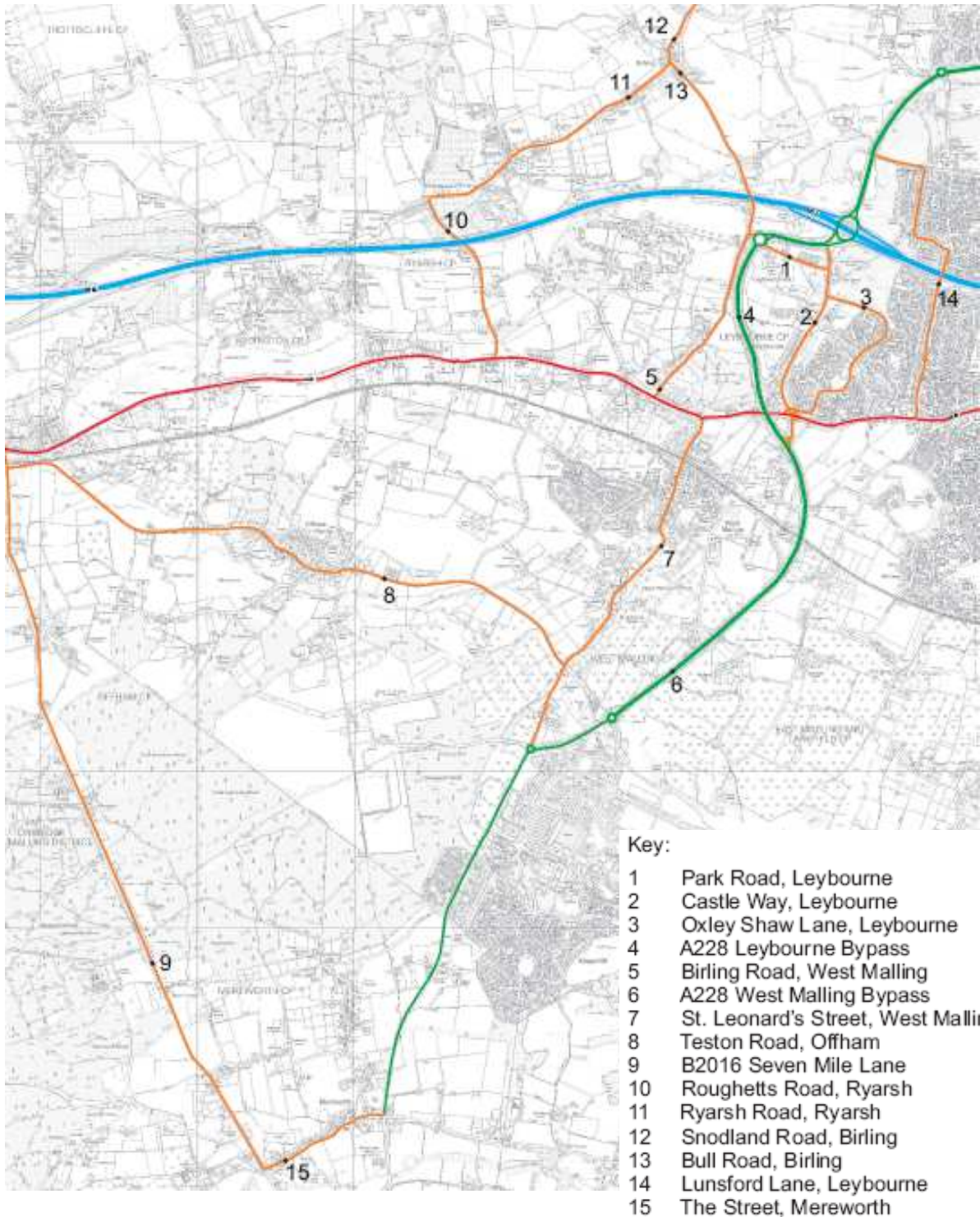




in association with



## Annex 1



## A228 Leybourne and West Malling bypass, before and after survey analysis summary

| Site | Location                 | Parish                | 'Before' figures<br>(1) | 'Before' figures<br>(3) | 'After' figures<br>(2) | %<br>change | %change<br>on 2003 |
|------|--------------------------|-----------------------|-------------------------|-------------------------|------------------------|-------------|--------------------|
| 1    | Park Road                | Leybourne             | 2000                    | 2200                    | 200                    | -91%        | -90%               |
| 2    | Castle Way               | Leybourne             | 21600                   | 22600                   | 4100                   | -82%        | -81%               |
| 3    | Oxley Shaw Lane          | Leybourne             | 1800                    | 2000                    | 1200                   | -40%        | -33%               |
| 4    | A228 Leybourne bypass    | Leybourne             | 0                       | 0                       | 21100                  | ∞           | ∞                  |
| 5    | Birling Road             | Leybourne             | 1000                    | 1100                    | 700                    | -36%        | -30%               |
| 6    | A228 West Malling bypass | West Malling          | 17900                   | 18900                   | 24900                  | 32%         | 39%                |
| 7    | St Leonards Street       | West Malling          | 5500                    | 6100                    | 4200                   | -31%        | -24%               |
| 8    | Teston Road              | Offham                | 3000                    | 3300                    | 3200                   | - <10%      | + <10%             |
| 9    | B2016 Seven Mile Lane    | Mereworth             | 8600                    | 9500                    | 8400                   | -12%        | - <10%             |
| 10   | Roughetts Road           | Ryarsh                | 1500                    | 1600                    | 1600                   | <10%        | + <10%             |
| 11   | Ryarsh Road              | Birling               | 1100                    | 1200                    | 1300                   | + <10%      | 18%                |
| 12   | Snodland Road            | Birling               | 1000                    | 1100                    | 1100                   | <10%        | 10%                |
| 13   | Bull Road                | Birling<br>East Mall. | 1300                    | 1400                    | 1500                   | + <10%      | 15%                |
| 14   | Lunsford Lane            | and Lark.             | 5800                    | 6400                    | 6500                   | + <10%      | 12%                |
| 15   | The Street               | Mereworth             | 1800                    | 2000                    | 1800                   | -10%        | <10%               |

### Notes

- 1 2003 data
- 2 2008 data
- 3 2003 data factored using local traffic growth statistics to 2008 equivalent  
All figures quoted are 12 hour (7am - 7pm) 2 way flows

-<10% - means negative but less than 10%

+<10% - means positive but less than 10%

The A228 Leybourne and West Malling bypass scheme has been extremely successful at fulfilling what it set out to do; with Leybourne bypass attracting over 21000 vehicles per day (vpd) and West Malling bypass seeing 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%. Leybourne bypass has attracted 2600 vehicles per day more than the 80% reduction in traffic on Castle Way.

The scheme has allowed greater access to junction 4 of the M20. 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, although this has been less than some local perceptions.