

A20 London Road, Aylesford

Public Consultation

Consultation booklet

Find out about our proposal to replace the traffic signals with a roundabout at the South Aylesford Retail Park, on the A20 London Road and have your say!

Consultation period:
3 February to 18 March 2021

kent.gov.uk/a20londonroadaylesford

South East
Local Enterprise Partnership



HM Government

Kent
County
Council
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1. Introduction

Welcome to Kent County Council's (KCC) public consultation on our plans to improve the junction at the South Aylesford Retail Park, on the A20 London Road.

This consultation provides residents, businesses, and other interested parties with the opportunity to give feedback on the proposed scheme. This feedback will help us finalise our plans before we start construction in Summer 2021.

1.1 Context

KCC, as a Highway Authority, has a responsibility for transport planning to ensure the appropriate road networks are in place to support growing communities, giving them the opportunity to thrive in high quality environments.

KCC's [Local Transport Plan 4: Delivering Growth without Gridlock \(2016-2031\)](#) sets out how we will work towards our transport vision over the coming years. It also brings together KCC's transport policies, looking at local schemes and issues as well as those at a countywide level and of national significance. One of the plan's key aspirations is *'To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced, and economic growth is supported.'*

1.2 Why is the scheme needed?

The scheme aims to:

- Reduce congestion and provide capacity for further growth.
- Improve air quality.
- Ease road flooding in the area.

1.3 How is this scheme being funded?

This scheme is expected to cost £3.5m. This will be funded by:

- £1.3m developer contributions from the White Post Fields site.
- £2m from the government's Local Growth Fund.
- £200k contributions from KCC.

1.4 Could any funding not spent be re-distributed elsewhere?

Funding for schemes often come from a variety of sources. Most funding is bid for on a competitive basis and awarded to a specific scheme. Any funding awarded in such a way could not be diverted elsewhere and would have to be returned if not spent on the specific scheme.

1.5 Timescales

We have looked at this scheme alongside the Coldharbour Roundabout improvement scheme, which we consulted on last year. More information on the scheme can be found at kent.gov.uk/keepmaidstonemoving. Our intention is to start construction on Coldharbour Roundabout first in Spring 2021 before moving on to this scheme in Summer 2021. Both schemes will take approximately one year to complete.

Our timetable for delivery may be affected by any unforeseen emergency works in the area. The project website kent.gov.uk/a20londonroadaylesford will be updated with new information when it is available.

2. The scheme

2.1 Scheme proposal

We are proposing to remove the existing traffic signals at the South Aylesford Retail Park junction of the A20 London Road and replace them with a free-flowing roundabout.

An additional approach lane will be provided on Mills Road together with an additional lane on the roundabout between Mills Road and A20 west.

The area is highly constrained by private properties and land, which limits what we can do to improve the junction layout.

The removal of the traffic signals will improve the traffic capacity at the junction. However, this requires locating the controlled pedestrian crossing points slightly further back along the approach arms.

We have undertaken traffic modelling up to 2031, which shows that the junction will operate much better as a roundabout than the existing signal-controlled crossroad layout.

The results of the modelling show that in 2031 the roundabout will have no queues greater than seven Passenger Car Units (PCUs), which will occur on Mills Road during the PM peak hour. The queues on Hall Road are predicted to be just four PCUs in the AM peak and two PCUs in the PM. Therefore, with the proposed non-signalised roundabout there will be no queuing back to preceding junctions and no significant congestion or delays in 2031.

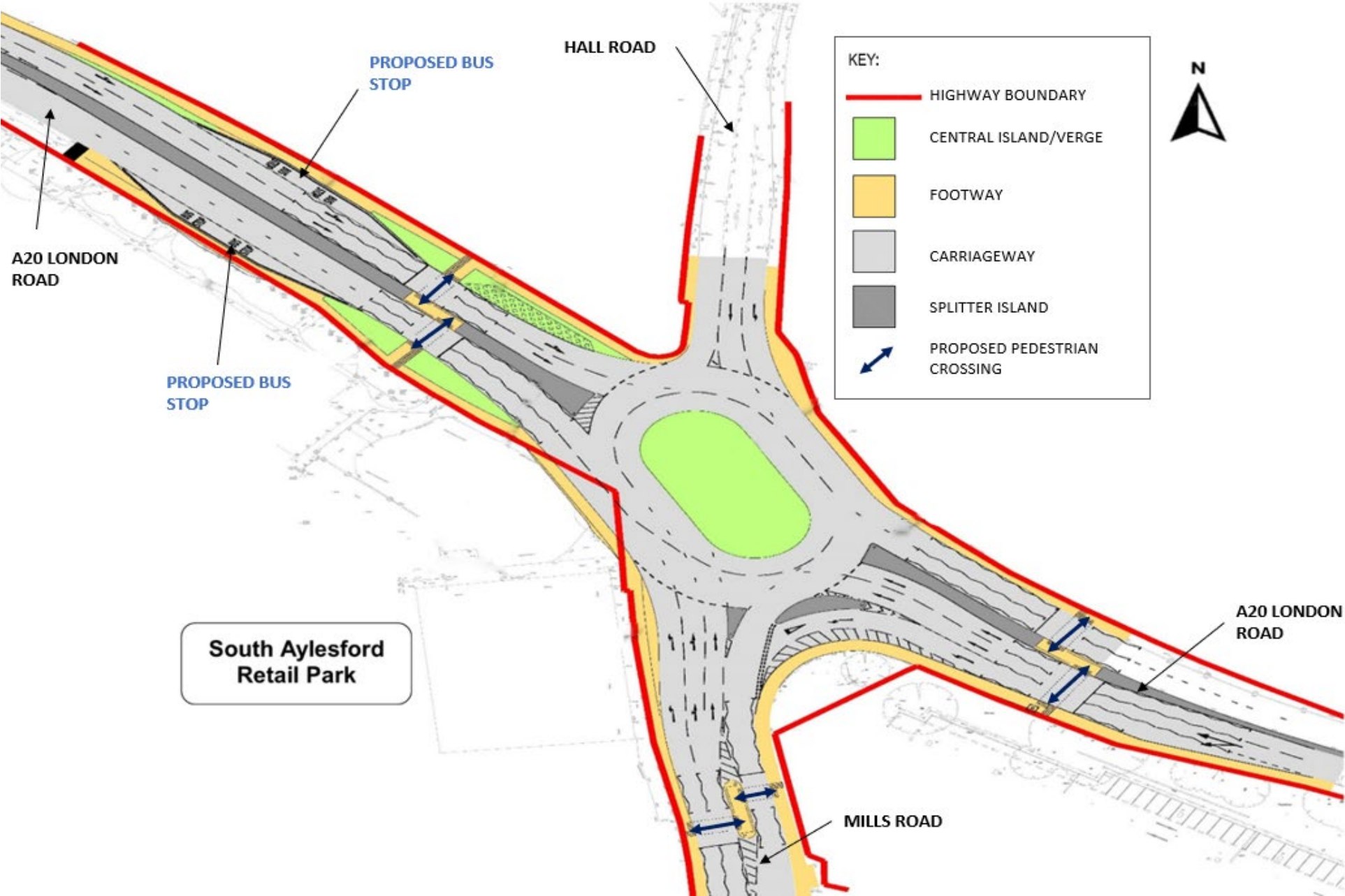
This scheme, alongside the new Coldharbour Roundabout scheme, has been designed to accommodate the potential increase in traffic over the next 30 years, including the proposal to build new housing on the White Post Fields off Hermitage Lane.

The scheme would include the moving of pipes and cables buried under the crossroads belonging to utility companies such as Virgin Media and South East Water. Engagement is being undertaken with the relevant utility companies to confirm the design and costings of the works.

2.2 What else has been considered in the design?

- **Improved drainage** – A new sustainable drainage system has been designed to reduce flooding on London Road. See page 6 for more detail.
- **Bus stops** – The proposed roundabout has been designed to retain the existing bus stops, which will stay the same size and allow buses to pull in to improve traffic flow. See page 7 for more detail.
- **Pedestrian facilities** – There will also be enhanced pedestrian facilities, these will be signal controlled to allow safe movement of highway users. See page 8 for more detail.

2.3 Scheme design



3. Drainage plan

A new Sustainable Drainage System (SuDS) has been designed to ease the flooding on London Road. SuDS are a natural approach to managing drainage and work by slowing and holding back the water that runs off from a site. This can reduce the risk of flooding.

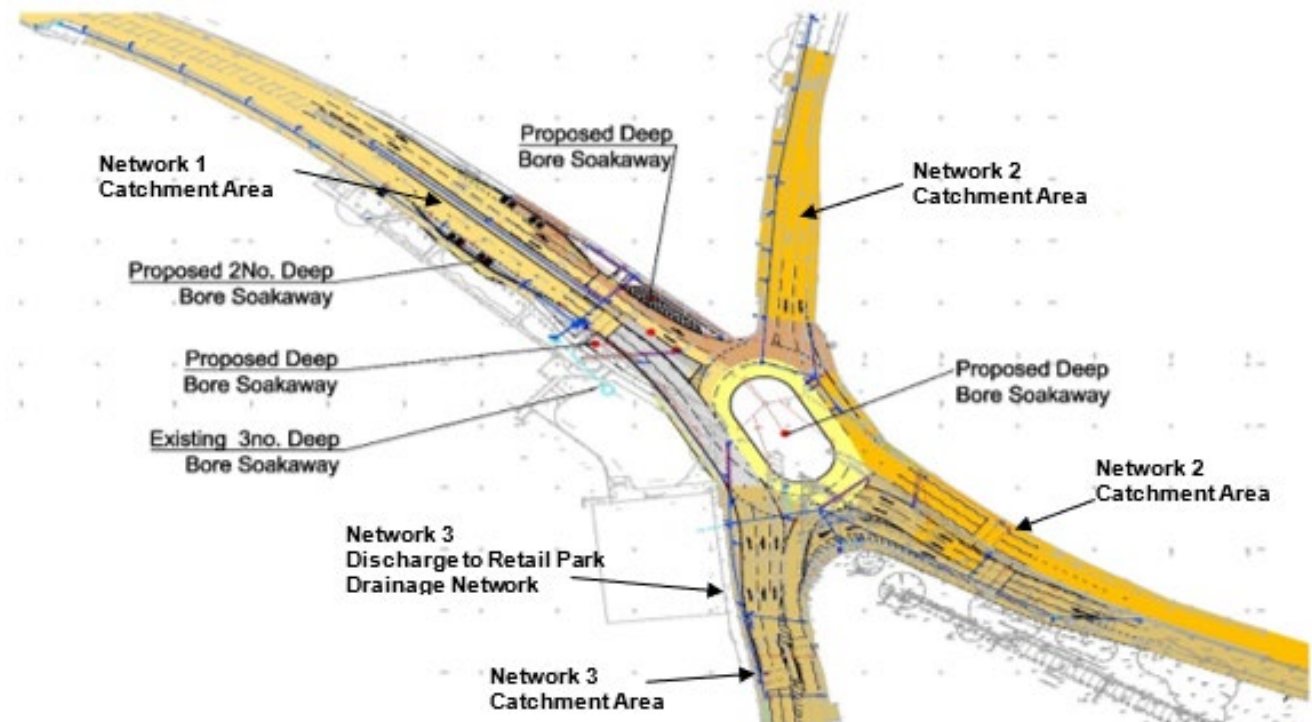
There are three existing drainage networks around the current junction. These will be maintained in the new scheme:

- **Network 1 catchment area**– Carriageway and footways to the west and centre of the junction which release water into a series of soakaways.
- **Network 2 catchment area** – Carriageway and footways to the north of the junction and the eastbound lanes (east of the junction) which release water into a pipe system to the north along Hall Road.
- **Network 3 catchment area** – Carriageway and footways to the south of the junction and the westbound lanes (east of the junction) which release water into the retail park drainage system.

Five new deep bore soakaways will be introduced to ease road flooding in the area.

A conventional soakaway sits near to the surface of the ground. It is constructed by digging a small hole and either inserting a pierced cylinder-shaped chamber or filling it with rubble, and it effectively drains excess water into the surrounding surface soil. A deep bore soakaway is inserted much deeper into the ground. They are used where traditional soakaways will not work and are particularly suitable where soil has low absorbency (e.g. chalk and limestone).

The SuDS, where feasible, will manage surface runoff (rain) locally through the soakaways so that no extra pressure is put on the existing piped drainage network.

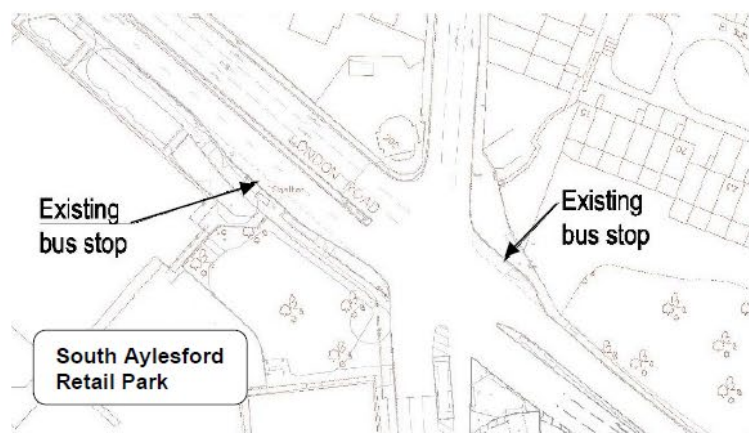


4. Bus facilities

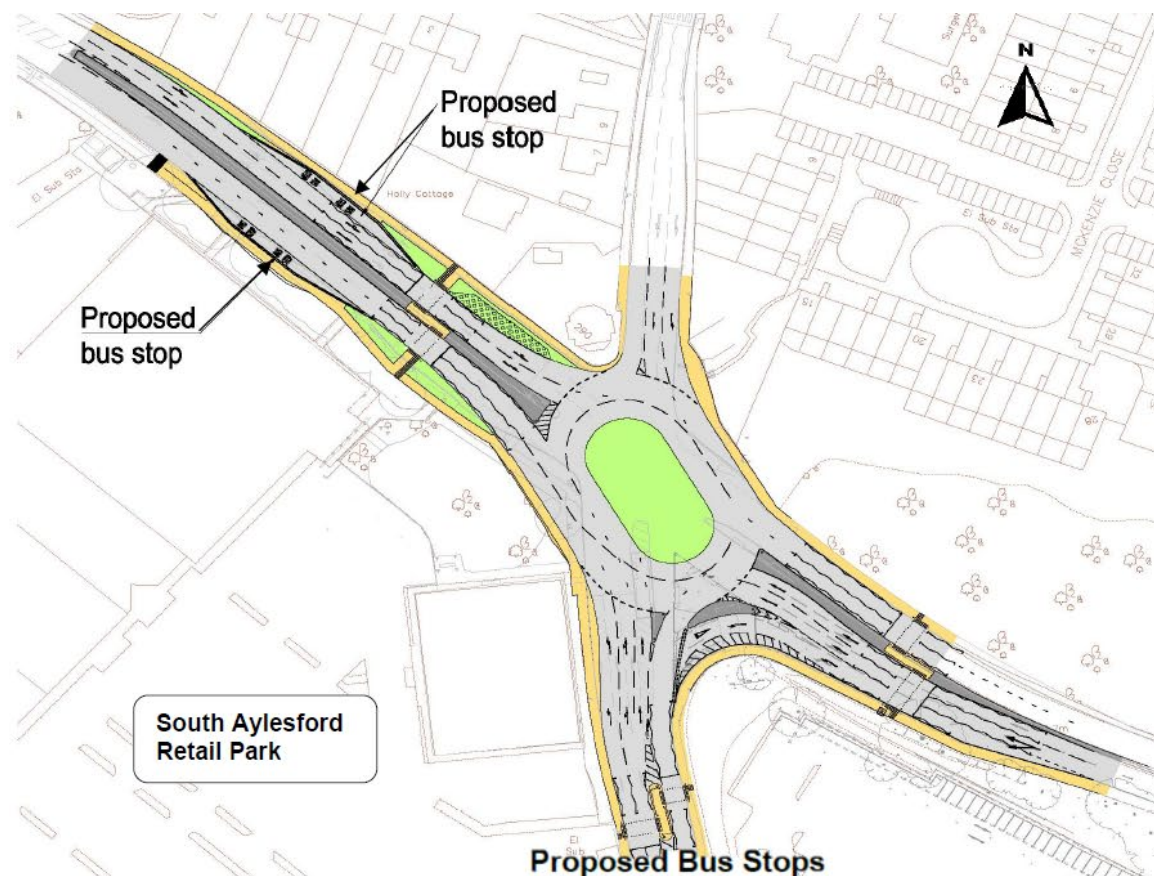
The proposed roundabout has been designed to accommodate the bus stops. They will stay the same size but new bays would be created to allow buses to pull in rather than staying on the carriageway. The bays would have a 20m entry taper, 18m straightening distance and 15m exit taper.

The existing bus stop on the east bound direction of the A20 is being relocated west to the eastbound roundabout approach, due to the land required for the roundabout circulation lanes.

The existing bus stop on the west bound direction is being repositioned approximately 45m further west to accommodate the roundabout and improved pedestrian-controlled crossing point.



Existing Bus Stops

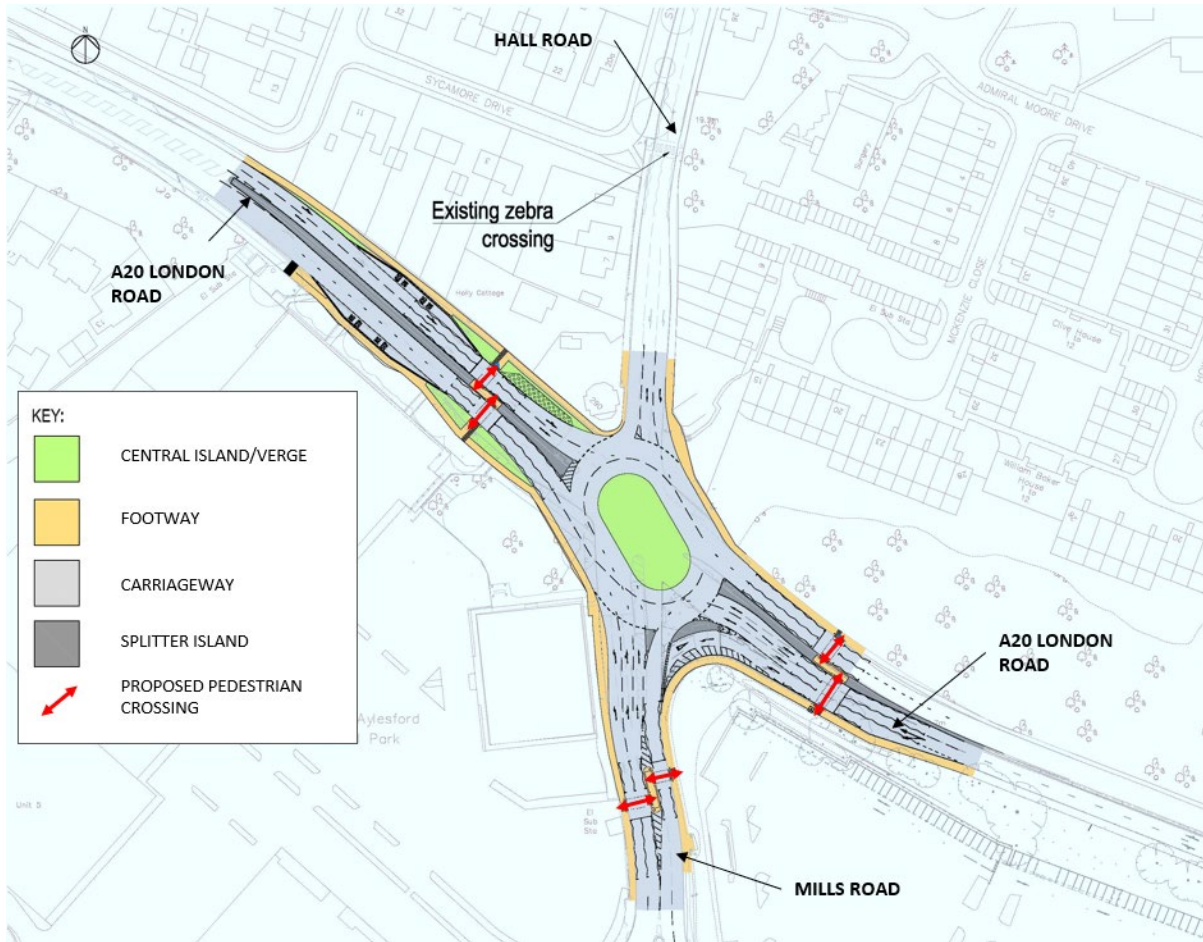


Proposed Bus Stops

5. Pedestrian facilities

The new roundabout will have signal-controlled pedestrian crossings on both sides of the A20 and the Mills Road arms of the junction to allow for the safe movement of pedestrians. These will be 3m wide in line with national standards, which is an improvement to the existing layout. The existing zebra crossing on Hall Road will remain.

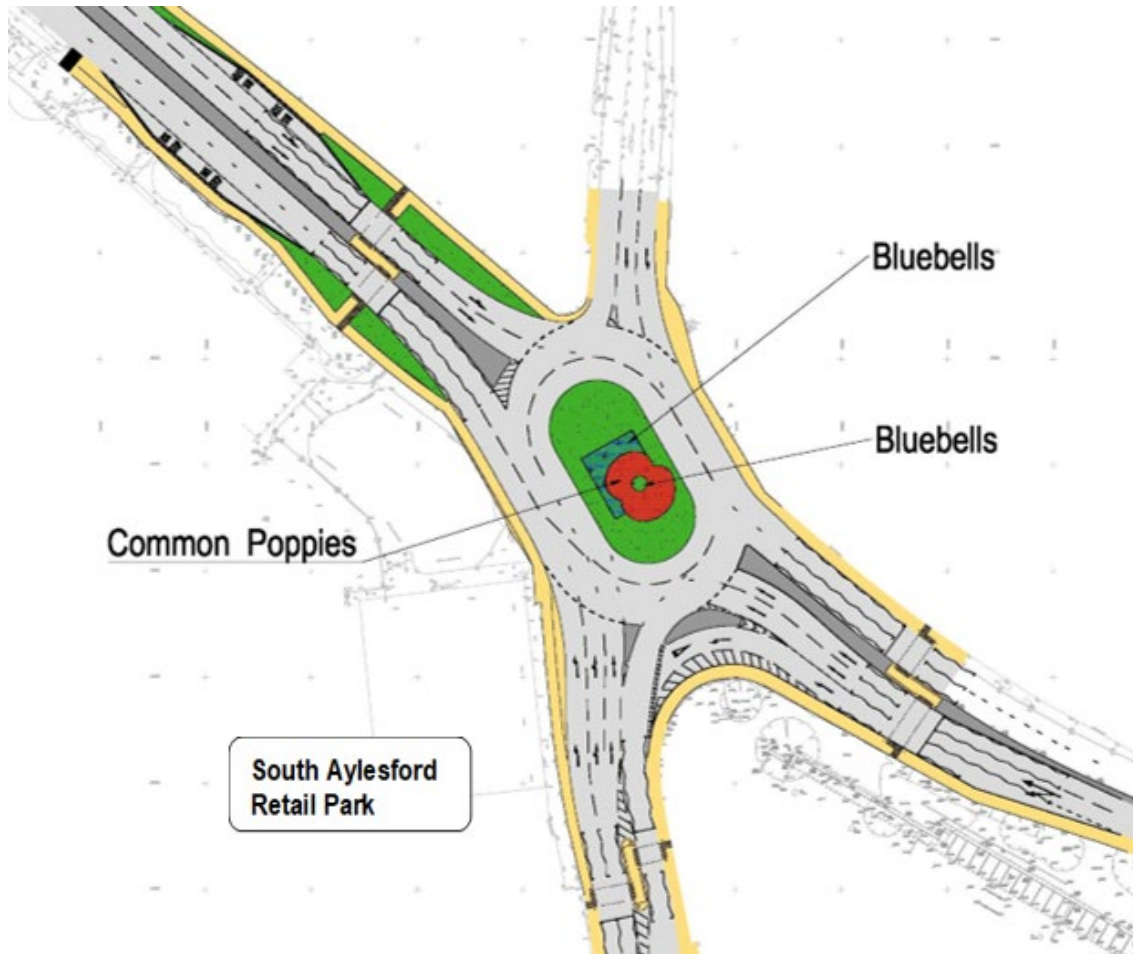
The Mills Road crossing has been moved further south as the crossing could not be accommodated on the roundabout splitter island.



6. Landscaping

The layout of the proposed planting for the new roundabout is intended to be an abstract interpretation of the Royal British Legion Industries (RBLI) logo to commemorate our armed forces as the RBLI village is adjacent to the scheme. The main elements of the design are:

- A large square in the centre of the roundabout to be planted with bluebells to represent the 'blue' square on the logo.
- Common poppies planted in the shape of a poppy to create a direct link to the 'Poppy' in the logo.
- Two six-foot Tommie silhouettes to be installed on the roundabout.



7. Equality Impact Assessment

To help ensure that we are meeting our obligations under the Equality Act 2010, we have undertaken an Equality Impact Assessment (EqIA) on this scheme. This is to assess the impact our proposals could have on people due to their protected characteristics (age, sex, gender identity, disability, race, religion or belief, sexual orientation, pregnancy or maternity, marriage and civil partnership and Carer's responsibilities).

The schemes will deliver positive impacts through the upgraded pedestrian crossing facilities. Improved capacity and operation of the junction should help improve air quality in the area.

The scheme is likely to provide temporary negative impacts during construction due to increased journey times, noise and dust. The construction will be planned to limit these impacts. There will be slightly longer walking distances to the new pedestrian crossings after completion.

The EqIA will be updated after the consultation to consider any relevant information received and will be reviewed throughout the project. It can be viewed on our website and is available in hard copy on request.

8. Have your say

Your feedback is essential to help us finalise the scheme so that it best suits the needs of the local community, businesses and road users. Whether you support or have concerns about the proposed scheme, we want to hear your views.

You can do this by completing the consultation questionnaire, which is available from our website kent.gov.uk/a20londonroadaylesford. Alternatively, you can request a paper copy by emailing A20LondonRoadAylesford@kent.gov.uk.

If you have any questions for the team or require any of the consultation material in hard copy, please feel free to email us at A20londonroadaylesford@kent.gov.uk or leave a message for us at 03000 42 14 37.

If you require any of the consultation material in alternative format or language, please email alternativeformats@kent.gov.uk or call 03000 42 15 53 (text relay service number 18001 03000 42 15 53). This number goes to an answer machine, which is monitored during office hours.

9. What happens after this consultation?

A consultation report will be produced, summarising the feedback received and KCC's response. This will be published on the consultation website and presented to the Cabinet Member for Highways and Transport in April 2021.

We will use your feedback to help finalise the scheme design. An update will be presented at the Tonbridge and Malling and Maidstone Joint Transportation Boards in Spring 2021. This report will be publicly available along with the final design on the consultation website.

We will keep residents, road users and other stakeholders updated on the progress of this scheme through our website, newsletters and site notices.

10. Glossary

Bore soakaway – Is a construction found beneath the surface of the ground. This collects excessive water from the ground's surface and effectively helps drain the water reducing the risk of flooding and improving stability of the ground.

PCU – A Passenger Car Unit is a vehicle unit used for expressing highway capacity. One car is considered as a single unit, cycle, motorcycle is considered as half car unit.

Splitter island - A splitter island is a raised or painted traffic island that separates traffic in opposing directions of travel. They are typically used at roundabouts and on the minor road approaches to an intersection.

SuDS – Sustainable Drainage Systems are a natural approach to managing drainage in and around properties and other developments. SuDS work by slowing and holding back the water that runs off from a site, allowing natural processes to break down pollutants.

kent.gov.uk/a20londonroadaylesford

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