



## **Access and Movement**

### **DRAFT POLICY HEADINGS**

#### **INTRODUCTION**

During public consultations Access and Movement draft policies received the majority of the postcard comments from residents of the Cranbrook and Sissinghurst Parish. Concerns are for pedestrian safety, significant increases in heavy goods traffic, the possibility of losing the historical lanes, public rights of ways (PROWs) and essentially the rural character of the parish during development. Conversely aspirations were expressed for improvements in sustainable transport, green infrastructure, recreation, tourism, health and general well-being.

The aims of the Access and Movement policies are:

- to ensure that the neighbourhood area is safe and pleasant place to move around
- to provide a range of movement choices that are convenient, sustainable and safe and which enable healthy lifestyles and well-being
- to support changes to streets, spaces and the public realm that can deliver lasting benefits for the local economy, the local environment and local communities

## ACCESS AND MOVEMENT DRAFT POLICY FRAMEWORK

DRAFT POLICY HEADINGS	NDP OBJECTIVE	POLICY OBJECTIVE / RATIONALE
<p><b>AM01 – Shared Spaces</b> Applications by developers should make a contribution that would contribute towards our aim of creating shared spaces on the following:</p> <ul style="list-style-type: none"> <li>● Stone Street</li> <li>● High Street</li> <li>● Common Road</li> <li>● The Street</li> <li>● Hartley Road</li> <li>● Colliers Green Road/Marden Road</li> </ul>	<p>1,3, 6,7, 9</p>	<p>Themes of pedestrianizing Stone St and part of the High Street in Cranbrook, safety of children, shared space were gathered from public engagement with parishioners</p> <p>The parish recognises that roads are a shared space with mutual respect between all users (cyclists, walkers, horses, vehicles) and a balance must be achieved in order to boost the attractiveness of the town and village centres</p>
<p><b>AM02 Access to Amenities</b> Applications for development must demonstrate that in the planning of our communities, businesses and residents must have access to basic amenities and services and is not dependent on car ownership but is always available to those on foot, bicycle, wheelchair and public transport, eliminating conflict with larger vehicles or pedestrians especially in the narrow sections of Stone Street Cranbrook and the Street, Sissinghurst</p>	<p>3, 6, 7</p>	<p>Where new developments are located near the centre of the main settlement area, schemes should include public car parking provision that is available to non-residents during working hours, as well as parking for residents and visitors. New business development must demonstrate appropriate provision is made for the unloading and turning of delivery vehicles within the site.</p> <p>The parish has the good fortune to possess schools, shops, Post Offices, public houses, community halls, places of worship, greenspaces and recreation grounds &amp; centres. These facilities are central to parish life and local people wish to see them retained and prosper. In addition, there are children’s playgrounds, sports centre, allotment sites and the renowned Sissinghurst Castle. The Parish wishes to see them</p>

		<p>well used and protected from development disassociated with their current uses. The parish would benefit from more frequent and extended schedule of public transport links to the commuter stations and major county towns as identified at public consultation.</p>
<p><b>AM03 – Traffic Generation</b> Any proposal requiring planning permission that seek to increase the number of access points, which would involve and increase in traffic generation, will need to demonstrate that they do not inhibit the free flow of traffic or exacerbate conditions of parking stress.</p>	<p>3,6,7,9</p>	<p>Design standards must be observed in environmentally sensitive areas and early joint discussion with local district planning, the parish council, the parish NDP, KCC Highways) and landscape advisory groups (AONB) are essential to achieve good solutions <sup>1</sup> The Kent Design guide <sup>1</sup>details highlights potential areas of concern:</p> <ul style="list-style-type: none"> <li>● Junction design</li> <li>● Road crossing</li> <li>● Visibility</li> <li>● Emergency vehicle, refuse collection access</li> <li>● Turning movements</li> <li>● Home zones (pedestrians &amp; cyclists have priority over motorists)</li> <li>● Pedestrian and cyclist provision</li> <li>● Signage</li> </ul> <p>Planning for sustainable travel seeks to locate and design development to minimize the need to travel by car and promote sustainable travel. It also seeks provision of safe, direct routes within permeable layouts that facilitate short</p>

		<p>distance trips by walking etc. In addition, the policy seeks new routes to connect to the existing Rights of Way network, as well as the protection and improvement of existing networks.</p> <p>To position new development such that current problems with congestion, parking and road safety are not exacerbated and, if possible, reduced<sup>2</sup></p> <p><sup>1</sup> <a href="https://www.kent.gov.uk/_data/assets/pdf_file/0014/12092/design-guide-foreword.pdf">https://www.kent.gov.uk/_data/assets/pdf_file/0014/12092/design-guide-foreword.pdf</a></p> <p><sup>2</sup> <a href="https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf">https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf</a></p>
<p><b>AM04 – School Travel</b> Proposals that lead to a significant increase of pupil numbers at the school will only be supported when accompanied by proposals to implement the suggestions outlined in the Sustrans document ‘increasing active travel to school 2016’ e.g. traffic calming, cycle paths and pedestrian and cycle training in the school travel plan.</p> <ul style="list-style-type: none"> <li>● Sissinghurst school to Jubilee Field</li> <li>● Longfield x 2</li> <li>● Cranbrook Primary to Angley Road</li> </ul>	<p>3,6,7</p>	<p>Parishioners comments from public engagement events support policies to enable active travel<sup>1</sup> to schools within the parish. The benefits would be:</p> <ul style="list-style-type: none"> <li>● To promote health and wellbeing</li> <li>● Improve uptake of active travel to school</li> <li>● To reduce congested parking on Carriers Rd, Cranbrook and Common Road, Sissinghurst.</li> </ul> <p>Measures suggested at public events to achieve safer movement for families to and from the parish schools are:</p> <ul style="list-style-type: none"> <li>● By pass for Sissinghurst from Common Road</li> <li>● Speed control, traffic calming and enforcement on speed limits on the A262 through Sissinghurst and along the Angley Rd section of A229 in Cranbrook.</li> <li>● Extend the pavement from the 30mph signage on Golford Rd to Dulwich College and cemetery</li> <li>● Extend 30mph speed limit on the A229</li> </ul>

		<p>Kent County Council's (KCC) Active Travel Strategy endorse these and other enabling active travel measures<sup>1</sup></p> <p><sup>1</sup> <a href="https://www.kent.gov.uk/_data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf">https://www.kent.gov.uk/_data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf</a></p>
<p><b>AM05 Pavement Provision</b> New developments must in accordance with paragraph 91 of NPPF provide safe access for all parishioners to local facilities and public transport links. In particular safe and convenient paths should be provided for those pushing a pushchair, in a wheelchair, walking with a stick or frame, or using a mobility scooter.</p>	2, ,6, 7	<p>Parishioners comments from public engagement events support policies to preserve, improve and maintain pathways/bridleways connecting Sissinghurst to Cranbrook and its environs to all movement without needing to use busy roads.</p> <p>Using non-motorised travel would have the additional benefits:</p> <ul style="list-style-type: none"> <li>• To promote health and wellbeing</li> <li>• To free spaces in the congested carparks,</li> <li>• To reduce the impact of development on the main roads throughout the parish</li> <li>• To preserve the historic feel of the parish</li> <li>• To increase local trade</li> <li>• To foster social relations</li> </ul>
<p><b>AM06 Road Safety</b> We will support applications that can demonstrate sufficient regard to Improving road safety across Parish</p> <p>Safe Pedestrian Crossings (refer to Design Code) at the suggested locations and other viable alternatives will be supported:</p> <ul style="list-style-type: none"> <li>• High Street by Lloyds Chemist</li> <li>• Entrance to Jockey Lane Car Park</li> </ul>	2, 6, 7	

<ul style="list-style-type: none"> <li>• Hartley from Campion Crescent to Farm Shop</li> <li>• Hartley from Glassenbury Road junction across the road.</li> <li>• Sissinghurst High Street from village shop to antique shop</li> <li>• Common Road opposite the Sissinghurst Primary School</li> <li>• A229 Orchard Way, Brick Kiln</li> <li>• Opposite Rugby club</li> <li>• Across the Hill by the Windmill</li> <li>• Waterloo Road in the vicinity of Cranbrook School</li> <li>• Sissinghurst Road near Wilsley Pound</li> <li>• Angley Road near Wilsley Pound</li> <li>• Across Golford Road near sewage works</li> </ul>		
<p><b>AM07 – Access &amp; Movement</b> Applications that have given sufficient regard for improving access and movement across the parish will be supported including but not limited to:</p> <ul style="list-style-type: none"> <li>• Restricted access for routes where a reasonable alternative route can be demonstrated.</li> <li>• Using different road surfaces, textures, colours to indicate shared space</li> </ul> <p><b>Common Road</b></p> <ul style="list-style-type: none"> <li>• Restrict HGVs, Speed Limit (20) from Frittenden Crossroads down to Sissinghurst</li> </ul>	<p>1,6,7,9</p>	<p>Whenever new developments are considered it is important to the foot/bridle/cycle path network are considered. Such changes should aim to improve sustainable transport, green infrastructure, recreation, tourism, health and general well-being<sup>1</sup>. Improvements will normally have beneficial impact on local economies and the aspiration should be for improvements rather than for maintenance of the status quo. Considering their public utility, footpaths have very low maintenance costs. The larger scale of any developments, the greater should be the opportunity to enhance all aspects of the foot/bridle/cycle paths networks (<i>Appendix 1</i>)</p> <p><sup>1</sup> <a href="https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf">https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf</a></p>

<p>centre. Restrict parking. Speed control measures e.g. ramps, build outs</p> <ul style="list-style-type: none"> <li>•</li> </ul> <p><b>The Street</b></p> <ul style="list-style-type: none"> <li>• Reduction in speed and congestion using Village gateway marking at all entrances to village</li> </ul> <p><b>Stone Street</b></p> <ul style="list-style-type: none"> <li>• No HGVs, Priority signage on Waterloo Road and St David’s Bridge, no parking at any time</li> </ul> <p><b>High Street</b></p> <ul style="list-style-type: none"> <li>• No HGVs, <b>Brewer’s drays</b></li> </ul> <p><b>Hartley Road/Angley Road</b></p> <ul style="list-style-type: none"> <li>• Extend 30 mph speed limit along A229 from Wilsley Pound all the way through to Hartley</li> </ul>		<p><i>Appendix 1: Leicester Local Access Forum (LLAF) advice</i></p> <p>Unless access is undertaken less by car and more by sustainable means, the parish environment will suffer from excess traffic and parking, and this in turn will undermine the attraction and success of the town. Concerns that heavy traffic shakes &amp; damages old buildings were expressed during public engagement. This policy supports a shared ethos with the Ramblers’ ‘Paving the Way’ Charter for walkable towns and cities<sup>1</sup> by ‘Putting people first – Cranbrook and Sissinghurst Parish - where people come first’</p> <p><sup>1</sup> <a href="http://www.ramblers.org.uk/get-involved/campaign-with-us/paving-the-way.aspx">http://www.ramblers.org.uk/get-involved/campaign-with-us/paving-the-way.aspx</a></p>
<p><b>AM07 – Public Rights of Way</b> Applications will be supported which seek to protect and enhance Public Rights of Way (PROW) across the Parish to promote active travel networks for the benefit of public health and wellbeing, environmental protection and local economic resilience. As example but not limited to: Create a traffic free bridlepath Sissinghurst to Bedgebury Forest, via Sissinghurst Village and Cranbrook Town Centre. Connect the green spaces throughout the parish.</p>	<p>1, 7, 9</p>	<p>Parishioners comments from public engagement events support policies to preserve, improve and maintain pathways/bridleways connecting Sissinghurst to Cranbrook and its environs to all movement without needing to use busy roads.</p> <p>Using non-motorised travel would have the additional benefits:</p> <ul style="list-style-type: none"> <li>• To promote health and wellbeing</li> <li>• To free spaces in the congested carparks,</li> <li>• To reduce the impact of development on the main</li> </ul>

<p>We would seek to gain development contributions to deliver this policy.  <b>Need to add safeguarding &amp; enhancement of Hop Pickers Line (see GH's statement)</b></p>		<p>roads throughout the parish</p> <ul style="list-style-type: none"> <li>• To preserve the historic feel of the parish</li> <li>• To encourage community wellbeing and social interaction<sup>1</sup></li> </ul> <p>Kent County Council's (KCC) Active Travel Strategy endorse the benefits of active travel <sup>2</sup></p> <p>Communities are encouraged the seek financial support from developers to achieve these goals <sup>3</sup></p> <p>Access to the countryside and walking, cycling and equestrian activities provides significant support to Kent's economy.</p> <p>Access to green space is a significant factor in enabling people to improve their health and well-being.</p> <p>Making the most of Kent's Countryside &amp; Coast<sup>4</sup> estimate 143 million annual leisure walking trips bring £2.7billion to the South East Region.</p> <p>Countryside recreation is a fundamental pillar supporting Kent tourism Garden of England brand and a strategic priority in the Kent Nature Action Plan 2018 – 2023<sup>5</sup></p> <p><sup>1</sup><a href="https://www.kent.gov.uk/_data/assets/pdf_file/0007/29896/Countryside-Access-Warden-online-training-guide.pdf">https://www.kent.gov.uk/_data/assets/pdf_file/0007/29896/Countryside-Access-Warden-online-training-guide.pdf</a></p> <p><sup>2</sup><a href="https://www.kent.gov.uk/_data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf">https://www.kent.gov.uk/_data/assets/pdf_file/0007/71773/Active-Travel-Strategy-information.pdf</a></p> <p><sup>3</sup><a href="https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf">https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf</a></p> <p><sup>4</sup><a href="https://www.kent.gov.uk/_data/assets/pdf_file/0016/6172/Countryside-and-coastal-access-improvement-plan.pdf">https://www.kent.gov.uk/_data/assets/pdf_file/0016/6172/Countryside-and-coastal-access-improvement-plan.pdf</a></p> <p><sup>5</sup><a href="http://www.kentnature.org.uk/assets/files/About-Us/Kent%20Nature">http://www.kentnature.org.uk/assets/files/About-Us/Kent%20Nature</a></p>
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		<a href="#">%20Partnership%20-%20Strategic%20Priorities%20and%20Action%20Plan%202018%20-%202023.pdf</a>
<p><b>AM09</b> Applications will be supported which seek to protect and enhance the network of rural lanes characteristic of this historic parish will be supported</p>	<p><b>1, 3, 5, 6</b></p>	<p>The rural streets and lanes are a key visual feature of the parish and make a very important contribution to amenity, ecological quality and historic character.</p> <p>Coursehorn Lane, Tilsden Lane, Freight Lane, Mill Lane and others listed in LA- 4 retain valuable features, including wide road verges and boundary banks wildflower-rich, hedgerows and hedgerow trees creating picturesque arches from one verge to the other as well as creating routeways for wildlife.</p> <p>AONB Management Policy 2014-2019 <sup>1</sup> vision is to protect the landscape, its character of the distinctive lanes and Rights of Way whilst achieving a balance achieved between the comparative quietness and rurality of the roads of the High Weald and their function as communications central to the economic and social well being of the area. As custodians of these outstanding examples of historic routeways of people, produce &amp; wildlife we expect such policies to be observed during development.</p> <p>Cross reference to LA-4</p> <p><sup>1</sup> <a href="http://www.highweald.org/downloads/publications/high-weald-aonb-management-plan-documents/1475-high-weald-management-plan-3rd-edition-2014-2019/file.html">http://www.highweald.org/downloads/publications/high-weald-aonb-management-plan-documents/1475-high-weald-management-plan-3rd-edition-2014-2019/file.html</a></p>

<p><b>AM10</b> All new developments will be required to invest and liaise with stakeholders (Kent Highways, KCC, TWBC, C&amp;SPC) to coordinate measures to Improve public transport services within the parish especially for the elderly and less mobile, workers, commuters and school children.</p>	<p><b>3, 6, 7, 9</b></p>	<p>Parishioners comments from public engagement events support policies to improve bus services within the parish or supplement existing public services with private minibuss services. A shared understanding and approach among these different parties is essential.<sup>1</sup></p> <p><sup>1</sup> <a href="https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf">https://www.lgiu.org.uk/wp-content/uploads/2017/10/Building-Connected-Communities.pdf</a></p>
<p><b>AM-11</b> Cycle Storage and Parking New developments including conversions should provide permanent, enclosed and secure cycle storage and contribute to provision within the community spaces</p>	<p><b>1, 2, 6, 7</b></p>	<p>Walking and cycling offer real alternatives to car journeys, particularly over shorter distances. In the interests of sustainability new developments must make appropriate, high quality provision for pedestrians and cyclists. In respect of cycling, this includes provision of appropriate parking and supporting facilities where appropriate.</p>

## NOTES

### Tasks Traffic (Sissinghurst)

Identify and consult the interested groups



Restrict HGV access along common road

Identify best locations for interventions

Identify preferred measures (*Appendix 2 Toolkit: Community Approaches to reducing traffic speed*)

### **Tasks Cycling & Pedestrian (Active Travel)**

Investigate route options

Engage with National trust

Identify key connections

Identify new pedestrian & cycle routes

### **Tasks Mobility**

Micro interventions to pavements

### **Task group M & L**

Outdoors, footpaths, landscape, cycling, way finding<sup>1</sup>

Identify routes through Green spaces (Sissinghurst)

Identify key connections

<sup>1</sup> [https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0007/29896/Countryside-Access-Warden-online-training-guide.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0007/29896/Countryside-Access-Warden-online-training-guide.pdf)



## **Appendices:**

Appendix 1: Leicestershire Local Access Forum to be given to planning authorities and or developers.

Appendix 2 Toolkit: Community Approaches to reducing traffic speed – Gloucestershire Rural Community Council

<http://www.eastgrinstead.gov.uk/pdf/neighbourhood-plan/east-grinstead-neighbourhood-plan.pdf>

### **TC02 Sustainable Access to the Town Centre**

Proposed developments will be expected to contribute to and facilitate improved levels of accessibility and ease of movement to and within the town centre by ensuring the availability or provision of safe, direct and attractive routes that encourage access by walking, cycling and use of public transport.

Development proposals that meet the appropriate criteria will be expected to incorporate a Travel Plan, including a commitment to monitor its effectiveness (see West Sussex County Council Guidance on travel Plans).

### **Related Actions**

Infrastructure and other measures to be taken to encourage access by sustainable means of travel, including those enabled by developer contributions. Parking facilities provided by the local authority and managed to ensure an appropriate balance between supply and demand, to support business and protect town character.

### **Rationale**

Unless access is undertaken less by car and more by sustainable means, the town environment will suffer from excess traffic and parking, and this in turn will undermine the attraction and success of the town.