

M25/M26 EAST FACING SLIPS

LACK OF MOTORWAY CONNECTIVITY AT SEVENOAKS - THE IMPACT ON BOROUGH GREEN

TRAFFIC - THE A25 CORRIDOR

The latest Department for Transport traffic counts on the A25 show 18,106 vehicles a day through the western end of Borough Green, and 16,252 through Seal, which suggests that only 2000 are purely local Borough Green Traffic. The vast majority of those 16,000 vehicles are probably generated by Sevenoaks, and could be taken off the A25 by implementing a full motorway junction at Sevenoaks, using the M26 as a bypass for Platt, Wrotham, Ightham, Seal and eastern Sevenoaks.

AIR QUALITY

There are already several AQMAs on the A20/A25 corridor from Maidstone through Borough Green to join those on the A25 in Sevenoaks. Investigations are just starting on pollution levels in Platt, and future investigations will probably indicate high levels at Wrotham Heath, Seal and East Sevenoaks.

LOCAL ECONOMIC IMPACT

Borough Green, Wrotham and Platt are home to several busy industrial estates, sandpits, landfills and quarries, which all contribute economically to the area, and provide much needed local employment. These businesses are severely hampered by local traffic, compromising their viability.

SOCIAL IMPACT

All our villages are sliced up by the traffic artery, it is impossible to take direct pedestrian routes anywhere, so there is much greater use of cars in the village simply to get about without danger - this is particularly true of parents taking children to school. We are well served with pedestrian crossings, and whilst they do enhance safety for pedestrians, they also aggravate noise and pollution levels by impeding smooth traffic flows.

NORTH WEST KENT - THE WIDER IMPACT

The lack of motorway connectivity to the M26 at Sevenoaks has a huge impact across north Kent, with A21 traffic diverting to the north east as far south as Lamberhurst, cutting across country to join the M20 at West Malling and Maidstone. The imminent opening of the dualled A21 at Pembury will not affect this, traffic jams will just move north to Sevenoaks, and traffic headed for Maidstone, Medway, Thanet and the Channel ports will still have to filter across country on inappropriate roads and through rural villages.

There is also a significant extra cost to KCC in Highway Maintenance with the massive overload of through traffic.

ECONOMIC GROWTH

The Government has a strategy to address the deficit by driving economic growth and housing development. This cannot happen in this area because we are being slowly strangled by a desperately inadequate road network, and East Facing Slips are the principal solution to many of the problems.

Air Quality is also critically important - growth will be severely limited if it leads to worsening traffic pollution. An AQMA is implemented to force local Planning Authorities to forbid development that impacts that AQMA, or raises pollution to levels that require an AQMA. If economic growth is hampered, the recovery cannot happen.

Borough Green Parish Council 2016