

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

Notes and queries by the Wincheap Society, May 2017

	Comments	Queries
1	<p>Off the A2: Approaching the A28 junction from the north, new slip road marked on Drawing, "Proposed A2 off-slip" commences parallel to B&M building, becoming completely detached parallel about half way down the current Park & Ride area. Marked, "295m forward visibility" parallel to current entrance roadway into the Park & Ride.</p>	Forward visibility from drivers' seats of cars, or from lorries: i.e. what height from tarmac?
2	<p>At the left hand curve commences towards Ten Perch Road, marked, "Stop line to facilitate pedestrian crossing and stop-slow approaching traffic in advance of radius", There is a pedestrian crossing marked on the Drawing.</p>	Is there to be a pedestrian light at this point?
3	<p>The curve continues for "20 metre radius" of 45 degrees towards what appears to be a second stop line. Beyond the second stop line, and just before the new curved section merges with the current left turning off the A28 into Ten Perch Road, the Drawing is marked, "Slip road restricted to northbound traffic only with roundabout providing facility to U-turn".</p>	Is there a traffic and/or pedestrian light at this second point?
4	<p>The current left turning from the A28 is marked, "Left hand lane assignment revised to left turn only". (The two ahead lanes and the right hand filter towards the A2 southbound exit remain unchanged.)</p>	<p>(a) "Left turn only" is the current situation at this point of this lane: why is the term "revised" used?</p> <p>(b) Has provision been made for significant additional traffic entering Ten Perch Road from the A28 when 1,150 new homes are built south of the A28 at Thanington by Pentland Homes and Quinn Estates? It is anticipated that most of the occupiers will be one- or two-car owners.</p>

5	<p>Northwards on Ten Perch Road</p> <p>Just before the current slip road from the A28 merges prior to the new slip road from the A2 it is marked with a line, “Proposed northbound ahead stop lines; green phase for eastern lane to be linked to preceding phase from A28 to minimise queue.” At the point of merger Ten Perch Lane is marked, “Two phase junction to run on short cycle time to minimise queues. Double or triple cycled relative to junction to the south.” After the merger four traffic lanes will be contracted to two lanes, northbound.</p>	<p>Are two lanes sufficient for additional heavy traffic including very long commercial vehicles exiting the A2?</p>
6	<p>The roundabout currently governing access and exit from the eastern retail park, the northernmost section of Ten Perch Road and the Park & Ride area to the west is eliminated. Ten Perch Road continues north with two northbound lanes and three southbound lanes, and is marked, “Proposed landscaping strip” between these two sets of lanes. All traffic for the eastern retail park will be required to make a u-turn at the north end of Ten Perch Road and access it by a left turn half way along the southbound lane, unless drivers choose to turn into The Boundary and enter the eastern retail park via a right turn on the east side of Morrison’s petrol station. All traffic for the western Park & Ride must also proceed to the north end of Ten Perch Road.</p>	<p>(a) When all traffic travelling north on Ten Perch Road must arrive at the new roundabout, where it may be joined by traffic exiting the Park & Ride, the northern retail park and The Boundary, are two lanes on southbound Ten Perch Road and the new roundabout sufficient?</p> <p>(b) What provision will be made for the additional traffic that will enter and exit the eastern retail park via the narrow 45 degree turning on the east side of Morrison’s petrol station? Vehicles queuing to enter the petrol station from either direction frequently block this section of road.</p>
7	<p>A pedestrian crossing marked, “Proposed signal controlled crossing”, is placed to the north above the in/out lanes of the eastern retail park access and the pedestrian path on the western side of Ten Perch Road. An additional pedestrian pathway is provided on the north side of the eastern junction.</p>	<p>What does the heavy dotted line between the traffic island on the eastern side and the pedestrian pathway on the western side of Ten Perch Road represent?</p>
8	<p>Ten Perch Road and The Boundary junction</p> <p>The current northernmost roundabout at the junction of Ten Perch Road and The Boundary is eliminated and a new, much larger roundabout proposed to the southwest of the old one. The new roundabout will impinge three-quarters of its area on the Park & Ride facility. An entrance/exit to the Park & Ride on the western side of the new roundabout is marked, “Arm location alignment and subsequent junction arrangements to development and park and ride layout”.</p>	<p>(a) By what extent will the capacity of the Park & Ride facility be reduced?</p> <p>(b) Where will substitute/additional facilities be provided?</p> <p>(c) What do the heavy dots on the northbound lanes ahead of the new roundabout represent?</p>

9	<p>The roundabout is marked, “Proposed roundabout to facilitate all movements including u-turn from proposed A2 off-slip”, and “Opportunity to signalise if required for capacity.” Under this arrangement much increased traffic may continue to access Cotton Road though the pinch-point at its junction with The Boundary and from there access Wincheap at its narrowest via left turns from Cow Lane or Simmonds Road - both of which lack traffic light controls - and on to the pinch-point under the railway bridge before the Wincheap roundabout.</p>	<p>(a) Will there be signage to direct traffic away from The Boundary, unless requiring access to the Wincheap industrial and retail park, or Wincheap itself?</p> <p>(b) Additional to this, will there be signage at the A2/A2050 junction directing City centre and east-bound traffic to use the A2050, and traffic which is bound for Wincheap, the residential areas on and immediately south of Wincheap, and the A28 to Ashford to use the A2/A28 junction?</p>
10	<p>Marked in green ink, there is a new, small roundabout directly to the west of the new large roundabout and beyond the new “arm”, with a two-lane road leading from the north, veering to the east and then north again towards the car parks for the northern retail park area marked, “Connection to serve existing retail park.” The exit road and arrows from the “green” roundabout and the north entrance to the retail park are marked in brown ink. Access to the National Cycle Route 18, the Great Stour Way, seems to be diverted via the green- and brown-sketched outline routes, in so far it is catered for at all.</p>	<p>(a) What does the use of green and brown inks signify?</p> <p>(b) By what extent will the capacity of the Park & Ride facility additionally be reduced?</p> <p>(c) Where will substitute/additional facilities be provided?</p> <p>(e) What access will there be to the pedestrian/cycle path currently leading from the existing northern roundabout and running in front of B&M and thence adjacent to the allotments and on to cross the Stour to join the National Cycle Route 18?</p>
11	<p>On The Boundary Leaving the new large roundabout to the east along The Boundary there is a new traffic island dividing the two lanes, situated on the current roundabout site. A few yards along the eastbound lane there is a double-headed arrowed line into the northern retail park marked, “Opportunity for alternative direct traffic connection subject to third party land agreements.”</p>	<p>If these agreements are reached, will facilities for bicycles, adult tricycles, mobility scooters and pedestrians to access National Cycle Route 18 be provided, with appropriate signage?</p>
12	<p>Further along The Boundary the current entrance/exit adjacent to Morrison’s petrol station is marked, “Existing all movements supermarket and retail park access retained.”</p>	<p>See query (b) at point 6 above.</p>

13	<p>Southwards on Ten Perch Road</p> <p>Southbound Ten Perch Road is shown as being three-laned from the new roundabout to the junction with the A28, marked “Opportunity to reduce to two lanes if three lanes not required for capacity.” The three lanes currently extending from the roundabout at the entrance to the eastern retail park are signed and directed as follows:</p> <p>left lane into A28 Wincheap, on which left and middle lanes proceed towards the City centre (and a few yards beyond the light system at the bottom of Homersham merge into one lane); a right lane comprises a filter at the light system for turning right into Homersham for the Dunelm retail area, the St Jacob’s residential estate and south and east via the junction with Hollow Lane;</p> <p>middle lane directly across the A28 to the slip road to the southbound A2; and</p> <p>right lane for a right turn into the A28 Ashford-bound via Thanington Road.</p>	<p>What data suggest that fewer than three lanes will be required in future on the southbound lanes of Ten Perch Road?</p>
14	<p>All three Ten Perch Road lanes currently are fully utilised, often with long tailbacks in the middle and right filter lanes leading back through and past the existing roundabout at the entrance/exit to the eastern retail park, thus preventing exiting traffic from joining Ten Perch Road. The new arrangement is marked, “Existing all movements supermarket and retail access restricted to left in/left out only.” Drivers turning into the left lane but wishing to exit by the middle or right hand lane will need to force their way into the necessary lane within the short distance between the exit and the right system at the A28 junction.</p>	<p>(a) Given that congestion commonly delays traffic exiting from the eastern retail park via the existing roundabout, system causing long tailbacks into the Morrison’s parking area, what provision will be made for the proposed more difficult exit into uninterrupted moving traffic in the southbound lanes?</p> <p>(b) How are lane changes by exiting traffic to be effected?</p> <p>(c) Will traffic leaving the eastern retail park and wishing to access the Park & Ride, the northern retail park or The Boundary be directed to use the exit into The Boundary?</p>
15	<p>At the junction with the A28 the middle and right filter lanes are marked, “Pedestrian crossing route kept on desire line.”</p>	<p>What is a “desire line”?</p>

16	<p>Existing junctions of the A28/A2</p> <p>The entrance to the slip road for the southbound A2 is marked, "Southbound A2 on-slip no changes proposed." There are frequent tailbacks of west-bound traffic on the A28 from the traffic lights on the east side of the northbound A2 off-slip road. These tailbacks sometimes extend back as far as the Homersham turn, blocking the southbound A2 on-slip road. Traffic leaving Ten Perch Road for the A2 southbound can be blocked from crossing the A28 for several minutes. The traffic light systems on these junctions already are complex but not always effective.</p>	<p>What provision will be made to ensure that the A28 can be crossed at all times?</p>
17	<p>The junction from the slip road from the northbound A2 is marked "Northbound A2 off-slip no changes proposed." It is not clear if the drafters of this Drawing have taken into account the road changes and traffic flows already approved by KCC/CCC for the Pentland Properties Ltd development ("Thanington Park"). It appears that an entrance and exit to Thanington Park will be provided for northbound traffic half way up this slip road. (It may be that southbound traffic from the A28 also will be directed onto this slip road - though it is hard to believe that so homicidal a proposal will survive mature reconsideration.)</p>	<p>Have the traffic and road changes envisaged for Thanington Park been factored into this Scheme, particularly as they will affect the northbound A2 slip road?</p>
18	<p>The slip road from the A28 Thanington Road is marked, "Northbound A2 on-slip no changes proposed." Again, it is not clear if the changes already approved on the A28 for Thanington Park have been taken into account. These include traffic lights for St Nicholas Road, additional to those a few yards to the east serving the northbound A2 slip road.</p>	<p>Why are the proposed St Nicholas Road traffic lights not shown on this Drawing?</p>