



Outlook

Draft Canterbury District Local Plan: Focused consultation 2025

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Good afternoon,

Below are comments from the KCC Fastrack team in response to the **Draft Canterbury District Local Plan: Focused consultation 2025**.

With significant development forthcoming into some of which bus only infrastructure has been noted, a Fastrack or similar service should be considered as key pillar of the Canterbury local plan. By developing bus priority infrastructure both within the new developments but also the key connections into and out of Canterbury, this can create a transport option for new communities that is reliable, affordable, accessible, safe, integrated and which supports new evolving travel patterns. In turn, by being in from an early stage of development this can drive a larger level of bus mode share, and reduce the impact of the development on the local road network.

Where possible, any new public transport designed should be zero emission, which in turn will help reduce the emission impact of new developments to the benefit of local air quality. To this end, The Local Plan's commitment to zero-emission public transport aligns with this. It would be good to ensure this is clearly reflected in policy requirements.

Fastrack bus networks with dedicated or priority lanes help make public transport more reliable, faster, and attractive — thereby encouraging people to shift from private car use. This supports the Local Plan's goals around congestion, sustainability, and health. By inserting Fastrack within the Local Plan, this will ensure Developers support this infrastructure through planning permissions including infrastructure or S106 contributions towards the financial stability of the service in the early years of operation. The Local Plan should seize those opportunities to coordinate developments, both new strategic ones and smaller ones, with Fastrack / electric bus infrastructure.

It is important that high quality bus services re not only in major urban areas or along main corridors, but also adequately connected to more peripheral suburbs and rural settlements. If major development sites are allocated in areas distant from frequent bus services, there is a risk of reinforcing car dependency.

Kind Regards,
KCC Fastrack Team