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## **A228 Leybourne Lakes to Peters Bridge Road Proposed 50mph Speed Limit**

To: **Tonbridge & Malling Joint Transportation Board, 26<sup>th</sup> November 2018**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Snodland East and Ham Hill** Division: **Malling North**

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**Summary:** The report summarises the results of a statutory consultation on the proposal to reduce the speed limit on the A228 from National speed Limit to 50mph.

### **For Decision**

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#### **1.0 Introduction and Background**

- 1.1 Funding has been allocated from the Kent Sustainable Interventions Programme (KSIP) 2018/19, for the introduction of a toucan signalised pedestrian crossing on the A228 north-east of Snodland. The crossing is proposed to be located just south of the roundabout leading to the Holborough Lakes housing development. Design guidelines for signalised pedestrian crossings require them to be sited on roads with a maximum speed limit of 50mph. The existing speed limit is National which, in this location, is 70mph as the road here is a dual carriageway.
- 1.2 The requirement to reduce the speed limit to 50mph at the site of the crossing led to the County Member for Malling North to request consideration of the rationalisation of the speed limits on the A228 between Ham Hill and the Peters Bridge roundabout. North of M20 junction 4, the A228 has an existing speed limit of 40mph. Just north of the Leybourne Lakes (Ham Hill) roundabout it becomes National Speed limit (NSL), which continues to the Medway boundary at Peters Bridge roundabout and beyond into the Medway Authority area.
- 1.3 The section of the A228 under consideration starts at its southern extent as a dual carriageway. After ½ mile the road becomes single carriageway for a further ¾ mile, until reverting to a dual carriageway over another ½ mile. Where a road is designated NSL, the maximum legal speed if it is a dual carriageway is 70mph, whereas that of a single carriageway road is 60mph. Please see **Appendix A** for a map showing the limits of the different speed limits. The local county member reasoned that it would be more straightforward for drivers to be subject to a single speed limit along this 1¾ mile stretch. The requirement for the speed limit to be 50mph at the pedestrianised crossing location led to the proposal of 50mph for the section under consideration. Please see **Appendix B** for a map showing the extents of the proposed 50mph speed limit.
- 1.4 The need for cross-border consistency of speed limits led to discussions between KCC and Medway Council, as the A228 continues north into its authority area from Peters Bridge roundabout. The section within Medway initially continues as a dual carriageway for a short distance, once again becoming single carriageway near the turning to Halling village. A 40mph speed limit commences just south of the Kent Road roundabout, northwest of Halling. Medway Council also proposes to reduce the speed limit of that NSL section to 50mph in tandem with KCC.

## 2.0 Speed Data and Crash Record

- 2.1 Speed data surveys were undertaken at nine sites along the length of road under consideration, during September 2018. Weekly mean traffic speeds at the data collection locations were all below the proposed speed limit of 50mph in the single carriageway section and the northern dual carriageway section near Holborough Lakes. The southern dual carriageway section near the wastewater treatment works returned mean traffic speeds below the Police enforcement intervention figure of 57mph.\* These mean speeds are on existing roads that are derestricted as shown in Appendix A.

\*The Police enforcement intervention figure is calculated as (speed limit in mph) + (10% of the speed limit in mph) + 2mph. In the case of a 50mph speed limit, this equates to  $50 + 5 + 2 = 57\text{mph}$ .

The introduction of 50mph speed limit signing with reduced spacing between repeater signs and carriageway roundels should yield a small reduction in mean traffic speeds after implementation.

- 2.2 The crash record for the length of road under consideration was obtained for the three-year period 1 October 2014 to 30 September 2017. Eight personal injury crashes (PICs) were recorded during that time, all resulting in slight injuries. Excess speed was not a significant factor in any of the PICs. There were three rear-end collisions, one due to an illegal right-turning movement, distraction of a motorcyclist by steamed-up visor, loss of control on a wet road by motorcyclist, car door opening knocking off moped rider and loss of control whilst intoxicated.

## 3.0 Consultation

- 3.1 A public consultation on the proposed speed limit reduction was undertaken from 5 October 2018 and closed at noon on 30 October 2018. Please see **Appendix C** for a copy of the documentation. The documentation was placed on the KCC consultations web page, notices placed on site and the documents were placed on deposit for public inspection at County Hall and Ashford Highways Depot. Additionally, Snodland Town Council undertook its own campaign to publicise the consultation. Notices were also sent to statutory consultees, including the emergency services.
- 3.2 **48 responses** were received during the consultation period, **41 expressing support** for the proposed speed limit reduction and **7 objections**. Please see **Appendix D** for a summary of respondents' comments and KCC's responses.
- 3.3 An informal consultation was carried out with Kent Police in August 2018, in recognition of its speed limit enforcement role. Its response was that existing national speed limits were appropriate for the type of road and its environment, supported by the fact that crash data suggests crashes there are caused largely by driver error, not excess speed. It was also noted that the A228 is the strategic diversion route between the M20 and M2 motorways and further restrictions could have a knock-on effect of the wider road network. It was observed that, were the speed limit not self-enforcing, the demands on Police for enforcement would stretch already limited resources. The existing mean speeds in the southern dual carriageway section indicate that a proportion of drivers may be likely to exceed a 50mph limit, albeit by a small amount and below the Police enforcement threshold. Signing and road markings would be unlikely to reduce mean speeds to below 50mph, in which case the Police have concerns that the limit may not be fully compliant.

Kent Police did not support the introduction of a 50mph speed limit due to the *potential* effect on demands on resources and, consequently its enforcement may receive low priority.

#### **4.0 Recommendation(s)**

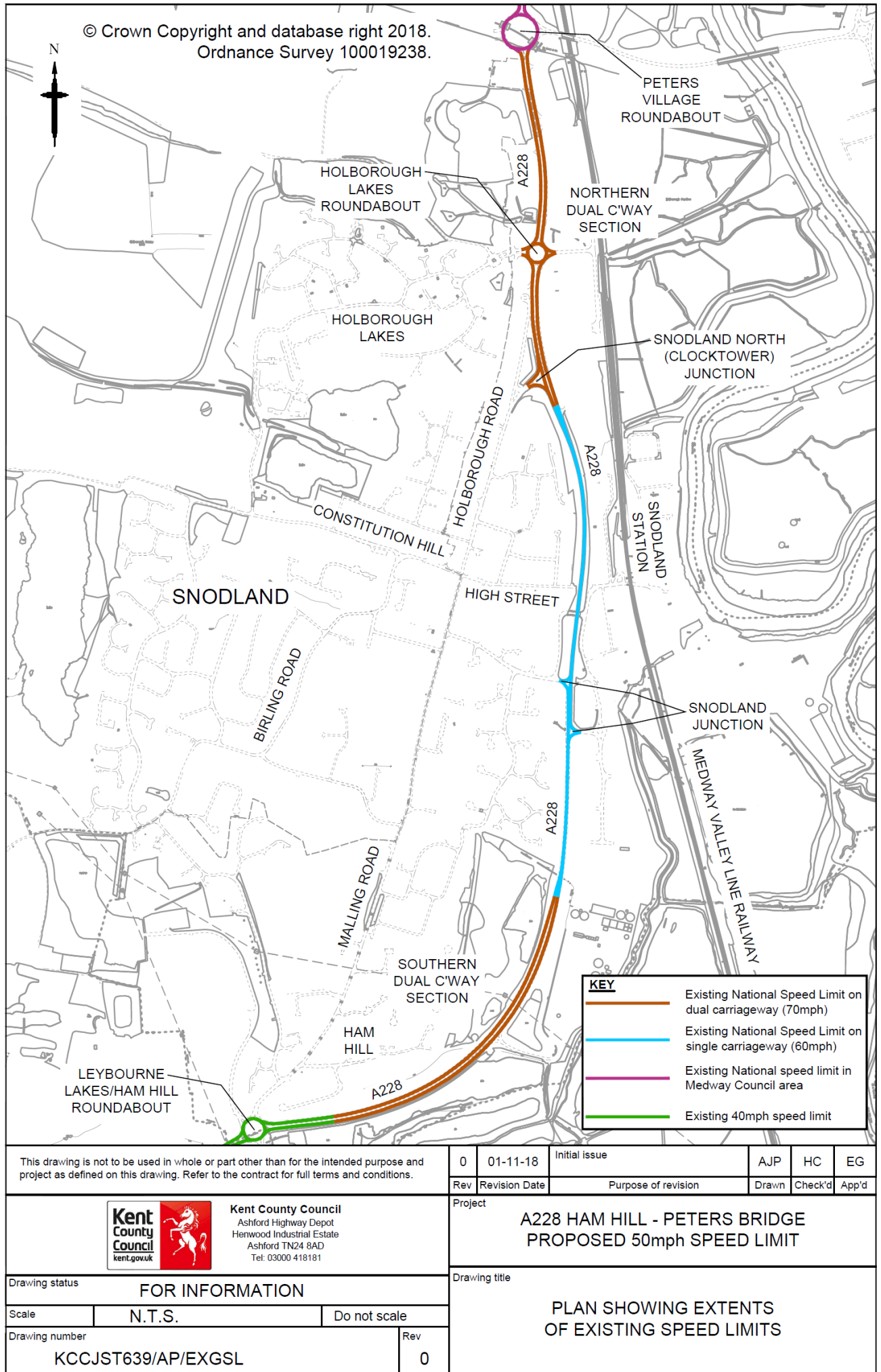
- 4.1 On balance it is felt that in order to provide a consistent speed limit along the route, and with the future implementation of a new pelican crossing and further development build out, the proposal should be progressed. The objections, whilst noted, should be overruled and the Traffic Regulation Order should proceed to install a 50mph speed limit as set out in the Statement of Reasons in appendix C.

Contact Officer:	Andy Padgham, Senior Project Manager, Schemes Planning and Delivery Team
Reporting to:	Tim Read, Head of Transportation, Kent County Council

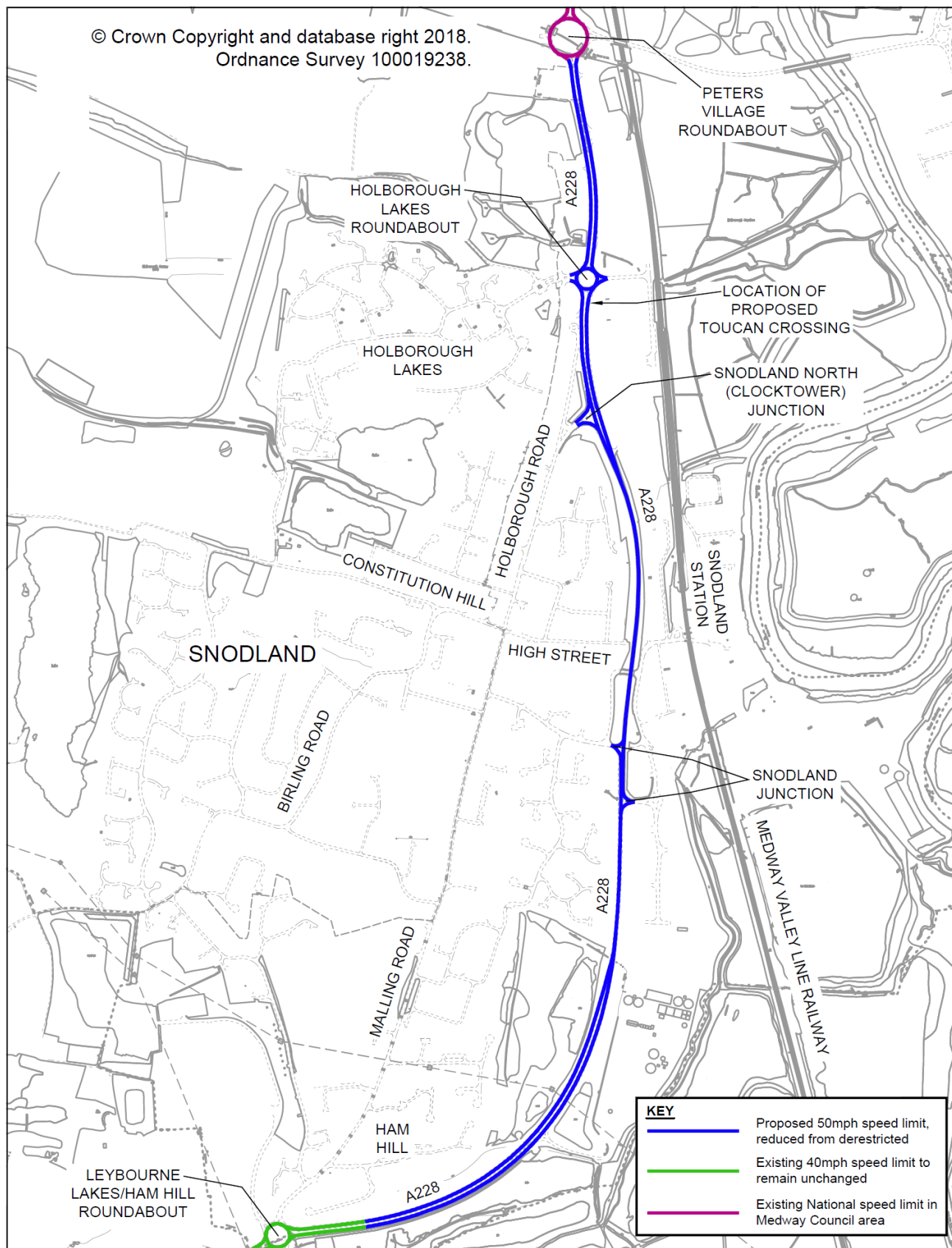
#### ***List of Appendices***

<i>Appendix A</i>	<i>Plan Showing Extents of Existing Speed Limits</i>
<i>Appendix B</i>	<i>Plan Showing Extents of Proposed Speed Limit</i>
<i>Appendix C</i>	<i>Consultation Documentation</i>
<i>Appendix D</i>	<i>Summary of Statutory Consultation Respondents' Comments</i>

# Appendix A; Plan Showing Extents of Existing Speed Limits



# Appendix B; Plan Showing Extents of Proposed Speed Limit



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

0	01-11-18	Initial Issue	AJP	HC	EG
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



**Kent County Council**  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford TN24 8AD  
Tel: 03000 418181

Project  
**A228 HAM HILL - PETERS BRIDGE  
PROPOSED 50mph SPEED LIMIT**

Drawing status	<b>FOR INFORMATION</b>	
Scale	N.T.S.	Do not scale
Drawing number	KCCJST639/AP/PROPSL	
Rev	0	

Drawing title  
**PLAN SHOWING EXTENTS  
OF PROPOSED SPEED LIMIT**

# PUBLIC NOTICE



**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE &  
MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND  
DERESTRICTED ROADS)  
AMENDMENT NO.32 ORDER 2018**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above named Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Paragraph 20 of Schedule 9 to the Act:

The effect of the Order would be to introduce a 50mph speed limit in the following roads:

Road Name	Parish	Description
Snodland By-Pass (A228)	SNODLAND	From a point 178 metres east of the Snodland By-Pass Roundabout to the junction with the Peters Village Roundabout.

**A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at [www.consultations.kent.gov.uk](http://www.consultations.kent.gov.uk)**

**IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO [tro@kent.gov.uk](mailto:tro@kent.gov.uk) TO ARRIVE BY 12 NOON ON TUESDAY 30 OCTOBER 2018.**





# STATEMENT OF REASONS



**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)  
AMENDMENT NO.32 ORDER 2018**

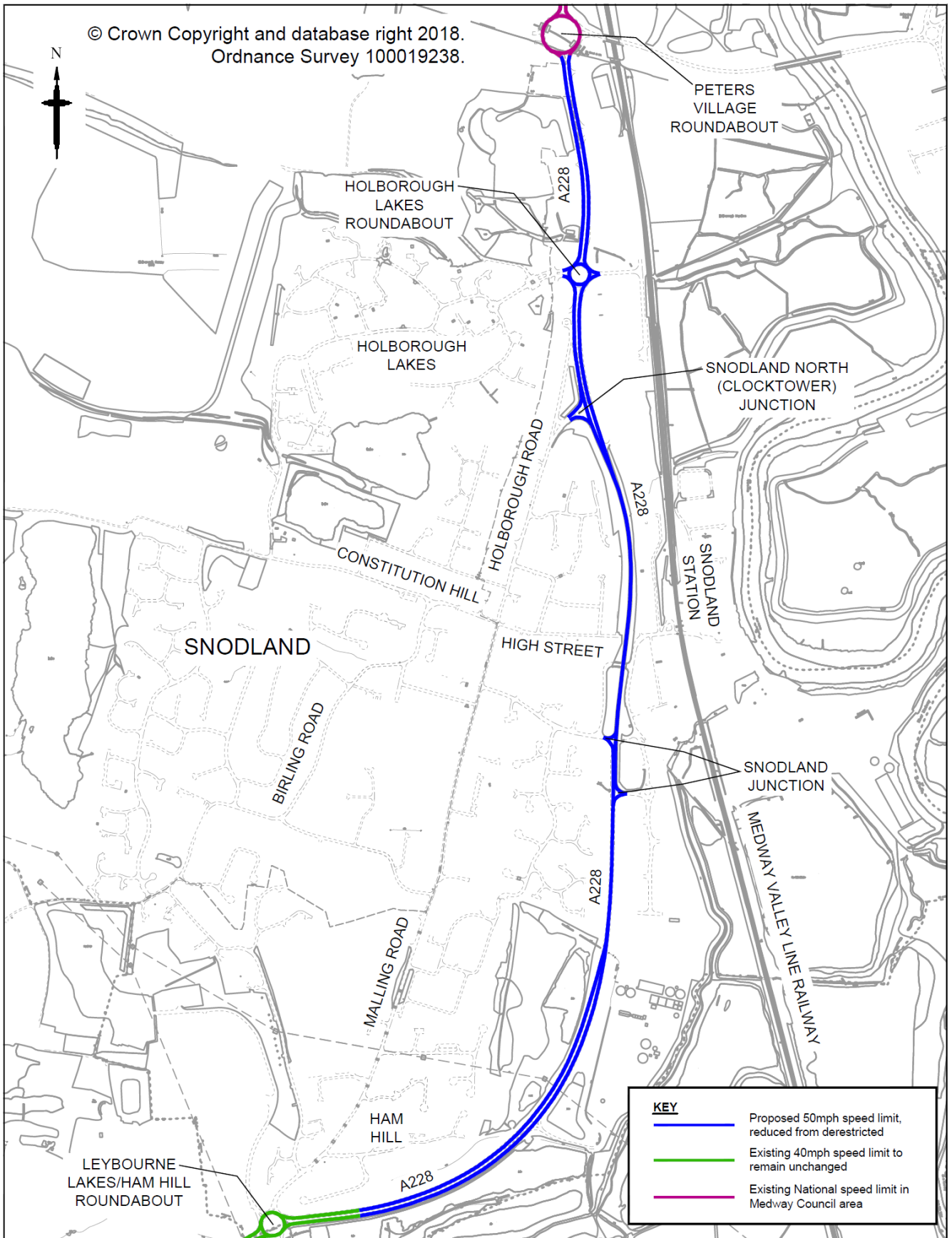
The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons :-

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

Simon Jones  
Director of Highways, Transportation and Waste



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Ordnance Survey 100019238.



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

0	13-09-18	Initial issue	AJP	HC	EG
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



Kent County Council  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford TN24 8AD  
Tel: 03000 418181

Project  
**A228 HAM HILL - PETERS BRIDGE  
PROPOSED 50mph SPEED LIMIT**

Drawing status	<b>FOR CONSULTATION</b>	
Scale	1:12,500 at A4	Do not scale
Drawing number	KCCJST639/AP/TRO/CONS	
Rev	0	

Drawing title  
**PLAN SHOWING EXTENTS  
OF PROPOSED SPEED LIMIT**

Appendix D; Summary of Statutory Consultation Respondents' Comments

Respondents' Comments (comments are summarised to reflect the general content of the text).	KCC Response (where necessary)
Respondents <b>Expressing Support</b> for the Proposed Speed Limit	
I cross regularly from Holborough Lakes to the marshes for recreational purposes. It is very dangerous and can take a long time. The speed limit will enable the pedestrian crossing which will improve safety there.	
I consider the speed limits to be too high. Holborough Lakes and Peters Village developments have increased pedestrian footfall. Difficult to cross the road, especially with children. Only a matter of time before someone is killed. Peters Village roundabout to Clocktower junction should be 40mph limit.	A 40mph speed limit would not be suitable; many motorists would find driving along a road with that environment at 40mph difficult and a significant number are likely to exceed that limit without intending to do so. Additionally, whilst highway safety is high priority, another of KCC's key targets is keeping traffic moving and a 40mph limit along this strategic route is likely to challenge delivery of that goal.
Parents/children walk to the children's nursery or to school in Halling and do not feel safe with 70mph limit. The speed limit should be 40mph. Toucan crossing halfway between Holborough Lakes and Peters Village roundabouts would be beneficial.	Please see comments above about 40mph limit. A toucan crossing in the suggested location would not be on the desire line for anyone wishing to cross between Holborough Lakes and the marshes to the east or the railway trackside path to Churchfield.
Pedestrian access to facilities in Snodland and Halling is difficult for the young and elderly as they cannot move fast. Further developments in the area will make matters worse, as well as the A228 being used to divert traffic when the motorways are closed.	
Consider installing a speed camera, to make people observe the speed limit.	Safety camera sites are located where three or more people have been killed or seriously injured (KSI) over a 1.5km stretch of road, in the three years prior to installation. In the most recent 3 year period, there have been no KSI crashes on this length of road, meaning a safety camera could not be installed there.
Speed limit should be 40mph as it is through Halling and Cuxton. There should be a bridge to cross the road between Snodland and Halling.	Please see comments above about 40mph limit. The A228 through Cuxton and Halling has many properties directly fronting onto it, a very different environment to the length under consideration, making 40mph a suitable speed limit there. Installation of a bridge would be prohibitively expensive. There are not sufficient funds available for such a project.
I do not feel safe driving in the single carriageway section, where the junctions are on each side. I do not like turning off and on to the A228 with trucks bearing down on me at speed. I would be in favour of a 40mph limit along this whole section.	Please see comments above about 40mph limit.
I have seen parents and children walking along the road and wonder how they cross it safely. I find it dangerous to cross this road. Vehicles race to overtake in the northbound section towards Peters Bridge roundabout to get ahead of others in the single carriageway section beyond.	The weekly mean traffic speed in the section referred to, recorded near the children's nursery entrance, was 45.2mph. This measured figure would suggest this to be a perceived problem rather than an actual one.

There have been a number of bad accidents on the bypass, some of which were fatal.	In the three year period to 30 September 2017 there were eight personal injury crashes (PIC), all resulting in injuries classified as slight.
Traffic approaching the Holborough Lakes roundabout do not slow down sufficiently, making entering the A228 difficult to enter at times. Turning into and out of the children's nursery is difficult due to traffic speeds. The junctions in the single carriageway section have also seen a number of incidents, which reducing the speed limit would help minimise. The lower speed limit would help facilitate the pedestrian crossing near Holborough Lakes roundabout. The existing crossing points (uncontrolled) are dangerous and unpredictable with the speed of traffic approaching. It is also uncomfortable to walk along this route with the speed of traffic.	
Although I support the proposal, I do not think drivers' behaviour will change. I consider an average speed camera operation along this stretch would be beneficial as drivers have to keep to the limit. Only a matter of time before someone is killed again on this road.	Please see comments above about provision of a safety camera system. The criteria are the same for average speed camera systems as they are for single, fixed cameras.
I walk my daughter to Halling School from Holborough Lakes and crossing the road is dangerous due to vehicle speeds. I would prefer a footbridge but I understand the cost would be prohibitive, so a reduced speed limit and pedestrian crossing would be a start.	The observation on the cost of a footbridge is correct, as previously noted.
I cross this road daily with my bicycle and find it very dangerous, often having to wait 15 minutes.	
When the bypass opened in 1983 there was very little residential development along this road. With increased housing in Holborough Lakes and more proposed, more consideration of pedestrians' needs is needed. Elderly people are particularly vulnerable.	
I would consider walking to work in Wouldham from Snodland were the speed limit reduced, as a 50mph limit would be much safer.	
The lower speed limit would assist traffic flow along this road.	It is recognised that traffic travelling at a regular speed flows more efficiently than traffic regularly slowing down and speeding up.
Halling Primary School actively encourages parents and pupils from Snodland to walk to/from school. I would like to see a 40mph speed limit, which I consider would make the journey much safer.	Please see comments above about 40mph limit.
The southern dual carriageway section is located on a long curve with no central reserve barriers and a junction. The changes in speed limit are confusing to motorists and should be a consistent 40 or 50mph. Were school pupils in Peters Village to walk to Snodland schools in safety, parents would not need to drive them, helping to reduce traffic volumes and associated pollution. The Leybourne bypass from the M20 to Kings Hill is a similar type of road with a 50mph limit that appears to be well observed.	Please see comments above about 40mph limit.

I consider a 40mph limit would be preferable to 50mph, particularly from the junction near Snodland clocktower to Peters Bridge roundabout. The children's nursery at The Lodge operates school runs to primary schools in Halling and Holborough Lakes. It is therefore necessary to cross the A228 for the Halling journey. There was recently a two vehicle crash on the south side of Peters Bridge roundabout that resulted in a car crashing into barriers where school pupils cross the road. School pupils actually witnessed the incident but, fortunately, no-one was hurt. This incident serves to illustrate the need for traffic to drive at slower speeds there.	Please see comments above about 40mph limit.
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<b>Respondents' Comments (comments are summarised to reflect the general content of the text).</b>	<b>KCC Response</b>
<b>Respondents Objecting to the Proposed Speed Limit</b>	
I consider the money to be used on the reduced speed limit and associated pedestrian crossing would be better spent on removing the on-street parking in Mallong Road Snodland, in particular between Cross Road ( <i>assume the respondent means High Street</i> ) and Rocfort Road. I have seen large lorries mounting the footway to make way for vehicles coming the other way. In addition to the safety implications, this will also lead to the need for repairs to the footways. It also leads to long delays for buses. A flashing '30' sign was recently installed in an attempt to slow traffic, but drivers wishing to get to the next gap in parked vehicles are required to exceed the speed limit to do so. Please do not waste further money without considering more urgent problems in Snodland.	With ever-increasing car ownership and families often owning two or more vehicles, the demand for parking places is greater than ever. Parking is an emotive issue and removal of on-street parking availability will always be controversial, especially where residents have no off-street parking alternatives. Additionally, on-street parking is a natural traffic calming feature, removing it is very likely to lead to increased vehicle speeds. Funding has been allocated to the toucan crossing associated with this proposal in the current financial year. Issues such as those identified by the respondent would need to be assessed and, if appropriate, bids made for future remedial measures to be considered against similar schemes elsewhere in Kent. This scheme is being funded from South East LEP KSIP funds not local transport plan funding.
What is the point of a bypass that is as slow as the route it replaced? It will lead to more congestion than there already is. Due to the area development, if anything the single carriageway section should be dualled with hard shoulders for breakdowns. The Lower Thames Crossing will lead to the A228 becoming more of an alternative to the A229 linking the M20 to the M2/A2, further increasing traffic.	The replaced route is Mallong Road/Holborough Road through central Snodland, which is subject to a 30mph speed limit and, as noted by the previous respondent, has on-street parking present. Traffic travelling at 50mph along the A228 cannot be considered to be as slow as that passing through Snodland town centre. The dualling of the single carriageway section would be a major engineering project and prohibitively expensive. There are not sufficient funds available for such a project.
The road was built some 30 years ago and was designed for national speed limits. If the speed limit is to be reduced to enable a pedestrian crossing to be installed, why not reduce it locally as it has been for the crossing near Ham Hill? Dual carriageways provide safe opportunity to overtake slower vehicles, a lower speed limit would just frustrate drivers, leading to overtaking in less appropriate locations.	The 40mph speed limit in place at the pedestrian crossing near Ham Hill is not a local restriction. It extends from just north of the Ham Hill roundabout to the M20 junction 4 and beyond past the Castle Way junction south of the motorway. Overtaking would still be possible in the dual carriageway sections, albeit at a lower speed than previously possible.
I work from home in Holborough Lakes and regularly drive out of and into the estate via the A228. I see very few people crossing the road and am unconvinced of the need to reduce the speed limit to assist such small numbers. To get to the	

station I walk via Snodland High Street and have never seen anyone arriving from the track by the railway and Churchfields.	
I regularly cross the A228 when walking my dog and have no problems doing so apart from having to wait for a large enough gap in traffic. Turning right from southbound carriageway at the clocktower junction is a problem and often I am only able to turn when a slow moving lorry creates a gap. Slower moving traffic will result in less and smaller such gaps. Congestion in peak periods on A228 results in traffic diverting through the village, a problem that has worsened during the M20 roadworks. Traffic needs to be able to pass along the bypass quickly to avoid such problems. Providing facilities for pedestrians on a road designed for fast movement of traffic is wrong. There is already a bridge to link the station to the village that can be accessed via the railway path on the east side.	Pedestrians and cyclists wishing to access the station via the railway trackside path would need to be able to safely cross the A228, especially if they were coming from Holborough Lakes. Provision of the toucan crossing being provided to facilitate safe crossing is dependant upon a maximum 50mph speed limit.
The A228 is a heavily used link between the M2 and M20 and a link from the Isle of Grain to Paddock Wood. Traffic speeds are already low at peak times. What is really needed is a footbridge. The existing single carriageway section needs to be dualled to even out traffic speeds along the whole section. The junctions along that length cause further congestion.	Installation of a bridge would be prohibitively expensive. Please also see comments above about dualling the single carriageway section. There are not sufficient funds available for either such projects.
The national speed limit is there to keep traffic flowing. Slowing traffic down will only increase congestion. People using the road will not notice the 50mph signs and continue to drive at 70mph along the dual carriageways.	It is planned to provide repeater speed limit signs at reduced spacings to provide regular reminders to drivers of the maximum legal driving speed. Additionally it is planned to provide road marking 'roundels' in the carriageway to reinforce the message in another format.