Highway Improvements Team working in Partnership with Horsmonden 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
4	Lucy Noakes	06.03.2023 21.03.2024 04.03.2025	06.03.23 Virtual 21.03.24 Face to face 04.03.2025 Virtual 16.07.26 Face to face	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	Stuart Davis	Contact Telephone Number	01892 724989	Email Address	vicechair@horsmonden-pc.gov.uk
Name of Clerk	Lucy Noakes Anna Blyth (deputy clerk)	Contact Telephone Number	01892 7249890	Email Address	clerk@horsmonden–pc.gov.uk deputyclerk@horsmonden-pc.gov.uk
Name of Chair	Matt Richards	Contact Telephone Number	01892 724989	Email Address	chair@horsmonden-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.	Crossroads at Brenchley Road, Maidstone road, and Lamberhurt Road (Mainly on the Maidstone Road approach)	Y	Several accidents on the crossroads. Most of these appear to have been the result of drivers not seeing the existing signage and following SatNavs which do not recognise the crossroads and seem to plot it as a road rather than a junction. *Accident on 5th January 2025: On the 5th January unfortunately there was yet another collision at our village crossroads. The resident coming from Goudhurst direction was hit by a car pulling straight out in front of them from the Maidstone Road (they didn't realise they had to give way). The police were present*	As there have been a few collisions and near misses logged recently at the crossroads, Cllrs discussed this at our meeting on Monday evening and considered what else could be done to make the crossroads safer. One thing that was suggested was that maybe a STOP sign (plus STOP road marking) would be better than a GIVE WAY sign on the Maidstone Road, as ultimately you do have to stop completely at this junction.	Yellow backed warning signs already in place which are currently being missed by drivers. Telematics data shows 2 slight and 1 damage only collision for past 3 years. SatNav use seems to be a factor as it does not recognise this section of road as a junction. Discuss options with P&A for this junction. 10.06.25 Traffic Operations team have have explained that we would not be able to install a VAS at this location as it would not be suitable. The VAS would normally be placed on the major road towards the crossroads as they

			but luckily no one was injured. The police reference was 05-0782. *recent accident at the crossroads (where his vehicle was hit as he travelled through the crossroads from Goudhurst direction towards Brenchley, by a vehicle coming from the Maidstone Road direction* *The driver coming from the Maidstone Rd direction has confirmed that he had no idea there was a junction ahead and therefore did not realise that he had to stop or give way. It was lucky that the vehicle hit was a large, robust truck as it was quite an impact to the driver's side door.* *Further to previous emails, unfortunately there has been another accident at the crossroads last night (23/02/2025) Car travelling along Maidstone road following satnav, both cars involved damaged.*		only have a number of prescribed legends, and they do not have one that would indicate the layout of the crossroads on this approach as Maidstone Road is not the major road through the crossroads, but this is how it would appear on the VAS. The team have also noted that VAS are activated at 33mph which would mean that if a car activated it travelling at that speed it would already be too close to the junction to stop in time, or conversely would not be activated at all. A suggestion was made however to whether the PC would like to add an additional location to their existing SID rotation? Emailed above to parish on 19.06.25 04.08.25 Update from Planning and Advice - The approach to the Crossroads could be suitable for a stop junction. This will be subject to agreement from the police. Scheme has been passed to Design and Delivery for costings and to ensure there is a design for police to be consulted on. Discussed with the parish that this scheme could be a higher cost scheme due to the improvements that will need to be made to the junction, replacing the existing signage and carriageway markings and could be a bid for the TWBC Rural Parish Grant.

					16.01.26 - ER sent Parish the drawings and have advised the costing for the scheme would be £30,760 27.02.26 - Updated drawings to include the extension of the Double Yellow Lines sent to Parish to submit bid for Rural Parish Grant 30.03.26 - Parish have confirmed they have been successful in their Rural Parish Grant bid for £25,000 funding to progress the scheme. ER to check the next steps with TWBC 27.05.26 - Consultation to go live from 29th May 2026 to 22nd June 2026 for the Double Yellow Lines Consultation closed and objectors written to. Awaiting final sign off to progress now funding secured.
2.	Maidstone Road	Y (but different section of road)	We have received correspondence from a parishioner living on Maidstone Road requesting that the speed limit on Maidstone Road, opposite Haymans Hill junction (TN12 8DD) is reduced from 40 to 30mph. This stretch of road contains a blind corner and is regularly used by freight and skip lorries and it is felt that the 40mph limit that is currently in place is not appropriate. As you		After looking at Telematics data for Maidstone Road and currently the speeds are showing as below the 40mph which shows good compliance with the posted speed limit. Therefore I do not think that having Traffic Surveys here will yield any different data. As there seems to be good compliance with the posted speed limit, and we are unable to reduce the speed limit on the bend alone due to the recommended minimum length for a

			will be aware, the PC have looked at the speed limit on Maidstone Road before and some additional measures were put in place (see item 6 on archived HIP list) but not at this location. It has been agreed by Cllrs that a valid point has been raised in this case and it should be looked into further.		speed limit being 600m, we may not meet the criteria for a speed reduction to 30mph. We could instead investigate whether we could improve the signage/visibility of existing signage and perhaps look to instal additional measures such as roundels on the road, to ensure drivers are aware of the current 40mph speed limit especially on the approach to the junction with Haymans Hill. E.R emailed parish to update with the above and awaiting on how they would like to proceed. 03.07.25 E.R Passed to Planning and Advice to look at feasibility into improved signage and carriageway markings Planning and Advice response: Planning and Advice have reviewed the repeater signs along this stretch of the 40 mph limit and confirm that there is an adequate number of repeaters provided along the route. According to Traffic Signs Manual Chapter 3, the recommended maximum spacing for 40 mph repeaters is 350 m, with signs staggered on alternate sides of the road. In this case, the provision is compliant with the guidance and ensures clear visibility for drivers. It is noted however that there is only a double bend warning sign on the southern approach to the bend at

					B2162, but none on the northern side. TSM Chapter 4 advises that double bend signs should be used where bends of similar severity occur in close proximity, and they should be placed in advance of the hazard on both approaches to ensure adequate warning for drivers. It is possible to install carriageway roundels here to further highlight the speed limit. However, as this is a B-road, the traffic management requirements for installation could be higher than normal. ER to discuss that the costs may be higher due to the traffic management but that we can progress this into a design stage should the Parish wish to. 16.07.26 - ER to progress a bend warning sign on northern side approach and enquire whether it is possible to get a quote on how much SLOW markings alongside the signage would cost.
3.	Green Road (TN12 8JS)		Green Road is pretty much through it's a whole length, a single track with virtually no places for two vehicles to pass each other. As a consequence,	One way system	E.R – arrange traffic surveys as first step to ascertain traffic volumes and flow. 16.06.25 – awaiting response from PC as to whether they would like to wait

			on the rare occasions where two vehicles meet each other, it is necessary for one of them to undertake a difficult and potentially hazardous reversing manoeuvre, often over a significant distance, through road curves and/or the corner turn, and sometimes with the need to reverse blindly on to one of the two main roads at each end. It is also worth mentioning in the near future Heath Pharmacy will be relocating the Business Centre on Green Road which will dramatically increase the volume of traffic (both motorised and pedestrian) with many of those visitors being elderly. This could cause chaos!		for traffic surveys until the chemist is in situ, emailed on 19.06.25 E.R - Parish would like to wait for traffic surveys to be completed after chemist has moved Traffic surveys ordered and will be in place for 1 week from 12.06.26 15.07.26 – ATC results sent to Parish showing many more vehicles travel in a southerly direction on Green Road. Does this align with their view on the direction of the one way proposal and once confirmed can progress to Planning and Advice. 16.07.26 - ER to ask for a consultation plan for Parish to complete a pre-consultation engagement with residents and to address the concerns on where any signage could be sited for the scheme.
4.	Lamberhurst Road		Raised table and additional signage on Lamberhurst Road on approach to Horsmonden Crossroads, example below: 	Raised table and improved additional signage on approach to crossroads such as “Reduce Speed Now” from the Lamberhurst Road approach	11.09.25 E.R - Emailed parish to let them know that a very preliminary discussion with one of our engineers has been had who believes this could be difficult with the existing road environment such as where bus stops are situated, and footpath kerb heights, as the environment is quite different to the example sent, but would need to be looked into in more detail.

					23. 09.25 - Parish have confirmed they would like this investigated further, E.R to pass to Planning and Advice. 16.07.26 – Parish would like to know whether the signage was also reviewed as part of the enquiry logged regarding the rumble strips on the approach to the crossroads from earlier in the year. The below formed part of the response to this enquiry: “One of our senior engineers visited site to assess the existing state of the high friction surface, which has been noted as being generally in good condition. This has also been confirmed by our colleagues in the Road & Footway Asset Team. Furthermore whilst the collision data has shown there have been four slight casualty severity collisions at the junction, appearing to involve vehicles failing to adequately stop at the crossroads, that the road is already subject to a 30 mph speed limit, with corresponding upright repeater signs and road marking roundels, an advance stop warning sign, as well as “SLOW” road markings and stop signs at the junction itself. Likewise, these assets were observed to be in good condition and visible.”

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

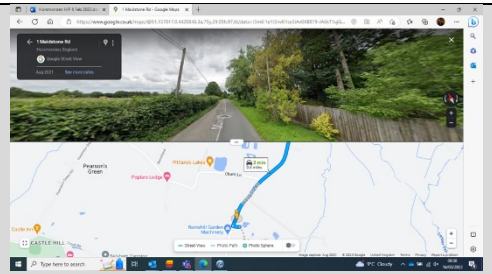
	Location	Problem/Concern	What are your objectives/ what options would you like KCC to consider?	KCC Comments
1.	Brenchley Road, layby situated at the Sprivers woodland entrance	It has been noticed recently that the number of vehicles trying to park in this layby has exceeded the space available, resulting in vehicles encroaching on to the Highways creating a potential danger to other road users and themselves.		Although this does encroach into the highway this is also a natural traffic calming measure that has seen to reduce speeds at these locations. Which leads to point above if we restrict parking within the layby will cause a displacement of vehicles. Parish to liaise with National Trust regarding advertising this location as 'P'- Parking (limited parking only) Appears to be Highway land but Michelle will check with our Highway Definitions team. **14.10.22** - GM has chased Highway Def for this. **18.01.23 - Highway Def have replied indicating the layby is predominantly National Trust Land. No further action possible from HIT.**
2.	Furnace Lane - from junction with Brenchley Road	HGV accessing building/local developments	HGV signs – Unsuitable for Heavy Goods.	**16.06.22** - Monitor HGV use with the Lorry watch scheme. Review in 6months for possible vehicle class ATC's **21.12.22** - TG requested results of lorry watch survey **11.01.22** - TG – there are no available results for lorry watch in Furnace Lane.

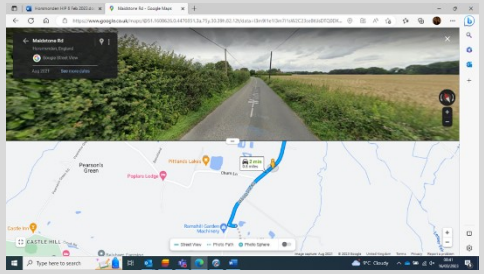
				06.02.2023 - **HGV signs are presently not being considered – it is understood that the PC wish to review when the Gibbet Lane/Furnace Lane development has been completed.**
3.	Maidstone Road (from the crossroads north to The Foundry) 	Unrestricted parking of vehicles is leading to a problem for long vehicles who do not have adequate space to pull in when vehicles are coming in the opposite direction	The Parish Council are seeking solutions to this problem	**16.06.22** - By restricting parking you may cause a problem by displacement of vehicles. Point below can be referenced. My comment is that the on-street parking acts as a natural traffic calming feature, I note there is a school close by as well as park/recreation grass area Natural traffic calming with on street parking. High risk area with pedestrians. Removing the parking could increase speeds. **06.03.22 - Need to consider how much of an issue this is and who is parking here because if it's residents or parents of the nearby school, parking restrictions are unlikely to be supported at consultation. The Parish Council may wish to carry out a informal consultation to gauge support before pursing further.** **Parish Council is not looking to pursue further at this time. NFA from HIT.**

4.	School House Lane (Between Great Baynden and Northiam Farm) 	Residential and visitor parking on the road between these points makes it impassable for the large lorries making collections and deliveries from Northiam farm operating at the end of this road. The parking also restricts access for others especially emergency vehicles should they be required. TWBC planning cannot make any conditions or enforcement. The police do not claim any jurisdiction about this.		**16.06.22** – Comments as above with parking forming natural traffic calming Monitor 2022 **06.03.22 - Need to consider how much of an issue this is and who is parking here because if it's residents, parking restrictions are unlikely to be supported at consultation. The Parish Council may wish to carry out a informal consultation to gauge support before pursing further.** **Parish Council is not looking to pursue further at this time. NFA from HIT.**
5.	Speeding vehicles around Green Road	It has been noticed by residents of Green Road that a number	Residents would like some form of traffic calming introduced	**16.06.22** – Monitor possible ATC'S

		of cars and vans are driving around the village green at speeds that are too high for the conditions.	possibly the introduction of a speed limit or even sleeping policemen. ATC carried out – no excessive speeding shown. Awaiting confirmation of data form KCC	Ordnance survey data inconsistent. If the parish would like to fund the ATC surveys this will be £100. **14.10.22** - GM to request ATC once details received from Parish for invoicing. **21.12.22** - Speed data received 15 Dec 2022 which indicates vehicles are not travelling at excessive speed TG: N – av speed: 13.9mph (85%: 18.2mph) S – av speed: 13.8mph (85%: 17.5mph) Percentage of vehicles complying with the 30mph speed limit in both directions was 100%. **06.03.23 -** ET sent Parish Council ATC results. PC to confirm if they wish to pursue changes here further given the low average speeds. **Update 04.04.23 - The Parish Council agreed that this item should be moved to the "historical" section of the HIP. NFA for HIT.**
6.	Maidstone Road (B2162), from Rams Hill to point level with the southern property boundary of Gafford's Bridge Cottages. 	Currently derestricted. Traffic volume and speeds have increased significantly since the last Speed Limit Review in 2007.	Suggestion to reduce speed limit to 50mph over this section	**16.06.22 -** Data from 2007 to be shared with KCC. Received 28.06.22 - Filed Junction warning signage at Yew Tree Green Road/ Maidstone Road to be added to Lining refresh at Yew Tree Green Road with Highway Ops via the online fault reporting tool. https://www.kent.gov.uk/roads-and-travel/report-a-problem **14.10.22** - SLOW markings can be placed next to the signs, new signs cannot be installed as they are already in place. Awaiting parish comment on this. GM

	 			20.12.22 - SLOW markings has been raised to be completed. (On Hold) **23.12.22** - HADMs data indicates vehicles are not driving at excessive speed with average speeds below 42mph and predominantly in the 30s. Further investigation required – consider ATC surveys at locations agreed by Parish to confirm speeds of traffic. KCC will consider paying for the ATC surveys. **06.03.23** - Average speeds would imply that drivers are already driving to the condition of the road, which we would expect to see on a derestricted road, and below the desired 50mph speed limit. Installing 50mph signs could have a negative impact on speeds by increasing them as those currently driving below 42mph may feel more inclined to drive to the posted speed limit. Parish Council would like a clearer overview of speeds at this location. ET to review suitable locations for two ATCs and to confirm with PC before arranging. KCC to fund. ET will also follow up with Ops re the refresh of line markings and update the Parish Council. **16.03.23 -** **ATCs:** Two locations for ATCs proposed as below (to be attached to telegraph poles at both locations). Parish Council to confirm that these would be suitable locations to get a good indication of vehicle speeds, and ET will arrange.





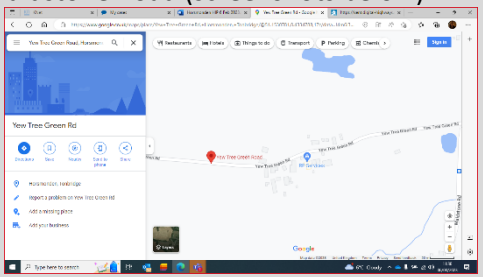
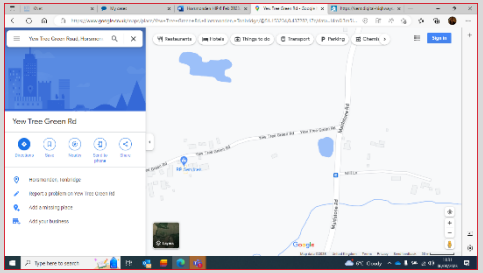
Refresh of line markings:
Unable to find any jobs/ enquiries re a request for the lining to be refreshed at the junction of Yew Tree Green Road and Maidstone Road. Parish Council to confirm if the markings below still need refreshing and ET will log and provide the Parish Council with a reference number to track via the online fault reporting tool.

17.03.23 - Refresh of line markings is logged under ref. 644378. Job was completed 16.03.23 to carry out carriageway patching along with 5m of edge lining and a refresh of junction markings, triangle and centre lines.

				04.04.23 - The Parish Council agreed the two proposed locations on Maidstone Road for the ATCs. ET to arrange and update the PC on dates that the survey will be on site. **13.04.23 -** ATC request form sent. ET to update the PC on dates that the survey will be on site. **17.04.23 -** ATC will be on site for seven days from 10 May 2023. Parish Council informed. **21.06.23** - ATC results received and shared with the Parish Council for their consideration/ comment. These showed the following: MID Av. Speeds: 40.1mph 85th % speeds: 46mph NORTH Av. Speeds: 39.3mph 85th % speeds: 45mph As with previous comments in March 2023, based on the HADMS results, the average speeds from the ATCs show that drivers are already driving to the condition of the road, which we would expect to see on a derestricted road, and, in the majority of cases, far below the desired 50mph speed limit. Installing 50mph signs could therefore have a negative impact on speeds by increasing them as those currently driving below 50mph may feel more inclined to drive to the posted speed limit. **Update 11.07.23 - Parish Council confirmed that Cllrs have agreed that there is now no further action required.**
7.	**New for 24/25:** Stoney Bridge, Goudhurst Road	This bridge is not technically a single carriageway as two cars can pass if they	Install narrow bridge warning signs as you approach Ballard's Hill.	**14.11.23 -** There are already road narrows warning signs on both approaches to the bridge, as below. ET advised the Parish Council to log a report via the parish portal or on-line fault reporting tool if these signs are obscured by vegetation so that KCC's maintenance

		approach slowly but it is particularly narrow.		team can inspect and arrange for any overgrown vegetation to be cleared. The Parish Council has said that, although there is signage in place, they do not feel that it is clear enough, particularly for traffic approaching the bridge from Horsmonden and heading to Goudhurst (first picture above). ET to ascertain whether a REDUCE SPEED NOW sign could be installed on this approach to replicate the signage when approaching the bridge from Goudhurst to Horsmonden (second picture above). There is already a SLOW marking on the carriageway at the sign that doesn't have the plate. **15.03.24 -** ET has raised this request with engineers and, as per the following extract detailed in the Kent Traffic Signs Manual (TSM): *Where excessive approach speed is experienced on the approach to a hazard the sign to diagram 511 (S2.3.1) "Reduce speed now" should be used. Where an evidenced safety issue and a safety*

				assessment has indicated a need for this sign at the location, suitable remedial measures should be installed. As such, the 'Reduce Speed Now' sign should only be used where there is evidence of speeding with measured speed data or a crash record. It should not be used for perceptions of speeding. As there have been no reported damage only or personal injury collisions in the past three (of five) years at this location, and our telematics speed data indicates average speeds of 30.65mph, this site would not qualify for a 'Reduce Speed Now' sign. ET's suggestion is for the Parish Council to log a report via the parish portal or on-line fault reporting tool if the existing signs are obscured by vegetation and the SLOW marking on the eastbound approach is faded so that KCC's maintenance team can inspect and arrange for any overgrown vegetation to be cleared and road markings to be refreshed. ET can also arrange an ATC speed survey at the existing signs to get a clearer picture of speeds if this is the Parish Council's main concern. **Update 21.03.24 - The Parish Council have been informed of the above and have agreed that no further signage is possible but will log a maintenance request if required. NFA for HIT.**
8.	Yew Tree Green Road, From the bridge near to the junction with Maidstone Road (B2162) past the two sharp bends which incorporates entrances to various properties.	There is no restriction on speed limit in this vicinity, even though the road is often used by heavy goods vehicles and includes a very narrow bridge (only wide enough for one vehicle at a time),	The PC suggests a reduction in speed limit to 30mph over this section, supplemented with appropriate warning signs for the bends and narrow road.	Signs maybe the solution at this location. If HGVs use this route speeds will remain within the criteria PC are looking at. Advanced warning signs could be the answer to keep drivers aware of bends etc. I note the verge marker posts are hidden by vegetation Can be reported on the online reporting tool. **16.06.22** - Claire Venner to share HADMS data. Item to be monitored for future review for more verge marker bollards dependant on land ownership.

	 	several entrances to residential properties, and two sharp bends (making entrances and exits blind).		**26.10.22** - GM spoke to Stuart Davis regarding this item. Stuart stated some warning signs for the blind bends and section where the road narrows. DR to investigate. **20.12.22** - CSM raised to IG, 12408900, to investigate whether we can install bend warning signs. **19.01.23** - TG emailed Parish Council to confirm that, in theory, it would be possible to install bend warning signs on this road. However, we will require specific locations, as there are several bends on this road. We can then examine the specific proposals and establish viability. **06.03.23 -** Parish Council confirmed that they would like a sign on the bend before RP Services and ahead of the first bend, travelling away from Maidstone Road (screenshots below):   ET to raise with Design & Delivery and enquire as to whether a SLOW marking could be added in conjunction with the warning

				signs as this may reduce the need for a speed limit reduction given average speeds (ranging from 30.17mph to 32.14mph) and lack of available verge space to install 30mph repeater signs. **16.03.23 -** ET has raised this request with Design & Delivery under the original reference 12408900, and will feed back to the Parish Council once the review is complete. **05.07.23 -** The Design & Delivery Team has confirmed that we are happy to install warning signage and complimenting SLOW markings on the carriageway at the below locations on Yew Tree Cross Road. Parish Council asked to confirm that they are happy with the proposals and ET will raise the job and fund. Yew Tree Cross Road **17.07.23 -** Parish Council confirmed that they are happy for KCC to proceed with the proposed scheme. The Design & Delivery Team have been asked to complete the design and raise the order with the contractor. **04.09.23 -** The Parish Council received concerns over the location of the signage. This has been shared with the Design & Delivery

				Team who have been asked for a copy of the drawings outlining the exact sign locations that ET can share with the Parish Council. **02.11.23 -** ET suggested moving forward with the newly proposed location of the signage and will continue to liaise regarding the reasons behind the locations identified. This is now resolved, and the job has been passed to KCC's contractors. **02.01.24 -** ET confirmed to the Parish Council that this job is part complete with the signs having now been installed in the correct locations. SLOW markings to be installed in January subject to weather conditions. **24.01.24 -** ET contacted the Parish Council to let them know that, whilst the SLOWs on Yew Tree Green Road have now been installed, the relocated bend warning sign has been installed too close to a water meter. Our contractors have been instructed to remove it asap and we are looking at alternative locations for installation so it will be brought back to the depot for now pending reinstallation at a more appropriate location. **29.01.24 -** The post/sign has been removed and it has been confirmed that no damage has been done to the water meter. The Design & Delivery Engineer will return to site to ascertain where we can relocate the sign *(chased for an update 15.03.24)*. **20.03.24 -** The Design & Delivery Engineer has returned to site and has identified the below location for the sign to be re-erected (back of verge). An order will be raised for the start of the new financial year *(shared with the Parish Council 21.03.24)*.

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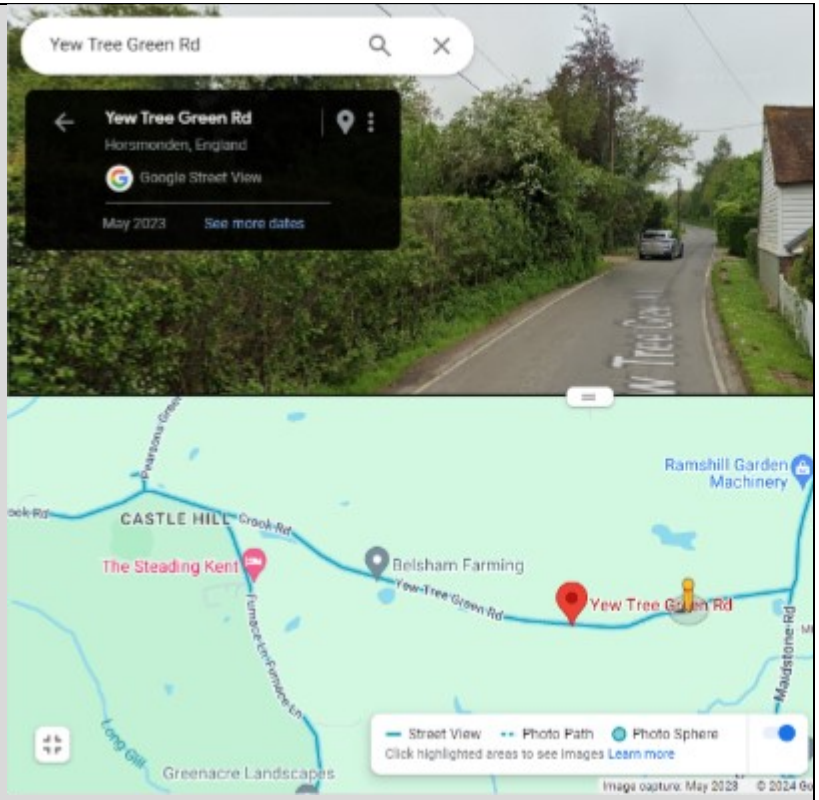
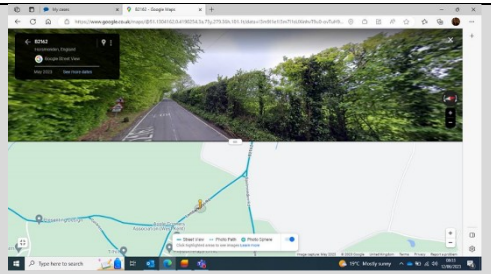
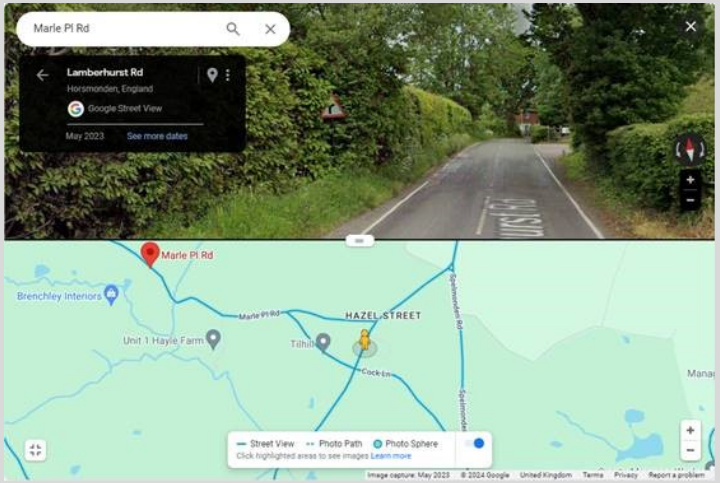
				 **16.04.24 -** An order has been raised for the new location as above. Parish Council informed. **Update 12.06.24 - Sign now re-installed and this job is complete.**
9.	Lamberhurst Road (B2162), from end of 30mph restriction to the junction with Ruck Lane.	Currently derestricted. Drivers drive too fast making it dangerous for those using the AGA buildings (including	Suggestion to reduce speed limit to 40mph from end of 30mph restriction to junction with Ruck Lane.	**16.06.22** Claire Venner will initiate warning signage near to Spelmonden Junction. Possible funding from KCC small works. **14.10.22** - Planning & Advice to investigate warning signage on all 3 approaches to the Spelmonden/Lamberhurst jct. GM

		HGV's) and entrance to small side lanes in this vicinity. Very poor sight lines on the bend by the Spelmonden Road junction with a record of accidents. Issue is mainly caused by vehicles waiting to turn and drivers approaching these stationary vehicles from behind with little advance warning that they are there.		**09.12.22** - P&A could not find suitable locations for the signs to be situated. Junction warning signs are also not usually used on roads of this nature. **06.03.23** - HADMs data shows average speed of vehicles travelling on this section of 60mph road is already below the desired speed limit of 40mph and there is no record of injury related crashes in the last three years. Average speeds would imply that drivers are already driving to the condition of the road which we would expect to see on a derestricted road. It would be difficult to install 40mph repeater signs due to the lack of available locations anyway, however this could also have the added negative impact on speeds by increasing them as those currently driving below 40mph may feel more inclined to drive to the posted speed limit. KCC advice would be that this road is not suitable for a reduction in speed limit. Also raised at the meeting was a request for horse warning signs. There are no stables nearby, but concerns were raised by a resident regarding cars speeding past whilst out riding. ET explained that unfortunately it would be difficult to install signage at this location due to available verge (as above) as all signs must be installed a minimum of 450mm from the edge of the carriageway. If the Parish Council is able to provide details of accidents/ near misses we may be better able to consider the problem and therefore possible solutions. **15.03.23 -** The Parish Council confirmed that they are aware of at least one accident at this spot, and will provide KCC with the details, as soon as they have them.

				25.04.23 - The Parish Council provided information on a recent crash on Lamberhurst Road, just after the Spelmonden Road junction via email *(and again 22.06.23 and 26.06.23)*, along with further concerns over use by HGVs. Passed to Design & Delivery for their comment on any possible solutions/ ideas for this location (ref. 12409281). **05.06.23 -** The Design & Delivery Team has reviewed this site and the concerns raised, which revolve around two separate issues. The HGV movements, whilst frustrating, is not something that we are able to prohibit or restrict as this is a B road, and so these vehicles are permitted to use the route. There are also legitimate access needs in the village which would stop us being able to prevent the use of this road. With regard to the recent incident, we are unable to carry out any work as a result of this crash until we are in possession of a police report, if one is made available, that indicates the highway to be a significant contributory factor. This is because we could implement changes that would a) not have prevented the incident and b) could actually have a detrimental impact. We have not received a police report to date, which may be because the severity of the incident was not classed as 'serious' or fatal. We will therefore be unable to ascertain the full facts of the incident, including any contributory factors, until we receive updated crash data from Kent Police. **16.06.23 -** The Parish Council requested that a speed survey (ATC) be conducted on Lamberhurst Road between the junctions with Spelmonden Road and Marle Place. ET proposed the below location which was agreed by the Parish Council.

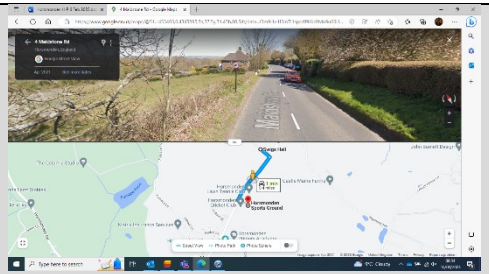
				 ATC request form sent, and the Parish will be informed of the date the survey will be on site as soon as we have it. **19.06.23 -** ATC will be on site for seven days from 23 June 2023. Parish Council informed. **05.07.23 -** ATC results received and shared with the Parish Council for their consideration/ comment. These showed the following: Northbound Av. Speeds: 34.3mph 85th % speeds: 39.9mph Southbound Av. Speeds: 33.7mph 85th % speeds: 39.7mph **07.09.23 -** The Parish Council reviewed the data provided by KCC on 5th July following the ATC. Whilst they do continue to receive emails from residents regarding issues on the Lamberhurst Road, the Parish Council agreed that, given the speed data received, there is no reason to keep this item on the current HIPs. NFA for HIT. **26.01.24 -** Following a more recent request from the Parish Council to revisit the possibility of installing signage relating to the narrowness of Lamberhurst Road, specifically between Marle

				Place Road and Spelmonden Road, whilst the road does not narrow enough (as it has centre lines and edge of carriageway markings) to qualify for 'road narrows' warning signs, KCC have proposed the following alternative measures: • Refresh edge of carriageway and centre lines • Refresh SLOW at existing 'wide vehicles' sign • Put the existing warning signs at 2x locations (shown below) on grey backing boards to improve visibility: 

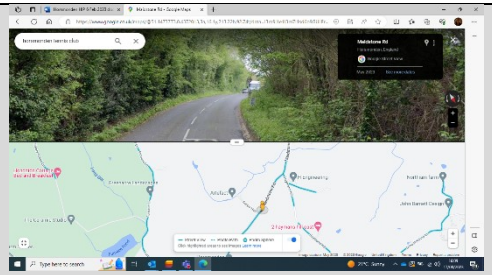
				• Complement the existing bend warning sign just south of Marle Place Road with a SLOW marking and install a grey-backed tractor warning sign with 'wide vehicles' plate to replicate signage on the southern approach Awaiting comments from the Parish Council following the Council meeting on the 5th February. **07.02.24 -** The Parish Council confirmed that, whilst they remain of the view that the road should qualify for narrow road signage, they are happy to go ahead with the alternative measures as suggested above and will continue to monitor. ET has passed the scheme to the Design & Delivery Team and will keep the Parish Council up to date with scheme progression. **21.03.24 -** The Parish Council noted that a Solar Farm is being built off of Maidstone Road in the Summer and HGVs will be directed along Lamberhurst Road. ET has made the Design & Delivery Team aware to see if the signage scheme can be installed before that time to assist with the extra HGVs using this section of narrow road. **19.04.24 -** Works have been ordered for completion within the next 90 days. Parish Council updated 26.04.24. **27.06.24 -** Work complete early June. Parish Council updated. **Update 21.11.24 - Following a request by the Parish Council to complete a further safety assessment of this location, the Principal Engineer has reviewed the B2162 Lamberhurst Road, between Marle Place Road & Spelmonden Road, including carrying out a site visit.** **In terms of a traffic safety risk assessment, as requested by the Parish Council, the only appropriate process would be a road**

				safety audit. However, this wouldn't be applicable here, as audits are only carried out on recently implemented highway schemes or where there is a collision history as reported to Kent Police. The eyewitness accounts and photographic evidence of recent incidents from residents don't appear to have been reported to Kent Police (or at least weren't passed onto us by Kent Police; perhaps because they were damage only) as there are no recorded personal injury collisions or damage only incidents recorded for this section of road for the last three years (current data is available up to 30 June 2024). Even going as far back to 1 January 2010, there is just one recorded incident relating to vehicles passing each other (damage only in 2018). **Lack of any collision history does not preclude us from doing anything (where solutions can be found) but does explain why we would not conduct a risk assessment at this location.** **In this instance we are limited by the site constraints and the Principal Engineer has confirmed that we have exhausted all realistic options available to us. To clarify these are outlined below:** • **Restricting HGVs use of the road – Lamberhurst Road is a B-class road and therefore the major route in the area, so the most suitable for HGV traffic. It also appears typical of an evolved highway network road, with some sections narrower than other. Whilst frustrating, we are unable to prohibit or restrict HGVs using the B2162 and, regardless, there would need to be an access exemption as there are legitimate access needs in the village which would stop us being able to fully prevent the use of this road.** • **Installing signage relating to the narrowness of this section of Lamberhurst Road – this we have done and we completed a scheme in early June 2024 to**

				refresh the edge of carriageway and centre lines, refresh the SLOW at the existing 'wide vehicles' sign, and complement the existing bend warning sign just south of Marle Place Road with a SLOW marking and install a grey-backed tractor warning sign with 'wide vehicles' plate to replicate signage on the southern approach. • **Widening the road – the only way to solve the problems you have here is to widen the road. There is a centre warning line with road studs and edge of carriageway markings present, suggesting that the road is at least 5.5 m wide, and this section of road has recently been resurfaced and the bank sided out a little to make the road a little wider. We're unlikely to be able to widen this further as the publicly maintainable highway appears to cover just the carriageway in places and even where it does extend into the verge, this is not by very much, meaning that road widening is not a realistic option.**
10.	Maidstone Road, from the start of the 40mph (from 30mph) at the Horsmonden Sports Ground to Swigs Hall	Concerns have been raised by residents about the speed of vehicles travelling along this section of road, coupled with the lack of footway as children use the route to access bus stops to take them to school.	Look to extend the 30mph speed limit along this section of road.	**06.03.23** - Average speeds would imply that drivers are already driving below the desired 30mph speed limit (at or below 28mph). Parish Council would like a clearer overview of speeds at this location. ET to review suitable location for an ATC and to confirm with PC before arranging. KCC to fund. **16.03.23** - Location for ATC proposed as below (to be attached to 40mph repeater sign). Parish Council to confirm that this would be a suitable location to get a good indication of vehicle speeds, and ET will arrange.

				 **04.04.23** - The Parish Council agreed the proposed location for the ATC. ET to arrange and update the PC on dates that the survey will be on site. **13.04.23 -** ATC request form sent. ET to update the PC on dates that the survey will be on site. **17.04.23 -** ATC will be on site for seven days from 10 May 2023. Parish Council informed. **21.06.23 -** ATC results received and shared with the Parish Council for their consideration/ comment. These showed the following: Av. Speeds: 36mph 85th % speeds: 41.7mph This indicates that there is unlikely to be good compliance with a signed only 30mph but there is reasonable compliance with the posted sign limit of 40mph. **11.07.23 -** The Parish Council confirmed that Cllrs still feel that a speed reduction to 30mph in this area is justified as there are several houses on this stretch of road and no pavement, and children use this stretch of road to walk to the bus stop. Residents also walk to the tennis club and into the village centre.

				ET has raised with Planning & Advice to ask them to look into the possibility of extending the 30mph restriction in Maidstone Road, from the start of the current 40mph (at the Horsmonden Sports Ground) to Swigs Hall (ref: 12409480). ET will update the Parish Council once the review is complete. **17.08.23 -** The Planning & Advice Team has completed their review and a detailed breakdown of the findings has been shared with the Parish Council ("Planning and Advice response - Maidstone Road, Horsmonden (12409480)"). Ultimately, KCC consider that the existing 40mph speed limit is appropriate for the location and would appear to be well observed. The location does not meet the criteria for a 30mph and is also likely to receive poor compliance judging by the results of the recent traffic survey. However, we appreciate that there are concerns about the lack of footway at this location. Whilst we would be unable to look into installing a footway here, there is opportunity to install some "pedestrians in road" warning signs, with complementing SLOW markings on the carriageway. There is a footway which terminates near to the 40mph terminal sign and doesn't pick up again until the houses further up near Swigs Hall so we would look to install a sign at each end with a distance plate ("no footway for … yards") to indicate to drivers that there is no footway here. Proposed locations are as follows: On the existing pole with 40mph repeater sign, just before Swigs Hall, from the direction of Rams Hill.

				 On the grass verge just before the start of the 40mph, leaving the village, on the right-hand side (outside Maythorne). Parish Council to confirm if they are happy with these proposals. KCC will fund. **03.10.23 -** Parish Council has agreed the following locations: Northbound – near to Maythorne. Southbound – as per Design & Delivery team's advice. ET passed to the Design & Delivery Team 03.10.23 *(chased 02.01.24 and 26.01.24 - currently going through checking and approval).* **08.03.24 -** Design is complete but we are waiting on our contractors for traffic management (TM) requirements. Contractors are requesting a road closure as this is a bus route and used by HGVs. **20.03.24 -** We have heard back from our contractors regarding TM, and they have confirmed that the SLOW markings will require a

				road closure in order to provide a safe area to work. ET has confirmed that we are happy to proceed with the full scheme including SLOWs and the closure is in the process of being arranged *(shared with the Parish Council 21.03.24) (chased 18.04.24)*. **17.06.24 -** These works will be going ahead on 13 September 2024. Parish Council updated *(SOWN sent out w/c 26.08.24)*. **Update 17.09.24 - Job complete.**
11.	Cage Lane	The Parish Council has been contacted by a parishioner who has raised concerns regarding the increased number of large vehicles that are using Cage Lane as a cut through to avoid the crossroads. This is a very narrow road which is completely unsuitable for large vehicles.	Install "unsuitable for HGV's" signage.	**19.07.24** - ET discussed this with the Planning & Advice Team and they advised that the 'unsuitable for HGV' signs are advisory only and would make little difference given that drivers can already see the narrowness of Cage Lane when turning into it and are choosing to do so anyway. It's a relatively short section of road with a straight alignment so, although it's narrow, it's easy to see what's at the other end before committing to using it. ET asked if the Parish Council has any more detail as to the extent of the problem. For example, what is the safety concern relating to the increased number of large vehicles using Cage Lane, does the rat-running occur more in one direction than the other and what sort of numbers/ frequency are we looking at? **04.09.24** - The Parish Council noted that "the resident who raised this issue uses a mobility scooter and her only access onto Cage Lane is through the archway, which is part way along from the block of houses. Visibility is apparently limited when executing this manoeuvre and given the narrow width of the road leaves no room for avoiding any large vehicle which may suddenly appear. The pavement is also very narrow, so she is unable to use this with her mobility scooter and is left with no choice but to use the road. We are told that the main problem seems to be HGVs approaching along Lamberhurst Road and using Cage Lane to access Brenchley Road rather than use the crossroads."

				The Parish Council asked if a width restrictor could be introduced so that only cars can use this road but ET highlighted that the issue with physically reducing the width of the road further is that that would also stop fire engines, ambulances and bin lorries from accessing Cage Lane. **17.09.24** - ET visited Cage Lane with her manager to review what barriers there were on site to the resident being able to use the footway. The Parish Council previously mentioned that the resident feels the footway is not wide enough for their mobility scooter, but it appears to be ap. 1.5m wide which is above the minimum requirement of 1.2m. It does narrow where the private hedge has overgrown the fence (see below), but we could request that the landowner cuts that back to their boundary so that a reasonable footway width is maintained along its full length. Appreciating that that would then leave the resident on the footway with no way of crossing Brenchley Road without turning away from the village centre and using vehicle dropped kerbs to cross, we could look to drop the kerb on the radius of the junction of Cage Lane so that the resident could cross here to the vehicle access opposite. Awaiting Parish Council's thoughts.

				04.10.24 - The Parish Council responded that the resident has said she is happy to continue left along Brenchley Road to the dropped kerb close to where the old butcher's shop used to be and cross there, so it doesn't sound like another dropped kerb is required. The resident did mention that the pavement from the archway down towards the Lamberhurst Road has a slope towards the road which tends to drift the mobility scooter off the edge so she would not use it even if she could get the scooter onto it on leaving the archway, hence why she uses the road when travelling in that direction. The fundamental issue still seems to be the use of Cage Lane by HGVs and the resident is still talking about signage to discourage that happening. Parish Council requested that unsuitable for HGV signage is reconsidered. **11.10.24** - Following a catch up with the Planning & Advice Team, as previously stated, given the 'unsuitable for HGV' signs are advisory only, they are unlikely to make any discernible difference given that drivers can already see the narrowness of Cage Lane when turning into it and are choosing to do so anyway. ET noted that the more pressing issue is that people are seemingly unable to use the footway provided; the ideal solution would be for the resident not to have to use the road at all. The Planning & Advice Principal Engineer is going to go out to site next week to check the gradient of the footway. If it is outside of Department for Transport (DfT) standard, then it may be that we can reprofile the footway to remove any slope so that the resident no longer has to travel in the road. ET will update the Parish Council following this. **Update 25.10.24 - ET informed the Parish Council that both the West Kent Highway Improvements Programme Manager and Principal Engineer from our Planning & Advice Team visited the site, and they have advised that the footway gradient measured at around 8%. This complies with Department for Transport (DfT)**

				Inclusive Mobility guidance, which recommends 1:12 as the absolute maximum (general rule). **Both were of the opinion that there is limited action that we could take here to resolve the concerns of the resident but we can report the overgrown hedge to KCC's maintenance team to increase the width of the footway if the Parish Council would like. We are unlikely to be able to reduce the number of HGVs using Cage Lane, especially if they struggle to turn left at the crossroads.**
	Narrow Pavements leading to centre of village, specifically around Goudhurst Road	Unfortunately, we have a lot of narrow pavements leading to the centre of our village and these are causing problems for residents who use a mobility scooter. The area of biggest concern is on Goudhurst Road from Old Station Garage towards the village green. This section of pavement is very narrow and with a new development of 140 houses being built at Bassetts Farm (which is just beyond Old Station Garage), the footfall is going to dramatically increase.	Widen narrow footpaths	Look at specific area mentioned but also liaise with the Transport and Development Planner for Tunbridge Wells who may be able to provide more insight into the Bassetts Farm development. Planning and Advice response: Our engineer carried out a site visit and notes the following: The engineer walked the footway starting from Olivers Avenue all the way to the Lamberhurst Road junction with Goudhurst Road. It was noticed that there is already a new section of footway under just before Olivers Ave, which is a positive development. Regarding Goudhurst Road, It was observed to be a busy route with a significant number of HGVs using it during the visit. While most of the footway meets the current minimum DfT criteria for width, there are a few sections where the width narrows to 1050mm. However, narrowing the existing carriageway/pavement is not practical due to the road's already limited width. If a vehicle is parked in either direction, drivers must carefully negotiate their way through, making further narrowing unfeasible. As for Lamberhurst Road, which is a classified road and heavily used by HGVs, the overall footway condition is good. However, there is one location where the footway narrows significantly due to a wooden post installed in the middle, effectively halving the usable width. Again, narrowing the road here is not a viable option due to its current constraints.

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