

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**JOINT TRANSPORTATION BOARD**

**12 March 2012**

**Report of the Director of Highways and Transportation**

**Part 1- Public**

**Matters For Information**

**1 A20 SEVEN MILE LANE JUNCTION**

**Summary**

**This report outlines the action Kent County Council are proposing to take at the A20 London Road junction with B2016 Seven Mile Lane, Wrotham Heath following a series of personal injury crashes. It requests any comments regarding the proposed action be directed to Andrew Burton, Traffic & Schemes team leader for Kent.**

**1.1 Introduction**

1.1.1 For a number of years concerns have been raised about the number of crashes occurring at the A20 London Road junction with B2016 Seven Mile Lane, Wrotham Heath. A number of relative minor improvements have been implemented at this junction such as signing and lining over the years however, concerns still persist.

**1.2 Casualty Reduction Measures Programme**

1.2.1 The 1988 Road Traffic Act, Section 39, puts a Statutory Duty on local authorities to undertake studies into road crashes, and to take steps to reduce and prevent crashes. In exercise of this requirement the County Council annually analyses the crash statistics and records it holds, on all of the roads the County is responsible for, to identify patterns of personal injury crashes.

1.2.2 The objective is to recognise recurring problems which can be tackled by engineering measures to prevent such incidents reoccurring. It should be borne in mind however, that human error is a contributory factor in 95% of all road collisions and therefore, it is impossible to eradicate all of the crashes occurring at any location. The schemes developed and funded using this approach are identified in the County Council's Local Transport Plan as the CRM Programme. The current intervention level set by the County Council for funding is that in the last three year period there should be at least three personal injury crashes of similar causation at the location and that the identified engineering measures would appreciably reduce the risk of another incident occurring.

- 1.2.3 The A20 London Road junction with B2016 Seven Mile Lane, Wrotham Heath has been identified as part of this programme. The pattern of incidents that particularly needs addressing is that 9 of the 15 crashes involved vehicles travelling from the west turning right in to Seven Mile Lane and being hit by vehicles travelling east to west along the A20. It is also the case that the right turn from Seven Mile Lane is difficult with uncertain priorities for drivers.

### **1.3 Proposed Solution**

- 1.3.1 Currently the junction does not have any form of positive control and therefore, drivers turning right in to Seven Mile Lane have to wait for a suitable gap in the traffic. With a current speed limit of 50mph and during heavy traffic it is likely that drivers are misjudging the time they have to make this manoeuvre. To manage this conflict it is suggested that traffic signals be implemented at this junction.
- 1.3.2 An outline design and capacity assessment has been carried out to test the effect of a signalled junction. The proposed junction (see attached drawing – **Annex 1**) has been designed to provide positive control over the conflicting movements at the junction by separately controlling Seven Mile Lane exit and the right turn entry into Seven Mile Lane from the A20.
- 1.3.3 The dominant flow from Seven Mile Lane is for left turning traffic and a realignment of the kerb line is shown which should allow this manoeuvre to take place, within site constraints, with minimal impediment from traffic waiting to turn right. The junction is shown with a 2 lane approach and exit on the westbound A20 to maximise capacity and throughput.
- 1.3.4 The signal junction also allows the provision of controlled pedestrian facilities. The site is constrained and the layout of crossings not ideal, but full controlled access over Seven Mile Lane and A20 is provided.
- 1.3.5 There is a private access within the junction, but it is not anticipated that access/egress to the property will be an issue. In all cases, the pedestrian phases can operate with non-conflicting traffic phases. However, the crossing north of the A20 adjacent to the private access is the most onerous in terms of impact on junction capacity, particularly for the evening peak. Pedestrian demand at the junction is not high, so the impact of this crossing should be minimal.

### **1.4 Funding**

- 1.4.1 The cost of the scheme has been estimated at just under £190,000 and is proposed to be funded from the County Councils CRM programme in 2012/13.

### **1.5 Consultation**

- 1.5.1 This report will begin the start of the consultation process for the scheme and Kent County Council welcome any comments Members have on these proposals. The report will be circulated to the local Parish Councils and emergency services for

comment. Any comments regarding the proposals should be directed to Andrew Burton, Traffic & Schemes team leader.

**1.6 Legal Implications**

1.6.1 Not applicable.

**1.7 Financial and Value for Money Considerations**

1.7.1 As covered within the body of the report.

**1.8 Risk Assessment**

1.8.1 Not applicable.

Background papers:

Nil

contact: Andy Burton  
Traffic & Schemes Team  
Leader  
08458 247800

John Burr  
Director of Highways and Transportation