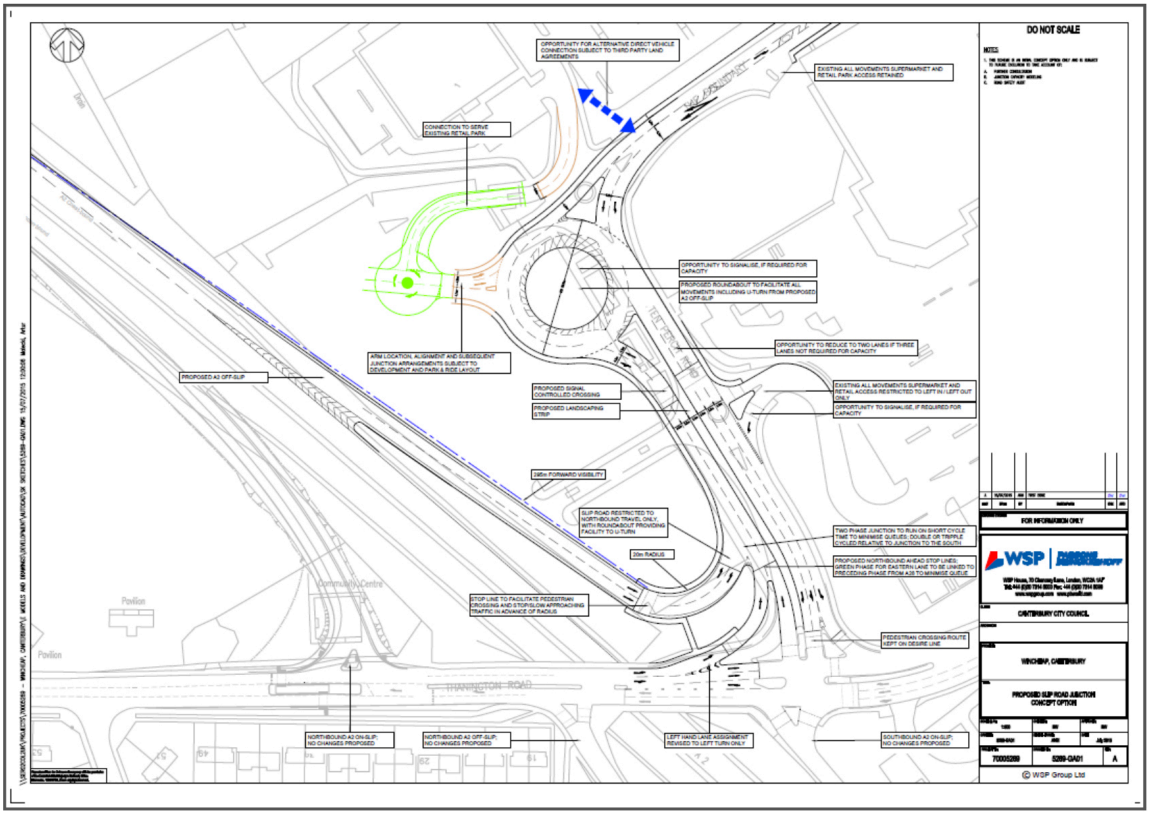
A2/A28 Coast bound off-slip - Wincheap Scheme

We now have access to three drawings of the planned A2/A28 coast bound off-slip.

The first, **KCC Drawing 5269/GA0**,14th April 2017, we were assured by KCC when they finally acknowledged that, yes, they had published it on their website, but that it was "merely indicative". This statement, it now appears, was not very accurate. The two subsequent drawings are based closely on the first "indicative" one: they could be placed on top of one another and be almost perfectly matched, with only tiny deviations showing.

We sent our queries (in a schedule) and comments (in a letter) to KCC and CCC in May 2017. The comments are reproduced below, as they apply equally to the two subsequent drawings.

Drawing 5269/GA01: A2/A28 Coast bound off-slip - Wincheap Scheme



Points 1 - 7 from the Wincheap Society's letter to KCC/CCC May 2017, commenting on KCC Drawing 5269/GA0,14th April 2017

All these points remain to be addressed by Highways England, Kent County Council and Canterbury City Council. Comments on the two later drawings follow below.

1. This proposal appears to have been made without reference to the approved development by Pentland Properties Ltd (PPL) of 750 dwellings and other buildings south of Cockering Road, or the proposed development of 400 dwellings by Quinn Estates south of the A28 where it becomes

Ashford Road. The many concerns of the Wincheap Society, other residents' societies and Thanington Parish Council regarding increased traffic volumes and inadequate road capacity have been raised with KCC and CCC in writing and at meetings, and we are dismayed that this proposal does not refer to the Thanington Park developments.

2. Pentland Homes Ltd, a sister company of PPL, is currently building 52 dwellings on the east side of Hollow Lane, north of Wincheap Foundation Primary School. This development will result in increased traffic entering and leaving Homersham via the east side of the road and the traffic light system on the A2/A28 intersection. This is already a problematic section of the system, with long red light periods and short green light periods, which needs to be addressed. Heavy commercial vehicles should be discouraged from attempting to access the south side of Thanington Park or south Canterbury via this route, as Hollow Lane, New House Lane and Merton Lane are unsuitable for such traffic, and already too dangerous for pedestrians and cyclists.

3. Traffic does not "flow" along Wincheap: the road is almost permanently in gridlock, sometimes in both directions. Diverting onto Wincheap all A2 traffic to the city centre and towards Thanet will render an appalling situation disastrous, whether that traffic enters Wincheap from Ten Perch Road, Cow Lane or Simmonds Road. The Wincheap Park & Ride facility is to be greatly reduced with this proposal, which can only result in more car traffic proceeding along Wincheap in search of parking places. Park & Ride facilities and public transport provision to the west of Canterbury require enhancement, not diminution. The new A2 slip road will impact on all of Canterbury, including "Mountfield Park" and other developments south and east of the City, and plans for any changes to the road and path infrastructure should demonstrate how the entire transport system will be affected, including access to the two railway stations.

4. Pollution levels on Wincheap notoriously exceed national maximum limits. This public health issue should be addressed and the situation remedied before additional traffic from the proposed A2 slip road and the Thanington Park developments go ahead.

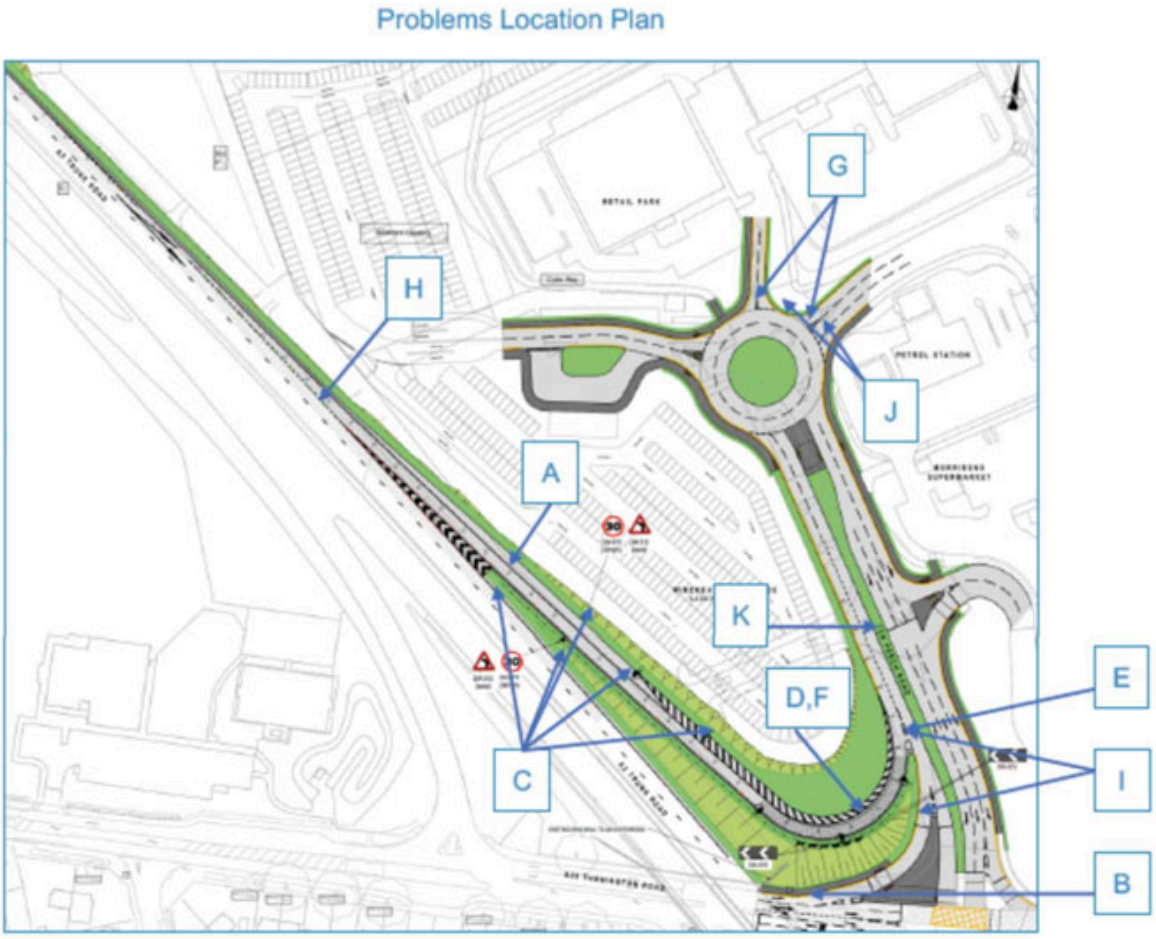
5. Facilities for pedestrians through the traffic light systems already in place at the A2/A28 junction, the Wincheap Park & Ride and the Riverside retail park are complex and frustrating. Pedestrians leaving and returning to Thanington Without (and in future the new developments) must use many crossings, some with lights and some without, and endure many waiting periods. Additional pedestrian crossings and light systems proposed on Drawing 5269/GA01will only worsen this situation.

6. Users of bicycles, adult tricycles (i.e. "shoppers"), and mobility scooters are not provided for anywhere in this proposal. Existing access from Ten Perch Road to the Stour Valley Walk and National Cycle Path (currently the only safe way for cyclists from the west to reach the city centre) may be compromised or even eliminated. Cyclists who value life and limb now use pedestrian pavements rather than Wincheap roadway and roundabout, thus endangering pedestrians. This issue needs addressing by KCC and CCC together.

7. The turning circles required for the new very long lorries (additional 7' at the rear) now being "trialled" on the motorways are currently not provided anywhere on Wincheap and may not be provided by the proposed roundabout at the junction of Ten Perch Road and The Boundary, or the new slip road, or at the left turning into Wincheap from Ten Perch Road. Currently long lorries moving from the northbound A2 off-slip across the A28 to Ten Perch Road can be straddled immobile across both directions of the A28 if not driven skilfully and by drivers who know the road system. These stoppages can take minutes to be resolved, through several changes of several banks of traffic lights. More traffic of this kind requires better planning than is provided in this proposal.

PBA's Road Safety Audit Stage 1: Problems Location Map, May 2017

The second drawing was produced in PBA's Road Safety Audit on behalf of PPL, as required by Highways England. This is a tidied up and coloured version of KCC Drawing 5269/GA0, prepared for Highways England's responses. which are included.



Our queries on points A - K in this drawing are set out in Schedule 2 that accompanies this document. At no point in the PBA document are any of the queries addressed that we raised in our May 2017 letter and Schedule, so this second schedule supplements the first and does not replace it. Our first Schedule can be viewed under "A2/A28 Fourth Slip Road" on wincheapcampaigns.wordpress.com.

Additionally to our queries in Schedule 2, we find aspects of this drawing very worrying:

1. The Park & Ride is shown as extending not only over the allotments currently adjacent to the A2, but also into the bushed and treed area at the back of B&M in the north retail park that borders the River Stour. The cycle and pedestrian path currently leading through that area from the roundabout at the north end of Ten Perch Road to National Cycle Route 18 on the north side of the River Stour is shown as being subsumed under carpark spaces.

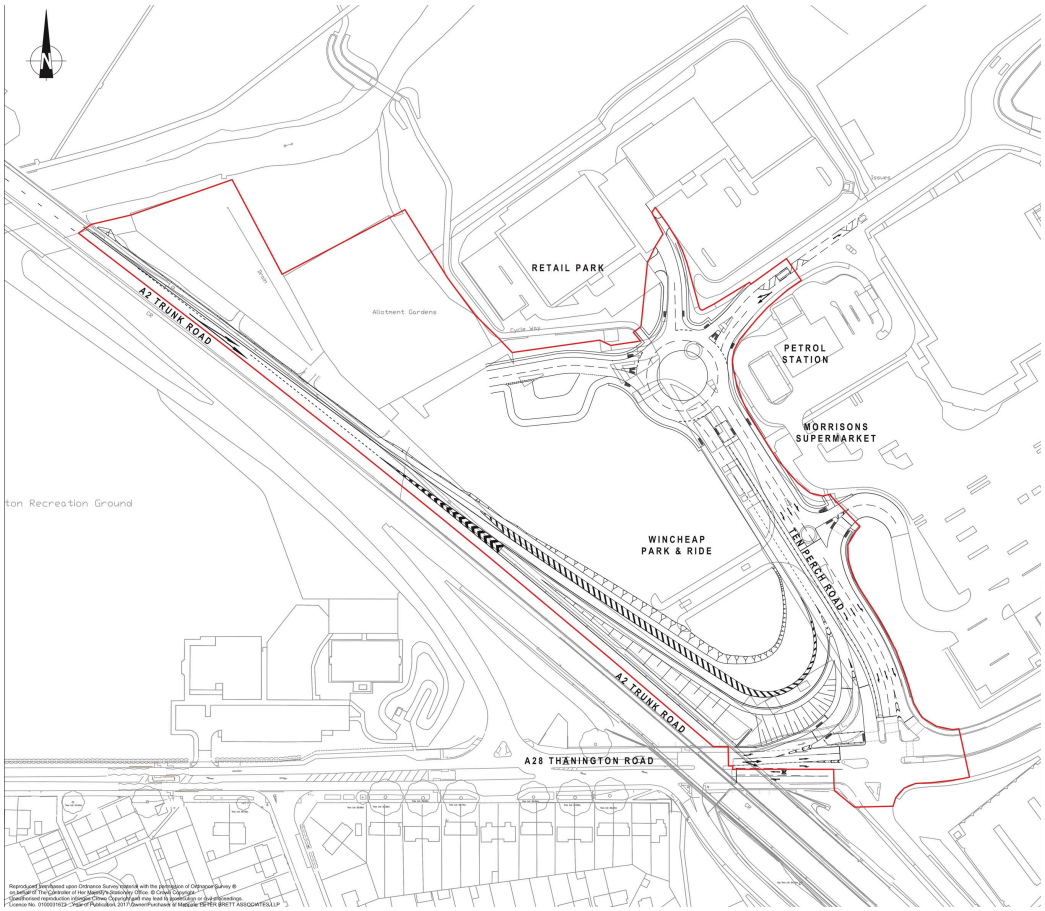
PPL's drawing attached to Application CA/17/01802, which is considered below, shows no such extension of the Part & Ride north of the retail park. Is it included here to assure Highways England that there will be sufficient spaces in the modified Park & Ride? If so,

what is Canterbury City Council's opinion? Does CCC's roads and transport policy include this extension? If not, should not Highways England be informed?

2. Nowhere on this plan are any cycle-exclusive routes shown - on the west or east sides of Ten Perch Road, or on The Boundary. These roads already are dangerous for cyclists. With heavy traffic exiting the A2 they will become even more dangerous.

In a public meeting concerning Quinn Estates Ltd's Application for a development of 400 houses south of the A28 Thanington Road, Gary Heard of PBA responded to questions about cycle routes, by stating that he would be inserting them into future drawings. This has not been done.

Site plan attached to PPL's Application CA/17/01802, 28 July 2017 (regarding EIA screening requirements)**.**



This road layout on this drawing is similar to that of the Problems Location Map, without the colouring, and also showing in shadow lines where the current road layout will be overridden (as in KCC Drawing 5269/GA0). Also the Park & Ride spaces are not shown, and the site red line does not extend to the north of the retail park.

The frame of the drawing is extended to include the A2/A28 junction to the south, access to the River Stour to the north and The Boundary to the east.

However, **Highways England**'s comments on the Application website include the following:

"It should be noted that work continues regarding the modelling required to show the impact a new slip road would have, and hence what its design and any attendant works on the wider network should be. Therefore it is possible that **the red line shown on the EIA Scoping Opinion submission drawing may not be the same as the final one** showing the area subject to the application. Likewise the factors identified in the Scoping and the degree of impact felt on any of them may be different in the final proposals. Therefore it is possible that a further EIA Scoping may be required."

So, the possibility of extending parking north of B&M has not gone away.

KCC Highways and Transport's brief comments include the following:

"The scheme will have wider transport and air quality impacts in the local area in and around Wincheap, towards Canterbury. However, these are unlikely to be of greater than local significance."

We find this statement astonishingly irresponsible. Transport implications will affect the entire Canterbury city network. Pollution in Wincheap is well above maximum legally-permitted standards, and has been so since 2010. No increase in "local" pollution can therefore be categorised as insignificant for the residents of Wincheap or those passing through the area.

Second and third drawings

1, Although we have been assured by KCC that its Drawing 5269/GA0 was merely "indicative", both these drawings clearly are just tidied up versions of it. The brown and green lines have been erased, as they were copy-overs from an initial version produced for CCC in 2009 by WSP, concerning additional park & ride provision.

2. Neither drawing shows the proposed traffic light system at the junction of the A28 and St Nicholas Road, nor the proposed changes to the west-bound A2 slip road. i.e. traffic to turn left into it from the A28, contra to traffic exiting the A2. It is as if the "Thanington Park" Application and CCC's consent to it have never happened.

Both drawings can only be regarded as contemptuous of the needs of pedestrians and cyclists. **KCC Highways and Transport**'s letter states:

"…as part of any detailed planning application a full transport assessment (TA), road safety audit and non-motorised users report will need to be submitted."

Of the three reports mentioned, we have seen only the RSA. Our comments on its references to cyclists and pedestrians are set out in the second schedule. We hope that the non-motorised users report will give full and appropriate attention to cyclists, tricyclists and pedestrians.

3. The 4th slip road makes a hairpin bend into Ten Perch Road. Currently UK maximum lorry lengths are as follows:

One truck: 12 metres; Truck + trailer: 16.5 metres; Road trains: 18.75 metres.

Longer semi-trailers (LSTs) are now being trialled: 18.55 metres (60 ft). The trials commenced in 2011 and were planned for 10 years, and to be confined to motorways (where does loading and unloading take place?). Ministers already have said how good they are - what the transport lobby wants, the transport lobby gets.

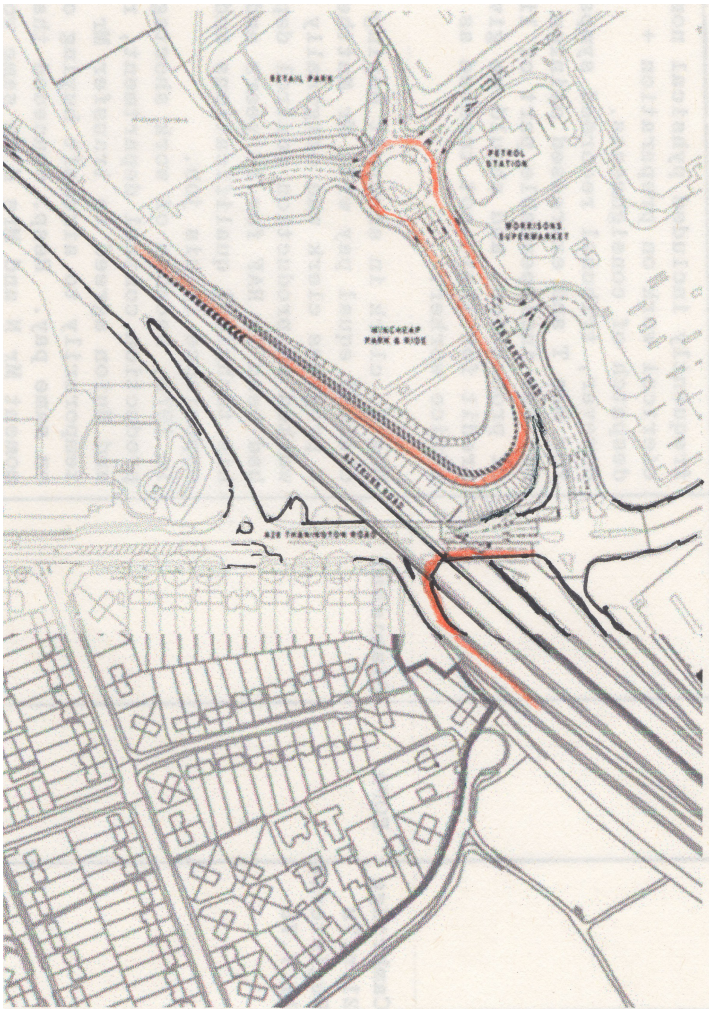
Road trains have been seen recently on the Wincheap Industrial Park. Unlike the road trains which comprise a truck and two trailers, and so can bend, LSTs' trailers are rigid down their entire length. Can such vehicles negotiate the hairpin bend and the roundabout at the north end of Ten Perch Road? Can they do so without disrupting other vehicles?

Maximum width: 2.25 metres.

If the height at any point extends beyond 3 metres, a notice showing the height must be displayed.

Can LSTs and road trains clear the railway bridge at the east end of Wincheap? At 60 ft rigid length LSTs would straddle the dip built into the road below the bridge.

4. PPL propose an even sharper 45 degree left turn for the contra-flow entrance to the westbound A2 slip road.



The hairpin bend on the A2 4th slip road could provide long vehicles with useful practice for the left-turn entrance into the new contra-flow. They would fall left from the 4th slip road bend onto flat land. The fall left off the contra-flow turn is onto the A2 main carriageway below.



Our comments on the feasibility of the contra-flow proposal can be viewed under “Thanington Park Access” on wincheapcampaigns.wordpress.com.