenchley Road, Matfield, by Corsica Villas		Problem: Speeding traffic, pedestrians crossing road: Vehicles are parking opposite properties therefore pedestrians are crossing in the road on a blind bend, where traffic is still speeding. The verge is also too narrow for parked vehicles, numerous incidents of cars being damaged and personal injury	Proposal: Signage warning of people in road, including children using play area adjacent, was approved – must be delivered. Re-visit road markings to ensure clear 30mph (DIARISED BY KCC BUT NOT ACHIEVED, must be delivered)	DR 29/11/22 - Speed surveys to be commissioned and KCC to fund. DR 30/11/22 - Speed survey request from sent. KCC own the verge and PC would like to look at options to make the verge official surface / width. NR 10/01/23 Awaiting speed surveys then review situation. Expected mid Feb 23. ET 05/07/24 - It is important to note that the lay-by is not an official parking bay and residents are choosing to park here. With regard to the Children warning sign with Playground plate, which is the most suitable sign for	

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				this location, this was passed to our Planning & Advice Team to review (ref 727014). The team contacted KCC's Development Agreements Team who, in turn, emailed the developers, Fernham Homes, on 20 March 2024 (chased 27 June 2024) requesting that, as the new estate has a natural playground, the sign is installed by the developer. On 03/07/24 the developer informed KCC that they are going to site in the next week or two to look to see if there is a suitable location for the signs to be installed, and will provide a further update following this. ATC results for Brenchley Road, conducted between Maidstone Road and Coppers Lane in January 2023, showed the following: Eastbound - Av. Speeds 30.9mph Westbound – Av. Speeds 29.4mph There are already 30 roundels and uprights on either side of the layby being used to park on. ET 07.10.24 - ET informed the Parish Council that we have now heard back from the developers regarding the children crossing warning signs. Whilst they are no longer looking to install these warning signs, ET advised that we are now arranging for these signs to be installed ourselves. The proposal is to install the signs at the below locations. Image one is on the offside due to limited verge width on the other side, as well as being close to a bend. Image two is also on the offside due to limited verge space.
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ET has passed this over for delivery (11.10.24) and will let the Parish Council know as soon as this job has been sent to our contractor (awaiting confirmation of traffic management requirements 10.12.24).



30.12.24 - The job to install the 'Playground' warning signs has been scheduled for 18 March 2025. Parish Council updated.

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				Update 10.06.25 – Job complete 25 April 2025 however an error was made and the sign was installed on a SID post. ET advised the Parish Council that our Design & Delivery Team are currently in the process of arranging for our contractors to relocate the warning sign. The SID bracket will be put back on the post at the same time the warning sign is removed and re-located. Parish Council will be kept informed as this progresses. Bracket replaced by Traffic Operations Team on 03.12.25
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