

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

Submission Date: 28 November 2023

(Please remember that the 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>)

Brenchley and Matfield

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
2	Cllr Christine Churchill	28.11.23	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	Sarah Hamilton	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				County Member, Parish Council precept etc.	
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

Please Note: Highway Improvement Plans will only be accepted if they are in this prescribed template format. **PLEASE DO NOT ALTER IN ANY WAY.** Whilst this is intended to be a living document for your Parish Council, KCC can only make resources available to review your HIP annually – **Brenchley and Matfield's review is on or after November each year.**



Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council Highway Improvement Plan

- 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.

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

Live Priorities Record

Priority	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	Windmill Hill/Crook Road/Pixot Hill/Blind Lane, Brenchley.		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, worn high-friction surface, history of frequent crashes. Parking on Windmill Hill approaching crossroads causes visibility difficulties HGVs approaching junction from Pixot Hill unable to cross or turn without stopping (taking a run at	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. Re-instate high-friction surface or higher grade PSV to warn approaching traffic of the junction and also road markings warning of dangerous crossing. Install route direction signage for HGVs along Mascall’s Court Road.	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. Seed 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 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 Feasibility investigation enquiry raised to Planning and Advice to look into the reduction of the existing 40mph speed limit to 30mph. DR 29/11/22 Email sent to District Manager to enquire about the reinstatement of the HFS. 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.

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

			it). HGV evidence has been repeatedly provided. 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.	NR to investigate One.Network road designation.	NR 10/01/23 Situation regarding HGV's using Pixot Hill to be monitored by PC and feedback to NR. NR – 15/2/24 Re-surfacing being discussed by ST of P&A. 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 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
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					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. 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.
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					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 location. This is in line with KCC's Asset Management Approach of using one high value stone material as opposed to two separate materials. 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 Update 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
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					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 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. The Parish Council also 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). 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. 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</i>
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					<i>Matfield village than Pixot Hill and Blind Lane are of Brenchley. 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 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.
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.	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	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.

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

			Pre-school child knocked down and injured in 2023	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)	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 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 update 12.07.24 - The Parish Council has confirmed that they would like to pursue the possibility of installing
--	--	--	--	---	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					a 20 advisory plates to the existing wig wags, whether this requires an extended pole or not.
3.	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 Update 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) 15 May

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					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
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					survey showed 85th% speeds of 36mph in 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. Public Transport have been chased. 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
--	--	--	--	--	--

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					at an application for 15 dwellings off Maidstone Road, just south of the Village Hall. The applicant has been asked to look into re-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 and will keep the Parish Council updated as discussions progress.
4.	Crook Road, Castle Hill/Pearsons Green junction, Brenchley		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. Reflective posts or chevrons on the bend and by the Castle Inn NR to consult with ET as Horsmonden has these at the other end of Crook Road (Yew	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 Update 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

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

			Tree) in July 2023 and they had been approved for our location but not delivered. 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.	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 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</i>
--	--	--	--	--

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council Highway Improvement Plan

on ‘Setting Local Speed Limits’.” Castle Hill along Crook Road appears easily to meet both the criteria in paragraph 133 of the circular.

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.

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:



Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council Highway Improvement Plan

					  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 right 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
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					add a distance plate to the existing double bend warning sign. 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.
5.	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 Update 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 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)

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

					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.
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

6.	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 Update 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.
7.	Wheelwrights Arms, B2160 Maidstone Road		Problem: Removal of 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 Parish Council is in the process of obtaining 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.	ET 21/06/24 - ET informed the Parish Council that, as Highway Improvements is not connected to the Highway Definitions Team, nor do we have the expertise to comment on accrual/ loss of highway rights over private land, for now all we can do is advise that they continue to liaise with Highway Definitions and KCC's FOI Team/ the ICO to obtain what information they can on the alteration of the map relating to the extent of highway rights in front of Wheelwrights Arms. As well as obtaining evidence to have this route acknowledged formally as a Public Right of Way. ET noted that the grass verge in front of the car park area is also marked as private land but if the landowner does build the wall that is being considered as part of the new

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

			the PROW that has existed must be properly recorded.		development and this is built on the western side of the verge then the Parish Council may be able to come to some agreement with the landowner to maintain this grassed area; offering an informal desire line for pedestrians to use should they wish to access the village green from the direction of the village hall. ET advised that all we can do through the HIP process is focus on what else may be possible, if anything, at this location to address concerns of pedestrians having to cross the road. ET 03/07/24 - ET noted at the meeting that a possibility could be for the Parish Council to open up a chain link to create an 'entrance' onto the Green and KCC could then look to see if a dropped kerb could be installed opposite; ideally in line with the footpath about halfway along the Green. However, the Parish Council confirmed that they are focussing on trying to maintain a right of way past the Wheelwrights Arms for now, which could include installing a hard standing over the privately owned grass verge (subject to landowners permission).
--	--	--	--	--	---

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1	Standings Cross crossroads, 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
2	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: Place more pressure on other unsuitable roads in the locality COMPLETED 20 SEPT 2021	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.

Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

3.	Speeding through Matfield village		Proposal: Mitigation items	SIDs installed and Speedwatch activity
4.	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.	Hashes installed, KEEP CLEAR installed
5.	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	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



Highway Improvements Team working in Partnership with Brenchley and Matfield Parish Council

Highway Improvement Plan

		advising “single track road, no passing places”.		
--	--	--	--	--