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Marden Highways Improvement Plan (HIP) updated August 2026

Part A – Marden Parish Council Action Plan

KH = Kent Highways / MPC = Marden Parish Council / MBC = Maidstone Borough Council / KCC = Kent County Council / TRO = Traffic Regulation Order /
DYL = Double Yellow Line / SYL = Single Yellow Line

HIGHWAYS IMPROVEMENT PLAN – STAGE 1				ACTION PLAN – STAGE 2		
MPC ID	Priority	Location		Cost Estimate	Funding Source	Action / Programme / Comments (Who by / When)
HIP004	4	B2079 Maidstone Road – Footway Extension to Cemetery and Sports Club See HIP 004 Action Plan	Discontinuous pedestrian route between end of existing footway at Rhodes Close to cemetery and sports club with gaps requiring walking on the carriageway, sections not accessible by persons of restricted mobility and lengths unusable in poor weather	Refer to HIP004 action plan	Refer to HIP004 action plan	KH to look at land ownership Possible Developer scheme.
HIP006	2	Church Green	Bus stop currently located outside the Taj restaurant and adjacent to heavily used shops where cars are regularly parked. The bus has to double park at the bus stop, making it dangerous for passing traffic including motorists and cyclists. Move the bus stop further east onto Church Hill beyond the zebra crossing and appropriate bus clearway” signage/yellow boxes to be implemented.			17/07/20 KH: emailed KCC Bus Stop Scheme on to ascertain costs. KH would undertake an assessment of the area to see if moving the bus stop was safe to do so MPC to liaise with Southeastern/Network Rail regarding bus replacement signage 20/7/20 - Bus Stop Team have advised that they would support the stop being moved, ideally keeping close to the station.

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HIP007	1	B2079 south of Marden Primary School	There are no parking restrictions on Goudhurst Road B2079 south of Marden Primary School. During the week cars are parked all day at this site and as there is very little evidence of parking here at weekends then it is safe to assume that it is commuter parking. The road is heavily used by all forms of transport with a notable increase in HGV's over the last few years. The road is not wide enough for parked cars and 2-way traffic and this becomes particularly difficult when HGV's have nowhere to pull in if they meet an oncoming vehicle. There have been occasions when HGV's have been seen to mount the footway on the west side when an oncoming vehicle approaches. This is particularly concerning as the footway is now heavily used by residents from the new Highwood Green estate. See HIP 008. Additionally, at School drop off and pick up time Goudhurst Road is very heavily congested and the all-day parking prevents parents from using this part of the road to drop off/pick up children.	c. £3000 for TRO plus £1,000 lining and signing on site	TBC	TRO required at a cost of approx. £3,000 to extend SYL. MPC to plot on a map the extent of SYL and send to KH Informal consultation would need to be undertaken by MPC followed by TRO This was one of the identified actions in the Marden Parish Council Parking Survey March 2018 but did not progress due to other higher priority changes that were needed at the time 20/07/20 – Parish Council to provide exact extents and KCC to produce a plan so that the Parish Council can carry out an informal consultation with affected residents and school etc. 01/02/22 - Extents to be south of zebra crossing to Admirals Way (both sides) – Plan to be sent to MPC to carry out informal consultation first (Speak to KCC/MBC re DYL's in Admirals Way) 11/10/22 – Added as Priority 1 on Kent Highways document 05/12/22 – Meeting held with Kent Highways Officers

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HIP007 (contd)	1	B2079 south of Marden Primary School (contd)	Extending the SYL restriction to village boundary on both sides of the road would help to mitigate these problems.			Q: If the parking is commuters, where are they likely to park when accessing the train station and where will parents park for the school? Any lining will also restrict this Any reduction in parked cars will likely lead to increased speeds Q: Are householders in support of this? MPC asked to carry out an informal consultation and submit photos of parked cars KH in contact with developers (Dev02a) regarding DYLS/TROs being installed 10/01/24 – MPC undertaken pre-consultation exercise – Kent Highways to agree TRO consultation undertaken in March/April 2025 June 2025 - KCC drawing up plans SYL implemented but times on plates not in accordance with TRO (10.30-11.00am) also small section of SYL missing on school side outside Foxden Nursery. August – timings to be changed / waiting for lining to be completed REMOVED FROM PRIORITY LIST - NEARING COMPLETION

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HIP008	3	B2079 Goudhurst Road – Western Footway between School House and Maple Lodge. See HIP 008 Action Plan.	Varying width of footway, with some parts very narrow and difficult for wheelchair and pushchair users due to overhanging vegetation and other lengths having impediments such as a street lighting column and a telephone pole.	Refer to HIP008 Action Plan c.£4000	MPC	KH/MPC(?) to write to residents requesting hedges are cut back. KH to view Highways maps to ascertain highway boundary. 20/07/20 - Plan sent to MPC showing what is considered to be publicly maintainable highway 01/02/22 - Verge and footway - verge could be taken out and tarmacked. Approx £40 to £50 per Lin.m. - Approx £4,000 to carry out works. 15/9/26 – Pedestrian survey (£1000 per day) – MPC to fund <i>Active Travel ? cover costs for work</i>

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HIP014	1	Howland Road – bend by Rose and Crown Cottages <i>Priority 3 on HIP Priority List 2025</i>	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 is needed. KCC to survey and identify potential solutions		TBC	KH would arrange for a desktop study to be undertaken. 20/07/20 – KCC to carry out desktop study to see what measures can be implemented. 20/04/21 - Advised KH that we would like a meeting post election on site with County Cllr & residents to look at options. 24/06/21 - Asked Lottie Parfitt-Reid to liaise with Highways Manager re meeting 12/08/2025 – KH: 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. 15/10/25 - MPC: No to restrictions but MPC notes that there is no reference made to installing signage - “vehicles in road” etc – could KH consider this?

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HIP014 (contd)	1	Howland Road – bend by Rose and Crown Cottages <i>Priority 3 on HIP Priority List 2025</i> (contd)				18/11/25: ER (KH) – there is no signage that represents “vehicles in road”. However, we could potentially look at warning of bend sign with a compliment SLOW marking? MPC to confirm if they would like me to proceed with this? 3/2/26 - Yes to additional signage. 24/6/26 – ER(KH) – proposal designs for signage location sent to MPC – agreed.
HIP017	4	Pattenden Lane – Footway Extension to 30 mph Limit. See HIP017 Action Plan	Existing footways along Pattenden Lane stop approx. halfway between railway bridge and end of 30 mph limit, leaving pedestrians to walk mostly along busy carriageway or trespass on Wheelbarrow Park Estate forecourt on western side (with deep ditch on eastern side).	Refer to HIP017 action plan	Refer to HIP017 action plan	KH unsure ownership and cost of putting in a footway. 20/07/20 – Plan sent to MPC showing extend of publicly maintained highway.

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HIP020	4	Oak Tree Close	No current parking restrictions difficult for emergency vehicles and refuse lorries to access, and although fully used there is no room for additional parking spaces and it is also unclear whether problems are caused by residents' vehicles of Oak Tree Close or surrounding properties or those seeking to avoid station car parking charges. SYL to alleviate all day parking and allow access to emergency vehicles and refuse vehicles.			KH reported Highways not responsible for this area but would view maps and report back ownership to MPC 20/07/20 – Plan sent to MPC showing publicly maintained highway

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HIP021	2	Various – Pedestrian Crossings for Inclusive Mobility. See HIP021 Action Plan <i>Priority 5 on HIP Priority List 2025</i>	Some pedestrian crossings in the village centre lack dropped kerbs for those using wheelchairs, pushchairs, etc. and many others lack tactile paving for the visually impaired.	Refer to HIP021 Action Plan c.£1000 per pair of dropped kerbs	KCC/MPC	MPC to undertake a survey of possible sites. Cost - £1,200 per pair of dropped kerbs. 20/07/20 – MPC to provide locations – KCC to possibly fund 1 or 2 locations this financial year. 29/6/21 - MPC identify locations & priorities: (1) Goudhurst Road, entrance to Marden Primary School; (2) Haffenden Close/Church Hill junction; COMPLETED (3) High Street - at entrance to The Old Market; (4) Chantry Road/Lime Close junction; (5) Chantry Road by the bungalows. NOT FEASIBLE 01/02/22. KCC to survey kerbs. Approx cost £1000 per pair. KCC may be able to deliver 1 pair in next financial year. 01/03/22 KCC marked up Goudhurst Road entrance to Primary School for work (not undertaken)

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HIP021 (contd)	2	Various – Pedestrian Crossings for Inclusive Mobility. See HIP021 Action Plan <i>Priority 5 on HIP Priority List 2025</i> (Contd)				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. 5. 23/09/25 ER (KH)- Please could MPC 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. 23/09/25 -MPC: sent details of locations 20/10/25 – ER (KH) - Following a site visit to verify the highway boundaries, the kerb at the entrance of the 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.

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HIP021 (contd)	2	Various – Pedestrian Crossings for Inclusive Mobility. See HIP021 Action Plan <i>Priority 5 on HIP Priority List 2025</i> (Contd)				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 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?

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HIP021 (contd)	2	Various – Pedestrian Crossings for Inclusive Mobility. See HIP021 Action Plan <i>Priority 5 on HIP Priority List 2025</i> (Contd)				(3) 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 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.
HIP022	4	Howland Road – Footway Extension to Bridgehurst Corner. See HIP022 Action Plan	Existing footway only on southern side beyond Ramsden Way, leaving pedestrians to walk along carriageway near blind bend from Poachers Keep to Footpath KM274 (for Sports Club, etc.)	Refer to HIP022 Action Plan	Refer HIP022 Action Plan	KH to investigate ownership of verge and report back to MPC. 20/07/20 – Plan sent to MPC showing extent of publicly maintained highway

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HIP024	3	Plain road/Thorn Road junction	Visibility very poor when turning right from Albion Road into Thorn Road. No pedestrian footway here. Options: (1) Make one way round the island. However, unlikely to be suitable for large vehicles eg combine harvester; (2) Remove island to make into conventional junction. Likely to be unpopular with residents; (3) Consider pedestrian signage.			<i>Operations Team to assess</i>

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HIP027	3	High Street – outside White Lyon House	Continuation of footway outside White Lyon House to junction with Old Market for pedestrian safety			
HIP028	4	Park Road – junction with Pagehurst Road	Restore character of junction: (1) install new wooden finger post / tidy area; or (2) As 1 above but with new road layout (triangle)			Operations Team to assess
HIP 031	3	Stanley Road / South Road junction	DYL Request received from resident to add DYL at junction			
HIP 034	2	Rural Roads	Speeding vehicles Correspondence from residents requesting traffic calming/signage: (1) for Battle Lane (2) Howland Road			(1) Battle Lane (2) Howland Road (from Copper Lane to railway bridge) Request KH to undertake telematic data.

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HIP 035	1	Bend at West End (between Memorial Hall and West End Tavern) <i>Priority 1 on HIP Priority List 2025</i>	Safety review due to the number of accidents.			06/08/2025 - 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 KH. KH has 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. KH happy to meet on site with PC should they feel this is beneficial. 100/9/25 - KH has requested ATCS after site meeting took place. 01/02/06 - MPC requested for more in depth data to be supplied. 12/2/26 – Data received from KH. Consider signage (See Appendix 1)

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HIP037	1	DYL by build out at junction of Pattenden Lane / Church Green on west side for 10m	Vehicles also park on the built out part of the footway			
HIP038	1	DYL Albion Road: either side of Seymour Drive and Stanley Road (continuation between the two junctions) and on the opposite side of the road (as previously discussed for HIP025)	Continuation of corner DYL previously installed			
HIP039	1	Plain Road bend: Sheephurst Lane end	Signage required			
HIP040		Sheephurst Lane river bridge: signage to be installed	Bridge repaired in 2025 – Kent Highways due to install signage			
HIP041	2	Plain Road: substantial improvement plan to be undertaken to allow for current and future vehicle usage				
HIP042	1	SYL outside Farm Shop, Albion Road side				

APPENDIX 1

Appendix 1**West End Results from 12th Feb 2025 - 11th Feb 2026:**