

**From:** John Burr, Director – Highways, Transportation & Waste

**To:** Joint Transportation Board

**Date:** 11<sup>th</sup> December 2014

**Subject:** Spinney Lane, Aylesham

**Classification:** Unrestricted

**Summary:**

This report gives an overview of the recent proposed road closure that was petitioned against and the alternative junction improvement scheme that has gone out to public consultation.

## **1.0 Introduction**

There is a planning condition to address various junctions in and around the Aylesham area as part of the Aylesham Expansion planning application. The first of the junctions being addressed by the developer is the B2046/Spinney Lane junction.

There is a history of crashes at this junction with an emerging pattern showing that head on collisions have occurred due to the shallow angle of the junction and vehicles speeding up to take the junction rather than slowing down and addressing it properly.

The scheme given consent as part of the planning committee resolution showed Spinney Lane being directly connected to Pond Lane with no access from either road to the B2046. When the developer's transport consultant progressed the design to include the detail it very quickly became apparent that the design was unworkable and that the angle necessary to connect the two roads would be too acute and require third party land. As a result of this the developer put forward a proposal to gate Spinney Lane at both ends, which would also address the crashes from vehicles taking the junction at speed and was an alternative version of that previously agreed by the planning committee.

When the road closure was advertised by the erection of notices at either end of Spinney Lane, KCC received many objections to the road closure and a petition comprising of 1590 signatures.

In direct response to the objections a site meeting was held with the representatives of the Parish Councils, County Member, KCC's Strategic Planning Officer and Traffic Engineer and the Developer's Transport Consultant to consider alternative proposals to closing Spinney Lane.

## 2.0 The New Scheme

The problems with the junction were identified at the site visit with vegetation obscuring visibility and vehicles poorly aligned on entering and leaving Spinney Lane. It became obvious that the best form of remediation would be to reconfigure the junction layout to address these issues. The developers Transport Consultant has therefore designed a new junction layout which allows vehicles to enter and leave Spinney Lane at a near 90 degree angle, thus forcing vehicles to slow on entry and to be far better aligned on leaving the junction to maximise sight line opportunities. In addition the gentlemen who manage the woodland area adjacent to the junction have also agreed to cut back and maintain the vegetation which currently obscures the sight line. Drawing number 613399/J12/SK01 shows the proposed scheme.

The revised junction makes access for large vehicles to either Spinney Lane or Pond Lane very difficult. Both roads have a 6'6" width restriction and will not generally accommodate access for vehicles larger than a transit van.

## 3.0 Finance

All costs are covered by the developer.

## 4.0 Consultation

The results of the public consultation are attached.

## 5.0 Recommendation

That the JTB recommends to the Cabinet Member that the scheme is proceeded with.

Contact Officer:	Sally Bengel, Strategic Transport & Development Planner, KCC 03000 418181
Reporting to:	John Burr, Director of Highways, KCC 03000 418181