

# Highway Improvements Team working in Partnership with Marden Parish Council

## Highway Improvement Plan

Submission Date: 18/12/2023  
Notes added July/December 2023

(Please remember that the 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> )

### HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face	County Member	
1	Alison Hooker			Cllr Lottie Parfitt-Reid	
Please list below the funding opportunities/Sources for HIP initiatives/Measures				County Member, Parish Precept, CIL	
Are you an active member of the Speed Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Are you an active member of the Lorry Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Name of HIP Representative		Contact Telephone Number		Email Address	
Name of Clerk	Alison Hooker	Contact Telephone Number	01622 832305	Email Address	<a href="mailto:clerk@mardenkent-pc.gov.uk">clerk@mardenkent-pc.gov.uk</a>
Name of Chair	Kate Tippen	Contact Telephone Number	01622 832305	Email Address	Kate.tippen1@gmail.com
KCC Project Manager Team	Community & Engagement Team (WEST)	Contact Telephone Number	03000 418181	Email Address	<a href="mailto:west.highwayimprovements@kent.gov.uk">west.highwayimprovements@kent.gov.uk</a>

- Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down)  
KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

Please Note: Highway Improvement Plans will only be accepted if they are in this prescribed template format. **PLEASE DO NOT ALTER IN ANY WAY.**  
Whilst this is intended to be a living document for your Parish Council, KCC can only make resources available to review your HIP annually –  
**2024 review was on 10/1/24 and therefore each January.**

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#### Live Priorities Record

Priority	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1. (MPC Ref: HIP007)	Goudhurst Road (from end of current parking restrictions to village boundary)		<p>Commuter parking. Cars are parking all day (and sometimes all week) at this site – it is heavily used by all forms of transport with a notable increase in HGVs over the last few years. The road is not wide enough for parked cars and 2-way traffic and this becomes particularly difficult when HGVs have nowhere else to pull in if they meet oncoming vehicles.</p> <p>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 for parking to drop off/pick up children.</p>	Extending the single yellow line restriction to village boundary on both side of the road would help to mitigate both of these problems.	<p>05/12/22 -</p> <p>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.</p> <p>Any reduction in parked cars will likely lead to increased speeds. (see below)</p> <p>Have the PC carried out an informal consultation? Are all householders in support of this? Please can the PC also send in photos of the parked cars.</p> <p>The TRO cost in the region £3000 and we are looking at up to £1000 for the lining works. Any TRO will need to go to consultation and only 5 objections are needed to make it go to JTB for discussion and the TRO cost is non recoverable.</p> <p>14/12/22 - PC to share photos of the problem with GM and MM and to also carry out an informal consultation to gauge the public's thoughts on the lining here.</p> <p>Once we have these, a case can be raised to Planning requesting they look into the feasibility and costs of this.</p> <p>GM has been in contact with Claremarie in Dev Agreements regarding the TRO for Redrow homes and the DYs they are looking to install. Redrow homes will get in contact regarding this and if the timing matches up, we will look to get both waiting restrictions on the same order.</p>

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					<p>July 2023 – MPC to draft letters to residents in Goudhurst Road with details of continued SYL from 9.30am to 10.00am – <i>has been undertaken and request sent to Kent Highways.</i></p> <p>10/01/24 - This request is for a SYL (10.30 - 11.00) to start where the existing one ends by the school, to extend to the end of the village.</p> <p>The problem is that commuters park along Goudhurst Road to then get to the train station. This normally wouldn't be an issue, but becomes one at school times when there are lots of parents dropping children off. The road gets very congested with parked cars and this is a danger to children when crossing the road and walking to school.</p> <p>A SYL would reduce the amount of parked cars on the road and make it safer for children to get to school. There are several side roads around the village that could be utilised by commuters and would be safer to have parked cars on. PC are aware that the parking will be moved to these roads. They have carried out pre consultation engagement and the vast majority of residents are in support.</p>
2. (MPC Ref: HIP009 & HIP010)	Pattenden Lane (with junction of B2079 Church Green)		The road junction is very wide and dangerous for pedestrians to cross and there is nowhere to escape to when a vehicle approaches. Many people daily cross this junction to access Marden Primary School, Pre-School, Children's Centre, Train station etc. HGVs are also turning into this junction to try and access the	Previous suggestion of an island in the centre of the junction was not found feasible by Kent Highways. Following a discussion with Jennie Watson a possible solution would be to widen the footway outside Little Eden to make it more of a T-junction. This may also solve some of the issues with HGVS but Kent Highways is also to	<p>05/12/22 - More clarity is required here, as to the reasons HGVs are turning in Sovereigns Way.</p> <p>This may be a very costly scheme, does the PC have any funding towards this? We can get a design and rough quote put together. This may require extra funding from the KCC Member, if investigations prove this to be feasible.</p> <p>If the PC would like to proceed with this, the cost for investigations and a design would be £1006.</p>

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			<p>industrial site in Pattenden Lane – more signage is required to stop this happening as they are having to turn around in Sovereigns Way which causes the footways to be damaged and possible injury to pedestrians if not seen by the drivers.</p>	<p>also look at signage at the same time as working on the junction.</p>	<p>14/12/22 - A case has been raised to Planning to look into the feasibility and rough costs of installing an island in the centre of the junction; if this is not possible I have requested they look at the possibility of widening the kerb outside Little Eden. A request to improve the height restriction signage has also been raised.</p> <p>Once Planning have looked at this and if there is a feasible scheme, there will be a cost of £1006 to draw up the final designs and carry out the required audits.</p> <p>July 2023 – request Kent Highways to investigate signage re HGVs on B2079 (both sides) and Maidstone Road (junction with Underlyn Lane). Once sorted to look at what can be done at Pattenden Lane/Church Green junction.</p> <p>Dec 2023 - The DfT advises that pedestrian crossings should be as close to the desire line as possible but we should avoid placing them on the radius kerb itself. Therefore we shouldn't be looking to install a pedestrian refuge island on the radius of this junction but rather look to indent the crossing into Pattenden Lane. However this poses its own problems as due to the layout of the road visibility is reduced as is road width therefore ruling out the possibility of a refuge island further in. The tracking data would appear to indicate that an island wouldn't be a suitable option and is likely to be overrun as HGVs turn in and out of Pattenden Lane.</p> <p>Signs are in place in advance of the jct on both sides and at the jct itself. I don't think there is more signage we could install.</p> <p>10/01/24 - Can we widen both the kerbs at this junction? It is very scary to cross here and bringing the footways out a</p>
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					little bit would allow pedestrians to see round the corner when crossing here?
3. (MPC Ref: HIP026)	Maidstone Road junction with High Street		Increase in HGVs using this junction causing damage to properties and risk of injury to pedestrians	Install bell bollards (same as on opposite corner outside Cornerways) to protect pedestrians and properties.	<p>05/12/22 - Where exactly is the damage occurring here and where is the conflict between pedestrians and vehicles? Can the PC provide photos of the damage to the properties and kerbs?</p> <p>KCC no longer install bell bollards, as they can provide extra risks to pedestrians and vehicles.</p> <p>14/12/22 - A case has been raised to Planning to investigate the installation of bollards on the footway here. PC are aware that if they do get installed, they may be liable for the maintenance costs.</p> <p>July 2023 – MPC agreed to monitor and consider removing from priority document at next HIP review.</p> <p>Dec 2023 – Very strict criteria for bell bollards. Has there been more accidents since?</p> <p>10/01/24 - Is there room for a few bollards here? The streetlight has been hit and the planter there keeps getting hit too. The main concern however is pedestrian safety, as there is a chance a pedestrian may be hit when waiting to cross.</p>

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4. (MPC Ref: HIP025)	Albion Road /Stanley Road		Parked cars parking either side of Stanley Road at the junction of Albion Road towards the village and towards Seymour Drive causing poor visibility to drivers coming out of Stanley Road.	Double yellow lines from Stanley Road to Seymour Drive and from Stanley Road to a point agreed with Kent Highways/residents.	<p>05/12/22 - KCC only support DYL corner protection where it could lead to an increase in safety, there are no recorded accidents at this location. It appears that several of the nearby properties do not have driveways.</p> <p>Has an informal consultation been carried out to gauge support for this? What is the public support for this like?</p> <p>14/12/22 - This item is on the radar for next year. PC to carry out informal consultation in the meantime. Any photos and evidence of the problem will be beneficial too.</p> <p><i>July 2023 – MPC to draft letters to residents in the vicinity of Albion Road/Stanley Road with details of DYL at junction. – has been undertaken and request sent to Kent Highways.</i></p> <p>10/01/24 - We can progress with DYLS for the junctions of Stanley Road and Seymour Drive. PC to fund, GM to double check with D&amp;D.</p>

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<p>5. (MPC Ref: HIP030)</p>	<p>B2079 Maidstone Road near 30mph sign</p>		<p>Enhance village entrance</p>	<p>Install wooden village gateway (similar to that which is in Thorn Road) at entrance to village</p>	<p>05/12/22-</p>  <p>Not enough room on these verges, a minimum of 1.5m is needed for a gateway. I have noted there is a village sign just round the bend, this one can be investigated if the PC would like to pursue this.</p> <p>14/12/22 - One for next year's review. In the meantime, I have contacted Highway Definitions team to identify the highway boundary to the right of the above image. The PC mentioned they believe the land owner has placed their fence just passed the boundary. If this is the case, it may allow enough space to install a gateway at the pictured location.</p> <p>July 2023 – ongoing and review at next review in Feb/March 2024.</p> <p>10/01/24 -</p> <p>Existing village sign to be upgraded to a gateway. Potentially to come from HIP budget, but need to wait until</p>
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					<p>budgets come in.</p> 
6	Underlyn Lane Junction Maidstone Road		HGVs routinely miss the junction for Underlyn Lane, which is the way to get to the industrial estate. There is no access from the village as there is a low bridge.	Black HGV sign is behind telegraph pole and yellow sign is passed the junction. By this point, it is too late for HGVs.	<p>10/01/24 -</p> <p>Can we move the black sign in front of the pole? It is easy to miss where it currently is.</p>  <p>And can we move this yellow sign to be closer to the jct? as</p>



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					<p>it is too far away to be seen until it is too late.</p> 
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#### Historical Priorities Record

No	Location	USRN	Problem/Concern	What do you feel are the potential solutions?	KCC Comments