
A20 LONDON ROAD, East Malling, Larkfield and Ditton – Highway Improvements Scheme

To: **Tonbridge and Malling Joint Transportation Board, 18th November 2019**

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

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

Classification: **Unrestricted**

Ward: **Ditton, Larkfield South and East Malling**

Division: **Malling North East and Malling Central**

Summary: The report is a summary of the actions post consultation and includes detailed designs for the highway improvements along A20, London Road between New Road and Station Road. It seeks a recommendation by the Board to proceed to construction.

For Decision

1.0 Introduction and Background

- 1.1 A20 London Road links the districts of Maidstone and Tonbridge and Malling and as such is a busy commuter route. The A20 runs parallel to the M20 motorway and therefore much of the traffic travelling from London to Kent will use the motorway rather than the A20. However, the A20 is still an important and well used route for local traffic and is also used as a contingent when there are issues on the M20.
- 1.2 Local developers have provided financial contributions to be used to improve journey times along A20 between the A228 and Coldharbour Roundabout. Improvements to A20/New Hythe Lane and A20/New Road/Station Road together with cycle and pedestrian improvements were consulted on during Summer 2019. The project is now broken down into 3 phases comprising proposals to improve road junctions and improve facilities for pedestrians between New Hythe Lane and Station Road. The proposals are mainly aimed at reducing road congestion and improving pedestrian facilities.
- 1.3 Phase 1 is focusing on the New Hythe Lane junction between New Road and Larkfield Road. See Annex 1 and Annex 2.
- 1.4 Phase 2 will focus on widening footways between New Hythe Lane and Ditton Place. See Annex 3.
- 1.5 Phase 3 will focus on improvements between Ditton Place and Station Road which will be constructed at a later stage – see section 4.3.

2.0 The proposals for phase 1 and phase 2 following consultation and detailed design comprise:

- 2.1 Focusing on these aims of improving journey times, reducing congestion and making journeys more convenient and pleasant for pedestrians, the proposals are to increase the number of straight-ahead lanes at both the New Hythe Lane junction and the Station Road junction to two each way. The length of the merge lanes will also be increased to give greater capacity at these two junctions and to maintain a good flow of traffic.
- 2.2 A cycleway either shared or segregated is no longer proposed as this received the most amount of negative responses (37% of the total responses) including a lack of support for such a design by the local County, District and Parish Councillors.
- 2.3 The detailed design now proposes to widen the existing footway at certain points in order to provide up to 3.0m wide footways. Tactile paving will be installed at all pedestrian crossing points along the route. Existing pedestrian crossing islands will be widened.
- 2.4 An ineffective bus lane heading west leading to the New Hythe Lane junction will be removed and a number of bus laybys removed although the bus stops will remain in place. Vehicles will be able to overtake the buses which will stop on the carriageway as there is sufficient width to allow this albeit over the central hatched areas.
- 2.5 In addition to the original consultation on outline designs it has been suggested by some local residents and Tonbridge & Malling Parking Services that a peak time restriction on parking between New Hythe Lane and New Road on the southern side be implemented similar to the parking restrictions on New Hythe Lane near Laburnum Drive which restrict parking between the hours of 7.30am to 9.00am and 4.00pm to 6.00pm Monday to Friday. It is proposed to consult on this Traffic Order with a recommendation to be brought to a future Joint Transportation Board.
- 2.6 A signalised pedestrian crossing is planned between Bradbourne Lane and Bell Lane.

3.0 Financial

- 3.1 Funding for the scheme has been secured from developer contributions under a S106 agreement. The estimated costs for phase 1 and 2 is £700,000.

4.0 Phasing and Programme

- 4.1 It is anticipated that the work will be delivered in 3 phases. The first phase would consist of the improvements to the A20/New Hythe Lane junction, phase 2 the widening of footways, removing bus layby's, installing central islands for pedestrian crossing points, altering the kerb at Bell Lane to provide better visibility and the introduction of peak time parking restrictions near New Lane should this be recommended.
- 4.2 It is anticipated that work could start in February 2020 if the JTB recommend progressing to construction with Phase 2 following directly afterwards.

4.3 Phase 3 will focus on A20/StationRoad/New Road junction at a later stage and may be promoted via a Section 278 directly with a developer. This is still to be confirmed and will be reported back to a later JTB.

5.0 **Recommendation**

5.1 It is recommended that the scheme progresses to construction.

Future Meeting if applicable:	Date: Nov 2019
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Annex List

<i>Annex 1</i>	<i>New Hythe Lane junction</i>
<i>Annex 2</i>	<i>A20 near Larkfield Rd</i>
<i>Annex 3</i>	<i>A20 Bell Lane to Ditton Place</i>