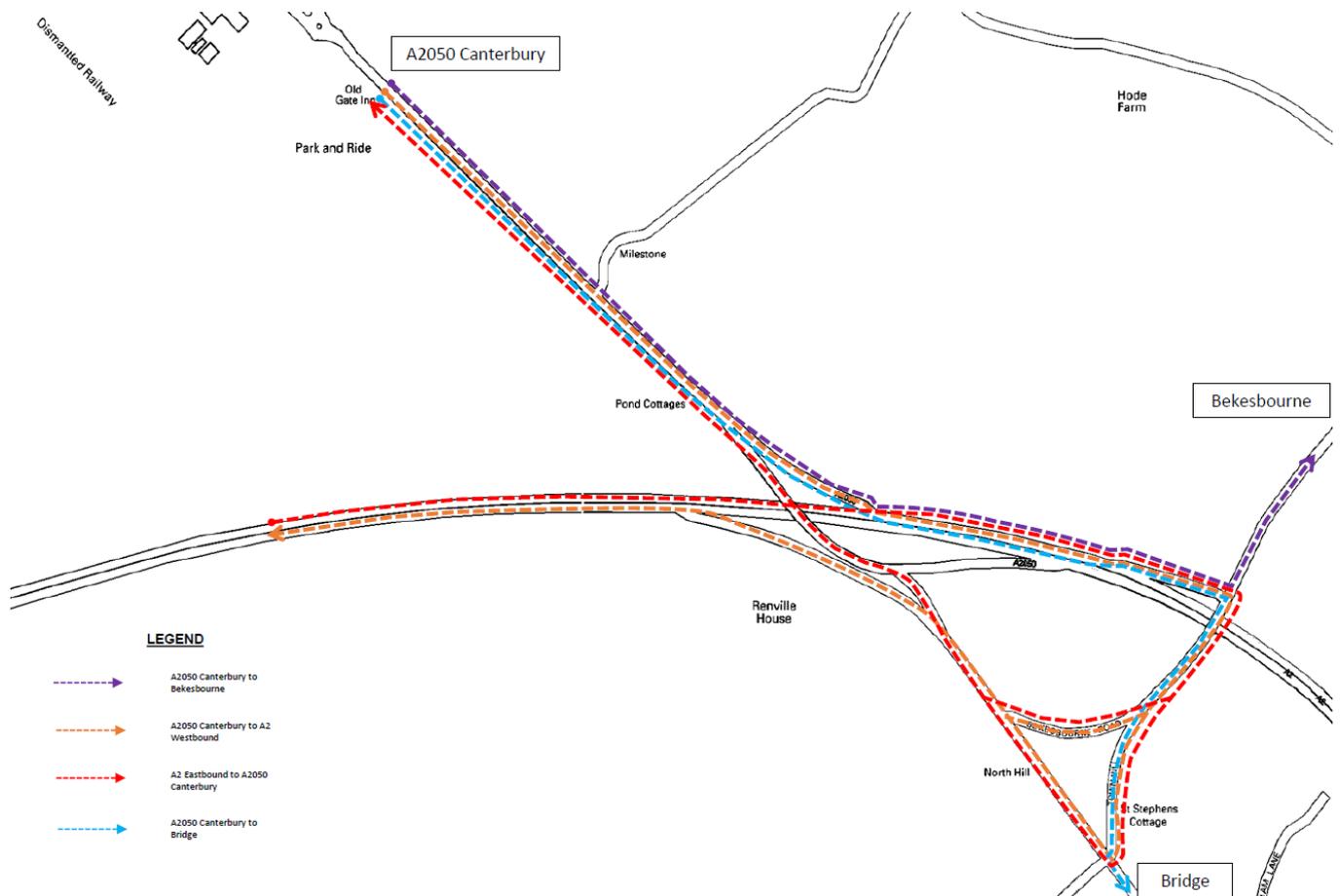


# Mountfield Park

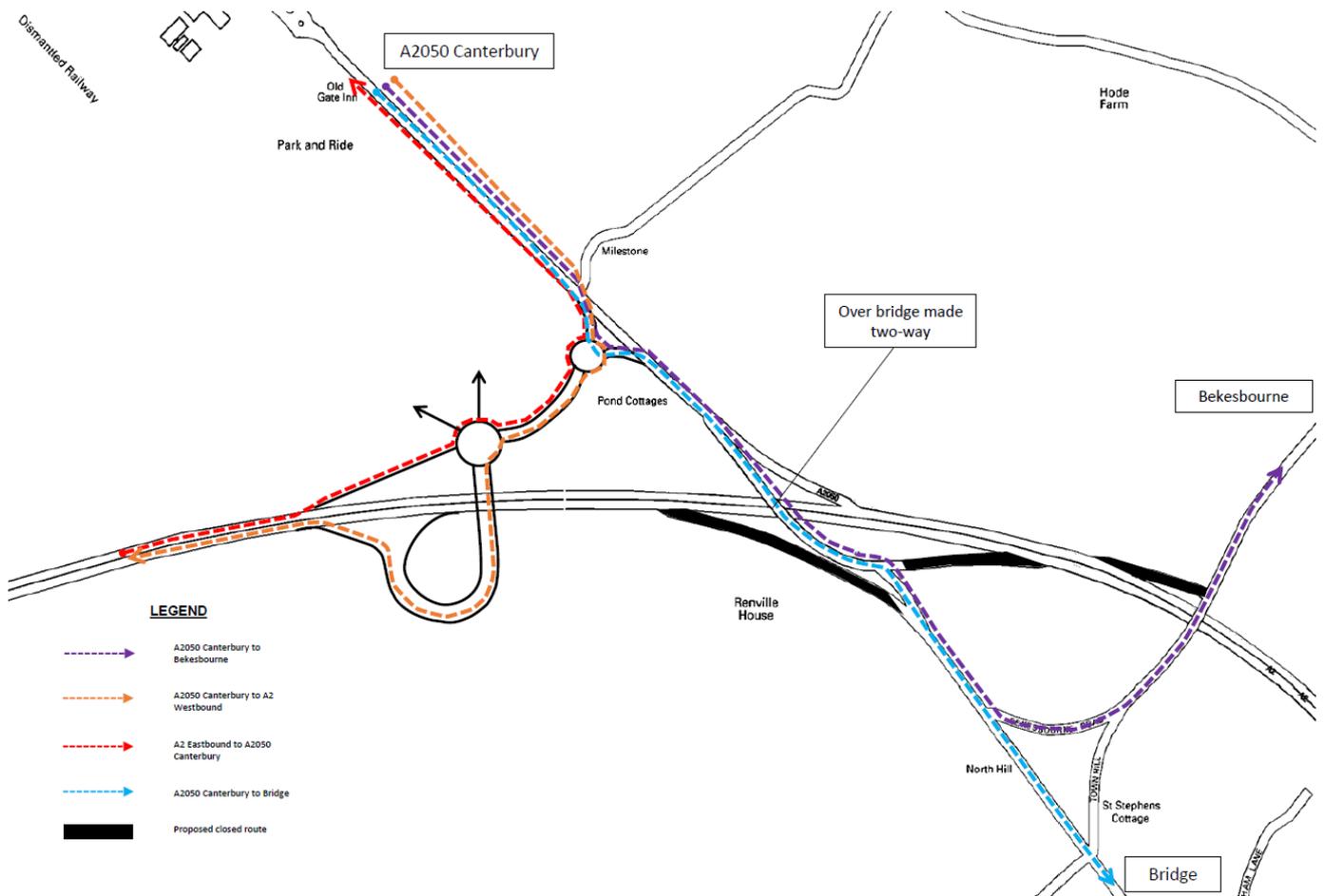
## Proposed Replacement A2 Junction – Effect on Rural Lanes around Bridge

The proposed replacement A2 junction at Bridge has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) and is agreed in principle with Highways England. The design has been developed to improve safety and capacity compared with the existing junction which is unconventional in layout, has a poor safety record, has capacity problems and relies on a number of local rural lanes for many strategic journeys through the junction.

The existing layout relies upon Bekesbourne Road, Town Hill and High Street to form part of the junction with the A2, resulting in vehicles travelling between Canterbury and the A2 (west) using these largely inappropriate narrow lanes. The different routes utilising these rural lanes as part of the existing layout are illustrated on the plan below:



The proposed layout would remove the journeys between Canterbury and A2 (west) from local roads ensuring that these narrow rural lanes, such as Bekesbourne Road, Town Hill and High Street are used by local traffic only. The corresponding routes for the proposed layout are illustrated on the plan below:



It is evident from the above plans that traffic associated with journeys between Canterbury and the A2 west of Bridge would be removed from the rural lanes and only local routes would use these rural lanes.

The detailed layout of the proposed replacement junction (located to the west of the existing junction) is illustrated on drawing number 2013/1749/100 and would include the following:

- New Eastbound off-slip leading to a new roundabout junction;
- Improvement to the existing Eastbound on-slip by extension of the merge and removal of the existing weaving section;
- New Westbound off-slip in a looped arrangement leading to the new roundabout junction via a new bridge over the A2;
- New Westbound on-slip leading from the new roundabout junction via a new bridge over the A2;
- New link road and second roundabout to link new slip roads to the New Dover Road;
- All existing slip roads (except the eastbound on-slip) would be closed to vehicular traffic;
- Conversion of existing overbridge to two-way traffic to allow local traffic between Canterbury and Bridge in both directions;
- Noise bund and planting between looped arrangement for westbound slip roads and the hamlet of Renville;
- Cycle Route between site and Bridge utilising Renville overbridge, the existing Westbound on-slip and on carriageway cycle lanes along High Street;
- Retention of both accesses to the hamlet of Renville;
- Conversion of southern section of Bekesbourne Road to one-way from High Street to Town Hill (north-eastbound).

In summary, the proposed replacement A2 junction would remove some vehicle movements from Bekesbourne Road, Town Hill and High Street, Bridge, redirecting those journeys to a more appropriate, well designed highway network. It also provides a layout which would be safer than existing, have increased capacity, and is in general accordance with the DMRB.