

By: Behdad Haratbar, Head of Countywide Improvements

To: Environment, Highways & Waste Policy Overview Committee – 16 July 2009

Subject: A28/A2 On-Slip Road, Canterbury

Classification: Unrestricted

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Summary: To report progress and seek authority to publication of statutory Orders.

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## **1. Introduction**

- 1.1 To report on progress with the scheme proposal for provision of a new slip road onto the A2 Trunk Road from the A28 at Wincheap, Canterbury, to summarise the feedback received from public consultation and to seek approval to the revised plan for the scheme as a basis for publishing statutory orders.

## **2. Background**

- 2.1 Improvement to the three A2 junctions close to Canterbury is part of a package of sustainable transport measures that are set out in the Canterbury Transport Action Plan (approved by Kent County Council in 2004 following extensive local consultation with the public and stakeholders), and supported by the Local Transport Plan for Kent 2006-11.
- 2.2 A report to Highways Advisory Board on 14 November 2006 set out the background for the overall proposals and was approved by the Cabinet Member for Regeneration and Supporting Independence for the purpose of consulting, seeking the necessary consents and arranging for the making of all necessary Orders to construct the On-Slip at Canterbury.
- 2.3 A letter to Julian Brazier MP from the Parliamentary Under Secretary of State, dated 18 December 2007, confirmed that the Wincheap on slip proposals could go ahead provided the scheme was technically sound and required no financial support from the Highways Agency.

## **3. Scheme Progress**

- 3.1 Environmental, topographical and geotechnical studies and surveys have all been completed. Extensive discussions have been held with various parties to address issues associated with the scheme including, inter alia, on-street parking, traffic signal installation, pedestrian safety, provision for buses, accommodation works. See Figure 1.
- 3.2 All land required for the scheme is owned by Canterbury City Council which is prepared to appropriate the land for highway use. It is therefore envisaged that a compulsory purchase order will not be necessary.

- 3.3 A planning application and accompanying Environmental Statement was submitted in May 2009 and it is expected that this will be determined by the Planning Applications Committee on 18 August 2009.
- 3.4 Prior to submission of the planning application, public consultation was carried out to enable the scheme design to be refined where appropriate. The results of the consultation are summarised in Appendix 1. Reduction of on-street parking was the most emotive issue raised and every effort has since been made to provide further parking by extending a lay-by that is being proposed along the north side of the A28.
- 3.5 The proposed scheme, as submitted for planning permission is Drg. No. B0927100-PA-003 (on display).

#### **4. Further Procedures**

- 4.1 Subject to Planning Permission being granted, there will be the need for the County Council to publish a Side Roads Order for the purpose of creating the new road and for stopping up the existing lay-by on the A2 trunk road. It is proposed that the new slip road itself will ultimately be owned and maintained by the Highways Agency.
- 4.2 Kent County Council is the Highway Authority for the A28, whereas the Highways Agency is the Highway Authority for the A2 Trunk Road. There will need to be a Section 6 Agreement with the Highways Agency to give the County Council authority to work on the A2.

#### **5. Financial Implications**

- 5.1 Advance scheme costs were met from the County Council's Regeneration Fund and the Major Schemes Forward Design allocation. Further scheme preparation costs are being met from the LTP allocation for Integrated Transport schemes.
- 5.2 The outline scheme estimate in 2006 was quoted as £1.2m. The current scheme estimate based on the detailed design is £1.308m and funding has been provisionally allocated from the Integrated Transport Schemes programme.

#### **6. Local Member View**

- 6.1 The local Member welcomes this long overdue project however he needs to be confident that all possible ways of resolving the serious parking problem caused by the slip-road have been explored with him and the residents affected before he is able to support the plans as they stand

#### **7. Recommendation**

- 7.1 That the content of this report and the results from the public consultation are noted.
- 7.2 Subject to the views of this Committee it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that approval is given:

- (i) to revised drawing numbered B0927100-PA-003
- (ii) to rescind drawing numbered 13782/21 Rev A
- (iii) to make and submit for confirmation all necessary orders and schemes under the Highways Act 1980 to enable the scheme shown on drawing no. B0927100-PA-003 to be constructed.
- (iv) to enter into a Section 6 Agreement, under the Highways Act 1980, with the Highways Agency.

**Background Document:**

Drawing No. B0927100-PA-003 (On Display)

A28/A2 On-Slip, Canterbury, Report on Public Consultation – March 2009  
(available on display)

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### Summary of Consultation

*The following is a summary of the public consultation carried out and reflects information submitted with the planning application under the heading "Statement of Community Involvement". It is to be read in conjunction with the Report on Public Consultation that is available as a background document.*

#### 1. Objective

As part of the design stage of the project, community involvement is a key factor to ensure that stakeholders, local residents and other interested parties are fully aware of the scheme, and are able to comment on the proposals. Their views can then be considered to help conclude the final design of the scheme.

#### 2. Scheme Consultees

There have already been significant discussions with Canterbury City Council, InterRoute and the Highways Agency, and this is ongoing. Additionally there are ongoing discussions with many more stakeholders such as public utility companies and bus companies. The main focus for the public consultation has been to gauge the impact of the proposals on the local community, particularly those properties who will be directly affected by the proposals.

As well as the local residents, the primary list of consultees included the following:

- Canterbury City Council
- Highways Agency
- InterRoute
- Member of Parliament
- City and County Councillors
- Thanington-Without Parish Council
- Thanington Residents Association
- Emergency Services
- Bus Companies
- Public Utility Companies
- Environment Agency
- Freight Transport Association
- Road Haulage Association

#### 3. Letter Drop

Letters were distributed on the 3 March 2009 to the list of consultees above as well as the 65 residents of Thanington Road, St Nicholas Road and Ingoldsby Road, who were considered to be those properties most disadvantaged by the proposals. The letter gave a brief description of the scheme, and included a scheme plan showing the proposals. The letter also gave details of the two public exhibition events that were being held.

#### **4. Thanington Residents Association**

Representatives from Jacobs and Kent County Council attended the Thanington Residents Association evening meeting on Wednesday 11<sup>th</sup> March 2009 to outline and discuss the scheme proposals. The scheme was generally well received but concerns were raised about the loss of parking and the potential for increased congestion on the A28. The Clerk to the Thanington-Without Parish Council also attended the meeting and advised the meeting that the Parish Council generally supported the scheme.

#### **5. Public Exhibition**

Two public exhibitions were held at the Thanington Resource Centre in Ashford Road on Saturday 14 March 2009 between 10.00am and 1.00pm, and on Tuesday 17 March 2009 between 6.30pm and 8.30pm.

Drawings showing the proposed layout of the new slip road and landscaping proposals, including an outline layout of the new BMX track were displayed, along with information sheets which summarised relevant aspects of the scheme, namely:

- What is included within the proposals
- Scheme advantages and how it will help the area
- Scheme disadvantages and what can or has been done to address these
- Ecological Issues
- Prediction of traffic flows and how the junction design was determined
- Improved Pedestrian Facilities
- Traffic Signals
- Landscaping improvements and proposed BMX track
- Kent County Council's duty to parking and maintenance

Representatives from Kent County Council and Jacobs were available to explain the proposals and answer questions

Attendees were given the opportunity to fill in a comments form and give their opinion on the proposals.

Following the second exhibition, the scheme plans and information sheets have remained on display at the Thanington Resource Centre, with comment sheets also available should any visitors to the Centre, which is well used by the local community, wish to provide any further feedback on the proposals.

#### **6. Attendance of Public Exhibition and Responses to Consultation**

The exhibition on the 14 March was attended by 46 people and by 14 people on the 17 March, and to date 22 comments sheets have been received, which represents a 37% return rate.

Of the 65 properties directly affected by the proposals 6 attended the exhibitions, and 7 comments sheets were received, which represents an 11% return rate. The major concern was the loss of parking, and the potential impact on the value of their properties.

Overall the scheme was well received from those attending the exhibition, and there was support for the slip road but with reservations about the loss of parking for residents and concern about the possibility of increased congestion with the introduction of another signalised junction.

Julian Brazier MP, also attended the exhibition on 14 March, and fully supported the proposals, but wanted re-assurance that the new junction would not add to the congestion currently experienced during the morning peak hours.

A sample of the comments received are listed below:

*“A badly needed slip road, but a solution should be considered for parking spaces for the occupants in Thanington Road”*

*“Slip roads on both sides needed to ease traffic congestion in both Thanington and Wincheap. All traffic lights need to be switched in phase to allow best flow of traffic on A28”*

*“VERY SUPPORTIVE OVERALL, however can extra parking be provided in proposed layby on the south side of A28, and can pedestrian desire lines be looked at to ensure crossings are in the right place”*

*“I am very concerned about the provision for car parking, the proposed new bays are totally inadequate for the area..... More thought need to be given to this aspect.”*

*“Generally in favour, but concerned with possible increase in traffic along Wincheap using the right turn to avoid Harbledown”*

*“I am concerned that there will be an uncontrolled pedestrian crossing point at the access entry point to the proposed junction onto the A2.... This will be difficult for those persons who have a sight impairment”*

*“A very welcome and long overdue improvement ..... with such a large number of traffic lights in a short stretch of road. Please constantly monitor light sequence improve traffic flow”*

The majority of feedback gained from the consultation has been very constructive and has helped inform the design process accordingly.

## **7. Canterbury City Council Joint Transportation Board**

The proposed scheme and the initial feedback on the consultation exercise were presented to the Canterbury City Council Joint Transportation Board on the evening of 17 March 2009.

Councillors were pleased that the scheme had progressed to the stage it was at, and would result in fewer cars entering the city centre. They commented that it was important to get the parking provision for local residents right, to avoid displacement to surrounding roads, and that the traffic signals were synchronized with the existing junction signals to minimise delays.

## **8. Kent Police**

Kent Police replied to the consultation letter on 17 March 2009, and in principle did not offer any objections to the proposed scheme. A few minor observations were made, with the major concern being possible enforcement issues caused by parking obstructions through the loss of available parking.

## **9. Bus Companies**

There are two bus stops located on the A28 which will be affected by the proposed scheme. Stagecoach were contacted in September 2008 to discuss possible solutions to overcoming the conflicts.

It was agreed that the eastbound bus stop located on the north side of the A28 could be removed without causing a detrimental impact on the service provided by Stagecoach, largely due to the low usage of the bus stop, and the close proximity of an alternative bus stop in St Nicholas Road.

It was possible to maintain the westbound bus stop, albeit in a slightly revised position, by making alterations to the layout of the central island and controlled crossing across Thanington Road.

## **10. Environment Agency**

The Environment Agency had no particular comments to make regarding the proposals, but were pleased they were asked to make comments. The Environment Agency will continue to be consulted as necessary during the final design stages of the scheme.

## **11. Former Community Centre**

The former community centre which will need to be demolished to make way for the new slip road, is currently occupied by De-Capo School for Performing Arts. They currently have a short term lease from the owners of the building, Canterbury City Council, and took the lease with the knowledge of the impending scheme to provide the new slip road.

There has been an informal agreement to allow the tenants to use the facility as long as practical, in order to afford them appropriate time to find alternative accommodation.

## **12. Outstanding Replies from Consultation**

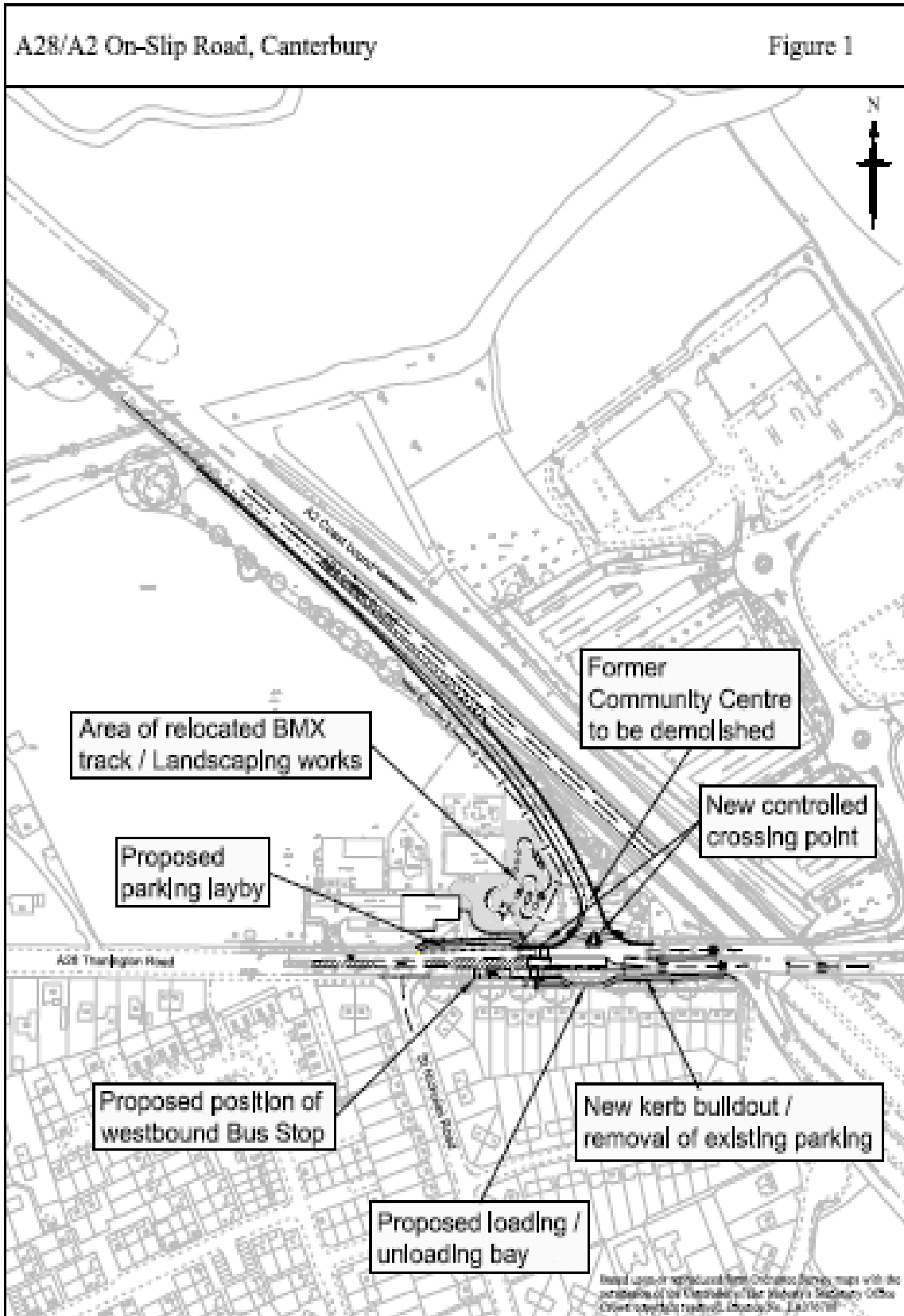
At the time of writing, no other replies, apart from those listed above have been received from the list of consultees given in 2.4.2 above.


## **13. Design Changes following the Consultation**

Following the public consultation the design team has considered the comments received and have been able to make the following changes to the layout.

- The parking layby on the north side of the A28 has been increased to give a revised total length of 40m, which should provide parking for approximately 8 vehicles. With the loading/unloading bay on the south side of the A28, the total length of parking provision is 53m, which is a net gain of 3m above the existing provision of 50m. It is considered that it is important to maintain the loading/unloading facility to aid deliveries and those residents/visitors with mobility issues.
- The proposed uncontrolled crossing across the slip road has been changed to a controlled crossing. This change has been accommodated without increasing delays to the signal timings. This now means that both crossings at the junction are fully controlled for pedestrians.
- The existing car park of the Thanington recreation ground will be increased to provide parking for approximately 12 additional cars.

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	<p>Highways Advisory Board</p>	<p>AGENDA ITEM No.</p>
		<p>DATE of MEETING:</p> <p>16th July 2009</p>