



# Highway Improvements Team working in Partnership with Cranbrook & Sissinghurst Parish Council Highway Improvement Plan

Submission Date: 05 Jan 2024

(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> )

## HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
1	Cllr Chris Page	05/01/2024	tbc	Sean Holden	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				To be discussed	
Are you an active member of the Speed Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Name of HIP Representative	Cllr Chris Page	Contact Telephone Number	07920 887 156	Email Address	Chris.Page@cspc.org.uk
Name of Clerk	Clare Bezuidenhout	Contact Telephone Number	01580 713112	Email Address	clerk@CSPC.org.uk
Name of Chair	Kim Fletcher	Contact Telephone Number	01580 713112	Email Address	chairman@cspc.org.uk
KCC Project Manager Team	Community & Engagement Team (WEST)	Contact Telephone Number	03000 418181	Email Address	<a href="mailto:west.highwayimprovements@kent.gov.uk">west.highwayimprovements@kent.gov.uk</a>

- 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.

*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 – **Cranbrook and Sissinghurst's review is on or after DECEMBER each year.***

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### Live

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.	<p><b><u>A262</u></b> <b><u>Sissinghurst</u></b></p> <p><b><u>(Sissinghurst Road / The Street)</u></b></p>		<p><u>23.0% of respondent comments to 2023 parish consultation related to this as an area of concern.</u></p> <p><u>Aligns to policy AM5.5 – Safer Road Conditions of Neighbourhood Development Plan – Oct 2023.</u></p> <p>In the main road through Sissinghurst village – which is an A road – many residents and visitors are worried and impacted by:</p> <ul style="list-style-type: none"> <li>• <b><u>Speeding</u></b></li> <li>• <b><u>Speed limit in the village (30)</u></b></li> <li>• <b><u>Congestion</u></b> – particularly at morning and afternoon rush hours, which are partly exacerbated by HGVs</li> <li>• <b><u>HGVs</u></b> – many are or are causing other vehicles to mount pavements to pass</li> <li>• <b><u>Lack of pedestrian crossing</u></b></li> </ul> <p>Many residents have been in the village for a number of years and seen a noticeable long term deterioration in the traffic conditions in recent years. Residents living on the main street have moved out of Sissinghurst, citing issues with the main road as a key factor. The number of new developments approved in Sissinghurst has adversely</p>	<p><b><u>Traffic calming</u></b> – physical (or virtual) measures to slow cars and provide means to keep the flow of traffic through the village through give way / priority signs – similarly to Lamberhurst.</p> <p><b><u>20mph speed limit</u></b> – within the village.</p> <p><b><u>Improve gateway treatments and enforcement</u></b> – for 30mph zone at either end of the village which variously reduces from 40 (West) or 50 (East) – this impacts speeding cars within the village. Residents have commented that current signage isn't working to slow cars to the 30 limit on entry to the village at either end.</p> <p><b><u>Weight &amp; Width restrictions</u></b> – to avoid, in particular, large HGVs using the village where the infrastructure is not setup to accommodate them. Routes starting from Forstal Farm along the entire A262 past Biddenden do not have suitable HGV suitability signs (the existing ones are clearly inadequate) or enforcement to those signs.</p> <p><b><u>Pedestrian Crossing</u></b> – for residents as there is currently no allotted infrastructure to allow this.</p> <p><b><u>Review classification of A road</u></b> – to stop large HGVs driving through the</p>	

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			impacted local transport which has not been addressed.	village which adds significantly to congestion, speeding and impact to pedestrians.	
2.	<p><b><u>A229 Cranbrook Common</u></b></p> <p><b><u>(more generally between Wilsley Pound &gt; Knox Bridge)</u></b></p>		<p><u>14.8% of respondent comments to 2023 parish consultation related to this as an area of concern. A petition has also been started by impacted residents.</u></p> <p><u>Aligns to policy AM5.5 – Safer Road Conditions of Neighbourhood Development Plan – Oct 2023.</u></p> <p><b><u>Speeding and dangerous driving</u></b> is consistently identified in the comments received on this stretch of road. The A229 road leading from Wilsley Pound to Knoxbridge has a number of speed limit changes and, as there are various residential areas and concealed egress points on the road – cars are travelling too fast at these points. It is causing considerable difficulties for residents and several accidents this year. Particularly around the Cranbrook Common section – the speed limit changes from 50 &lt;&gt; 40 in various points – there should be a consistent and appropriate limit. In addition, residents have started their own petition (with over 20 signatories) to get the speed limit changed which has been presented to KCC &amp; County Member in July 2023. Anecdotal evidence suggest cars are speeding in isolated parts of the road as</p>	<p><b><u>Reduce speed limit</u></b> – this area has consistent feedback from impacted residents on a suitable solution, which would be to reduce the speed limit to 40mph around Cranbrook Common, and ensure the speed limit is consistent along this stretch of road. There are points where a speed limit change is for 0.6 miles then it changes back again.</p> <p><b><u>Improved signage</u></b> – of speed limits to support compliance to limits.</p> <p><b><u>Pedestrian Crossing</u></b> – near Cranbrook Common junction to support – in particular – children crossing the road to approach Sissinghurst Primary School on Common Road.</p>	

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			road users who do not routinely use the A229 are unaware of the number of limit changes.		
3.	<b><u>High Street, Cranbrook</u></b>		<p><u>13.3% of respondent comments to 2023 parish consultation related to this as an area of concern.</u></p> <p><u>Aligns to policy AM5.1 Pedestrian Environment &amp; AM5.2 – Pedestrian Priority of Neighbourhood Development Plan – Oct 2023.</u></p> <p><b><u>Speeding</u></b> and general <b><u>Traffic Calming</u></b> requirements have been identified to ensure pedestrians and other road users feel safer.</p> <p>Several parishioners have identified <b><u>Speeding and Speed Limits</u></b> as a specific issue at the top end of the High Street. Relating to a lack of <b><u>Pedestrian Crossing</u></b>, the top of the High Street (outside Cranbrook Fire Station) towards the entrance to the Co-Op / Regal Car Park has been highlighted as a particular area of concern.</p> <p>Additionally – parishioners have identified inadequate <b><u>Footpath</u></b> facilities including a lack of handrails on the main pavement and a lack of benches, as an issue for elderly residents/pedestrians.</p>	<p><b><u>Traffic calming</u></b> measures in the High Street – in particular to protect school children and elderly pedestrians within the town.</p> <p><b><u>20mph Limit</u></b> extension from the current location.</p> <p><b><u>New / Improved Footway</u></b> at the bottom end of the High Street (near the White Horse public house)</p>	
4.	<b><u>Common Road, Sissinghurst</u></b>		<p><u>12.6% of respondent comments to 2023 parish consultation related to this as an area of concern.</u></p>	<p><b><u>20mph zone</u></b> – around the Primary School. This is a clear danger hotspot for all families, parents and young children – many of whom have children under 5 years of age walking</p>	

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			<p><u>Aligns to policy AM5.2 Pedestrian Priority of Neighbourhood Development Plan – Oct 2023.</u></p> <p>Two particular areas highlighted were <b>Traffic Calming</b> and an issue on the current <b>Speed Limit</b>. There is a Primary School on this road which often receives cars travelling over the speed limit, arriving from the A229 to the North. Even with the existing limit, many families use the road to walk their young children to school alongside a busy road. Several egress points exist for residential blocks and many parishioners have also raised speeding as an issue along this road.</p>	<p>to school with older siblings – risk of serious incident is too high.</p> <p><b>Gateway Treatments</b> – to reinforce speed limit reductions from 40&gt;30, or encourage road users to “slow” whilst travelling South from the Knox Bridge end of Common Road, towards Sissinghurst village.</p> <p><b>Traffic Calming</b> – as this particular area of Sissinghurst village has experienced significant new residential development.</p>	
5.	<b><u>Waterloo Road / The Hill, Cranbrook</u></b>		<p><u>5.2% of respondent comments to 2023 parish consultation related to this as an area of concern.</u></p> <p><u>Aligns to policy AM5.2 Pedestrian Priority &amp; AM5.5 – Safer Road Conditions of Neighbourhood Development Plan – Oct 2023.</u></p> <p>This was the final area that received over 5% of total comments across all parishioners – particularly highlighting <b>Speeding</b> and <b>Traffic Calming</b> as areas for concern. Most of parishioners comments relating to this area highlighted the current speed bumps are not working, are dangerous (leading to road users swerving around parked</p>	<p><b>Traffic Calming</b> measures to be reviewed – many residents are unhappy with / feel the current speed bumps are not working. Other measures should be investigated.</p> <p><b>New Footway</b> infrastructure should be reviewed to address the problems highlighted at the top and bottom of the hill.</p>	

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			<p>cars), are evaded (e.g. by large SUVs) and are causing a noise problem.  <b>Parking</b> of cars attending Cranbrook School (students and teachers) are impacting residents.          Finally – this area had several comments relating to the poor condition of the <b>Footway</b> – both at the bottom of the hill (where it is too narrow for wheelchair or pushchair users) and higher up the hill at the steepest point where a handrail would benefit elderly pedestrian users.</p>		
5.	<p><b><u>Other Key Areas</u></b></p> <p><b><u>Stone Street, Cranbrook</u></b></p> <p><b><u>Hartley Road, Cranbrook</u></b></p> <p><b><u>Golford Road, Sissinghurst / Cranbrook</u></b></p>		<p><u>Additional comments relating to the following key areas received.</u></p> <p><u>Aligns to policy AM5.1 Pedestrian Environment, AM5.2 Pedestrian Priority &amp; AM5.5 – Safer Road Conditions of Neighbourhood Development Plan.</u></p> <p><b><u>Stone Street, Cranbrook</u></b> – speeding on narrow road, and cars mounting pavement (at significant risk to pedestrians) in order to pass other cars.</p> <p><b><u>Hartley Road, Cranbrook</u></b> – pedestrian crossing (and lack thereof) near the War Memorial junction and near new housing developments.</p> <p><b><u>Golford Road – Sissinghurst/Cranbrook.</u></b> Speeding reported around this area and dangerous junction at intersection with Common Road.</p>	<p><b><u>Traffic Calming</u></b> – on Stone Street &amp; Golford Road</p> <p><b><u>Pelican Crossing</u></b> – on Hartley Road</p>	



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## Priorities Record



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### Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments