

Highway Improvements Team working in Partnership with Marden 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	
1	Alison Hooker	24/6/25	16/09/2025	Cllr Brian Black	
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	Alison Hooker	Contact Telephone Number	01622 832305	Email Address	clerk@mardenkent-pc.gov.uk
Name of Clerk	Alison Hooker	Contact Telephone Number	01622 832305	Email Address	clerk@mardenkent-pc.gov.uk
Name of Chair	Adrian Rabot	Contact Telephone Number	01622 832305	Email Address	cllrrabot@mardenkent-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.	Bend at West End (between Marden Memorial Hall and West End Tavern)		Large number of accidents in this area (vehicles hitting walls, fences and lamp columns)	Safety Review initially	06.08.25 – After reviewing the collision history, there is no crash history relating to speeding in this location. It would be beneficial if the PC has a record of collisions that can be shared with ER? We have access to data which is recorded via GPS and sensors incorporated inside of vehicles. The data is taken from in-built trackers, GPS loggers and vehicle fleet telematic data containing a mix of cars HGVs and LGVs. Having reviewed the average speeds using this data along the location, vehicles do not exceed 25mph, indicating good compliance with the speed limit. ER happy to meet on site with PC should they feel this is beneficial? 10/09/25 - ER has requested ATCS after site meeting took place. 3/2/26 – Request for more in depth data (sent via email to ER)

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2.	B2079 Beech Bridge / Roughlands		Narrow carriageway between Beech Bridge Cottages to south of junction with Roughlands Lane resulting in kerb / verge damage from vehicular over-running	Priority / one way provision	12.08.25 – ER investigated this location and noted there are road narrows signs with SLOW marking in place on carriageway on both approaches – It would be advised that if there is overgrowth of vegetation on the sign this should be reported to KCC using the reporting tool. It is also advised PC could request refresh of edge of carriageway lining to enhance the narrow nature of the road. There are priority signs available that indicate which direction of travel has priority over oncoming vehicles, however these can only be used as part of a priority working system which would include physical traffic calming measures, such as kerb build outs, to enforce the need to give way. It would be difficult to install such measures here due to the requirement for street lighting. This is also a B road and KCC has an agreement with emergency services that we should not install physical traffic calming on A and B classified roads. In addition, priority systems should be used only when vehicles at each end of the priority section are clearly visible to each other and require a minimum of 43m of visibility on each approach, which is unlikely to be met along this road due to the bend.

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2. (contd)					23/09/25 - Following on from site visit with P&A, it was advised that the cost of such scheme would cost in excess of £20,000. It was also advised that if the road was widened this could encourage speeding and could increase the use of HGVs as wider the road, the more driver friendly it becomes for larger vehicles. Please could PC confirm if they would like to keep this on the HIP? MPC: 15/10/25: Yes to keeping on HIP: Clerk to report faint lines. Could signage be made more visible/additional signage added for narrowing of road? 18/11/25 ER – after a review there is sufficient marking and signage in place already however it is noted that the vegetation is obscuring the signage. Please report this on report a fault tool on the KCC website. MPC Reported overgrown vegetation. 3/2/26 – which to keep on the list for future consideration.

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3.	Howland Road – Rose & Crown Cottages bend		A dangerous and blind bend where parking is permitted and there is no proper footway. Constant issue for residents with cars being hit and people driving too fast. Pedestrians have to cross the road on this bend - given the number of cars parked there and the lack of pavement. This is especially dangerous for pedestrians with disabilities, disability scooters and those with prams and pushchairs. Cars are speeding on Howland Road due to lack of traffic calming measures (no speed bumps or warnings about the dangerous bend) which makes the bend even more dangerous.	Previous suggested improvements have been rejected but with the increasing amount of traffic using this road a scheme to protect pedestrian safety and to protect residents' parked cars and their properties is needed. KCC to survey and identify potential solutions	12.08.2025 – Telematic speed data suggests, vehicles are complaint with the speed limit. 23/09/25 - During site visit with P&A we witnessed an artic lorry navigate its way round the bend. It became evident that the only solution to this problem is placing road restrictions here which will mean reduce in parking. The minimal restriction would be corner protection outside Walnut Tree Cottage. I appreciate this might be unwelcomed by residents so it would be important for the parish to do a pre consultation engagement first. MPC: 15/10/25: No to restrictions but MPC notes that there is no reference made to installing signage - "vehicles in road" etc – could KH consider this? 18/11/25 ER – there is no signage that represents "vehicles in road". However we could potentially look at warning of bend sign with a compliment SLOW marking? Pc to confirm if they would like me to proceed with this? 3/2/26 - Yes to additional signage.

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4.	B2079 from the top of Winchett Hill to 50mph limit at Marden Beech		Seven accidents recorded on Crashmap over the last five years plus two more recent accidents on 4th November 2019 and 11th December 2019. Other accidents have occurred although not reported. The road is heavily used by motorists, including HGV's, farm vehicles, cars and cyclists. Pedestrians also use the road as there is no footway. A 60 mph speed limit is in place from the Parish boundary to Marden Beech. There are a number of blind bends in the road as well as properties exiting onto this road.	Speed is a contributory factor a 50 mph limit from the parish boundary to the existing 50mph limit would help mitigate the risks. The parallel road the B2162 has a 50 mph limit along much of its length and there is only one reported incident on Crash map. A safety assessment of this stretch of road would also indicate if any other action needs to be taken. Additional signage.	12.08.2025 – ER has suggested there is a possibly we could look into pedestrians signs if we can understand what the journey generators are/ where pedestrians are most likely to be met on this road. Please could PC send exact locations? ER happy to meet on site. MPC: 23/09/25: sent exact locations – if you need these again, please let me know 18/11/25 ER – please could you kindly resend the location? 19/11/25 ER – Telematic speed data for this month shows good compliance and vehicles are driving below 50mph which means they are driving to the nature of the road. Crash data up to 30th June 2025 shows 2 slight and 1 was due to a cyclist under the influence and the other was due to poor weather conditions. Therefore at this time, we would not look at reviewing this section of road. Please note speeds on the table are in km/h and not mph. Couldn't copy table

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5.	Various – dropped kerbs for Inclusive Mobility.		Some footways in the village centre lack dropped kerbs for those using wheelchairs, pushchairs, etc. and many others lack tactile paving for the visually impaired.	MPC identified locations & priorities: (1) Goudhurst Road, entrance to Marden Primary School; (2) High Street - at entrance to The Old Market; (3) Chantry Road/Lime Close junction; (4) Chantry Road by the bungalows.	12.08.2025 – ER has investigated all sited identified and noted: 1. It should be encouraged to use the zebra crossing at the Primary School end. 2. There cannot be a pedestrians crossing leading onto a road where there is no footway. Please let ER know if there is a specific location in mind? 3. Please could we have more information on exact location? 4. In order to have this, it would be required to extend the footway into grass verge and this is not publicly maintainable. 23/09/25 - Please could PC send exact locations so I am able to start enquiring. 07/10/25 - Location 1 and 2 have been submitted to planning and advice for feasibility. Location 3 and 4 are not deemed feasible. MPC – sent details of locations 23/9/25 20/10/25 ER - Following a site visit to verify the highway boundaries, the kerb at the entrance of the

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5.(contd.)					primary school is partially maintained by us. Typically, to install a standard dropped kerb, we require four new kerbs, two tapers and two dropped kerbs. However, in this instance, only two kerbs at the radius are maintained by KCC. ER is confirming land ownership via Land Registry. Regarding the second location, it is part of the publicly maintained highway however there are two utility covers just outside the Mortgage Advisor's office. These will increase the overall cost of the scheme if it progresses to construction, as utility companies would need to relocate their assets at the scheme promoter's expense. Additionally, a dropped kerb is required at Haffenden Close to ensure continuity of the footway and maintain accessibility. This would be costly and would need to be funded by the parish for location 2. Please advise if you would like ER to provide a quote? 23/10/25: MPC's response: (1) MPC was of the opinion that the kerb was dropped at Haffenden Close junction by KCC when they installed the built out pavement at Pattenden Lane. We are surprised that further work is required here but feel it should not be

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5.(contd.)					at MPC's expense if it was done properly; (2) MPC wants to improve accessibility for residents but does not feel that it could fund the moving of the utility covers outside The Old Market – is there any other options available? In regard to your comment dated 7/10/25 that the locations (3) and (4) are not feasible – can you let MPC know why this is the case as the (3) Medical Centre is at the bottom of Chantry Road and the bungalows (as well as many of the other properties around this area) are occupied by older residents, some of whom rely on wheelchairs. 18/11/25 ER – awaiting for Marden school to email confirmation they are willing for KCC to use the land for the dropped kerb. I have requested for P&A to investigate further the other locations.

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6.(HIP25)	Albion Road / Stanley Road / Seymour Drive / The Wickets / opposite side of road	Y	Parked cars parking either side of The Wickets at the junction of Albion Road towards Seymour Drive and opposite side of road (by grassed area in front of Jewell Grove) causing poor visibility.	Double Yellow lines installed in 2025 but only part way along Albion Road: either side of Stanley Road and either side of Seymour Drive. Continuation required between the two junctions and on the opposite site of the road.	

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