

Policy and Resources Committee 4 Oct 2017

Land issues 4th Off-Slip Road Wincheap

Points relating to Land transfer debate

Nick Eden-Green, Ward Councillor, Wincheap Ward.

I am not against this 4th slip road in principle. I welcome the idea. However, this is a plan drawn up by the developer. It is for discussion. It is not a KCC or a CCC or a Highways England plan.

There are two main issues:

First, is it sensible or safe? It proposes to bring trunk road through traffic round 2 hairpin bends into a retail estate full of shoppers and children.

The slip road has a shorter than normal deceleration lane culminating in a hairpin.

There is no provision for cyclists. Cyclists are discouraged in the safety audit specifically against our transport strategy to encourage cycling.

There are no proper arrangements for pedestrians.

Frankly I have never seen a slip road like this off what is effectively a motorway. It's incredible.

My second concern is what it doesn't show. What happens to the traffic?

Currently it comes off at Harbledown along a purpose built largely dual carriageway road with no houses on it. It is true that Ashford bound traffic won't turn right at the Wincheap roundabout. But that is a purpose built roundabout. This proposes using a spur road onto a retail estate which already has traffic queuing at a junction currently boasting 54 traffic light poles and over 100 traffic lights.

There is nothing in this plan for a Wincheap relief road or where the relief road joins the ring road.

There is nothing in this plan for a new p&r to replace the spaces lost to this slip road or for the new much bigger park and ride needed to take the traffic from London as promised in the transport strategy.

There is nothing in this plan about routes for pedestrians and cyclists or for new allotments which will be lost to the p&r or the new traffic lights at St Nicholas Road which will affect this junction.

There is nothing in this plan showing details of the new traffic light sequencing that will be needed to ensure traffic doesn't back up onto the A2.

There is nothing in this plan showing the proposed two way version of the off slip road from Dover which will access the 1150 houses at Thanington with all the new junction changes needed including a new right turn lane.

No plans, neither this one, nor any others have been produced to show solutions to these questions which we must answer before we gift any land.

We must have a masterplan first because this proposal as it stands will utterly gum up Wincheap which is arguably our most polluted residential road. A plan that is safe, viable and comprehensive. One that shows how we will deal with the traffic. We need this BEFORE we gift any land to KCC, Highways England, the developer or anybody else.

This plan is premature. We need a masterplan first. Then detailed plans like this afterwards. The cart is before the horse or the artichoke before the pedestrian.

Please do not resolve this item.

Barney Parsons, representing the Wincheap Society.

May I thank you for giving me the opportunity to comment on Agenda item 8. I appreciate that land transfer is a technical legal process and thus I have no comment on the eventual need to invoke land transfer procedures.

However, the Wincheap Society would like to raise some concerns relating to the impact of the current road layout design. This should be justifiable as the designs presented in the agenda documents are dated 19th October and any comment, I presume, will relate to the most up to date thinking by the council.

The 4th off-slip road is a generally desirable economic development and should make access to the city more convenient, especially if it encourages visitors to use the Wincheap Park and Ride.

The designs presented in the agenda documents are “stand alone” and careful consideration must be given to how they relate to other potential nearby road developments, most notably the more controversial junctions proposed for the Thanington Park development.

According to the current plans for the slip road, traffic leaving the A2 to reach the city will need to take a very circuitous route involving a sharp single lane 150 degree turn at the end of the slip road, followed by a U-turn at a roundabout before eventually reaching a traffic-light controlled road junction with the A28. Can this really be the best design solution available for a slip road off a major trunk route?

This road junction with the A28 is often prone to tailbacks as it has to cope with traffic from the Retail Park and industrial estate. If traffic lights are adjusted to allow better flow off the junction, this could further add to congestion on Wincheap itself with consequent negative economic, social and environmental

impact to the area. If traffic is encouraged to go through the industrial estate to reach the city, the bottleneck at the end of Simmons Road will worsen.

The Wincheap Society is concerned that a result of allowing land transfer to go ahead at this time, the Council becomes “locked in” to a particular problematic design for the slip road.

A more integrated traffic management approach taking into account the needs of Wincheap and the city as a whole is needed. A city like Canterbury does of course have some restraints when managing its motorised traffic. But Wincheap needs a well thought out traffic plan which copes with the increased traffic flow consequential to the construction of this off-slip road.

So, in view of the problematic plans presented for this slip road, the Wincheap Society urges the Committee **not** to gift any land at this juncture. The appropriate time to consider gifting land is when integrated plans for all road junctions in the nearby area have been approved by Highways England and it is clear exactly what land is required to make a viable, safe slip road.

Graham Page, representing Thanington Without Parish Council

The item proposes that CCC gives land to KCC/Highways England for the 4th slip road, Wincheap. It is essential that other improvements are put in place before the slip road. This proposal is therefore premature.

January 2016 saw planning consent for 750 dwellings at Thanington Park. Thanington Without Parish Council was extremely unhappy with the lack of clarity on a number of issues:

1. How the A2/A28 junction could be reconfigured to cope with site access.
2. How 2 -way access slip road could be designed and built, and traffic impact.
3. How 4th slip road would impact on junction and wider road network.
4. Expected traffic increase resulting from 9000 dwellings in the proposed local plan in the southern city sector, impact on ring road and A28.

There must be a comprehensive overall plan showing the 4th slip road, 2-way access slip road to site, Wincheap relief road and its junction onto the ring road, including necessary remodelling of the ring road, new park and ride, and details of A2/A28 junction revisions. Independent assessment of traffic impact is vital, including pollution levels caused by these major changes in the increase of dwellings and cars in southern Canterbury. You can't consider the 4th slip road in isolation, given other proposed changes.

Why the 180 degree two lane bends on an off-slip road into a retail estate? A pedestrian crossing on a slip road - an accident waiting to happen! Traffic exiting A2, Ashford bound, will need to negotiate 3 pedestrian crossings, 4 sets of traffic lights, and retail estate shoppers.

Traffic exiting A2 city bound, may have to go up Simmonds Road, trying to turn left at the Maiden's Head public house onto Wincheap, or will it?. Already notorious for traffic jams.

Traffic exiting A2 must be given priority to stop it backing onto the motorway, longer A28 delays, red lights, pollution levels on Wincheap regularly exceed national levels -a disgrace!

The Inspector's June 2017 report on the Canterbury Local Plan states in para 200:

"Development at Thanington, which is adjacent to the A2/A28 interchange at Wincheap, would have implications for the A28 Wincheap corridor where there are existing traffic issues. The Council has proposed a series of measures to address these".

This clearly has not happened!