

# Canterbury's Riverside: Achieving a connected network

A strategy for the riverside corridor between  
Chartham and Sturry 2015 to 2020

*Draft for consultation*



Transportation and Environment  
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## 1.0 Introduction

### 1.1 Present-day context

Canterbury is synonymous with history and great beauty. It is the birthplace of christianity in Britain and a destination for pilgrims for hundreds of years; home to an iconic cathedral and a world heritage site, with a distinctive and unique sense of place.

Canterbury's fine-grained medieval street pattern, complemented by the many surviving historic buildings, walled courtyards and open spaces creates an intimate, enclosed townscape brimming with interest. The river connects open spaces and provides a corridor for nature to enter the city; it is this fusion of built form and landscape which makes Canterbury a special place. Canterbury's river is a rare chalk river habitat; its crystal clear waters support an abundance of wildlife both above and below the surface.

The division of the river through the centre of the city into two narrow, fast flowing channels is the result of past human intervention to harness it as a source of power, to make crossing easier, and to exploit it as a source of fresh water.

Today, the river is more accessible than ever before and has become a cherished feature of the city. The riverside footpath system, passing through parks, walled gardens and occasionally being forced to branch away through city streets is well used, attractive and now fully integrated into the fabric of the city.

There remains great potential to extend and upgrade the existing network of routes, spaces and, indeed, the river itself. In 2011 partnership working delivered the three mile 'Great Stour Way' riverside walking and cycling route between Canterbury and the village of Chartham. The challenge now is to create a recognisable identity for the network of riverside routes, to involve local people and to extend eastwards to link Canterbury with the village of Sturry to create an attractive and direct off-road walking and cycling route.

### 1.2 Previous riverside studies

A council policy for opening up the riverside has existed since 1953. In 1973 the local authority published a booklet entitled 'Riverside Area – Footpaths and Recreation'.



The first comprehensive strategy document was approved in 1987 and was entitled 'Canterbury Riverside Parks and Footpaths: Policy Statement'. The focus of this study was opening up public access to the riverside by creating connected routes between Milton Bridge at Thannington and Fordwich. A dedicated multi-disciplinary working group of officers was formed. A generous funding budget was approved for land acquisition, securing agreements with landowners and for constructing the new infrastructure of paths, bridges, walls, railings, signage and planting. This document provided a detailed implementation manual for creating new riverside routes through the urban centre. The appraisal of the heritage interest of the various riverside buildings and spaces reflected the emphasis placed on conservation at that time.

In 2003, the city council produced a revised 'Riverside Strategy'. This was adopted as supplementary planning guidance. It assumed the same study area of Milton Bridge to Fordwich. It was planning orientated, focussing on land use proposals for the riverside in relation to Local Plan policies. It was less prescriptive and detailed than the former strategy.

There was an expectation that proposed Regeneration Areas at Kingsmead, Wincheap and The Tannery would deliver significant new sections of riverside access.

### 1.3 Vision statement and deliverable benefits

The **vision** for the riverside is as follows:

- a welcoming, connected, accessible network of routes and spaces for everyone to use
- shared routes for walking and cycling wherever possible
- a river and riverside environment managed to promote a rich diversity of wildlife
- the involvement of local people in developing and managing the network
- highlights of past history brought to life



- a legible, recognisable identity for the network of routes and spaces
- a well-managed, clean and safe environment presentable at all times of the year

Potential **key benefits** to be delivered:

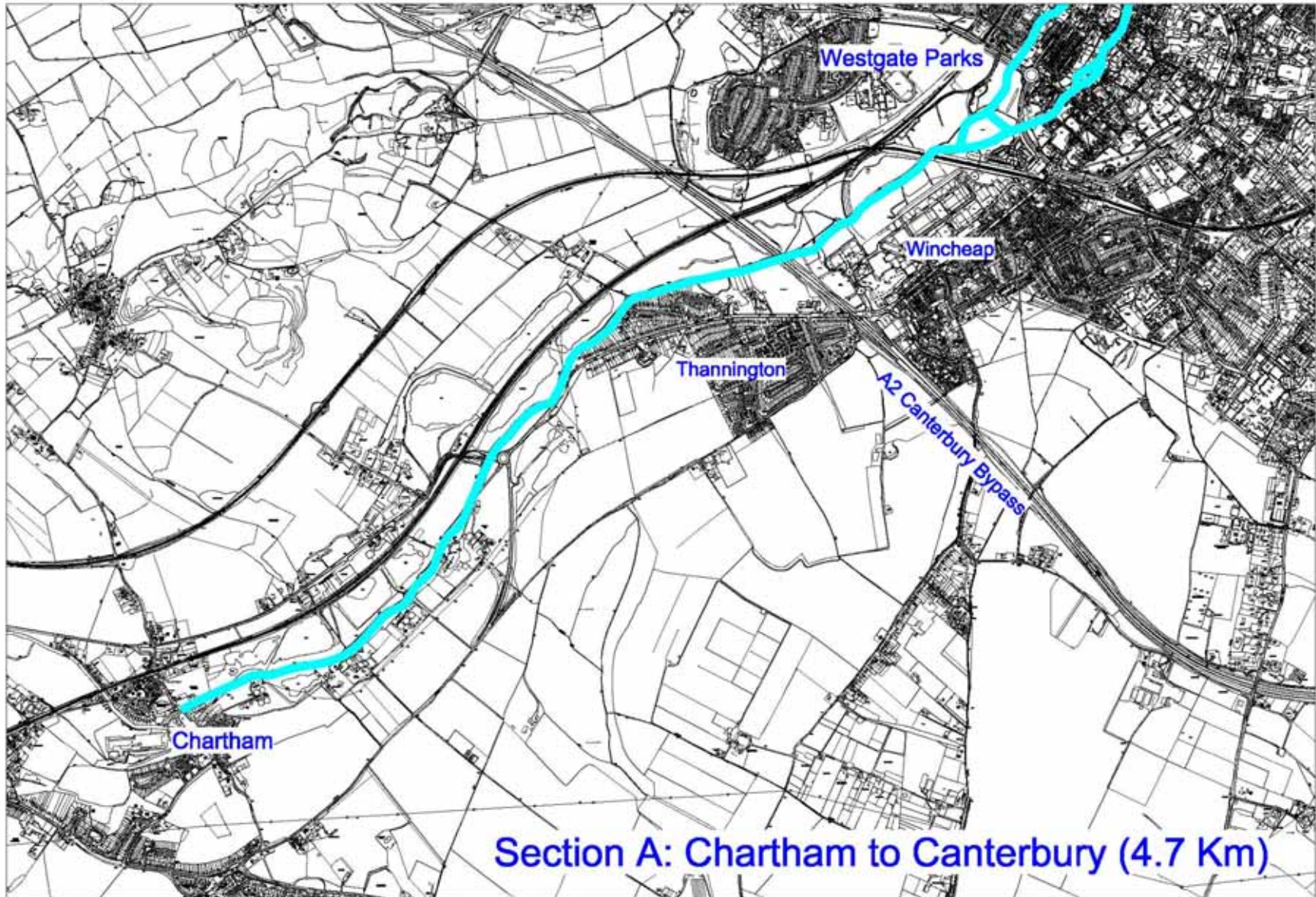
- Encourage more people to walk and cycle off road thereby reducing traffic congestion and air pollution
- Encourage people to be more active to improve their health and well being
- Provide an opportunity for people to have contact with the natural environment and wildlife
- Optimise the potential multi-functional benefits of well-designed and managed riverside open space, for example, flood storage, pollution filter, wildlife habitat / movement corridor, transport corridor for walking and cycling, spaces for active and passive recreation.
- Increase the interest of the city as a destination for visitors and businesses. The riverside corridor provides access to a range of attractive parks and gardens within the city and is a gateway to the wider countryside. It incorporates attractive sustainable walking and cycling routes to local settlements.

## 2.0 Location of strategy and study area

2.1 This strategy will be an appendix of the City Council's recently revised Open Space Strategy 2014-2019. The Open Space Strategy records and audits all publicly accessible open space within the district and contains standards for new open space provision. It classifies open space into different types or typologies. The riverside network falls into the category of Green corridors – linear green routes used for walking and cycling with opportunities for wildlife migration.

2.2 The agreed study area extends from the village of Chartham in the west to Sturry in the east. For convenience the 'corridor' has been divided into three manageable sections:

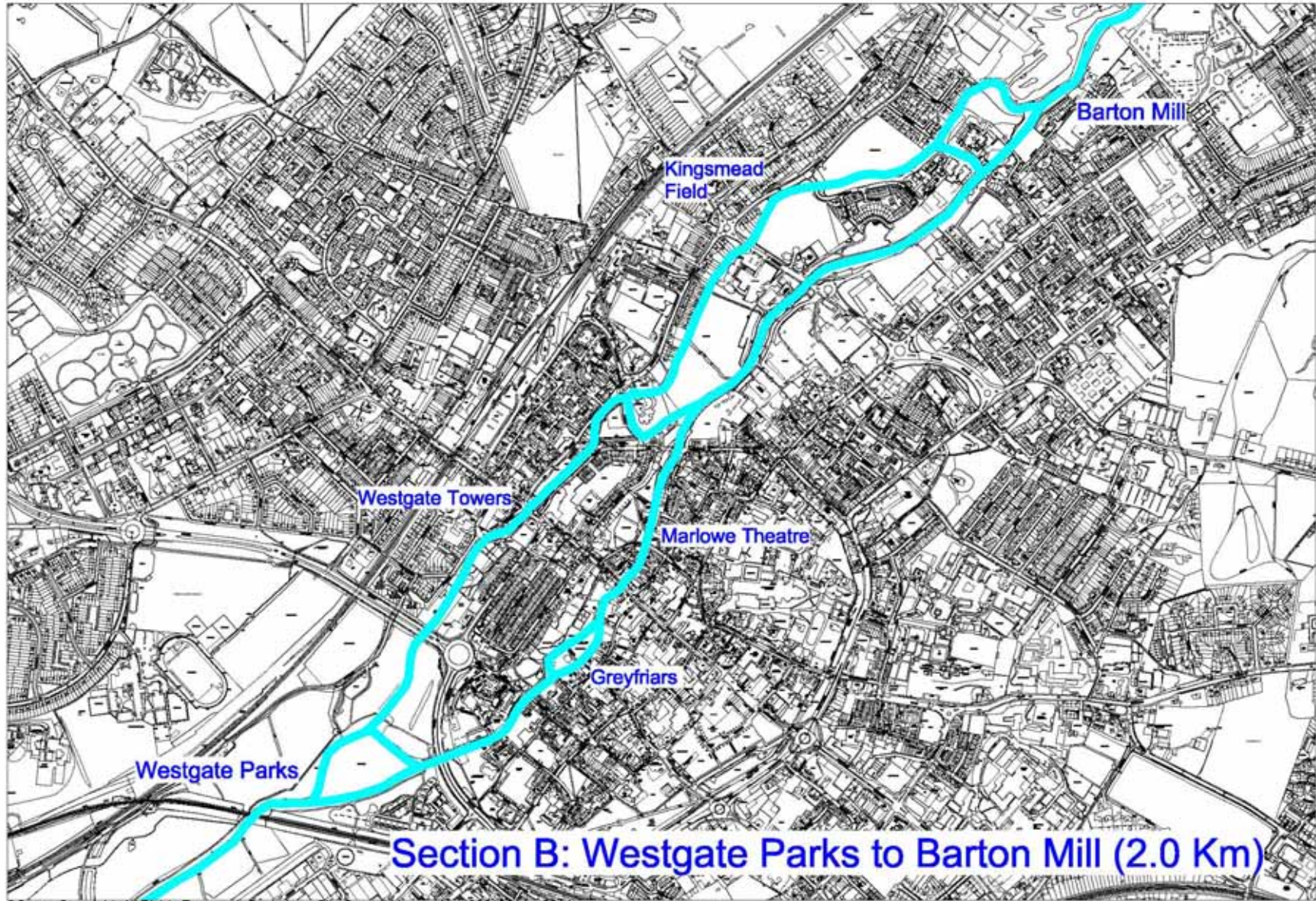




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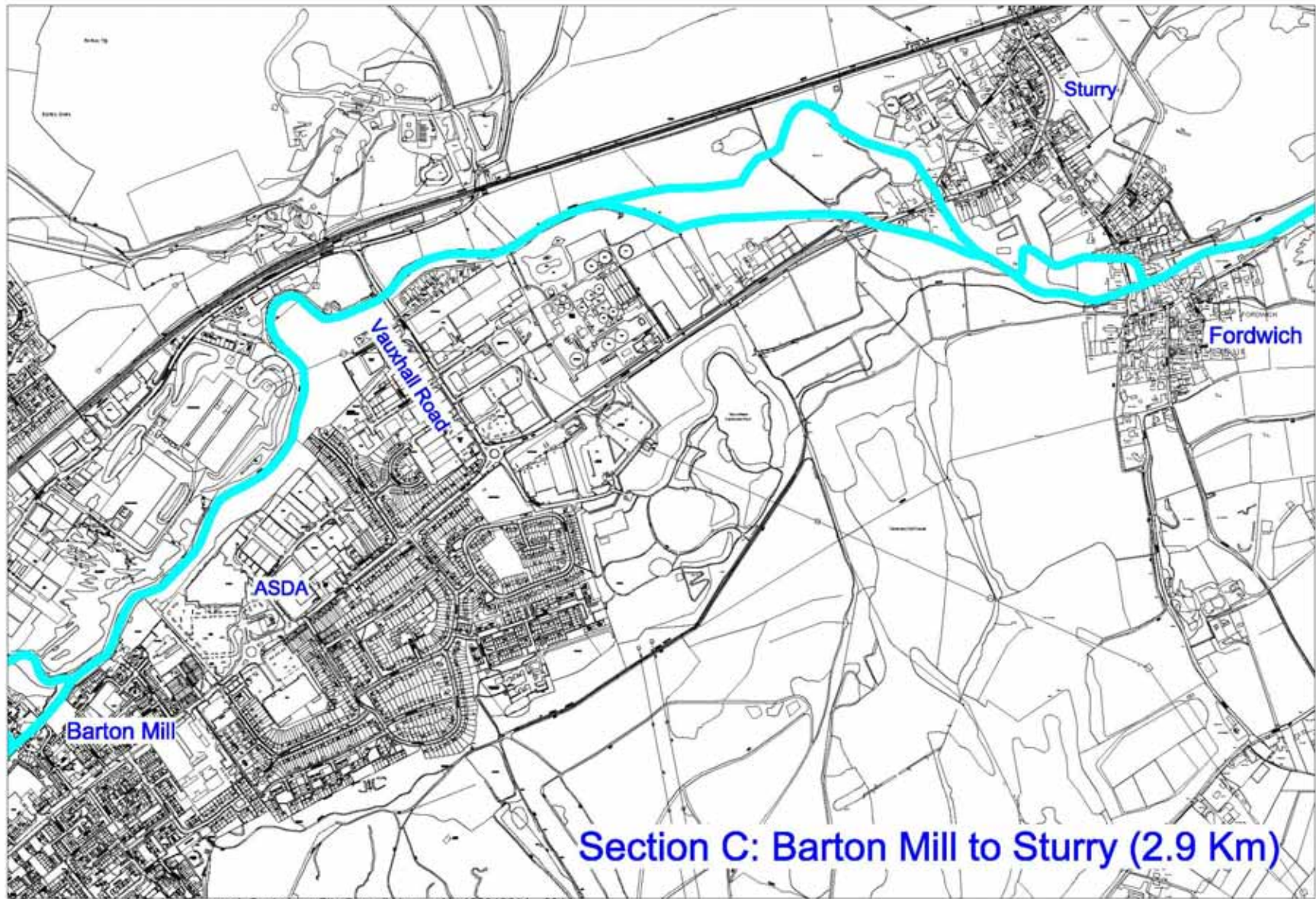


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### 3.0 Policy context

#### 3.1 Local Plan – Consultation Draft 2013

The Draft Local Plan contains specific policies relating to the river and riverside environment in Canterbury:

##### **Policy CC12:**

The Council will seek to ensure that every opportunity is taken to enhance existing aquatic environments and ecosystems. This will include restoration of natural river features (including riverbanks) and removal of barriers to fish passage when appropriate opportunities arise.

##### **Policy OS12:**

Land identified on the Proposals Map (Inset 2) along the River Stour corridors in Canterbury City will be protected from development to enable its future use and contribution towards the riverside corridor, as set out in the Riverside Strategy (2003) adopted by the Council.

##### **Policy SP6:**

A green infrastructure strategy will be produced in parallel with the Local Plan. Among the objectives of this strategy will be to:

- provide measures to protect and enhance biodiversity and meet the requirements of the habitats regulations, and
- create and enhance linkages between natural areas and open spaces and areas of undesignated countryside, as appropriate.

The Plan also makes the following commitments in relation to the riverside in Canterbury:

- to create a network of access routes
- to enhance the wildlife interest



- all future development sites adjacent to the river will be expected to contribute to and make provision for a shared riverside route for pedestrians and cyclists.

### 3.2 Canterbury Landscape character and Biodiversity Appraisal (Draft August 2012)

The purpose of the appraisal is to inform the core strategy of the emerging Local Plan and to provide an informative tool for developers, planners, land managers and conservation bodies.

The study identifies areas that require conservation, restoration, reinforcement or improvement. It provides justifications for managing pressures for change in the area without diminishing the value of the landscape and existing potential wildlife habitat networks.

The appraisal supports the principles of the National Planning Policy Framework March 2012 and the 2011 Natural Environment White Paper entitled 'The Natural Choice: securing the value of nature' by assessing character and biodiversity at a wider landscape scale to:

- Identify and describe the local landscape character areas
- Assess the condition and sensitivity of these landscape character areas
- Identify existing priority wildlife habitats and strategic biodiversity networks

The two relevant landscape character areas affecting the river corridor within the study area are:

- a) **Stour Valley – Chartham** (Chartham – Milton Bridge), and
- b) **Stour Valley – Sturry and Fordwich** (Vauxhall Road – Sturry)

The guidelines for both are to **conserve and restore**.

Specifically the guidelines are as follows:



**a) Chartham section:**

- Conserve and restore traditional drainage pattern where it is in decline
- Conserve and restore traditional extensive wetland grazing to enhance the pastoral valley floor setting of the river
- Seek to create new wetland habitat features within floodplain
- Remove detracting features from the valley where practicable
- Soften the impact of the built development by using planting appropriate to the landscape
- Conserve and restore historic buildings and their settings
- Resist built development in the floodplain, particularly near to the river

**b) Sturry and Fordwich section:**

- Reconstruct the urban edge developing riparian belts of trees and shrubs to soften the impact of the built up area on this open and highly sensitive landscape
- Manage watercourses for biodiversity and to maintain landscape pattern where they are in decline
- Encourage traditional grazing pattern on wetland pasture
- Resist further piecemeal erosion of the character area
- Soften the impact of the built development by using planting appropriate to the local landscape



- Enhance the visual characteristics and quality of the Sturry Road approach drawing upon its historic connections

#### 4.0 Detailed design policy

The aim of the following policy statements is to ensure that the creation of new sections of route and the enhancement of existing sections are coordinated to produce a unified riverside environment of good, consistent design quality and recognisable identity.

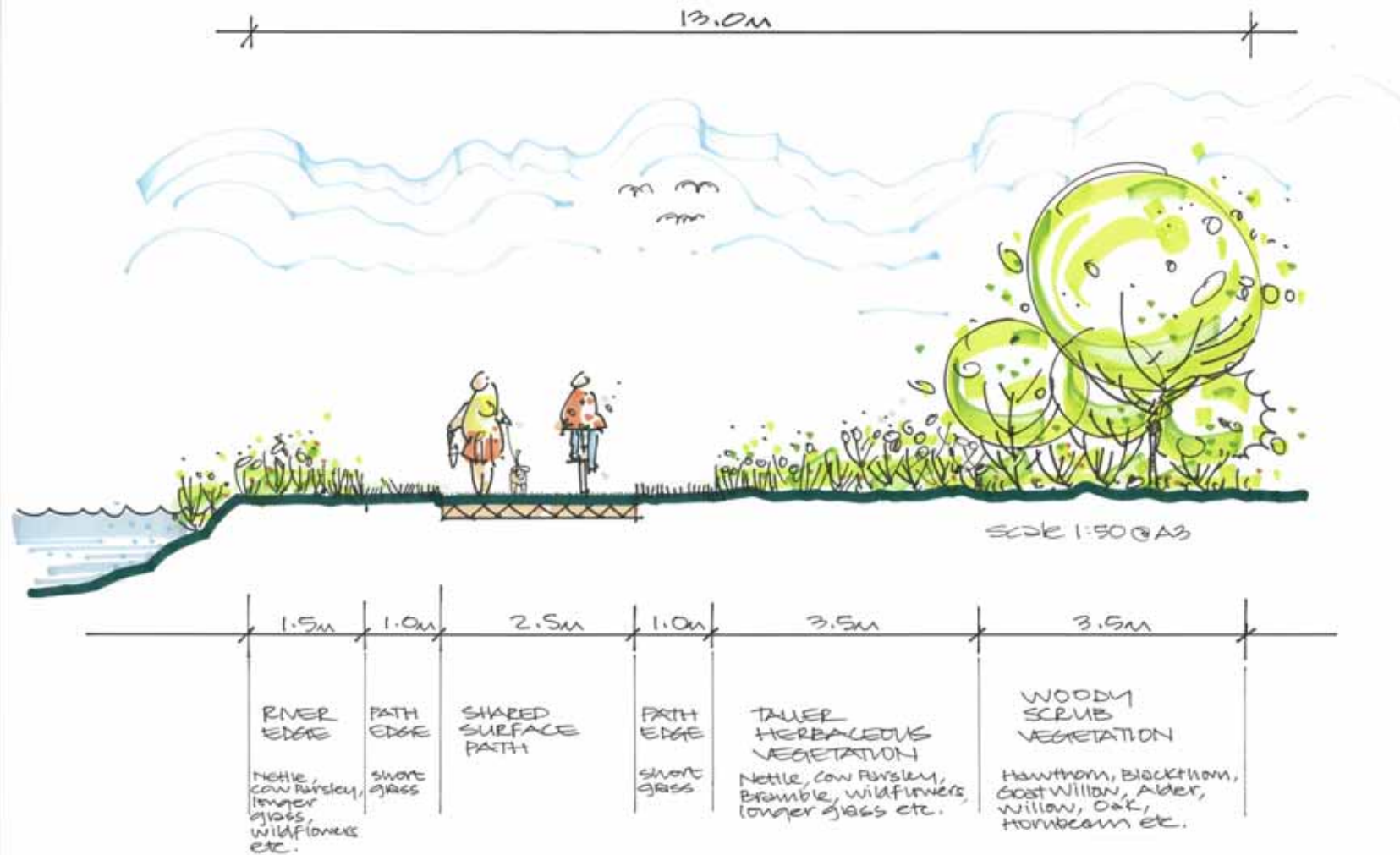
#### 4.1 Space requirements for creation of new sections of riverside walk

The Environment Agency require a minimum width of 8.0m from top of river bank for operational watercourse management reasons. Past experience has shown that this dimension does not provide sufficient space for habitat creation and buffering built development.

The optimum width of 'riverside corridor' required to adequately accommodate access for people to walk and cycle and a rich, varied habitat for wildlife is 13.0m from top of river bank. The cross-section drawing below shows how this width will typically be apportioned.

*Policy RS1: Wherever possible a minimum corridor width of 13.0m shall be reserved for new riverside access routes.*





## Space requirement for new sections of riverside walk (Policy RS1)

## 4.2 Shared path surfaces for walking and cycling

All riverside routes have been designed to be shared by pedestrians and cyclists without segregation. A largely unmarked and unsigned route places responsibility on users to respect others and act responsibly. This arrangement has worked well over recent years.

*Policy RS2: Hard surfaced riverside path routes shall be shared by pedestrians and cyclists without segregation wherever possible.*

## 4.3 Path width and surface treatment

Sustrans, the UK's leading sustainable transport charity, advise that shared surfaces should be 2.0 - 3.0m wide with 1.0m wide grass margins either side. Our own experience confirms that a hard surfaced width of 2.5 – 3.0m with 1.0m grass margins either side works well.

*Policy RS3: Shared surface path widths shall be a minimum of 2.5m in width with 1.0m wide cut grass margins either side to present a managed appearance.*

There are two options for hard surfaced access paths:

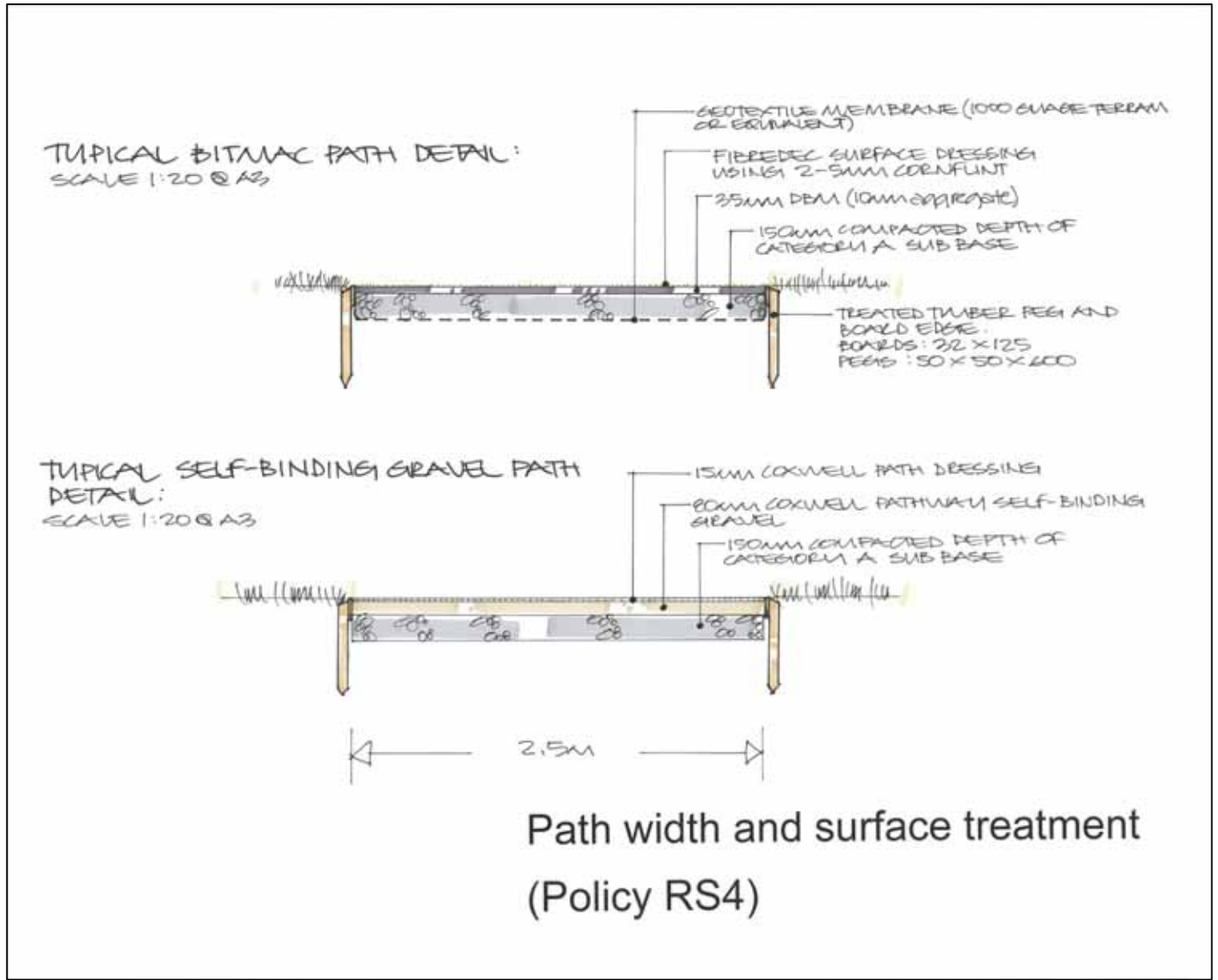
- Bitumen macadam (sealed, smooth surface)
- Self-binding path gravel (porous, textured surface)

Machine laid bitumen macadam is the preferred choice because of the smooth surface which is well suited to cycling and low maintenance. When bitumen macadam is used the edging is important. Treated softwood timber forms a stable edge and enables more natural curved alignments to be achieved. Macadam weathers in appearance and if concrete edging is used it will soon become covered by vegetation. Bitumen macadam paths can be made to appear more 'natural' by the application of a bonded natural stone aggregate to the surface. This adds an extra cost and is likely to wear away over time.



Self-binding path gravel provides an alternative to macadam and is best suited to areas outside the city centre in open countryside. The surface is porous with a loose texture. The material is a mix of different sized aggregate and is combined with a fine clay dust. It is laid using a heavy roller with a water jet to produce a compacted surface which binds together with usage. The surface can be topped-up if low spots occur. A timber edge is commonly used to retain this surface.

*Policy RS4: New path construction shall be either bitumen macadam or self-binding gravel.*





#### 4.4 Lighting

A balance needs to be struck between the provision of artificial lighting for pedestrians and cyclists along certain lengths of the riverside and maintaining a dark sky to protect habitats for wildlife. River corridors, especially in urban centres, provide an excellent foraging habitat for nocturnal wildlife such as bats.

Increased lighting is a particular problem for bat populations. Bats are specifically adapted for low light levels. Lights, particularly those with high ultraviolet (UV) levels attract large numbers of insects which can result in a depletion of numbers from the riverside habitat.

Artificial lighting in the wrong place at the wrong time is a pollutant which can harm the natural environment.

Riverside lighting shall conform to the following requirements:

- Avoid light spillage into the night sky
- Use narrow spectrum bulbs less damaging to wildlife
- Use medium to low level lighting columns (less than 4.0m high). Low level light sources reduce ecological impact, but are more prone to malicious damage.
- Direct illumination away from the river and riverside vegetation down towards the access route
- Use energy-efficient LED lighting at 30 watts where possible for pedestrian routes to provide an illumination level of 20 lux (55 lux is the standard ambient illumination level)
- Incorporate sensor controlled devices to trigger illumination by the movement of an approaching user

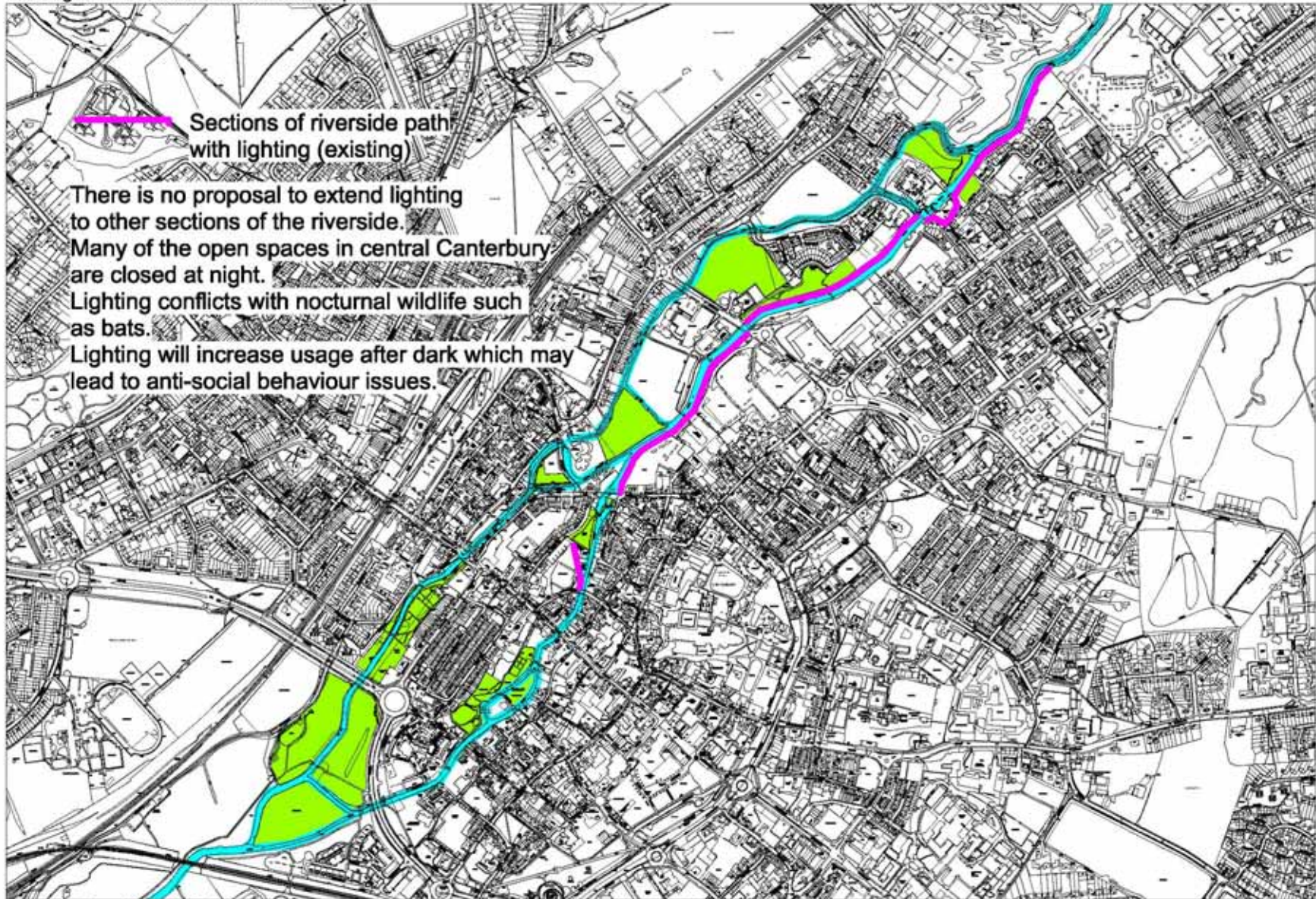


The section of the riverside with existing lighting columns extends from St. Radigunds to Parham Road. The lighting was installed by the City Council and developers at the request of the city council. Most of the lighting pre-dates the aforementioned best practice and does not conform.

*Policy RS5: Existing lighting to be adapted to conform with agreed best practice for Canterbury in order to mitigate, as far as possible, adverse impact on bats. New lighting to be designed to conform with best practice. Lighting to be restricted to principal routes in the urban centre.*



Existing illuminated stretches of riverside path



Sections of riverside path with lighting (existing)

There is no proposal to extend lighting to other sections of the riverside.  
Many of the open spaces in central Canterbury are closed at night.  
Lighting conflicts with nocturnal wildlife such as bats.  
Lighting will increase usage after dark which may lead to anti-social behaviour issues.

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## 4.5 Furniture

Furniture refers to seating and litter bins.

- **Seats**

Seats should not be installed unless the location is suitable. A seat should be positioned in a sunny, sheltered location with a view. Ideally a seat should back against a fixed element such as a wall, railings, fence, hedge or tree to provide a visual 'anchor' and to provide a sense of security. Seats should be comfortable with a back and arm rests. Seats should be set back from a path by at least 2.0m wherever possible. Seats with a view of the path will help provide informal surveillance.

Seats provide an opportunity to reinforce the identity of Canterbury's riverside. The style of seat for urban settings should differ from that used in open countryside and rural environments. It is acknowledged that certain historic gardens and parks in Canterbury may have a particular style of seat not used elsewhere. Although there are maintenance advantages to standardisation, in the interest of creating a sense of place it cannot always be achieved.

The route between Chartham and Canterbury features several 'landmark' sculptural seats crafted by artists. Sculptural seats such as these work well along the longer rural stretches because they help legibility and wayfinding and serve as distance markers. Care should be taken to avoid siting 'sculptural seats' at too frequent intervals.

*Policy RS6: To strengthen route identity a standard seat type has been selected for both urban and rural settings. Occasional well-sited sculptural 'landmark' seats will be installed to add interest and aid navigation.*



- **Litter bins**

The council installed a very robust type of metal litter bin in parks and gardens and along the riverside in the 1990s. This litter bin is appropriate for both urban and rural situations and is now in widespread use throughout the district. For these reasons this litter bin has been adopted for Canterbury's riverside.

Litter bins should be carefully sited at junction points and should not be positioned close to seats. The longer rural stretches should not be interrupted by litter bins. Users should be asked to take their litter home with them or deposit it in the nearest litter bin.

*Policy RS7: A standardised litter bin type shall be used for the riverside.*

#### **4.6 Structures**

Structures include hard landscape elements such as walls, railings and bridges which are key components of the riverside infrastructure. Walls and railings provide enclosure, control movement and add richness to the townscape experience of urban areas. Existing structures need to be regularly inspected and maintained in good condition. New walls, railings and fences need to be designed by a professional architect or landscape architect in sympathy with the local context. The context will determine the most appropriate design, materials and construction techniques.

Bridges provide key visual punctuations along the riverside corridor. They connect, provide a platform for views of the river and, if well designed provide memorable architectural features.

Existing bridges need to be regularly inspected and maintained. New bridges need to be designed to fit the context and other bridge design in the locality. Bridges need to conform to access and safety standards in terms of widths and handrail heights. They can, and often are narrower than adjacent paths. The height of a bridge over water will be determined by the requirements of the Environment Agency. A level transition between path and bridge should be achieved where possible to promote ease of access for pedestrians and cyclists.



*Policy RS8: New walls, railings and bridges represent important infrastructure elements and need to be designed by design professionals in sympathy with local context to enhance local distinctiveness.*

## 4.7 Signage

In relation to the riverside walk, there are three types of sign:

- **Welcome**

Most often used in relation to a static space such as a principal park or garden with identifiable boundaries. Commonly fixed to an existing wall or railings at an access point. A welcome sign at key access points serves to advertise the name and existence of the space; to highlight features and facilities available (plan of site with key); and to provide contact details of owner or managing organisation.

- **Directional**

Typically a finger post sign, this type of sign (related to linear routes) confirms the existence of the route; displays distances to destinations; and, advertises the route to those who do not currently use it.

- **Information**

Most commonly a lectern type panel designed to convey information to enrich the user experience. The information may relate to notable historic structures or events, past use of the site, wildlife or landscape interest. Website and app links may be provided for further information.

It is important for signage to be coordinated, consistent, clear and relevant to users. It should be used judiciously and sited at key locations.

An easily recognisable logo specifically designed for a space or linear route will strengthen identity. A logo for Canterbury's riverside walk will be produced.



*Policy RS9: Welcome and information signs should be A3 lectern signs. Wherever possible these signs should be fixed to existing walls and railings to minimise 'clutter'. Two different types of directional signs shall be used: stainless steel post with metal finger signs for urban centres and timber marker posts for open countryside (see examples).*

## 4.8 Planting

The accent is on managing existing areas of planting rather than new planting design. Only isolated, short sections of the the river corridor feature groups of trees. In open countryside trees such as willow and alder occasionally punctuate the riverside landscape. Management may involve coppicing trees and shrubs, cutting grass at different frequencies and allowing river-edge planting to develop with minimal disturbance.

In situations where new planting is required the following principles should be followed: outside the urban area plant selection should be native species characteristic of the riverside and local area. Indigenous plants strengthen local landscape character and provide food, shelter and 'stepping stones' to aid safe movement for a diverse range of wildlife.

Within the urban boundary there will be opportunity for carefully selected non-native species to be planted subject to context. Wherever possible tree species in urban areas should be native.

Tree planting requires careful consideration. Trees and tall shrubs will impact on views, the ecology of the riverbank and river and the sense of safety perceived by users.

Planting design needs to be undertaken by a suitably qualified officer familiar with local landscape character, user requirements and wildlife interest.

*Policy RS10: New planting should be composed of native species and should be designed by a suitably qualified officer. River corridor vegetation should be managed to create an attractive, safe environment maximising variation of habitat for wildlife. In certain instances in urban areas it may be appropriate to consider planting non-native tree species.*



## 4.9 Wildlife

The river and its associated drainage channels are key habitat features supporting a range of fish, mammals, birds and invertebrates. Chalk rivers are characterised by clear water of shallow depths, an abundance of river gravels, good assemblages of plants and relatively stable water flows. Through good water catchment management the environment of the Great Stour should be supporting trout, eels, water voles, otter, our native cray fish, bats and a wide range of birds in good numbers.

Over recent decades many of our chalk rivers have been damaged by nutrient enrichment and unfortunately the Great Stour is classified as being eutrophic as a result of high levels of phosphate. Eutrophication, or over fertilisation of rivers leads to excessive growth of algae which smothers out other aquatic plants and animals. Phosphates get into water courses as a result of run-off from agricultural fields fertilised with phosphorous compounds. However, the main source is from household effluent from sewage treatment works and septic tanks. The EU Water Framework Directive adopted in 2000 demands both clean and biologically healthy rivers. As a result huge investment is being made to improve the effectiveness of sewage treatment plants. It is hoped that, over time, the main source of phosphates to our rivers will be significantly reduced.

In February 2013 the Kentish Stour Countryside Partnership produced a practical study detailing specific river restoration projects to enhance biodiversity interest in the river and its immediate corridor. It was called the 'River Stour and Floodplain Restoration Plan, Shalmsford Street to the A2'. By creating variations to the profile of the bottom of the river and to riverbanks the flow of the river will become more varied. Variation creates niches to accommodate a greater diversity of wildlife.

The second phase of the study has been commissioned by Canterbury City Council for the river between the A2 and Fordwich Bridge. Both studies will be included in this strategy as appendices. It is hoped that as and when funding becomes available a prioritised programme of project implementation will be possible.





*Policy RS11: The environment of the river and river corridor provides a range of very important habitats and safe movement corridor for wildlife, particularly through the urban centre of Canterbury. Wherever possible new design and landscape management decisions shall promote biodiversity. The in-channel river passing through Canterbury shall be enhanced as a linear movement route for wildlife.*

#### 4.10 Recreation

The two main recreational activities associated with the river are the managed use of watercraft (boats, punts and canoes), and fishing, which is unmanaged between Toddlers Cove and Sturry.

Well-managed recreational use of the river can make a valuable contribution to making Canterbury's riverside a more popular and attractive place.

- **Watercraft**

Punt and boat hire has been successfully managed by Canterbury City Council's licencing section for a number of years. There are now three licenced operators within the city centre. Two operating on the southern channel or 'Kings River' and one from the Westgate Towers on the northern channel. The calm, serene nature of punting, synonymous with Oxford and Cambridge, provides a colourful activity to animate the river without major disturbance to wildlife. It is popular with visitors to the city, and provides a valuable antidote to the central shopping streets. It contributes to dispersing tourists and broadening economic activity within the city.

Licenced canoe hire is currently being considered for a specific stretch of river in Canterbury by the City Council (Toddlers Cove upstream to the start of the Tonford fly fishing waters). Unlike punts which are propelled by trained staff canoes would be free to hire by members of the public. There is a potential conflict with punt operators who fear the tranquillity of the river will be lost and behaviour will be difficult to control. A purpose built landing stage will be required for launching canoes. Such a launch facility may encourage others to use watercraft in an uncontrolled manner.



Well managed, licenced recreational activities such as boating and punting add vitality and interest to the river, extend the offer to visitors and reveal hidden parts of the city without disturbance to other users and wildlife. Present usage appears to be at full capacity.

*Policy RS12: Maintain the well managed licenced boating and punting activities on the river at existing levels.*

- **Fishing**

Tonford fly fishing club manage the river for trout fishing from the railway bridge just upstream of Toddlers Cove to Chartham. The Canterbury and District Angling association manage the section from the Mill Pool at Sturry to Plucks Gutter for course fishing. The stretch of river between Sturry and the start of the Tonford fly fishery is unmanaged.

A more serious threat to fish populations is being posed by overseas visitors who customarily eat course fish instead of returning them to the river as is the tradition in this country. The Environment Agency have been pressing for signs with symbols to be displayed to indicate course fish are not to be killed and eaten.

Interestingly, the 1987 Riverside Strategy noted the capacity of the river to accommodate boating and fishing as being limited. It advised the need for an assessment of the river's capacity to accommodate both activities to be carried out.

The 2003 strategy reinforced this message by stating that both fishing and boating have the potential to disturb other users and wildlife. It is important on a small river such as the Stour that boat use is carefully managed.

*Policy RS13: The city council shall work in partnership with the Environment Agency and local friends groups to develop an action plan to educate anglers and to manage unrestricted fishing between Canterbury and Sturry to avoid fish stocks being further depleted.*



## 5.0 The network of parks, gardens and open spaces in Canterbury

### 5.1 The existing network of riverside spaces

Table 1: Riverside parks, gardens and open spaces

Name	Type	Area (Hectares)	Ownership	Management	Locked at night
Westgate Parks: <ul style="list-style-type: none"> <li>• Toddlers Cove</li> <li>• Bingley Island</li> <li>• Tannery Field</li> <li>• Westgate Gardens</li> </ul>	Park	2.0 1.7 2.0 1.7	CCC	CCC	No No No Yes
Tannery Park	Park	0.3	Private	Private	Yes
Greyfriars Franciscan Garden	Gdn	0.3	CCC	CCC	Yes
Greyfriars Priory Garden	Gdn	0.6	Private	Private	Yes
Butterfly Garden	Gdn	0.008	CCC	CCC	No
The Causeway	OS	0.2	CCC	CCC	No
Solly's Orchard	Gdn	0.3	CCC	CCC	Yes
Bus Company Island	OS	1.1	CCC	CCC	Yes (access by appointment)
Kingsmead Field	OS	1.8	CCC	CCC	No
Kingsbrook Park	Park	0.6	Private	CCC	No
Barton Mill	OS	0.9	CCC from 2016	CCC from 2016	No
Sargeants Parade	OS	0.2	Private	Private	No
Vauxhall Avenue Field	OS	2.7	CCC	CCC	No

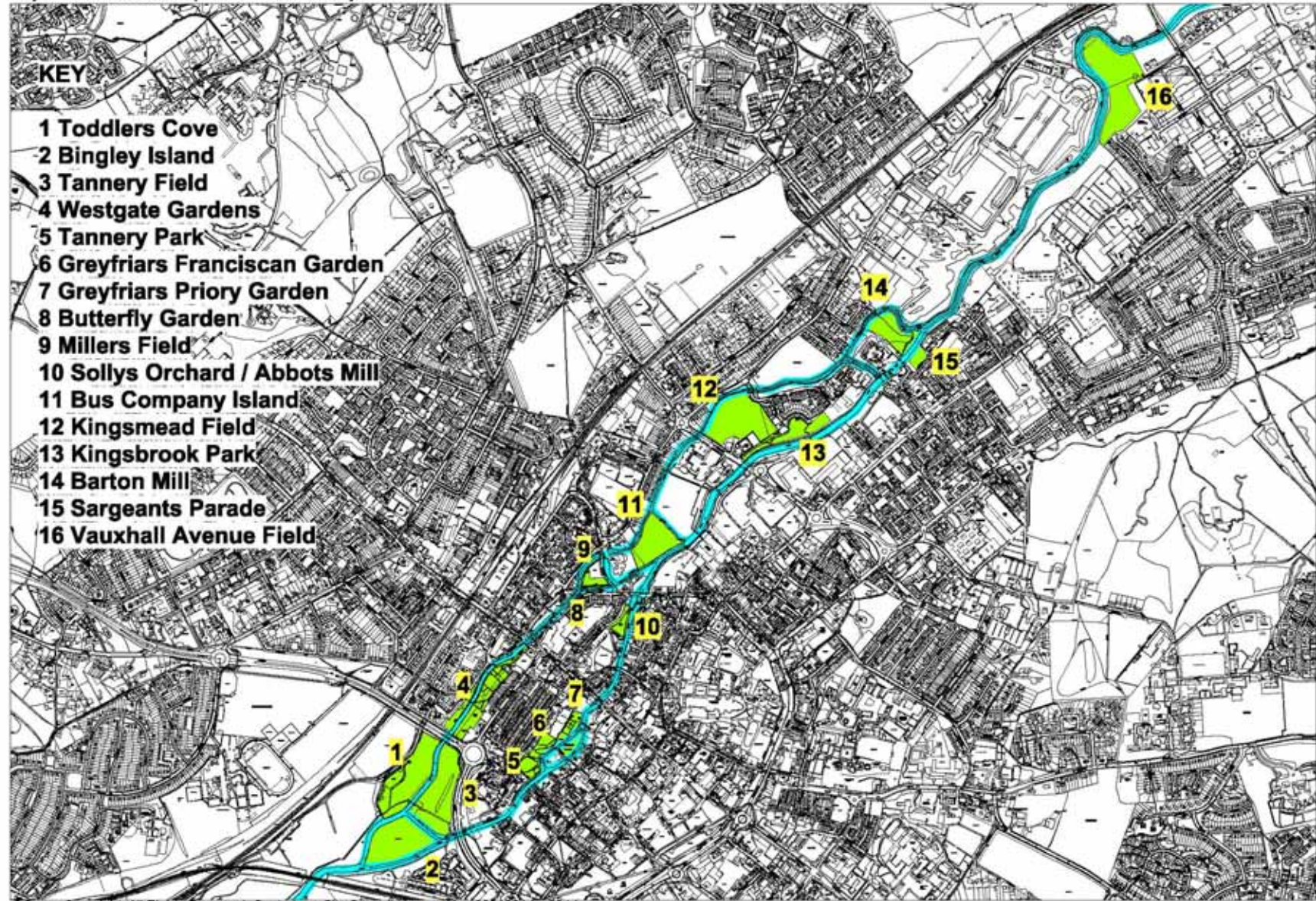
(CCC : Canterbury City Council; OS: open space; Gdn: Garden)



The assemblage of parks, gardens and open spaces associated with the linear riverside corridor as it passes through the urban centre of Canterbury has a combined area of 16.4 hectares. Most of the sites are owned and managed by the City Council. These spaces make up the green spine of the river corridor through the city; they provide great variety in terms of spaces with different functions, an unfolding sequence of views and a heritage trail revealing hidden parts of the city.



Key Riverside Green Spaces in Canterbury



## 5.2 Individual character verses conformity with the detailed design policy

Each of these 'static' spaces possesses its own individual character. It is important to identify and understand the essence of the character of each in order to use this information to guide future change. In this way proposed changes are more likely to strengthen character and historic sense of place.

It would be wrong to try and dilute individual character and variation in an attempt to unify the spaces into a single, easily recognisable riverside walk brand. The approach should be to identify and strengthen individual character and user experience, and, through design, provide subtle indications that the spaces form part of the riverside walk network.

This is best achieved through the choice of colour of the metal work of furniture, gates and railings and signage. Path surface treatment is a powerful way of unifying the linear thread of the route, but may not be practical or cost effective in all instances. Coordination of signage (welcome, directional and information) with the use of standardised design and the inclusion of a distinctive logo is perhaps the most practical way of highlighting the riverside route within these spaces.

**Table 2: Description of the character and function of riverside spaces**

Name	Character/function
Westgate Parks: <ul style="list-style-type: none"><li>• Toddlers Cove</li><li>• Bingley Island</li></ul>	<ul style="list-style-type: none"><li>• Informal grass open space with random groups of trees. Accommodates natural timber play area, toilet block and parking. Opportunity to vary grass cutting to further emphasise informal character. Line of pollarded willow trees separate space from river. Destination for children and families in fine weather.</li><li>• Secluded island managed for nature conservation interest. Circular, unsurfaced, informal path route. Area of short grass contrasting with tree groups and areas of tall, native herbaceous vegetation.</li></ul>



Name	Character/function
<ul style="list-style-type: none"> <li>Tannery Field</li> </ul>	<ul style="list-style-type: none"> <li>Buffer space between Rheims Way and river on two distinct levels. Lower area subject to flooding when river level rises. No existing function. Orchard with wildflower understorey proposed. Noise from road and poor views make space uncomfortable to be in for any length of time.</li> </ul>
<ul style="list-style-type: none"> <li>Westgate Gardens</li> </ul>	<ul style="list-style-type: none"> <li>Attractive, enclosed, linear riverside park formerly private garden to Tower House. Ornamental planting of shrubs, herbaceous perennials and bulbs provide year round seasonal interest. The presence of the river, which is very visible, is the main point of interest and makes this park very popular.</li> </ul>
Tannery Park	<p>Informal 'pocket park' laid out to grass with sparse tree planting. Incidental toddlers play space with seats overlooking river.</p> <p>Space has strong semi-private feel with entrance gates and natural surveillance from overlooking apartments. Relatively low levels of use (not fully open to non-residents).</p>
Greyfriars Franciscan Garden	<p>Hidden, enclosed space laid out to grass and trees with winding path links to adjacent spaces. Narrow branch of river forms southern boundary but not very visible. Quiet, contemplative space. People pass through space or use it to access neighbouring primary school.</p>
Greyfriars Priory Garden	<p>Secret walled garden with historic Greyfriars chapel built over river channel. Access hidden by way of narrow path and two bridges. Traditional wildflower meadow and wall enclosed garden space, formerly formal garden.</p> <p>Wonderful tranquil atmosphere providing a secluded sanctuary for people and wildlife in the heart of the city.</p>
Butterfly Garden	<p>Very small walled garden space overlooking river. Link space between The Causeway and city centre. Natural stone paving combined with narrow plant beds and seating. Opportunity to grow nectar-rich plants attractive to bees and butterflies, however partly in shade for most of the day. No apparent theme to planting.</p>
The Causeway (Miller's Field)	<p>'Island' space surrounded by river on all sides. Car park added leaving 'L' shaped grass space without clear function. Riverside path link to North Lane car park and city centre but not widely used.</p> <p>Structural lime tree planting maturing well. A space passed through rather than lingered in, due to presence of car park and lack of interest.</p>



Name	Character/function
Solly's Orchard	Intimate walled garden space with south-facing aspect. Sunny and sheltered for most of the day. Unfortunately view of river obscured by boundary wall. Orchard theme to planting. Space connects, by way of series of footbridges over sluice gates, to site of former Abbots Mill. Sight and sound of rushing water and deep mill pool with brick bridge backdrop creates very attractive, memorable space.
Bus Company Island	Wooded island in centre of river. Appears private and inaccessible. Central, hidden open glade and pond. Managed for nature conservation with amphibian, reptile, bird and invertebrate interest. Access is not promoted due to the local nature reserve designation and wildlife value of the undisturbed site. Wildlife monitored by higher education students studying natural sciences. Important for urban areas to have wildlife sanctuaries such as this.
Kingsmead Field	Flat, open grass space beside northern channel of river. Formerly used for hockey and cricket but now used by local people for informal sport and recreation and for occasional fun-fairs and circuses. High beech hedge to screen Kingsmead Road on western boundary. Several mature weeping willow trees on northern boundary indicate line of lower level river channel.
Kingsbrook Park	Small, semi-private 'pocket park' space within centre of new housing development. Separated by abrupt change in level from lower riverside walk. The space has been designed with grass space deliberately interrupted by planting to deter ball games. A play area for younger children provides the only usable part of the park.
Barton Mill	Area of dense willow woodland and small area of open grassland, flanked by river. Expected to come into the possession of CCC (from developer) April 2016. To be managed for nature conservation with limited public access.
Sargeants Parade	Featureless, rectangular open grass space in centre of new student accommodation development. Designated protected open space in Local Plan. No clear function. Good natural surveillance. If used for ball games likely to cause disturbance to adjacent properties.
Vauxhall Avenue Field	Informal, rough grass open space beside river on eastern suburban edge of the city. River obscured by high earth bund from part of the open space. Previously developed in an unplanned, adhoc manner with play and parking appearing visually obtrusive and uncoordinated. Pylon, substation and recent sea cadet headquarters all protected by steel palisade fencing appear very intrusive.





### 5.3 Future vision for each space

Table 3: Vision for specific riverside spaces

Name	Future vision
Westgate Parks: <ul style="list-style-type: none"> <li>• Toddlers Cove</li> <li>• Bingley Island</li> </ul>	<p>Destination riverside play and picnic meadow. Natural timber, pollarded willows along river boundary, longer grass in less intensively used parts of the site. Low cost car park with links to off-road walking and cycle routes to Chartham and Whitstable mean this space has potential to become a gateway to the open countryside.</p> <p>Semi-natural island managed as a secluded wildlife refuge. Public access provided but not positively promoted. Subtle management of vegetation : coppiced willow thickets, damp areas with sedges and native flora, shorter meadow areas and cut grass paths though taller native herbaceous vegetation. Occasional groves of alder, willow aspen and single specimen black poplar. Older pollarded willows to be retained for hole nesting birds.</p>
<ul style="list-style-type: none"> <li>• Tannery Field</li> <li>• Westgate Gardens</li> </ul>	<p>Traditional Kentish orchard with wildflower understorey. Shorter meadow grass from main path access outwards. Outer edges allowed to grow longer with 1-2 cuts per year. Tree division between Tannery Field and Bingley Island managed to eventually replace existing line of lombardy poplar trees. Native species such as alder and willow introduced.</p> <p>Native woodland shaw on earth bank separating orchard on higher plateau from lower riverside water meadow.</p> <p>Informal, ornamental riverside park restored to take on the character of the garden of a private residence. Mature specimen trees and colourful herbaceous borders set within immaculate lawns.</p>
Tannery Park	<p>Incidental 'pocket park' with semi-private feel. Occasional tree groups within gently contoured grass landscape. Differential grass cutting to allow areas of longer grass to flourish. Cut grass paths. Riverside meadow space enclosed by buildings and existing trees.</p>



Name	Future vision
Greyfriars Franciscan Garden	Secluded open space passed through or arrived at by accident. Enclosed, introverted space featuring trees and grass. Longer grass margins. Opportunity to plant small group of fruit trees.
Greyfriars Priory Garden	Part of 'hidden Canterbury'. Not connected to the linear riverside trail through Canterbury. Traditional wildflower meadow and formal walled garden with historic chapel straddling river channel.  Mature trees and flint and brick walls. Bridges over river offering glimpsed views along narrow, winding river channels.
Butterfly Garden	Small, intimate walled garden space. Colourful nectar-rich plants to encourage pollinating insects.
The Causeway	Grass open space with riverside sculpture. Visual impact of car park 'softened' by planting. Colourful wildflower grass sward. Winding path route from car park to butterfly garden.
Solly's Orchard	Groups of orchard trees, areas of longer grass with wildflowers, scented climbing roses clothing south-facing wall. Nectar-rich herbaceous perennial planting to attract bees and butterflies. Comfortable seats set back from winding path.
Bus Company Island	Protected, concealed glade within woodland managed as an island wildlife refuge with controlled access. Enlarged pond with viewing deck and soft mud margin, managed longer grass areas, log piles, seating. Basking stones for reptiles. Nest boxes for wide range of birds, bats and invertebrates.
Kingsmead Field	'Riverside Green' suitable for informal recreation and occasional events. Unobstructed central grass space with pollarded willows along northern boundary with river. Seating on boundaries. Areas of longer grass on river boundary.
Barton Mill	Land set apart from the riverside route which appears to be semi-private and part of the Barton Mill housing development. Damp willow woodland managed to create greater habitat diversity – coppicing, pollarding, thinning with some new planting (addition of groups of Alders and possible specimen Black poplar. Area of associated open grassland on infertile soil to be managed as longer grass wildflower meadow. Site to be managed for wildlife with public access discouraged.



Name	Future vision
Sargeants Parade	<p>Difficult to envisage this space being used other than as a kick about area. River separated from this space by steep tree covered bank.</p> <p>Although the Parham Road development lacks open space, it may be best for this space to be developed for housing.</p>
Vauxhall Avenue Field	<p>Neighbourhood play area with multi-games court set within landscape setting close to the end of Vauxhall Avenue. Riverside walking and cycling route bisecting space linking Canterbury with Sturry.</p> <p>New bridge over river close to Sea Cadets centre.</p> <p>Grass open space suitable for informal ball games and dog walking.</p> <p>Palisade fence boundaries to be planted with native thorn hedge planting. Longer grass margins to the open space.</p>



## 6.0 Enhancing existing sections

### 6.1 Condition survey

Table 4: Condition survey of riverside spaces

No	Name	Condition survey (items requiring action)
1.0	Westgate Parks <ul style="list-style-type: none"> <li>• Toddlers Cove</li> <li>• Bingley Island</li> <li>• Tannery Field</li> <li>• Westgate Gardens</li> </ul>	<ul style="list-style-type: none"> <li>• Surface dressing of paths</li> <li>• Covered by HLF project</li> <li>• Surface dressing of paths</li> <li>• Surface dressing of paths; planting design improvements</li> </ul>
2.0	Bingley Court	<ul style="list-style-type: none"> <li>• Drovers bridge to be either opened or left closed off</li> <li>• Weed tie to be screened with planting; information sign</li> <li>• New length of path to connect development with city centre via south bank of river through Rheims Way underpass</li> </ul>
3.0	Rheims Way underpass	<ul style="list-style-type: none"> <li>• Graffiti solution (CCTV)</li> <li>• New improved LED lighting</li> </ul>
4.0	Tannery Park	<ul style="list-style-type: none"> <li>• Solution to replace/adapt step access next to Rheims Way underpass</li> </ul>
5.0	Greyfriars Franciscan Garden	<ul style="list-style-type: none"> <li>• Surface dressed paths</li> <li>• Improved seating</li> <li>• Areas of longer grass</li> <li>• Habitat enhancement</li> </ul>
6.0	Greyfriars Priory Garden	<ul style="list-style-type: none"> <li>• Small habitat enhancement additions</li> <li>• Interpretation signage</li> </ul>



No	Name	Condition survey (items requiring action)
		(NB. Need to discuss and agree with land owner)
7.0	Victoria Walk Marlowe Theatre	<ul style="list-style-type: none"> <li>• Bulb planting</li> <li>• Bat and bird boxes</li> </ul>
8.0	Butterfly Garden	<ul style="list-style-type: none"> <li>• Nectar-rich planting to attract bees and butterflies</li> <li>• Interpretation signage</li> </ul>
9.0	The Causeway	<ul style="list-style-type: none"> <li>• New path link</li> <li>• Artwork</li> <li>• Planting to 'filter' views of parked cars</li> <li>• Interpretation signage</li> </ul>
10.0	Solly's Orchard	<ul style="list-style-type: none"> <li>• More comfortable seats</li> <li>• Interpretation signage</li> <li>• Repaint railings, gates and bridges</li> <li>• Roses and honeysuckle against wall</li> <li>• Longer grass</li> <li>• Nectar-rich planting</li> <li>• Use/ideas for enclosed space by river bridge</li> </ul>
11.0	Bus Company Island	<ul style="list-style-type: none"> <li>• New, entrance gate and fence</li> <li>• Enlarged pond area with improved viewing deck</li> <li>• Seating</li> <li>• Thinning of scrub</li> <li>• Hibernacula</li> <li>• Basking stones for reptiles</li> </ul>
12.0	St Radigunds bridge to	<ul style="list-style-type: none"> <li>• Wider shared path for pedestrians and cyclists (3.0m min. width)</li> </ul>

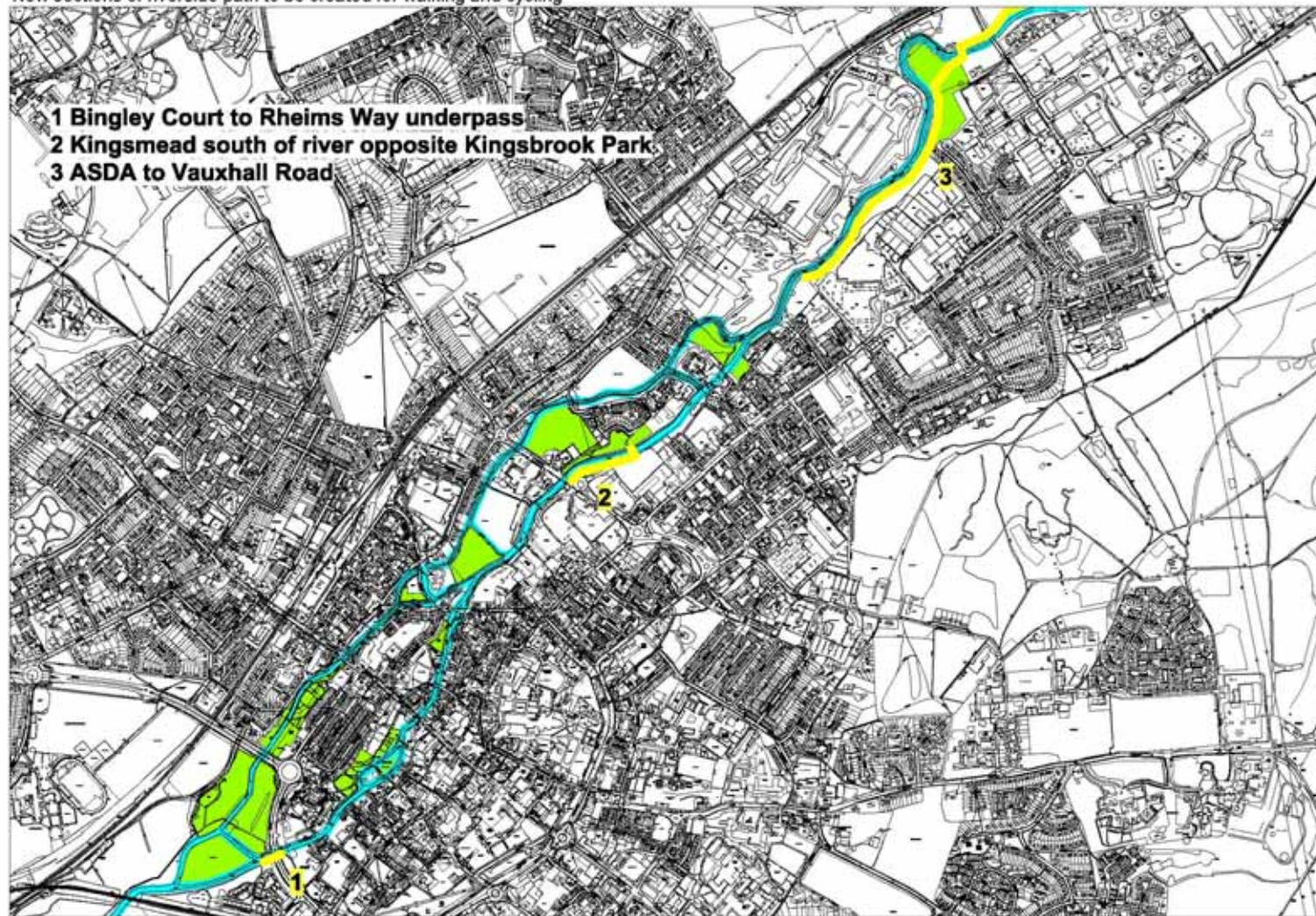


No	Name	Condition survey (items requiring action)
	Kingsmead bridge	<ul style="list-style-type: none"> <li>• Investigate siting cycle path on edge of car park and reconfiguring parking space</li> <li>• Replacement pedestrian and cycle bridge opposite Kingsmead junior school</li> <li>• Wider path on north side of river between replacement bridge (above) and Kingsmead bridge</li> <li>• Repair eroded grass margin</li> </ul>
13.0	Kingsmead Field	<ul style="list-style-type: none"> <li>• New seating on edge of space</li> <li>• Pollarded willows on riverside boundary</li> </ul>
14.0	Kingsbrook Park	<ul style="list-style-type: none"> <li>• Areas of longer grass</li> <li>• Bird and bat boxes</li> <li>• Improved path access on north and east boundaries of Kingsmead island</li> </ul>
15.0	Kingsmead Bridge to Barton Mill	<ul style="list-style-type: none"> <li>• Surface dressed path</li> <li>• Convert existing lighting to LED</li> <li>• New foot bridge to replace temporary bridge</li> <li>• Cut grass margins to path</li> </ul>
16.0	Barton Mill	<ul style="list-style-type: none"> <li>• Management of willow woodland</li> <li>• Interpretation signage</li> </ul>
17.0	Sargeants Parade	<ul style="list-style-type: none"> <li>• Determine realistic use of space or suggest developed for housing</li> </ul>
18.0	Barton Mill to Asda	<ul style="list-style-type: none"> <li>• New LED lighting of consistent type</li> <li>• Surface dressed path</li> </ul>
19.0	Vauxhall Avenue Field	<ul style="list-style-type: none"> <li>• New shared (surface dressed) path</li> <li>• New play area (2-6yrs and 6-14 yrs)</li> <li>• New screen planting</li> <li>• New foot bridge</li> </ul>



## 7.0 Creating missing sections

New sections of riverside path to be created for walking and cycling

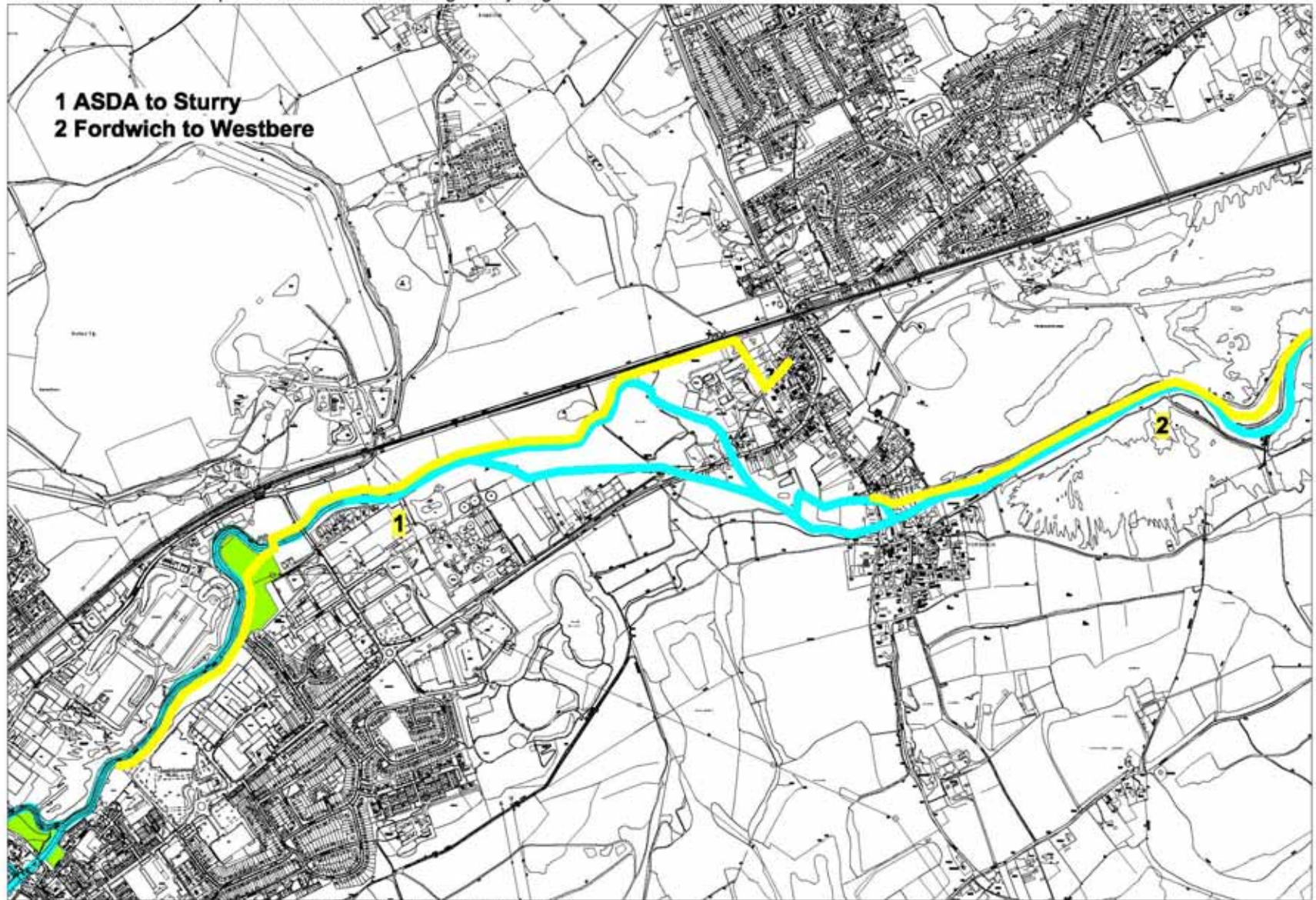


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New sections of riverside path to be created for walking and cycling

- 1 ASDA to Sturry
- 2 Fordwich to Westbere



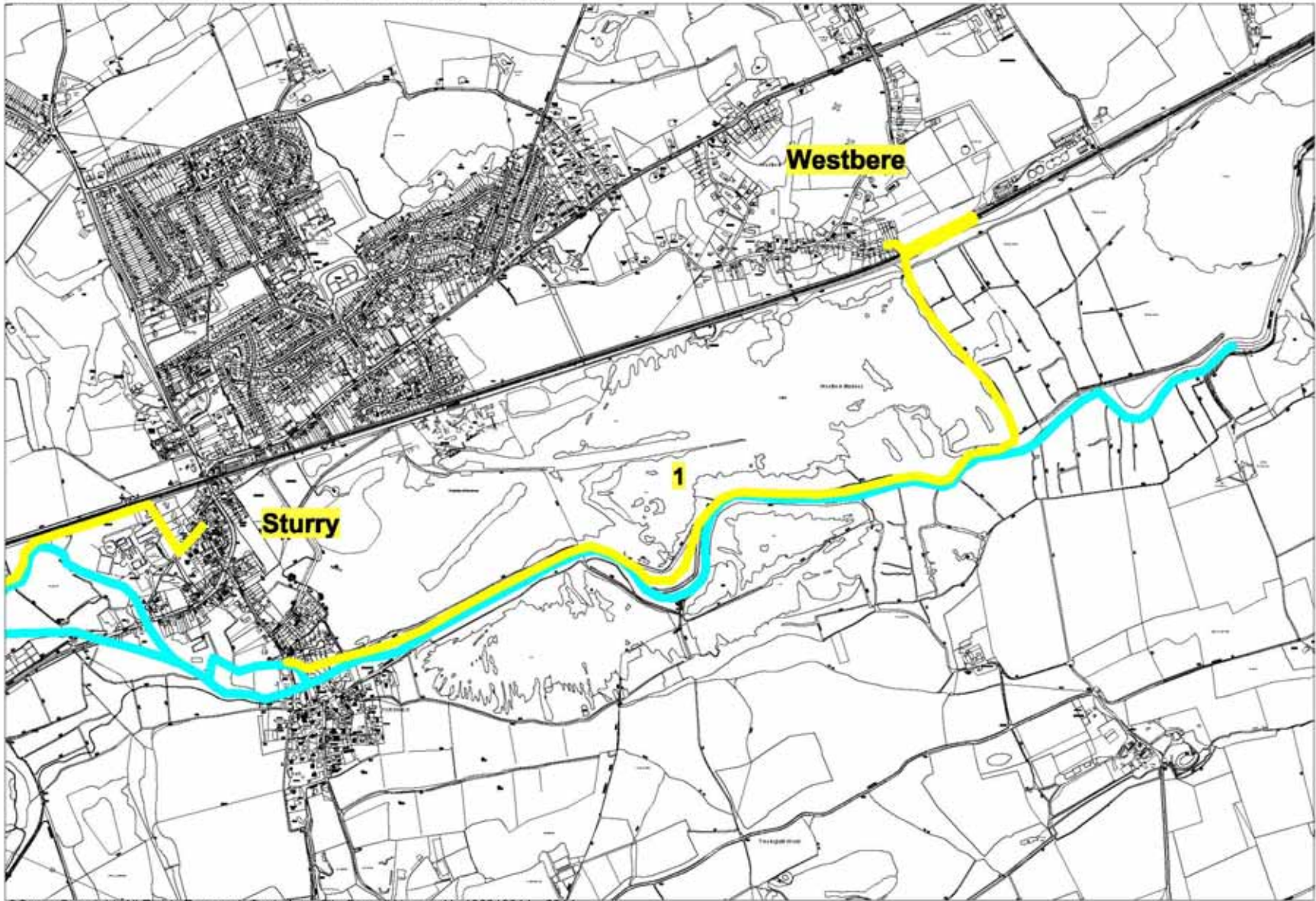
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*Canterbury's Riverside: Achieving a connected network  
A strategy for the riverside corridor between Chartham and Sturry 2015-20*



New sections of riverside path to be created for walking and cycling



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*Canterbury's Riverside: Achieving a connected network  
A strategy for the riverside corridor between Chartham and Sturry 2015-20*

The following sections of riverside access do not exist and need to be provided to complete the network (Chartham to Sturry):

**Table 5: Missing sections of access path**

No.	Name	Landowner	Approximate length of new path	Construction cost estimate July 2014
1.0	1Kingsmead (south of the river opposite Kingsbrook Park)	<ul style="list-style-type: none"> <li>• CCC</li> </ul>	140m	£26,000
2.0	ASDA to Vauxhall Avenue	<ul style="list-style-type: none"> <li>• ASDA</li> <li>• Private landowner</li> </ul>	480m	£96,000
3.0	Vauxhall Avenue to Vauxhall Road	<ul style="list-style-type: none"> <li>• CCC</li> </ul>	460m	£154,000
4.0	Vauxhall Road to Sturry	<ul style="list-style-type: none"> <li>• South Eastern Power Networks Plc</li> <li>• Kings School</li> </ul>	1,350m	£216,000
5.0	Bingley Court to Rheims Way underpass	<ul style="list-style-type: none"> <li>• KCC</li> </ul>	35m	£3,500
6.0	Fordwich to Westbere	<ul style="list-style-type: none"> <li>• TBC</li> <li>• Feasibility to be determined</li> </ul>	3,506m	£315,540
7.0	Westbere to Hersden (Parallel with railway)	<ul style="list-style-type: none"> <li>• TBC</li> <li>• Feasibility to be determined</li> </ul>	920m	£82,800

Note: estimated construction costs include path construction, furniture, signage, planting and bridges where identified.



In some cases implementation will involve land purchase or legal agreements with landowners. These potential costs, unknown at the time of writing this strategy, have not been included in the above table.

## 7.1 Funding opportunities

The city council is well placed to coordinate efforts to obtain funding for these worthwhile off-road walking and cycle routes. It is likely funding will be needed to purchase land, enter into access agreements with landowners and to construct path routes. The following funding opportunities are available to the city council:

- Section 106 funding from new developments for specific sites
- Community Infrastructure Levy (tariff imposed on new developments and used district-wide for range of specific infrastructure, eg. Transport, education, open space)
- Canterbury City Council capital funding
- Local Transport Plan Fund (Kent County Council)
- Local Sustainable Transport Fund (Kent County Council)
- Sustrans (national interest group promoting walking and cycling)
- Central Government initiatives to support sustainable transport projects
- Heritage Lottery Fund

Local government funding for capital projects such as these is typically unpredictable. By agreeing a schedule of highly desirable projects with an approximate cost the authority will be better placed to take advantage of funding opportunities when they arise.

In terms of the strategic perspective it is hoped that Kent County Council will be working with Ashford Borough Council to extend the riverside walking and cycling route from Godmersham to Wye and on to Ashford.



Canterbury City Council will be investigating the feasibility of extending the riverside route from Fordwich to Westbere and then on to Hersden following a path running parallel with the south side of the railway line to the former Chislet Holt railway crossing.

## **8.0 Future management**

A key aim of this strategy is to create a continuous riverside corridor trail with a recognisable identity. Existing sections will be upgraded to meet the design quality of new sections.

Once this has been achieved the challenge will be to manage the infrastructure and riverside environment in accordance with agreed management principles in order to further develop and promote ease and pleasure of use by people walking and cycling, design quality aimed at reinforcing a recognisable identity and habitat enhancement to encourage greater wildlife diversity.

## **8.1 Themes to guide future management**

Those charged with landscape management can easily become contract-focussed and lose sight of the rationale behind the action. If a set of themes and aspirations can be agreed by designers, users and those responsible for managing contracts improved management regimes are more likely to result.



The following table sets out themes, aspirations and management actions required.

**Table 6: Enhanced future management**

Theme	Aspiration	Management action
Welcoming	<ul style="list-style-type: none"> <li>• Welcoming signage at appropriate locations</li> <li>• Range of events</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure signage is presentable and clean</li> <li>• Ensure entrance points are open with closing time clearly stated (where space locked at night)</li> <li>• Support and encourage appropriate events to attract people</li> </ul>
Clean	<ul style="list-style-type: none"> <li>• Litter-free</li> <li>• Graffiti –free</li> <li>• Dog-mess free</li> <li>• Clear pathways</li> <li>• Clean furniture and signs</li> <li>• Unpolluted river free of inorganic debris</li> </ul>	<ul style="list-style-type: none"> <li>• Well-placed litter bins in appropriate locations at access points and key intersections</li> <li>• Avoid over-provision of litter bins. Instead encourage people to take waste home or to nearest bin</li> <li>• Avoid separate bin for dog waste</li> <li>• Speedy removal of graffiti</li> <li>• Furniture and signs to be cleaned regularly (especially when located beneath trees)</li> <li>• Organised river clean up events twice per year</li> </ul>
Safe	<ul style="list-style-type: none"> <li>• Natural surveillance optimised</li> <li>• Presence of other people</li> <li>• CCTV in secluded urban spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Tree cover to be managed to promote appropriate views to river from nearby buildings</li> <li>• CCTV cameras and associated signage to be maintained in good working order</li> <li>• Lighting to be inspected and maintained in good working order</li> <li>• Any Section of route noted as being perceived as unsafe to be redesigned to mitigate issue(s)</li> </ul>



Theme	Aspiration	Management action
Green	<ul style="list-style-type: none"> <li>Planting of trees and shrubs of appropriate species in appropriate locations</li> <li>Balance of open and semi-enclosed spaces (grass and trees)</li> </ul>	<ul style="list-style-type: none"> <li>Existing trees, hedges and shrubs to be managed to enable easy and comfortable use of the riverside path by walkers and cyclists</li> <li>Grass to be managed to signal the landscape is being managed and not neglected</li> <li>All new planting to be coordinated /designed by officer responsible for riverside</li> <li>Worn areas of grass (due to shade cast by trees, occasional winter flooding or desire lines following more direct routes) to be repaired at appropriate time of year using appropriate seed mix</li> </ul>
Recognisable	<ul style="list-style-type: none"> <li>Identifiable brand for the route</li> <li>Appropriate signage in appropriate locations</li> <li>Recognisable logo</li> <li>Unified colour of railings, lighting columns, furniture and signs etc</li> </ul>	<ul style="list-style-type: none"> <li>Ensure all signs and furniture are maintained in good condition</li> <li>All metal work such as railings, gates, bins, seats, lighting columns and signs are repainted on a regular basis using chosen colour</li> <li>Avoid addition of adhoc furniture, signage and planting since this will dilute the strength of the image</li> </ul>
Wildlife-friendly	<ul style="list-style-type: none"> <li>Predominantly native tree and shrub species</li> <li>Areas of longer grass/vegetation</li> <li>Access for people on one side of river and wildlife on the other</li> </ul>	<ul style="list-style-type: none"> <li>Identify and agree areas where grass and river bank vegetation can be left to grow longer</li> <li>Always maintain shorter grass margin to all paths (1.0m wide) to indicate area is managed</li> <li>Discourage people to access certain areas through use of vegetation (nettles, bramble etc) in the first instance rather than more expensive fencing or railings</li> <li>Where possible (particularly in urban areas) promote access for people on one side of the river leaving a 'quiet' riverbank on the other for wildlife</li> </ul>



It is hoped that agreement of this strategy will enable all involved in the management of riverside spaces to come together to adjust existing procedures to produce a better coordinated, more pro-active management programme.

The contracts team of the City Council responsible for managing open spaces have agreed to implement the management actions set out in table 6.

## 8.2 Partnership working with external organisations, friends groups and volunteers

The city council work directly with the Environment Agency (EA) and the Stour Valley Countryside Partnership (SVCP) as well as the following friends groups with interest in specific sections of the riverside:

- The Friends of Hambrook Marshes
- The Friends of Westgate Parks
- The Friends of Kingsmead Field
- The Friends of the Riverside (Greyfriars garden, Butterfly garden, Miller's Field, Solly's Orchard and former Abbots Mill site)

This strategy recognises that working with interested local people in the form of friends groups is central to the successful delivery of a high quality, vibrant, well managed riverside environment.

The linear nature of the riverside corridor lends itself to accommodating a number of different interest groups. The city council in conjunction with the SVCP coordinate the Friends of Westgate Parks and the Friends of the Riverside and work with the Friends of Kingsmead Field.

Involvement fosters 'ownership', interest and enables the riverside environment to be better understood and cherished. Local people may be able to undertake tasks which the local authority is no longer able to resource, such as, historical research, event organisation, guided tours, and website creation and management. External organisations are able to apply for funding for agreed projects to maximise budgets.



A key aim of this strategy is to establish an overarching framework within which interest groups can make a meaningful contribution. The agreement of future visions for these spaces is part of this process. Partnership working involving the City Council in a coordinating role, external organisations and friends groups is the preferred way of working.

## 9.0 Action plan

Table 7: Action plan

No	Subject	Action	Lead	Date	Indicator	Priority
1.0	<b>Deliver strategic sections of missing riverside access path</b>					
1.1	ASDA to Vauxhall Avenue: new path	<ul style="list-style-type: none"> <li>Secure consent of landowner(s)</li> <li>Secure planning consent and funding</li> <li>Construct new path</li> <li>Implement furniture, signage, planting etc</li> </ul>	T&E	By June 2016	Completion/no. users	H
1.2	Vauxhall Avenue to Vauxhall Road: new path and bridge	<ul style="list-style-type: none"> <li>Secure planning consent and funding</li> <li>Construct new path</li> <li>Install new walking and cycling bridge</li> <li>Implement furniture, signage, planting etc</li> </ul>	T&E	By Dec 2017	Completion/no. users	M
1.3	Bingley Court to Rheims Way underpass: new path	<ul style="list-style-type: none"> <li>Secure consent of landowner (KCC)</li> <li>Check need for planning consent</li> <li>Obtain funding</li> <li>Construct new path</li> </ul>	T&E	By Dec 2015	Completion/no. users	H





No	Subject	Action	Lead	Date	Indicator	Priority
1.4	Kingsmead bridge eastwards to new foot bridge (south side of river): new path	<ul style="list-style-type: none"> <li>• Ensure space reserved in Kingsmead redevelopment plans for new path</li> <li>• Developer to fund new path as integral part of development</li> </ul>	T&E	On-going	Completion/no. users	M
1.5	Vauxhall Road to Sturry: new path	<ul style="list-style-type: none"> <li>• Ensure space reserved for riverside path in plans for Sturry bypass</li> <li>• Secure consent of landowner(s)</li> <li>• Secure planning consent and funding</li> <li>• Construct path</li> </ul>	T&E	By Dec 2019	Completion/no. users	M
1.6	Fordwich to Westbere: new path	<ul style="list-style-type: none"> <li>• Secure consent of landowner(s) to surface worn path</li> <li>• Secure planning consent and funding</li> <li>• Construct path</li> </ul>	T&E	By Dec 2020	Completion/No. of users	M
1.7	Westbere to Hersden: new path	<ul style="list-style-type: none"> <li>• Secure consent of landowner(s)</li> <li>• Secure planning consent and funding</li> <li>• Construct path</li> </ul>	T&E	By Dec 2025	Completion/No. of users	M
<b>2.0</b>	<b>Deliver key infrastructure to improve access and movement in Canterbury</b>					
2.1	Existing footbridge opposite Kingsmead Junior school: replacement bridge	<ul style="list-style-type: none"> <li>• Secure consent of landowner(s)</li> <li>• Secure agreement of EA</li> <li>• Check if planning consent needed</li> <li>• Obtain funding</li> <li>• Replace bridge with new walking and cycling bridge</li> </ul>	T&E	By Dec 2016	Completion/No. of users	H



No	Subject	Action	Lead	Date	Indicator	Priority
2.2	Existing footbridge at Barton Mill: replacement bridge	<ul style="list-style-type: none"> <li>Secure consent of landowner(s)</li> <li>Secure agreement of EA</li> <li>Secure planning consent</li> <li>Replace bridge with new walking and cycling bridge</li> </ul>	T&E	By Dec 2015	Completion/No. of users	H
2.3	St. Radigunds car park: improved shared walking and cycle movement	<ul style="list-style-type: none"> <li>Investigate feasibility of accommodating cycle path within car park</li> <li>Investigate feasibility of constructing wider shared path to replace existing</li> <li>Secure planning consent and funding</li> <li>Construct new path</li> </ul>	T&E	By June 2017	Completion/No. of users	H
2.4	Kingsmead north side of river opposite Kingsmead Junior School: new wider path	<ul style="list-style-type: none"> <li>Secure consent of landowner(s)</li> <li>Secure planning consent and funding</li> <li>Construct new, wider path</li> </ul>	T&E	By June 2018	Completion/No. of users	M
2.5	Millers Field / The Causeway: new short path link	<ul style="list-style-type: none"> <li>Secure planning consent and funding</li> <li>Construct new path</li> </ul>	T&E	By Dec 2015	Completion/No. of users	H
2.6	Tannery access steps leading to Rheims Way underpass: improve access	<ul style="list-style-type: none"> <li>Amend design to improve access for wheelchairs and cycles</li> <li>Secure planning consent and funding</li> <li>Implement design change</li> </ul>	T&E	On-going	Completion/No. of users	L
<b>3.0</b>	<b>Surface dressing existing paths</b>					
3.1	Westgate Parks : unify park and increase impact	<ul style="list-style-type: none"> <li>Add available funding to Westgate Parks budget</li> </ul>	T&E	By Dec 2015	Completion/Positive comments	H
3.2	Sollys Orchard, Millers Field to Barton Mill	<ul style="list-style-type: none"> <li>Obtain funding and implement upgrade</li> </ul>	T&E	On-going	Completion/Positive comments	M



No	Subject	Action	Lead	Date	Indicator	Priority
<b>4.0</b>	<b>Lighting (upgrading existing to LED)</b>					
4.1	St. Radigunds to ASDA	<ul style="list-style-type: none"> <li>• Obtain cost and funding</li> <li>• Implement upgrade</li> </ul>	T&E	On-going	No. of users (people and bats)	M
<b>5.0</b>	<b>Furniture and signage</b>					
5.1	Greyfriars Franciscan Garden, Sollys Orchard, Millers Field, St. Radigunds to Kingsmead Bridge	<ul style="list-style-type: none"> <li>• Identify where new seats, bins and signs needed.</li> <li>• Obtain funding</li> <li>• Implement upgrade</li> </ul>	T&E	By Dec 2016	No. of users / positive comments	M
<b>6.0</b>	<b>Wildlife habitat enhancement</b>					
6.1	In-channel river enhancement works	<ul style="list-style-type: none"> <li>• Programme of prioritised works to be agreed</li> <li>• EA consent to be obtained</li> <li>• Funding to be obtained</li> <li>• Implement works</li> </ul>	KSCP	On-going	No. of indicator species	M
6.2	Terrestrial enhancement works	<ul style="list-style-type: none"> <li>• Programme of prioritised works to be agreed</li> <li>• Funding to be obtained</li> <li>• Implement works</li> </ul>	KSCP	By Dec 2016	No. of indicator species	M
<b>7.0</b>	<b>Enhanced maintenance and management</b>					
7.1	Agree changes to maintenance contract	<ul style="list-style-type: none"> <li>• Agree approach using principles</li> <li>• Agree specific changes</li> <li>• Implement changes</li> </ul>	T&E	By Dec 2015	No. of users / positive comments	H



## 10.0 Monitor and review

The action plan provides a framework for the monitoring of this strategy.

The action plan will be implemented not by the city council acting alone, but by working closely with partner organisations, interest groups and the community.

Even the best plans need review to ensure they remain targeted and relevant. This strategy should always be thought of as a work in progress, able to accommodate changing circumstances, political and organisational change and new or different funding opportunities.

Annual reviews, carried out with a forum representing a wide range of local interests are recommended with opportunity created to amend, add or delete actions in line with what the city council and community wish to achieve.

