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environmental consultants

Transport Written Representations

East Canterbury

Prepared by Enzygo on behalf of Gladman Developments Limited

'Experience and expertise working in union'

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1.0 INTRODUCTION

1.1.1 Enzygo has been instructed by Gladman Developments Limited (Gladman) to prepare representations to the consultation on a draft of the new Canterbury District Local Plan to 2040 published by Canterbury City Council, further to the previous consultation in October 2022 on the last draft Canterbury Local Plan to 2045.

1.1.2 Gladman and Wates have interests in land towards the eastern edge of Canterbury, formerly promoted as draft allocations in the previous version of the Draft Local Plan. To date, the sites have been promoted jointly by Gladman and Wates as a single proposed allocation, in recognition of the joint benefits of delivering both parcels of land as a wider strategic development.

1.1.3 East Canterbury had been contained as a draft allocation in the prior draft version of the Local Plan to 2045. It comprised three separate allocations, C12, C13 and C14. In the updated draft of the new Canterbury District Local Plan To 2040 East Canterbury has been removed as a location for sustainable growth.

1.1.4 The sites can deliver up to 2,045 new homes, with a range of supporting uses including employment, education, community hub and facilities. East Canterbury has been actively promoted with technical issues worked through with stakeholders over an extended period of time, resulting in a series of reliable technical solutions which make the proposed allocation deliverable. Master planning and technical evidence prepared to date demonstrates that East Canterbury can be delivered in-line with the draft policies that had previously applied.

1.1.5 It is our view that East Canterbury is a location for sustainable growth that will also enable the city to deliver its sustainability objectives into the future. The current draft Transport Strategy relies on a substantial level of mode shift away from private cars for local trips, necessary to unlock the ability to reallocate road space around the city centre area to enable active travel and public transport to be prioritised. There are currently no practical alternative routes to the city centre, meaning that if downward pressure on car-based trips is unsuccessful the strategy cannot succeed.

1.1.6 East Canterbury offers the key connectivity piece needed to deliver the proposed Transport Strategy successfully and brings with it the ability to future proof the transport network. A new bridge will be delivered connecting the East Canterbury with Mountfield Park and the A2, offering a new multi-modal corridor where currently a significant gap exists. This corridor and bridge solution to Mountfield Park has been developed with stakeholders and can respond as needed dependent on the ongoing success of the wider Canterbury Transport Strategy:

- If the strategy is succeeding as planned, the bridge and therefore the connection to Mountfield Park and the A2 can be restricted to a sustainable transport only connection, enabling people to move freely by active modes and bus throughout the East Canterbury area, connecting people sustainably and allowing the reduction in car trip making to progress over time because a viable alternative is readily available.

- If the strategy is not delivering on its objectives, the bridge can be opened to traffic, with some measure of control by vehicle type or time if necessary, enabling city centre bound vehicles, currently routing through the Canterbury City Centre air quality management area, an alternative and more suitable route. This would also create headroom on the inner-city network and to enable delivery of the sustainable transport measures.

1.1.7 The proposed allocation at East Canterbury can provide the infrastructure needed to ensure future success of the Transport Strategy as it progresses and allows the Council the ability to monitor and manage the degree to which restriction of car-based traffic bound for the City centre can be achieved over time. If this opportunity is not taken up now, there is a real risk that the key infrastructure needed to enable a transition to a future-ready, more sustainable transport strategy, will be undeliverable.

1.1.8 East Canterbury continues to be promoted through the Local Plan process as it represents a sustainable and deliverable location for growth and can deliver much needed housing and infrastructure in Canterbury.

1.1.9 This report draws on the transport work that has been carried out to date to support the proposed allocation at East Canterbury. It demonstrates that access to the sites can be achieved for all modes, including considerations of how this can be done on a phased approach. It also shows that the location of the site provides the opportunity to maximise accessibility for sustainable modes of travel and minimise vehicular traffic impacts on the local road networks, and how the allocation can enable and deliver an alternative strategic connection which will assist in the delivery of the current draft Transport Strategy.

2.0 POLICY CONTEXT

2.1.1 This section demonstrates how the sites at East Canterbury meet the requirements of both national policies and the emerging policies supporting the draft new Local Plan to 2040. An allocation at East Canterbury will enable delivery of new homes, employment, education and infrastructure in a location which is sustainable, and which responds to the need to support sustainable growth.

2.2 National Policy

2.2.1 The latest update of the National Planning Policy Framework (NPPF) was updated in December 2023 and sets out central Government's planning policies for England and how these are expected to be applied. The transport strategy and assessment work to date show that East Canterbury meets to requirements of the transport related guidance set out in the NPPF.

2.2.2 Paragraph 96 details the role of the planning system in promoting healthy and inclusive communities, a matter that is underpinned by sustainable modes of transport in and near localities. This is at the heart of the proposals at East Canterbury and is reflected throughout the supporting work that has been prepared to date. East Canterbury will be a place for all people to live as part of a safe, sustainable, vibrant and inclusive community.

2.2.3 Chapter 9 of the NPPF, entitled 'Promoting Sustainable Transport', outlines the Government's planning policies in place to ensure that potential impacts of development can be addressed, that sustainable transport choices are available and pursued, and that the transport design matters such as streets and parking contribute to creating high quality places. It states the following at paragraphs 114, 115, 116 and 117:

114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

(b) safe and suitable access to the site can be achieved for all users.

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.2.4 The work undertaken to date aligns with the requirements of Chapter 9 of the NPPF. Traffic modelling undertaken has tested the cumulative effects of the development with wider Local Plan growth, showing in the strategic model that traffic impacts can be effectively mitigated through a combination of sustainable transport measures and through infrastructure improvements as needed, in-line with national and local policy requirements.

2.2.5 East Canterbury will be delivered on a phased basis, ensuring that sustainable access can be achieved at the site from the outset, enabling development of a healthier, more active and inclusive new community in East Canterbury from the outset.

2.3 Draft Local Plan

2.3.1 The updated new Draft Local Plan to 2040 currently omits an allocation for growth in East Canterbury. The Local Plan identifies how and where development is expected to take place. The Local Plan sets out how this presents an opportunity for Canterbury District to manage growth in an effective and sustainable manner in order to:

- improve access to high-quality housing for our communities
- improve infrastructure for all
- enhance our city, town and village centres
- increase biodiversity and the connectivity of our habitats and open spaces
- respond to the challenges of climate change.

2.3.2 The following are *key* policy extracts from the draft Local Plan 2040.

<u>Policy SS2 - Sustainable design strategy for the district</u>

2. New development should be responsive to the distinctive character and history of the district including the surrounding townscape and landscape setting, while incorporating appropriate innovation or change, such as in scale, form and density, and creating inspiring new buildings and places.

Architecture, landscape and public realm must be attractive and function well, establishing or contributing positively to a sense of place, using the arrangement of streets, spaces, building types, form and high-quality materials to create welcoming and distinctive places.

3. New development should contribute towards sustainable, complete, and compact neighbourhoods with high levels of connectivity and appropriate mixes of uses and densities and be adaptable to climate change and future uses.

All developments should ensure appropriate connectivity by walking and cycling to nearby community facilities and services.

4. New communities of more than 300 homes should contain accessible community hubs to reduce the need to travel for day-to-day services and facilities.

Community facilities and services such as healthcare, education and shopping and employment uses should be co-located at the heart of new such developments, within or next to the community hub and provided early within the development.

6. High quality, accessible open space should be delivered in line with Policy DS24, and be incorporated into proposals with appropriate layouts, sizes and distances from highways to promote healthy lifestyles. This includes:

(a) sports and leisure facilities for use by the whole community and co- located with other uses, such as schools, where appropriate

(b) a wide range of high-quality and inclusive play opportunities which are challenging and fun for children of all ages and abilities, including youths, are accessible, safe and are well overlooked, with additional areas of public realm designed as places for incidental and independent play

(c) integration of food growing opportunities at all scales such as planters, fruit trees, hedgerows, community orchards and allotments

(d) natural and semi-natural greenspaces connecting communities to nature by supporting wildlife conservation, biodiversity and environmental education and awareness and spaces providing opportunities for informal recreation by the whole community

2.3.3 The Local Plan to 2040 highlights that focusing growth at the urban areas, and at Canterbury in particular, presents the greatest opportunities to plan for a switch to sustainable transport where there is currently a high reliance on cars.

2.3.4 Wider local policies highlight the need to facilitate a significant shift in modes of transport from private cars to sustainable travel options, to reduce the air quality impacts and carbon emissions associated with transport and to enable people to make active travel choices which can support their health and wellbeing.

2.3.5 Achieving these objectives, however, will require new infrastructure to increase the attractiveness of sustainable modes, the delivery of which is particularly challenging within Canterbury due to its historic environment and physical constraints.

2.3.6 In the early years of the Plan period, isolated measures are intended to help address specific pinch points and it is proposed to begin to put in place the infrastructure needed to deliver the broader vision.

2.3.7 Later in the plan period, more ambitious measures such as a fast-bus service from the Mountfield development and the reallocation of road space towards active travel and buses is proposed.

2.3.8 The Plan suggests a Vision and Validate approach to management of transport demand in the future and which is fully supported, however there is no room in the plan to flex should the changes in mode share materialise at a slower rate or to a lesser extent. The Plan sets out additional measures that can be employed to ensure that vehicular traffic does not continue to grow but fails to consider alternative strategies which could be employed to keep the plan on its trajectory.

2.3.9 The draft Transport Strategy appears to set out an ambitious shift away from driving (see Table 1 below), indicating that car driver mode share will reduce to a level substantially lower than the 2021 mode share observed during the Covid-19 pandemic. This ambitious approach is applauded however it presents a high-risk strategy given that the levels of car use in this period were associated with a global pandemic event, where social contact and therefore travel were highly constrained.

2.3.10 If road traffic does not reduce as is set out, the more ambitious proposals such as reallocation of road space will be challenging to bring forward. A series of parallel alternatives should be considered in order that progress can be made toward the overarching strategy over time, ensuring that opportunities for both sustainable travel and some element of essential car use can be accommodated as the strategy plays out over time.

Table 1: Mode Shift Targets Draft Canterbury District Transport Strategy

Mode of Transport	2011 census mode share	2021 census mode share	2031 target mode share	2040 target mode share	Change from 2011 census mode share
Driving a car or van	55.0%	46.3%	42.3%	35.5%	-53%
On foot	14.7%	10.8%	18.0%	20.0%	+43%
Bicycle	2.7%	1.7%	4.0%	5.0%	+85%
Bus, minibus or coach	4.9%	2.9%	6.5%	7.0%	+43%
Train	5.0%	2.3%	6.5%	6.0%	+20%
Working mainly at home	11.6%	30.4%	14.0%	18.0%	+55%
Passenger in car or van	4.7%	3.8%	6.5%	6.5%	+38%
Other	1.5%	1.8%	2.2%	2.0%	+33%

2.3.11 East Canterbury presents a unique opportunity to bring forward such parallel strategies, fully aligned with the objectives of the Local Plan and the wider Transport Strategy. It can deliver the key infrastructure needed to realise the ambitions of the Local Plan and make them a more realistic target.

2.3.12 By delivering of a new East Canterbury link, bridging the railway and connecting communities east and south of Canterbury, a realistic alternative route is created for those who still have to use their vehicles to traverse around the city. This route can relieve traffic demand on the city centre area and direct essential vehicle traffic to a quality route designed for this purpose.

Policy SS4 - Movement and Transportation Strategy for the district

2. A new bus-led transport strategy will ensure people have high-quality sustainable transport options for travel that will reduce congestion, improve air quality and enhance the city centre environment and its heritage. Key infrastructure requirements include:

(a) improved public transport connectivity across the district, with additional bus services, bus priority measures and enhanced park and ride infrastructure, and upgrades at railway stations in the district.

(b) the delivery of a comprehensive city-wide network of segregated cycle lanes and cycle parking infrastructure, with links to the coast and rural areas.

(c) enhanced public realm and pedestrian environment on key routes and within the city centre; (cont…)

5. The council will promote the use of Park and Ride sites as transport hubs with links to alternative modes of transport and as centres for sustainable last-mile delivery solutions.

6. New development should ensure easy and safe pedestrian and cycle connectivity is available, including segregated cycle lanes where achievable, with high levels of connectivity to the wider network, including within and between neighbourhoods.

Public spaces, streets and movement networks provided through new developments should be accessible for all ages and levels of mobility and promote healthy lifestyles.

Walking, cycling and active, low carbon, sustainable transport modes (such as public transport stops) should be prioritised in line with Policy DS13, over private cars with traffic speeds limited within new neighbourhoods.

7. New development should be designed to help improve the air quality of the district as a whole. Sustainable transport measures, such as the provision of electric charging infrastructure, shared transport initiatives, improved active travel connectivity as well as green infrastructure such as green roofs and walls, hedges and street trees will help to reduce air pollution and exposure in line with Policy DS16.

2.3.13 East Canterbury is supported by a sustainably focused transport strategy, developed through consultation with stakeholders. Officers have been consulted with on the proposals for improvement of bus routes and infrastructure, and active travel measures.

2.3.14 The masterplan and wider connectivity strategy for this proposed allocation is people centric. The active travel strategy will ensure the site is developed to enable safe active travel and encourage walking, cycling and wheeling as the natural first choices for local journeys.

2.3.15 The connectivity of the site and surrounding communities will be significantly enhanced by new active travel links on the proposed bridge link, connecting Mountfield Park with East Canterbury and benefitting the surrounding communities through this new link.

2.3.16 The supporting bus strategy for the proposed allocation has been developed to build and optimise existing services in the first instance, leading to circular services which would connect East Canterbury with good quality frequent services linking Mountfield Park and the city centre.

2.3.17 East Canterbury will also provide the facilities to enable to uptake of Electric Vehicles, with home charging facilities and charging at the Community Hubs.

2.4 Draft Local Transport Strategy

2.4.1 The draft Canterbury District Transport Strategy is an umbrella document which also contains a bus strategy and a Local Cycling and Walking Implementation Plan (LCWIP). It has been prepared concurrently with the Draft Local Plan to 2040 and contains the key outcomes of the Draft Bus Strategy and Draft Local Cycling and Walking Implementation Plan.

2.4.2 The Transport Strategy sets out the short-, medium- and long-term proposals to accompany the policies for planned growth in the Local Plan and has been written in line with the Department for Transport's 'vision and validate' approach.

2.4.3 To this end the Draft Local Transport Strategy focuses on how the city can make buses the first transport choice for as many people as possible by making them a convenient, affordable, and reliable alternative to the car.

Bus

2.4.4 The vision of Canterbury City Council's Bus Strategy is to make buses a key part of the local transport network. The strategy aims for buses to be reliable, affordable, accessible, safe, and integrated, supporting new travel patterns and providing a realistic alternative to private cars. The bus network will offer fast, frequent connections between key centres, improve rural connectivity, and support new developments.

2.4.5 Key aims include:

- Faster and reliable bus services
- Enhanced accessibility and customer experience
- Meeting local service needs
- Reducing the environmental impact
- Ensuring affordability
- Supporting the growth of the bus network
- Expanding the Park & Ride service

2.4.6 Developers will be required to fund bus routes to new developments or enhance existing services. Additionally, funds from the Community Infrastructure Levy will be used to improve the bus network and infrastructure district-wide, supporting sustainable transport and growth without increasing traffic or compromising climate goals.

2.4.7 East Canterbury prioritises bus accessibility and integration. Initially in early phasing, the focus will be on connecting the site with stable existing bus services which can be enhanced, improving bus stop infrastructure, and supporting city-wide bus priority measures as they come forward.

2.4.8 In the longer term the developers of sites comprising this proposed allocation will work with stakeholders to establish circular bus routes, ensuring direct, frequent, and reliable services along a key corridor which is currently not served by a viable and convenient public transport offer. By making buses the preferred mode of travel, the proposed allocation at East Canterbury would contribute significantly to the Strategy's aim of reducing reliance on private cars and promoting sustainable transport.

Active Travel

2.4.9 Active travel, including walking and cycling, is efficient for short distances, promotes health, and has no negative impact on air quality or climate change. The increased use of electric bicycles has expanded the accessibility and range of cycling.

2.4.10 The Local Cycling and Walking Implementation Plan (LCWIP) outlines improvements to encourage active travel in the district. While it doesn't introduce new walking routes, it proposes enhancements for pedestrians such as:

- New pedestrian/cycle crossings
- Additional pedestrian signals
- Dropped kerbs at crossings
- Junction redesigns for easier crossing
- Waymarking and signposting
- Benches on busy routes with adequate footway width
- Regular maintenance of footways and footpaths

2.4.11 The Local Cycling and Walking Implementation Plan (LCWIP) outlines new cycling routes and enhancements to existing ones across the district. Proposed improvements include:

- Creating new routes linked to new developments
- Enhancing existing routes to promote cycling
- Reallocating road space for on-carriageway cycle lanes
- Creating off-road routes for cycling; and
- Ensuring developers provide convenient cycling links in new developments

2.4.12 The proposed allocation at East Canterbury prioritises walking and cycling, aligning with the active travel measures proposed in the draft Transport Strategy. The masterplan includes measures which prioritise movement by active modes, ensuring that infrastructure for walking and cycling will be good quality and safe, and ultimately will make walking and cycling an attractive option for short trips, promoting healthy and active lifestyles.

Rail Improvements

2.4.13 The proposed rail improvements aim to enhance the rail network's efficiency and accessibility within the district. Key proposals include:

- **Canterbury West Station:**
    - Lengthening and widening of platforms to accommodate longer trains, reducing downtime at St Dunstan's Crossing.
    - Addition of a northern entrance from Roper Road to alleviate passenger congestion.
    - Enlargement of the booking hall and construction of a new waiting room and tenancy.
- **Canterbury East Station:**

- Access improvement to the London-bound platform from Gordon Road, including additional gate line and ticket vending machine.
- Enhanced station building with extra ticket gate line, doorways to the booking hall, customer information system, and ticket vending machine.

- **Bekesbourne Station:**
  - Installation of new shelters, seating, and a secure cycle hub.
  - Implementation of step-free access between platforms.

2.4.14 These improvements aim to enhance passenger experience, alleviate congestion, and promote sustainable transportation options within the district.

2.4.15 The rail strategy measures align well with development at East Canterbury, which prioritises sustainable connectivity to the city centre by active modes and frequent, reliable bus services which interchange with rail. This will enable regional trips to be made end to end by integrated, reliable and connected sustainable transport alternatives to the private car.

Park & Ride

2.4.16 Park & Ride is a useful measure to curb city centre demand and therefore traffic congestion. By reducing parking and increasing charges in the centre, Park & Ride sites are positioned as more appealing alternatives, offering better value for money.

2.4.17 These sites are not only designated for parking but also serve as transportation interchanges for rural bus services, facilitating sustainable onward travel options. The target is for the city to reach one million passengers annually by 2040.

2.4.18 Specifically relevant to East Canterbury is that the Mountfield Park development will relocate and expand the New Dover Road Park & Ride site. Further, additional Park & Ride sites are under consideration on the approaches to the city centre, including along the A257.

2.4.19 Park & Ride sites will also serve as goods transfer stations, promoting sustainable last-mile delivery options, including electric vehicles, cargo bikes, and potentially drones or delivery bots in the future.

2.4.20 The relocated Park & Ride site on New Dover Road complements development at East Canterbury. It will provide a high-quality transport hub. Once the bridge connection to Mountfield Park is delivered, there will be a seamless connection from north to south connecting to and from East Canterbury. The Park & Ride facility offers an opportunity to intercept incoming trips and interchange them onto high-quality, frequent, and direct services to the city centre and East Canterbury, potentially as part of a wider circular service network. This will enhance and encourage more sustainable movement, supporting the overall transportation strategy for the city.

2.4.21 The masterplan for East Canterbury allows for flexibility in incorporating new strategic elements. This includes the potential integration of another Park & Ride site on the A257 corridor. This opportunity can still be explored in collaboration with stakeholders. An integration of Park & Ride would extend the existing bus strategy proposals, linking a new Park & Ride site with the city centre and the relocated New Dover Road Park & Ride site through a future circular bus service network.

Strategic Development Sites

2.4.22 New development sites are mandated to prioritize sustainable transportation links and internalize trips by providing adequate amenities within the developments. Proximity to existing bus routes or the potential for bus route adaptation is a key consideration. Developers must also ensure suitable cycle links beyond the development boundary. Individual site requirements are outlined in the Local Plan.

2.4.23 Furthermore:

- New development sites must minimise private car trips with associated lowering of parking on-site - careful design of carriageways and footways is necessary to prevent overspill parking.
- Parking controls should be considered from the outset for edge-of-town centre and suburban sites to manage parking demand effectively.

2.4.24 The proposed allocation at East Canterbury has been developed in close alignment with the approach set out in the Draft Local Transport Strategy. It prioritises sustainable travel, provides for communities with local facilities and mixed uses, and facilitates access to public transportation and cycling routes for wider connectivity.

2.4.25 **The proposed allocation will be brought forward with a phased approach to on-site parking, monitored, managed and reduces over time as accessibility improves. The streets will be carefully designed to prevent unintended overspill parking on-street.**

Incremental Approach of the Transport Strategy Measures

2.4.26 The transport strategy outlines measures for short-term (2025-2030), medium-term (2030-2035), and long-term (2035-2040) implementation. The more controversial medium to long-term measures may be found to be unnecessary if short-term measures effectively promote sufficient mode switch and reduce traffic levels around the city centre area.

2.4.27 The strategy proposes that traffic flow on city centre roads will be continuously monitored. The data, combined with bus patronage and reliability information, will provide insights into the strategy's effectiveness.

2.4.28 Central to the whole strategy is a reduction in traffic around the city centre area. Without such a drop, some of the medium- and long-term measures, particularly reallocation of road space, are likely to face some considerable opposition without a practical alternative for those who must rely on their cars for those unavoidable or essential trips which require a vehicle.

2.4.29 The short, medium and long-term measures are summarised below.

Short Term 2025 to 2030

2.4.30 Short-term measures aim to reduce city centre traffic and promote sustainable transportation:

- Parking strategy: Increasing charges at city centre car parks, removing 10% of public parking spaces to encourage Park & Ride use.
- Bus strategy: Enhancing bus stops, introducing priority schemes, increasing service frequency and routes.

- Cycling and walking schemes: Construction without reducing road space, improving pedestrian infrastructure.
- Car club and cycle hire: Expanding car club availability, introducing a cycle hire scheme in the city center.
- Rail station transport hubs: Enhancing cycle links and providing lockers at Canterbury East and West stations.
- Mobility as a service platform: Digital service enabling payment for various sustainable transport modes.
- Goods transfer stations: Facilitating sustainable last-mile delivery at Park & Ride sites.
- E-scooters: Accommodating legal e-scooter use if permanently legalised after national trial.

Medium Term 2030 to 2035

2.4.31 By 2030, as new developments are occupied, interventions to reduce reliance on private cars will become crucial. Proposed measures include:

- Fastbus: A dedicated route from Mountfield development to the city centre, potentially extending to strategic sites like Merton Farm.
- Reallocation of road space: Creating new bus lanes by removing private vehicle lanes, enhancing bus efficiency.
- Removal of city centre roundabouts: Replacing them with signal-controlled junctions to improve pedestrian and cyclist safety.
- Priority for buses: Fitting sensors to traffic signals to prioritize buses.
- Additional measures: Continued construction of walking and cycling routes, reduction of city centre parking, and exploration of more park and ride sites.

Long Term 2035 to 2040

2.4.32 In the long term (2035 to 2040), proposed measures include:

- Completion of walking and cycling initiatives outlined in the LCWIP.
- Introduction of modular electric autonomous vehicles to serve smaller villages without regular bus services.
- Implementation of workplace parking charges, like those in Nottingham, to encourage sustainable transportation.
- Mandatory goods transfer stations at Park & Ride sites for eco-friendly last-mile delivery. Additionally, Canterbury is identified in the Future Mobility Strategic Plan for South East Transport, proposing various interventions like mobility hubs, shared mobility options (e.g., e-bikes, car-sharing), autonomous mass transit, delivery drones, digital platforms, and infrastructure for hydrogen and electric vehicle charging.

2.4.33 The transport strategy measures that have been identified to date as part of the technical work supporting East Canterbury aligns with this stepped approach to delivery of transport

measures across the city. The sites will deliver the necessary infrastructure and services to enable safe access and sustainable transport, alongside supporting localised living both on-site and within the neighbouring communities.

2.4.34 The future is also a strong focus. We can see that substantial technological advances have taken place in mobility over the last decade and further changes are arriving. The infrastructure in East Canterbury will be designed to accommodate those changes. This includes the known changes that are already with us, such as EV charging, home working hubs and shared mobility and flexibility to address the requirements introduces by the less certain changes that may arrive, such as autonomous and driverless cars and buses, or falling car ownership in the future. East Canterbury is ready to provide for tomorrows communities, and ready to react and accommodate the likely changes that are on the horizon.

3.0 SITE ACCESS

3.1 Early Site Access

3.1.1 Initially the site can be accessed directly from the existing network. The phasing plans set out later in this report demonstrate how the site can come forward. This shows an initial western access taken from Sussex Avenue and a northern access taken by forming a simple priority junction with the A257.

3.1.2 These initial accesses enable early phasing to be delivered relying on the existing network. Traffic modelling, discussed later in the report, demonstrates that the future network can accommodate the initial demand generated by early phasing.

3.2 Sussex Avenue Access

3.2.1 Initially the western area of East Canterbury will be accessed via a proposed priority junction, taken from Sussex Avenue. This location was agreed with officers through consultation; noting that in the longer term once the internal roads are connected, general traffic will be prohibited to access the site at the location, diverted via the A257 access, and once open accessing from the south via Mountfield Park. The Sussex Avenue access would become a bus gate and open to people walking and cycling to and from the site.

3.3 A257 Access

3.3.1 The northern area of East Canterbury will be accessed via either a proposed priority junction or a roundabout, taken from the A257. The location will enable an early access to be formed for construction access and access to homes in the first phases of development.

3.3.2 As the site progresses through phasing the A257 access will be linked up with the access formed via Sussex Avenue enabling the delivery of an initial internal loop enabling access between the two. Alternatively, this could also enable all vehicles to access via the A257, with Sussex Avenue restricted to a bus gate enabling access by bus and active modes only.

3.3.3 Once the bridge connection is formed (discussed below), the A257 access will be the primary northern access to the site. This will link with the primary distributor road, linking to the bridge to Mountfield Park.

3.4 Internal Spine Road

3.4.1 The road layout within the site will be designed as a multi-modal corridor. The carriageway will accommodate articulated HGVs and buses. A generous verge either side will enable deliver of good quality pedestrian and cycle facilities as development progresses.

3.4.2 It is the intention that there will be no direct access from the spine road into any of the proposed dwellings, which will instead be accessed from residential access roads and from spurs from primary junctions along the spine road. This configuration provides the ability to control movements to isolated locations, ensuring safety whilst also naturally promoting active travel as the natural first choice for local trips, and deterring any misuse or unintended 'rat-running' taking place.

3.5 Mountfield Park Bridge Connection

3.5.1 From the outset the sites relationship with the neighbouring development to the south at Mountfield Park has been seen as an opportunity. In the previous version of the draft Local

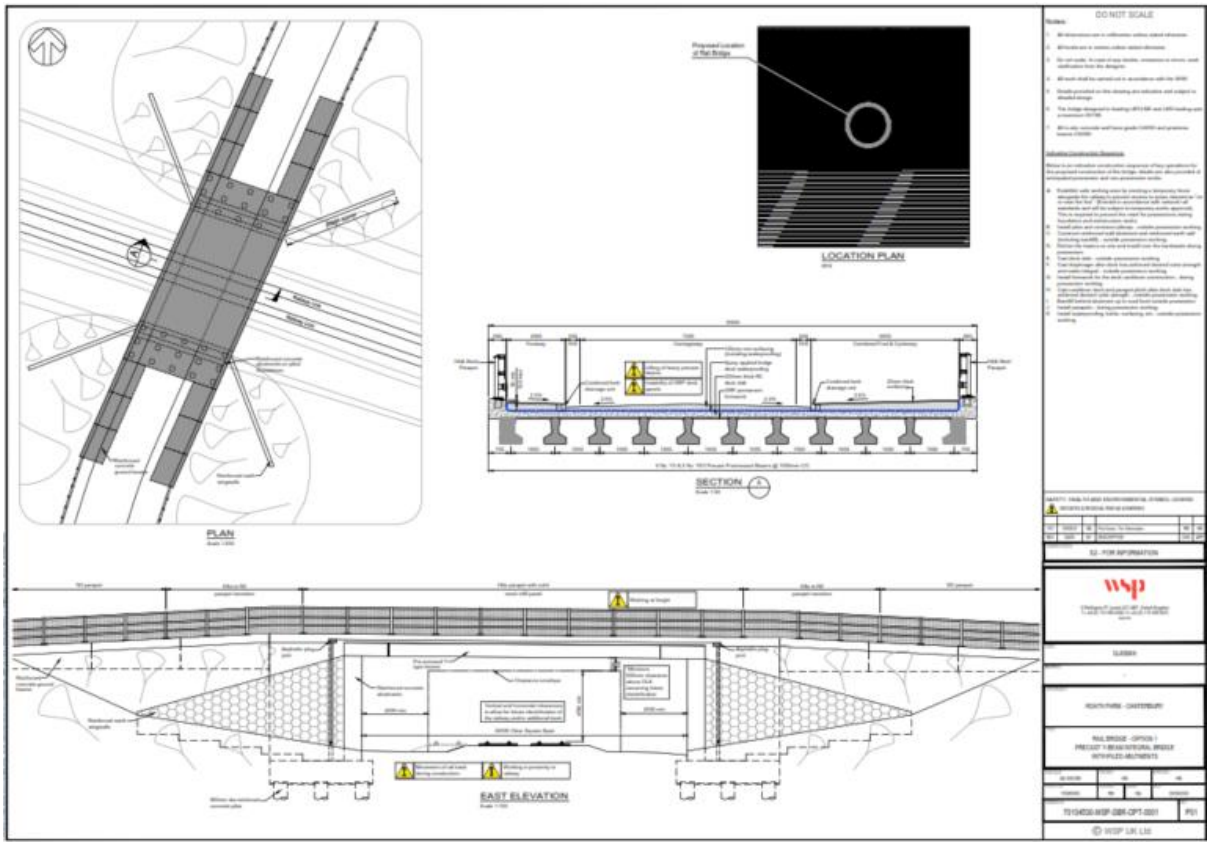
Plan to 2045 the council set out its requirements for East Canterbury to be accompanied with a connection south to and through Mountfield Park.

3.5.2 This connection unlocks the connectivity of the whole East Canterbury area. A bridge in this location would be designed to cater for all modes, providing a safe good quality connection for people who are walking, cycling, using a bus or driving.

3.5.3 In consultation with stakeholders, Gladman and Wates commissioned a bridge specialist to undertake a preliminary study of options for a multi-modal bridge. This study considered a number of design options for the bridge structure, and ultimately determined that a new bridge in this location is feasible, subject to further work on detail design matters. A preliminary drawing of the bridge structure is shown in Figure 1.

3.5.4 Given the nature of this improvement and the connectivity benefits to Canterbury which would result from this enhancement to the local transport network, the bridge would be delivered in partnership with KCC and CCC, with stakeholders taking the lead in order that the scheme designed supports the emerging needs of the Local Plan.

Figure 1: Illustrative Bridge Drawing (WSP, 2023)



4.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

4.1 Introduction

4.1.1 This section sets out the sustainable accessibility that can be achieved at East Canterbury, demonstrating that East Canterbury is a location which is sustainable. The proposed allocation would enable the delivery of development which would have a lesser need for travel by private car and the transport strategy supporting the proposed allocation offers a genuine choice of transport modes which would ensure that this would be the case.

4.2 Supporting Local Living

Existing Situation

4.2.1 The sites are currently largely undeveloped, mainly agricultural fields. As such the sites currently do not support local living. However, there are a range of existing nearby facilities and amenities that are accessible.

4.2.2 The Mountfield Park development will be delivered south of the railway line and comprises a mixture of uses which will complement East Canterbury, the two sites will also be connected by a new multi-modal bridge linking the two communities and enhancing the potential for local living.

Proposed Strategy

4.2.3 A key theme running through policy and guidance is that whilst we as planners or designers cannot force people to live locally, nor do we want to, by designing places that are truly created for people to thrive and by providing those key everyday facilities into new developments we will enable and encourage people to live more locally. This will improve health, wellbeing, activity, community and environment. It also reduces the need for people to travel quite so regularly or for as many purposes and therefore influences key matters such as car ownership and usage.

4.2.4 The design of the proposed allocation at East Canterbury will follow the garden city principles. It will be a well-connected neighbourhood comprising varying densities, and will be focused around its community. It will provide centres in its community hubs, delivering the everyday needs of people within a 15-minute walk or short cycle or their homes and workplaces within East Canterbury. The site will also support the surrounding communities with its range of facilities, including the community hubs, sports and recreation facilities, allotments, and leisure walks.

4.3 Walking and Cycling

Existing Situation

4.3.1 The sites are primarily agricultural, consisting of several fields intersected by public rights of way. Primary access to the site is via Bekesbourne Lane, a rural single-track lane that runs through the East Canterbury site, generally aligned northwest to southeast.

4.3.2 Currently, pedestrian facilities in and around East Canterbury are limited. Combined with infrequent bus services, this necessitates reliance on private cars for many residents in the existing East Canterbury area.

4.3.3 Street lighting is limited, particularly affecting walking and cycling to Bekesbourne Railway Station. The A257, which borders the site's northern edge, has a footway and street lighting along part of its length, connecting to residential areas, recreational properties, and bus stops. Nearby destinations are accessible on foot from the site; however, improvements are needed to make walking a more attractive option for local trips.

Proposed Strategy

4.3.4 East Canterbury will deliver a network of walking and cycling connections throughout the site. These will provide vital internal connections within the site and connect people to surrounding communities and infrastructure. This will include a connection north and south on Bekesbourne Lane, and an improved connection to the west towards Sussex Avenue and Spring Lane.

4.3.5 In the future a new multi modal bridge will connect East Canterbury to Mountfield Park, and vice versa. This connection will remove a key barrier to connectivity across the wider East Canterbury area. It will enable people at Mountfield Park to walk, cycle or take the bus to access East Canterbury for their daily needs. Equally it will give access for people where currently there is none without the need to use a car.

4.3.6 The Community Hubs will also comprise Mobility Hubs to support multi-modal connectivity and interchange. They are dedicated spaces where public transport and active travel modes are co-located in the same space alongside the provision of other key amenities.

4.3.7 The key features of the mobility hub include good quality transport infrastructure, attractive public realm, modern technology, frequent and reliable public transport services, safe and secure waiting area, and easy access to key amenities.

4.3.8 Green infrastructures are vital to achieve a net gain in biodiversity and promote the sustainability of East Canterbury Allocation. Good green infrastructure supports the long-term development of East Canterbury.

4.3.9 Interconnected streets help to reduce car reliance and make a neighbourhood more walkable, and more attractive to walk within. Density and mixture of uses have been discussed within stakeholder meetings and will be key to maximising the positive influence good design and layout will have on the connectedness of East Canterbury Allocation. By providing a development which is dense enough to support a mixture of uses and compact enough to mean many local trips are walkable; locally connected and medium to high density will add vitality to public spaces in East Canterbury Allocation and encourage safe streets which benefit from natural surveillance and an organically safer environment.

4.3.10 East Canterbury Allocation will provide new and improved walking and cycling connections to strengthen connections to link with adjacent neighbourhoods, including a link along Spring Lane to the west, linkage with Mountfield Park and the south, and a connection to the city centre via the A257.

4.3.11 East Canterbury will be a residential-led new community. It will also include supporting and complementary uses, including a new primary school, Community Hubs (including the provision of local centre, business space, older person accommodation and mobility hub) and employment space.

4.4 Bus Accessibility

Existing Situation

4.4.1 Canterbury has a network of services operating from Canterbury City Bus Station. Almost all bus routes are operated by Stagecoach and provide regular services throughout the city and to most nearby towns. Near to the sites there are currently four bus services that can be accessed. Jointly these provide approximately six services per hour across the day, all connecting to the city centre.

4.4.2 Canterbury also has three Park and Ride sites. The closest to the East Canterbury site is the site on New Dover Road, south of the railway line and beyond Mountfield Park. There are plans to move and enlarge the New Dover Road Park and Ride next to the new A2 interchange as part of the Mountfield Park development, which would benefit considerably from a bridge link to the north which could allow buses to directly access the city centre.

Proposed Strategy

4.4.3 East Canterbury envelopes the urban area on the eastern fringe of Canterbury. Its proximity presents an opportunity to develop a coordinated bus strategy, picking up patronage along existing routes. This can be delivered in incremental phases alongside infrastructure delivery.

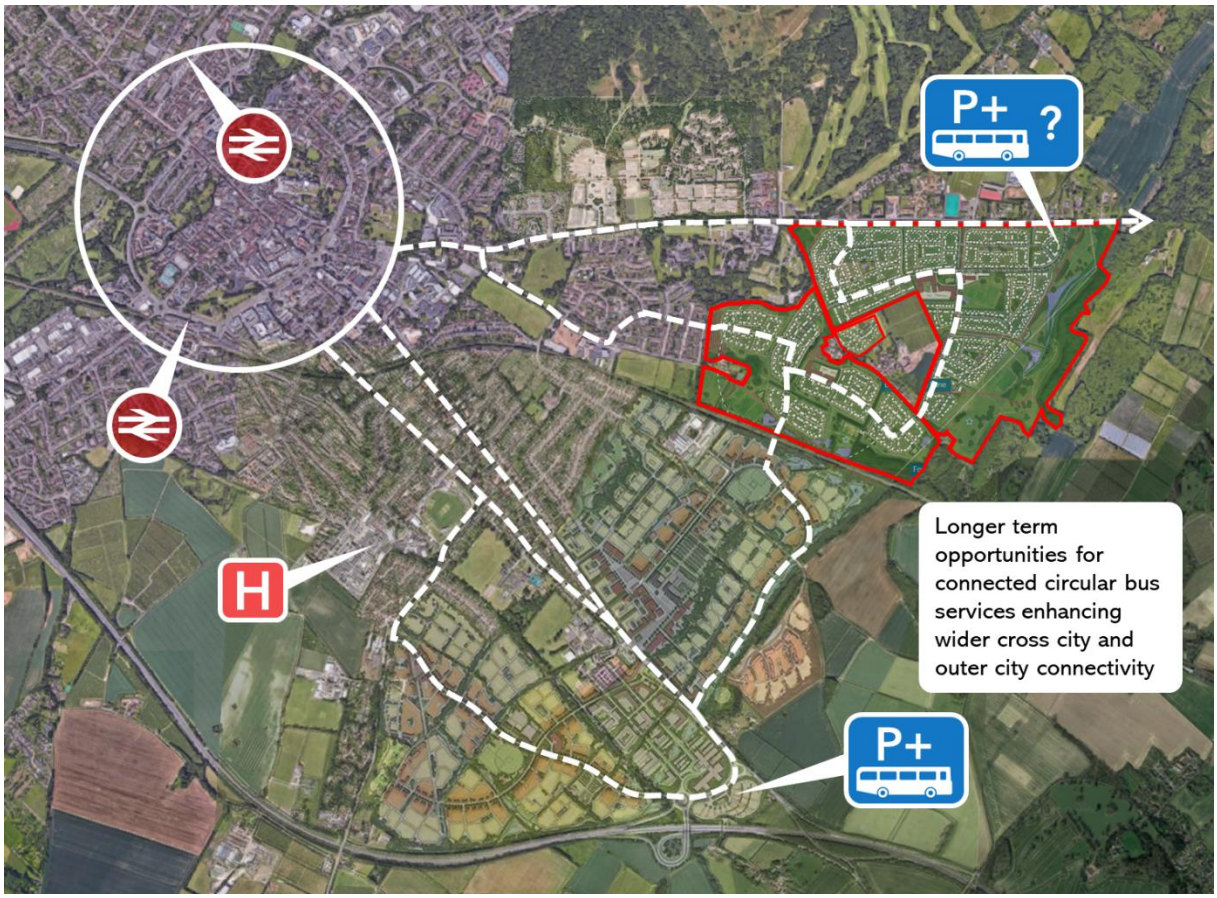
- **Early Phasing** - Initially the site would be best served via an enhancement and extension of existing service(s).
- **Circular Loop** -- Once an internal connection is made within East Canterbury, the opportunity exists to enhance the frequency as demand increases, whilst connecting the service within the site to deliver a circular service between the A257 and Sussex Avenue
- **Mountfield Park Connection** - At delivery of the bridge to Mountfield Park, there is a greater opportunity to connect the site with Mountfield Park, New Dover Road Park & Ride, Kent and Canterbury Hospital, and the city centre. This would be a larger circular service. There is also potential to deliver a wider circular service routing via Howe Barracks to Military Road.

4.4.4 The bus strategy opportunities are identified in **Figure 2** and **Figure 3**, showing the shorter term and longer-term bus connectivity opportunities in and around East Canterbury. These demonstrate how the site can come forward in a co-ordinated and phased manner, fully in-step with nearby development and the wider transport strategy measures to be rolled out in the city.

4.4.5 Further in the future as the connection is formed with Mountfield Park the opportunity for buses is greatly enhanced, with the potential for circular connection via East Canterbury and Mountfield Park connecting the areas across the wider South and East Canterbury areas along a loop.

Figure 2: Bus Strategy Opportunities (shorter-term)

Figure 3: Bus Strategy Opportunities (longer term)



4.5 Rail

Existing

4.5.1 The closest rail station to East Canterbury is Bekesbourne Railway Station, approximately 1.7 km southeast of the site. Canterbury City itself has two railway stations: Canterbury East, located just south of the city centre on the Dover branch of the Chatham Main Line, and Canterbury West, located just north of the city centre on the line operating between Ashford and Ramsgate. All these stations and their services are operated by Southeastern.

4.5.2 Bekesbourne Railway Station offers one direct train per hour to both London Victoria via Chatham and Dover Priory. Canterbury East provides similar services with one direct train per hour to Dover Priory, Rochester, and London Victoria via Chatham. Canterbury West is more frequently served, with three direct trains per hour to both Ramsgate and Ashford International, one direct train per hour to London St Pancras International, and one direct train per hour to London Charing Cross via Tonbridge.

4.5.3 These rail connections ensure that Canterbury is well integrated into the regional and national rail network, offering connections to the coast and central London with various interchange options. Residents of East Canterbury will benefit from proximity to Bekesbourne Railway Station, allowing access to areas further afield without needing to travel into the city centre. Furthermore, Canterbury West provides the advantage of reaching central London in less than an hour, enhancing the site's attractiveness for future residents seeking efficient rail travel options.

Proposed

4.5.4 East Canterbury will play a significant role in supporting the city's efforts to achieve a mode shift towards more sustainable transportation options, including promoting travel by rail. While the ability of East Canterbury to directly influence rail improvements is limited, the draft transport strategy outlines the city's proposals for upgrading rail stations and enhancing services.

4.5.5 Through consultation with officers at KCC and CCC we are also supportive of proposals to enhance active travel connections from the site to Bekesbourne Station. This may include making Bekesbourne Lane a quiet lane for shared use supporting safer connectivity. This aligns with the policy proposals for new shelters, seating, a secure cycle hub and step free access at Bekesbourne Station,

4.5.6 By supporting these rail improvements, East Canterbury will facilitate and encourage multi-modal trips that combine active travel, bus, and rail. This integrated approach will contribute to achieving more sustainable transportation outcomes for the city.

4.6 Shared and Future Mobility

Existing Situation

4.6.1 KCC, through the LiftShare platform, operate a community car sharing scheme. The scheme enables people, who need to travel using car, to register to the scheme and search for suitable people who they can share trips with.

4.6.2 KCC have also previously taken part in the DfT led e-scooter trials. In the case of Canterbury, around 300 e-scooters were provided in the city for people to rent and use in the trial areas. The trial had initially focused on the city centre, and was then extended to cover the wider city. The trial in Canterbury was ended in 2023 due to safety concerns. An announcement from the DfT on whether it will legalise e-scooters is expected soon.

Proposed Strategy

4.6.3 East Canterbury will cater for shared and future mobility in its design and infrastructure. The two Community Hubs will provide central points within the development at which people can access facilities, services and sustainable mobility.

4.6.4 Shared mobility is solution growing in popularity, and therefore if and when this comes forward such services will be facilitated and promoted within East Canterbury, delivering a viable alternative to owning a car and therefore influencing private car use to only the necessary.

4.7 Summary

4.7.1 East Canterbury is a location which benefits from its proximity to Canterbury. The transport strategy elements that have been developed over recent years support this site coming forward in a way which enables people to live locally, travel by active and sustainable modes of transport, and remove the need to travel by car for many of their journeys.

4.7.2 In line with the NPPF, and in full accordance with the Draft Local Plan policies relating to transport and accessibility, East Canterbury is a location which is sustainable, can limit the need to travel, and will offer a genuine choice of transport modes.

5.0 EFFECT ON THE FUTURE HIGHWAY NETWORK

5.1 Introduction

5.1.1 This section of the report considers the strategic assessment that has been undertaken by Jacobs on behalf of KCC to assess the effects of development at East Canterbury. The assessment primarily seeks to demonstrate that the proposed allocation can come forward in a phased manner and relying on existing infrastructure initially, subsequently assisting with delivery of mitigation to enable later development and to support wider roll out of the Canterbury Transport Strategy.

5.2 Overview of Traffic Modelling

5.2.1 Jacobs were commissioned by Kent County Council (KCC) to undertake traffic modelling work to understand the highway network impact trips associated with the proposed East Canterbury developments. The work was undertaken independently of the site promoters using the Canterbury Local Plan VISUM strategic transport model.

5.2.2 Various scenarios were tested and used to determine infrastructure requirements and a trigger point for when the implementation of the proposed bridge to connect southward with Mountfield Park would be required.

5.2.3 As a result of scoping discussions with KCC and CCC officers, the Canterbury Local Transport Model (CLTM) was used to test the effects of the East Canterbury Development. The CLTM is a local model of the cordoned network around Canterbury, taken from the Kent Countrywide VISUM model.

5.2.4 The CLTM contains two forecast years, one in 2040 and another in 2045. These future reference case scenarios have been developed by Jacobs and KCC, based on agreed input parameters, reflecting expected background growth, wider planned growth, and known infrastructure changes that are committed between now and 2040/2045 respectively.

5.2.5 Both years were modelled to enable assessment based on the future reference case network in 2040, and the network including planned infrastructure in 2045. These horizon years were an agreed position with KCC and reflect alignment with wider Local Plan modelling.

5.2.6 Assessments were carried out for both the AM and PM Peak Periods and assessed varying levels of development at the East Canterbury area.

5.3 Base Year Review

5.3.1 A review of the base model highlighted that in the context of East Canterbury, during the AM there were more modelled flows than observed counts on key routes such as Sturry Hill and Littlebourne Road, resulting in large GEH values. Similarly, the PM peak had fewer modelled flows in the westbound direction, particularly on Littlebourne Road. Roads such as A257 High Street and A28 Island Road were well matched suggesting that the local distribution of flow was incorrect rather than an issue with the total flows entering the study area.

5.3.2 Jacobs have carried out a limited base model enhancement using the matrix estimation techniques within VISUM software because the model performed outside of normal performance criteria at locations directly connected to the proposed development. The analysis primary focus was on comparing the link flows on key junction approaches near the development site.

5.3.3 To create a suitable base model for the East Canterbury development options, the Canterbury base year model was checked and enhanced using Matrix Estimation on more recent available traffic data from the Kent count database. Overall, modelled flows on the major routes, Sturry Hill, A257 Littlebourne Road and A2050 Roman Road are well matched with GEH <6 in the AM and PM peak.

5.4 Modelling Inputs

5.4.1 Trip rates agreed with KCC were provided and used in the model. Traffic was distributed by selecting a nearby donor zone from which trip patterns were duplicated.

5.4.2 All other parameters were taken directly from the existing model.

5.5 Assessment Methodology

5.5.1 The modelling exercise was carried out to assess the cumulative impact of varying levels of development at East Canterbury in addition to the Mountfield Park development. It also considered scenarios where early phasing at East Canterbury is accessed from the existing road network, together with scenarios developed to assess the effect of the proposed bridge connection to and through Mountfield Park. The modelling tested seven development scenarios in total.

5.5.2 Four early phasing scenarios reflect different stages of build out, gradually increasing up to 700 homes, all assessed from the existing road network.

5.5.3 Three later phasing scenarios reflect different stages of build out, starting from 1,050 homes with 4,000sqm of employment; and testing up to 1,884 homes plus 8000 sqm of employment.

5.5.4 Inputs were developed in agreement with stakeholders and aligned with prior local plan modelling. The trip rates reflect the sustainable transport focus of future development in Canterbury, particularly in urban areas and within the city. The earlier scenarios assumed a 5% reduction in trips reflecting sustainable mode shift, whereas in the later phasing assessment an additional 5% reduction is applied to account for increased levels of internalisation.

5.5.5 The scenarios and network assumptions adopted in the with development scenarios are summarised below.

Table 2: Development Scenarios Assessed

	Development Assumptions			
Early Phasing (Scenario 1) Future committed road network	**Scenario 1A** 175 homes	**Scenario 1B** 350 homes	**Scenario 1C** 525 homes	**Scenario 1D** 700 homes
Later Phasing (Scenario 2) Future committed road network plus bridge to Mountfield Park	**Scenario 2A** 1050 homes 4,000sqm employment	**Scenario 2B** 1,534 homes 8,000sqm employment	**Scenario 2C** 1,884 homes 8,000sqm employment	-

5.6 Trip Rates

5.6.1 Trip rates applied in each scenario were taken from the Local Plan model Forecasting Report, where rates have been previously agreed by KCC. The trip rates taken for residential and employment development represent sites in suburban locations. The core rates do not reflect an wider levels of sustainable mode shift or internalisation.

5.6.2 No trip rates were applied to the further supporting land uses in the site, such as the local centre and schools, as these uses are supportive of the new community and therefore most trips will be internal.

5.7 Modelling Results

5.7.1 A Forecasting Technical Note (FTN) was prepared by Jacobs, summarising the key outputs of the modelling scenarios tested in the CLTM. The FTN reports on a range of key model outputs. The key outputs are summarised below, reflecting results in the reference case, early phasing and later phasing assessments.

5.8 Levels of Service

5.8.1 The Level of service (LoS) which provides a strategic qualitative measure of the quality of the traffic situation at a given junction, from the driver's perspective and its used as an indication of potential future 'hot spots' on the network.

Reference Case

5.8.2 In the AM peak of the 2019 Base Scenario, eight junctions in Canterbury perform at Level of Service (LoS) C or worse, with four of these along B2068 Old Dover Road. Notably, two junctions in the northwest of Canterbury (A290 St Dunstans Street/B2248 Station Road West and North Downs Way/North Lane/Westgate Grove Roundabout) experience LoS D, causing 25-33 seconds of delay for eastbound traffic.

5.8.3 By 2040, the Forecast Baseline predicts improved performance at four junctions despite overall increased traffic. This is due to changes in vehicle distribution that reduce turn times for some movements, enhancing LoS. However, three junctions on Old Dover Road are expected to deteriorate, likely due to an increase of up to 45 eastbound vehicles. The B2068 Old Dover Road/B2068 Nackington Road junction is expected to improve to LoS C as traffic reroutes to New Dover Road. Conversely, the B2068 Old Dover Road/New Dover Road junction

is projected to degrade to LoS D with signalisation, although signal optimisation could potentially enhance performance.

Early Phasing

5.8.4 The early phasing scenario, which considers the development of up to 700 dwellings in East Canterbury without additional highway infrastructure, shows that junction performance remains consistent with the Forecast Baseline, except for the A28 Tourtel Road approach to the Tourtel Road/Military Road roundabout in Scenario 1D.

5.8.5 This junction's performance drops to LoS C from a previous LoS B or better, despite a minimal increase in traffic flow (10 vehicles). Mitigation measures will be guided by local policy and agreement with stakeholders to ensure alignment with the wider transport strategy.

Later Phasing

5.8.6 In the later phasing scenario, the model tested the development of up to 1884dwellings plus 8,000sqm of employment, including the proposed bridge connection to Mountfield Park.

5.8.7 Compared to the early phasing scenario and the reference case, no junctions experience a deterioration in performance. Notably, the Tourtel Road/Military Road roundabout improves from LoS C in the early phasing scenario back to LoS B. This improvement is due to a 1-second reduction in delay for vehicles entering the junction from A28 Tourtel Road, indicating that the junction was only marginally performing at LoS C in the early phasing scenario.

Summary

5.8.8 In the context of the early phasing scenario, the addition of 700 new dwellings in East Canterbury without additional infrastructure leads to minimal changes in junction performance, mirroring the 2040 baseline. However, there is a slight deterioration in the performance of the A28 Tourtel Road approach to the Tourtel Road/Military Road roundabout, dropping from LoS B to LoS C despite a minimal increase in traffic flow.

5.8.9 In the later phasing scenario, which involves more extensive development including a proposed bridge connection to Mountfield Park, junction performance remains stable or improves.

5.8.10 Notably, there are no deteriorations in performance compared to the early phasing scenario, and there's an improvement in the Tourtel Road/Military Road roundabout, returning to LoS B from LoS C, indicating a slight enhancement in traffic flow despite increased development.

5.8.11 The LoS assessments indicated that development across the whole proposed East Canterbury allocation can be achieved in the first instance with existing levels of infrastructure supporting early phases an in the second with minimal deterioration in network performance.

5.9 Flow Difference Plots

5.9.1 The comparison between the later phasing and early phasing scenarios provides us with insights into the impact of implementing a new bridge to Mountfield Park and a distributor road from A257 to A2050 Roman Road.

5.9.2 The modelling shows substantial shifts in traffic flow, with approximately 1100 drivers forecast to use the new distributor road during the AM peak hour, leading to reductions in traffic on Bekesbourne Lane, Bramling Road, and Warwick Road/Pilgrims Lane as flows reroute via the

new link, meaning that a substantial proportion of this traffic would route away from the City Centre. The AM plot is shown in **Figure 4**.

5.9.3 Similar trends are observed in the PM peak, albeit with slightly smaller reductions on Pilgrims Lane, but demonstrating the same strategic gain in vehicle rerouting away from the City Centre. The PM plot is shown in **Figure 5**.

Figure 4: Flow Difference Plot (Later Phasing vs Early Phasing) AM Peak

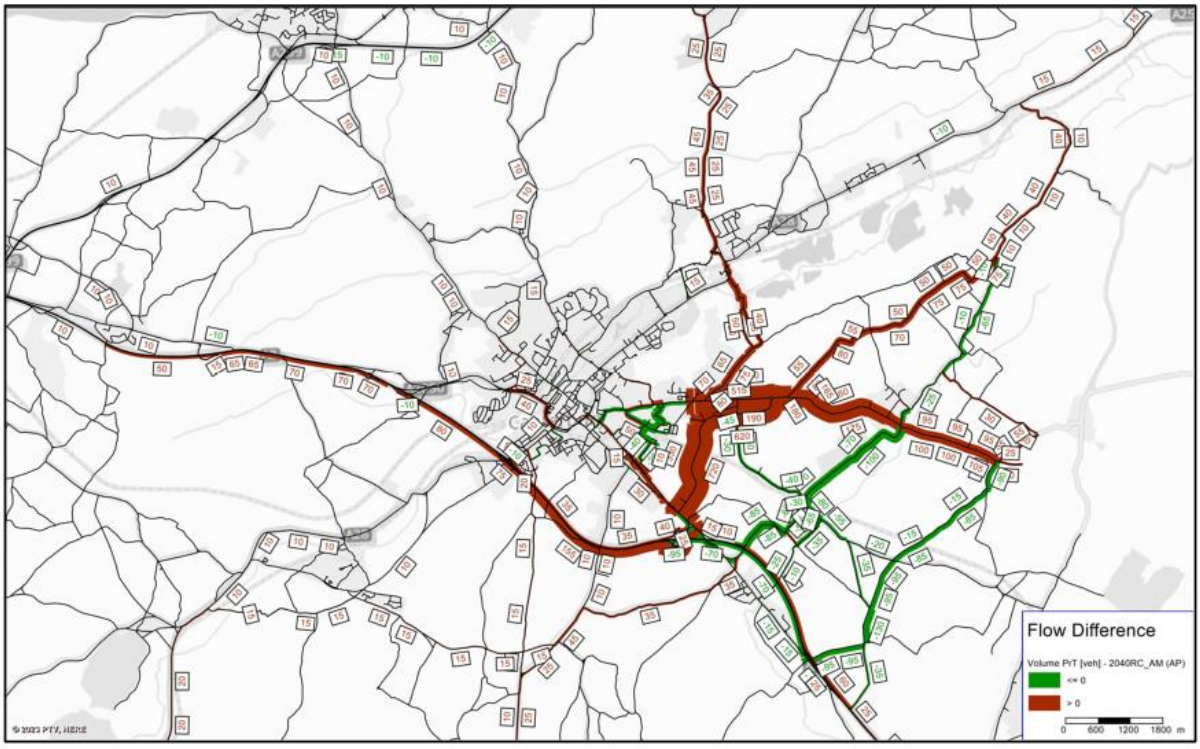
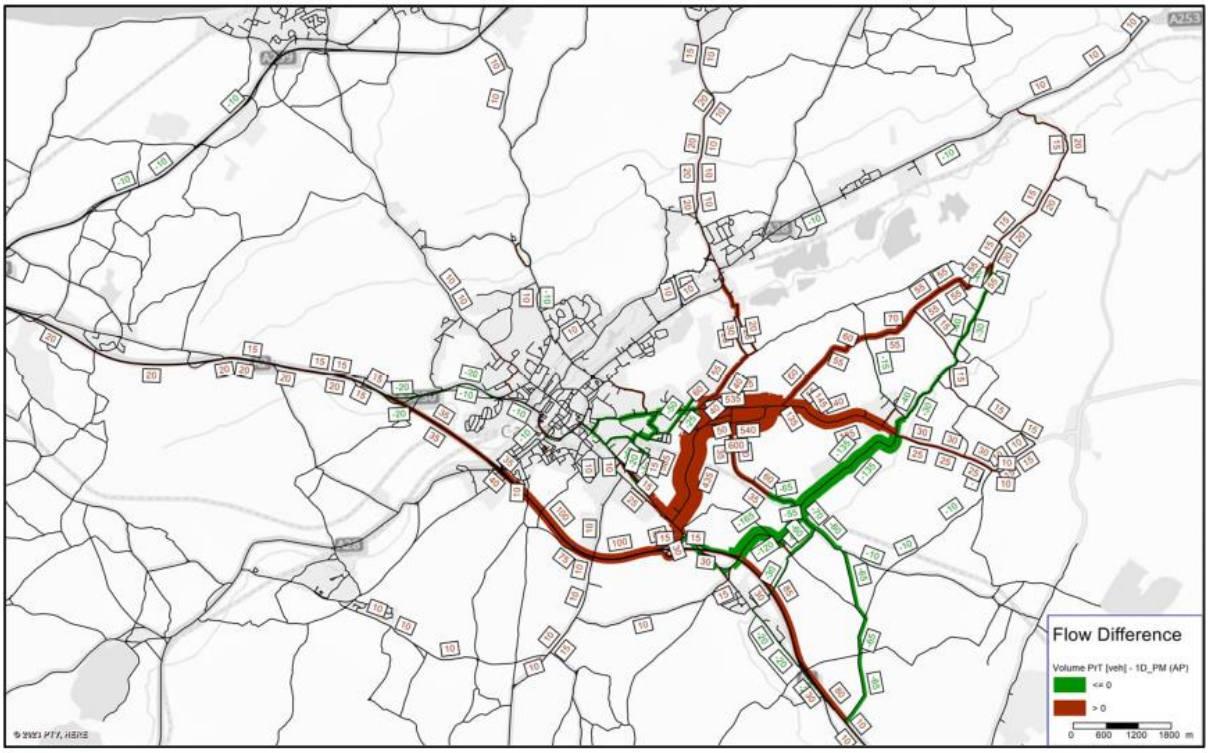


Figure 5: Flow Difference Plot (Later Phasing vs Early Phasing) PM Peak



5.9.4 These findings indicate substantial benefits of the new southern connection, diverting traffic away from less suitable routes and the City Centre, towards the new route via East Canterbury and Mountfield Park. This underscores the importance of reviewing other routes with a focus on prioritizing sustainable modes of transportation, especially for local and city centre trips where the reduction in traffic flow would mean that the reallocation of road space to sustainable modes would be less problematic.

5.10 Journey Times

5.10.1 The modelling assessment examined changes in journey times for 9 key routes surrounding East Canterbury, the city centre and wider routes. These changes enable us to quantify the impact of flow changes and network performance on driver experience.

5.10.2 The journey time routes are listed below:

- JT1 A28 Tourtel Road Roundabout to A28 Wincheap Road Roundabout
- JT2 St. George's Roundabout to Conyngham Lane
- JT3 A257 Lower Chantry Lane to A257 Near Wingham Well Lane
- JT4 A28 Tourtel Road Roundabout to A28 Sturry Road
- JT5 A2 Canterbury Bypass off-slip to St Peters Roundabout
- JT6 St Peters Roundabout to A28 Tourtel Road Roundabout
- JT7 A2 Boughton Bypass (Canterbury Road) to A2 (Coldharbour Lane)
- JT8 A257 (East Canterbury) to A2050 Dover Road (Mountfield Park)

- JT9 Hode Lane to The Green

5.10.3 A comparison of the key journey time differences on the reported routes are shown in **Table 3**. This demonstrates the key changes as new development comes forward in early phasing with no major network changes, and later phasing in conjunction with the new distributor road.

Table 3: Journey Times along Key Routes

		Reference Case		Early Phasing		Later Phasing	
		AM	PM	AM	PM	AM	PM
JT1	NB	3:49	4:55	+00:06	+00:17	-00:07	-00:17
	SB	5:41	4:47	+00:05	+00:09	-00:12	-00:03
JT2	EB	7:32	8:57	+00:04	+00:07	+00:17	+00:32
	WB	8:40	7:51	+00:06	+00:03	+00:18	-00:10
JT3	EB	9:26	11:46	+00:08	+00:32	+00:13	+00:07
	WB	9:55	7:25	+00:26	+00:05	+00:16	+00:04
JT4	EB	3:58	5:59	+00:01	+00:06	-00:02	00:00
	WB	5:13	3:45	+00:05	+00:01	-00:02	-00:01
JT5	EB	3:31	3:19	+00:01	+00:01	-00:01	-00:02
	WB	3:08	3:38	+00:01	00:00	-00:02	-00:01
JT6	NB	5:20	5:32	+00:01	-00:01	+00:01	-00:03
	SB	4:30	4:03	+00:05	+00:02	-00:04	-00:04
JT7	EB	7:37	7:30	00:00	00:00	+00:02	+00:03
	WB	7:25	7:06	+00:02	00:00	+00:01	+00:02
JT8	NB	0:00	0:00	00:00	00:00	+04:20	+04:27
	SB	0:00	0:00	00:00	00:00	+04:19	+03:59
JT9	NB	8:19	8:32	00:00	+00:07	-00:15	-00:36
	SB	8:16	8:01	+00:03	+00:03	-00:24	-00:23

5.10.4 JT1 assesses travel time between A28 Tourtel Road roundabout and A28 Wincheap roundabout, a key route through the city centre area. Comparing journey times to the reference case, the early phasing scenario shows a slight increase, but later phasing, with the new distributor road, sees reductions of 12 seconds in the AM peak and 17 seconds in the PM peak. Similarly, JT6, an alternative route north of the city centre, forecasts marginal increases in early phasing but a decrease of approximately 4 seconds in journey time during both peak periods in later phasing.

5.10.5 JT8 evaluates journey times along the new distributor road via East Canterbury and Mountfield Park, ranging from 4 minutes 11 seconds to 6 minutes 27 seconds northbound, and 3 minutes 56 seconds to 5 minutes 48 seconds southbound.

5.10.6 JT10, a parallel route to the distributor road, shows slight increases in early phasing northbound journey times, but reductions of up to 36 seconds in later phasing due to traffic redistribution to the new distributor road.

5.10.7 JT3 and JT7 assess east/west movements around Canterbury, with JT7 showing consistent journey times across scenarios, indicating minimal impact from the East Canterbury development. JT3, passing along the northern boundary of East Canterbury, sees increased journey times in both early and later phasing, with maximum increases of 26 seconds and 16 seconds, respectively, attributed to the new site access junction proposed there.

Summary

5.10.8 The journey time analysis highlights significant benefits from development at East Canterbury and the additional infrastructure which would be delivered as a result.

5.10.9 The introduction of a new link road and bridge connection to Mountfield Park is forecast to reduce all vehicle journey times along key routes like JT1 and JT6 during the peak hours. This will help towards releasing pressure on this area of the network to aid delivery of the longer-term transport strategy objectives.

5.10.10 JT8 demonstrates efficient travel times along the link, while JT10 sees improved journey times due to traffic reassignment to a more appropriate route. Overall the assessment indicates positive outcomes for optimising traffic flow in the local area network and supporting a shift towards sustainable modes in local areas and to and from the city centre.

5.11 Summary

5.11.1 To assess the impact of the East Canterbury development, we made us of the existing Local Plan models in agreement with stakeholders. The modelling included the latest development assumptions as provided by CCC. The inputs to assess East Canterbury specifically were reviewed and agreed by KCC prior to the modelling being undertaken by Jacobs.

5.11.2 The link flow outputs show that the predicted distribution of trips to and from East Canterbury is logical and follows the patterns we would expect. The methodology adopted is considered to provide us with a reliable yet robust assessment of traffic volumes and operation.

5.11.3 In the reference case, the traffic analysis for Canterbury during the AM peak of the 2019 Base Scenario revealed eight junctions performing at LoS C or worse, with notable congestion on B2068 Old Dover Road. Looking to the 2040 reference case, the assessment predicts improvements at four junctions despite increased overall traffic, with changes in vehicle distribution enhancing LoS at some junctions but deteriorating at others, particularly on Old Dover Road.

5.11.4 In the early phasing scenario, which examines the impact of the delivery of up to 700 dwellings in East Canterbury without additional highway infrastructure, junction performance largely mirrors the 2040 baseline. However, there is a slight decline in performance at the A28 Tourtel Road approach to the Tourtel Road/Military Road roundabout, indicating potential congestion despite minimal traffic increases.

5.11.5 A mitigation strategy aligned with local policy would be explored to address issues at this location and ensure effective traffic management as development progresses and transport strategy measures are implemented.

5.11.6 In the later phasing scenario, the assessment expands to consider the development of up to 1,884 dwellings, including a proposed bridge connection to Mountfield Park and distributor road from the A257 to Dover Road. Compared to the early phasing scenario and the reference case, no junctions experience deteriorations in performance.

5.11.7 Notably, the Tourtel Road/Military Road roundabout improves from LoS C in the early phasing scenario back to LoS B in later phasing, indicating the potential improved operation as traffic is reassigned more effectively across the local network. This reinforces the positive impact of the proposed development at East Canterbury, and its contribution to alleviating congestion and improving overall transportation and connectivity in Canterbury.

5.12 Monitor and Manage Approach

5.12.1 In line with all of the national and local policies and strategies, and in contrast with the historic practice of "predict and provide", the current methodology for transportation planning set out in the draft Transport Strategy is "monitor and manage" which sets out a vision for future transportation with measurable targets which validate whether the vision is achievable and what additional measures can be employed to achieve this.

5.12.2 The development has considered that implementing a Monitor and Manage Framework will be key to bringing forward the development whilst facilitating a shift towards sustainable transport modes. The future Transport Assessment will be prepared in alignment with the draft Transport Strategy.

5.12.3 The Monitor and Manage approach will sit alongside the traditional assessment approach and Travel Plan. It will however build flexibility into the delivery of infrastructure and the strategy being implemented to ensure continuous and appropriate action in pursuit of the agreed vision and mobility objectives at East Canterbury.

5.12.4 By adopting continuous monitoring and reviewing mobility outcomes as they emerge, we can understand how the site is performing against the vision and objectives. This enables us to refocus the provision of services and infrastructure for different modes to where they are needed to improve sustainable mobility and outcomes for people travelling to, from and through East Canterbury.

6.0 WIDER CONNECTIVITY OPPORTUNITY

6.1.1 This section sets out how the sites at East Canterbury, and the associated infrastructure opportunity, will enable for enhanced connectivity across Canterbury. In turn this will relieve the city centre area of some demand and assist with the longer-term Transport Strategy objectives to enhance provision for active transport and bus priority measures on the city centre roads.

6.2 Mountfield Park

6.2.1 Mountfield Park has been planned as a mixed-use development where residents will be able to access jobs, goods and services within walking and cycling distance of their homes.

6.2.2 Mountfield Park will comprise of 4,000 new homes, alongside two new primary schools, a doctors' surgery, a dental practice, local shops, a community centre and almost 70,000sqm of business space. The intention is to build attractive safe streets will encourage walking to school, and the proximity of four secondary schools will also assist in reducing the need to travel beyond the site.

6.2.3 The consented proposals comprise a range of key measures supporting a shift towards more sustainable transport, as listed below:

Park and Ride Site - Extended Park and Ride site (300 space increase) to create 1,000 space P&R

FastBus - connection from an expanded Park & Ride at Mountfield Park with the town centre, passing through new developments at Langton Fields/Ridlands Farm.

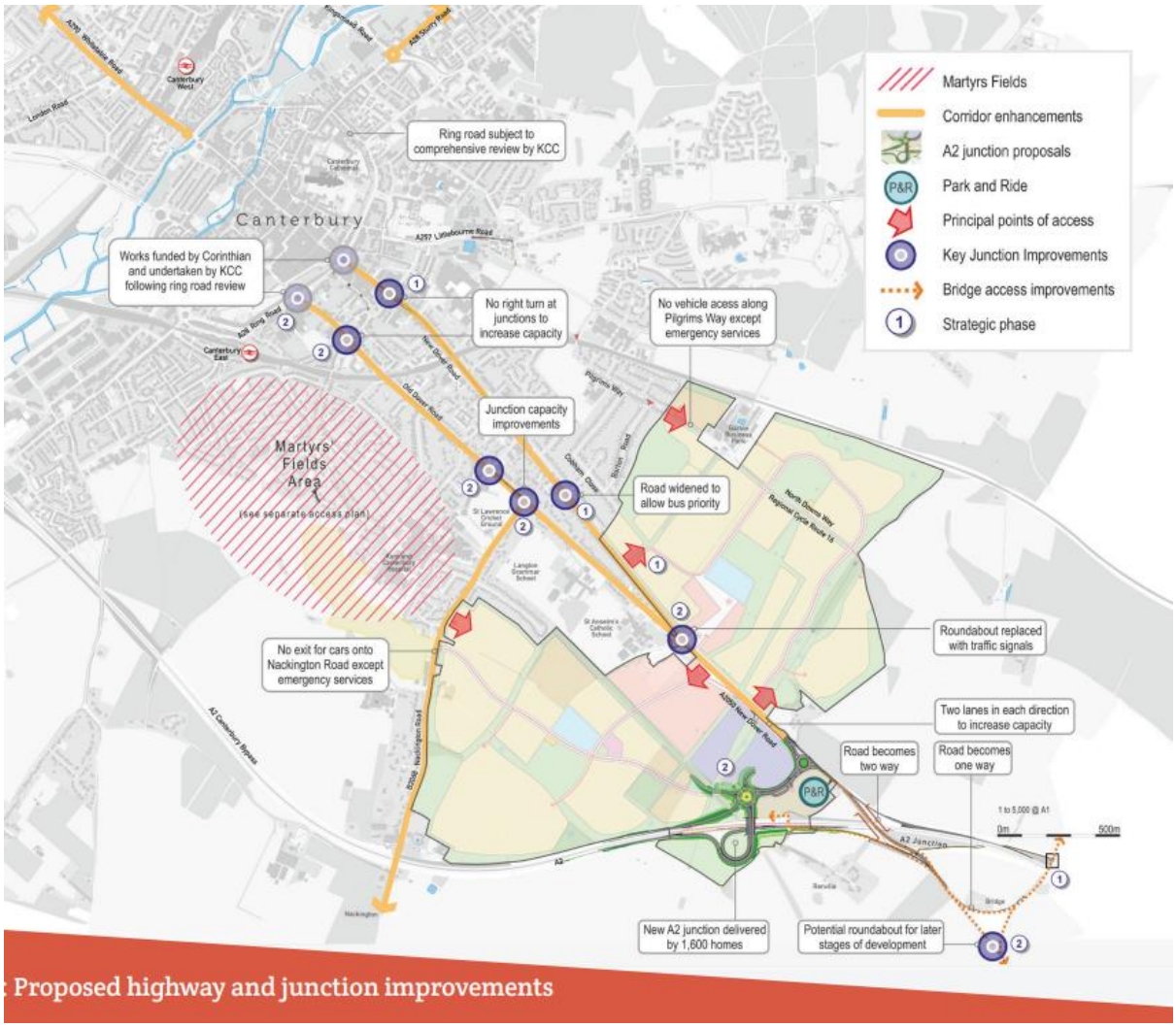
Cycle Hire - E-bike hire scheme available for free for new residents as part of a contribution towards roll out of a city-wide hire scheme.

Walking and Cycling Measures – On-site, the intention to build attractive safe streets will encourage walking to school, and the proximity of four secondary schools will also assist in reducing the need to travel beyond the site. Investment in the cycle route network will improve convenience and safety for cyclists, with four key off-site routes along New Dover Road; Langton Lane/Suppington Lane/ Nunnery Fields; Pilgrims Way/Spring Lane/ Longport; and a link to Bridge village.

Travel Planning - The Applicant is committed to delivering on the Travel Plan targets. A Travel Plan Coordinator will be appointed to work with residents and businesses throughout the lifetime of the scheme (circa 15 years).

6.2.4 The proposals also comprise a range of highway schemes to support development and deliver improvements to the network. This includes the scheme shown in **Figure 6**.

Figure 6: Proposed highway and junction improvements



6.2.5 The major improvements at the A2 interchange will make this an all-movements junction, providing some reassignment from other A2 junctions for trips now enabled. The presents a great opportunity to promote this as a key route to and from the city, collocated with the Park and Ride for easy access to and from the city centre using the fast bus.

6.2.6 For those who must drive for practical reasons, the new all movements junction presents a good opportunity to enable cross city movements whilst avoiding the ring road. This is where East Canterbury presents a unique opportunity.

6.3 Barracks Site

6.3.1 Howe Barracks is a residential led development which will deliver 500 new homes and is a major development project in the east of Canterbury. An extract of the access and movement plan is shown in Figure 7.

Figure 7: Howe Barracks Site Access and Movement Plan

6.3.2 **T**he Howe Barracks development will deliver a new distributor road through the site. This will link the A257 Littlebourne Road to the A28 Sturry Road via Chaucer Road and Military Road. The road is designed to a sufficient standard to be able to accommodate an articulated HGV.

6.3.3 Similarly to its connection with Mountfield Park and the A2, East Canterbury also presents a unique opportunity here. Currently the distributor road via Howe Barracks can accommodate traffic routing between Sturry Road and the A257. With a connection via East Canterbury, these two otherwise disconnected routes will be connected enabling a realistic and good quality route as an alternative to the city centre ring road.

6.4 Connecting Canterbury

6.4.1 East Canterbury offers a substantial opportunity for Canterbury to address current transport challenges and support essential housing development. Presently, individuals traveling across the city have limited route options between the northern areas along Sturry Road and Military Road, relying on either the ring road or less suitable routes through residential areas.

6.4.2 Whilst pursuing mode shift away from car is central to the strategy, we must acknowledge there is and will be a continued need for many private car trips for a range of practical reasons. The focus of the Local Plan until 2040 is to reduce car use for many local trips, particularly focusing on reducing city centre traffic to enable reallocation of road space.

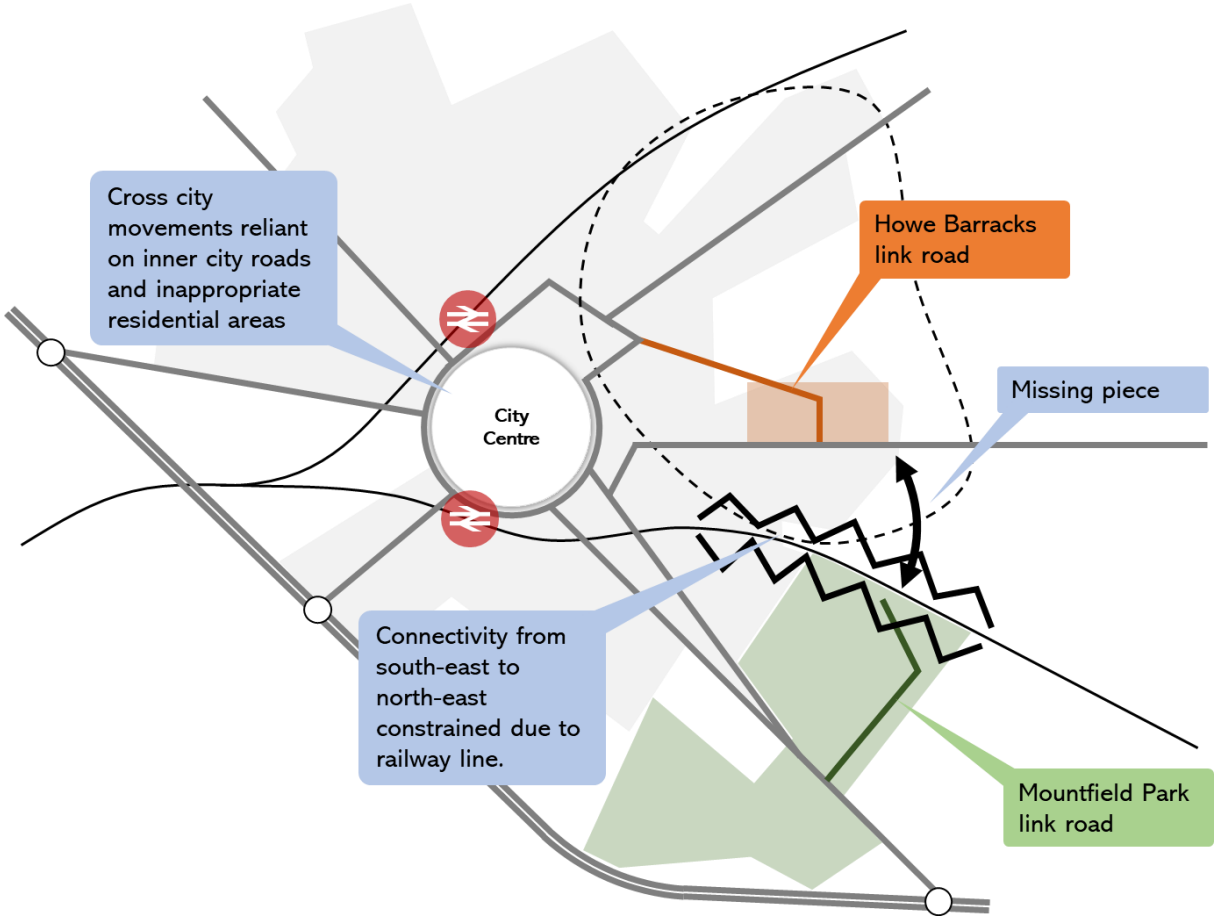
6.4.3 To achieve this reduction, the district needs to achieve a mode shift away from driving a car of more than 50% (relative to 2011 Census mode share for car driver). In Canterbury specifically, the challenge in this currently lies in the lack of alternative routes for those with no practical alternative but driving.

6.4.4 East Canterbury, situated between the railway line and the A257, offers a strategic opportunity to enhance connectivity and reduce traffic congestion in Canterbury. Currently connected to

the city and the A2 via the ring road, East Canterbury's potential can be maximized with the right infrastructure.

6.4.5 The newly approved Mountfield Park will provide a quality route from the railway to the Roman Road corridor, linking to an upgraded all-movements junction at the A2. Similarly, the ongoing Howe Barracks development will establish a new route from the Sturry Road corridor to the city, connecting to the A257 corridor north of East Canterbury. The location of these two sites, and lack of connectivity between, is illustrated in Figure 8.

Figure 8: Current Cross Canterbury Connectivity



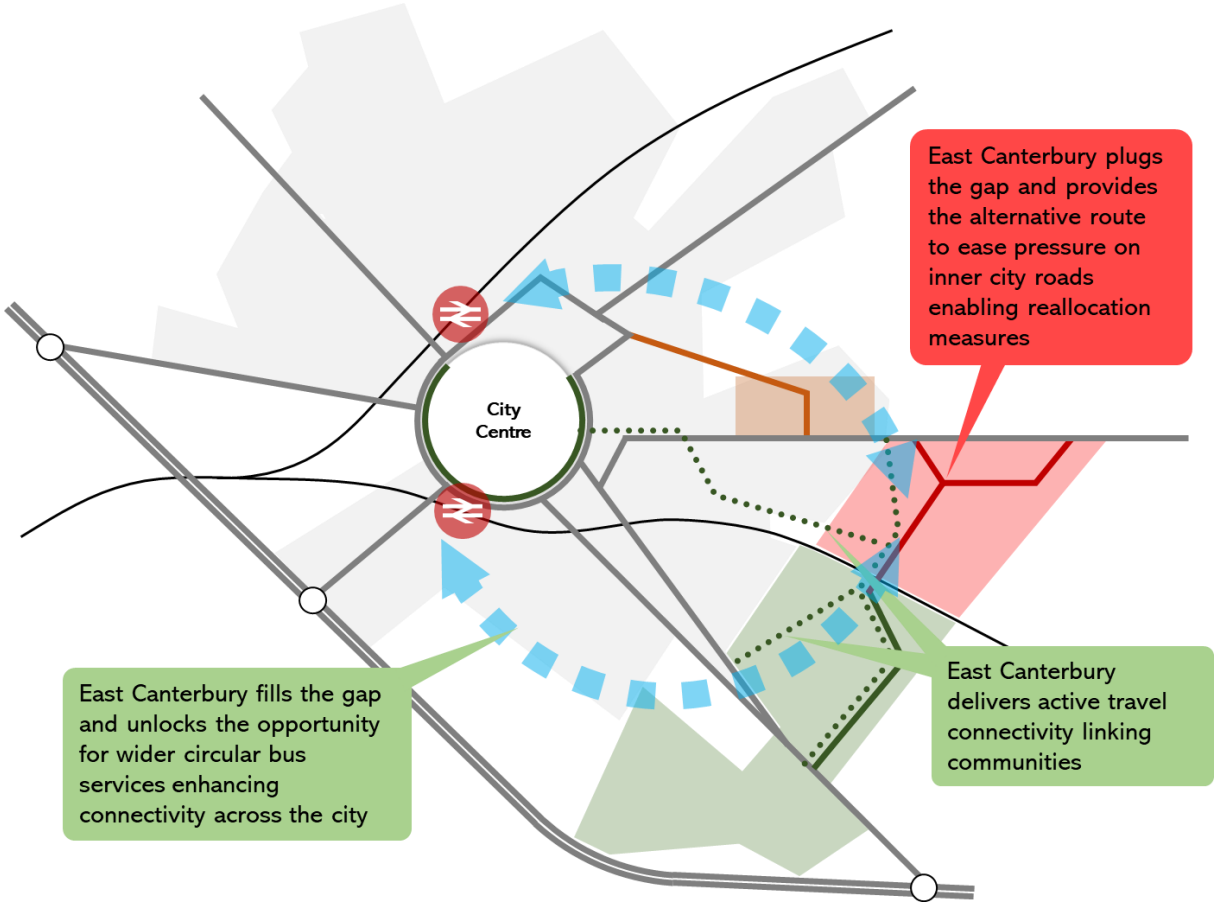
6.4.6 Delivering development at East Canterbury provides a long-term solution to alleviate pressure on city centre roads, benefiting both stakeholders and communities. Establishing a key connection between Mountfield Park and East Canterbury will link the areas in northeast Canterbury (around Sturry Road and Military Road) with Roman Road and the A2. This connection will enable the council to implement much-needed sustainable transport improvements in and around the city centre, reducing car dependence and promoting sustainable travel for local trips within the city.

6.4.7 East Canterbury can deliver a continuous connectivity arc from Sturry Road to the Roman Road corridor and the A2, as illustrated in Figure 9. This connection will offer an alternative route across the city, alleviating pressure on the city centre network. Without this link, there is no viable alternative for those who need to drive.

6.4.8 Furthermore, Mountfield Park's Fast Bus service will connect with the city centre through an enhanced Park & Ride facility. East Canterbury can extend this connectivity, integrating sustainable transport options like high-quality walking and cycling paths and frequent, efficient

bus services. This network will cater to a wider area, optimizing bus fleet use and station capacity, and promoting sustainable travel across Canterbury.

Figure 9: East Canterbury Connectivity Opportunity



7.0 THE TIMELINES

7.1.1 This section sets out an illustrative timeline for how East Canterbury can come forward; in-step with the city's Transport Strategy measures and always ensuring that critical infrastructure is delivered in-time to enable continued delivery of new homes in Canterbury whilst enabling and promoting a shift towards sustainable transport.

7.2 Storyboard and Timeline

7.2.1 A storyboard has been prepared and is contained in **Appendix A**. This sets out the overarching programme for delivery of East Canterbury, set in context of the short-, medium- and long-term measures contained in the Draft Transport Strategy.

7.2.2 Simply put this demonstrates that East Canterbury can be delivered in-step with Transport Strategy measures to be brought forward in the city. East Canterbury supports a new style of living, with a mix of uses and facilities on-site enabling for many daily needs to be catered for without the need for travelling in the wider area.

7.2.3 The access infrastructure that has been identified is deliverable and enables the development to be phased. Initially access can be taken from the existing highway network accessed along the A257. As the site develops and connects a new primary access junction will be delivered in the north-eastern area of the site, linking the existing network the spine road through the site. In tandem, a new bridge connection can be delivered connecting the East Canterbury with Mountfield Park, enabling sustainable movement between these two major developments and beyond.

8.0 SUMMARY AND CONCLUSIONS

8.1 Summary

8.1.1 East Canterbury in being promoted as a location for growth in Canterbury by Gladman Developments Limited and Wates Limited. The site has been the subject of extensive transport work to date, with strategic assessment work undertaken to understand the effects of development here. A supporting strategy has been designed to align with Canterbury City Council's goals of promoting sustainable transport and reducing car dependency, particularly for local trips within the city. The strategy facilitates all modes of transport, aiming to meet East Canterbury's transportation needs effectively and sustainably, with a flexible approach to accommodate changes in the future as they may arise.

8.1.2 East Canterbury is an important development which will assist in enabling Canterbury's transport strategy:

- Key infrastructure enhancements are planned as part of the development, including a multi-modal bridge linking East Canterbury to Mountfield Park and the A2. This bridge will fill a gap in the existing infrastructure, enhancing connectivity and allowing for the movement of pedestrians, cyclists, and public transport while providing an alternative route to reduce traffic in the city centre.

- East Canterbury places a strong emphasis on sustainable transport measures, aligned to the city's goal to reduce car dependency. The development will encourage local living by incorporating community hubs that provide essential services within a short walk or cycle, minimising the need to travel off site or use a car. Active travel infrastructure will be enhanced with new and improved walking and cycling routes, including pedestrian crossings and safe, convenient paths integrated throughout the site. Public transport will see substantial improvements with enhanced bus services offering frequent, reliable connections between East Canterbury, Mountfield Park, and the city centre. Additionally, shared mobility options such as car clubs and cycle hire schemes will be facilitated, providing residents with flexible and sustainable alternatives to car ownership.

8.1.3 Development at East Canterbury will be brought forward in a phased approach. City wide transport measures are outlined for the short term (2025-2030), medium term (2030-2035), and long term (2035-2040) in the draft Transport Strategy supporting the Local Plan. The key transport strategy measures for East Canterbury have been aligned with these city-wide measures meaning roll out of the strategy will be in step with the wider shifts across the city.

8.1.4 East Canterbury is strategically positioned to support sustainable growth due to its proximity to existing transport links, including the city centre railway stations and key bus routes, making it highly accessible. Its integration into the broader transport network will enhance connectivity for East Canterbury and also the communities that surround it, reducing travel times, and helping alleviate city centre demand to unlock headroom for the city to deliver the key sustainable transport infrastructure it needs.

8.2 Conclusion

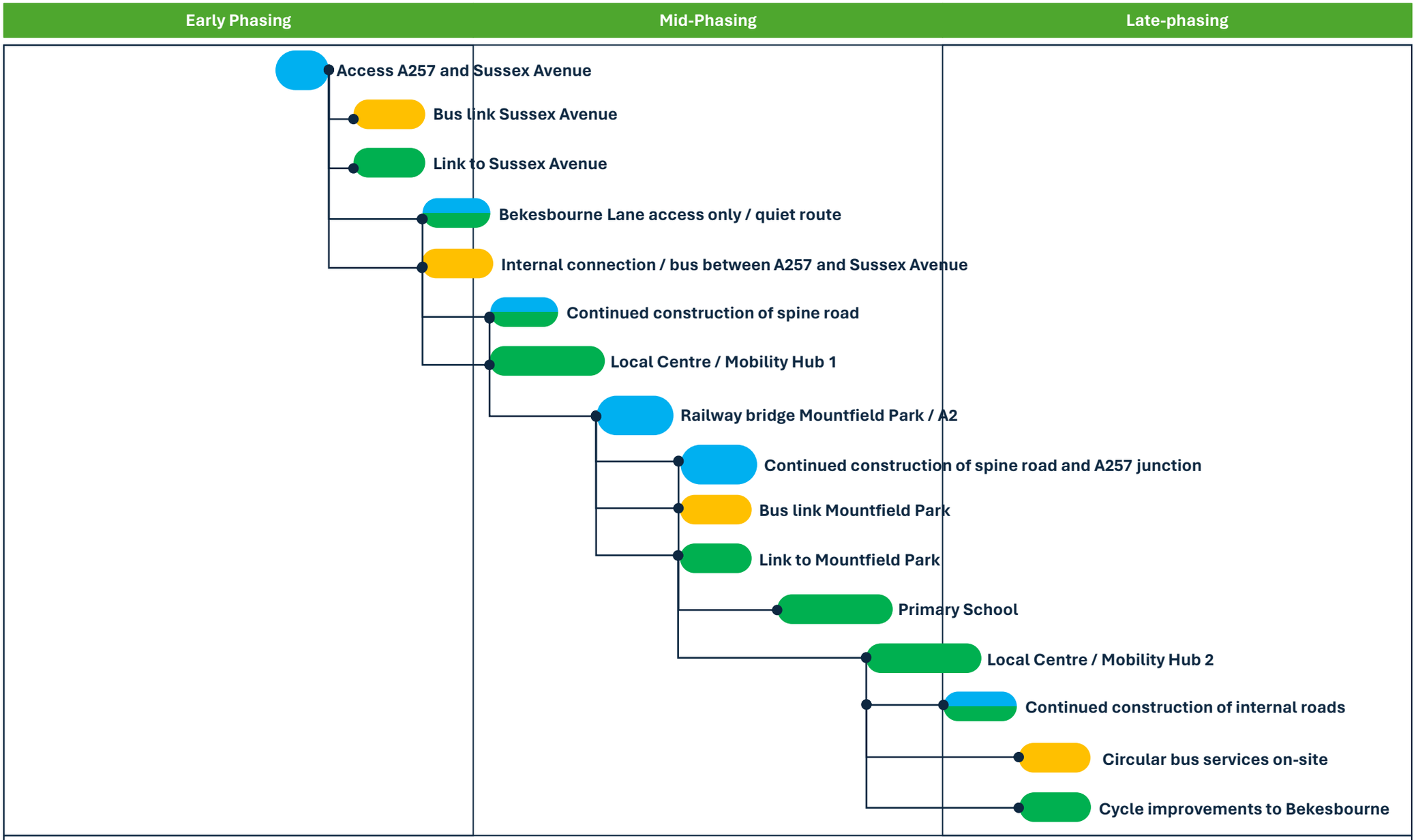
8.2.1 Based on the comprehensive assessment work and strategic planning outlined in the document, East Canterbury emerges as a prime location for sustainable growth that should be included in the Local Plan. The proposed development aligns closely with both local and national policies aimed at promoting sustainable transport, reducing car dependency, and

enhancing community connectivity. The strategic infrastructure enhancements, such as the multi-modal bridge and expanded Park & Ride facilities, will provide crucial connectivity, and support the city's broader transport strategy.

8.2.2 The development's emphasis on local living, with community hubs providing essential services within a short walk or cycle, aligns with the National Planning Policy Framework's (NPPF) goals of creating healthy, inclusive communities. Investments in active travel infrastructure and public transport will reduce reliance on private vehicles, in line with local policy objectives to improve air quality and promote sustainable travel. Shared mobility options further support this transition by offering flexible, eco-friendly alternatives to car ownership.

8.2.3 The thorough planning and phased approach ensure that the infrastructure will be delivered in tandem with the development, enabling continuous progress towards a more sustainable transport network. Given these strategic benefits and the alignment with policy objectives, East Canterbury is well-positioned to contribute significantly to Canterbury's future growth and sustainability goals, making it a vital inclusion in the Local Plan.

Appendix A – Storyboard and Timelines



Short-term measures (2025 to 2030)

- Parking - increased pricing and removal of city centre parking
- Bus – bus stop improvements, bus priority schemes and increased frequencies
- Walking and Cycling – delivery of schemes that do not reduce road space
- Pedestrian improvements – public realm/LUF schemes
- Shared - expansion of car club and cycle hire schemes
- Transport Hubs at Rail Stations – improved cycle links/facilities
- MAAS – establish MAAS platform (app)

Medium-term measures (2030 to 2035)

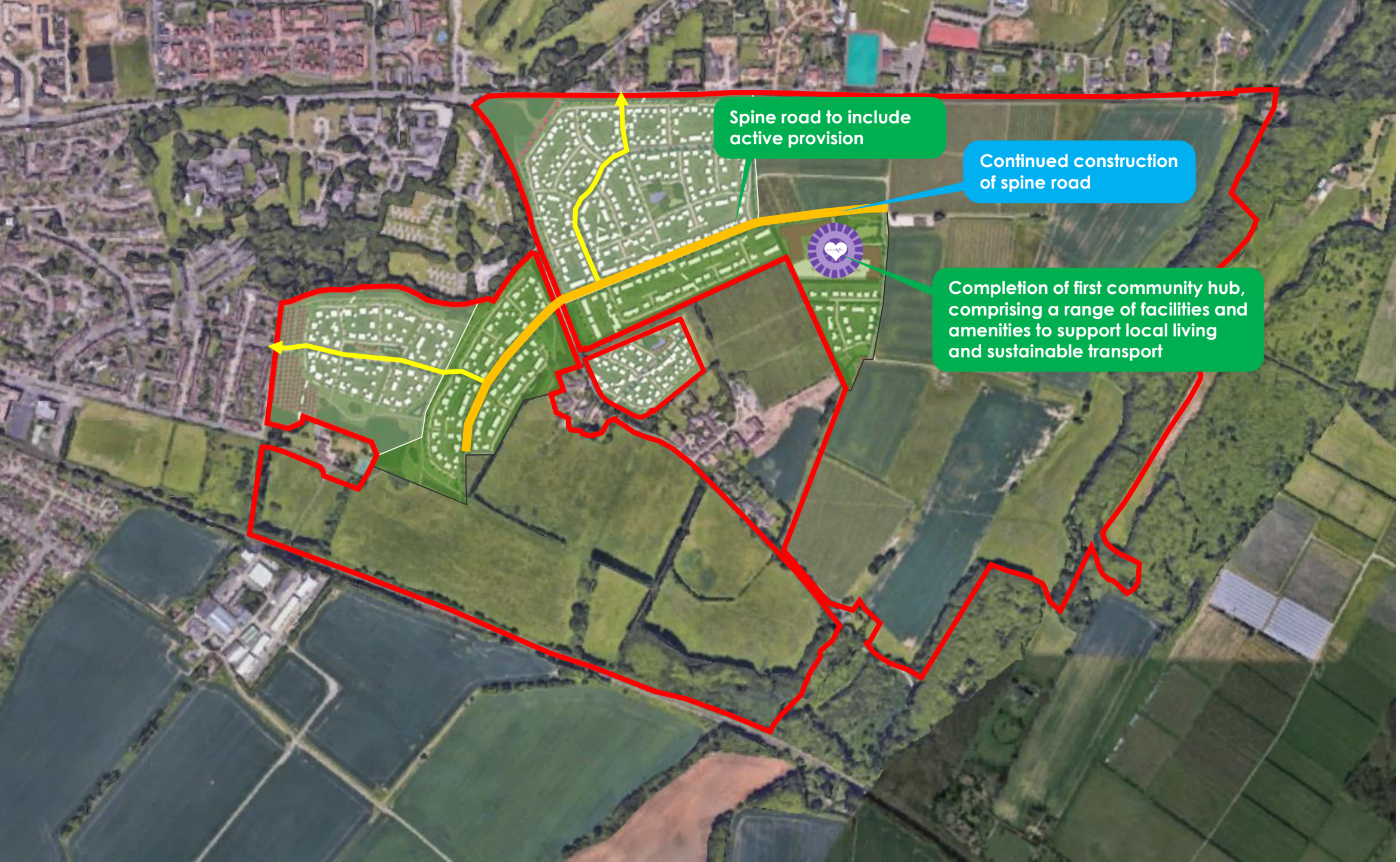
- Fastbus – fast and frequent bus service from Mountfield Park to city centre
- Reallocation of road space – reallocate road space from traffic to provide bus lanes and improve journey times/reliability of buses
- Reallocation of road space – reallocate road space from traffic to delivery high quality cycle lanes and connect cycle routes to/across ring road/along radial routes
- Ring Road Roundabouts - removal of roundabouts on the ring road and replacement with traffic signals

Long-term measures (2035 to 2040)

- LCWIP - completion of the walking and cycling measures set out in the LCWIP.
- Autonomous bus
- Workplace parking charges
- Park & Ride last mile delivery by sustainable transport
- Future interventions - mobility hubs, shared mobility, autonomous vehicles, drones, MAAS, flexible streets, hydrogen refuelling infrastructure, EV charging.


Initial access from A257
Access to existing bus services on A257 and Sussex Avenue
Initial access from Sussex Avenue
Pedestrian and cycle connection to Sussex Avenue

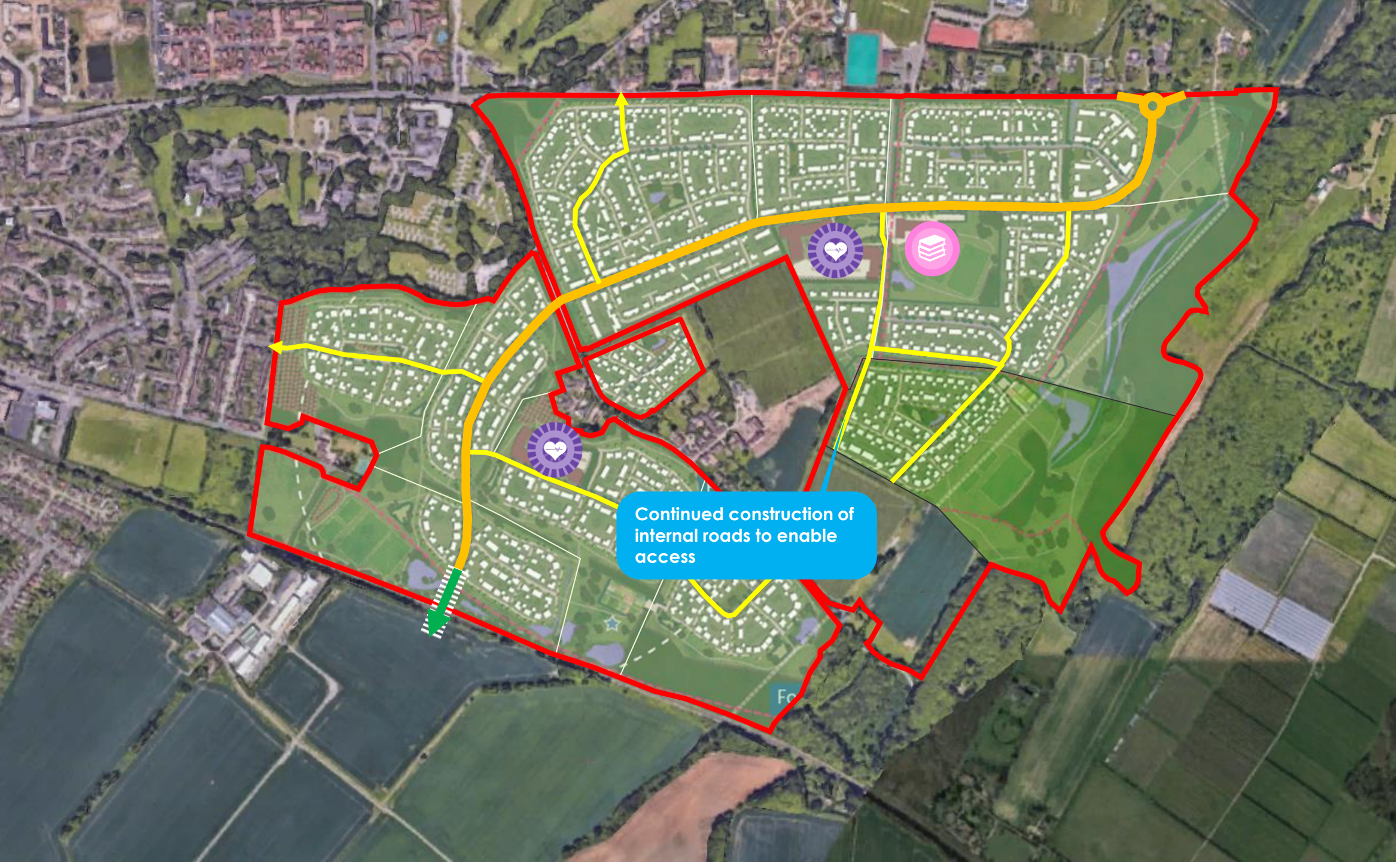

Bekesbourne Lane north becomes access only and promoted as cycle route
Internal connection enabling internal bus loop between A257 and Sussex Avenue
Bekesbourne Lane stopped up to traffic and diverted via site
Extension of internal roads


Spine road to include active provision
Continued construction of spine road
Completion of first community hub, comprising a range of facilities and amenities to support local living and sustainable transport


Continued construction of spine road and A257 junction
Completion of primary school
Connection to Mountfield Park enabling coordination of wider circular bus services
Continued construction of spine road
Completion of bridge for active travel connection to Mountfield Park
Continued bridge


Completion of second community hub, comprising a range of facilities and amenities to support local living and sustainable transport


Continued construction of internal roads to enable access


Continued construction of internal roads to enable access


Completion of secondary internal link enabling
Internal link enabling circular bus services on-site
Bekesbourne Lane quiet route connection south-east and to railway station


Lane

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