

# Task 9

Participants were asked to mark out the main routes that they use between places of work, shops, schools, etc. Comments were also asked on the experiences and types of users of these routes be they walkers, horse riders or by car. Suggestions on potential improvements to these networks were invited.

## Brenchley

- Main roads used are Geddes Hill, Maidstone Cross, Brenchley Road, Pixot Road up to Mile Oak Road and Horsmorden Road (6)
- Benefit from better safer access between Brenchley and Matfield (3)
- Hastings Road - A21 (3)
- Cryalls Road used a lot (3)
- Blind corners – Coppers Lane and Pixot Cross (3)
- Crittenden Road used a lot (2)
- Bumpy pot holes (2)
- Parking an issue for Bull, Little Bull and Church (2)
- School parking an issue (2)
- Dangerous for horse riders on most roads due to speed and width (2)
- Parking by Star pub an issue
- Parking at shops an issue
- Recommend lighting between Peteridge Lane and Copper Lane in winter months as pedestrians have nowhere safe to walk on main cut through
- More cycle routes
- Community bus to London or Paddock Wood
- Improve bus service
- Road to Tunbridge Wells and train is dangerous
- HGV lethal, blocking you and speed, difficult to pass
- Excessive speed Crook Road
- Death Trap Petteridge Road
- Since flyover on the A21 congestion has moved down to the Blue Boys intersection causing issues for people to join the lanes. Possibly need another traffic circle
- Cars Speed Tibber Court Lane
- Bad corner by St Luke's Church
- Crittenden Road too narrow
- Tight bend on Horsmorden Road
- Poor maintenance of lane vegetation

## Matfield

- Main roads used are Gedges Hill, Maidstone Cross, Brenchley Road, Pixot Road up to Mile Oak Road and Horsmorden Road (8)
- Hastings Road used a lot – A21 (7)
- Crittenden Road used a lot (6)
- Benefit from better safer access (e.g. pavement) between Brenchley and Matfield (6)
- Improvements needed Kipping's Cross / B2160 (4)
- HGV use as a through route – dangerous (3)
- Parking at Poet Pub causes congestion (3)
- Cycling not safe – could do with proper cycle paths (3)
- Speed of traffic (2)
- Dual carriageway needed on A21 (2)
- Vegetation maintenance needs improving (2)
- No footpaths
- Crittenden Road has lots of blind corners – unsafe for bikes or pedestrians
- No pavements Gedges Hill dangerous – speed limit should be reduced, or footpath added (5)
- Parking
- Not enough signage
- Traffic calming needed outside school
- No footpath on Marden Road
- No footpath from new development
- Crook Road rat run
- Pedestrians lack pavements
- Well used footpath to north of and running parallel with Brenchley Road
- Well-used footpath to north of Hatmill Lane
- Difficult to cross road at Poet pub
- Brenchley Road most dangerous for walking
- Blind corner Sophurst Lane
- Maintenance of Castle Hill needed
- Need more bridle paths
- Pixot Cross dangerous
- Dual carriageway needed between Tunbridge Wells and Colts Hill
- Accidents A21
- Difficult to cross B2160
- Cinder Hill cycle route off road

## Summary – both sessions

Overall the main roads and routes through the villages ran in a H shape linking East to West along Brenchley Road and North to South along Gedges Hill, Maidstone Cross, Pixot Road up to Mile Oak Road and Horsmorden Road. Most participants agreed that there would be a benefit of a better access between Brenchley and Matfield due to high traffic speeds and inadequate footpaths and cycle paths. The A21 is a well-used resource linking the villages to Royal Tunbridge Wells. Cryalls Road and Crittenden Road were also well used although seemingly not as much.

Blind corners particularly at Coppers Lane and Pixot Cross as well as bumpy pot holes were cited as issues with the roads. Parking was also a concern at the Bull, Little Bull, Poet Pub, School and Church due to creating bottle necks, congestion and difficulty passing. Roads were generally considered to be dangerous for horse riders and cyclists on most roads due to speed and width of roads. Separate bridleways and cycle paths could improve this.

Improvements were suggested to be needed at Kipping's Cross and up the B2160. Main reasons for this tend to be HGVs that use this as a through route making it dangerous. It was also considered that the A21 would benefit from being dual carriageway the whole way along. Speed of traffic and traffic calming as well as maintenance of the vegetation on the side of the roads were areas where improvements which could be made on a smaller scale.