

A228 Leybourne and West Malling Bypass

A report by the Head of Major Projects to the Highways Advisory Board on 11 July 2006.

Purpose of Report

1. This report gives details of the public consultation for traffic calming and management measures in Leybourne. It also provides feedback received from the public consultation and seeks approval to progress with the recommendations received from the Tonbridge and Malling Joint Transportation Board.
2. This report is supplemented by the Leybourne Traffic Calming Report on Public Consultation held in April 2006, hereafter referred to as the Traffic Calming Report. The existing road layout in the area, and the proposed bypass, is shown in Figure 1.

Background

3. In conjunction with proposals for provision of the A228 Leybourne and West Malling Bypass, it has always been recognised that the changes in the road layout would generate inappropriate use of Castle Way, especially if the road was left with its existing wide carriageway and lay-bys.
4. The bypass proposals were recommended by this Board, and approved by the Cabinet Member for Regeneration in September 2001. That approval included a commitment for appropriate traffic management and safety measures, to Castle Way and Park Road, to be an integral part of the bypass scheme and to be subject to a separate public consultation.
5. As the bypass scheme evolved through its statutory procedures, there were strong concerns expressed by local residents that the scheme would also have an adverse traffic impact upon Birling Road (south). This was a reasonable view and hence Birling Road (south) was included in the consultation process.
6. To fully appreciate the strength of opinion expressed by local residents that live along these roads, a brief summary of their views and concerns is given in Appendix 1.

Preparatory Work Leading to Public Consultation

7. During 2005, with the bypass under construction, various discussions were held with key stakeholders in order to understand the issues before deciding upon the best way to prepare for the public consultation. Those stakeholders included the following:
 - Leybourne Parish Council
 - Officers of Tonbridge and Malling Borough Council
 - Castle Way Residents Association
 - Park Road Residents Association
 - KCC's Area Transportation Manager (now Kent Highway Services)
 - Representatives of the Leybourne Grange developer

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8. The discussions highlighted strong local representation by resident associations and local residents in favour of closing each of the roads, Castle Way, Park Road and Birling Road (south). This view is referred to in Appendix 1 and reinforced by correspondence contained in Appendices G, H and I of the Traffic Calming Report. The Traffic Calming Report will be on display at the meeting (it is also attached to these papers in CD format for Members of this Board).
9. As traffic calming and management measures are often sensitive and controversial it was important to ensure that all key stakeholders, including others not mentioned above, were closely involved in development of the proposals so that they would gain a full understanding of all the wider issues. Such an understanding should help them to accept the final solutions.
10. A one-day facilitated Leybourne Traffic Calming Workshop was held on 1 December 2005. A report on the workshop, which includes a full list of all the key stakeholders, is included as a background document.
11. In summary, the workshop identified the following objectives: -
 - Ensure that through traffic is discouraged from returning to routes through Leybourne.
 - Control traffic speeds and provide a safe and attractive environment for pedestrians, cyclists and equestrians so as to encourage greater use of these modes.
 - Maintain access to the church, school, shops and services and provide suitable parking for church users particularly those with mobility disability.
 - Provide suitable access for the emergency services and public transport.
 - Discourage commuter and lorry parking.
 - Enhance community integration and cohesion by reducing severance, particularly for non-vehicular modes and for those with mobility difficulties.
 - Limit the effects on surrounding areas.
12. Measures that could contribute to achieving these objectives were subsequently assessed and developed into alternative options for public exhibition and consultation. However prior to finalising details of the consultation, in order to seek support for those options being presented, further meetings were held with Leybourne Parish Council and with officers and local Members of the Borough Council and the County Council.

Public Consultation and Exhibition

13. The public consultation and exhibition was held in Leybourne Village Hall on Friday 7 April 2006 and on Saturday 8th April 2006. The event was well publicised. Leaflets were distributed to homes and businesses in the area, posters were displayed at prominent locations and notices were published in local newspapers. The leaflet was also posted to individuals and organisations listed in Appendix A of the Traffic Calming Report.
14. Approximately 450 people attended the exhibition and approximately 350 responded by handing or sending in a completed questionnaire.

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Options for Public Consultation

15. Options presented for public consultation are listed below. A summary of the key features, the main advantages and the main disadvantages for each option is provided in Appendix E of the Traffic Calming Report.

Castle Way – 4 Options (All the closure options allow for access by pedestrians, cyclists, equestrians, buses and emergency vehicles).

Option 1 – No closure with extended 20-mph zone

Option 2 – Closure at the Castle entrance

Option 3 – Closure south of the Church

Option 4 – Closure at Pump Close

Park Road – 3 Options

Option 1 – Closure at Park Road roundabout (but allowing access for pedestrians, cyclists, equestrians, buses and emergency vehicles)

Option 2 – Traffic calming only with road left open

Option 3 – One-way road (west to east) with shared footway/cycleway

Birling Road – 3 Options

Option 1 – No closure

Option 2 – Northern closure

Option 3 - Central closure

Details and Analysis of Consultation Feedback

16. Details together with an analysis of the consultation feedback are contained in the Traffic Calming Report.

Report to the Tonbridge and Malling Joint Transportation Board.

17. A report was presented to the Tonbridge and Malling Joint Transportation Board on 12 June 2006. The preparation of the Traffic Calming Report was ongoing at this time and, consequently, only a draft report was presented. The draft report was substantially complete and by supplementing the draft report with a presentation, the Joint Board was made aware of the main findings and feedback.
18. A letter expressing the views of Leybourne Parish Council had not been received in time for inclusion in the Board report or the Draft Report on the Public Consultation. This was highlighted at the meeting and specific reference was made to the views of Leybourne Parish Council as part of the presentation to the JTB.

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19. The Chairman of Leybourne Parish Council did report that he was not happy with how little weight was given to Leybourne PC's views at the JTB meeting. Tonbridge and Malling Borough Council's Director of Planning and Transportation has since stated "the presentation was highly commendable particularly in its balance and fairness. The test is whether members had balanced advice and took reasonable account of the representations - there can be no doubt that was the case". The letter from Leybourne Parish Council is now included in Appendix F of the Traffic Calming Report.
20. The Tonbridge and Malling Joint Transportation Board resolved to recommend to Kent County Council's Highways Advisory Board and Cabinet Member for Regeneration and Supporting Independence that:
 - (i) the following options for traffic management in Leybourne are adopted:
 - Castle Way: Option 1 - no closure - with extended 20-mph zone;
 - Park Road: Option 1 - closure at Park Road roundabout - but allowing access for pedestrians, cyclists, equestrians, buses and emergency vehicles;
 - Birling Road: Option 1 - no closure - with traffic calming measures;
 - and
 - (ii) the arrangements are re-assessed in twelve months time once traffic patterns surrounding the bypass have become established.

Discussion

21. The Summary of Main Findings and Feedback from the Traffic Calming Report is attached as Appendix 2.
22. As part of the traffic calming consultation, the Director of Planning and Transportation at Tonbridge and Malling Borough Council was of the view that some of the proposed options were being driven by perceptions about what traffic might do after the bypass is opened rather than any real evidence about what will happen. He therefore recommended strongly for options adopted to be implemented experimentally so that changes may more easily be made.
23. Whilst this approach will have increased cost implications, it is nevertheless more sensible than wasting considerable sums of money on abortive works. The option recommended for Castle Way does lend itself to minimising abortive costs. This is because the Castle Way options contain a very significant amount of traffic calming and environmental enhancements that are common to all options. This work may therefore be installed permanently.
24. By effecting a temporary closure of Park Road, this too will minimise the need for extensive traffic calming works that could have been abortive.

Programme

25. Work on construction of the A228 Leybourne and West Malling Bypass is progressing to programme and it is expected to be completed by early Autumn this year. Once the Bypass has been opened to traffic, this will provide Castle Way with significant relief and allow implementation of agreed traffic calming and management measures. With Park Road and Birling Road being minor roads, any work required at these locations should not be a problem in traffic terms.

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26. There is however, much to be done and I will be working closely with the Divisional Manager of Kent Highway Services, the Borough Council and other key stakeholders in designing and procuring the approved measures.

Legal Implications

27. Any necessary traffic regulation orders will be promoted within highway authority powers.

Financial Implications

28. The funding for traffic calming is included in the overall budget for the A228 Leybourne and West Malling Bypass. However, subject to the scope of the work, I will also be exploring the possibility of further funding contributions from the developer of Leybourne Grange (due to their existing planning conditions) and from the Borough Council who would like to see environmental enhancements.

Local Members' Views

29. The views of the local member will be reported at the meeting.

Recommendation

30. Subject to the views of this Board it is proposed to recommend to the Cabinet Member for Environment and Transport that:
- (i) The options to be designed and implemented for traffic management in Leybourne are:
 - Castle Way: Option 1 - no closure - with extended 20-mph zone;
 - Park Road: Option 1 - closure at Park Road roundabout - but allowing access for pedestrians, cyclists, equestrians, buses and emergency vehicles;
 - Birling Road: Option 1 - no closure - with traffic calming measures;
 - (ii) the necessary traffic regulation orders are promoted;
 - (iii) a programme of review and monitoring of the works is implemented to enable the arrangements to be re-assessed in twelve months time, or sooner, once traffic patterns surrounding the bypass have become established.

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Background Documents:

- 1) Leybourne Traffic Calming Workshop Report
- 2) Leybourne Traffic Calming Report on Public Consultation held in April 2006
- 3) Location of Leybourne Traffic Calming for Castle Way, Park Road and Birling Road (on display)

Background re Park Road

Park Road Residents Association was formed in early 2001, once it became known that the A228 was to be routed behind their residential properties. There has since been an exchange of correspondence, and meetings held, and every effort has been made to include design features that will mitigate the adverse environmental impacts of the bypass.

Notwithstanding these efforts, the residents were still opposed to the bypass and, in August 2001, 19 representatives of nearly all the residential properties in Park Road signed a petition. The petition requested that Park Road becomes a cul-de-sac. A passionate plea for the closure of Park Road was also made at the Traffic Calming Workshop in December 2005.

Park Road residents are concerned that their properties will become an 'island' surrounded by roads with consequential adverse impact upon their environment. The rat running and speeding traffic along Park Road that has increased in recent years due to congestion on the A228 has heightened their concern both in environmental terms and that of safety.

Although the bypass should resolve the rat running, residents are concerned that the use of the road will increase significantly if it becomes a well used access to the A228 for Leybourne traffic. The safety problem associated with speeding traffic, along what is currently a 60-mph road is a major worry.

One positive point is that future traffic from the proposed Leybourne Grange development will now have direct access onto the bypass rather than having to access Castle Way via Park Road. Nonetheless the overall traffic concerns still remains.

Background re Castle Way

It was only following a public exhibition on the bypass, in July 2005 that a small group of Castle Way residents decided to form the Castle Way Residents Association specifically to address 'traffic calming' of Castle Way. In September 2005 they carried out a residents' survey that has since proved to be very helpful in understanding the views and objectives of those likely to be most affected by any traffic calming proposals. Some 46 households participated in the survey with only 5 households not participating.

They have held meetings and have liaised with the Leybourne Parish Council and many of the residents have written in with their views. The most notable observation however is the increased assertiveness and insistence that Castle Way should be closed. This view is confirmed by the public consultation although the forcefulness of that view will not be so apparent.

The feedback from the residents association was also important in highlighting the problems created by commuter parking and overnight lorry parking outside their houses.

Background re Birling Road (south)

A resident of Grange Close (off Birling Road) first raised concern about 'rat-running' and speeding traffic along this relatively narrow lane in November 2001. In September 2002 a petition was received, signed by residents from 15 households in Grange Close and 1 household from Birling Road. The petition put forward suggestions, in order of priority, for the closure of Birling Road (south).

Further correspondence resumed in late 2005 and on 1 December 2005 a further petition was received signed by residents from 12 households in Grange Close. The petition expressed concern about 'rat-running' and how the bypass would further affect it.

Concerns expressed by other members of the public at various times tend to confirm the following issues: -

- There is inconsiderate and dangerous behaviour of some drivers
- There is poor forward visibility along parts of this country lane
- An equestrian establishment fronts onto the road.
- There is frequent abuse of the no-entry signs at A20 junction
- The road is used as a short cut between the A228 and West Malling/A20 west
- Cyclists and pedestrians wishing to use the lane are extremely vulnerable

Since the consultation, 14 letters have been received from residents of Grange Close and Birling Road wishing to press for a road closure.

It should be noted that there is significant historical use of this road by residents of Birling and Ryarsh wishing to visit West Malling. Although they may only use Birling Road (south) in the southbound direction (due to the one way section at the A20), there is nevertheless strong opposition from those that would like this link to be maintained.

Summary of Main Findings and Feedback Overview

Castle Way

Castle Way General

- i. A majority of respondents use Castle Way by motor vehicle everyday.
- ii. Despite the current A228 Traffic, there is still notable cycling and walking along Castle Way.
- iii. There appear to be very few residents who park in Castle Way.
- iv. There is a need for parking to be provided near the church and would like the lay-by reserved for this purpose.
- v. The school want to retain a safe crossing facility.
- vi. There is a strong desire to remove lorry and commuter parking from Castle Way, but there are fears about displacement. West Malling Parish Council are particularly concerned that lorries would be displaced to the A20 west of Town Hill and have mentioned the need for provision of proper facilities with toilets.
- vii. In the lay-by near the church, there is a need to investigate options for relocation of the water hydrant.

Castle Way Option 1 (No closure with extended 20 mph zone)

- i. Existing access routes for residents and visitors unaffected.
- ii Risk of inappropriate use of Castle Way in Option 1 by M20 Junction 4 to A20 through traffic (rat running).
- iii Option 1 had overall significantly more respondents who approved or strongly approved than those that objected or strongly objected.
- iv Significant majority of Castle Way residents strongly object to Option 1.
- v All other residential zones indicate an overall preference for Option 1.
- vi Option 1 is the preferred option of West Malling Parish Council who suggest that the effectiveness of the 20-mph zone be monitored.
- vii Birling Parish Council strongly approve of no closure. Based upon its use as a return route to Birling from West Malling.

Castle Way Option 2 (Closure at Castle Entrance)

- i. Through traffic would be prevented from using Castle Way between Oxley Shaw Lane and Lillieburn.
- ii. Vehicular access to and from M20 Junction 4 via Castle Way severed for Church users, Rectory Lane (North) residents and Castle Way / Pump Close residents. Access would be via Lillieburn / Oxley Shaw Lane or via the A228 Bypass (via Castle Way / A20 Junction).
- iii. Because of their successful 'walking bus' Leybourne School is strongly opposed to closure of Castle Way as more traffic will go around the estate.
- iv. The church is strongly opposed to Option 2 as it would split the village in two and would impede access to the church.
- v. Option 2 had overall significantly more respondents who objected or strongly objected than those who approved or strongly approved.
- vi. Marginally preferred closure option by Castle Way residents.
- vii. Park Road residents seem to marginally prefer this closure option.

- viii. Option 2 is opposed by majority of respondents from Pump Close, Birling Road, remainder of Leybourne, Birling / Ryarsh and other areas.
- ix. Birling Parish Council strongly object to Option2.

Castle Way Option 3 (closure south of church)

- i. Through traffic would be prevented from using Castle Way between Oxley Shaw Lane and Lillieburn.
- ii. Vehicular access to and from M20 Junction 4 via Castle Way severed for Castle Way and Pump Close residents. Access would be via Lillieburn / Oxley Shaw Lane or via A228 Bypass (via Castle Way / A20 Junction).
- iii. Vehicular access to and from A20 London Road and A228 (South) via Castle Way severed for church users and Rectory Lane (North) residents. Access would be via Oxley Shaw Lane or via the A228 Bypass.
- iv. Because of their successful 'walking bus' Leybourne School is strongly opposed to closure of Castle Way as more traffic will go around the estate.
- v. The church is strongly opposed to Option 3 for Castle Way as it would split the village in two and would impede access to the church.
- vi. Option 3 had overall significantly more respondents who objected or strongly objected than those who approved or strongly approved.
- vii. Option 3 is supported by Castle Way residents but by marginally less than their support for Option 2.
- viii. Option 3 is opposed by majority of respondents from Pump Close, Birling Road, remainder of Leybourne, Birling / Ryarsh and others.
- ix. Option 3 is the preferred Castle Way option of Leybourne Parish Council for the following reasons:-
 - (a) Local traffic moving through the parish along Oxley Shaw Lane which is already traffic calmed.
 - (b) A split of traffic movements in and out of the estate.
 - (c) Access to the village for Park Road residents.
 - (d) Make the open space a central point of the village.
- x. Birling Parish Council strongly objects to Option 3.

Castle Way Option 4 (closure at Pump Close)

- i. Traffic prohibited from using Castle Way between Pump Close and A20 London Road.
- ii. Risk of inappropriate use of Castle Way by M20 Junction 4 to A20 through traffic (rat running) via Castle Way, Lillieburn and Oxley Shaw Lane.
- iii. Church users and the residents of Rectory Lane (North), Castle Way and Pump Close would have to access A20 London Road and A228 (South) via Lillieburn and Oxley Shaw Lane.
- iv. Option 4 had overall more respondents who objected and strongly objected than those who approved or strongly approved.
- v. Of the three closure options for Castle Way overall Option 4 had more supporters and less objectors than Options 2 and 3.
- vi. Castle Way residents are supportive of all closure options but Option 4 is the least preferred.
- vii. Birling Parish Council strongly objects to Option 4.

Feedback Overview of Castle Way Options

- i. Overall Option 1 (No closure) had the most support and least objections. A majority of Castle Way residents strongly objected to Option 1 but all other residential zones indicated an overall preference for Option 1.

- ii. Option 2 (closure at Castle entrance) and Option 3 (Closure south of Church) overall attracted the least support and the most objection. Option 2 is the preferred option of Castle Way residents (marginally over Option 3) but all other residential zones (apart from Park Road) are opposed overall to Options 2 and 3.
- iii. Of the three closure options for Castle Way Option 4 (closure at Pump Close) had more support and less objection than Options 2 and 3. Option 4 was the least favoured closure option amongst Castle Way residents.
- iv. Leybourne Parish Council prefer Option 3 (closure south of Church).
- v. West Malling Parish Council prefer Option 1 (no closure)
- vi. Birling Parish Council strongly approves Option 1 (no closure) and strongly objects to the closure options 2, 3 and 4.
- vii. Leybourne Ss Peter & Paul Parochial Church Council strongly objects to Option 2 (closure at Castle entrance) and Option 3 (closure south of Church).
- viii. Leybourne Ss Peter & Paul C of E Primary School very strongly objects to any closure of Castle Way.

Park Road

Park Road General

- i. There are moderate levels of use of Park Road by motorists, cyclists and pedestrians.
- ii. On street parking on Park Road is in the main associated with the residential properties.
- iii. All the options for Park Road require the introduction of 30 mph or 20 mph speed limits.
- iv. In all the options buses would need to operate one way (west to east) and would be routed via Castle Way and A228 Bypass (east to west).
- v. Most residents of Park Road are concerned that without closure they will become an island surrounded by traffic as a result of the bypass at the rear of their properties and rat-running traffic at the front.

Park Road Option 1 (closure at Park Road Roundabout)

- i. Limits Park Road traffic to only those requiring access and eliminates rat running potential.
- ii. Less convenient for Park Road residents as all vehicular access would be via Castle Way. Particularly inconvenient for residents at western end.
- iii. Routes to and from the A228 (south) and Birling Road would be longer and convoluted and return journeys would need to pass around M20 Junction 4 or through Leybourne.
- iv. Option 1 had overall more respondents who objected or strongly objected than those who approved or strongly approved.
- v. A significant majority of Park Road residents strongly approve of Option 1.
- vi. Apart from Park Road and Castle Way residents all the other residential zones indicate a majority which object to Option 1.
- vii. Option 1 for Park Road is Leybourne Parish Council's preferred option to create a quiet road and prevent 'rat running'.
- viii. Option 1 is West Malling Parish Council's preferred option for Park Road.
- ix. Birling Parish Council strongly object to the closure of Park Road.

Park Road Option 2 (Traffic Calming Only)

- i. Allows residents unrestricted access.

- ii. Maintains access to Birling without having to use A228 bypass.
- iii. Risk of inappropriate use by through traffic (rat running). Some local traffic would use Park Road to access A228 (south) if Castle Way were to be closed.
- iv. Option 2 had overall more respondents who approved or strongly approved than those who objected or strongly objected.
- v. A significant majority of Park Road residents strongly objected to Option 2.
- vi. Apart from Park Road residents all the other residential zones had a majority which approved or strongly approved Option 2.
- vii. Birling Parish Council gives full support to Option 2 for Park Road.

Park Road Option 3 (One way Road with shared Footway / Cycleway)

- i. Improved provision for cyclists and pedestrians.
- ii. Traffic requiring to access Park Road from Castle Way and M20 Junction 4 would have to travel further via the A228 Bypass and Park Road Roundabout.
- iii. Risk of higher traffic speeds with one-way operation.
- iv. Potential risk of low levels of rat-running traffic.
- v. Option 3 for Park Road had relatively few supporters and significantly more objectors.
- vi. A significant majority of Park Road residents strongly object to Option 3.
- vii. All the residential zones had a majority which objected or strongly objected to Option 3 for Park Road.
- viii. West Malling Parish Council are particularly opposed to Option 3.
- ix. Birling Parish Council strongly objects to Option 3 for Park Road.

Feedback Overview of Park Road Options.

- i. Overall Option 1 (closure at Park Road Roundabout) has more objectors than supporters. A significant majority of Park Road residents strongly support Option 1 but all the other residential zones (apart from Castle Way) have a majority which opposes Option 1.
- ii. Option 2 (Traffic Calming Only) has overall the most support and least objection. A significant majority of Park Road residents strongly object to Option 2 but all the other residential zones have a majority which approves or strongly approves Option 2.
- iii. Option 3 (One Way Road with Shared Footway / Cycleway) has overall the least support and most objection. All the residential zones, including Park Road, have a majority which opposes Option 3.
- iv. Leybourne Parish Council prefer Option 1 (closure at Park Road Roundabout).
- v. West Malling Parish Council prefer Option 1 (Closure at Park Road Roundabout) and are particularly opposed to Option 3 (One Way Road with Shared Footway / Cycleway).
- vi. Birling Parish Council gives full support to Option 2 (Traffic Calming Only) and strongly objects to Options 1 and 3.

Birling Road

Birling Road General

- i. There are moderate levels of use by motorists, cyclists and pedestrians.
- ii. At present Birling Road through traffic can only travel southbound because of the no entry at the A20.

- iii. Residents of Birling Road and Grange Close are concerned about the amount and speeds of rat-running traffic using Birling Road and they are worried about how safety will be affected by the opening of the bypass.
- iv. The bypass scheme incorporates a ban on traffic from Birling turning right into Birling Road (south).

Birling Road Option 1 (No closure)

- i. Keeps road open for residents and local access.
- ii. Proposed features would tend to discourage through traffic and reduce speeds.
- iii. Would not introduce further inconvenience for residents compared with present arrangements.
- iv. Potential for low level of inappropriate use (rat running) would remain but prohibited right turn from Birling (near Park Road roundabout) and the traffic signals at the Park Road roundabout will discourage rat-running.
- v. Overall Option 1 (No closure) had significantly more respondents who approved or strongly approved than those that objected or strongly objected.
- vi. A significant majority of Birling Road residents (mainly Grange Close) strongly object to Option 1.
- vii. All other residential zones (apart from Park Road) indicate a majority which approves or strongly approves of Option 1 for Birling Road.
- viii. West Malling Parish Council indicates Option 1 as their second choice if the existing surfacing of Birling Road is unable to be removed over the closed section in Option 3 (central closure).
- ix. Birling Parish Council support Option 1.

Birling Road Option 2 (Northern Closure with A20 junction made two way)

- i. Limits traffic to those requiring access to Birling Road and eliminates any potential inappropriate traffic (rat running).
- ii. Improved road safety for pedestrians, cyclists and equestrians.
- iii. Allows residents to access Birling Road from A20 London Road.
- iv. Significant inconvenience for residents travelling to Birling, M20 Junction 4 and beyond due to a longer route via the A20 London Road and A228 Bypass.
- v. Option 2 (Northern Closure) had overall more respondents who objected or strongly objected than those that approved or strongly approved.
- vi. A majority of Birling Road residents (mainly Grange Close) approve or strongly approved Option 2 but their support was less than their support for Option 3 (central closure).
- vii. Park Road residents supported Option 2 for Birling Road and Pump Close and Castle Way residents were in approximate balance for and against.
- viii. Residents from the remainder of Leybourne, Birling / Ryarsh and other areas had a majority which objected or strongly objected to Option 2 for Birling Road. Respondents from Birling / Ryarsh exhibited a significant majority which strongly objected to Option 2.
- ix. Birling Parish Council is strongly opposed to the Option 2 northern closure of Birling Road.
- x. Concern that closure could attract travellers and tipping.

Birling Road Option 3 (Central Closure with A20 junction made two-way)

- i. Limits traffic to those requiring access to Birling Road and eliminates any potential inappropriate traffic (rat running).

- ii. Improved road safety for pedestrians, cyclists and equestrians.
- iii. Allows residents to access Birling Road from A20 London Road.
- iv. Significant inconvenience for residents travelling to Birling, M20 Junction 4 and beyond due to a longer route via the A20 London Road and A228 Bypass.
- v. Significantly inconvenience for residents of 71 and 83 Birling Road needing to access A20 London Road due to longer route via Park Road roundabout and the A228 Bypass.
- vi. Option 3 (Central Closure) had overall more respondents who objected or strongly objected than those that approved or strongly approved.
- vii. A significant majority of Birling Road residents (mainly Grange Close) approved or strongly approved Option 3 which is their preferred option.
- viii. Overall the other residential zones had a majority of respondents which objected or strongly objected to Option 3. Park Road residents however, supported Option 3 but a majority of respondents from Birling / Ryarsh strongly objected to the Option 3 central closure of Birling Road.
- ix. Option 3 is the preferred option of Leybourne Parish Council.
- x. West Malling Parish Council prefer Option 3 for Birling Road provided the redundant section of highway surfacing can be removed and replaced by a surface suitable for pedestrians and equestrians.
- xi. Birling Parish Council is strongly opposed to the Option 3 central closure of Birling Road.
- xii. Concern that closure could attract travellers and tipping.

Feedback Overview of Birling Road Options

- i. Overall Option 1 (No closure) has more supporters than objectors. A significant majority of Birling Road residents strongly object to Option 1 but all the other residential zones (apart from Park Road) have a majority which supports Option 1.
- ii. Option 2 (Northern closure) and Option 3 (Central closure) each attract overall less support and more objection than Option 1 (No closure). Option 3 is the preferred option of Birling Road (mainly Grange Close) residents. Apart from Park Road, most of the other residential zones have a majority which is opposed to the closure Options 2 and 3 for Birling Road.
- iii. Leybourne Parish Council prefer Option 3 (Central closure).
- iv. West Malling Parish Council prefer Option 3 (Central closure).
- v. Birling Parish Council supports Option 1 (No closure) and strongly opposes the closure Options 2 and 3 for Birling Road.