

Marden Highways Improvement Plan (HIP)

Part A – Marden Parish Council Action Plan (Priorities)

KH = Kent Highways / MPC = Marden Parish Council / MBC = Maidstone Borough Council / KCC - Kent County Council / TRO = Traffic Regulation Order

DYL = Double Yellow Lines / SYL = Single Yellow Lines

HIGHWAY IMPROVEMENT PLAN – Stage 1				ACTION PLAN – Stage 2		
MPC ID	Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme/Comments (Who/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.
HIP005	1	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.	£200 for speed survey c. £3000 for TRO c. £2000 for sign installation on site		KH received data from GPS/tracking systems – majority of vehicles are travelling less than 50mph KH will look into what can be done in regard to extending 50mph restrictions. <u>Action:</u> TRO cost £3,000 approx Signage cost £2,000 approx. MPC to speak with Goudhurst PC regarding extending restriction cross boundary MPC to speak with Eric Hotson regarding financing MPC to undertake an information consultation prior to TRO

HIP006	2	Church Green	<p>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.</p>			<p>KH emailed KCC Bus Stop Scheme on 17/7/20 to ascertain costs. <u>Action:</u> 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- KH emailed Bus Stop Team for advice on whether it is possible to relocate bus stop – awaiting response Bus Stop Team have advised that they would support the stop being moved, ideally keeping to close to the station. Have emailed them again to ask about funding for this.</p>
HIP007	1 (Priority 1 on KCC HIP form dated 10/11/22)	B2079 south of Marden Primary School	<p>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. Extending the SYL restriction to village boundary on both sides of the road would help to mitigate these problems.</p>	c. £3000 for TRO plus £1,000 lining and signing on site	TBC	<p>TRO required at a cost of approx. £3,000 to extend SYL. <u>Action:</u> 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 20/7/20 – 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. Timeplate 9.30 to 10.00 1/2/22 - 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 5/12/22 – Meeting held with Kent Highways Officers 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 10/1/24 – MPC undertaken pre-consultation exercise – Kent Highways to agree</p>

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	Action: KH/MPC(?) to write to residents requesting hedges are cut back. KH to view Highways maps to ascertain highway boundary. 20/7/20 - Plan sent to MPC showing what is considered to be publicly maintainable highway 1/2/22 - Verge and footway - verge could be taken out and tarmacked. Approx £40 to £50 per Lin.m. - Approx £4,000 to carry out works.
HIP009	1 (Priority 2 on KCC HIP form dated 10/11/22 - jointly with HIP010)	South end of Pattenden Lane near junction with B2079	The road junction is very wide and dangerous for pedestrians as there is nowhere to escape to when a vehicle approaches. At certain times of day when there are few vehicles parked in Church Green vehicles passing through that area to turn into Pattenden Lane often travel at speed and there is no safe place for a pedestrian due to the width of the road if they are in the middle of crossing at the time. Many people daily cross at this point to and from the Primary School, Children’s Centre, Pre School Play Group, Train Station. There are now many more properties to the south of this junction, since Highwood Green was built, whose residents regularly walk to and from Marden Station. In addition, pedestrians walk their children to school, pre-school etc on this side of the road and whilst they may be encouraged to use the opposite footway there is no guarantee they will so this will not reduce the risk. One option would be a pedestrian refuge island that would help alleviate the danger, but we want to work with KCC to identify the best solution.	Cost of investigation/ design c. £1,000 c.£10k-£12k for feasibility report	TBC	KH could undertake a feasibility study at a cost of £3,000 or a free desktop study. MPC requested a desktop study in the first instance. 20/7/20 – KCC to carry out desktop study to look at request for pedestrian island or other options to assist pedestrians at this junction. 20/4/21 - MPC discussed with KH who would give us an estimate for a preliminary design & survey. 29/6/21 MPC identified that there are no dropped kerbs at this junction. KH to be notified that this should be added to the design. 1/2/22 – Swept paths would make a traffic island difficult to manoeuvre – Will look at possibly extending the footpath outside the hairdressers. KCC to look at on site and provide preliminary costings to MPC. 11/10/22 – Added as Priority 2 on Kent Highways document (in conjunction with HIP010). 5/12/22 – Meeting held with Kent Highways Officers. More clarity is required as to the reasons why HGVs are turning in Sovereigns Way. May be a costly scheme – does MPC have any funding towards this? KH can get a design and rough quote put together but may require extra funding from KCC Member if investigations prove this feasible. KH will provide rough costings of installing an island in the centre of the junction / another option is to look at the possibility of widening the kerb outside Little Eden. Request to improve the height restriction signage has been raised. 10/1/24 – wide junction – GM speak with planners re widening footway. £10k-£12k for feasibility report / £1k to £1.5k for design.

HIP010	1 (Priority 2 on KCC HIP form dated 10/11/22 - jointly with HIP009)	Sovereigns Way and South end of Pattenden Lane at railway bridge	<p>There is a height restriction on the bridge. If an HGV has ignored the height restriction signs on B2079 and turns into Pattenden Lane they have to reverse into Sovereigns Way to turn round. This is causing residents to have safety concerns as the lorries often mount the footway. The footway is also breaking up as a result.</p> <p>KCC to work with Network Rail using the guidance in the 'Prevention of Strikes on Bridges over Highways – A Protocol for Highway Managers & Bridge Owners', published by Network Rail on behalf of the Bridge Strike Prevention Group.</p> <p>Review signage especially in Maidstone Road (Underlyn Lane junction).</p>			<p>KH to review the document and liaise with Network Rail.</p> <p>11/10/22 – Added as Priority 2 on Kent Highways document (in conjunction with HIP009).</p> <p>5/12/22 – Meeting held with Kent Highways Officers (see comments on HIP009)</p>
HIP013	2	B2079 Goudhurst Road – Beech Bridge Cottages to south of Roughlands Lane. See HIP013 Action Plan	Narrow carriageway between Beech Bridge Cottages to south of junction with Roughlands Lane resulting in kerb / verge damage from vehicular over-running	Refer to HIP013 Action Plan Approx. £25,000	Marden PC	<p>KH to review area and investigate boundary/grass verge ownership.</p> <p>20/7/20 – checked crashes and no personal recorded injuries over the last 3-year period to 31/12/19.</p> <p>Sent MPC plan showing what is considered to be publicly maintained highway. There are road narrow warning signs already in place either side of bridge.</p> <p>1/2/22 – discussed at parish meeting – Approximate cost would be £25,000</p>
HIP014	2	Howland Road – bend by Rose and Crown Cottages	<p>A dangerous and blind bend where parking is permitted and there is no proper footway.</p> <p>Previous suggested improvements have been rejected but with the increasing amount of traffic using this road a scheme to protect pedestrian safety is needed.</p> <p>KCC to survey and identify potential solutions</p>		TBC	<p>KH would arrange for a desktop study to be undertaken.</p> <p>20/7/20 – KCC to carry out desktop study to see what measures can be implemented.</p> <p>20/4/21 - Advised KH that we would like a meeting post election on site with County Cllr & residents to look at options.</p> <p>24/6/21 - Asked Lottie Parfitt-Reid to liaise with Highways Manager re meeting</p>
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	<p>KH unsure ownership and cost of putting in a footway.</p> <p>20/7/20 – Plan sent to MPC showing extend of publicly maintained highway.</p>

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. 20/7/20 – Plan sent to MPC showing publicly maintained highway
HIP021	3	Various – Pedestrian Crossings for Inclusive Mobility. See HIP021 Action Plan	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. 20/7/20 – 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; (3) High Street - at entrance to The Old Market; (4) Chantry Road/Lime Close junction; (5) Chantry Road by the bungalows. 1/2/22. KCC to survey kerbs. Approx cost £1000 per pair. KCC maybe able to deliver 1 pair in next financial year. 1/3/22 KCC marked up Goudhurst Road entrance to Primary School for work (not undertaken)
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. 20/7/20 – Plan sent to MPC showing extent of publicly maintained highway
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.			

HIP025	1 (Priority 4 on KCC HIP form dated 10/11/22)	Albion Road/Stanley Road junction	DYL due to poor visibility from parked cars when exiting Stanley Road DYL at either side of junction with Stanley Road/Albion Road to junction with Seymour Drive	£2,800 for TRO £2,600 for lining		11/10/22 – Added as Priority 4 on Kent Highways document. 5/12/22 – Meeting held with Kent Highways Officers. KCC will 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. Q: Has an informal consultation been carried out to gauge support for this? What is the public support like? MPC to carry out an informal consultation with neighbouring properties. Any photos and evidence of the problem will be beneficial too. 10/1/24 – MPC undertaken pre-consultation exercise – KH to agree. £2.8k for TRO / £2.6k for lining.
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
HIP029	2	Hunton Road, Chainhurst	Resident requested gateways at each entrance to Chainhurst			
HIP030	1 (Priority 5 on KCC HIP Form dated 10/11/22)	B2079 Maidstone Road near 30mph sign	Install gateway at entrance to village	£1,200 to £1,500 plus installation	Possibly KCC	Not enough room on these verges (a minimum of 1.5m is needed for a gateway. If MPC wish to pursue KH could investigate the location by the village sign round the bend in Maidstone Road. Kent Highways Definition Team are investigating the highway boundary approaching the bend into the village. 10/1/24 – questioned position by existing sign/planter:
HIP031	2	Stanley Road	Resident requested DYL on either side of Stanley Road near the junction with South Road			
HIP 032		Goudhurst Road from Admiral Way towards village entrance	Residents of Spring Grove Cottages concerned re speeding. To review any potential traffic calming once gateway installed			
HIP 033		High Street from car park entrance to Marden Farm shop	Raised table to create an even gradient footway/carriageway			

HIP 034		Albion Road	Missing footway required if planning application for land at Albion Road/Copper Lane approved			
HIP 035		Rural Roads	Speeding vehicles Resident has asked for Battle Lane to be included on the HIP			For discussion at next review