



Proposed Residential Development
Land South of Bekesbourne Lane, Canterbury

Highway Overview

For

Wates Developments

Document Control Sheet

Proposed Residential Development

Land South of Bekesbourne Lane, Canterbury

Wates Developments

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Wates Development Limited in support of a potential development opportunity on land south of Bekesbourne Lane, Canterbury (herein referred to as 'the site'). The site is located within the administrative boundaries of Canterbury City Council (CCC) and Kent County Council (KCC).
- 1.2 CCC are in the process of creating a new Local Plan with sites designated for development within this planning document. The site was previously included as a designated area for development (C13). The site has since been removed from the local plan in favour of a site to the north of the city located north of the University of Kent close to the village of Blean (herein referred to as the 'draft site').
- 1.3 This Highways Technical Note seeks to reinforce the suitability of site C13 in the Local Plan, including a review of access arrangements, traffic impact, and sustainable development. It will also seek to demonstrate that the site is significantly better placed to incorporate development and will have tangible traffic and transportation benefits in comparison to the site included within the most recent iteration of the draft CCC Local Plan. Justification is also provided where relevant for the adjacent former C12 site, located south of Littlebourne Road.
- 1.4 This report is structured as follows;
 - ▶ Section 2 sets out the access arrangements to the site;
 - ▶ Section 3 considered wider traffic impact;
 - ▶ Section 4 provides a summary of the existing conditions for both locations acting as a comparison;
 - ▶ Section 5 will highlight the transport opportunities for both sites and the wider connections to transport infrastructure; and,
 - ▶ Section 6 will highlight potential improvements that can be made to not just benefit future residents of the site but also the wider community within the urban area of Canterbury.

2.0 Proposed Access Arrangements

- 2.1 This section considers various access options for the former allocation only – site C13 (i.e. excluding the adjacent site C12). Two access options are available, with access either taken from Dorset Road along the western extent of the site or via Bekesbourne Lane at the north eastern extent of the site. However if site C13 is to be re-introduced, access can be provided as part of a comprehensive masterplan with site C12.
- 2.2 Further to the removal of site C13 from the Local Plan, CCC and KCC has suggested that suitable access to the highway has not been demonstrated. The SHLAA also concludes that the site is located in an area with limited access to day to day services and public transport. This second aspect is addressed later in this report.
- 2.3 The following paragraphs outline the design principles of each access.

Dorset Road Access

- 2.4 Dorset Road, a residential road subject to a 20mph speed limit, borders the site at the western extent. Parking is unrestricted along Dorset Road and largely occurs on the western side of the carriageway. Dorset Road leads into Sussex Avenue to the north which connects with Spring Lane to the west. Dorset Road also connects with Spring Lane to the south of the site forming a loop around a number of residential dwellings. Priority is given to drivers turning into Sussex Avenue, with drivers heading straight along Spring Lane required to give-way. All of the above roads operate with a 4.8 metre wide carriageway, alongside footways of 2 metres in width.



View Along Dorset Road and Spring Lane Respectively

- 2.5 Spring Lane connects with the A257 Littlebourne Road which provides access to the centre of Canterbury. Before reaching Littlebourne Road, Spring Road connects with Pilgrims Road via a mini roundabout which leads into St. Augustines Road providing access to the A2050 New Dover Road. The A2050 provides a direct link from the centre of Canterbury to the A2 south of the site.

2.6 Two potential access options could be achieved via Dorset Road, as set out below.

Option 1

- 2.7 The first option involves access at the western extent of the site onto Dorset Road. The drawing attached at **Appendix A** demonstrates the potential access arrangements for option 1. This access is ideally located as it is situated such that pedestrians can access the centre of Canterbury and local amenities via footways on all local roads. As Dorset Road is subject to a 20 mph speed limit, visibility splays of 2.4 metres by 25 metres are achievable in accordance with Manual for Street (MfS).
- 2.8 Footways are present along the western side of Dorset Road and not the eastern side where the access would be located. The proposals would include an eastern footway along the full extent of Dorset Road. This would provide a connection to the existing footway along Sussex Avenue to the north, whilst to the south a crossing point in the form of dropped kerbs and tactile paving would be provided to connect with the footway on the western side of Dorset Road and the northern side of Spring Lane.
- 2.9 Dorset Road operates with a carriageway width of 4.8 metres, inclusive of any informally parked cars. Therefore, with on-street parking in place, Dorset Road does not allow for two-way vehicle movement. There is potential to provide parking off-street within the existing verge on the eastern side of Dorset Road to maintain two-way vehicle movement, or alternatively widen the carriageway beyond 4.8 metres.
- 2.10 Additionally, the majority of traffic using this access from Dorset Road will travel along Spring Lane. As such, it may be conducive to give priority to the ahead movement along Spring Lane as opposed to left/right turners given the likely increase vehicle movements travelling ahead at this junction.
- 2.11 Spring Lane operates with a 4.8 metre carriageway width alongside a continuous parallel parking bay of 2 metres in width. There is scope to either create a further footway on the southern side of the carriageway or alternatively widen the carriageway to provide improved access for the increase in traffic flow generated by the proposal.

Option 2

- 2.12 The second access option is also taken from Dorset Road and involves continuing Sussex Avenue into the site and introducing a priority junction between Dorset Road and Sussex Avenue, as demonstrated on the drawing attached at **Appendix A**.
- 2.13 Providing a continuation of Sussex Avenue into the site would encourage vehicles to travel along Sussex Avenue before connecting with Spring Lane. This would be conducive with the existing priority arrangement between Sussex Avenue and Spring Lane. The drawing attached at **Appendix A** illustrates achievable visibility splays of 2.4 metres by 25 metres in accordance with MfS at the potential priority junction between Dorset Road and Sussex Avenue. Footways would lead into the site from Sussex Avenue, with dropped kerbs and tactile paving at the new junction to aid pedestrian movement.

Future Access via Dorset Road

- 2.14 Whilst the above paragraphs seek to demonstrate how it is possible to achieve access via Dorset Road for some initial development, this route could become an active travel corridor only after a certain phase of developed as part of the wider comprehensive scheme with site C12.

Bekesbourne Lane Access

- 2.15 Bekesbourne Lane is a rural lane subject to a national speed limit (60mph) and is not suitable for vehicles over 7.5 tonnes. Vehicle speeds are likely to be some way below the speed limit, which reflects the width of the carriageway and rural nature of Bekesbourne Lane. Bekesbourne Lane provides access to a small number of dwellings and a campsite at its northern extent. Although on-street parking is unrestricted within the vicinity of the site, due to the nature of Bekesbourne Lane on-street parking appears largely absent.

- 2.16 On-site measurements demonstrate that whilst it is possible for two cars to pass along Bekesbourne Lane, at points it would not be possible for a larger vehicle to pass a car. However, with a weight restriction in place, it is unlikely many larger vehicles will pass along Bekesbourne Lane other than for access. The width of the carriageway largely varies between 4.3 and 4.8 metres, with occasional passing places increasing the width further.



View Along Bekesbourne Lane

- 2.17 Bekesbourne Lane connects with the A257 Littlebourne Road to the north of the site, which provides a direct link to the centre of Canterbury to the west and Littlebourne, Ash and Sandwich to the east. Littlebourne Road is a two-way single carriageway road subject to a 40mph speed limit at the Bekesbourne Lane junction. To the east of the site Bekesbourne Lane provides access to Bekesbourne railway station. The junction of Bekesbourne Lane with the A257 operates with sufficient visibility based on the 40mph speed limit.
- 2.18 The proposals could provide an access at the north-eastern extent of the site onto Bekesbourne Lane, between Worcester Lane and the campsite to the north. The drawing attached at **Appendix B** demonstrates the potential access arrangements onto Bekesbourne Lane.
- 2.19 The drawing attached at **Appendix B** illustrates achievable visibility splays of 2.4 metres by 120 metres. Visibility is shown in accordance with Design Manual for Road and Bridges (DMRB) for speeds of 70 kph which converts to 43 mph. It is acknowledged that the speed limit along Bekesbourne Lane is 60 mph, however due to the rural nature of Bekesbourne Lane speeds are likely to be below this. As such, visibility splays are based on 43 mph have been assumed. Bekesbourne Lane is not suitable for vehicles over 7.5 tonnes other than for access. However the weight limit could be relocated further south to allow access by larger vehicles via Bekesbourne Lane.
- 2.20 The availability of highway land along Bekesbourne Lane (attached as **Appendix C**) illustrates how there is scope to widen the carriageway to ensure suitable width for a car to pass a HGV at all times. Speed reducing measures could be introduced to slow vehicles, whilst the speed limit could be reduced to a point to the south of the site.

Access Arrangements Incorporating Adjacent Development Site

- 2.21 The Canterbury Local Plan previously sought to bring this site forward alongside the adjacent site being promoted by Gladmans, which would require close collaboration in respect of both access arrangements and wider transport implications. Indeed, both promoters (Wates and Gladmans) have been working closely together for a significant period of time to establish a shared vision for the creation of an extension to East Canterbury.
- 2.22 The two sites combined ensure greater scope for achieving vehicular access to the north of the site onto the A257. This would assist in reducing any dependency on Bekesbourne Lane.
- 2.23 Creating improved links with the A257 also reignites the potential for a new road over rail bridge needed to connect East Canterbury to Mountfield Park to the south. With a route secured via a planning condition for Mountfield Park, there is scope to achieve a bridge link which could allow for improved bus connections. Therefore whilst the primary focus of this report is to demonstrate the suitability of Land South of Bekesbourne Lane (formerly known as site C13), the inclusion of land south of Littlebourne Lane (site C12) offers even greater scope to offer suitable access to the wider road network.
- 2.24 The implications of the site in respect of wider traffic impact are considered in more detail in the following section of this report.

3.0 Wider Traffic Impact Implications

Introduction

- 3.1 Motion commissioned KCC to undertake traffic modelling work to understand the highway impacts of a potential development site in Canterbury located adjacent to Bekesbourne Lane. The work has been undertaken using the Canterbury Local Plan VISUM strategic transport model for both the AM and PM Peak.
- 3.2 The modelling exercise tested different development build out thresholds, as well as understanding the impact this site has on the Eastern Movement Corridor (EMC) compared to wider traffic movements, in particular, other local plan development.
- 3.3 Three initial scenarios were tested:
- ▶ 2040 Baseline (DN – do nothing) – committed developments included, but not the development site;
 - ▶ 2040 Baseline (DM – do minimum) - committed developments included, plus two options for development (300 and 650); and
 - ▶ 2040 Baseline (DS – do something) - committed developments included, plus two options for development (300 and 650) and the Eastern Movement Corridor.
- 3.4 Additional sensitivity tests were included in the modelling, which included:
- ▶ 2045 Local Plan Scenario, both with and without the development site;
 - ▶ 2045 Local Plan Scenario with full EMC; and
 - ▶ 2045 Local Plan Scenario with EMC only from A257 to A2050 (i.e. no northern section).
- 3.5 It is noteworthy that the KCC model was updated in 2023 in an attempt to provide more appropriate traffic data. However, this included additional traffic data from 2016-2020. It does not therefore include any traffic data post-COVID. The demand in the Canterbury Base VISUM model represents an average weekday in 2019 at the morning peak hour and evening peak hour level.

Changes in Traffic Flow

- 3.6 The modelling results show that in the absence of the EMC, a significant portion of development trips follow the A28 to the south of Canterbury Town Centre, heading west towards the A2. The A257 experiences increased traffic flow due to providing a key route for east and westbound traffic flow.
- 3.7 Modelling incorporating the EMC show that the traffic is largely distributed directly to the A2 in the south and the A28 in the north. This redistribution reduces development traffic on the A257 and the A28 around Canterbury town centre.
- 3.8 The addition of the 300 unit development option contributes to an approximate increase of up to 40 vehicles (two-way) on the A257 and the A2050 during both peak hours. In the 650 unit scenario, the flow patterns remain largely the same, with a slight increase in the number of vehicles on A257 and A2050 of up to 50 two-way. The A28 bypass around Canterbury is also subject to a small increase of 30 to 40 trips in both directions. The inclusion of the development prompts rerouting to avoid the Bekesbourne Lane junction on the A257, resulting in a small reduction in flow on the A257 and a minor shift of up to 15 vehicles onto the A28 Mill Road. This also leads to a reduction in north-south flow between Sturry and the A257 on Stodmarsh Road and Well Lane.
- 3.9 Approximately 30 vehicles (two-way) reroute from the A257 to travel along the A2050 to access Canterbury and the A28 via Station Road and Bifrons Hill. The inclusion of the Bekesbourne Lane development also results in slight increases in flow in Canterbury City centre.

- 3.10 The introduction of the EMC in the 'do something' scenario reduces traffic volumes on Stodmarsh Road to the east. Most vehicles opt to route along the EMC instead of the rural routes between the A28 and the A257. The southern EMC section further alleviates traffic on rural north-south routes between the A257 and the A2, resulting in flow reductions on Bifrons Hill (Bekesbourne) and A2050 during the PM peak hour. As a result, and primarily due to the southern section of the EMC, reductions in traffic flow are evident across Canterbury town centre and the A28 bypass as a consequence of vehicles opting for the A2 and EMC routes.
- 3.11 What is also apparent is that similar results are shown for both the DS vs DM scenarios and the DS vs DN flow difference plots due to the introduction of development traffic. This suggests that the inclusion of development traffic has limited impact on the road network, with the EMC resulting in a material shift in traffic flow.
- 3.12 The sensitivity tests (2045 with Local Plan allocations) reveal the changes in flow when the development site is removed but the EMC is still included. The inclusion of the development site results in routing through the infrastructure associated with the Cockering Lane development, reducing two-way vehicles on Chartham Downs. Vehicles instead use the Cockering Lane development route instead of the A2 for westbound travel.
- 3.13 The sensitivity scenarios also show the impact of a partial EMC (no northern section between A28 and A257). A material increase in traffic is observed in both directions on the A2. Additionally, there is a rise in traffic volume on A290/Whitstable Road in both directions.
- 3.14 The absence of the northern EMC section also significantly reduces the number of vehicles routing along the southern EMC section due to limited access for vehicles on the A28 northwest of Canterbury. As a result, some trips are rerouted along rural roads, particularly impacting Swanton Lane and Hollybush Lane in order to connect to the A257.

Journey Time Impact

- 3.15 During the AM peak hour, the DM 300 and DM 650 unit scenarios exhibit minor variance in journey time compared to the Do Nothing, with the highest difference occurring on the A257 where there is a 4% increase of 32 seconds in the DM 650 scenario. Analysis of the PM peak hour highlights a greater impact as a result of the inclusion of the Bekesbourne Lane development site. Notably, on the A28 south of the City Centre in the PM peak, there is a 10% increase (30 seconds) from the DN.
- 3.16 The inclusion of the EMC in the DS scenario results in a notable decrease in journey time for routes surrounding Canterbury Town Centre. However, the A257 in the DS scenario experiences an increase of up to 24% (2 minutes 47 seconds) in the PM peak, which can mainly be attributed to vehicles being drawn onto the A257 to access the EMC.
- 3.17 In the sensitivity test scenarios, several routes observe considerable increases of 20 minutes or more. These large increases are due to active travel measures and blockers that are proposed on various roads as part of Local Plan infrastructure in close proximity to Canterbury Town Centre, and are not reflective of the development site. Indeed it can be reasonably assumed that the model no longer accurately models the inner city ring road due to the blockers; it is noteworthy that the modelling outputs grey out the results of the inner ring road for this reason.
- 3.18 Several of the routes in the sensitivity test scenarios display significant differences compared to the Do Nothing journey times. The A2050 exhibits large increases in travel time in the westbound direction for the PM peak in all sensitivity test scenarios, with the highest increase of 93% (8 minutes and 5 seconds) occurring with the southern section of the EMC in place. In the eastbound direction, there are increases in all PM sensitivity test scenarios, reaching 42% (3 minutes 45 seconds) with the full EMC in place. These increases are attributed to the committed Local Plan development that is included in the sensitivity test scenarios, and not specifically due to the Bekesbourne Lane development.

- 3.19 The A257 and the A2 both experience journey time increases compared to the DN in each of the sensitivity test scenarios.
- 3.20 Journey times on the A28 northeast of Canterbury Town Centre show significant reductions in all scenarios that include the EMC. This is a result of vehicles rerouting along the EMC to avoid Canterbury Town Centre. This is still evident with the partial EMC, which is of material note.

Overall Impact

- 3.21 The journey time data for the main 2040 scenarios show practically no impact for a 300 unit scheme in the AM peak when comparing to the baseline 'Do Nothing' Scenario. The only real impact of a 650 unit scheme in the AM peak is a westbound increase in journey time on the A257 of circa 30 seconds. This is to be expected as a reasonable amount of development traffic will route west from the site. However, the impact of both development options on roads around the City Centre is negligible.
- 3.22 The inclusion of the EMC results in a reduction in traffic flow within and around the City Centre, although the A257 suffers from increased congestion due to re-routing of traffic flow along this route to access the EMC. Ultimately whilst the EMC offers some reductions in traffic flow in the City Centre, the impact of 650 units without the EMC is not material.
- 3.23 During the 2040 PM peak, a 300-unit scheme again has limited to no impact on journey times. 650 units is shown to have more of an impact, particularly around the City Centre. However the model appears to have an anomaly as it shows no increase in journey times north of the city centre for 300 units, but a 30 second increase with 650 units. A review of this link is recommended, as the impact does not seem logical. However there is still an increase of 30 seconds in the 650 unit scenario to the south of the City Centre.
- 3.24 The inclusion of the EMC in the PM scenario results in a reduction in queuing around the City Centre, although again the A257 suffers from increased congestion due to re-routing of traffic flow along this route to access the EMC.
- 3.25 Ultimately the scheme without the entire EMC has more of an impact on the City Centre during the PM peak, with limited impact during the morning peak hour.
- 3.26 The 2045 Local Plan model significantly increases traffic flow on the road network as a result of the inclusion of the various local plan sites (including this development site). What is particularly apparent in the AM peak is that regardless of whether this development site is included in the assessment (300 or 650 units), there is a material increase in traffic flow along the A257, A2050, and the A2. Indeed, the development itself has minimal impact on these routes as it is the background traffic flow associated with the 2045 Local Plan scenario that has the biggest impact. Indeed, irrespective of whether the EMC is fully implemented or only partly implemented south of the A257, the A2050 experiences significant increases in queuing.
- 3.27 It must be noted that the 2045 scenarios incorporate blockers within the City Centre that effectively re-route traffic flow, and therefore the impact on the inner ring road around the City Centre is not factored into the 2045 assessment (as noted previously it is greyed out). However irrespective of this, the development (650 units) has no material impact on queuing on the above roads when the EMC is in place.
- 3.28 The sensitivity tests also reviewed the impact of junction improvements at the A2050 junction with the EMC, which would be implemented as part of the EMC. This has an improvement on journey times on the A2050 and is therefore of merit to any future scenario testing. The sensitivity tests also reviewed the partial implementation of the EMC south of the A257. This shows increased queuing along the A2050, albeit the assessment does not include the EMC/A2050 junction improvement which would bring journey times back down closer to the full EMC option. The A257 also operates considerably better with only a partial EMC corridor. There would be increased queuing west of the City towards the A2 (A2050) and

some increases in journey times on the A2. This can be attributed mainly to the removal of the northern section of the EMC and not the development itself.

- 3.29 The 2045 Local Plan model suffers from materially less queuing and increased journey times in the PM peak. Indeed, there is no material change in journey time when considering the full EMC route and only the southern section south of the A257. Providing only the southern section of the EMC not only significantly reduces queuing to the point whereby the A2050 operates in a very similar fashion to the non-development scenario, but the A257 actually shows materially less queuing. Whilst there would be increased queuing west of the City towards the A2 (A2050), this is not material. The A2 would experience minor increases in journey times without the northern section of the EMC, albeit again not a material increase.
- 3.30 Ultimately the 2045 PM modelling results highlight that providing the southern section of the EMC alongside a 650 unit development proposal would not materially change traffic flow and journey times on the surrounding road network.
- 3.31 Table 3.1 below provides a high level summary of the modelling results, highlighting how the site could come forward either in part or full.

Scheme Size	Deliverable or Not?
300 Unit Scheme (With EMC)	Deliverable
300 Unit Scheme (No EMC)	Deliverable
650 Unit Scheme (Part EMC to the South)	Deliverable with less traffic in the City Centre due to partial EMC

Table 3.1 – Summary of Modelling Outputs

Collaboration with Lane South of Littlebourne Lane (Site C12)

- 3.32 Wider strategic junction modelling has been undertaken in collaboration with Enzygo, also utilising the KCC Strategic Model. A wider range of scenarios were tested by Enzygo to include both development sites. This included 1884 dwellings plus 4000sqm employment applied to the future 'Do Something' network, including a new bridge connection to Mountfield Park.
- 3.33 Notably, the modelling shows a significant portion of traffic using the southern link to Mountfield Park, including non-development traffic. Positively, this diverts some demand away from the City Centre area, resulting in a reduction in queuing and improved network performance, along with positive effects on wider environmental objectives. The A2050 operates similarly to the non-development scenario, and although there is increased queuing west of the City towards the A2 (A2050), it is considered non-material for immediate consideration.
- 3.34 The findings reinforce that East Canterbury can successfully accommodate significant growth without the need for the Eastern Movement Corridor north to Sturry Road, as is the direction of the strategy now being considered. East Canterbury remains capable of delivering substantial infrastructure, particularly the proposed bridge. This infrastructure development is anticipated to assist in easing congestion and will contribute to an improved environment within the City Centre area.

Conclusion

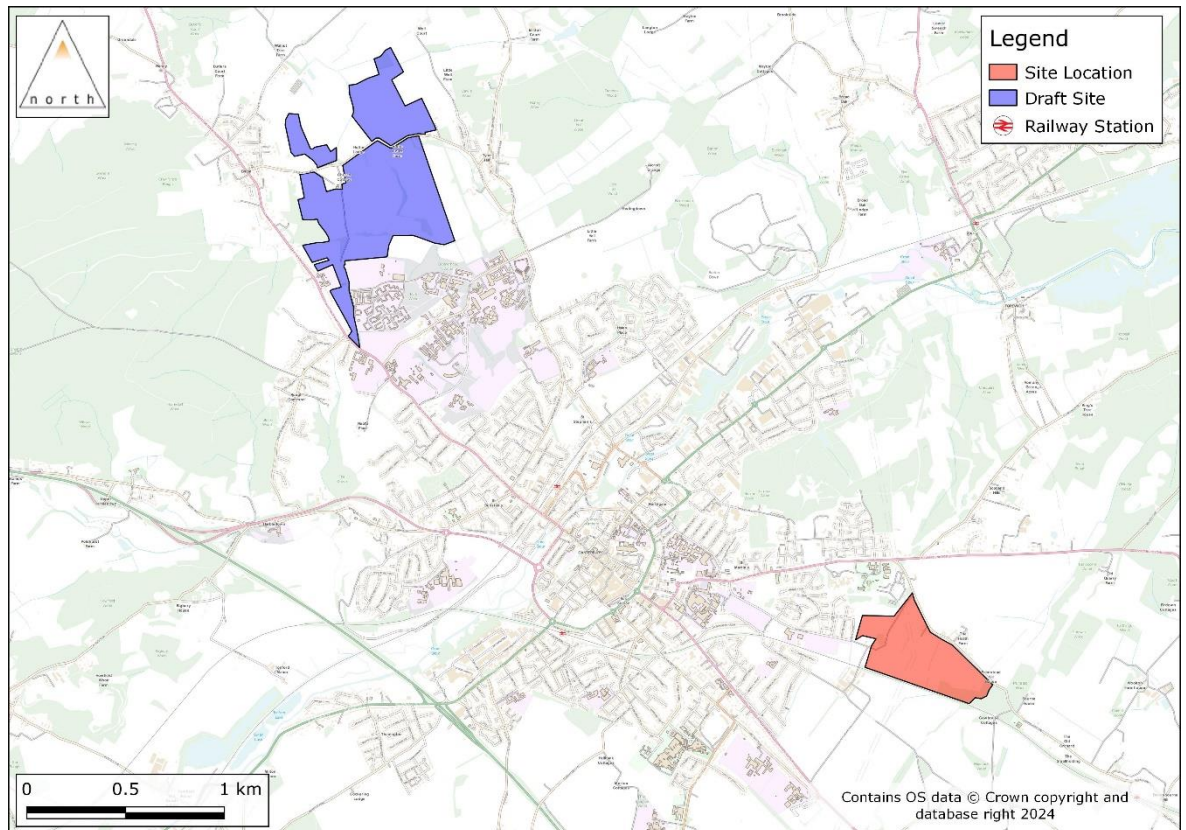
- 3.35 In conclusion, the 2045 Local Plan scenario testing serves to show that the development of 650 units does not have a material impact on network performance. This is irrespective of whether the full EMC or partial EMC is implemented. The main cause of additional queuing on key east-west routes is the inclusion of mitigation within the City Centre which puts blockers on particular vehicle movement to improve the City Centre operation. This results in increases in queuing on the A2050/A2/A257.

- 3.36 The implementation of a partial EMC from the A257 to the A2050 results in reduced queuing during the 2045 Local Plan scenario, and indeed results in a reduction in queuing during the PM peak. The AM peak operates with additional queuing on the A2050, albeit a scheme to improve the A2050/EMC junction is shown to be of material benefit in mitigating additional queuing.
- 3.37 Ultimately the development can be seen to have minimal impact on queuing. The 2045 Local Plan implementation of blockers within the City Centre has both positive and negative impacts on the road network. The inclusion of the EMC assists in part without these blockers, albeit has a negative impact on the A257 in particular. Adopting a scenario where the 2045 Local Plan is in place with a partial EMC (through the development site and land south of the railway line) offers some benefits to traffic flow on the wider road network, albeit with the A2050 continuing to experience some additional queuing. However, the development site alone does not result in material changes in queuing in any of the 2045 scenarios which is considered the key test for the site to come forward as part of the Local Plan.
- 3.38 It must also be noted that the KCC Traffic Model relies on traffic data that pre-dates COVID, and must therefore be treated with caution. In reality work habits have materially changed post-COVID, with many people mixing office work with home work. This has resulted in a reduction in traffic flow in some locations, particularly on local distributor roads as per this location. Therefore the modelling outputs are likely to provide a worst-case scenario.

4.0 Baseline Accessibility of the Site/Comparison to University Site

Overview

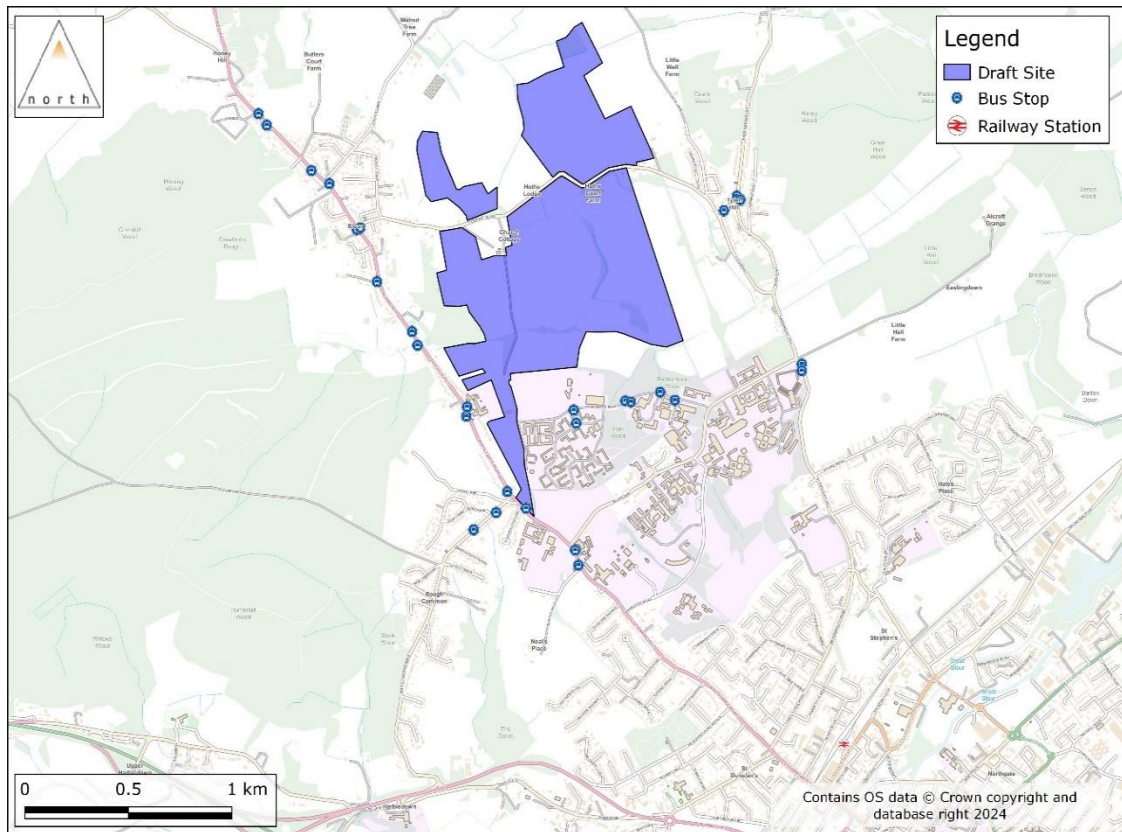
- 4.1 To put both sites into context and allow for a comparison to be made surrounding the existing nature of the locations, a detailed review of the surrounding areas has been carried out. The following section provides a summary of the results of this review and refers to the general accessibility for both locations.
- 4.2 Figure 4.1 below demonstrates the locations of both the draft site and the site to the south of Bekesbourne Lane to demonstrate their location in relation to each other and in relation to Canterbury City Centre.



Site to the North of the University of Kent

Site Details

- 4.3 The site included within the CCC draft Local Plan is located approximately 3.2km north-west of Canterbury city centre. The closest settlement is Blean which is located approximately 1.3km north-west of the site. The indicative map provided within the CCC Draft Local Plan demonstrates that the site boundary extends to the eastern extent of Blean and towards Tyler Hill. This acts to create urban sprawl of Canterbury as a city and would mean that these existing villages would become part of the built-up area of Canterbury.
- 4.4 The location of this site is shown below in Figure 4.2.



Existing Highway Network

- 4.5 This site would rely on the A290 as the only major road for access. The A290 is a two-way, single carriageway road subject to a 30mph speed limit. Northbound travel along the A290 provides access towards Blean village centre and onward travel towards the A299. Southbound travel provides access towards Canterbury city centre providing an eventual connection to the A2 for the wider highway network.
- 4.6 To the eastern extent of the wider site area, the only accessible road is Canterbury Hill. This road is a two-way, single carriageway road subject to a 30mph speed limit. This road connects to the University of Kent highway network and provides eventual access southbound towards Canterbury city centre whilst northbound travel provides access to further rural roads and villages.

Accessibility of the Site by Non-Car Modes

Accessibility on Foot

- 4.7 This site would be accessible via lit footway provisions on both sides of the A290. Observations of these provisions show them to be narrow and in need of repair however dropped kerbs are provided to assist with pedestrian crossing.
- 4.8 Southbound travel towards Canterbury city centre is only enabled by a single footway provision at points which is lit but narrow. There are no formal pedestrian crossing points or infrastructure, with the exception of dropped kerbs, located upon this route for the vast majority which acts to limit pedestrian safety.
- 4.9 The topography of the area is steep at points with noticeable inclines which are not suitable for those with a mobility issue. The site is located at a distance which requires a walking time of circa 45 minutes to access Canterbury city centre.

- 4.10 To the eastern extent of this proposed site, there are footway provisions along Canterbury Hill although these are mostly unlit and narrow on one side of the road acting to discourage pedestrian use. Upon reaching the University of Kent, the footway provision widens and is lit however there is still only a single footway provision.
- 4.11 The topography of the route also acts to include steep inclines which limits wider pedestrian accessibility. From the western extent of the proposed site, the route into Canterbury city centre would take approximately 45 minutes walking time.

Accessibility by Cycle

- 4.12 There is no on-road cycling infrastructure located within the vicinity of the site. The relatively low speed limit of the area makes it conducive to cycling however the varying topography of the area ensures that cyclists would have to be of a good level of physical fitness and experience to be able to safely and effectively utilise the highway network for this purpose.
- 4.13 There are a selection of off-road cycle routes which run through the area proposed within the site. These include the National Cycle Network (NCN) Route 1, the EuroVelo 12 and the Euroroute R1. These all provide a designated cycle route into Canterbury city centre.

Accessibility by Bus

- 4.14 As demonstrated within Figure 4.2, there are a selection of bus stops located within the vicinity of the area of the proposed site. A summary of the local bus services which operate from these stops is provided below in Table 4.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
5	Canterbury – University of Kent – Blean – South Tankerton – Whitstable – Seasalter	1 every hour	1 every hour	1 every 2 hours
400	Canterbury – University of Kent – Rough Common – Blean – Whitstable – Tankerton – Herne Bay – Greenhill	1 every 30 minutes	1 every 30 minutes	1 every hour
401	Canterbury – University of Kent – Rough Common – Blean – Whitstable – Tankerton	1 every 30 minutes	1 every 30 minutes	1 every hour
Tria	Canterbury – St Dunstan’s – University of Kent – Rough Common – Blean – Whitstable – Tankerton – Herne Bay – Greenhill – Beltinge – Broomfield – Herne – Sturry	1 every 15 minutes	1 every 15 minutes	1 every 20 minutes

Table 4.1: Local Bus Services Accessible from the Draft Site

- 4.15 Table 4.1 demonstrates the bus services accessible from the proposed draft site. It is evident that there is a regular service into Canterbury available, as well as services operating predominantly towards the north Kent coast. This however must be compared against former site C13 and its respective access to non-car modes.

Accessibility by Rail

- 4.16 Canterbury has two railway stations, Canterbury East and Canterbury West. The closest railway station to the proposed site is Canterbury West railway station located approximately 3km south of the proposed site, equivalent to a 43-minute walk, 16-minute cycle, or a 23-minute journey via public transport.
- 4.17 Canterbury West railway station benefits from 112 car parking spaces, including 4 accessible spaces, and 134 sheltered cycle parking spaces.

- 4.18 The proposed site is located approximately 4km north of Canterbury East railway station equivalent to a 56-minute walk, 20-minute cycle, or 27-minute journey via public transport. Canterbury East railway station benefits from 144 car parking spaces, of which 6 are accessible, and 46 sheltered cycle parking spaces.
- 4.19 The accessibility of these rail services from the draft site is problematic due to the insufficient footway provision/steep inclines impacting upon future residents capability to walk or cycle to each station.

Accessibility to Local Amenities

- 4.20 The proposed site north of Canterbury is to incorporate amenities within the settlement, including a new primary school and employment areas, however access to wider amenities is imperative to understanding the wider accessibility of the site. A selection of key local amenities to the site is shown below in Tables 4.2 – 4.4.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
The Oaks Nursery	270	4	1
Blean Primary School	600	8	2
Kent College Senior School	750	11	3
Woodland Nursery at St Edmund's	1100	15	4
St Edmund's School	1200	16	5
University of Kent	1400	19	4

Table 4.2: Educational Amenities

- 4.21 Table 4.2 demonstrates the educational amenities accessible to the site. Within the policy for the draft site, the creation of an additional primary school is set out as required due to the existing capacity of Blean Primary School.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
Kent Union Co-op – Park Wood	700	10	3
Blean Village Store	1400	18	5
Premier	1400	19	5
Sainsbury's Local	2600	39	15
Sainsbury's	3500	51	17

Table 2.3: Food Retail Amenities

- 4.22 Table 4.3 demonstrates that the accessibility to food retail amenities is limited with the larger supermarkets being located at a distance which is not likely to encourage future residents to access the amenities other than by car.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
University Medical Centre	1100	14	4
Cheadles Chemist	1100	15	4
MedicSpot Clinic – University of Kent	1200	17	5
Blean Surgery	1300	18	5
Porter Chemist	2800	41	13
Kent & Canterbury Hospital	5000	71	23

Table 4.4: Healthcare Amenities

4.23 Table 4.4 demonstrates that the accessibility to healthcare amenities is limited and that it would not be possible to access the hospital for a routine appointment by foot due to the nearest being located a significant distance from the draft site. The local doctor’s surgery, Blean Surgery, is also shown to be located at a distance which is less likely to encourage walking for future residents of the site.

Road Safety Review

4.24 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Crashmap for the most recent 5-year period (January 2018 – December 2022).

4.25 In order to survey the whole area surrounding the proposed site, Figure 4.3 below demonstrates the survey area incorporated within this search.

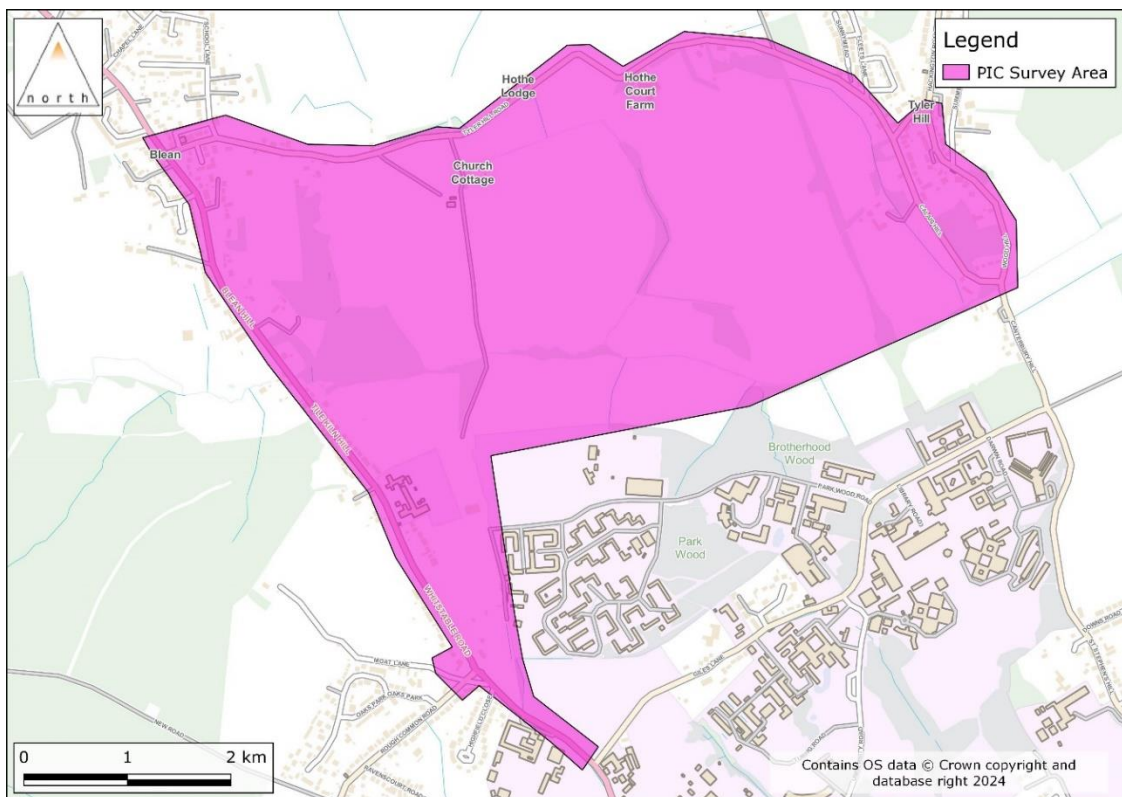


Figure 4.3: Draft Site PIC Survey Area

- 4.26 An analysis of the survey shows that there have been 17 incidents reported within the timeframe mentioned above. There is a single cluster of 3 incidents located at the mini roundabout junction between Whitstable Road and Rough Common Road although this does not mean that there is necessarily an overriding safety concern with the local highway network.
- 4.27 Of these 17 incidents, 13 were reported as 'slight' in severity. Of these 13 'slight' incidents, 2 involved cyclists and a further 2 involved pedestrian casualties. These, along with the incidents reported as 'severe' will be summarised below. Relevant Crashmap outputs are attached as **Appendix D**.

'Slight' Cyclist Incidents

- 4.28 The first of these incidents involving a cyclist was recorded as 'slight' in severity. It is understood from the Crashmap report that this incident occurred in dry and daylight conditions at the roundabout junction between Whitstable Road and Rough Common Road. A collision occurred between a car and a cyclist.
- 4.29 A second incident involving a cyclist, recorded as 'slight' in severity also occurred at this junction. It is understood from the Crashmap report that this incident occurred in dry and daylight conditions. A collision occurred between a cyclist turning right at the junction and a car travelling straight across the junction.

'Slight' Pedestrian Incidents

- 4.30 The first incident involving a pedestrian was recorded as 'slight' in severity occurred along The Kiln Hill, approximately 100 metres north of Blean Primary School. It is understood from the Crashmap report that this incident occurred in wet and daylight conditions. A vehicle travelling along The Kiln Hill collided with a pedestrian resulting in injury to the pedestrian. The Crashmap report indicates that this incident can be attributed to driver/human error although the presence of the steep hill at this location has the potential to have impacted upon aspects of the incident.
- 4.31 The second incident involving a pedestrian was recorded as 'slight' in severity and occurred along Blean Common, directly south of the junction with Yew Tree Farm. It is understood from the Crashmap report that the incident occurred in dry and daylight conditions. A vehicle travelling along the road collided with a pedestrian utilising the designated footway. The Crashmap report indicates that this incident can be attributed to driver/human error.

'Severe' Incidents

- 4.32 Of the 17 incidents reported within the survey area, 4 were reported as resulting in 'severe' injury. These will be summarised below.
- 4.33 The first incident occurred at the mini roundabout junction between Whitstable Road and Rough Common Road. It is understood from the Crashmap report the incident occurred in dry and daylight conditions. A collision occurred between a vehicle travelling along the roundabout and a cyclist also accessing the roundabout resulting in serious injury to the cyclist.
- 4.34 The second incident recorded as 'severe' occurred along Blean Hill, directly north of The Hare at Blean pub. It is understood from the Crashmap report that the incident occurred in dry and dark conditions although street lighting ensured that the highway was deemed lit. A collision occurred between a car and a cyclist as the car overtook the cyclist resulting in injury to the cyclist. The Crashmap report indicates that this incident can be attributed to driver/human error.
- 4.35 The third incident recorded as 'severe' occurred along Tyler Hill Road, just north of the junction with Link Road. It is understood from the Crashmap report that the incident occurred in wet or damp and daylight conditions. The incident involved a single cyclist who was travelling along the carriageway and lost control resulting in injury. The Crashmap report indicates that this incident can be attributed to driver/human error.
- 4.36 The fourth incident recorded as 'severe' occurred along Calais Hill, west of the junction with Canterbury Hill. It is understood from the Crashmap report that the incident occurred in wet or damp and darkness

conditions, with no street lighting present. The incident involved a single car travelling along the carriageway resulting in injury to 2 occupants. The Crashmap report indicates that this incident can be attributed to driver/human error.

Cluster

- 4.37 The above review has demonstrated that there is a cluster of incidents involving cyclists at the mini roundabout between Whitstable Road and Rough Common Road. Whilst 3 incidents within this timeframe is not considered abnormal, the consistent nature of all incidents were reported as involving cyclists suggests that mitigation may be required to address an existing deficiency in the road network.

Summary

- 4.38 The above review has demonstrated the accessibility of the site currently included within the CCC Draft Local Plan. It has been demonstrated that the site is accessible to sustainable transport methods but that it is not located in an area which will make future residents want to utilise sustainable transport methods to access the wider area including Canterbury city centre.
- 4.39 The access to existing local amenities within proximity to the site is mixed. There is good accessibility to educational amenities however food retail and healthcare amenities are located at a distance which are likely to be accessed via the private car due to the distance and the existing footway provision not making pedestrian access conducive.
- 4.40 The site specifications within the CCC Draft Local Plan state that improvements to sustainability are imperative for this proposed site location acting to demonstrate that the existing conditions at this site are not conducive to sustainable travel methods.
- 4.41 There will now be a comparison made to the site focussed upon within this Highways Technical Note.

Land to the south of Bekesbourne Lane

Site Details

- 4.42 The site is located approximately 2.6km south-east of Canterbury city centre. The site was previously included within previous draft versions of the CCC Draft Local Plan.
- 4.43 The location of the site is shown below in Figure 4.4.

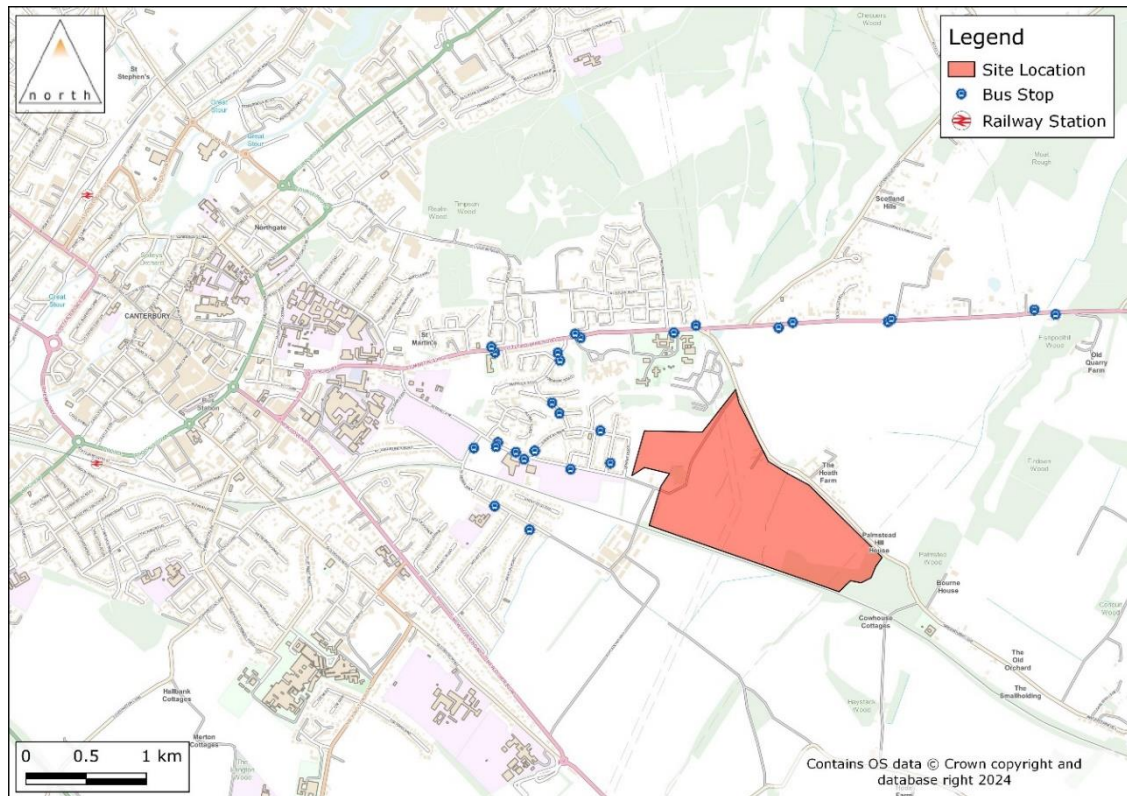


Figure 4.4: Site Location

Existing Highway Network

- 4.44 The site is located to the east of Dorset Road and south of Bekesbourne Lane. Dorset Road, a residential road subject to a 20mph speed limit, borders the site at the western extent. Parking is unrestricted along Dorset Road and largely occurs on the western side of the carriageway. Dorset Road leads into Sussex Avenue to the north which connects with Spring Lane to the west. Dorset Road also connects with Spring Lane to the south of the site forming a loop around a number of residential dwellings. Priority is given to drivers turning into Sussex Avenue, with drivers heading straight along Spring Lane required to give-way. All of the above roads operate with a 4.8 metre wide carriageway, alongside footways of 2 metres in width.
- 4.45 Spring Lane connects with the A257 Littlebourne Road which provides access to the centre of Canterbury. Before reaching Littlebourne Road, Spring Road connects with Pilgrims Road via a mini roundabout which leads into St. Augustines Road providing access to the A2050 New Dover Road. The A2050 provides a direct link from the centre of Canterbury to the A2 south of the site.
- 4.46 Bekesbourne Lane is a rural lane subject to a national speed limit (60mph) and is not suitable for vehicles over 7.5 tonnes. Vehicle speeds are likely to be some way below the speed limit, which reflects the width of the carriageway and rural nature of Bekesbourne Lane. Bekesbourne Lane provides access to a small number of dwellings and a campsite at its northern extent. Although on-street parking is unrestricted

within the vicinity of the site, due to the nature of Bekesbourne Lane on-street parking appears largely absent.

- 4.47 On-site measurements demonstrate that whilst it is possible for two cars to pass along Bekesbourne Lane, at points it would not be possible for a larger vehicle to pass a car. However, with a weight restriction in place, it is unlikely many larger vehicles will pass along Bekesbourne Lane other than for access. The width of the carriageway largely varies between 4.3 and 4.8 metres, with occasional passing places increasing the width further.
- 4.48 Bekesbourne Lane connects with the A257 Littlebourne Road to the north of the site, which provides a direct link to the centre of Canterbury to the west and Littlebourne, Ash and Sandwich to the east. Littlebourne Road is a two-way single carriageway road subject to a 40mph speed limit at the Bekesbourne Lane junction. To the east of the site Bekesbourne Lane provides access to Bekesbourne railway station. The junction of Bekesbourne Lane with the A257 operates with sufficient visibility based on the 40mph speed limit.
- 4.49 The A257 is a two-way, single carriageway road subject to a 40mph speed limit. Westbound travel provides direct access into Canterbury city centre whilst eastbound travel provides access to other local towns and villages and eventual travel towards the A256.

Accessibility of the Site by Non-Car Modes

Accessibility on Foot

- 4.50 Pedestrian access via existing footway provisions would be taken via Dorset Road and Spring Lane to the western extent of the site. Lit footway provisions are provided within this area and these footways are wide and characterised by dropped kerbs and tactile paving to assist with pedestrian crossing. These footway provisions provide a link to the wider footway network which provides access towards Canterbury city centre.
- 4.51 The topography of this route is significantly less steep than the site north of Canterbury. The utilisation of this footway network ensures that the steeper footway network provided on the A257 can be avoided. This footway provision ensures that a pedestrian would take 33-minutes to access Canterbury city centre by foot.

Accessibility by Cycle

- 4.52 There is no on-road cycle infrastructure present within the vicinity of the site however the flatter topography of the area and the relatively low speed limit, if the Spring Lane route is utilised as recommended, ensure that the local highway network to access the site can be deemed suitable for cyclists.
- 4.53 There are a selection of designated cycle routes accessible to the site. The NCN Regional Route 16, EuroVelo 12 and EuroVelo 5 are all accessible to site at the junction between Spring Lane and Pilgrims Road. These routes all provide a designated signposted route into Canterbury city centre.
- 4.54 Due to the topography of this area of Canterbury, utilisation of these routes and of cycling as a transport method is more likely to occur. This is also due to the nature of the highway network providing quicker access into the inner ring road area of Canterbury acting to naturally reduce the volume of traffic which cyclists would have to interact with. In comparison, the proposed site to the north would require greater utilisation of roads with higher volumes of traffic looking to enter Canterbury via the only true north-western access whereas the south-eastern access to the site enables motor vehicles to utilise a variety of different routes acting to reduce the volume of traffic interacting with cyclists.

Accessibility by Bus

- 4.55 As demonstrated in Figure 4.4, there are a selection of local bus stops located within close proximity to the site. It is proposed as part of the development that bus routes already operating would be improved and would access the site directly with the frequency of services increased to meet the increase in demand. As a result of the proposed sustainable transport corridor associated to this site, the accessibility of bus services serving Canterbury city centre would increase.
- 4.56 A summary of the existing local bus services accessible to the site are shown below in Table 4.6.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
11	Canterbury – Littlebourne – Wickhambreaux – Ickham – Wingham – Preston The Green – Stourmouth – Plucks Gutter – Monkton – Minster – Manston – Westwood	2 services a day	No service	No service
23	Canterbury Bus Station – Spring Lane Estate – Canterbury Bus Station	1 every 20 minutes	1 every 20 minutes	1 every hour
23A	Canterbury Bus Station – Barton Estate – Spring Lane Estate – Canterbury Bus Station	1 every hour	1 every hour	No service
43	Canterbury – Littlebourne – Wingham – Ash – Sandwich	1 every 30 minutes	1 every 30 minutes	1 every hour

Table 4.3: Local Bus Services for the Site

- 4.57 Table 4.6 demonstrates that the existing bus services operate to locations outside of the Canterbury area but that there is a frequent service operating within the existing residential area surrounding the site. This ensures that any improvements would benefit a wider proportion of the Canterbury community.

Accessibility by Rail

- 4.58 As mentioned above, Canterbury accommodates two railway stations. The site is located approximately 3.1km south-east of Canterbury West railway station equivalent to a 44-minute walk, 14-minute cycle, or 28-minute journey via public transport. The site is located approximately 2.7km east of Canterbury East railway station equivalent to a 39-minute walk, 12-minute cycle, or 19-minute journey via public transport.
- 4.59 Services are easier to access from this site on foot or by cycle due to the topography of the highway network.

Accessibility to Local Amenities

- 4.60 To provide a direct comparison with the accessibility to existing amenities with the site to the north of Canterbury, Tables 4.7 – 4.9 below demonstrates the amenities accessible to this site.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
Barton Manor School	450	7	2
The Bright Horizons Canterbury Day Nursery & Preschool	450	7	2
EKC Group – Spring Lane	950	14	4
Pilgrims Way Primary School	1000	15	4
Barton Court Grammar School	1300	19	6
Simon Langton Girls' Grammar School	2300	31	9
The Nursery at Canterbury College	1700	24	7
St Anslem's Catholic School	2300	31	9

Table 4.4: Education Amenities

4.61 Table 4.7 demonstrates the accessibility to local educational amenities. The major comparison is the accessibility to a wider range of schools which can spread the increased demand from future residents of the site.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
Londis	400	6	2
Premier and Post Office	1000	14	4
Tesco Express	1700	22	6
Waitrose & Partners	1700	23	7
Sainsbury's Local	2000	28	7

Table 4.5: Food Retail Amenities

4.62 Table 4.8 demonstrates the accessibility to food retail amenities. There are further amenities not included within Table 4.8 which would also be accessible by foot or cycle. As previously discussed, the footway provisions and topography of the area act to accommodate sustainable transport methods from which these amenities would be accessible.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
New Dover Road Surgery	1500	20	5
St Martin's Hospital	1300	18	7
Boots Pharmacy	1900	25	6
Dental Care Centre	2000	26	7
St George's Dental Practice	2000	26	7
KP GP Surgery	2000	27	7
Canterbury Health Centre and Dental Surgery	2000	27	9
Kent and Canterbury Hospital	2300	32	10

Table 4.6: Healthcare Amenities

4.63 Table 4.9 demonstrates the accessibility to health care amenities is similar to the draft site from a distance perspective however there is greater volume of healthcare amenities accessible to the site ensuring that the site can be deemed to be in a better location for these amenities compared to the draft site.

Road Safety Review

4.64 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Crashmap for the most recent 5-year period (January 2018 – December 2022).

4.65 In order to survey the whole area surrounding the proposed site, Figure 4.5 below demonstrates the survey area incorporated within this search.

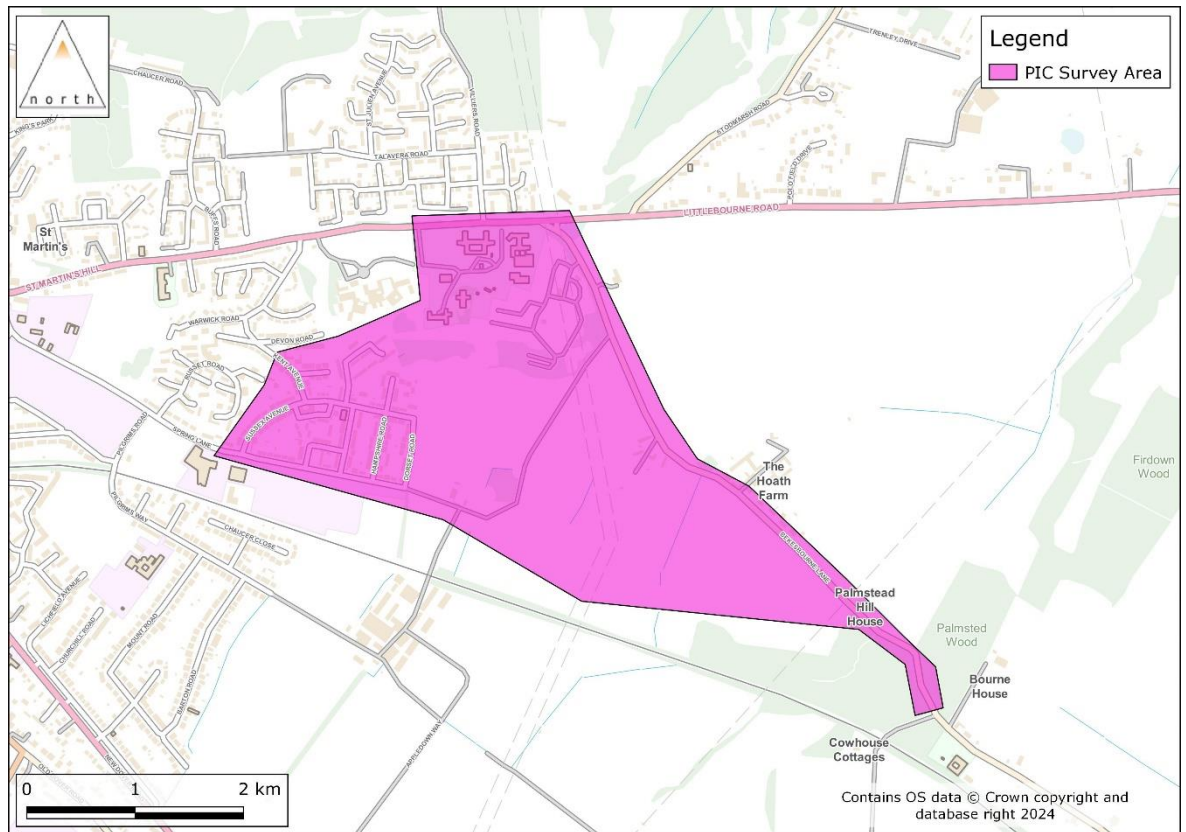


Figure 4.5: Site PIC Survey Area

- 4.66 An analysis of the survey shows that there have been 3 incidents reported within the timeframe mentioned above. There are no clusters seen to exist demonstrating that there is no overriding safety concern with the local highway network.
- 4.67 The first of these incidents was recorded as 'slight' in severity. It is understood from the Crashmap report, attached within **Appendix D**, that this incident occurred in dry and daylight conditions at the junction between Spring Road Lane and Sussex Avenue. A collision occurred between two vehicles as one vehicle was turning right and the other moving off from stationary resulting in injury to one driver. The Crashmap report indicates that this incident can be attributed to driver/human error.
- 4.68 The second incident recorded as 'slight' in severity occurred at the junction between Kent Avenue and Essex Road. It is understood from the Crashmap report that this incident occurred in dry and daylight conditions. A collision occurred between a motorised vehicle and a pedestrian resulting in injury to the pedestrian. The Crashmap report indicates that this incident can be attributed to driver/human error.
- 4.69 The third incident recorded as 'slight' in severity occurred along Littlebourne Road at the junction with Bekesbourne Lane. It is understood from the Crashmap report that this incident occurred in dry and daylight conditions. A collision occurred between 2 cars and a van. The front vehicle was in the act of turning right with another behind waiting for this manoeuvre to be completed. The van collided with these vehicles resulting in injury to one of the drivers. The Crashmap report indicates that this incident can be attributed to driver/human error.

Census Data Travel to Work Comparison

4.70 Table 4.10 below compares output areas surrounding the two sites to compare the method of travel utilise for work purposes.

Site C13 (South of Bekesbourne Lane)		Land north of the University	
Mode of Travel	Census Modal Split	Mode of Travel	Census Modal Split
Car Driver	58%	Car Driver	73%
Train	1%	Train	2%
Bus	3%	Bus	5%
Car Passenger	13%	Car Passenger	5%
On Foot	17%	On Foot	7%
Motorcycle	0%	Motorcycle	0%
Bicycle	5%	Bicycle	5%
Other	3%	Other	2%
TOTAL	100%	TOTAL	100%

Table 4.10 – Comparison to Land North of the University

4.71 Table 4.10 demonstrates that the land north of the University generates a higher level of car travel (15% higher) than Site C13. Indeed, travel on foot is significantly higher, which links back to the general location of the site in relation to the City centre and the topography of both sites. It also highlights how a robust package of measures to promote public transport and cycling could materially reduce the number of car trips.

4.72 Table 4.11 below summarises the District level mode of travel.

Canterbury District Wide	
Mode of Travel	Census Modal Split
Car Driver	67%
Train	3%
Bus	4%
Car Passenger	5%
On Foot	16%
Motorcycle	1%
Bicycle	2%
Other	2%
TOTAL	100%

Table 4.11 – District Level (Canterbury) Mode of Travel

4.73 Table 4.11 highlights how the district as a whole experiences a notably higher level of car driver trips, with car passenger trips also materially lower. Trips on foot are similar, although it is noteworthy that district wide only 2% of trips are by bicycle whereas District wide it is 5%. This is a material difference, and highlights the great opportunities that exist to further increase cycle trips from the site.

Summary

4.74 A comparison of key aspects of the two sites is summarised in Table 4.12 below.

	University Site	Bekesbourne Lane
Walk Trips (Percentage)	7%	17%
Car Driver Trips (Percentage)	58%	73%
Relatively Flat Terrain to City Centre	NO	YES
Within 2km Walk Distance of City	NO	YES

Table 4.12 – Comparison Between Two Sites

4.75 The above highlights how Site C13 offers considerable more scope to encourage walk trips into the City Centre due to the terrain and distance involved. This is evidenced in the existing census data relating to walk trips. This is in addition to alternative modes being promoted, as set out in Section 5 which includes e-bikes, improved bus trips, and internalisation within the site due to additional school and employment/retail provision.

4.76 The above review has demonstrated that the site has good accessibility to existing sustainable transport infrastructure acting to encourage future residents to utilise these various provisions. The topography of the area is key. The relatively flat nature of the area ensures that it is possible to access the site without having to necessarily traverse steep inclines. The draft site north of Canterbury is only accessible via steep inclines therefore this can be understood as a natural tangible benefit.

4.77 The above review has also acted to demonstrate that the site is accessible to local amenities with greater accessibility to food retail outlets. This is significant as it will encourage future residents to utilise sustainable transport methods to access these amenities as a result of being located within closer proximity. The review has then demonstrated that the surrounding area has greater levels of highway safety based on PIC data collected within the most recent 5-year period.

4.78 The overriding aspect demonstrated in the above however, is that the site is located on the edge of the urban extent of Canterbury, something which is not the case for the draft site. This locational aspect ensures that future residents will be more likely to associated themselves with the wider Canterbury urban area and as such, will utilise sustainable transport methods to access services, amenities, and employment opportunities. The draft site is essentially located within the village of Blean. This site will only generate urban sprawl of the Canterbury area acting to engulf existing villages whilst also generating an identity of being outside of Canterbury thus providing future residents with a subconscious desire to utilise the private car as a result of this location. This is a key aspect of understanding the reasons why the site is more suitable for development in comparison to the draft site.

5.0 Accessibility to Transport Methods and the Wider Network

Overview

- 5.1 This section will focus on the comparison between the sites and demonstrate the differences in access to the wider highway network, the sustainable nature of each site location, and the impact of other sites which impact the suitability of the sites.

Access to the Wider Highway Network

- 5.2 It has already been discussed how the site has favourable access to the wider highway network comparatively to the draft site north of Canterbury. Figure 5.1 below demonstrates the accessibility of the draft site to the wider highway network whilst Figure 5.2 below demonstrates the accessibility of the C13 Bekesbourne Lane site to the wider highway network. This mapping is indicative of potential journeys future residents would take utilising the existing highway network as if they were accessing local amenities or employment locations.

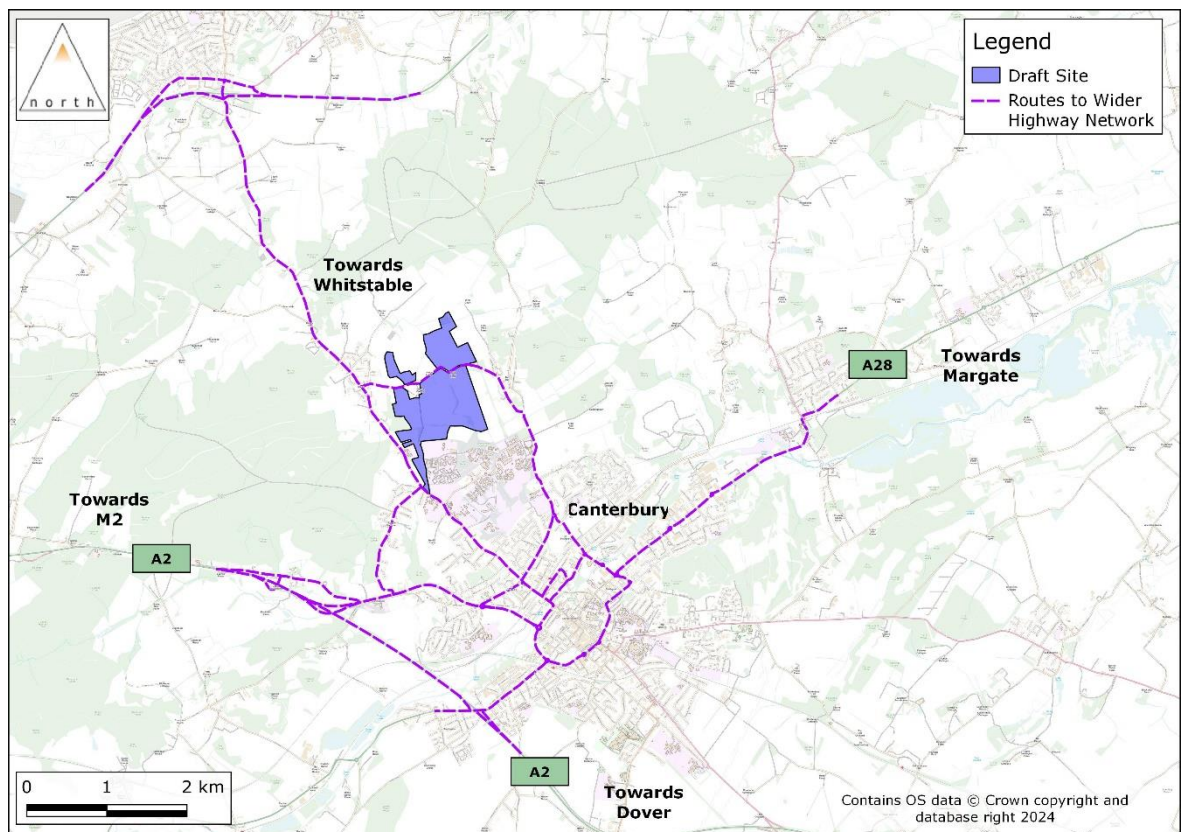


Figure 5.1: Access Routes from the Draft Site to the Wider Highway Network

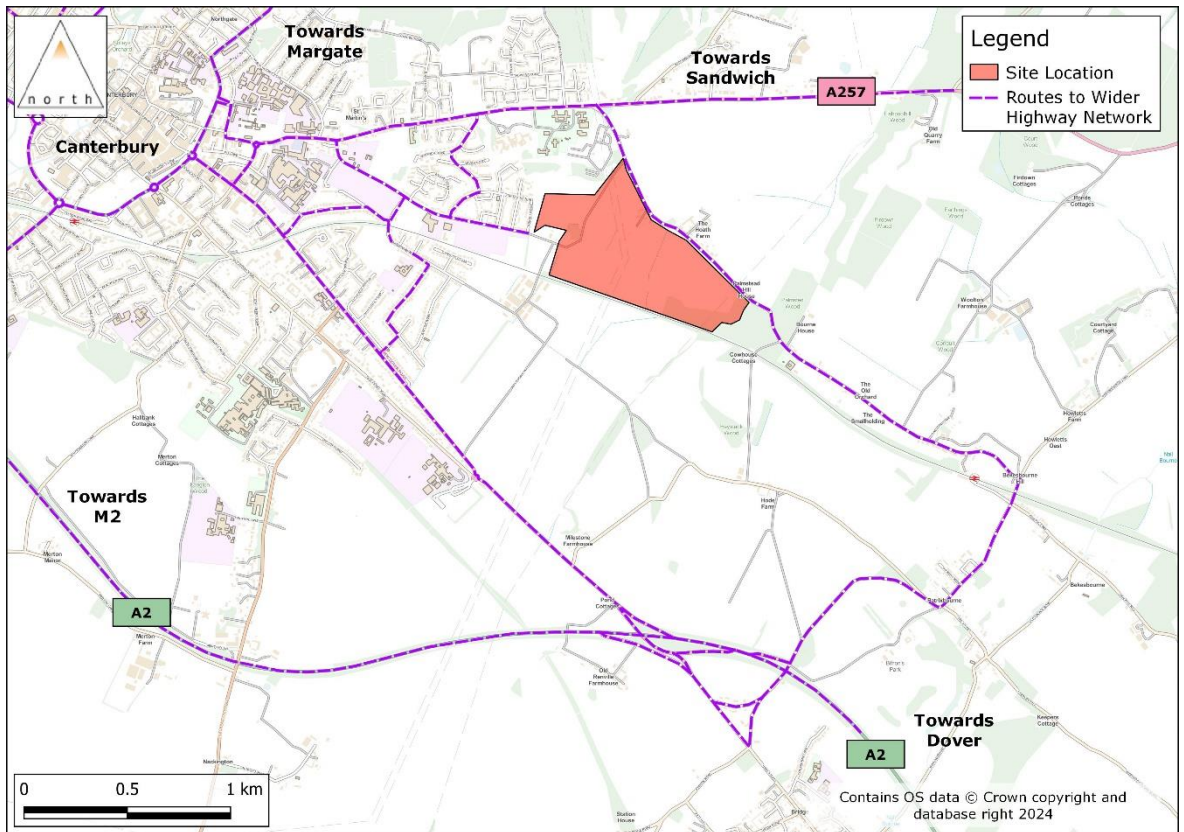


Figure 5.2: Access Routes from the Site to the Wider Highway Network

- 5.3 Figure 5.1 demonstrates that the access routes to the wider highway network from the draft site are longer and require travel into more residential areas of Canterbury city centre. It’s evident that access to the A2 requires future residents to travel south adding vehicular traffic to an already congested network.
- 5.4 In comparison, Figure 5.2 demonstrates how vehicular traffic from the site would have the possibility to avoid Canterbury town centre to travel towards Margate, Sandwich, or to access the A2. Whilst travel towards Margate requires utilisation of the ring road, this is only brief and will not act to add traffic to the road network in a similar way to that demonstrated within Figure 5.1.

Sustainable Transport Infrastructure

- 5.5 As demonstrated within Section 4, both sites are accessible via sustainable transport methods, although the existing infrastructure surrounding the site is better and more conducive to encouraging sustainable transport methods.
- 5.6 The higher quality footway provisions surrounding the site and the less steep topography act to ensure that future residents of the site will have greater levels of encouragement to utilise sustainable or active transport methods to access Canterbury city centre. The footway provision to surrounding the draft site has been shown to be of a worse quality and as such less likely to be utilised by future residents. The steep topography of the area surrounding the draft site will also act to discourage future residents from utilising active travel methods.
- 5.7 The existing sustainable transport service infrastructure are also of a higher quality in the area surrounding the site whilst also acting to serve a wider community compared to those surrounding the draft site. This also acts to ensure that any improvements to the sustainable transport methods would provide an improved service to a larger population acting to have a wider overall benefit.

- 5.8 The GIS software TRACC has been utilised to calculate the possible walking distance over a 25-minute period from the site utilising the average adult walking speed of 4.8kmh. This is attached within **Appendix E** and demonstrates the accessibility of the local area by foot. This isochrone demonstrates that it is possible to reach the outer extent of Canterbury city centre whereby it would be possible to connect with local bus services. The wide spread of the area also acts to demonstrate the accessibility to the wider area via sustainable transport methods from the site.
- 5.9 The GIS software TRACC has also been utilised to demonstrate the 5km radius of which it is deemed an average adult would cycle to access a place. This is attached within **Appendix E** and highlights that key areas of Canterbury city centre, including both railway stations, can be accessed easily by bike from the site.
- 5.10 This acts to demonstrate the true sustainability of the site and truly highlights the sustainable nature of it. The flat topography of this area of Canterbury also acts to further incentivise sustainable travel from the site as future residents will view the site as enabling for sustainable transport methods.
- 5.11 Policy Context
- 5.12 The above must be considered in regards to emerging policy in the draft Local Plan. In particular, Section six relating to 'Movement and transport' seeks the following:
- "Rebalancing the transport network towards more walking, cycling and public transport and supporting low-emission vehicles are clear government priorities."*
- 5.13 The above would be achieved via three key methods:
- ▶ New developments must show how they will maximise opportunities for walking and cycling;
 - ▶ Supporting greater use of public transport in the district; and
 - ▶ Supporting the rapid transition to zero emissions vehicles.
- 5.14 The above would be achieved via Site C12 (and reinforced through site C13) by the following:
- ▶ Offering a series of mitigation measures (as set out in Section 6) that encourage additional cycle trips through cycle vouchers/e-bikes, and improved walking routes;
 - ▶ Improvements to existing bus services, alongside the creation of additional services; and
 - ▶ Electric charging opportunities throughout the site, with both private and public charging facilities.
- 5.15 The above demonstrates how site C12 actively meets the aims of Canterbury's own planning policy, which the site to the north of the University would struggle to achieve due to its constraints to active travel identified in this report.

6.0 Potential Improvements

- 6.1 This report has demonstrated that the site south of Bekesbourne Lane is more suitable for development than the draft site north of Canterbury which is achieved through a variety of factors. The underlying reason however is that the site is more sustainable and provides greater accessibility to sustainable transport opportunities for future residents compared to the draft site which does not have the existing provision within the immediate vicinity in the same manner.
- 6.2 Despite recognising the suitability of the site to the south of Bekesbourne Lane for development, it is imperative to recognise that potential improvements can be made to the existing infrastructure to further the suitability of the site. Some of these have been mentioned in brief in the above sections however, this section will outline the proposed improvements included within the development to demonstrate the suitability of this site to be included within the upcoming CCC Local Plan for development.
- 6.3 In addition, by providing essential facilities on-site, including a diverse range of housing options, schools, healthcare facilities, and employment opportunities, the development (alongside the adjacent C12 site being promoted by Gladmans) would ensure that residents can meet their everyday needs within the community.
- 6.4 The opportunity for a bridge connection further enriches sustainable transport options, offering a convenient and frequent public transport service right from the outset of the development. Existing routes would be expanded to include the site with the frequency of the services increased to generate a wider benefit to the wider community. There is also the potential to provide a wider shuttle bus service to the site, and the surrounding area, to the Canterbury East and Canterbury West railway stations so as to further encourage the utilisation of sustainable transport methods.
- 6.5 Despite this, the increase in frequency for bus services will not only act to benefit future residents but will also act to benefit existing residents and make additional commuting options more accessible. As the site is in an already residential area of Canterbury, this impact will be felt by a greater population than for the draft site.

Bus Improvements

- 6.6 As part of a package of sustainable transport measures, there is potential to provide a community bus service to enhance links between the development site and local facilities in and around Canterbury, including the town centre and railway station. The route and timetable would be informed by the residents following occupation of the development, in liaison with KCC, to ensure that it is an attractive option that meets the needs of residents.
- 6.7 Indicative costings would put a new service at circa £500,000-£600,000, which could be secured via the development proposal combined with the adjacent Gladmans site.
- 6.8 Alternatively, the existing service (route 23) could be extended into the site in order to enhance the accessibility to public transport for the site. At present the service loops around Sussex Avenue, Hampshire Road and Spring Lane before returning to Canterbury city centre. Therefore, there is scope to extend this service to include the site before returning to Canterbury city centre. The frequency/number of buses on this route may need to be increased due to the extension of the route and the additional passengers associated with the site.

Travel Hub

- 6.9 A Travel Hub could also be provided on-site which would operate as a central point for sustainable modes of travel including bus stops, cycle hire, cycle parking and electric vehicle charging.

Car Club Vehicles

- 6.10 Additionally, the development site could include appropriate provision for a number of car club bays/vehicles working with Canterbury Co Wheels or Enterprise to provide the necessary provision and infrastructure. The previous section sets out improvements to existing footways and the potential to introduce new footways in order to improve and enhance the existing conditions for pedestrians travelling from the site to the centre of Canterbury. Additionally, there is the potential to introduce a foot/cycleway along the southern side of Spring Lane, where a wide highway verge is currently located, to provide a direct cycle link to the centre of Canterbury.
- 6.11 Discussions have been held with Enterprise Car Club, who would encourage the provision of 2-3 cars spread across the two sites. A car club vehicle would be introduced on a phased approach based on the quantum of units constructed. Free membership for at least two years would be provided to encourage the up-take of the service. The cost of such a service including membership would be borne by the developer, and based on initial discussions with Enterprise would likely amount to circa £24,000 for each car over a two year period. With multiple cars suggested, this would be a significant investment which could have the effect of reducing car ownership.

E-bike Provision

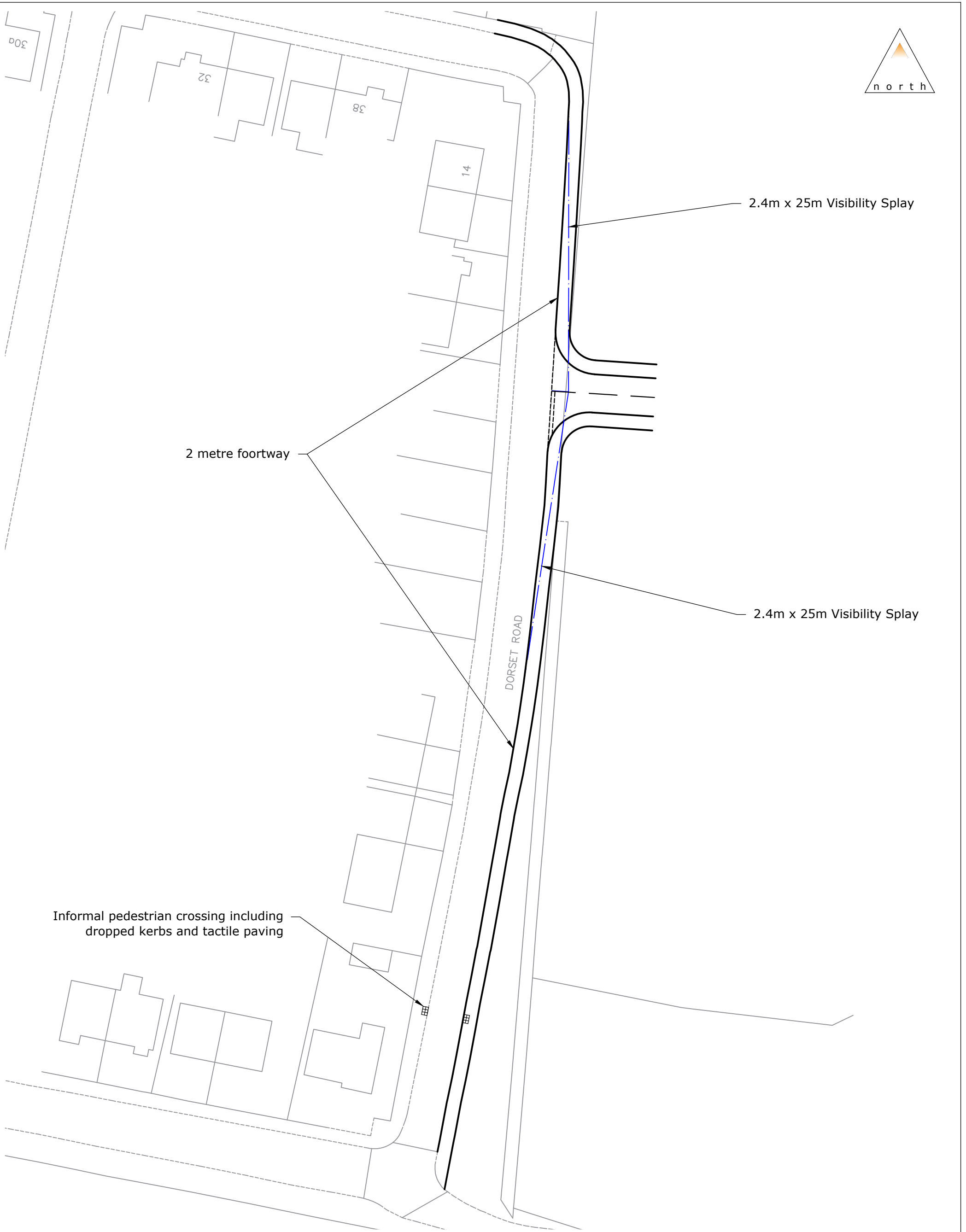
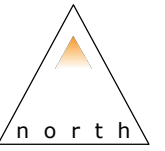
- 6.12 Discussions have been held with E-bikes Direct, who provide e-bikes for employment and residential sites in the south-east. An E-bike could be provided per dwelling for a cost of circa £700, which includes training and initial set-up. This could be funded by the developer, and is not only a significant investment, but based on the aforementioned mode of travel of residents has the potential to significantly increase the up-take of cycle amongst residents.

7.0 Summary and Conclusion

- 7.1 This Highways Technical Note has prepared on behalf of Wates Development Limited in support of a potential development opportunity on land south of Bekesbourne Lane, Canterbury.
- 7.2 This Highways Technical Note has compared the difference between this site and a draft site included within the CCC Draft Local Plan, located north of the University of Kent effectively within the village of Blean.
- 7.3 The comparison completed within this Highways Technical Note has demonstrated the following;
- ▶ That the draft site is located in an area of steep topography as well as being located within the village of Blean acting to engulf Blean into the urban sprawl of Canterbury;
 - ▶ That the site has greater accessibility compared to the draft site as a result of accessibility to existing infrastructure;
 - ▶ That the access to the wider highway network is preferable from the site and doesn't require vehicles to access Canterbury city centre thus not adding to the congestion within Canterbury;
 - ▶ That a location to the south of the site is included within the Draft Local Plan whilst a site to the north has been granted consent. This would allow for the implementation of the 'Eastern Movement Corridor' ensuring that vehicular stress had upon Canterbury city centre is reduced and that this will lead to an improvement in sustainable transport methods within this location too;
 - ▶ That the proposed improvements surrounding pedestrian and cycle infrastructure are less severe but will act to benefit a wider population of Canterbury as well as future residents;
 - ▶ That the improvements proposed to the bus services will act to benefit a wider area due to the desire to increase the frequency of services so as to mitigate the increased demand from a greater population; and,
 - ▶ That the provision of a Transport Hub will act to further benefit the wider population of the site.
- 7.4 In view of the above, it is evident that the site to the south of Bekesbourne Lane is significantly more sustainable a location for development with wider improvements made demonstrated to benefit a wider population ensuring that the economic and social impact of the development will be greater. It has also been demonstrated that the existing highway and transportation elements of both locations are significantly better at the site and that this ensures that the wider area can be deemed more sustainable making it an ideal location to be incorporated back into the Local Plan.

Appendix A

Access via Dorset Road



C:\Users\ellieupton\OneDrive - Motion\TP Projects\whcant 2112043\Drawings\2112043-01,02,03.dwg

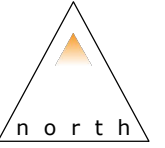


84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project: Land South of Bokesbourne Lane, Canterbury	
Title: Potential Access Arrangement Option 2	
Scale: 1:500 (@ A3)	
Notes:	Drawing: 2112043-02
	Revision: -



New priority arrangement

SUSSEX AVENUE

2 metre footway

2.4m x 25m Visibility Splay

8

14

2.4m x 25m Visibility Splay

Informal pedestrian crossing including
dropped kerbs and tactile paving

DORSET ROAD



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 8065 5208

www.motion.co.uk

Project:
Land South of Bekesbourne Lane, Canterbury

Title:
Potential Access Arrangement
Option 3

Scale: 1:250 (@ A3)

Notes:

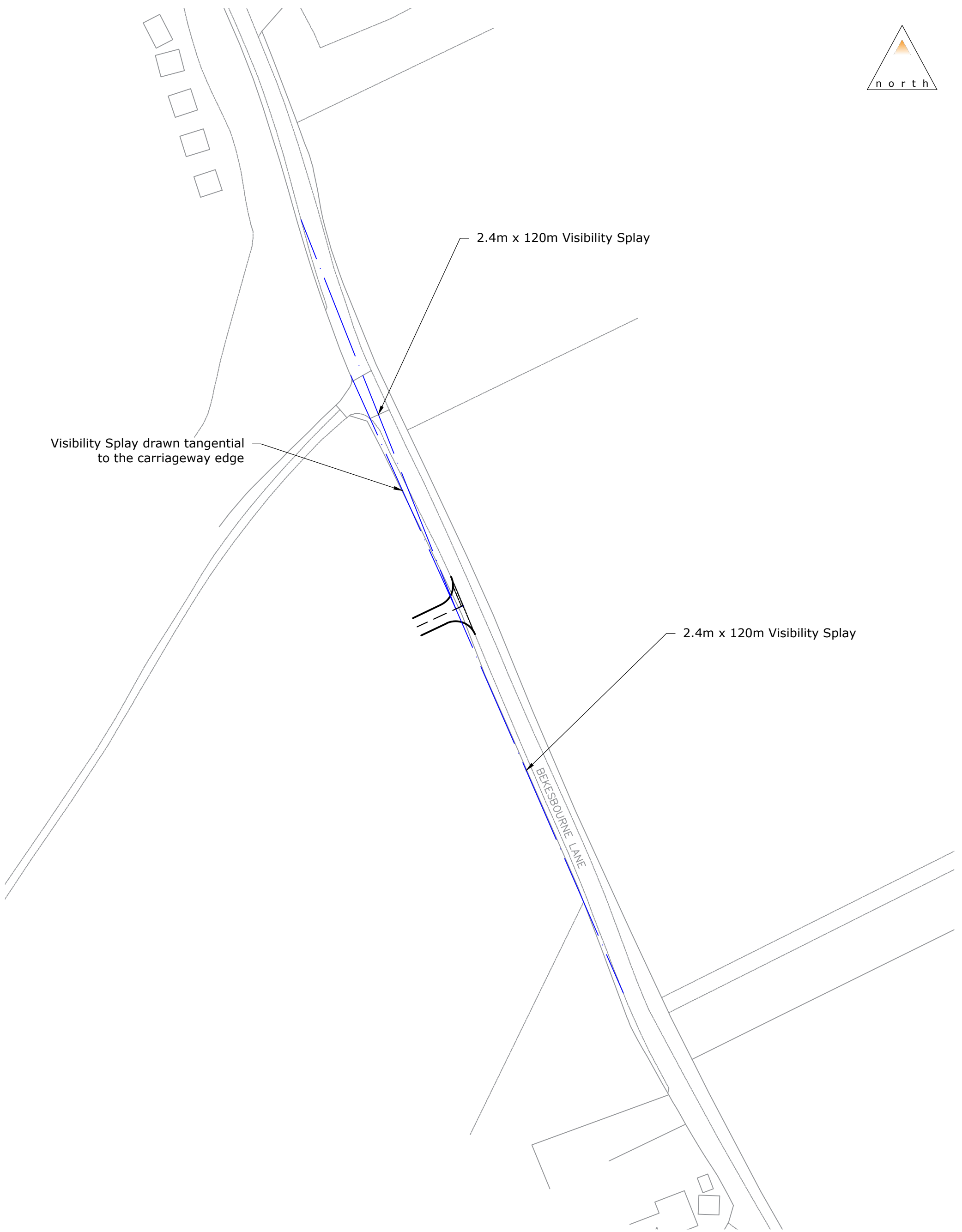
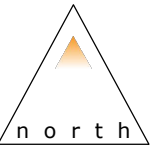
Drawing:
2112043-03

Revision:

-

Appendix B

Access via Bekesbourne Lane



Visibility Splay drawn tangential to the carriageway edge

2.4m x 120m Visibility Splay

2.4m x 120m Visibility Splay

BEKESBOURNE LANE



84 North Street
 Guildford
 Surrey
 GU1 4AU
 T: 01483 531 300

Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF
 T: 020 8065 5208

www.motion.co.uk

Project: Land South of Bekesbourne Lane, Canterbury	
Title: Potential Access Arrangement Option 1	
Scale: 1:1000 (@ A3)	
Notes:	Drawing: 2112043-01
	Revision: -

C:\Users\ellieupton\OneDrive - Motion\TP Projects\whcant 2112043\Drawings\2112043-01_02_03.dwg

Appendix C

Extent of Public Highway



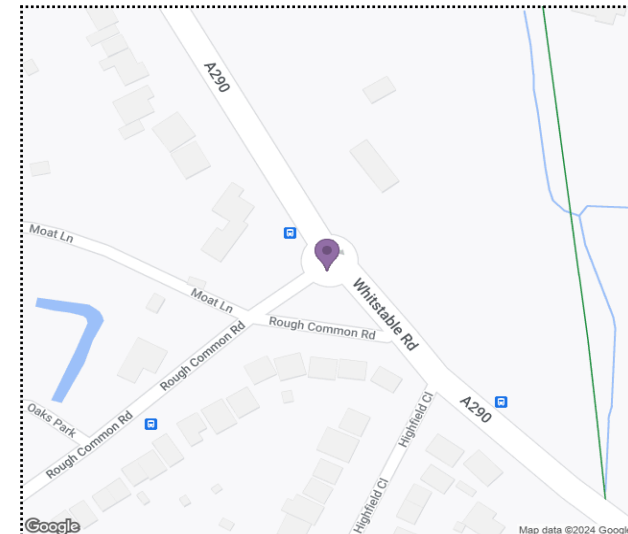
Appendix D

Crashmap Output



Validated Data

Crash Date:	Friday, April 27, 2018	Time of Crash:	11:35:00	Crash Reference:	2018460291365
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Kent exc Medway Towns	Vehicles:	2	OS Grid Reference:	612964 159537
Local Authority:	Canterbury				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, April 27, 2018

Time of Crash: 11:35:00

Crash Reference: 2018460291365

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	46 - 55	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

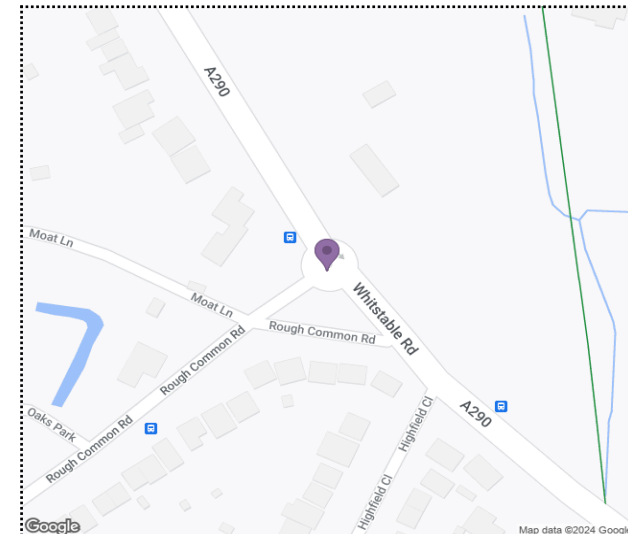
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Highest Injury Severity:	Slight	Road Number:	A290	Casualties:	1
Highway Authority:	Kent exc Medway Towns			Vehicles:	2
Local Authority:	Canterbury			OS Grid Reference:	612964 159539
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

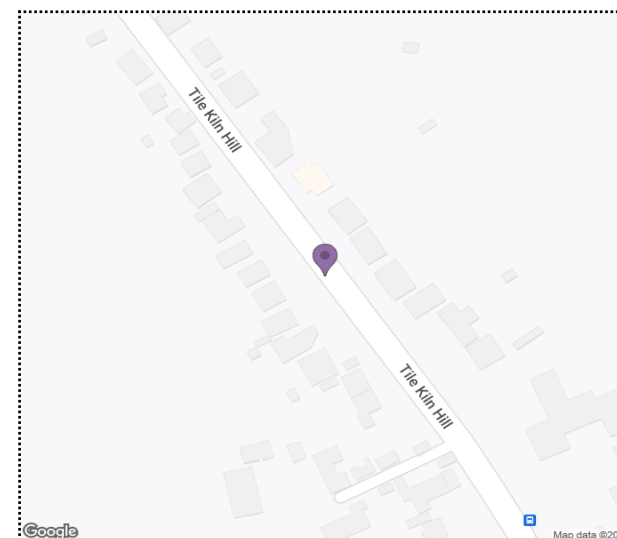
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Wednesday, February 2, 2022	Time of Crash:	08:50:00	Crash Reference:	2022461141528
Highest Injury Severity:	Slight	Road Number:	A290	Casualties:	1
Highway Authority:	Kent exc Medway Towns	Vehicles:	1	OS Grid Reference:	612669 160052
Local Authority:	Canterbury				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, February 2, 2022

Time of Crash:

08:50:00

Crash Reference: 2022461141528

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	Unknown or other	Unknown or other

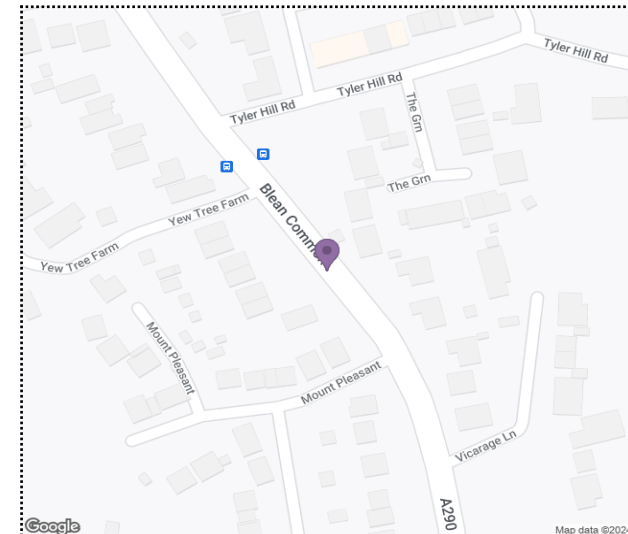
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Sunday, May 29, 2022	Time of Crash:	10:45:00	Crash Reference:	2022461187095
Highest Injury Severity:	Slight	Road Number:	A290	Casualties:	1
Highway Authority:	Kent exc Medway Towns	Vehicles:	1	OS Grid Reference:	612262 160729
Local Authority:	Canterbury				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, May 29, 2022

Time of Crash:

10:45:00

Crash Reference: 2022461187095

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Over 75	On footway or verge	Unknown or other

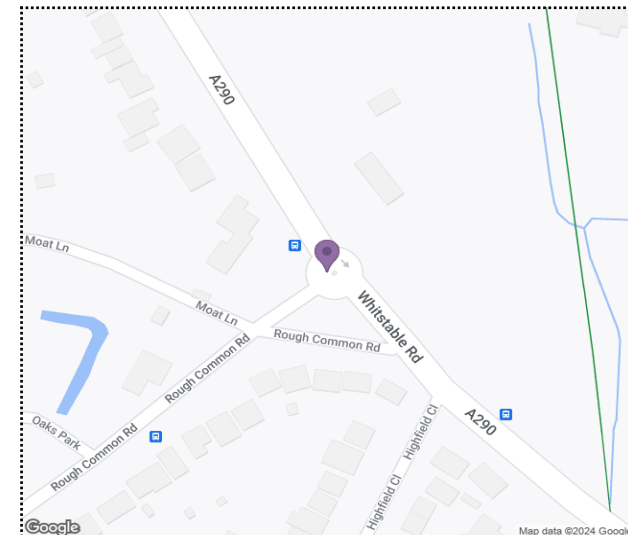
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Friday, October 11, 2019	Time of Crash:	17:07:00	Crash Reference:	2019460889289
Highest Injury Severity:	Serious	Road Number:	A290	Casualties:	1
Highway Authority:	Kent exc Medway Towns	Vehicles:	2	OS Grid Reference:	612962 159542
Local Authority:	Canterbury				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data**Crash Date:**

Friday, October 11, 2019

Time of Crash:

17:07:00

Crash Reference: 2019460889289**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, February 27, 2021

Time of Crash: 18:55:00

Crash Reference: 2021461026720

Highest Injury Severity: Serious

Road Number: A290

Casualties: 1

Highway Authority: Kent exc Medway Towns

Vehicles: 2

Local Authority: Canterbury

OS Grid Reference: 612396 160407

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

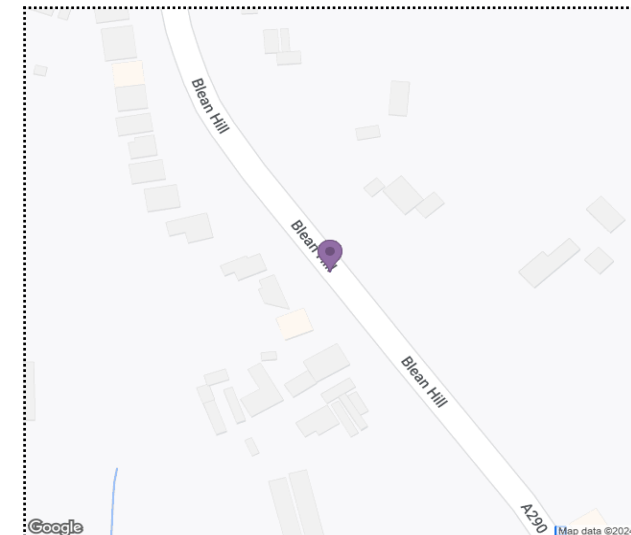
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, February 27, 2021

Time of Crash:

18:55:00

Crash Reference: 2021461026720

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, August 11, 2020

Time of Crash: 08:45:00

Crash Reference: 2020460988646

Highest Injury Severity: Serious

Road Number: U0

Casualties: 1

Highway Authority: Kent exc Medway Towns

Vehicles: 1

Local Authority: Canterbury

OS Grid Reference: 613956 160849

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

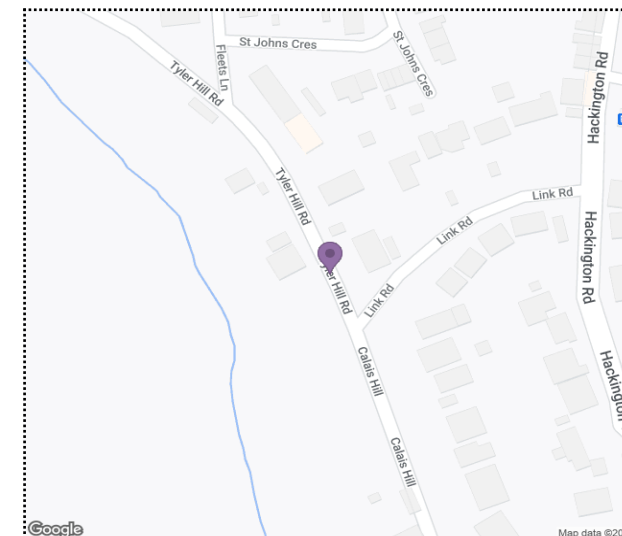
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, August 11, 2020

Time of Crash:

08:45:00

Crash Reference: 2020460988646

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, December 22, 2020

Time of Crash: 19:40:00

Crash Reference: 2020461010754

Highest Injury Severity: Serious

Road Number: U0

Casualties: 2

Highway Authority: Kent exc Medway Towns

Vehicles: 1

Local Authority: Canterbury

OS Grid Reference: 614143 160510

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Darkness: no street lighting

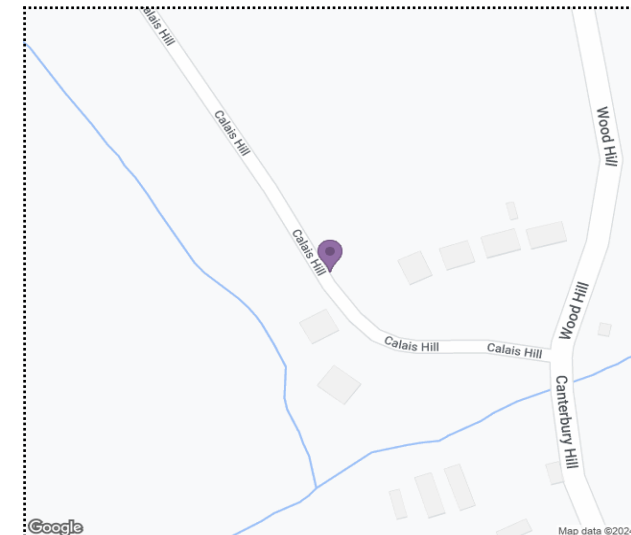
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, December 22, 2020

Time of Crash:

19:40:00

Crash Reference: 2020461010754

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

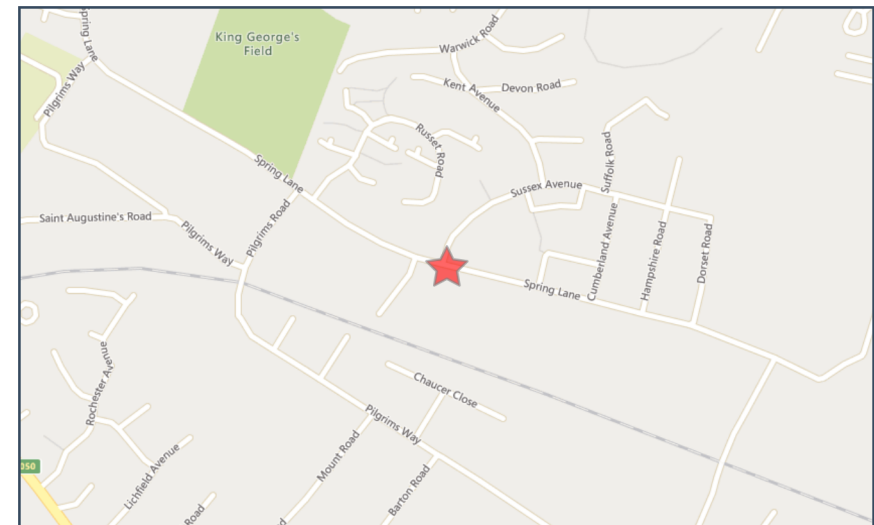
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Thursday, July 16, 2020 **Time of Crash:** 2:17:00 PM **Crash Reference:** 2020460965911

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	2
Local Authority:	Canterbury City			OS Grid Reference:	616434 157300
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	2	Female	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Tuesday, August 24, 2021

Time of Crash: 10:20:00

Crash Reference: 2021461084209

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Kent exc Medway Towns

Vehicles: 1

Local Authority: Canterbury

OS Grid Reference: 616548 157499

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

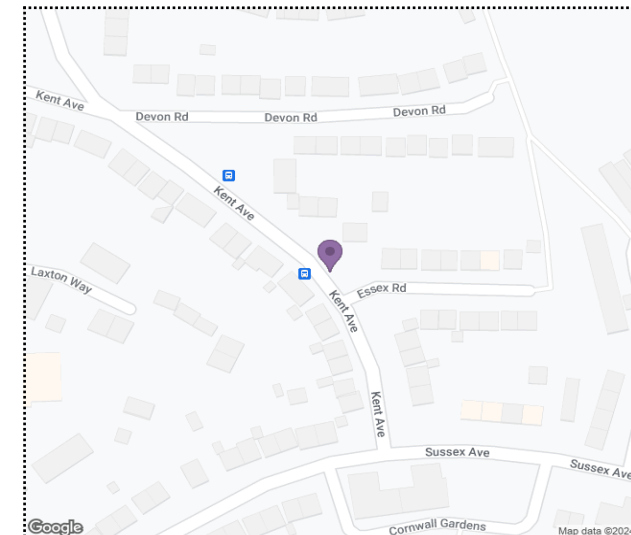
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, August 24, 2021

Time of Crash:

10:20:00

Crash Reference:

2021461084209

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	Unknown or other	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, January 17, 2020

Time of Crash: 10:35:00 AM

Crash Reference: 2020460922826

Highest Injury Severity: Slight

Road Number: A257

Number of Casualties: 1

Highway Authority: Kent exc Medway Towns

Number of Vehicles: 3

Local Authority: Canterbury City

OS Grid Reference: 617112 157842

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

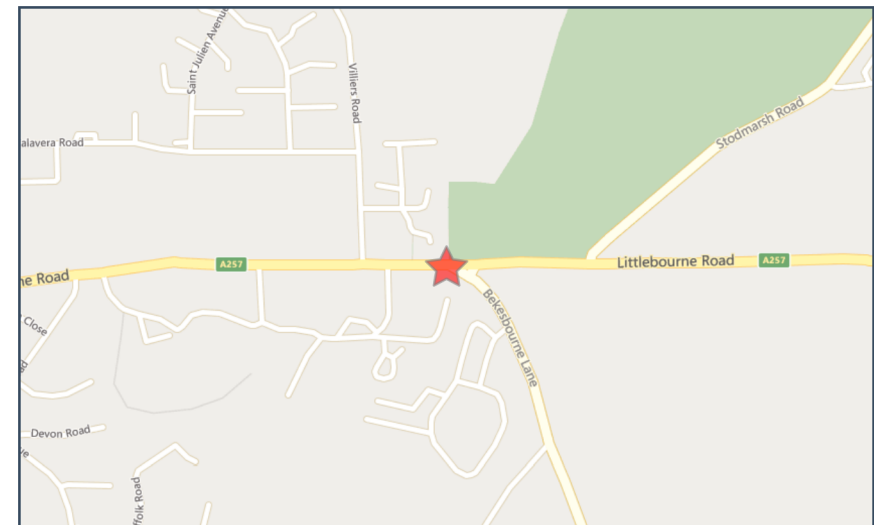
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)	5	Female	36 - 45	Vehicle is in the act of turning right	Back	Unknown	None	None

Casualties

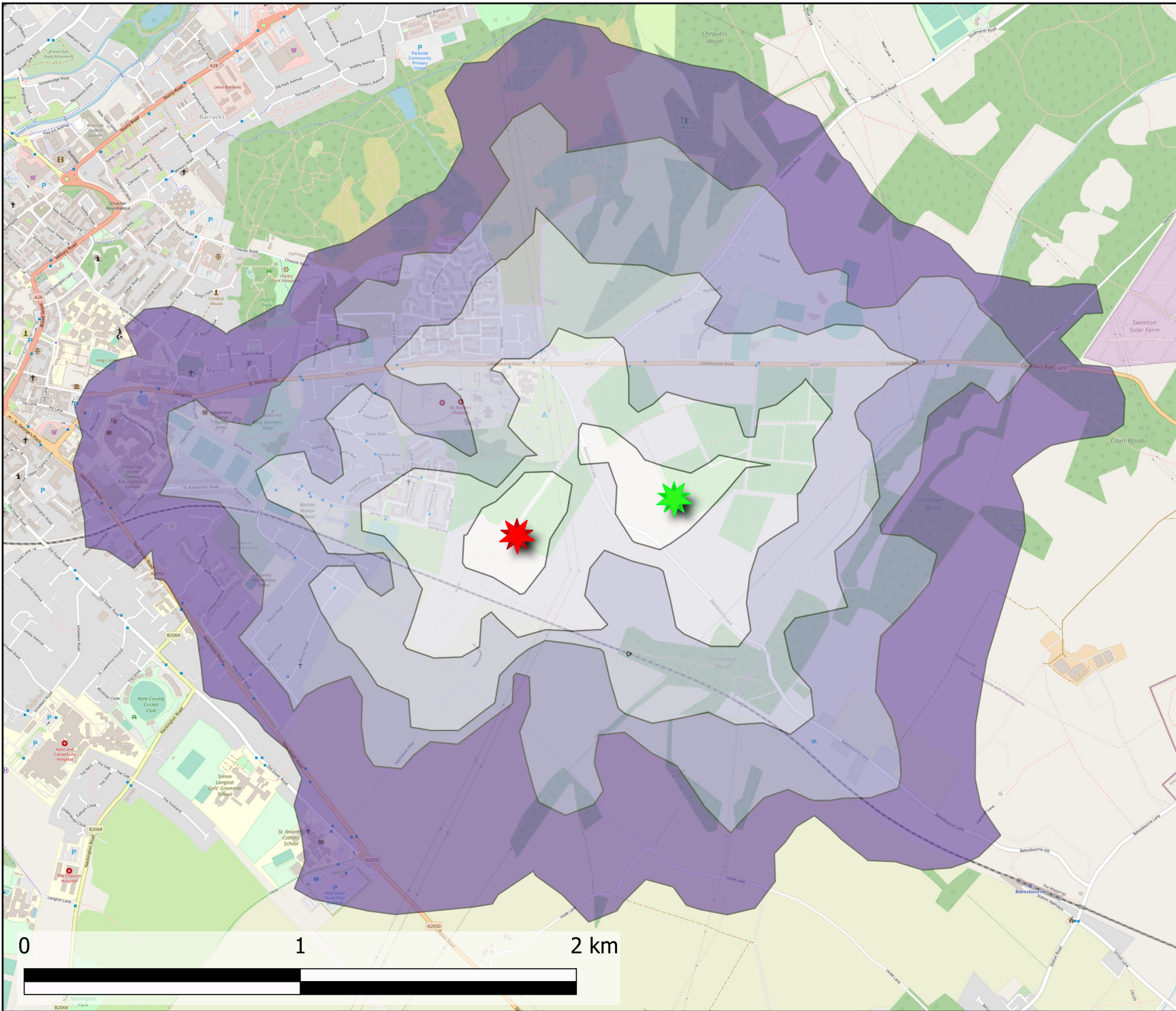
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix E



Walk and Cycle Isochrones








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Legend

-  Wates Site Location
-  Gladman Site Location

Walking Isochrone

-  5 Minutes
-  10 Minutes
-  15 Minutes
-  20 Minutes
-  25 Minutes

Assumed Walk Speed: 4.8 km/h

Project

Land South of Bokesbourne Lane,
 Canterbury

Title

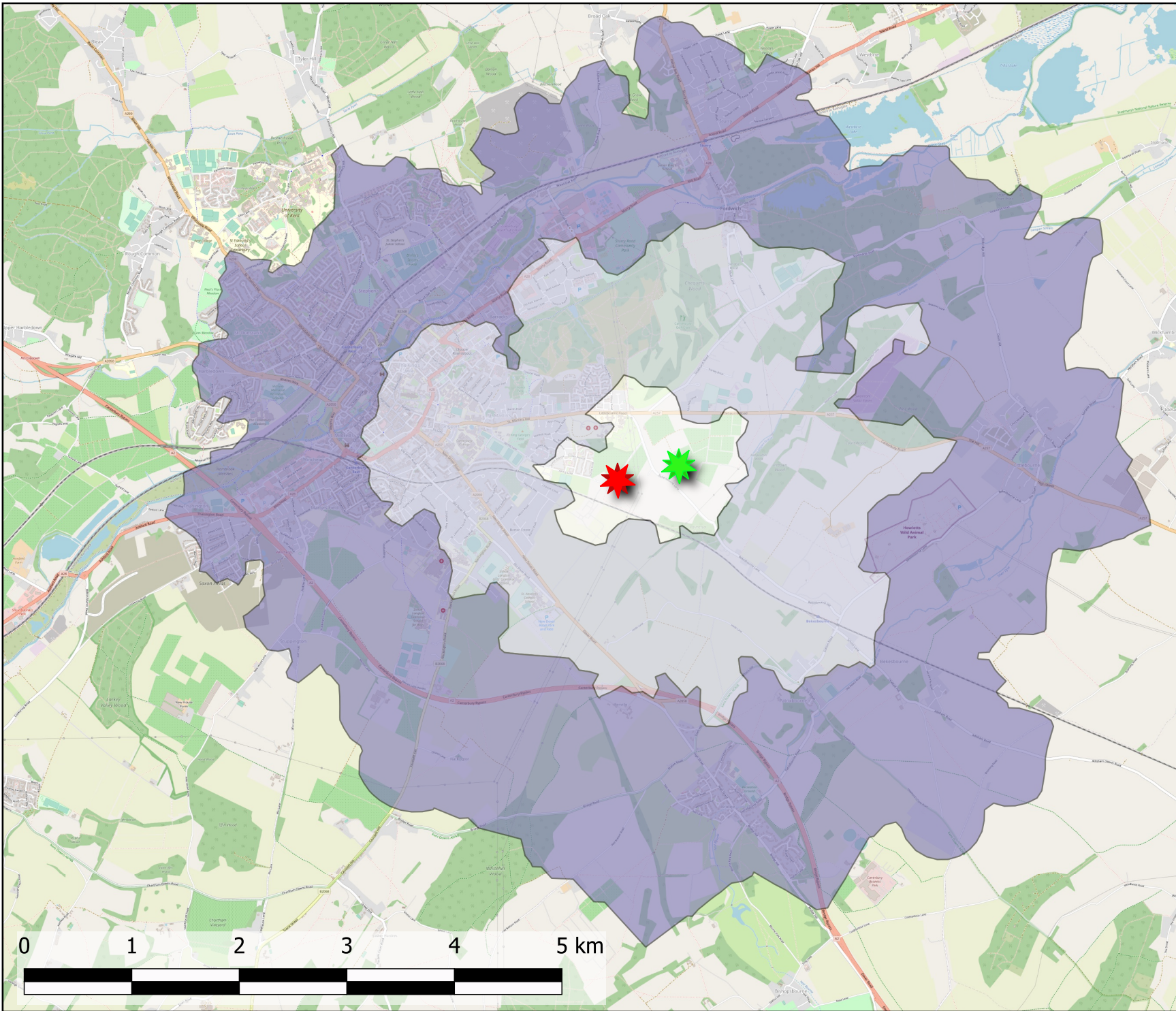
Accessibility by Foot
 Proposed Bridge Included



84 North Street, Guildford, GU1
 4AU

Tel: +44 (0) 148 353 1300



scale stated	drawn by EF	date 10/11/2023
drawing number		rev



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Legend

-  Wates Site Location
-  Gladman Site Location

Cycling Isochrone

-  1 km
-  3 km
-  5 km

Project

Land South of Bekesbourne Lane, Canterbury

Title

Accessibility by Cycle
Proposed Bridge Included



84 North Street, Guildford, GU1
4AU
Tel: +44 (0) 148 353 1300

scale stated	drawn by EF	date 10/11/2023
drawing number		rev