Comments for Ruth Goudie and Austin Mackie, following a meeting 22nd November 2017

1. Timetabling and pollution

If, as you indicated, construction of the 4th slip road (and therefore also of the contra-flow on the north-bound exist slip road under the terms of the s106 Agreement with Pentland) is to precede construction of the Wincheap gyratory system and re-location or adjustments to, and increased capacity of the Wincheap park & ride facility, this can only result in increased pollution levels on Wincheap.

Pollution levels on WIncheap have been above the legal maximum for some years, and as far as we know CCC has done nothing to reduce them. This is a failure by CCC to comply with statutory requirements. Any act or omission on CCC's part, or by a third party which is permitted or knowingly tolerated by CCC, and will result in increased pollution levels, over and above the current illegal levels, should be considered in that context. Additionally, civil claims by Wincheap residents against CCC arising from damage to their health, whether or not fatal, which are demonstrated to be caused by such pollution should also be considered, in the context of CCC's and KCC's failure to fulfil their duty of care.

From our conversation, I could gain no indication as to when commencement of construction of the Wincheap gyratory system might be. You spoke of difficulties with termination of lease terms on the industrial estate. The Pentland s106 Agreement certainly embeds delays in the process.

The Pentland s.106 Agreement contains obligations on all three parties concerning the defined terms "Wincheap Capacity Improvement Scheme Construction", "Wincheap Park and Ride Contribution", "Walking and Cycle Links Contribution" and "Air Quality Contribution".

The first requires Pentland to match KCC's contribution (which is to be Grant Funding as defined) to the Wincheap gyratory system, such contribution to be made prior to the Occupation (as defined) of 449 Dwellings (as defined).

The second and third each require £100,000 to be paid by Pentland to CCC, such contribution to be made prior to the earlier of two years subsequent to Commencement (as defined) or the Occupation of the 150th Dwelling.

In the case of the second the money is "to be spent on an extension to the existing Park and Ride facility", and

in the case of the third the money is to be to be used for provision of a toucan crossing and cycle improvements at EITHER at the Hollow Lane junction with the A28 OR the Victoria Road junction with the A28.

The fourth requires a contribution from Pentland to CCC of £216,786.93 towards the Wincheap Environment Improvement Scheme (not a defined term) "aimed at positive improvements to traffic flow and an overall environment enhancement in the area", such contribution to be made prior to the earlier of two years subsequent to Commencement (as defined) or the Occupation of the 150th Dwelling.

(All these sums save the first are index linked.)

The first requirement begs the question: what if KCC secures no or next to no Grant Funding?

Final dates for all four contributions are defined in such a way as to give Pentland control as to when those dates shall be reached.

The second requirement may well push improvement to the P&R well beyond the time when construction of the 4th slip road diminishes the parking places currently available.

The third is very limited in its application and, with the fourth, is dependent upon KCC's/CCC's final decisions as to the layout of the gyratory system.

During a period including these currently unassessible dates and ending only on implementation of the Wincheap gyratory system, which may take decades - or never happen - pollution levels on

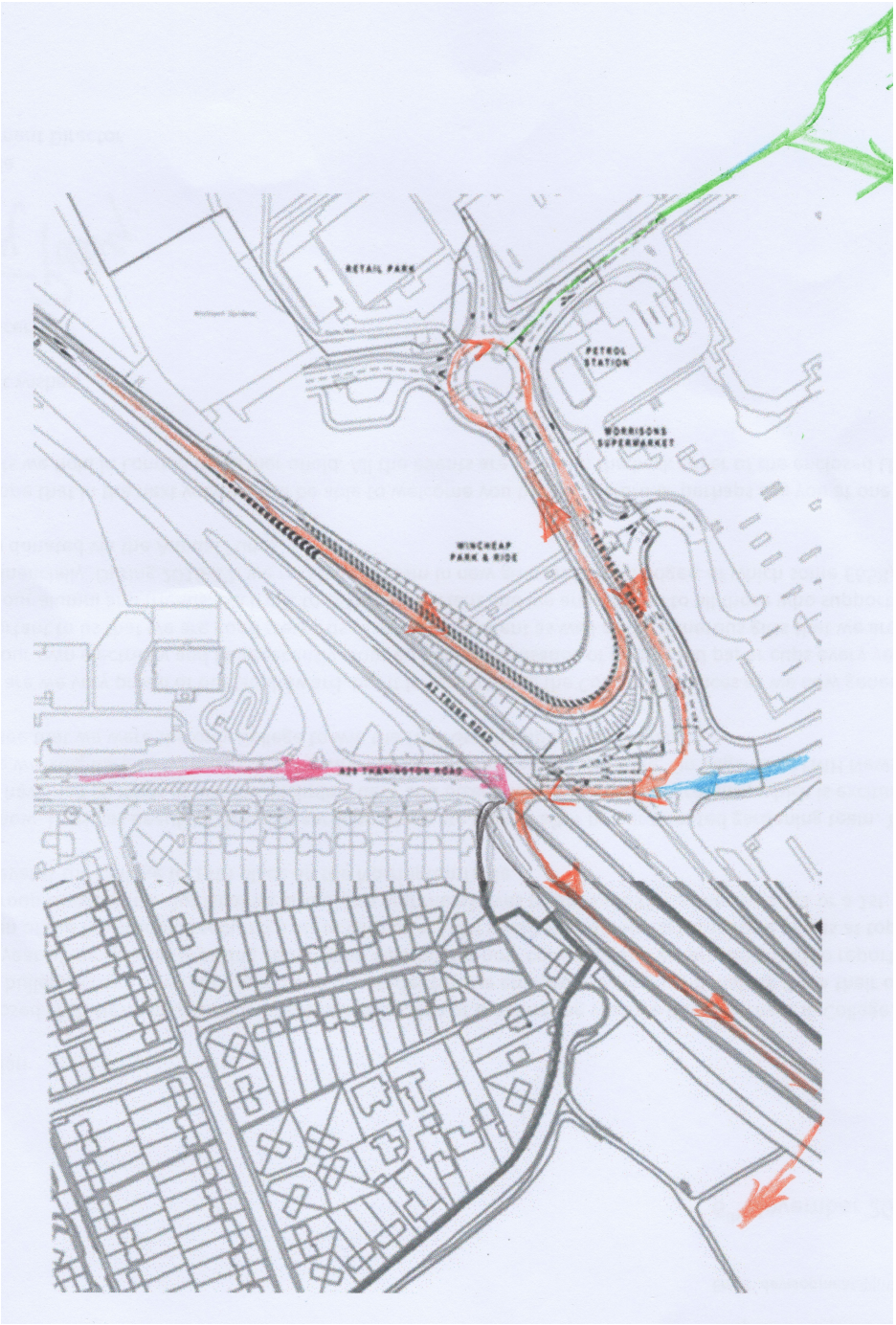
Wincheap will be raised from increased traffic using the 4th slip road, and coming and going from “Thanington Park”.

2. Dangerous roads and dangers to cyclists and pedestrians

The proposed changes to the road system north and south of the A28 comprise an accident waiting to happen. Anyone who has set up a child’s train set can see that moving long vehicles around sharp turns and insufficiently large roundabouts won’t work.

Signage: whatever this eventually may be (once HE and KCC get around to considering changes to both slip roads together) experience shows that vehicles will go where their SatNavs tell them to go. If a contra-flow is constructed for the north bound exist slip road, all types of vehicle will attempt to turn into it from the Ashford direction.

Traffic flow diagram for proposed A2 junctions, north and south of A26



Orange line
Traffic using 4th slip road to access “Thanington Park” via the proposed contra-flow on the north bound exit sip road. This will include construction and emergency traffic, and commercial and domestic vehicles.

Off the A2 via a 45 degree turning into Ten Perch Road;;
North on Ten Perch Road after merging with traffic on existing inner lane of two;
Round 360 degree roundabout;
Exit roundabout into the outer of three lanes to proceed south on Ten Perch Road;
At junction of Pen Perch Road with A28, turn right and move into inner lane of two;
At junction with north bound exit slip road, turn 45 degrees left into contra-flow;
Down contra-flow to take 90 degree right turn into “Thanington Park”.

Red line:
Traffic on A28 from Ashford direction: turn 125 degrees right into contra-flow.

Blue line:
Traffic on A28 from Canterbury centre: turn 45 degrees into contra-flow.

Green line:
Off-A2 traffic for Canterbury centre turn 170 degrees at roundabout;
Exit roundabout into The Boundary.

It is currently unclear whether traffic proceeds through the existing chicane into Cotton Road, or continues on The Boundary, if/when this is extended to join Cow Lane.

Size of vehicles Is there really no way for HE/KCC/CCC to step back from this road plan, which manifestly is inappropriate and dangerous for large commercial vehicles? When used to secure government funding it was labelled “indicative” only. But all subsequent versions remain the same.

1. Commercial vehicles sizes have changed considerably since the A2 Canterbury by-pass was built. Maximum lengths for articulated road trains are 18.75 metres, and for rigid LSTs 18.55 metres. These vehicles were not envisaged when 4th slip road first mooted. The 45 degree turns and 360 degree turn on a small roundabout will be hazardous. The 45 degree left turn into the contra-flow lies above the A2 main carriageway.

2. The layout of the 4th slip road is based upon the 2009 WSP report on additional P&R provision at Wincheap, and was **designed only for domestic cars** entering and leaving Ten Perch Road via 90 degree turns from the A28, or from The Boundary.

Cyclists Cyclists leaving the A28 northwards on Ten Perch Road will be particularly vulnerable to being sandwiched between traffic on the outer north bound lane and traffic leaving the A2 and merging into the inner lane. Access to the pedestrian and cycle path leading from the roundabout to the National Cycle Path on the north side of the River Stour will become even more hazardous than it is now.

NB CCC’s website at “proposed cycle routes” shows such routes in the Wincheap area with estimated costs. It is not clear which of the developers - Pentland Homes Ltd or Pentland Properties Ltd (and perhaps Quinn Estates Ltd?) is making any or all of these contributions, or if any specific proposed path falls within the defined terms in the s.106 Agreement discussed above.

Pedestrians Pedestrians leaving Thanington eastwards on the A28 across the current north bound exit slip road (and this includes people bringing and taking small children to and from Wincheap Primary School on every school day) will have an extra light-controlled crossing to negotiate. The layout for the new contra-flow lane considerably diminishes the adjacent pedestrian pavement on the east side of that junction.

Access to the trading estate from the Park & Ride or the path leading from the National Cycle Path north of the River Stour, and access to the that path cross the roundabout or The Boundary will be adversely affected the proposed 4th slip road layout.

Existing traffic lanes, etc.

How will traffic leaving the large car-park of the main retail trading estate merge into traffic travelling south on Ten Perch Road, and move into one of three exit lanes? Currently this is facilitated by a roundabout system, but this is to be eliminated in favour of unbroken traffic flow on all three lanes after leaving the roundabout.

This set of junctions already is hazardous for drivers who do not know the system There is an existing plethora of traffic and pedestrian signals, and it is not clear how many more will be required to make the proposed system safe and navigable.

Pollution

At noted above, pollution levels in parts of Wincheap itself already are illegal. Our understanding from CCC is that the Wincheap gyratory system and relocation and additions to the Wincheap Park & Ride necessitated by the 4th slip road will not precede the construction of the 4th slip road. If this system is imposed upon the A2/28 junction such pollution can only increase and CCC will become liable for the harm arising from such increase.

KCC Highways and Transport's brief comments on the site plan attached to Pentland's Application CA/17/01802, 28 July 2017 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."

This statement is astonishingly irresponsible. No increase in "local" pollution can be categorised as insignificant for the residents of Wincheap or those passing through the area.

Social effects

The inhabitants of Thanington Without, and in particular of the Thanington estate, already suffer from physical separation from the city. The A28 bridge over the A2 provides their only access to Wincheap: it is already inconvenient and hazardous. The proposed contra-flow on the north bound exit slip road can only increase their alienation.

Gillian Bull, for the Wincheap Society.
cc. Nick Eden-Green

11 December 2017