

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	12/08/2026			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	Emily Rodgers		Contact Telephone Number		Email Address	emily.rodgers@kent.gov.uk
Name of Clerk	Alison Hooker		Contact Telephone Number	01622 832305	Email Address	clerk@mardenkent-pc.gov.uk
Name of Chair	Anne Boswell		Contact Telephone Number	01622 832305	Email Address	cllrboswell@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.	Speeding in Rural Roads – particularly in Battle Lane and Howland Road		Residents have contacted MPC on numerous occasions regarding speeding on rural roads in particular Battle Lane and Howland Road beyond the 30-mph limit. Safety concerns for pedestrians, cyclists and horse riders <i>Battle Lane: Between Summerhill Road and railway bridge</i> <i>Howland Road: Between Copper Lane junction and railway bridge</i>	Safety Review initially / Telematic Data	
2.	DYL by built out of footway on the south side at junction of Pattenden Lane and West End		Visibility at the junction is impaired due to parking within 10 metres of the junction. DYL's needed to a distance of 10m from junction on the West End side.		

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3.	DYL between Stanley Road junction and Seymour Drive. DYL on opposite side of Albion Road		DYL previously installed on junctions of Stanley Road and Seymour Drive with Albion Road. Additional lines required to join these two up along with on opposite side of Albion Road. Residents have contacted the Parish Council to raise their concerns about road safety when exiting their properties.		
4.	Plain Road: bend at Sheephurst Lane end of road		Blind bend on narrow road which is a bus route and heavily used by farm traffic and other motorists. There are no warning signs either side of the bend.		
5.	SYL in Albion Road by Farm Shop		SYL in place from Marden Club in a southerly direction along Albion Road but none at the High Street/Albion road junction. Cars park there all day making it very dangerous to exit the cut through from Howland Road, which is extensively used by motorists to turn round.		

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6.	Various – dropped kerbs for Inclusive Mobility. <i>Carried over from previous HIP</i>		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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					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 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? (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
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					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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Outstanding from 2025:

Howland Road signage

Sheephurst Lane river bridge signage

SYL timings and completion of lines in Goudhurst Road

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

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