



Transport Strategy Summary

DATE:	20 October 2025	CONFIDENTIALITY:	Public
SUBJECT:	Land to the North of the University of Kent Transport Strategy Summary		
PROJECT:	UK-70080896	AUTHOR:	Philip Moss
CHECKED:	David Dixon	APPROVED:	Justin Sherlock

EXECUTIVE SUMMARY

WSP has been commissioned by the University of Kent (UoK) to provide transport and environmental advice in support of a residential led development to the north of their Canterbury Campus, referred to as Sites BCD.

The purpose of this document is to summarise the Transport Strategy for the proposed site allocation (Sites BCD) being promoted within the Canterbury Local Plan.

The proposed allocation site benefits from its strategic location adjacent to the A290 corridor and neighbouring University Campus. This enables access by a range of existing modes of transport with the ability to capitalise on the facilities and amenities provided for the University to prioritise public transport and active modes which will support sustainable development.

The Transport Strategy is aligned with the Draft Canterbury District Transport Strategy (2024) as demonstrated by the Table below.

Mode	Draft Canterbury District Transport Strategy (2024)	Proposed Site Allocation Transport Strategy
Bus	The vision of the Canterbury City Council Bus Strategy is for the bus to be a key pillar of our local transport network: a transport option that is reliable, affordable, accessible, safe, integrated and which supports new evolving travel patterns	Access to existing high frequency viable bus services at the University Campus is key to the Site Allocation Transport Strategy. Existing services can be extended and enhanced to serve the proposed site. An extension of the Uni 1 service would provide at least six buses per hour, a bus every 10 minutes serving the allocation site
Active Travel	Active travel is the most efficient way of travelling short distances bringing health benefits and not impacting on air quality or climate change.	An active travel audit has already been completed identifying a package of improvements to enhance walking and cycling around the Site. These can be further enhanced by the specific measures outlined within the Local Cycling and Walking Implementation Plan.

Mode	Draft Canterbury District Transport Strategy (2024)	Proposed Site Allocation Transport Strategy
Park and Ride	A Park and Ride facility on the A290 Corridor	Opportunity exists through rationalising parking on the University Campus for a park and ride facility aligned with the existing bus service provision already servicing the University.
	The role of Park and Ride facilities are changing to become mobility hubs to become goods transfer stations	A mobility hub forms a key component of the proposed site allocation. This can be extended, where appropriate to include provision on the University Campus.
Car Parking	Developments that can provide high quality bus and cycle links will be encouraged to provide lower levels of residential parking and higher levels of alternative transportation such as car clubs, electric bike.	The provision of a mobility hub on the allocation site incorporating a car club and shared and micro-mobility will provide alternative modes of transport that can then enable car parking levels within the site to be reduced.
Highways	The majority of new developments are required to provide new highway schemes as mitigation or as enabling infrastructure for their developments.	Residual highway impacts (once account has been made for public transport, walking and cycling) can be addressed through a package of off-site highway improvement measures as outlined within the various highway network assessments undertaken to date.

The proposed site allocation at UoK provides a unique opportunity to leverage the existing public transport and active travel infrastructure to deliver a sustainable development. Improvements identified through the extensive transport evidence base produced to date (summarised within this document) will not only benefit the proposed site allocation but also the University by enhancing connectivity with the city centre.

In accordance with the National Planning Policy Framework (NPPF) a vision-led approach to transport has been developed for the Site as follows:

- Providing a mix of uses on-site to enable residents to undertake daily activities within the site, reducing the need for travel off-site
- Provision of a mobility hub on-site to be the focal point for the site’s transport offering. This will provide access to a range of modes that will encourage sustainable travel
- For those journeys that do need to take place off-site technology will be used to encourage smarter travel choices
- A package of measures aimed at delivering high frequency bus services, walking and cycling infrastructure will be provided to prioritise sustainable travel



- Opportunity exists to further reduce vehicular trip making to/from the city centre and replace them with bus and cycling trips through the measures above
- The University will review its own travel plan and workplace charging levy to determine if baseline vehicular trips to/from the University could be reduced, thereby freeing up highway capacity. This could include provision of a park & ride site
- The residual impacts of the development, once all efforts to encourage sustainable travel have been accounted for will be considered within an updated highway network assessment
- A targeted package of highway mitigation measures will then be determined based on the residual highway impacts identified

Overall, it is considered that the University's site allocation provides a sustainable location for development which is aligned with the wider Canterbury District Transport Strategy and transport policy objectives of the NPPF.

INTRODUCTION

WSP has been commissioned by the University of Kent (UoK) to provide transport and environmental advice in support of a residential led development to the north of their Canterbury Campus, referred to as Sites BCD.

The aim of this document is to summarise the Transport Strategy for the proposed site allocation and the extensive transport work completed to date, to demonstrate the acceptability of this site from a transport perspective and show how it aligns with the Draft Canterbury District Transport Strategy (2024).

The UoK have been in discussions with Canterbury City Council (CCC) regarding Sites BCD since the initial call for sites in June 2020. WSP have supported the process by engaging with CCC, Kent County Council (KCC) as local highway authority and National Highways as strategic highway authority throughout the Local Plan process. During this process WSP have produced a Transport Strategy¹, a Preliminary Transport Appraisal² (PTA) and developed and tested the impacts of the development in the immediate vicinity of the Site within a micro-simulation model.

Subsequently, Jacobs on behalf of KCC have developed a Strategic Transport Model for Canterbury to support the local plan process. Jacobs have been commissioned to produce outputs for a range of scenarios and the results of which have been considered within a detailed highway network assessment for the Site. Whilst it is acknowledged that this work has identified some local highway network constraints, a package of mitigation has been developed that is considered sufficient to address these concerns at this early stage of the site's development. Work will continue through the local plan process and beyond to refine and agree this package with the highway authority.

The submissions made to date have enabled KCC to conclude that the principle of vehicular access to the site is acceptable in transport terms. The location of the site, serving as an extension to the existing UoK Campus, provides extensive opportunities for sustainable transport. This adjacency sets the site apart from other strategic allocations in the city, which do not benefit from the University's location. As a result, the

¹ University of Kent, Canterbury Campus Transport Strategy: Disposal Sites (July 2021)

² University of Kent, Canterbury Campus Preliminary Transport Appraisal, WSP, February 2022

UoK site is distinguished by its well-developed sustainable transport network, comprehensive services and facilities, and direct integration with existing walking and cycling routes to and from the City centre.

TRANSPORT VISION

The masterplan for the Proposed Development and the associated Transport Strategy which has evolved for the site has been developed with reference to relevant planning policy. Of key importance to the Transport Strategy is the National Planning Policy Framework (NPPF), the latest version being dated December 2024. Given the scale of the site and proximity to the strategic highway network, consideration has also been given to the requirements of Department for Transport (DfT) Circular 01/2022.

The NPPF prioritises sustainable travel when considering new development. The first step in achieving sustainable development (Figure 1) is to reduce the need to travel (i.e. maximising reasons to stay).

Provision of a mix of land uses including a local centre and primary school on site, offering a range of amenities and facilities will assist with this, supported by enhanced connections to the University, where a range of supplementary facilities and services are also available.

A mobility hub, located within the local centre of the proposed allocation site will offer a range of transport options including bus stops, a car club, shared and micro-mobility (e-bikes and e-scooters) alongside micro-consolidation opportunities (such as parcel lockers). The range of sustainable transport modes will facilitate a review of car parking provision and should enable a reduction when compared to historic parking standards. For those trips that do need to be made off-site or by private car, technology will enable smarter travel choices. App based technology can support journey planning by a range of modes which would include the use of ride sharing and hailing services such as Uber as well as identifying availability of the car club and micro-mobility.

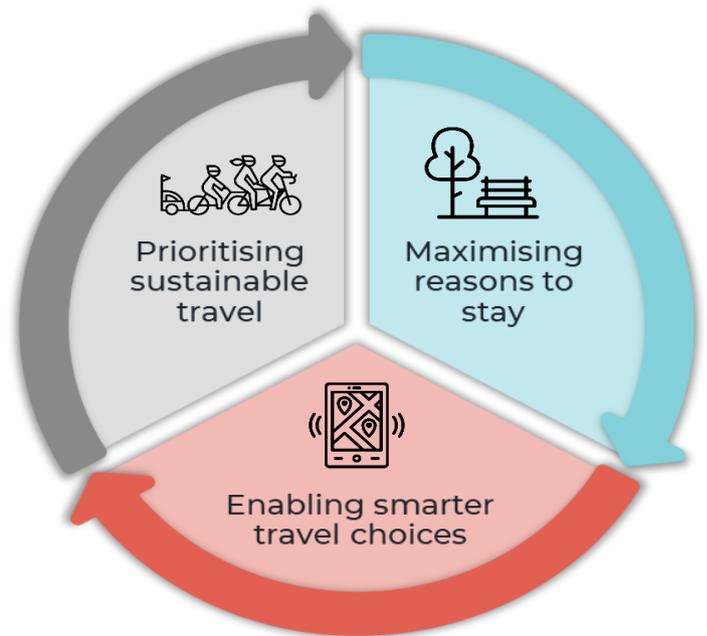


Figure 1 – Sustainable Development Concept

PUBLIC TRANSPORT STRATEGY

In May 2024 WSP produced a Transport Strategy³ which set out the proposed public transport strategy and vision and included discussions with the public transport operator Stagecoach. This section provides a summary of that document along with details of the public transport vision and how it aligns with the Draft Canterbury District Transport Strategy.

Policy Context

The Draft Canterbury District Transport Strategy for public transport presents the public transport vision for Canterbury until 2040:

³ University of Kent, Canterbury Campus, Regulation 18 Transport Appraisal (May 2024)

The vision of the Canterbury City Council Bus Strategy is for the bus to be a key pillar of our local transport network: a transport option that is reliable, affordable, accessible, safe, integrated and which supports new evolving travel patterns.

Further to this, CCC will require developers to pay to provide bus routes to new developments or to increase the service if the development is already served by bus routes.

Focusing on Park and Ride facilities, the transport strategy notes that these facilities will play a key role in reducing traffic in the city centre. It details how provision is being investigated on the A290 corridor as well as on other key corridors into Canterbury. The draft transport strategy details that traffic into the city centre has dropped since 2000 but goods vehicles into the city centre has increased. The role of Park and Ride facilities are changing to become mobility hubs to enable goods transfer for first mile/ last mile journeys to be undertaken by micro-mobility options.

Site Vision – Public Transport

A key principle of the transport strategy is the delivery of a transport hub on the site to focus and provide access to a range of transport options, with the overarching aim of reducing reliance on the private car. A mobility hub can be understood as a ‘place’ or interchange providing different and connected transport modes supplemented with enhanced facilities to both attract and benefit the traveller. They are usually focussed around mass public transport (e.g. bus stops or rail station) and last mile mobility solutions (e.g. bicycles and scooters). The transport hub would be located adjacent to the local centre and be complimentary to the uses within the local centre itself. Whilst the principle of a mobility hub (Figure 2) is still evolving the key transport components of the facility would include:

- Bus stops including access to real time passenger information
- Cycle parking to facilitate modal interchange including bike pump and repair facilities
- A focal point for ride sharing and hailing services (such as Uber)
- Car club spaces
- Micro-mobility (bike and scooter hire docking stations)
- Rapid electric vehicle charging
- Micro-consolidation facilities such as parcel lockers

Providing a mobility hub on-site aligns with the Draft Canterbury District Transport Strategy by providing a range of sustainable transport modes with the ultimate ambition to reduce private car ownership and use. Its location within the centre of the development will maximise accessibility to all and ensure it is highly visible, on the key north-south movement corridor (Figure 3).

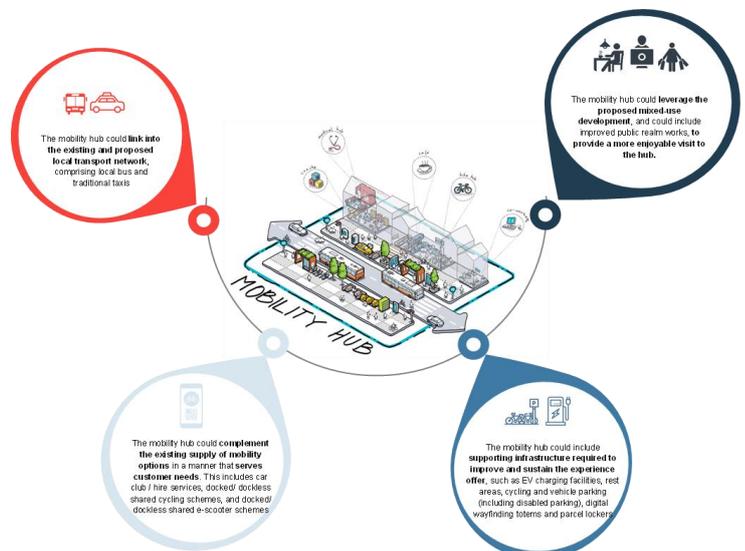


Figure 2 – Mobility Hub Concept

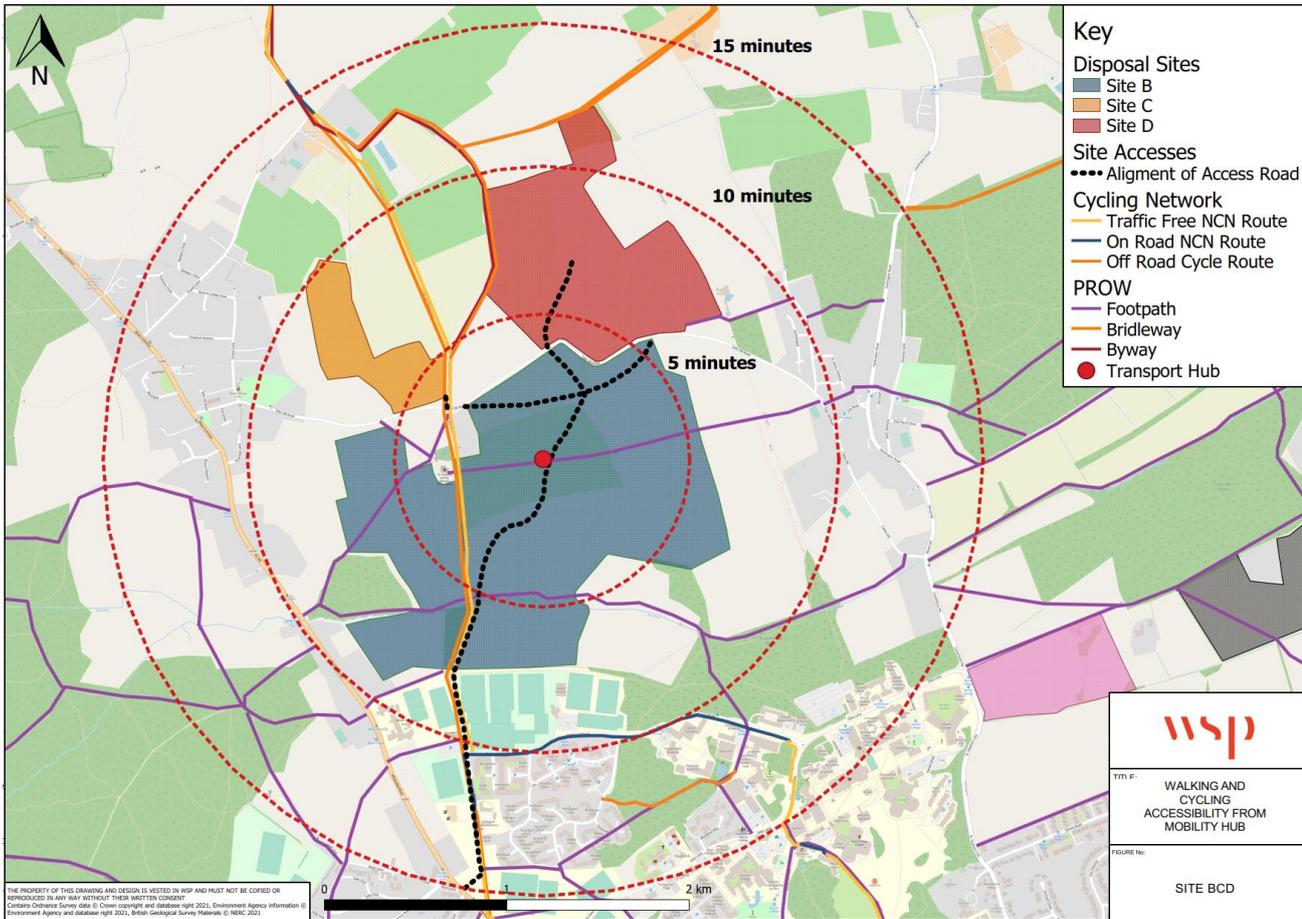


Figure 3 – Mobility Hub Location within proposed Site Allocation

The UoK already has an established and well used bus network between the city centre and the university which the site will be able to support and further enhance. Table 1 shows the existing services from the university and Table 2 presents the number of bus services an hour from the university towards the city centre and Whitstable.

Table 1 – Existing Bus Services from the university, First Bus, last bus and approximate frequency across the week

Service	Key Destinations	Day	First Bus	Last Bus	Approx frequency
Uni 1	<ul style="list-style-type: none"> Canterbury Bus Station Canterbury East Train Station St Dunstons (near West Train Station) <u>University main bus stop (Keynes)</u> 	Monday to Friday	Bus Station – 08:08	Bus Station – 18:18	Every 10 minutes
		Saturday (term time)	Bus Station – 08:08	Bus Station – 18:18	

Service	Key Destinations	Day	First Bus	Last Bus	Approx frequency
	<ul style="list-style-type: none"> University Darwin & Park Wood bus stops 		Campus Main stop – 08:35	Campus Main stop – 18:45	
		Sunday & public holidays	Bus Station – 11:13 Campus Main stop – 11:53	Bus Station – 20:18 Campus Main stop – 20:43	Every 30 minutes
<u>Uni 2</u>	<ul style="list-style-type: none"> Canterbury Bus Station Canterbury West Train Station Hales Place <u>University main bus stop (Keynes)</u> University Darwin & Park Wood bus stops 	Monday to Friday	Bus Station – 09:04 (0843 from Westgate Towers) Campus Main stop – 08:50	Bus Station – 0405 Campus Main stop - 0419	Every 30 minutes (24 hr service)
		Saturday (term time)	Bus Station – 1820 Campus Main stop – 18:35	Bus Station – 0405 Campus Main stop – 0419	
<u>Route 400/401</u>	<ul style="list-style-type: none"> Herne bay/Whitstable University main bus stop (Keynes) St Dunstan’s (near West Train Station) Canterbury East Train Station Canterbury Bus Station 	Monday to Friday	Bus Station – 0520 Campus Main stop – 0600	Bus Station – 2338 Campus Main stop – 2351	Every 15 minutes
		Saturday	Bus Station – 0642 Campus Main stop – 0659	Bus Station – 2307 Campus Main stop – 2339	
		Sunday	Bus Station – 0735 Campus Main stop – 0725	Bus Station – 2339 Campus Main stop – 2329	Every 20 minutes

Table 2 – Weekday Bus Services from the University Campus

	08:00-09:00	09:00-10:00	16:00-17:00	17:00-18:00	18:00-19:00
Canterbury City centre	6	11	8	12	11
Whitstable	3	4	4	4	4

Table 1 and Table 2 demonstrate that there are up to 12 buses per hour from the university to Canterbury City Centre, including train stations, and four buses per hour to Herne Bay and Whitstable.

The transport strategy proposes to extend these services into a central transport hub for the site (Figure 4). This will widen the patronage of the existing services and further strengthen the financial models of all the bus services.

It was noted during discussions with Stakeholders that currently the bus services to and from the university and city centre are tidal, with a significant number of users travelling in the morning peak to the university and back towards the city centre in the evening peak. The residential led site offers the opportunity for the reverse in terms of patronage with full buses taking residents from the university area in the morning peak to the city centre and back to the university in the evening peak. This would therefore enable the proposed site allocation to support the viability of these existing bus services without reducing the capacity of existing services.

The key destination served by public transport would be the city centre and discussions have been held with KCC regarding how modal shift towards the bus and away from the private car could be an achievable target for the site allocation’s transport strategy. This is discussed in more detail in the highway section.

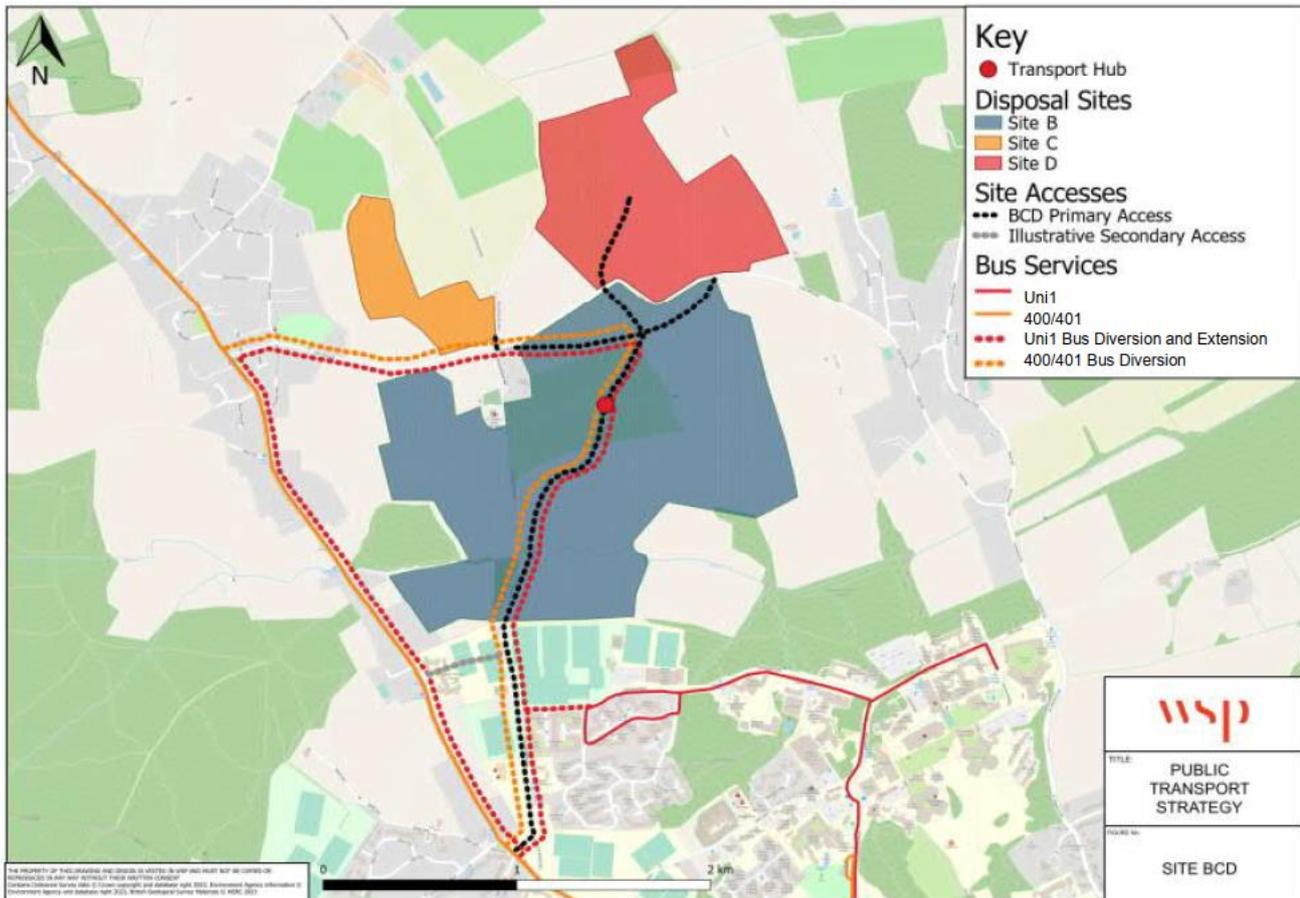


Figure 4 – Public Transport Strategy Key Diagram

An aspiration within the Draft Canterbury District Transport Strategy is to provide a Park & Ride on the A290 corridor into Canterbury, this would attract those travelling to Canterbury from the north Kent coastal towns. The UoK would be willing to consider the potential of providing a Park & Ride facility at the new development itself or within a car park on the University Campus. As noted in Table 1, the frequency of bus services would make the facility attractive to users on site. The exact location would need to be considered further in consultation with the University and CCC.

It is clear that the other strategic sites in the Draft Local Plan are not afforded the level of public transport accessibility as this site. Merton Park is not currently served by any existing bus services, while the sites to the south of A257 do not have the frequency of services that makes them comparable to the UoK site.

At Merton Park, the development would be required to fund new services upfront and then rely on achieving strong patronage numbers which may not make a new service viable in the longer term. The frequency of service would be unlikely to be comparable to that which is achievable at the UoK. The sites located south of the A257, east of the city, feature a Park & Ride facility within their boundaries, although it remains unclear who will be responsible for, how it would be funded, delivered or managed.

It is clear that the UoK site, in comparison to other site allocations, has a strong bus foundation (created by the demand to/from the existing university) that can be built upon and is more likely to make the strategy viable in the longer term.

Summary

The vision for public transport can be summarised as follows:

- Provide a mobility hub within the site to enhance the opportunity to connect frequent bus services to active travel opportunities, micro-consolidation, rapid electric vehicle charging and car club spaces
- Extend existing bus services accessing the university into the site to utilise and build upon the 12 existing bus services per hour stopping at the university
- Review bus service timings where required to ensure they are suitable to serve a residential led development
- Consider the potential to provide a Park & Ride at or within the vicinity of the UoK Campus

WALKING AND CYCLING STRATEGY

Walking and Cycling have the potential to be a main mode of travel for trips to neighbouring areas including the city centre. In May 2024⁴ WSP carried out a walking and cycling audit which supported the wider walking and cycling strategy for the proposed site allocation to improve connectivity between the site and Canterbury City Centre. Coupled with improvements identified in the Draft Local Cycling and Walking Implementation Plan (LCWIP) and on the facilities provided by the on-site mobility hub it is considered that a high quality walking and cycling offer can be provided for the proposed site allocation.

Policy Context

The Draft Canterbury District Transport Strategy for walking and cycling outlines how active travel is the most efficient way of travelling short distances bringing health benefits and not impacting on air quality or climate change. The document details how the Draft LCWIP 2025-2040 presents the proposed improvements to encourage walking and cycling around Canterbury. Table 3 presents the walking and cycling improvements relevant to the areas between the University Campus and the city centre with which the UoK site allocation could benefit from.

Table 3 – Walking and cycling improvements taken from the draft LCWIP which would be applicable to the UoK site allocation

Ref	Action	Detail	Est Cost	Proposed funding source
CS14	Remove parking, widen footways and install table junction to provide better crossing area	Beaconsfield Road: short length of carriageway between the path adjacent to the former railway line and St Michael's Road. This requires cyclists to turn left then right in the carriageway at present	£100,000	CIL
CS15	Investigate "Share with Care" length of	At Hackington Place	£1,000	CIL

⁴ University of Kent, Canterbury Campus, Regulation 18 Transport Appraisal (May 2024)

Ref	Action	Detail	Est Cost	Proposed funding source
	path and removal of barriers			
CS16	Widen existing path and footway by using land to north of existing footway to Canterbury West station	This would create an important link from the station to University and residential areas to the north. It would enable the creation of an integrated transport hub at the station.	£100,000	CIL
CS17	Reduce carriageway width and widen footway/ cycle path at Station Road West	Add kerbed level difference between footway and cycle path. Improve pedestrian/ cycle crossing point on North Lane. Add cycle symbols to carriageway at The Causeway.	£100,000	CIL

Site Vision – Walking and Cycling

Walking and cycling have the opportunity to form a primary mode of travel to and from the Site. Existing infrastructure provided on site (Figure 5) in the form of the Crabb and Winkle Way (to be enhanced through delivery of the site’s access road) connect the Site with the university campus to the south and existing pedestrian and cycle infrastructure on the A290 towards the city centre.

To encourage travel by active modes the on-site transport hub will include provision for shared and micro-mobility. The provision of e-bikes and e-scooters as a rental facility could either be provided by the development or as part of a city-wide strategy and form part of the longer-term strategy within the Draft Canterbury District Transport Strategy. The provision of these facilities, alongside traditional models of bicycle ownership and cycle parking within the development enable trips to/from local destinations within Canterbury. In particular, the use of e-bikes and e-scooters will help to overcome the topographic challenges faced by the location of the site relative to the city centre.

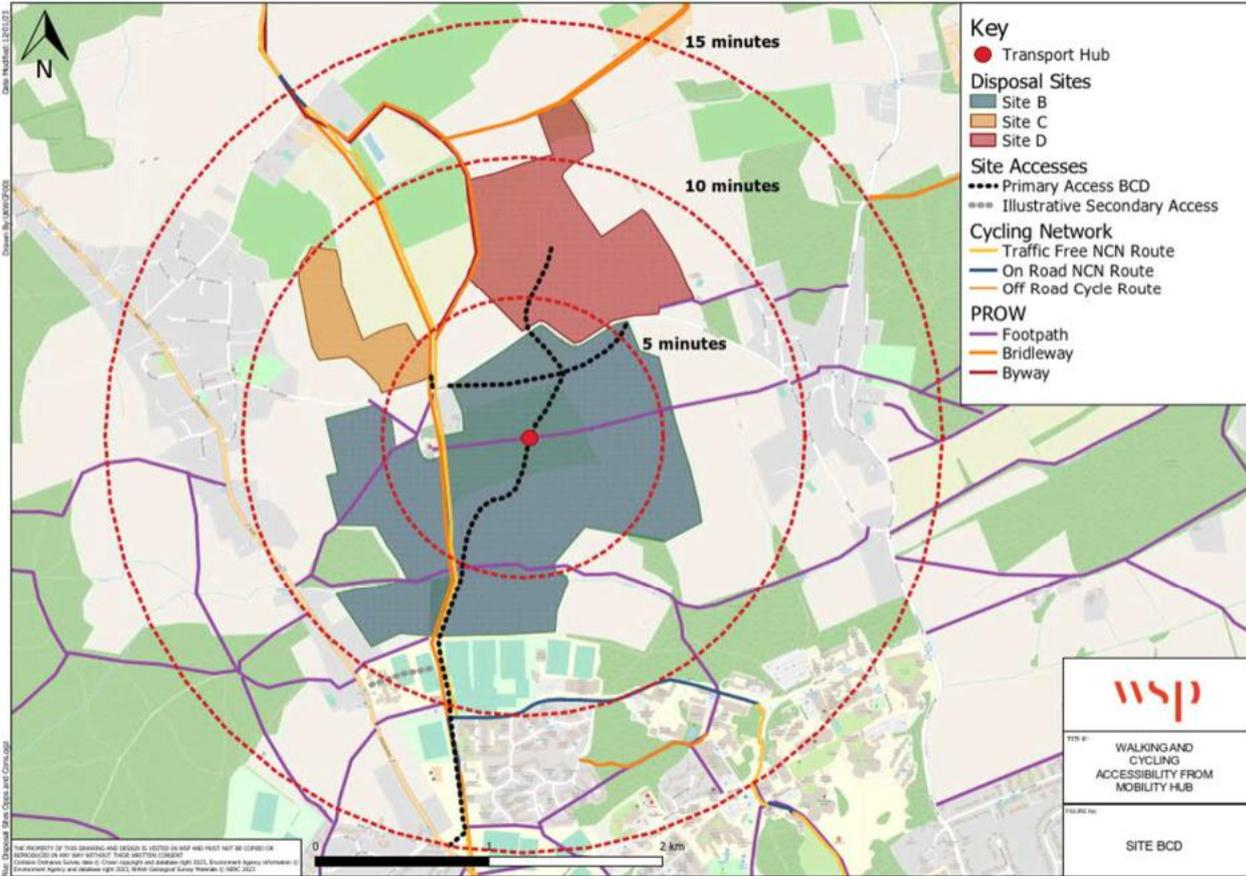


Figure 5 – Walking and Cycling Strategy Key Diagram

To ensure that infrastructure is in place to facilitate trips off-site by walking and cycling a walking and cycling audit was undertaken in May 2024⁵ which focused on three key movement corridors connecting the site with Canterbury City centre (Figure 6). The routes were as follows:

- Route 1: Crab and Winkle Way and Whitstable Road (south to the junction with B2248 Station Road W).
- Route 2: Through the centre of UoK via St Michael’s Road to roundabout junction of B2248/ North Lane / St Stephen’s Road.
- Route 3: Aspirational route via Crab & Winkle Line from point 100m north of Tyler Hill Road and Giles Lane.

⁵ University of Kent, Canterbury Campus, Regulation 18 Transport Appraisal (May 2024)

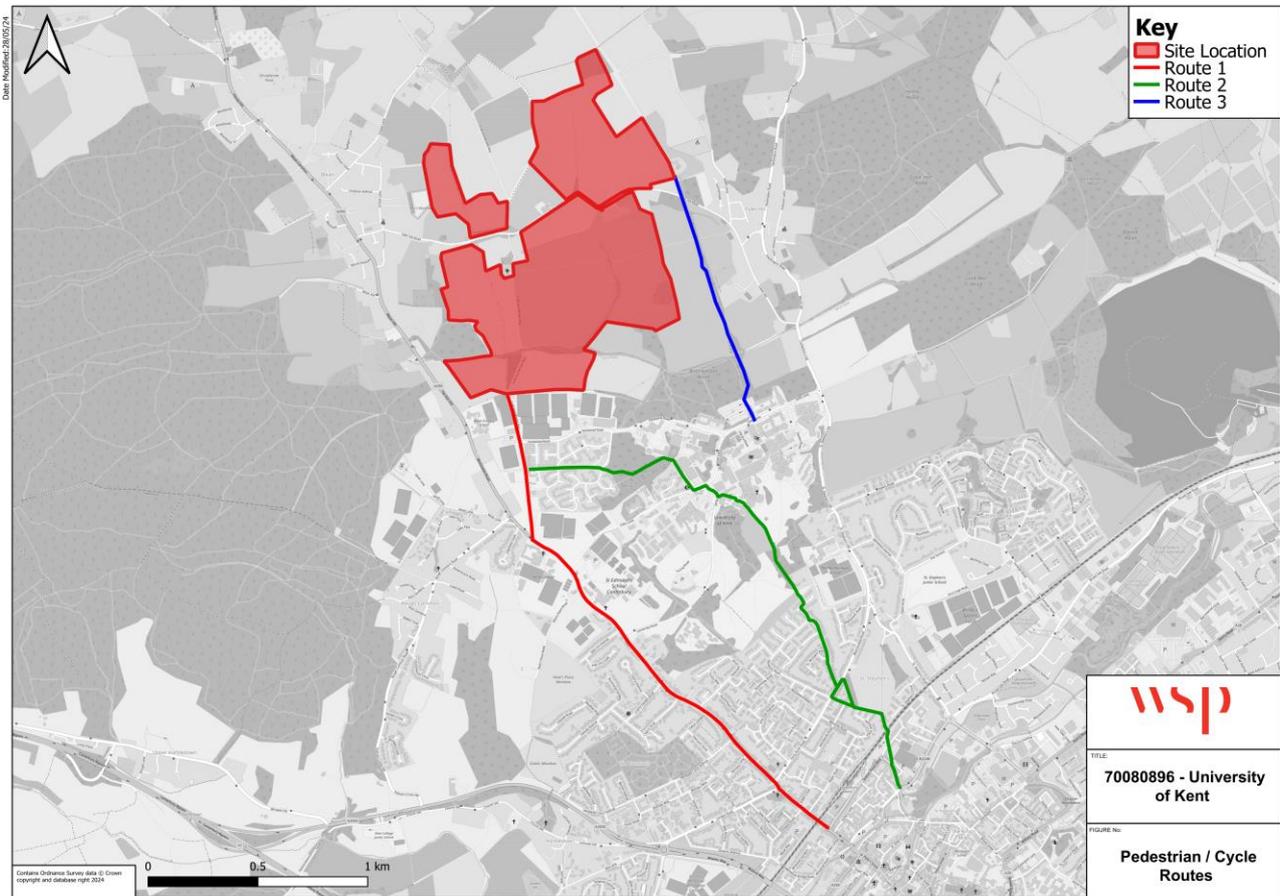


Figure 6 – Pedestrian and Cycle Route into Canterbury City centre from University of Kent

Table 4 below presents the limitations and the opportunities for each of the routes and how the site can support the LCWIP proposals.

Table 4 – Limitations and Opportunities across the three audit routes into Canterbury City centre

Route	Limitations and Opportunities
Route 1	An opportunity to provided additional surveillance and light to improve walking and cycling alongside the need to enhance the pedestrian crossing facilities. A limitation for cyclists is the need to be on road for the A290 corridor due to space limitation to provide a segregated cycle facility.
Route 2	The route offers a quiet, mostly off-road corridor to the city centre. It supports walking and cycling strategy policies CS14, CS15, and CS17 from the Draft LCWIP. Adding e-bikes to the Mobility hub will help users manage the route's elevation changes.
Route 3	This route is currently classified as a footpath and is considered aspirational. Upgrading this corridor to match the original railway line's width would incur substantial costs and necessitate comprehensive environmental assessments. Additionally, providing access to the university or city centre would demand

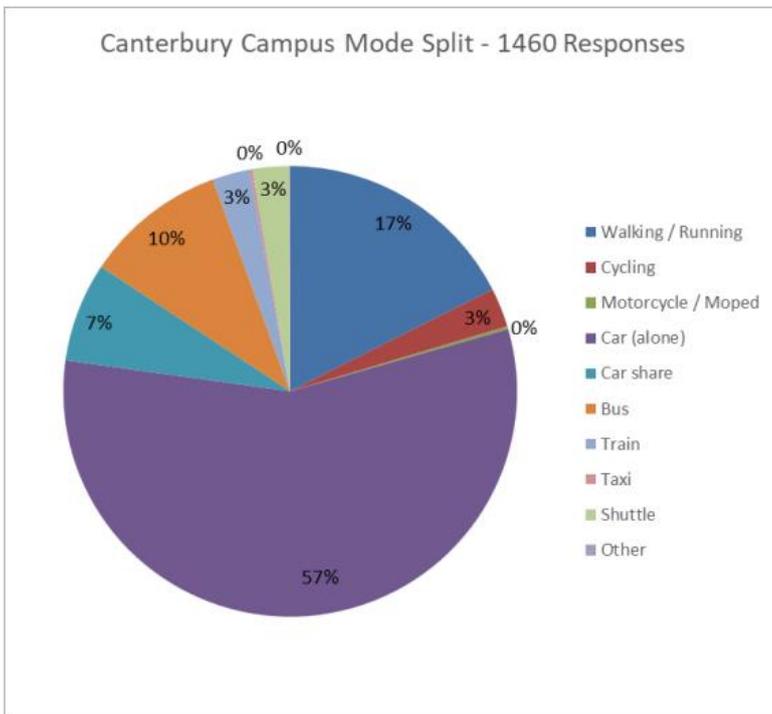
Route	Limitations and Opportunities
	significant improvements at the southern end to elevate pedestrians and prospective cyclists to street level.

The route audit indicates that there are existing opportunities for walking and cycling to the city centre, notably Route 2 which includes segregated cycle provision for the majority of the route into the city which is within appropriate distances for these modes of travel. Targetted improvements along these routes coupled with an on-site micro-mobility offer (e-bikes) a viable alternative to the private car, addressing potential concerns regarding elevation changes.

Existing University Travel Movements

To evidence the ability for the Site to encourage travel by walking and cycling reference has been made to the UoK Canterbury Campus Travel Plan. Last updated in 2022 the TP shows how existing staff and students travel to and from the University Campus (Figure 7).

Figure 7 – University of Kent Canterbury Campus Travel Plan Survey Results



As highlighted within Route 2, there are significant level differences between the University Campus and the city centre. The Travel Plan indicates that only 3% of staff and students currently cycle to the university. However, the provision of shared micro-mobility facilities within the mobility hub provide an opportunity to increase cycling as a main mode of travel.

The Travel Plan results support the conclusions of the walking and cycling audit that there are no existing barriers to walking to the university as 17% of staff and students currently use this mode.

It is evident that through provision of facilities on site to encourage travel by active modes and improvements off-site towards the city centre that any barriers to walking and cycling can be overcome in a similar manner to that which is understood to have been agreed for other allocation sites in the draft local plan.

Summary

The vision for walking and cycling can be summarised as follows:

- The 20% active travel mode share of students and staff travelling to/from the University demonstrates the ability for non-car modes of travel to form a primary mode for the proposed allocation site.
- Existing infrastructure provides connectivity between the Site, University and towards the city centre
- Enhancing the walking and cycling routes from the university to the city centre based on the LCWIP proposals and further enhancements identified by WSP will further encourage these modes
- Provision of e-bikes as part of the Mobility Hub to improve cycle connectivity between the site and the city centre overcoming any perceived constraint posed by the level difference.

VEHICULAR STRATEGY

As outlined in the introduction, WSP has undertaken extensive highway modelling to assess constraints on both the local and strategic highway networks. A package of off-site highway mitigation measures have been identified to accommodate the proposed site allocation on the highway network. WSP continue to work with KCC to refine these proposals as part of ongoing modelling.

Policy Context

The NPPF requires development proposals to be considered using a vision-led approach. This means locating development where it is or can be made to be sustainable, prioritising sustainable forms of transport above that of the private car and maximising opportunities from existing and proposed transport infrastructure.

The highway modelling undertaken to date has been based on previous NPPF guidance, which considered developments primarily as significant generators of vehicular trips and required development of a package of highway mitigation to address this vehicular trip generation. This contrasts with the updated NPPF approach, which places greater emphasis on sustainable travel options and the use of a vision-led approach.

Vision-led Approach

In respect of the UoK proposed site allocation the vision-led approach means:

- Providing a mix of uses on-site to enable residents to undertake daily activities within the site, reducing the need for travel off-site
- Provision of a mobility hub on-site to be the focal point for the site's transport offering. This will provide access to a range of modes that will encourage sustainable travel
- For those journeys that do need to take place off-site technology will be used to encourage smarter travel choices
- A package of measures aimed at delivering high frequency bus services, walking and cycling infrastructure will be provided to prioritise sustainable travel

- Opportunity exists to further reduce vehicular trip making to/from the city centre and replace them with bus and cycling trips through the measures above
- The University will review its own travel plan and workplace charging levy to determine if baseline vehicular trips to/from the University could be reduced, thereby freeing up highway capacity. This could include provision of a park & ride site
- The residual impacts of the development, once all efforts to encourage sustainable travel have been accounted for will be considered within an updated highway network assessment
- A targeted package of highway mitigation measures will then be determined based on the residual highway impacts identified

Access Strategy

When considering vehicular access to Sites BCD the starting point was to investigate where the current sites connect with the public highway. The only existing point of connection to the public highway is Tyler Hill Road. Tyler Hill Road is a single carriageway road that connects the A290 Whitstable Road in the west with the village of Tyler Hill and Hackington Road in the east.

In its current form Tyler Hill Road is not currently considered suitable to accommodate a significant increase in volumes of traffic. Due to the University's limited frontage onto Tyler Hill Road, constrained highway boundary extents and multiple land ownerships fronting the highway, the University has limited potential within its own land ownership to improve Tyler Hill Road.

Consideration has been given to whether access could be achieved through third party land acquisition. However, the multiple land ownerships restrict the ability to achieve this at this early stage (although opportunities may arise in due course). In addition, significantly increasing traffic volumes on this road could result in unacceptable impacts on the neighbouring village of Tyler Hill and upon the two junctions at either end (A290 and Hackington Road) which have been highlighted by KCC as a concern.

The access strategy therefore proposes developing a north-south route through the University Campus achieving access onto Whitstable Road. To discourage increased usage of Tyler Hill Road, and through discussions with KCC the principle of an engineered solution, restricting highway access to Tyler Hill Road has been agreed. A bus gate would also be introduced on Park Wood Road within the University Campus to discourage traffic routing along this road.

Two points of access are proposed onto Whitstable Road. A priority junction is proposed in the south which would be supplemented at a later date by a secondary access at the location of the existing Blean Primary School. The Blean Primary School would be re-provided to facilitate the secondary access. The access strategy is summarised in Figure 8.

To enable the north-south access strategy, and based on the University's current land holdings the access road would need to pass through an area of ancient woodland located on Site B. Further information on the route selection and design of the access road are set out in the May 2024 transport submission for the Local Plan⁶.

In the context that ancient woodland is classified as an irreplaceable habitat and of high ecological value, work has been undertaken to understand this constraint, how impacts could be minimised and the potential

⁶ University of Kent, Canterbury Campus Regulation 18 Transport Appraisal, WSP, May 2024

compensation strategy that would be required. A separate note on the Ancient Woodland Compensation Strategy⁷ has been submitted with the local plan representations.

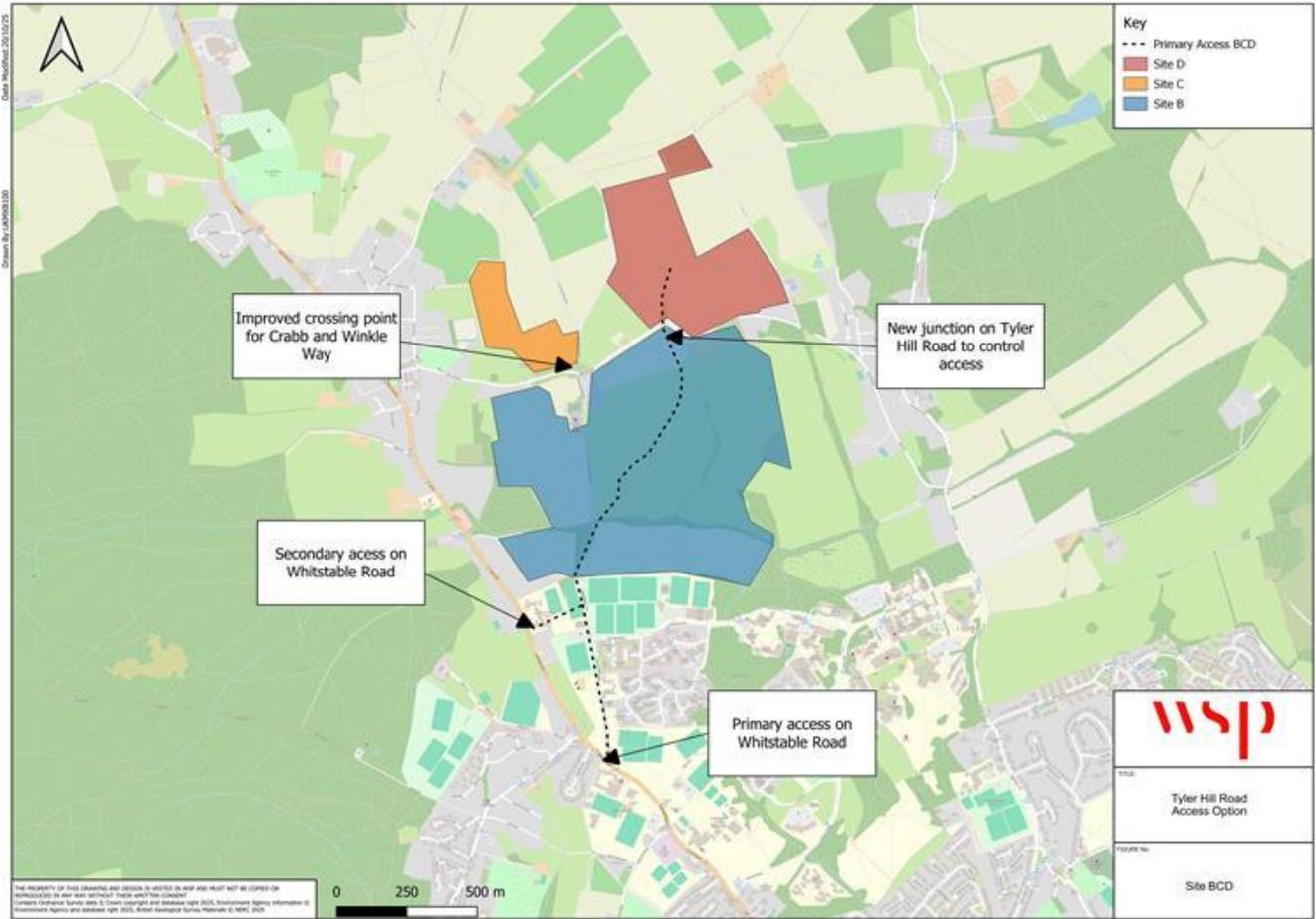


Figure 8 – Access Strategy Diagram

Highway Impacts

The modelling work undertaken to date has identified a package of mitigation that could be implemented to accommodate the proposed allocation site on the highway network. This package has been refined through various iterations of highway modelling with the most recent modelling presented to KCC Highways in August 2025.

The Draft Canterbury District Transport Strategy identifies an all-movement junction at the A2 Harbledown as a key piece of infrastructure associated with the proposed site allocation. Based on the highway modelling work undertaken to date the proposed site allocation is not reliant upon the Harbledown Slips.

It is understood that the Harbledown Slips have been removed from the Draft Canterbury District Local Plan: Focused consultation, noting the limited support from National Highways and citing the removal of the UoK's site allocation. Whilst it is considered that the Harbledown slips could be complementary to the delivery of a site allocation to the north of the University, as it has the potential to remove traffic from the

⁷ University of Kent Disposal Sites – Ancient Woodland Strategy (September 2025)



city centre ring road, it does not appear to be a direct requirement of the Site based upon the work undertaken to date.

More broadly, CCC is aware of the congestion challenges within the city centre and is actively exploring opportunities to improve conditions. WSP supports these efforts and believes that any wider changes to vehicle access into the city centre (whether through vehicle charging or use of Park & Rides) aligns well with the transport strategy developed for the site allocation. The site vision also reflects this by aiming to reduce overall trip demand along the A290 Whitstable Road corridor into Canterbury City Centre.

It is important to note that the conclusions reached to date on the highway impacts of the site allocation, most recently set out in the traffic modelling are derived from a 'worst case' scenario and do not incorporate elements of either the UoK's or Canterbury City Council transport visions, which are intended to decrease vehicle movements on major routes into Canterbury, such as the A290. Based on current discussions, it has been established that the Draft Canterbury District Transport Strategy has yet to be thoroughly evaluated. Consequently, it can only be concluded that the proposed draft allocations will result in increased vehicular impacts along other restricted corridors leading into the city centre, with limited measures available to mitigate these effects.

In summary, in considering both the emerging transport strategies and conclusions currently reached on other strategic draft allocations, there is no transport justification for removing the site from the Draft Local Plan. WSP will continue to engage with KCC on continued assessments to take account of the emerging transport strategies, importantly focusing on a vision-led approach as identified in the most recent NPPF.

Summary

The vision for vehicular access can be summarised as follows:

- An access road running north—south through the development connecting with two points of access from Whitstable Road providing all modes access to the wider highway network
- The residual impacts of the development, once all efforts to encourage sustainable travel have been accounted for will be considered within an updated highway network assessment
- A targeted package of highway mitigation measures will then be determined based on the residual highway impacts identified