

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

24 August 2009

Report of the Head of Transport and Development

Part 1- Public

Matters For Information

1 A228 LEYBOURNE AND WEST MALLING BYPASS - BEFORE AND AFTER MONITORING

Summary

This report updates the JTB on the monitoring carried out after the completion of the Leybourne bypass and dualling of West Malling bypass.

1.1 Background

- 1.1.1 In keeping with good practice it was recognised at an early stage that 'before and after' monitoring of this major scheme would be required to measure its effects. Kent Highway Services, in association with Peter Brett Associates (PBA), who were the County's consultants for this scheme, undertook a series of counts before and after the scheme was implemented.
- 1.1.2 These counts covered the A228 corridor and other north-south roads such as Bull Road, Lunsford Lane, Seven Mile Lane, St Leonards Street, Oxley Shaw etc. as well as east-west roads such as Park Road, The Street and Teston Road.

1.2 Results of the Before & After Studies

- 1.2.1 At the March meeting of this board the results of this monitoring were reported. After taking in to account expected traffic growth and development the broad findings were that Leybourne bypass currently attracts over 21,000 vehicles per day and West Malling bypass has seen an increase in daily traffic flows of 32%. Castle Way has experienced an 80% reduction in traffic, Oxley Shaw 40% and St Leonards Street 30%. Most other sites showed a nil or less than 10% change. Some increases in traffic have been observed in Lunsford Lane and Bull Road which bridge the M20 to the east and west of junction 4.
- 1.2.2 The results of the study demonstrate that the A228 Leybourne and West Malling bypass scheme successfully achieved the objective of improving access to junction 4 of the M20 and significantly reduced traffic on roads such as Castle Way. It also highlighted some areas where further investigation was desirable to see if management in the post bypass situation could be improved.

1.3 Future work

- 1.3.1 The Board agreed in March that following a public meeting where concerns were raised that the study area did not extend far enough, that further monitoring would be undertaken. This work is continuing and once the results of these surveys have been analysed a further update will be reported to this Board.
- 1.3.2 Any traffic issues identified from the post monitoring studies will be investigated for potential bids for works as part of the Integrated Transport Programme for Kent. They will be subject to prioritisation and must meet with the core Local Transport Programme objectives of improving accessibility, tackling congestion, casualty reduction and improving air quality.
- 1.3.3 To alleviate safety concerns it was also agreed that Kent Highway Services would continue work into improving the visibility splay on the north western side of Kent Street along with a short section of footway on the south eastern corner.

1.4 Legal Implications

- 1.4.1 Not applicable

1.5 Financial and Value for Money Considerations

- 1.5.1 None at this stage

1.6 Risk Assessment

- 1.6.1 Not applicable

Background papers:

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Nil

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