

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

20 September 2010

Report of the Director of Kent Highway Services

Part 1- Public

Matters For Information

1 ADDITIONAL MONITORING AT LEYBOURNE WAY, A228 KENT STREET AND WEST MALLING STATION

Summary

This report completes the further monitoring required by members at the 24 August 2009 meeting of this Board.

It provides a discussion on the funding mechanisms available for potential future schemes, an update of the current situation and next steps for the future of Kent Street crossroads and, finally, advises on future monitoring for West Malling Station.

1.1 Transportation Practice Background – Realms of Influence

- 1.1.1 It is not uncommon for daily variations in traffic flow on any given section of road to vary by + or – 10% from one day to the next. It is also standard practice when determining the extent of a study area for a traffic model to use changes in modelled flows of less than 10% as a satisfactory indicator that the extent of the modelled network is large enough and taking into account all significant changes.
- 1.1.2 At previous presentations of ‘before and after’ monitoring surveys with respect to Leybourne and West Malling bypass, traffic flow changes of the order of 10% (taking into account the expected ‘background’ traffic growth over the study period) were reported for Teston Road, Roughetts Road, Ryarsh Road, Bull Road, Lunsford Lane and The Street.
- 1.1.3 Members were also concerned however regarding any influences the new bypass works may have had on New Hythe Lane, Leybourne Way and East Malling village. It is regrettable that suitable ‘before’ surveys for East Malling village and New Hythe Lane were not recorded.
- 1.1.4 The contents of this report however include an analysis and discussion of surveys at Leybourne Way, traffic flows on the A228 at Kent Street and future mechanisms for funding and prioritising any identified schemes for the surrounding villages.

1.2 Leybourne Way study

- 1.2.1 In July 2004 a manual classified survey was undertaken on the junction of Leybourne Way with Gighill Road. This was probably undertaken in association with the scheme to signalise this junction. A total 2 way 12 hour (7am – 7pm) flow of 14922 (14900) vehicles was recorded on the ‘Tesco’ or eastern side of Leybourne Way.
- 1.2.2 In October 2009 a traffic flow of 16880 (16900) was recorded for the same time period using an automatic traffic counter located between Gighill Road and Tesco. This equates to a growth of 13%. Taking into account the expected increases in background traffic flow arising from increased car ownership, increases in personal wealth and economic activity, changes to populations and demographics etc. over the 5 year period between 2004 and 2009, this equates to a rise of 6%.
- 1.2.3 Other influences in this area have been the decline or demise of business activity (such as the box/bag factories); residential development such as Leybourne Lakes and Leybourne Park, expansion to the size of Tesco. From this result it is not considered that monitoring further afield such as at New Hythe Lane, East Malling etc. would have revealed a significant or marked step change in traffic flows associated with the construction of Leybourne bypass and the dualling of West Malling bypass.
- 1.2.4 It should be noted from the study results issued previously that the dualled West Malling bypass has resulted in a 32% increase in traffic flows and Leybourne bypass has attracted 2600 vehicles per day more than the 82% reduction in traffic flows on Castle Way. These figures confirm the success and attractiveness of the Leybourne and West Malling bypass scheme.
- 1.2.5 Figures that have not been given or discussed are the forecast figures for the continued development and expansion of Kings Hill without the implementation of the Leybourne and West Malling bypass scheme. It should be borne in mind that under this scenario the traffic flows on surrounding areas would have been significantly greater.

1.3 Kent Street study and update

- 1.3.1 After some considerable difficulties in actually arranging a survey for the A228 at Kent Street due to health and safety reasons, a 12 hour (7am to 7pm) manual classified count was undertaken on the A228 in the vicinity of the ‘log yard’ entrance.
- 1.3.2 This recorded a total vehicle count of 18298 (18300) over this period. This is less than the traffic flow on West Malling bypass but is an indication therefore of how much traffic is generated by Kings Hill between Kings Hill and M20 junction 4. Approach speed measurements to the Kent Street crossroads were also undertaken and these recorded northbound average speeds of 35mph (85th percentile 40mph) and southbound speeds of 38mph average (85th percentile

44mph). I am pleased to report that land negotiations to provide a scheme comprising visibility splays and a roadside (behind the hedge) footpath on the western side of the A228 in this area, have reached a successful conclusion.

- 1.3.3 The next stage is for a detailed design to be undertaken, to further inform cost estimates, exact land take requirements, details such as bus stop location, removal and relocation of telegraph poles, exact fencing details, method and timing of construction, location and negotiations regarding a work compound etc.

1.4 Mechanisms for implementing future work programmes/identified schemes

- 1.4.1 There are a number of ways that future schemes identified for this area can be delivered but as discussed at previous meetings of this Board, this will principally be via the County's Scheme Prioritisation System for inclusion in the Integrated Transport Programme. In some instances where a compelling case can be made for something to be implemented or investigated to the Cabinet Member for Environment, Highways and Waste then it is not unknown for a sanction to be made to 'top slice' funding.
- 1.4.2 Another source of funding is via contributions from development secured through the planning process. Some significant sums towards transport investment have been made available from major developments in the Medway Gap area although most are for prescribed schemes or works.
- 1.4.3 Finally the Member Highway Fund is proving popular in some areas and less so in others but with the ability to carry money over and pull sums together, this is a significant source of income.

1.5 West Malling Station Monitoring

- 1.5.1 Other monitoring that has not as yet been discussed is a series of surveys that was undertaken in/around West Malling Station in June 2008. It is possible that by the time this JTB convenes, another car park will have been completed at West Malling Station. It is a planning requirement that further monitoring is undertaken to measure the effects of this development. Below is the agreed brief with Tonbridge & Malling Planning Department for this monitoring:-

**West Malling station, car parks and bus gate
Traffic monitoring specification, to be undertaken on completion of southern car park, adjacent to A228.**

- 1) A repeat of surveys undertaken by Peter Brett Associates (Project Ref: 10559/32) on 19th June 2008 should be undertaken. This work should be undertaken on a school week day.
- 2) A full manual classified turning count survey (movements into and out) of the new southern car park should also be undertaken on the same day as in 1.

- 3) Validation and a measure of variance should be undertaken by installing automatic traffic counters for at least one week:-
 - a) on the link road between the A228 and the drop off lay-by
 - b) on the station approach road between Eden farm Lane and Lucks Hill.
- 4) In addition a pole mounted video survey covering the drop off, southern car park entrance/exit and bus gate areas should be undertaken. It is considered that the entrance to the service/access track on the western side of the link road (approx. grid ref: 568710 157380), looking north, would be a suitable location.

1.5.2 Finally it is important that this survey work is validated, collated and considered in a technical report prepared by a recognised consultant who has transportation expertise and is capable of understanding, interpreting and summarising the findings for further distribution and consideration. Full details of the results will be presented to a future meeting of this Board.

1.6 Legal Implications

1.6.1 Not applicable.

1.7 Financial and Value for Money Considerations

1.7.1 None at this stage.

1.8 Risk Assessment

1.8.1 Not applicable.

Background papers: Monitoring Summary

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Nil

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