

# 5. Overview of Options

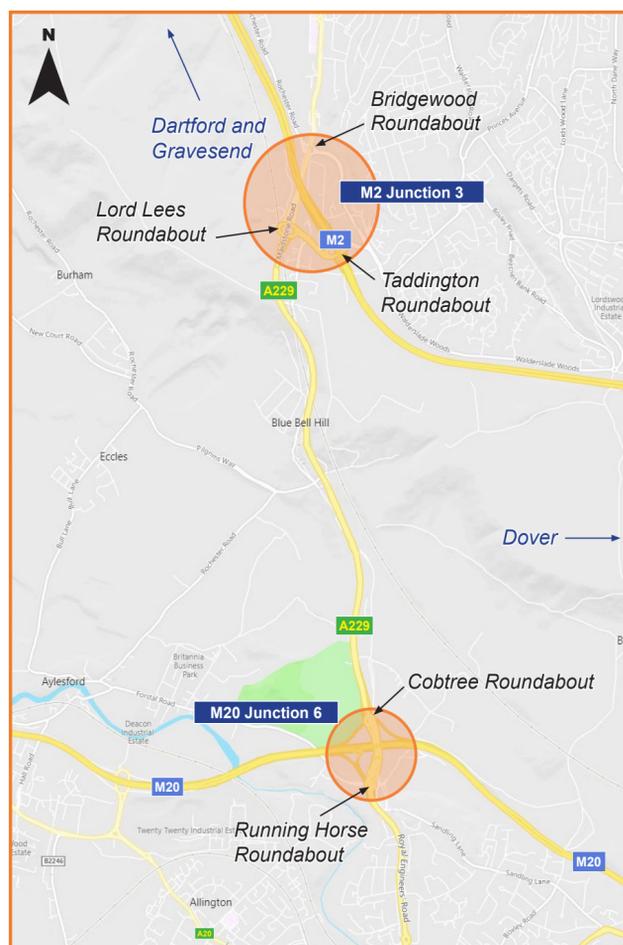
## Design Option 2

As shown in the table on board 4, some of the elements for Option 2 (listed below) are also included in Options 1 and 3.

**At the northern end of Blue Bell Hill**, proposed upgrades around **Bridgewood** and **Lord Lees Roundabouts** with minimal works at **Taddington Roundabout** aim to **improve journey time reliability**.

They include:

- Adding a new slip road onto the M2 westbound (towards London) from the A229 immediately after Lord Lees Roundabout. This would reduce traffic on Lord Lees and Taddington Roundabouts.
  - This would require the closure of the slip road from Lord Lees Roundabout onto the A229 northbound to the Bridgewood Roundabout. Some re-routing of traffic would be required and therefore Walderslade Woods Junction would be converted to a roundabout. This would allow traffic to navigate the junction more easily and reduce delays.
- Adding a new slip road from the M2 eastbound (travelling towards the coast) to a new junction arrangement at Bridgewood Roundabout. This would include enlarging the current roundabout and providing a dedicated lane from the M2 slip road onto the A229 southbound (towards Maidstone).
  - This would require the A229 southbound under Lord Lees Roundabout to be widened to two lanes.
- Adding a separate left turn lane from the M2 westbound to the A229 at the Taddington Roundabout. This would enable traffic from the M2 to run freely and avoid traffic signals at the junction, allowing traffic to clear the junction quicker and reduce delays.



Plan showing location of proposals

**At the southern end of Blue Bell Hill**, proposed upgrades are focussed on **Running Horse** and **Cobtree Roundabouts** to **improve capacity and safety**.

These are the same works proposed as part of Option 1 (southern end).

They include:

- Enlarging the Running Horse Roundabout to the west, on the Village Hotel side. This would enable traffic signals to be added to some arms of the roundabout, which would generate gaps in the traffic and allow traffic on non-signalised arms to enter the roundabout more easily. This would address the accident hotspot and improve pedestrian safety through dedicated crossings.
- Improving the slip road onto the M20 eastbound at the Cobtree Roundabout to avoid traffic backing up onto the A229 southbound. This would improve journey time reliability.

**Along the length of the A229 Blue Bell Hill** works are focussed on **increasing capacity**.

They include:

- Widening the carriageway between Lord Lees and Cobtree Roundabouts, travelling southbound in the direction of Maidstone, to three lanes.