

**CT5 PF TRAFFIC AND TRAVEL SUB-GROUP:
COMMENTS ON CCC DRAFT LOCAL PLAN TO 2045**

1. We welcome the recognition of some of the key issues affecting present and future travel and transport within CT5 and some of the ambitions in the Plan to deal with these. These headline present congestion in the town centre and the future need to focus on more opportunities for active travel and sustainable transport, which we would hope would include further enhanced public transport away from just the present Stagecoach “Triangle” route.
2. Re Whitstable town centre in particular – the problems arising from traffic congestion and the “dominance of traffic” are indeed identified but the only real suggestion offered relates to a “Park & Bus” system to be based on the southern side of the Old Thanet Way (A2990) yet without any description of how the integral “fast link bus to the town centre” might work without other road network changes being made. (Referring to it as “Park & Ride” might also encourage its use as a base for active cycling onto the various local cycle routes). A feasibility study specifically into this whole idea is clearly needed.
3. The Plan refers to “improvements to traffic management to reduce congestion and help improve town centre environments” and create greater “connectivity”. The group believes that the problems surrounding the town centre can only properly be explored by KCC carrying out its long overdue statutory responsibility to conduct a full Traffic Management Review of the CT5 area in general and the town centre in particular – as was requested of KCC by this TS-G but to which agreement has not yet been received even though various improvements to parts of the B2205 ‘core route’ are being actioned by them.
4. Re Active Travel – we particularly welcome the ambition for the completion of the Crab & Winkle Line cycle route through to the harbour, as well as all of the other opportunities to promote cycling and walking within the Plan. The inclusion of a ‘missing link’ along the coastal route west from the harbour towards Seasalter would join up local / national networks very well.
5. As far as the new neighbourhoods planned for south of the Old Thanet Way (A2990) are concerned we welcome the ambition to design these for active and sustainable travel and also to reduce vehicle speed. The creation of new slip roads off and onto the eastbound A299 as part of the “Brooklands Farm” concept will need full traffic assessments of the impact on the surrounding areas of South Tankerton and Chestfield.

6. Re the potential traffic impacts of proposed new schools it should be noted that a new large (6 form entry) secondary school in the area of Bodkin Farm on the A2990 (Old Thanet Way) would have particular consequences for local travel needs and patterns, which again will require full impact assessments – especially if there were also to be the proposed new large (6 form entry) secondary school with access to the A2990 only a mile or so east of there as listed under HB4: Land to the west of Thornden Wood Road. This is admittedly beyond our CT5 ‘remit’ but could well even further impact traffic movements back west along the A2990 and thus into the CT5 postcode. Whilst the new SEND (Special Educational Needs and Disabilities) school proposed for ‘Brooklands Farm’ would not be as large as either of these 6 fe new secondaries its SEND designation would also draw students from a much wider geographical area, with all of the associated transportation / traffic issues.

When taken together with other significant developments along the A2990 (present and proposed) and in the Brooklands Farm / Chestfield areas these will have potentially huge increases on the numbers of vehicles moving around the wider CT5 area and on their resultant patterns of activity. All of this will require a much fuller, joined-up CT5-wide impact assessment by KCC Highways.

January 2023