

The Wincheap Society

Comments on sections of:

Thanington 4th Arm Slip Road, Walking, Cycling & Horse-Riding Assessment & Review Report, by Peter Brett Associates, October 2017, on behalf of Pentland Properties (“Client”)

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This will be followed by Walking, Cycling & Horse-Riding Review at the Stage 2 detailed design.

Introduction

1.3.1 The proposed scheme involves the provision of the new off slip from the Dover bound carriageway of the A2, currently this direction is not served by the existing grade separated interchange at the A2/A28 Wincheap junction. The slip road will connect to Ten Perch Road, which is to be upgraded to provide 2 lanes in either direction and to relocate the existing roundabout at its northern end.

Comment

Ten Perch Road currently provides three lanes south-bound from the entrance/exit to Morrisons’ car park to the junction with the A28. Three lanes north and south bound would be desirable, particularly north bound, where otherwise traffic merging into the outer of two lanes will endanger traffic - particularly cyclists - already in that lane.

1.3.3 The proposed Thanington 4th Arm Slip Road forms part of the wider Canterbury City Council and Kent County Council strategic transport plan for this area of Canterbury, and will form part of their proposed Wincheap Relief Road which aims to create a gyratory system within the Wincheap area.

Comment

The Wincheap Society (and others) consider it essential to the health and safety of residents and users of Wincheap that construction of the Wincheap Relief Road and relocation and expansion of the Wincheap Park & Ride be completed prior to commencement of construction of the 4th arm slip road.

2.1.4 The transport assessment for the Thanington Park development requires the existing London A2 off slip and junction with the A28 to be reconfigured to provide a site access to the development. The proposals will alter the layout of the signalised A28 junction, and provide a shared use footway cycleway to the development.

Comment

The Wincheap Society’s largely critical comments on proposals for reconfiguring the London bound off slip can be found on wincheapcampaigns.wordpress.com on the page “Thanington Park Access”, where the section “Access to Thanington Park: the decisions see-saw” contains two relevant documents: “1. A2 Westbound slip road access. Revised junction at A2 westbound slip road and A28” and “3. Pedestrian and cycle only access”.

2.4.1 There are number of trip generators within the vicinity of the proposed 4th arm slip road, that may be attractive to pedestrians and cyclists, including:

- a. The Morrison’s supermarket in Ten Perch Road
- b. The retail park to the north of Ten Perch Road
- c. Thanington Recreation Ground
- d. The retail units in Homersham
- e. The Wincheap Estate (retail and light industrial units)

f. Canterbury City Centre, including Canterbury Cathedral and the Marlow [sic] theatre

2.4.2 The Thanington Park development, the planning consent which requires the provision of the 4th arm slip road, is located to the south west of the scheme. The development proposals consist of 750 homes, a business park, a new primary school, sports pitches, community facilities and a new, purpose-built hospice. Access to the site will be via two new junctions from Cockerling Road, and by modifying the existing A2 London Bound Off Slip. This development is likely to increase pedestrian and cycle trips, although alternative routes away from the A28 are included with the development proposals.

Comment

The summary on the title page of the Wincheap Society's Report on cycle paths and usage (at wincheapcampaigns.wordpress.com) states that the A28 Wincheap is very dangerous for cyclists (who therefore ride on the pedestrian pavements); that if this road is taken out of the equation there are four relatively safe routes from Thanington and Wincheap to the City walls; but only three actual entry points, two under Rheims Way and one over Pin Hill; and that not all of these are useable or convenient for all categories of non-motorised vehicles: i.e. bicycles, adult "shopper" trikes, mobility scooters, pushchairs and wheelchairs. The difficulty for cyclists is: how to get to the four safe routes without using or crossing the A28.

The availability of this June 2017 report online was notified to councillors and executives of KCC and CCC at the time of its publication.

Site Visits

2.5.1 A number of site visits have been undertaken by Anthony Moore (Lead Assessor), the dates and times of these are listed below:

- a. 28 February 2017, 15:30 to 16:30. This visit was undertaken during overcast weather conditions, to review the existing junction and facilities in Ten Perch Road and the A28 Wincheap junctions.
- b. 6 March 2017, 19:00 to 20:00. This visit was undertaken during clear weather conditions, primarily to review the existing Ten Perch Road and A28 junction. No cyclists were observed through the scheme, and a low number of pedestrians were observed walking between the Thanington residential area and the A28 towards Wincheap or the Morrison's supermarket. Currently there is street lighting to both the A28 and Ten Perch Road.
- c. 17 July 2017, 14:00 to 16:30. This site visit was undertaken to the existing pedestrian and cycle facilities within the vicinity of the scheme (there are no equestrian facilities) and included the A28 Wincheap junctions, the facilities in Ten Perch Road and the shared use route north of the Great Stour river.

Comment

These times of day do not include the periods in the morning and mid-afternoon when the residents of Thanington use the A28 bridge over the A2 to walk their small children to and from Wincheap Foundation Primary School in Hollowmede. Adults, with or without children, may call at Morrisons on the way home. Older children attending secondary schools on foot or by bicycle leave earlier in the morning and return later in the afternoon i.e. towards 14:00. This is their only route out of Thanington towards the city centre, and will remain so until a path from Cockerling Road to the farmers' underpass into Birch Road is constructed, which may be some years ahead.

2.5.2 The primary findings of the site visits are listed below:

- a. Pedestrians using the existing signalised crossing at the A2 London bound of slip/A28 junction, travelling from the Thanington residential area (accessed via the footpath adjacent to the off slip) to and from the City Centre direction, and Morrison's supermarket
- b. Evidence of pedestrians walking up the embankment behind the A2/A28 overbridge, this is likely to be lorry drivers parking in the existing layby accessing the Morrison's supermarket.
- c. Use of the shared use route north of the Great Stour, by pedestrians and cyclists. The bridge link to Ten Perch Road was observed to be used by pedestrians and a low number of cyclists.
- d. A large number of passengers using the Park and Ride bus stop facility, those observed were using the car parking facility. A number of those egressing the bus were observed to walk to Morrison's prior to returning to the car park.

e. A low number of pedestrians walking along the Boundary between the Retail Park and the Wincheap Industrial Estate.

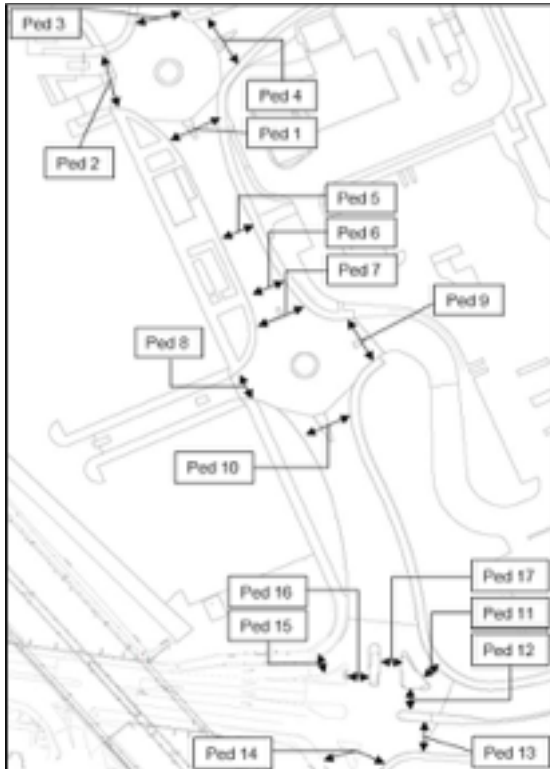
Comment

Regarding the low number of cyclists, see our comment immediately above, and the report referred to in our comment on point 2.4.2.

Walking and Cycling User Survey Data

2.7.19 The table below summarises the walking and cycling user survey data provided by Traffic Survey Partners on 3 May 2017, taken during peak hours (am peak 07:00 to 10:00, and pm peak 16:00 to 19:00)

Figure 5: Survey Locations



2.7.21 The following is a summary of the main points from the data:

- a. There is a light cycle usage through both the A28 junction and on Ten Perch Road.
- b. Pedestrian crossing movements between the Morrison’s Supermarket and the Park and Ride site/bus stop. From the survey data, it appears pedestrians are crossing Ten Perch Road at both existing informal crossing points and between the crossings (locations ped 5,6 and 7 on the image [above])

The existing A28 signalised crossing (at the Ten Perch Road junction) are well used, with the predominant movements east/west along the A28 rather than across it, linking to the City Centre.

Comment

On light cycle usage, see our Comments above.

There is a major fault with this survey: *it does not extend eastwards along Wincheap to cover the controlled pedestrian crossings on the A28 at its junction with Homersham, the cycle/pedestrian path from that point into Morrison’s carpark, or the connection half way down that path to Maiden Lane (leading from Cow Lane). Omission of usage data for this area will have given a false picture of pedestrian and cyclist movements immediately adjacent to the 4th arm slip road.*

Pedestrians from Thanington south of the A28 cross the A28/A2 bridge on the north side and enter the retail estate that includes Morrison’s by crossing the A28 at the Homersham

junction, not at the Ten Perch Road junction, so as to use the path. They will not have been counted in this survey.

Cyclists from the east can reach the lower part of the path from Maiden Lane, which is safer than negotiating either of the A28 junctions. Whichever route they choose, they also will not have been counted in this survey.

General Opportunities

4.2.1 Assessment opportunity 1: The existing A28/A2 London bound off slip is to be altered to provide a 2way link road as part of site access to the Thanington Park development. The design of the 4th arm slip road proposals will need to be consistent with the alterations at the A28/A2 London bound off slip amendments.

Comment

At last! We have been urging this approach for months. Please also include the Homersham junction and traffic light system.

4.2.2 Action taken/Outcome: This junction is outside of the scope of works for the A2 4th arm slip road, but is being undertaken by the developer of the Thanington Park development. For reference the detailed design of the of the junction alteration is currently in progress (by Peter Brett Associates LLP). The scheme proposals have been agreed with both Highway Authorities (Kent County Council and Highways England). A copy of the General Arrangement plan for the junction is enclosed in Appendix C, the pedestrian and cycle facilities provided are;

a. Shared use footway cycleway on the western side of the proposed link road to the development site, terminating in advance of the junction to allow cyclists to re-join the carriageway.

b. Provision of a staggered pedestrian crossing of the Link Road at the A28 junction

c. The existing crossing of the A28, with narrow central island, is to be removed. Pedestrians wishing to cross north/south on the A28 can use the signalised crossings at existing A2 London bound slip road junction and the A28/Ten Perch Road junctions.

Comment

b. Long vehicles (whether LSTs or less long) turning left from the A28 into the “Link Road” will be negotiating a narrow (45 degree angle). Pedestrians standing on the reduced pavement on the east side of this crossing will be in danger of struck by such vehicles.

4.3 Strategic Opportunities

4.3.1 Assessment opportunity 3: The proposed 4th arm slip road forms part of the wider Wincheap Relief Road scheme within the Canterbury City Council Local plan, the scheme design will need to consider connections to the future Relief Road.

4.3.2 Action taken/Outcome: Currently the proposals for the relief road are only at an early stage and therefore the pedestrian and cycle provision as part of the relief road scheme has not been determined. The preliminary design of the 4th arm slip road includes footways at the enlarged roundabout at the northern end of Ten Perch Road, including the Boundary arm as connections to the future relief scheme. These should be reviewed at the detailed design stage if further information of the relief road proposals is available.

Comment

See our comment at 1.3.1 above, concerning the sequencing of these constructions.

4.4 Pedestrian Specific Opportunities

4.4.1 Assessment opportunity 4: The pedestrian linkages of the A28 and Ten Perch Road, including the signalised junction will need to be considered as part of the design.

4.4.2 Action taken/Outcome: Generally, the existing pedestrian crossing facilities at the A28/Ten Perch Road junction have been retained and incorporated in to the proposals.

4.4.3 The existing footway on the western side of Ten Perch Road is to be removed as part of the proposals. The original scheme retained this footway but required a signalised crossing to be installed at the end of the off slip, this would result in traffic queuing on the slip, towards the A2, which was not acceptable to Highways England. Therefore, the footway and associated crossing

have been removed to allow a 'free slow slip' to be provided. A 3.0m wide shared use footway cycleway is provided on the eastern side of Ten Perch Road at the junction with the A28 and use the eastern footway in Ten Perch Road. This connects directly to the Morrison's store, and to the Retail Park via the crossing points at the proposed roundabout, two of the trip generators that have been identified.

Comment

All the more reason why the Homersham junction and path should have been covered in the use survey. See our comment at 2.7.21.

4.4.4 Assessment opportunity 5: The pedestrian link to the Stour Valley Way from Ten Perch Road will need to be incorporated in to the design. The future extension of the Park and Ride site will affect the route to the existing pedestrian/cycle bridge over the Great Stour and will also need to be considered.

4.4.5 Action taken/Outcome: The existing link from the roundabout at the northern end of Ten Perch Road has been retained, with the footways at the roundabout linking to this via the proposed crossing points. Pedestrians travelling from the west (Thanington area) will need to cross Ten Perch Road at the A28 junction (as noted in 4.4.3 above) and use the eastern footway in Ten Perch Road, which is to be widened to a 3.0m shared use route as part of the scheme. This results in a marginal increase in walking distance to avoid the proposed off slip. Suitable guard railing to guide pedestrians and prevent access to the western side of Ten Perch Road may need to be considered as part of the detailed design stage.

4.4.6 A signal controlled crossing on The Boundary is to be included within the proposals for the wider Wincheap Relief Road scheme, subject to the availability of land, to aid linkage to the Great Stour Way route from Ten Perch Road

4.4.7 A shuttle bus service between the Thanington Park development and the city centre is to be provided, as noted in the approved Transport Assessment, therefore pedestrians from the Thanington area can use this rather than requiring access to the Park and Ride service to the city centre.

4.4.8 The future extension of the park and ride will affect the route of the link; the design of the extension will need to consider this but is outside of the current scope of works.

Comment

The pedestrian / cycle path to the river, whether or not re-routed, will pass through the extended Park and Ride (as shown on page 27), and so users of the path will face the hazards of interacting with motorised vehicles. Hardly a safe change.

The proposals 4.4.6 - 4.4.8 are all contingent upon KCC/CCC allocating funds to carry out the work on the Wincheap Relief Road AND securing the termination of certain leases on the Wincheap Industrial and Retail Parks.

4.4.9 Assessment opportunity 6: The existing pedestrian linkages between the Retail Park, Morrison's and the Park and Ride site will need to be considered as part of the design for the proposals.

4.4.10 Action taken/Outcome: From site observations and the pedestrian counts a number of pedestrians cross Ten Perch Road between the Park and Ride bus stop and the Morrison's store access. The proposed design will relocate the bus stop inside the park and ride, the proposed pedestrian crossing point at the northern end of Ten Perch Road will therefore be located on the desire line between the bus stop and the Morrison's store. The internal layout of the Park and Ride will need to include a pedestrian link directly from the bus stop and the crossing point to maximise its use.

Comment

As the new location of the bus stop is not known, it is not possible to identify where the desire line will be. The desire line may not be the safest route.

4.5 Cyclist Specific Opportunities

4.5.1 Assessment opportunity 8: The existing cycle link to the Stour Valley Way from Ten Perch Road will need to be incorporated in to the design. The future extension of the Park and Ride site will affect the route to the existing pedestrian/cycle bridge over the Great Stour and will also need

to be considered.

4.5.2 **Action taken/Outcome:** The existing link from the roundabout at the northern end of Ten Perch Road has been retained and cyclists can access this link from the carriageway in Ten Perch Road. As noted in 4.4.3 above the existing footway on the western side of Ten Perch Road is to be removed, whilst this is not signed as a shared use facility cyclists have been observed to use it.

4.5.3 The footway on the eastern side of Ten Perch Road is to be widened to provide a shared use route, access to this from the signalised junction at the A28 will be provided as part of the scheme. There is insufficient width on the A28 overbridge to provide a shared use footway cycle way towards the A2 London bound off slip junction, therefore the modifications will be limited to the A28/Ten Perch Road junctions

4.5.4 The proposals for the Wincheap Relief Road scheme will allow a shared use footway cycleway to be provided on the A28 Wincheap, providing a more direct route to the city centre. As noted above a signalised crossing point is to be provided on The Boundary to connect with the Great Stour Way route

4.5.5 The future extension of the park and ride will affect the route of the link; the design of the extension will need to consider this but is outside of the current scope of works.

Comment

See all our comments above concerning pedestrians.

4.5.6 **Assessment opportunity 9:** Provision of cycle facilities to the A28 signalised junctions should be considered.

4.5.7 **Action taken/Outcome:** No additional cycle facilities on the A28 are to be provided as part of the off-slip scheme, due to the following:

- a. The existing A28 corridor is constrained by the land available for highway improvements, properties and private land are located up to the rear of the existing footways.
- b. The proximity of the junctions from one another further restricts the scope for improvements (for example advanced stop lines for cyclists will reduce the queuing capacity available)
- c. The scope of works is limited the A28/Ten Perch Road junction, provision of cycle facilities at this junction, and not the rest of the A28 junctions, would be inconsistent.

Comment

This confirms our experience, that no section of the A28 at these junctions and eastward through Wincheap is safe for cyclists.

*[Extracts from minute of meetings: matters of immediate interest to Wincheap / Thanington marked in **bold**.]*

Thanington Park, Canterbury

Note of Meeting held at Highways England, Guildford on Thursday 6th April 2017

NB asked that H.E. consider that Stage 1 Road Safety Audit Approval be a satisfactory stage at which H.E. could advise Canterbury City Council that the planning Condition 10 could be discharged.

The programme for the road requires an agreement by the occupation of the 300 unit, and construction by 450 unit. Pentland propose to commence works on their development in February 2018. It will take 6 months to construct the Infrastructure and then say 100 occupations per year.

Start: February 2018

Infrastructure: August 2018

299 Occupation: August 2021

449 Occupation: February 2023

The important date here is August 2021 for 299 Occupations. The construction of the slip road will commence around this date. Any detail approvals provided prior to February 2018, to enable a start on the development site, will then be out of date, particularly the Safety Audit, and approvals will have to be applied for and granted again.

4th Arm Slip Road Design :

The conversation moved onto the proposed design of the slip road by PBA. This differs from the WSP scheme in that traffic lights have been removed, to provide a free flow land from the A2. Various points were discussed

KB advised that H.E. were more concerned about the Westbound Slip being amended.

They noted that an additional set of lights are to be added, and that all the lights should be coordinated to improve the traffic flows.

AM & NB advised that PBA are the design engineers for both slip roads and are able to coordinate the design of the signals so that work in conjunction with each other. They advised that the signal designs are being rationalised, and that whilst one set has been added at the site access, another pedestrian crossing had been removed from the A2 with the consent of K.C.C.

There were discussions about the interface of the slip road and A28 lanes merging and crossing requirements, visibility requirements etc.

**Thanington Park, Canterbury New A2 Slip Road Application
Note of Meeting held at PBA's offices in Ashford
on Friday 14th July 2017**

2. RG explained that HE has its own deadline and she needs to submit material to them by the end of July. RG felt that this should make it easier to get a meeting with HE. The meeting is likely to be at PBA so HE can review the model. RS queried whether this could be tied in with the next Team Meeting (now 15th August @ 2.00 pm). HE has sought clarification on four modelling points. AM / GH will respond to RG today (14-7-17) and RG can send the response to HE on Monday 17th July 2017. HE should also be advised that the new slip road is now a named proposal in the new adopted plan.

4. IB queried whether Morrisons consent is required relating to changes to their access. AM / GH advised that, in their opinion, it only involves Highway land.

5. CF / A Moreton advised that the scheme needs to be reported to KCC Cabinet. This will need to demonstrate that all HE concerns will be met as well as City Council plans to remodel / extend the Park and Ride (plus £1m from Pentland) and the City Council needs to confirm its strategy. **The ideal solution would be to have extended the Park and Ride before the new slip road works start.** This would include the bus layby and the cycle route to the river.