

Pedham Place

Transport and Movement Update

January 2022



Overview

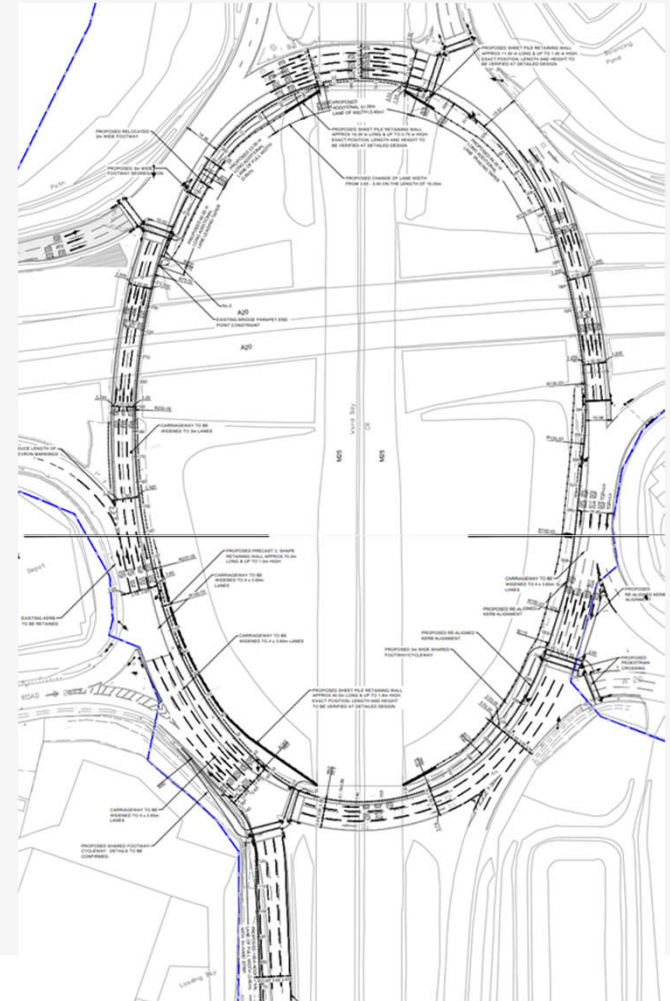
1. Transport, Highways & Accessibility Headlines
2. Transport Modelling & Assessments
3. Phasing & Planned Improvements to M25 Junction 3
4. A20 Highways Access Improvements
5. Enhancements to Bus Services & Routing
6. Pedestrian and Cycle Connectivity
7. Sustainable Travel Planning & Initiatives
8. Future Transport & Movement

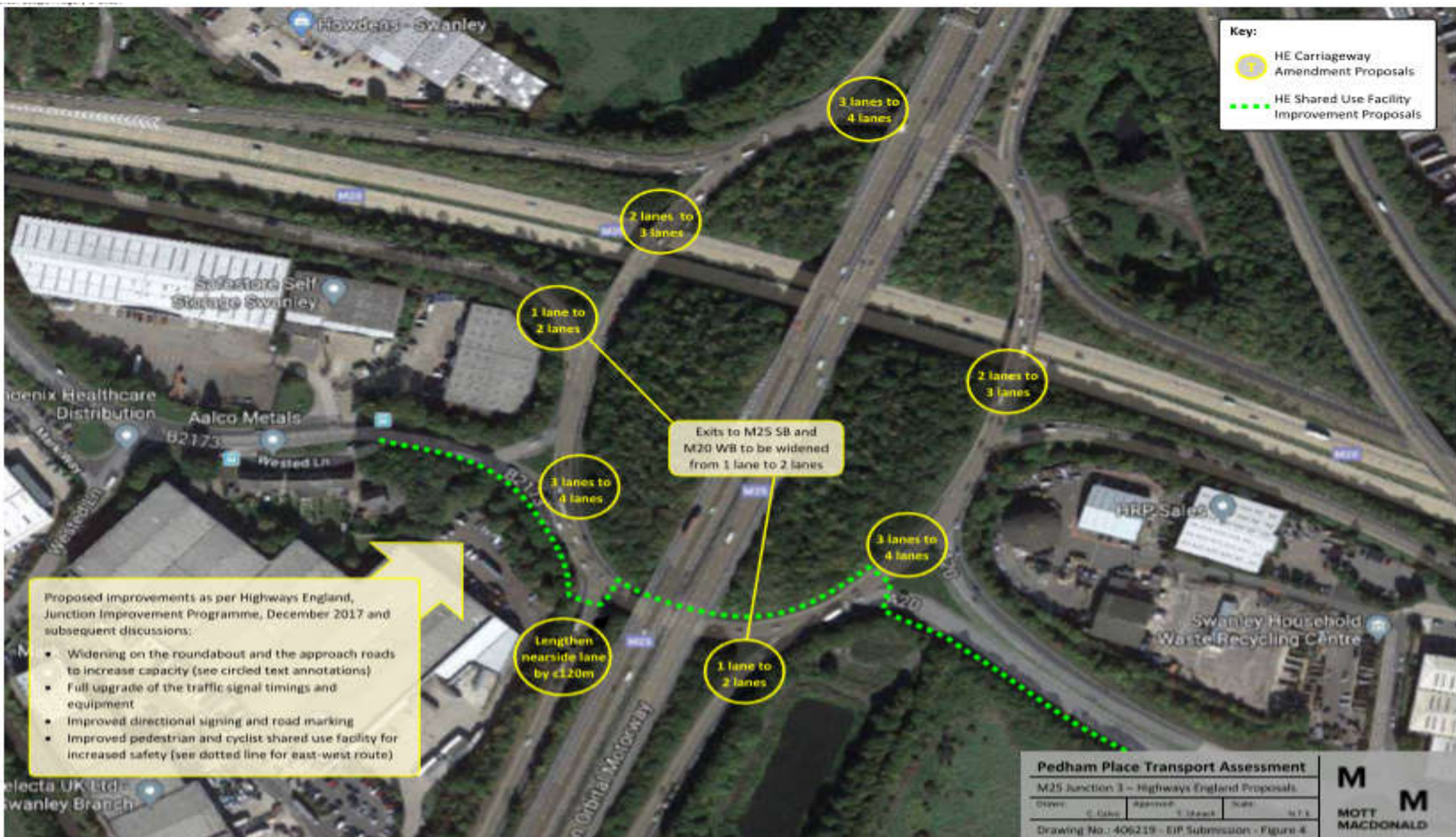
Transport at Pedham Place - Headlines

- Comprehensive Transport Assessment process over last three years
- Validated Transport Models (2018 Pre Pandemic data) using VISSIM
- New Updated TA Report being prepared – bring all assessments up to date
- Well considered package of sustainable transport, walking and cycling measures prepared and consulted on
- Package of Bus route enhancements, Community Park & Share and new Travel Hub at Pedham Place as part of the development
- Agreed package of highways measures for A20, B2173 and local roads
- Agreed enhancements to M25 Junction 3 Improvement Scheme from National Highways (formerly Highways England)
- Strategy to deliver sustainable transport measures and enhancements together with local road improvements early

Phasing & Planned Improvements for M25 Junction 3

- Now programmed for next Road Investment Strategy (RIS3) period (2026 to 2030) based on current preliminary design
 - Scheme developed by Atkins on behalf of National Highways (formerly Highways England)
 - Minor modifications to preliminary design agreed to further enhance in support of Pedham Place
 - Transport modelling and assessment demonstrates that 1500 homes plus facilities at Pedham Place can be delivered before the junction improvement is required
- ❑ Two lane exit provided towards M20 East on-slip (currently one lane shown)
 - ❑ As a result of the above the lane allocations around the circulatory have been changed to accommodate two lanes to M20 East
 - ❑ This includes changing the A20 West Circulatory to provide:
 - Nearside lane – M25 N & M20 E
 - Middle lane - M20 E and A20 E
 - Offside lane – A20 E and M25 S
 - ❑ In addition, the A20 West arm is currently flared on the offside but the majority of turning traffic occurs on the offside. Therefore, proposal is that the flare is switched to the nearside to allow the offside lane to be retained as a full lane and process more traffic on green





Key:

- T HE Carriageway Amendment Proposals
- HE Shared Use Facility Improvement Proposals

Exits to M25 SB and M20 WB to be widened from 1 lane to 2 lanes

1 lane to 2 lanes

2 lanes to 3 lanes

3 lanes to 4 lanes

2 lanes to 3 lanes

3 lanes to 4 lanes

3 lanes to 4 lanes

Lengthen nearside lane by c120m

1 lane to 2 lanes

Proposed improvements as per Highways England, Junction Improvement Programme, December 2017 and subsequent discussions:

- Widening on the roundabout and the approach roads to increase capacity (see circled text annotations)
- Full upgrade of the traffic signal timings and equipment
- Improved directional signing and road marking
- Improved pedestrian and cyclist shared use facility for increased safety (see dotted line for east-west route)

Pedham Place Transport Assessment
M25 Junction 3 – Highways England Proposals

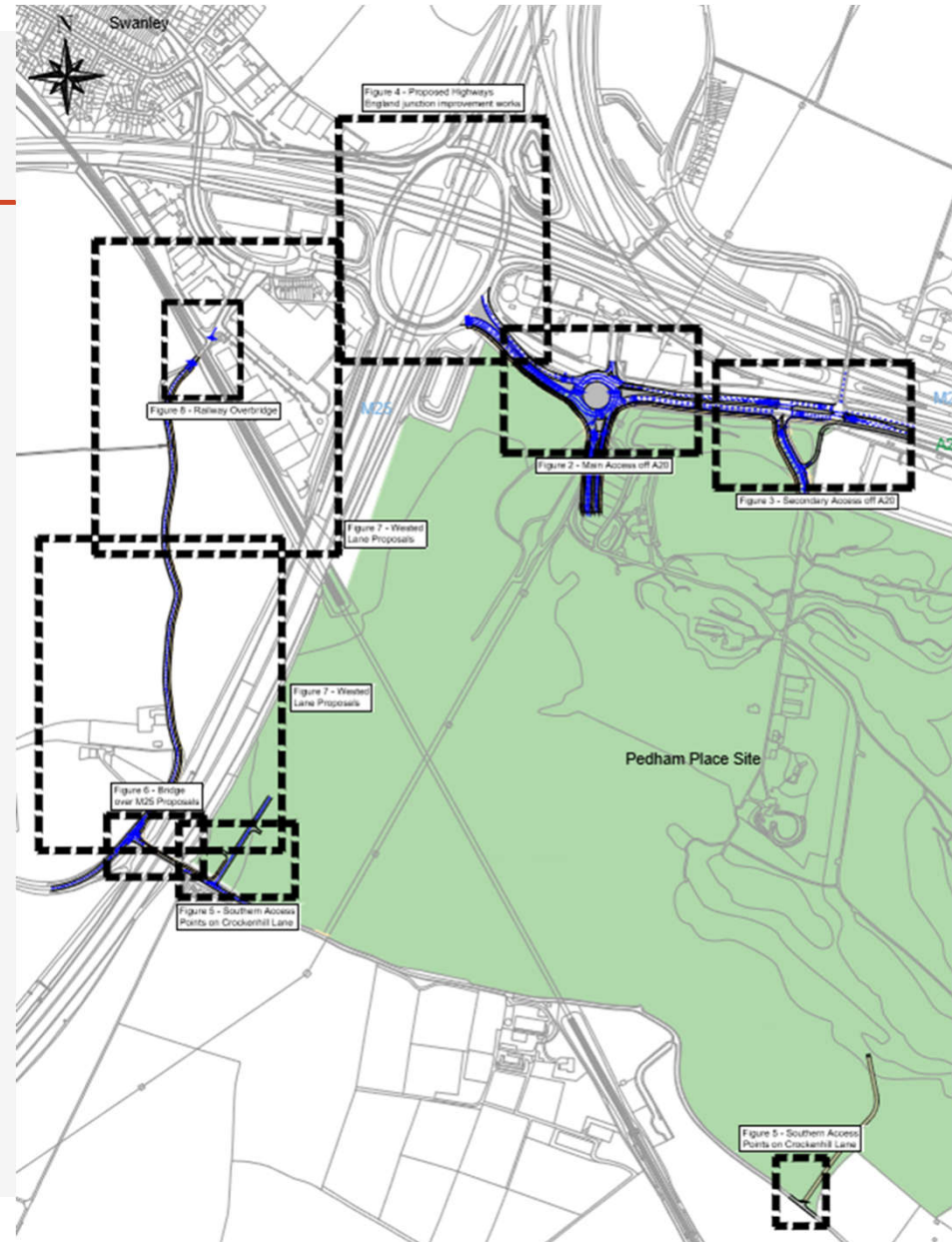
Drawn:	C. Gales	Approved:	T. Strack	Scale:	1:1
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Drawing No.: 406219 - EIP Submission - Figure 4



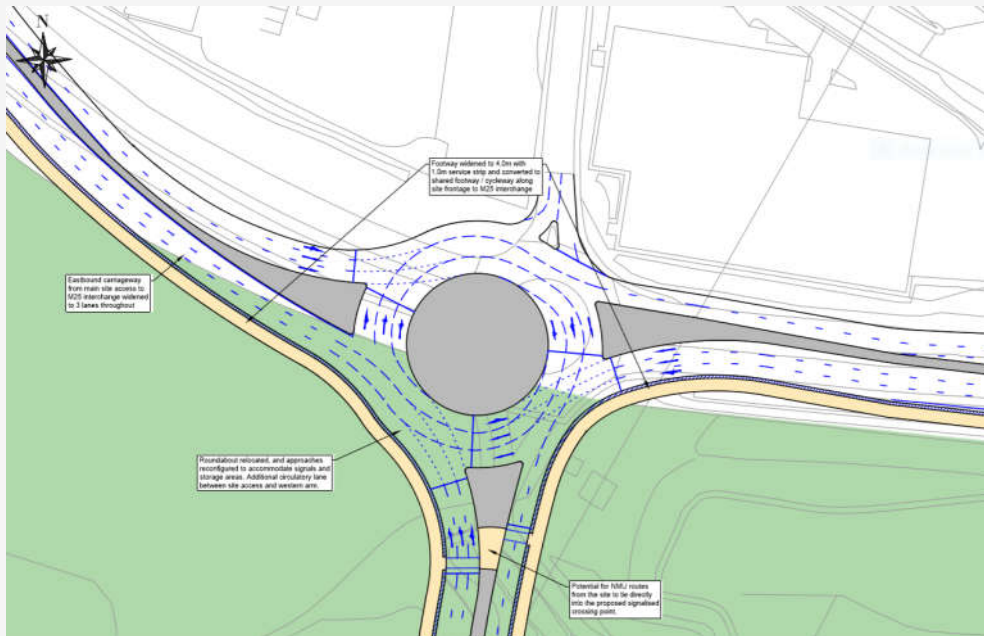
Local Highways Enhancements

- M25 Junction 3 – National Highways (Highways England) scheme and options for enhancement
- A20 Junction Improvements
- Crockenhill Lane South West Access
- Crockenhill Lane / Wested Lane Junction
- Wested Lane Corridor enhancement
- Wested Lane Railway Bridge
- Plus;
- Bus Links into the network and viable Service options
- Cycling, Walking, PROW's, Public Realm at Swanley Station and options for wider sustainable transport improvements
- Local Access Mitigation (eg B2173, B258 etc.) – derived through modelling impacts (VISSIM) and identifying solutions to assist traffic movement and bus journey times

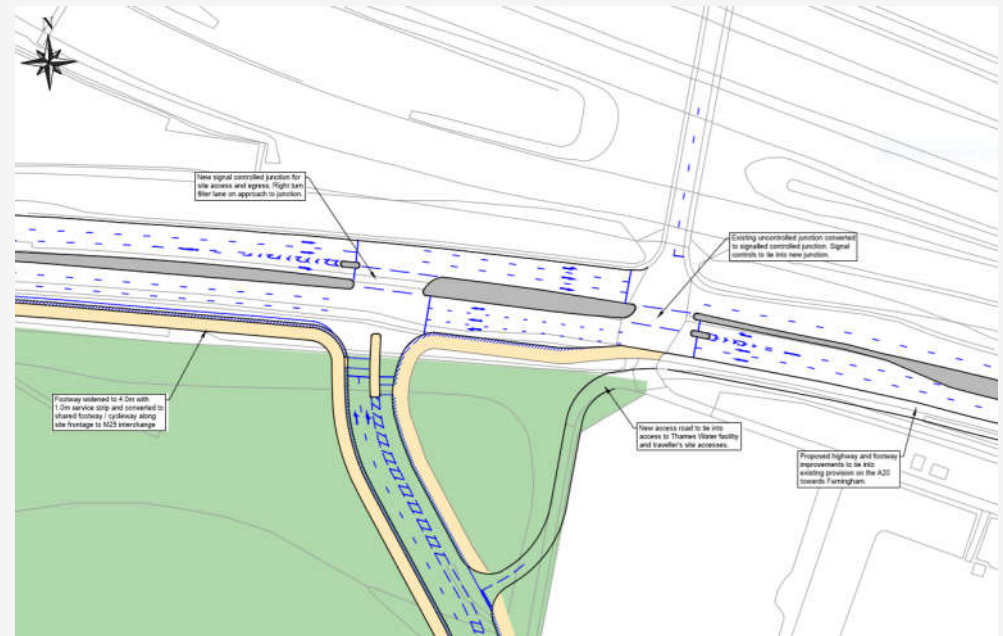


A20 Highway Access Improvements

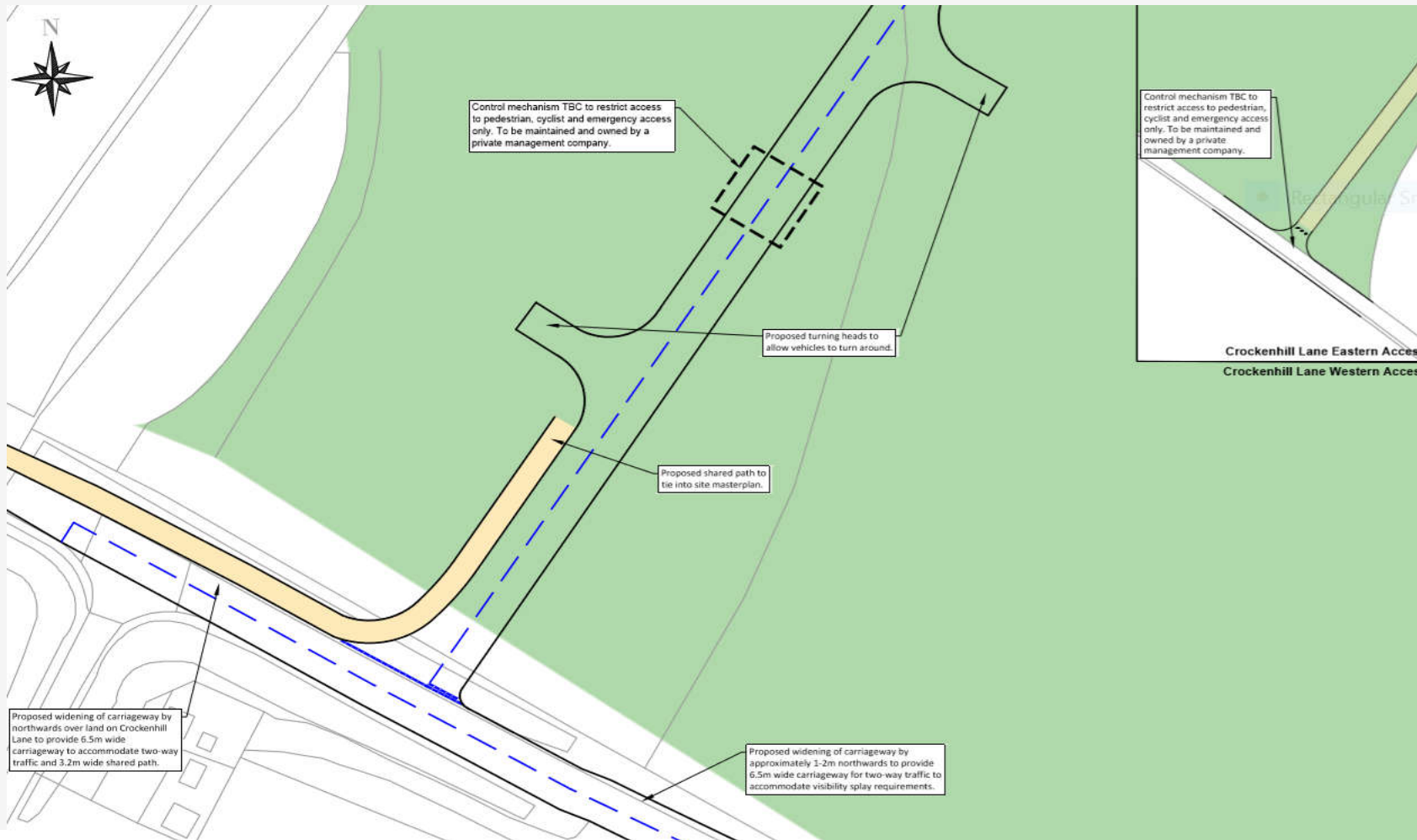
Existing Site Access – Signalised Roundabout



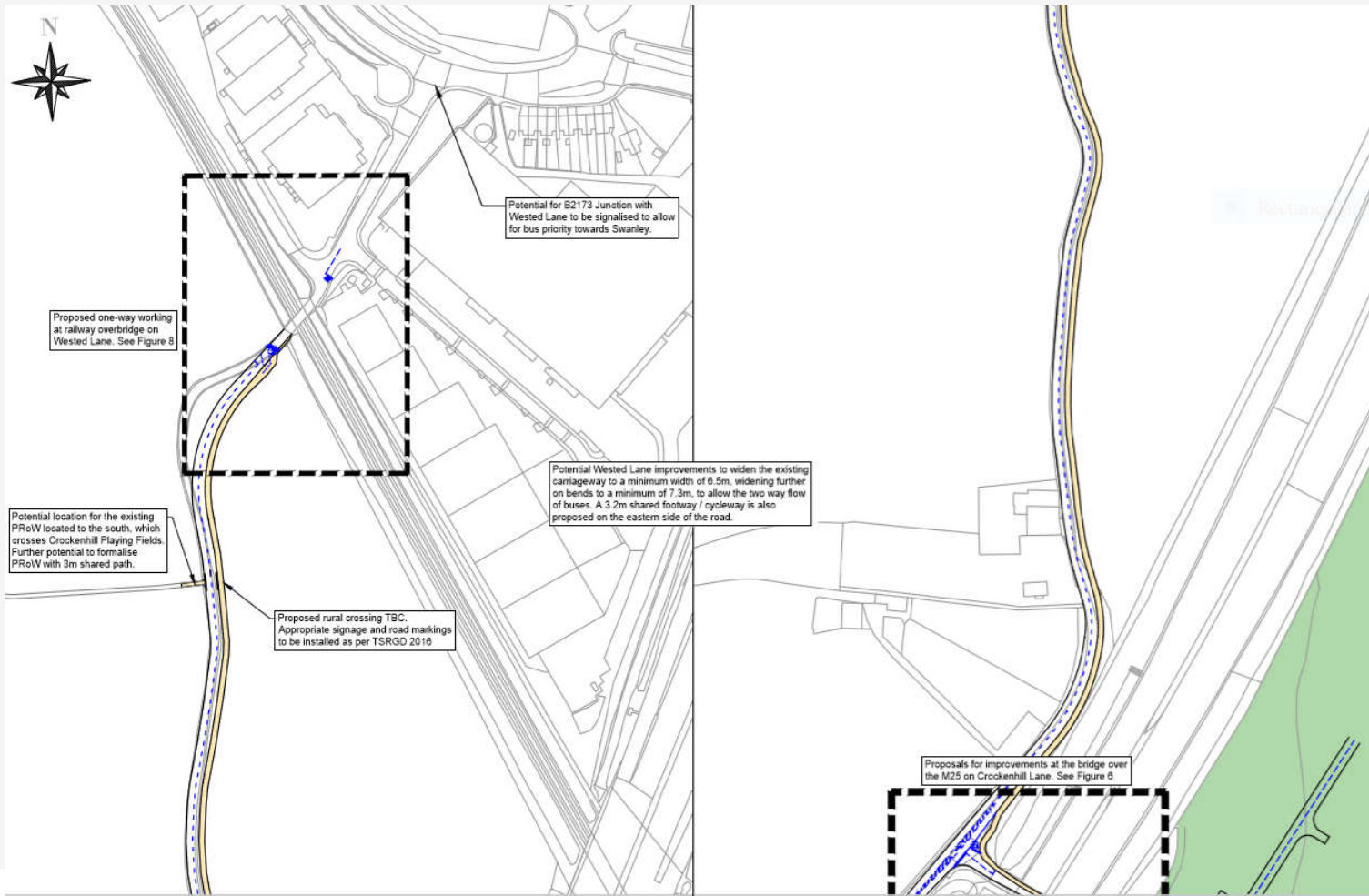
Button Street Junction – Signalised Cross Roads



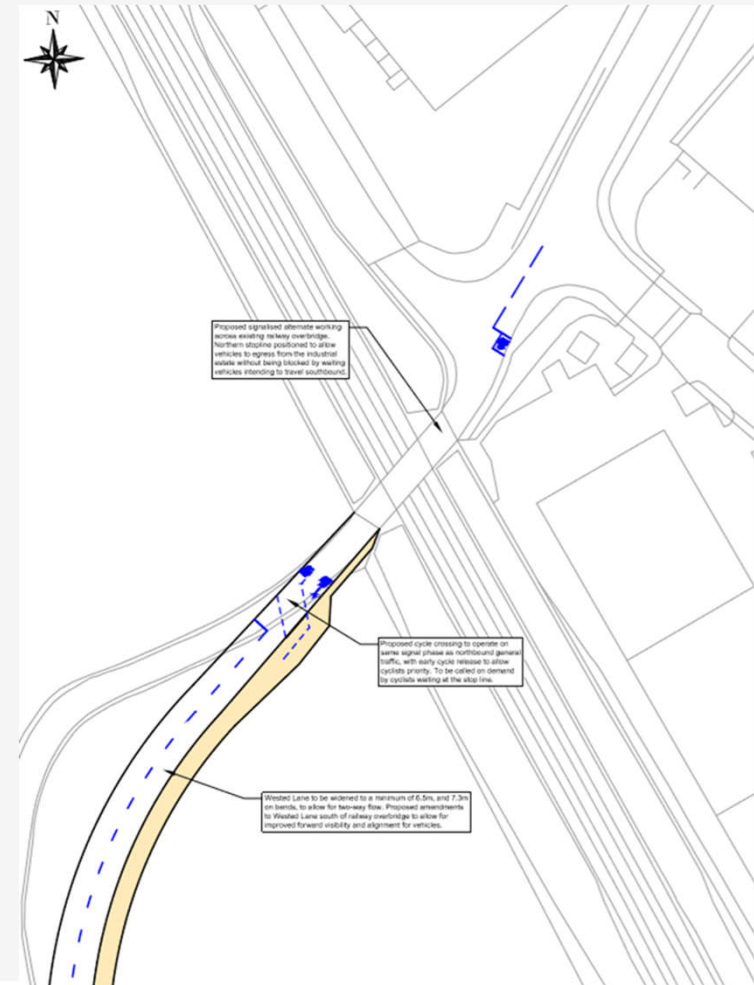
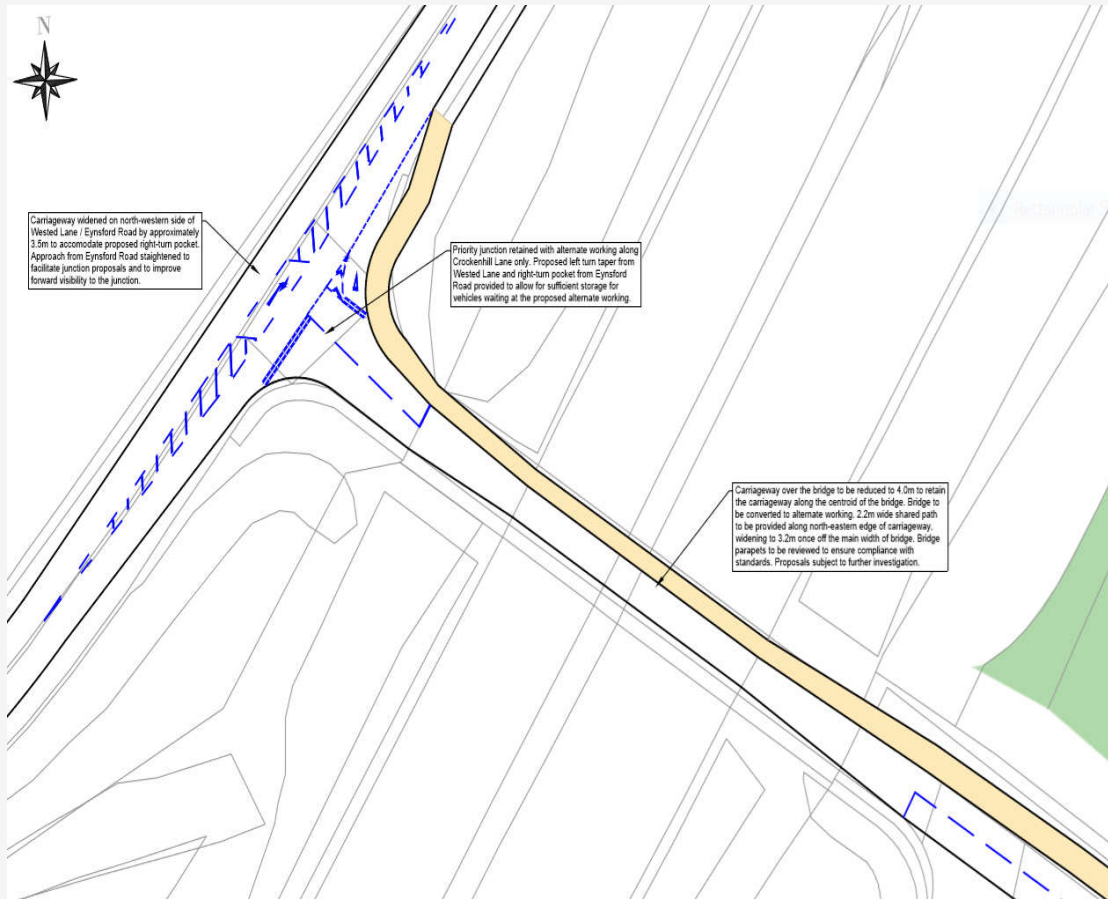
Pedham Place Crockenhill Lane Access and Bus Gate



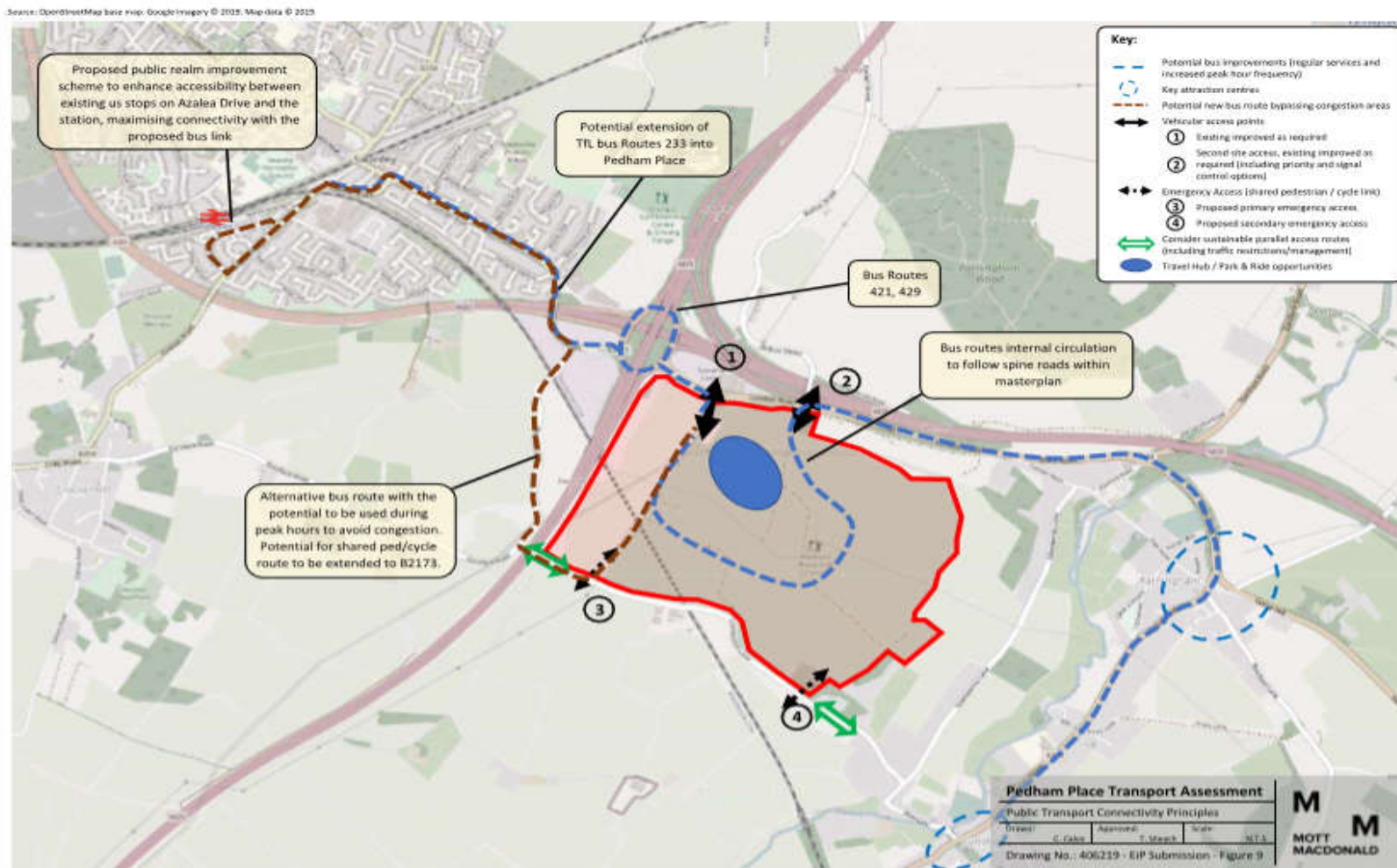
Wested Lane Corridor Enhancements (Alternative Bus route)



Wested Lane Junction Improvement and Pedestrian & Cycle Lane provision

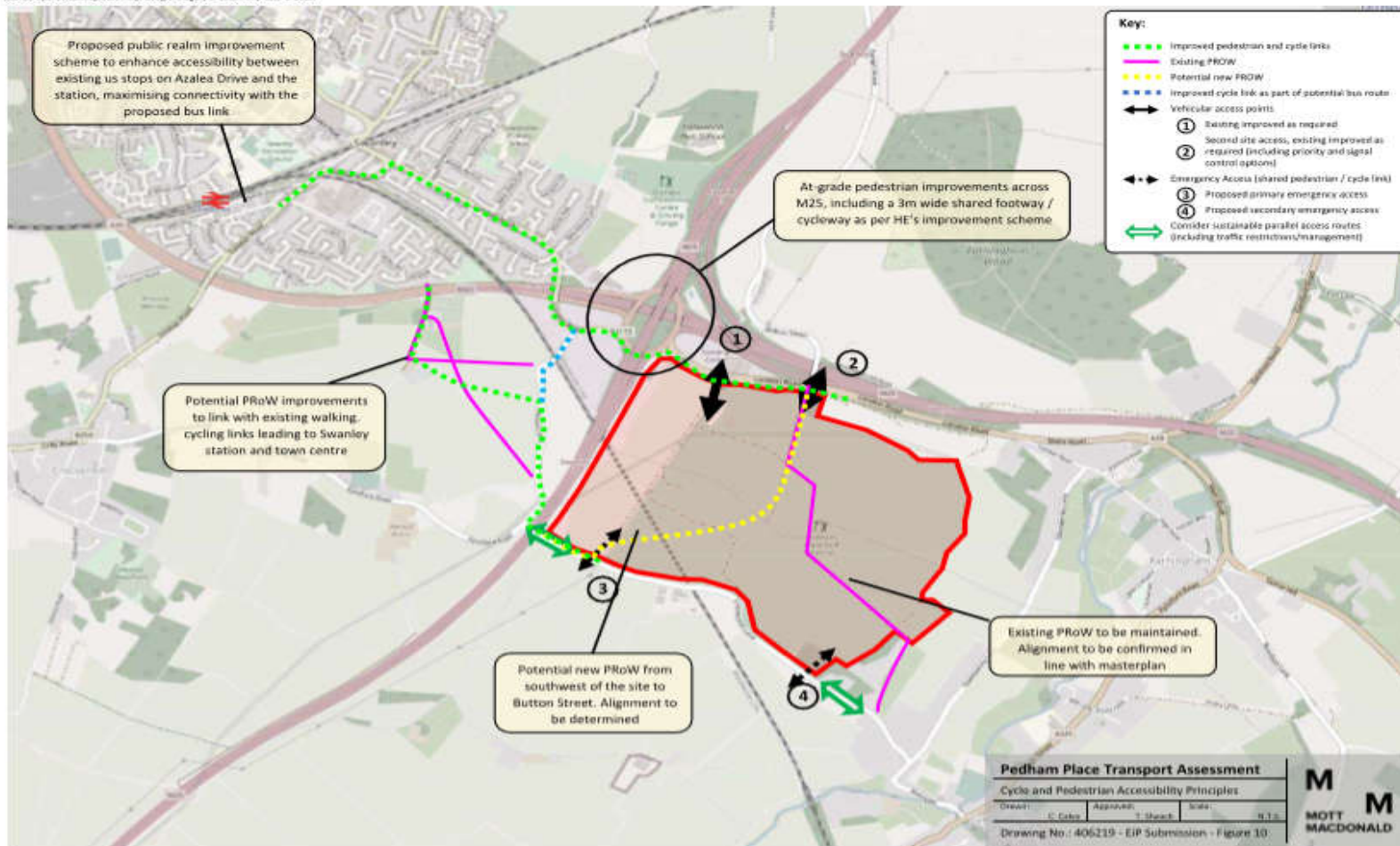


Enhancements to Bus Services and Routing



Pedestrian & Cycle Connectivity

Source: OpenStreetMap data via Google Imagery © 2025, Map data © 2025



Sustainable Travel Planning & Initiatives

- Travel Hub on site (first of its kind in Kent)
- 'On Demand' opportunities to reduce car ownership and use – e-car, e-bike and e-scooter, plus traditional cycles and taxi via Virtual concierge
- Community 'Park & Share'
- New Bus hub with flexibility to accommodate new electric vehicles and services plus enhancements to existing
- Flexibility to accommodate future travel modes at the travel hub and Park & Share site as they develop



Future Transport & Movement

