

Local Plan Comments

A. Creation of 5 City Regeneration Zones:

Residential Zone (City Wall Corridor)

Hospitality Zone (Heritage Core)

Visitor Zone (Castle)

Innovation Zone (West Station)

Wincheap Zone (Wincheap)

B. Canterbury Parkway Station and Parkway Park & Ride

C. Pedestrianisation of Westgate Square, St Peter's Place, North Lane, St Dunstons Street

D. Retain 2 Car Parks For Driverless Vehicle Drop Off & Pick Up

Local Plan Contribution

I'd like to make the following contributions to the Local Plan consultation, focused predominantly on Canterbury City Centre. Please see the accompanying plans.

A. Creation of 5 City Centre Regeneration Zones

To encourage cohesive and economically viable regeneration of sites across Canterbury, flexible regeneration zones should be created – each with a specific purpose – selected due to their location and accessibility. The broad footprint of the zones allows for flexibility as schemes develop:

- 1) **Residential Regeneration Zone (page 5-8)** – Focused along the city wall corridor at Broad Street and Upper Bridge Street, to introduce a substantial number of new city centre residents at a highly sustainable location. The area is in need of regeneration with a number of underutilised and dilapidated sites in a prime location (see images). The opportunity could also be taken to improve the facilities of the Magistrates Court (and its large underutilised car park), the fire station and police station – by relocating them together as a catalyst for a new Wincheap regeneration, freeing up land to become housing and contributing significantly to the viability and vibrancy of the city centre – whilst complimenting the proposed improvements to the ring road. An international architectural competition could be held to design a cohesive scheme fitting for its prime location opposite the city wall, to create an attractive avenue of regeneration.
- 2) **Hospitality Regeneration Zone (page 9)** – Focused on the heritage core, bringing much needed hotel capacity and visitor footfall to the city centre – allowing vast portions of the heritage core to be regenerated by our visitor economy and adding to its vibrancy and vitality.
- 3) **Visitor & Green Space Regeneration Zone (page 10)** – Focused on the castle site to bring new visitor destinations including a conference & exhibition hall and Canterbury's Tales of England experience. The conference & exhibition hall will work in tandem with the new hotel opportunities, especially in the hospitality regeneration zone, bringing footfall and vibrancy to the city centre and supporting the nighttime economy.
- 4) **Innovation Regeneration Zone (page 11)** – Focused on the area around Canterbury West Station, bringing much needed and highly connected grade A office, coworking and studio space to the city, to help support new industries and create jobs for the vast number of new homes proposed.
- 5) **Wincheap Regeneration Zone (page 12)** – Focused on the Wincheap Industrial Estate, relocating big box retail outside of the city to reduce inbound car journeys, whilst also creating a new car-free residential eco village and a new location for the Magistrates Court, Police Station and Fire Station to act as a regeneration catalyst with new flagship environmental friendly sites – all in a highly connected location. The main road could be relocated to the south of the Wincheap estate as shown in the sketch, allowing Wincheap High Street to be regenerated and partially pedestrianised with a shared space corridor – linking new developments such as the Saxon Fields development at Thanington to the city centre.

B. Creation of a Canterbury Parkway Station and Parkway Park & Ride (page 11)

Instead of a new car park located on the Wincheap Industrial Estate and the current Wincheap Park & Ride site, relocate these to a new Parkway Station area to intercept visitors from London, Ashford and Dover further out of the city.

A new Parkway Station would allow rail users access to both lines and act as a shuttle service in and out of the city from the new Parkway Park & Ride site, taking large volumes of cars out of the city centre. It also opens up opportunities for the new Wincheap Eco Village and green connectivity with the city centre. There's also potential for driverless pod vehicles to shuttle visitors from the Parkway to the City Centre.

C. Pedestrianisation of Westgate Square, St Peter's Place, and part of North Lane and St Dunstons (page 12)

With the proposed traffic zones and repurposing of the ring road to create active travel routes, it makes sense to also pedestrianise the areas surrounding the Westgate at the same time. Particularly as this area is to become the focus of the city's welcome experience with the Canterbury's Tales of England Visitor Centre.

St Peter's Place should be pedestrianised to complete the green active travel ring around the city, allowing direct access from the Ring Road improvements to the city centre, via Westgate Square and onto Pound Lane where a partially pedestrianised space / cycle lane would fill in the missing gap in the Crab & Winkle cycle route. St Peter's Place would also allow a direct connection in the opposite direction into the Hambrook Marshes and the Western section of the Crab & Winkle Way.

D. Retain 2 Car Parks (North Lane and Queningate Car Park) for Driverless Pick Up and Drop Off Sites (page 13)

In the not too distant future, driverless cars will likely become standard, the city should therefore plan ahead and protect space in key locations for driverless car pick up and drop off points (possibly as a premium service) - the long, thin nature of the North Lane and Queningate car parks mean they could be converted into green arrival and departure points in close proximity to the city centre, where visitors could arrange a time for their vehicle to collect them.

Other comments:

- Rheims Way should also be treated in the same way as the ring road, reducing the amount of traffic lanes to create more shared space, possibly even car parking to replace on-street parking on London Road - which may need to be removed to upgrade London Road if the Westgate Towers are closed to traffic - accompanied by the proposed Network Rail signalling improvements which will reduce barrier down times at St Dunstons.
- Light industrial and big box retail should be provided with alternative sites outside of the city to facilitate some of the regeneration zones (e.g. Innovation Zone, Residential Zone and Wincheap Zone) - to reduce traffic into the city centre and provide space for regeneration.
- Intelligent traffic light systems should be installed to prioritise traffic exiting the city, to prevent buildups impacting the central core and creating congestion. For example at the moment traffic often backs up into the city causing knock-on effects, because of the traffic lights frequently letting small numbers of vehicles exit from the cricket ground, rather than prioritising main traffic flow out of the city. These systems should be used on all major routes out of the city. Particularly at Old Dover Road and Wincheap, to prioritise the efficient exit of vehicles from the city.
- Would it be an option to see what the impact of the bypasses, ring road alterations, the Parkway Park & Ride and intelligent traffic signals etc have on the city, before the Ghent style zoning scheme is introduced?
- Could it be an option that the Ghent style zoning scheme only operates at peak times?
- Could it be an option that the Ghent style zoning scheme doesn't apply to city centre residents? - Still discouraging all through traffic by non residents.
- Consideration should be made to the Canterbury's Tales of England Masterplan and the sites it proposes to regenerate and their impact on the Local Plan proposals, for example the top deck of the Castle Street multi-storey car park.
- I fully support the proposed schemes otherwise.

Stephen Allen

Commenting as Founder and Board Member of Canterbury's Tales of England, Business Owner (One Pound Lane), Resident (St Stephen's Area).

City Regeneration Zone Overview

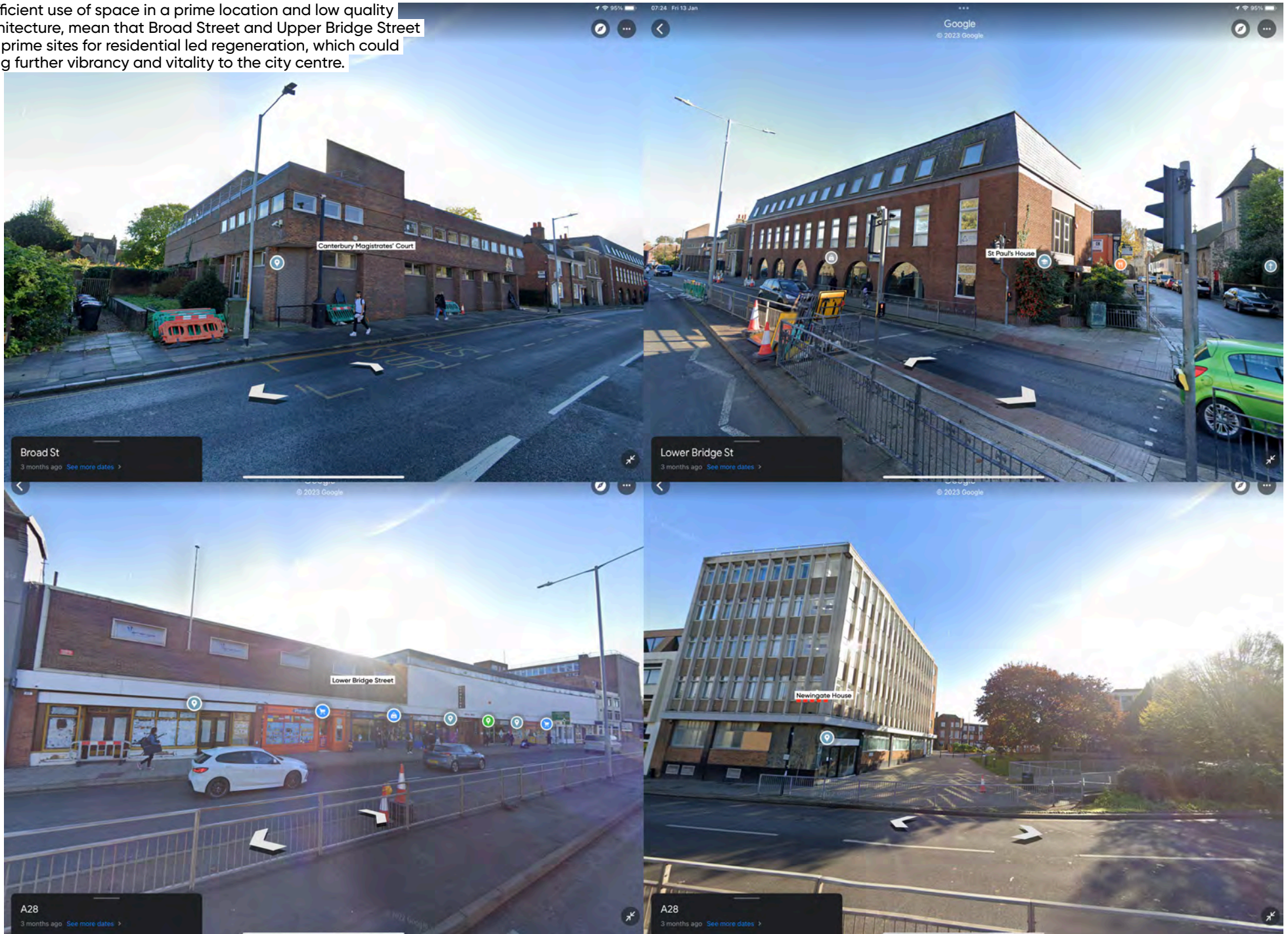




Residential Regeneration Zone (City Wall Corridor)

- Zoning Key**
- Residential Regeneration Sites
 - Relocate Facility to Wincheap Eco Village and Release Site to Residential Development
 - Gateway Green Space to Link to City Centre

Inefficient use of space in a prime location and low quality architecture, mean that Broad Street and Upper Bridge Street are prime sites for residential led regeneration, which could bring further vibrancy and vitality to the city centre.





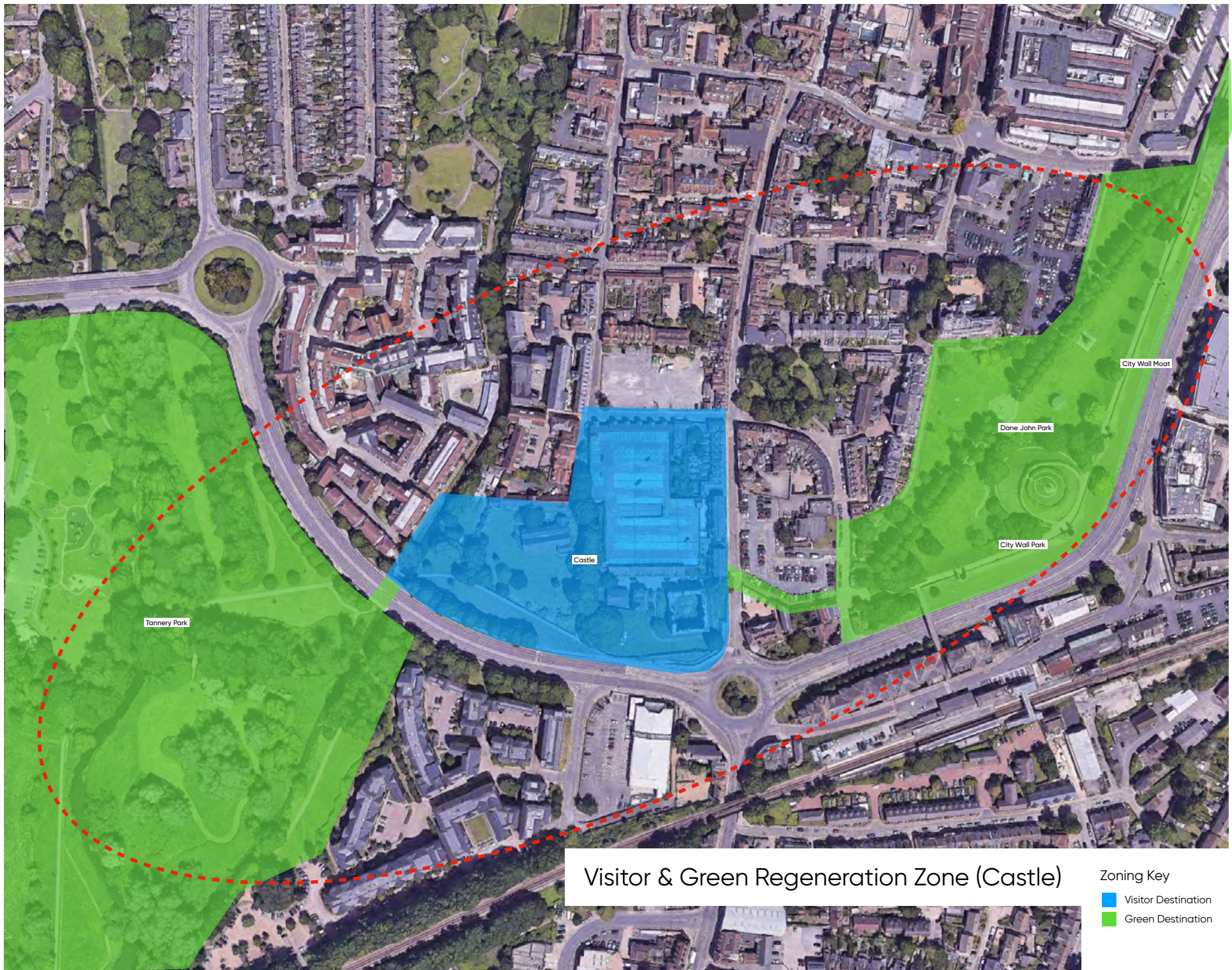




Hospitality Regeneration Zone (Heritage Core)

Zoning Key

■ Mixed Use Hospitality (Hotel etc)



A highly connected site for the future of growth and innovation in the city, providing Grade A flexible workspace for the vast increase in residents with the proposed housing developments.



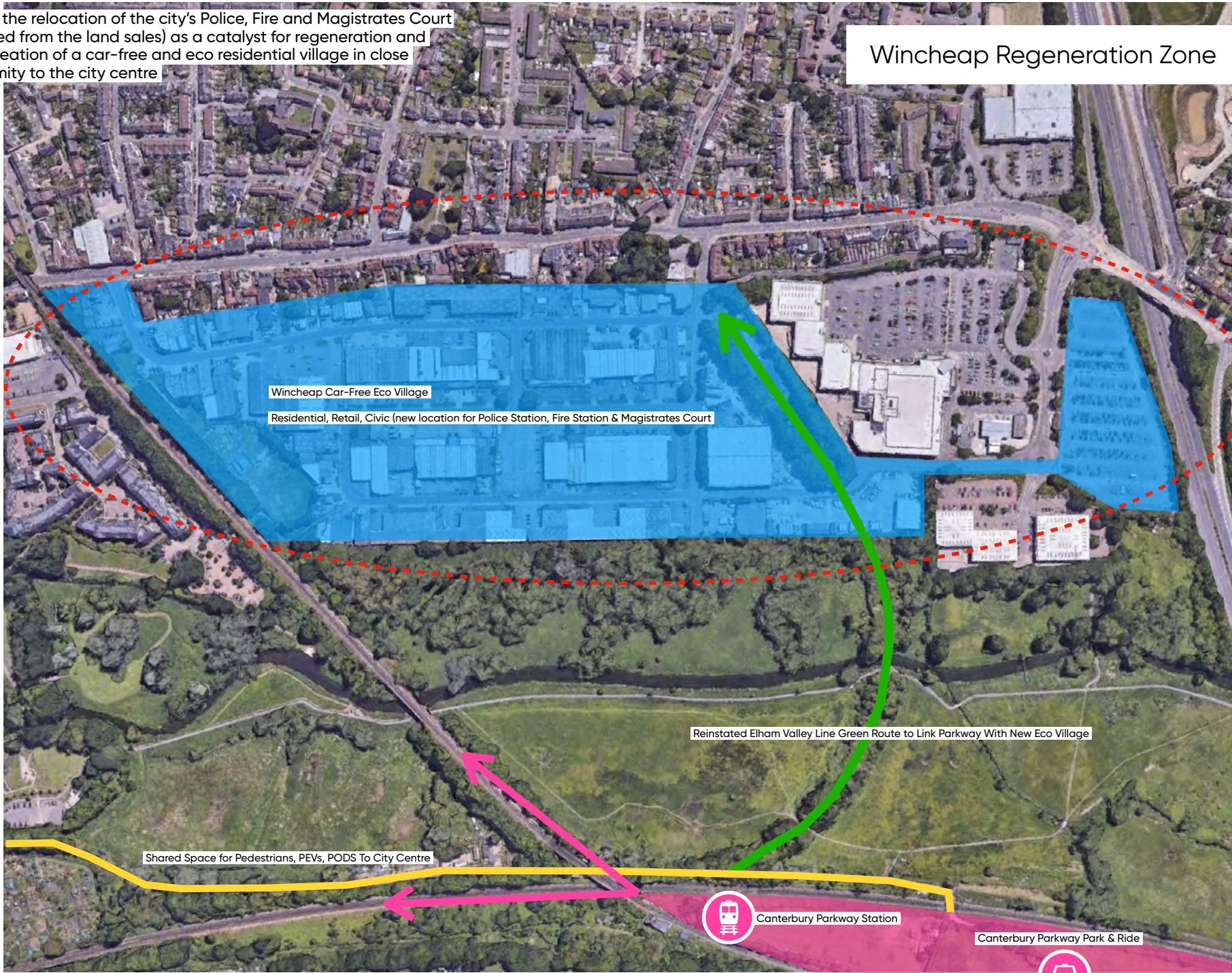
Innovation Regeneration Zone (West Station)

Zoning Key

■ Mixed Use Innovation Development Sites

Using the relocation of the city's Police, Fire and Magistrates Court (funded from the land sales) as a catalyst for regeneration and the creation of a car-free and eco residential village in close proximity to the city centre

Wincheap Regeneration Zone



Wincheap Car-Free Eco Village
Residential, Retail, Civic (new location for Police Station, Fire Station & Magistrates Court)

Reinstated Elham Valley Line Green Route to Link Parkway With New Eco Village

Shared Space for Pedestrians, PEVs, PODS To City Centre

Canterbury Parkway Station

Canterbury Parkway Park & Ride



North Kent Police HQ



Ramsgate Fire Station



Westminster Magistrates Court

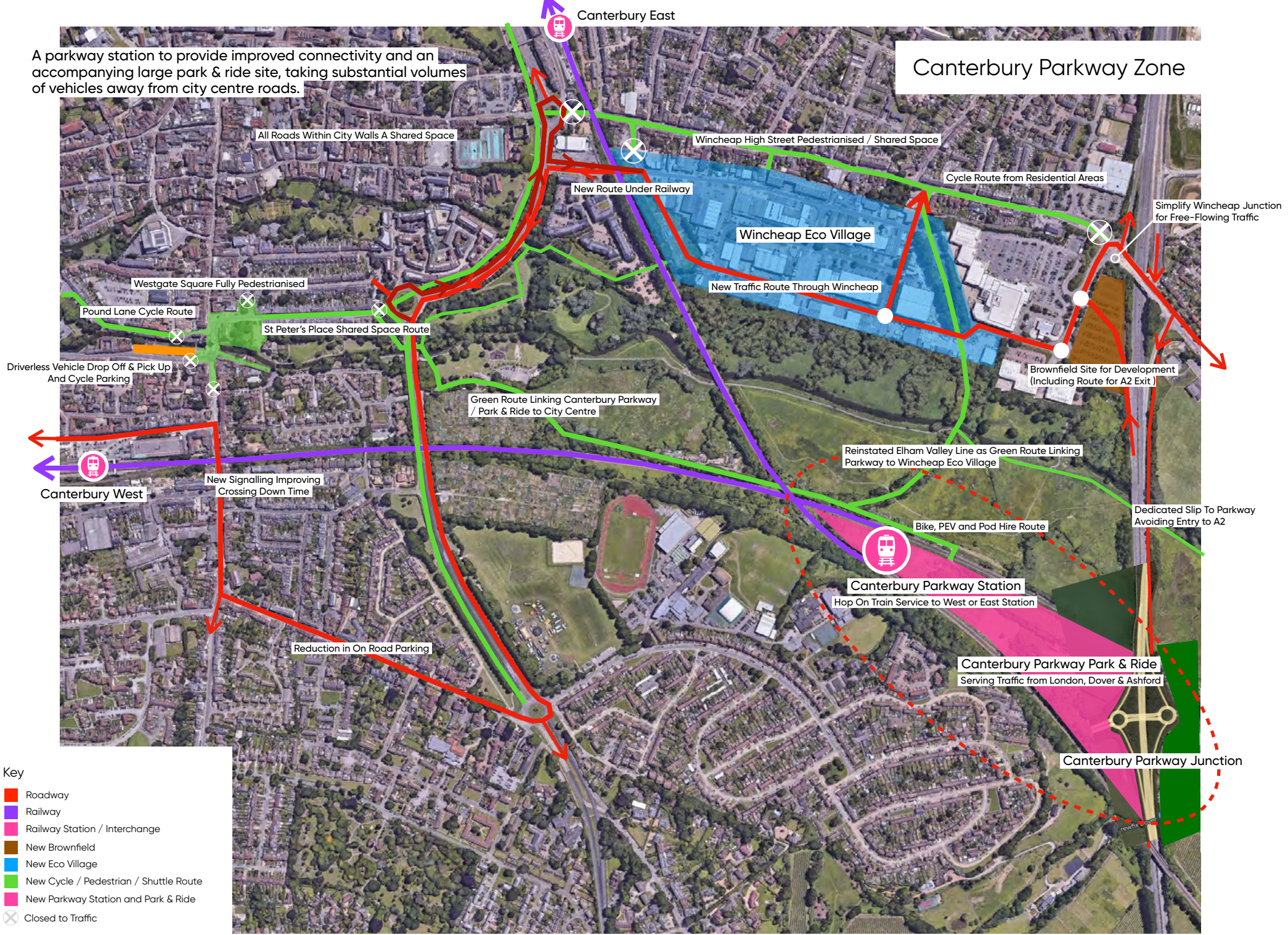


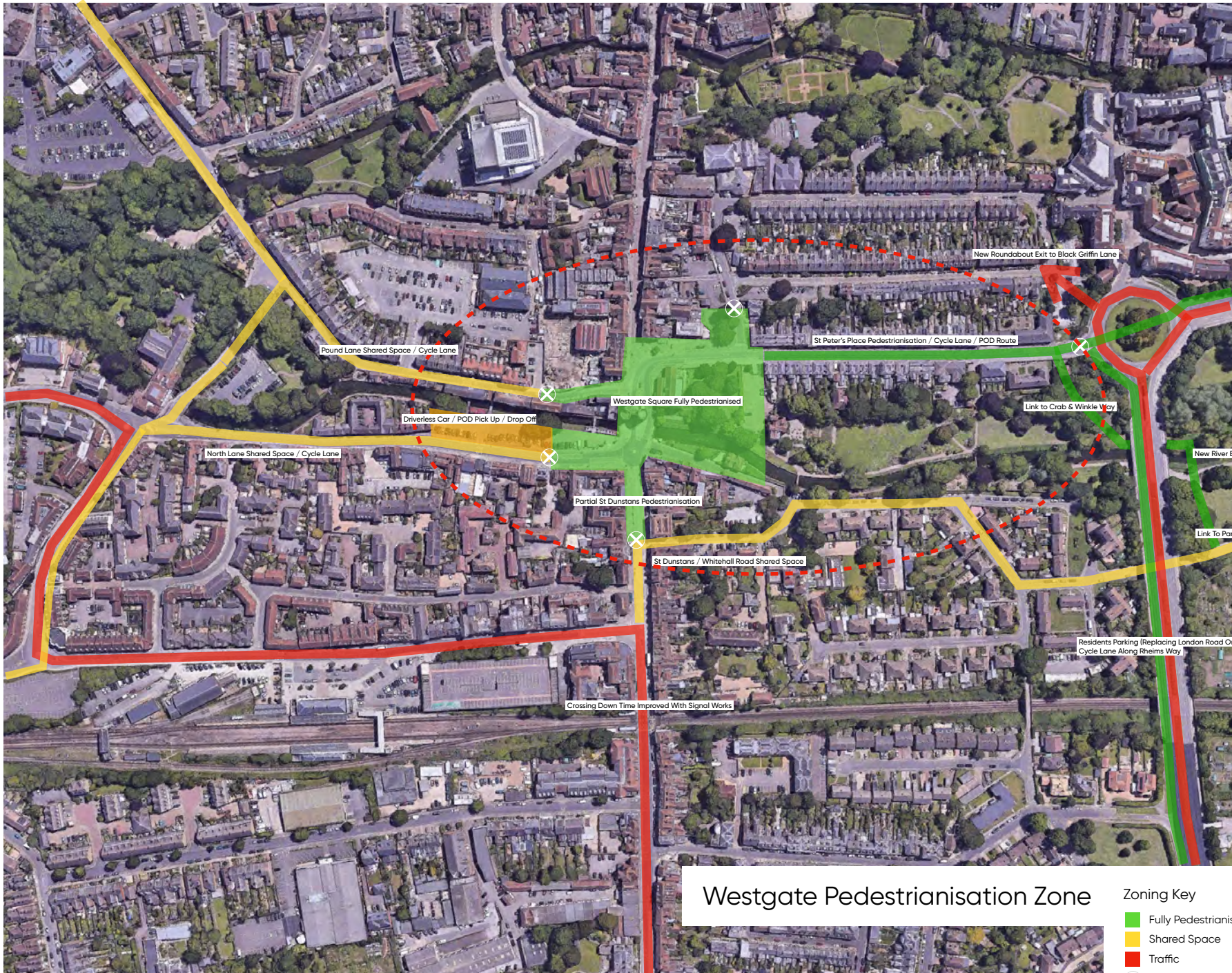
Worcester Parkway Station



Canterbury Parkway Zone

A parkway station to provide improved connectivity and an accompanying large park & ride site, taking substantial volumes of vehicles away from city centre roads.

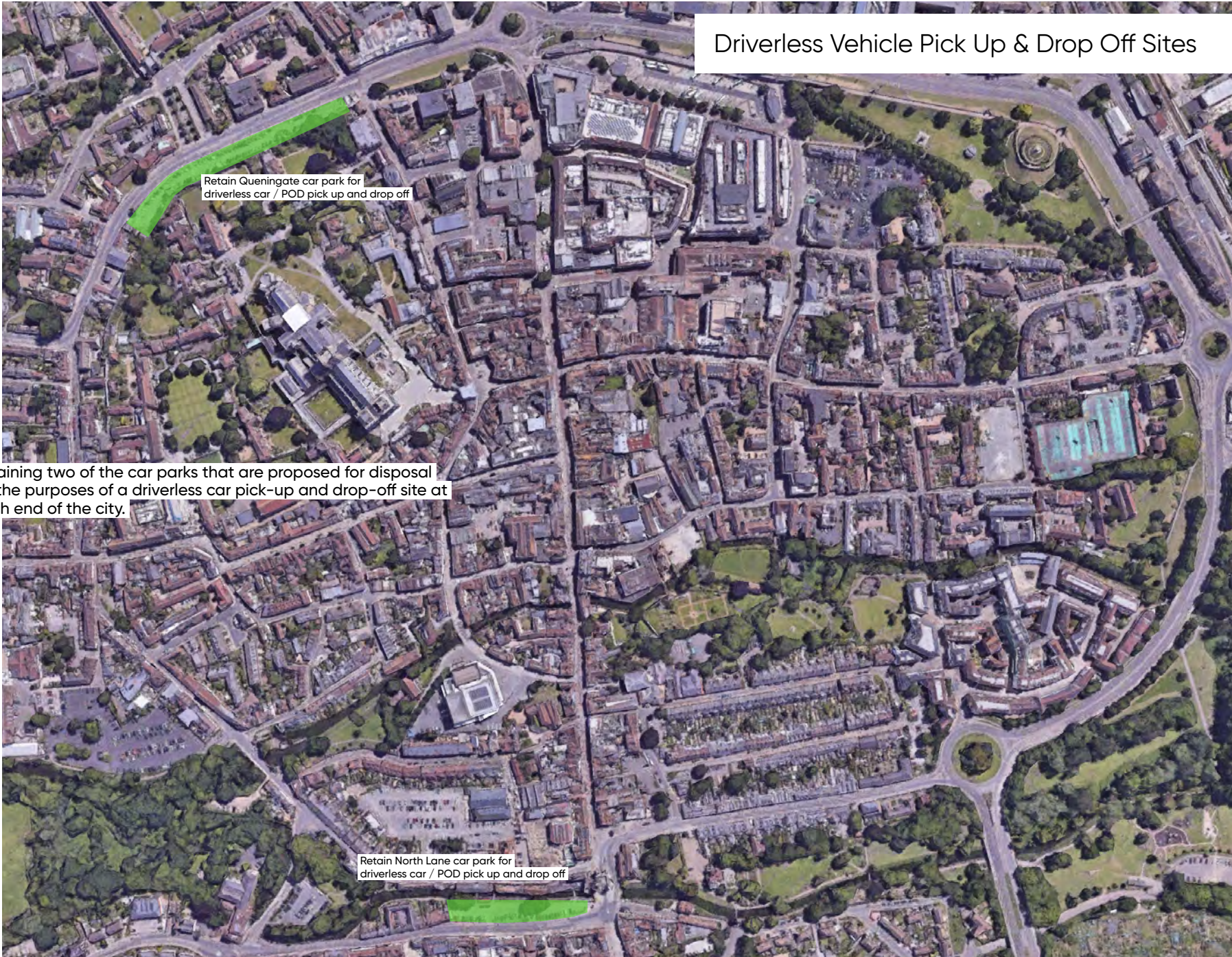




Westgate Pedestrianisation Zone

- Zoning Key**
- Fully Pedestrianised
 - Shared Space
 - Traffic
 - ⊗ Closed to Traffic

Driverless Vehicle Pick Up & Drop Off Sites



Retain Queningate car park for driverless car / POD pick up and drop off

Retain North Lane car park for driverless car / POD pick up and drop off

Retaining two of the car parks that are proposed for disposal for the purposes of a driverless car pick-up and drop-off site at each end of the city.