Canterbury Local Plan Evidence Vol 1 - Sustainable Transport Strategy

Land North of Hollow Lane, Canterbury

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1 Introduction

1.1 Overview

1.1.1 C&A have been appointed by Quinn Estates to provide transport and highways support for their site promotion activities associated with the emerging Canterbury City Council (CCC) Local Plan (2040). This is Volume 1 of the evidence and should be read alongside Volume 2 – Traffic Impact Assessment.

1.1.2 In 2025 CCC carried out a Regulation 18 consultation on the Local Plan (2040) which included the neighbouring sites C6 “Merton Park” and C7 “Land north of Hollow Lane”, both being promoted by Quinn Estates as a combined sustainable urban extension to Canterbury. It had been anticipated that CCC would move latterly to Regulation 19 stage and as part of this, the promoter had been actively engaged with both CCC and Kent County Council (KCC) in the preparation of transport assessment evidence to support those draft allocations. However, in the summary of 2025 CCC instead reverted to Regulation 18 stage with a ‘focused consultation’ on a revised Local Plan strategy. This retained Merton Park, now referred to as Site N1, but removed the Hollow Lane site. This change in strategy is understood to have been informed by concerns raised by KCC Highways – in particular with respect to perceived concerns regarding residual traffic impact when considered alongside the draft CCC Transport Strategy.

1.1.3 In this context, this report presents a comprehensive sustainable transport strategy for Land north of Hollow Lane, originally prepared in anticipation of support of a Regulation 19 allocation, but now provided in support of the site’s reinstatement within the Local Plan strategy.

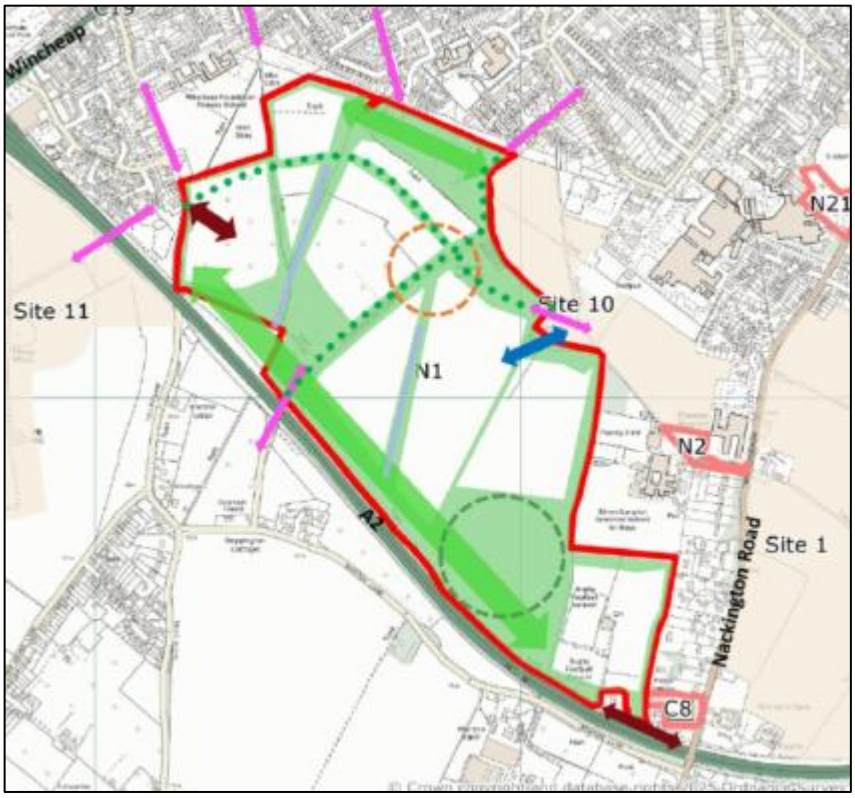
1.1.4 The focused consultation also includes changes to the Transport Strategy, including relocation of Wincheap Park & Ride to a larger site at Thanington Recreation Ground (Site N3). This is considered in the assessment as part of an additional assessment scenario that also responds to informal comments received recently from KCC on the original draft of this report.

1.1.5 As originally proposed, the Land north of Hollow Lane site includes the potential for approximately 800 dwellings including affordable housing, community and commercial uses, illustrated below.

Figure 1.1 – Land North of Hollow Lane Concept Masterplan

1.1.6 This site adjoins recently permitted development on the land immediately to the north and northwest, which forms Site 11 from the adopted Canterbury Local Plan. Also notable is the draft Policy N1 (Merton Park) for approximately 1,930 dwellings, community facilities and associated transport services on a site between the A2 Dover Road and the Old Dover Road, as illustrated below.

Figure 1.2 – Site N1 (Merton Park) Concept Masterplan



1.2 Report Purpose

1.2.1 This document sets out the vision for how people will travel to, from and within the site and the measures to make this travel as sustainable as possible. It focuses on the specifics of the Sustainable Transport Strategy for the site, in line with a similar strategy which C&A produced for site C6 (now site N1).

1.2.2 This document starts by setting out the context in which development of the site would come forward - considering the policy, location and anticipated travel demand context. In the latter case this sustainable travel strategy seeks to adopt an evidence-led approach and therefore seeks to quantifiably assess the travel demand context using a contemporary approach to allow forecasting of aspirational mode split (and thus residual car trip rates) that can be plausibly anticipated as outcomes from the vision-led approach to this transport strategy.

1.2.3 Given the contemporary nature of the approach adopted, this report sets out the methodology applied to quantify the travel demand and, importantly, provides initial outcomes from this exercise in the form of forecast potential patronage for non-car modes of travel, developed from the appraisal of overall demand on a route-by-route basis. This outcome, discussed in section 4 of this report, represents a critical component of this vision-led approach to forecasting. Through robust evidence it is demonstrated that the locational characteristics of the site are such that a majority of conventionally forecast car based trips generated by a development could take place by alternative, active and sustainable modes of transport, even when reasonable and recognised limitations of such modes are acknowledged and accounted for.

1.2.4 These outcomes should not be confused with forecasts or predictions of what is anticipated to happen. However, they do provide incredibly valuable insights into the potential for change and importantly this evidence has been prepared in a manner that allows disaggregation by routes/destinations.

1.2.5 This report goes on to set out a 'vision' for the site-specific sustainable transport strategy. In doing so in the previously established context of the demonstrable and significant opportunities, the vision maximises the opportunity for positive, but plausible outcomes. This might be contrasted with a vision simply developed in an otherwise generic policy context and is appropriate for the site specific strategy such as this.

1.2.6 Sections 6 and 7 of this report then set out tangible and deliverable measures and interventions to be implemented pursuant to realisation of the development vision for sustainable transport, considering active and public transport services.

1.2.7 Acknowledging that not all sustainable travel is necessarily non-car, Section 8 presents measures to maximise the opportunities for the anticipated residual vehicle-based demand to be managed in the most sustainable manner (such as by promoting increased vehicle occupancy, use of electric vehicles and other measures).

1.3 Local Context

1.3.1 Sustainable development has been broadly defined by the United Nations as "meeting the needs of the present without compromising the ability of future generations to meet their own needs."

1.3.2 In the UK context, the 2025 National Planning Policy Framework (NPPF) states that the allocation process should prioritise development in sustainable locations:

109 - Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
a) making transport considerations an important part of early engagement with local communities;
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
c) understanding and addressing the potential impacts of development on transport networks;
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

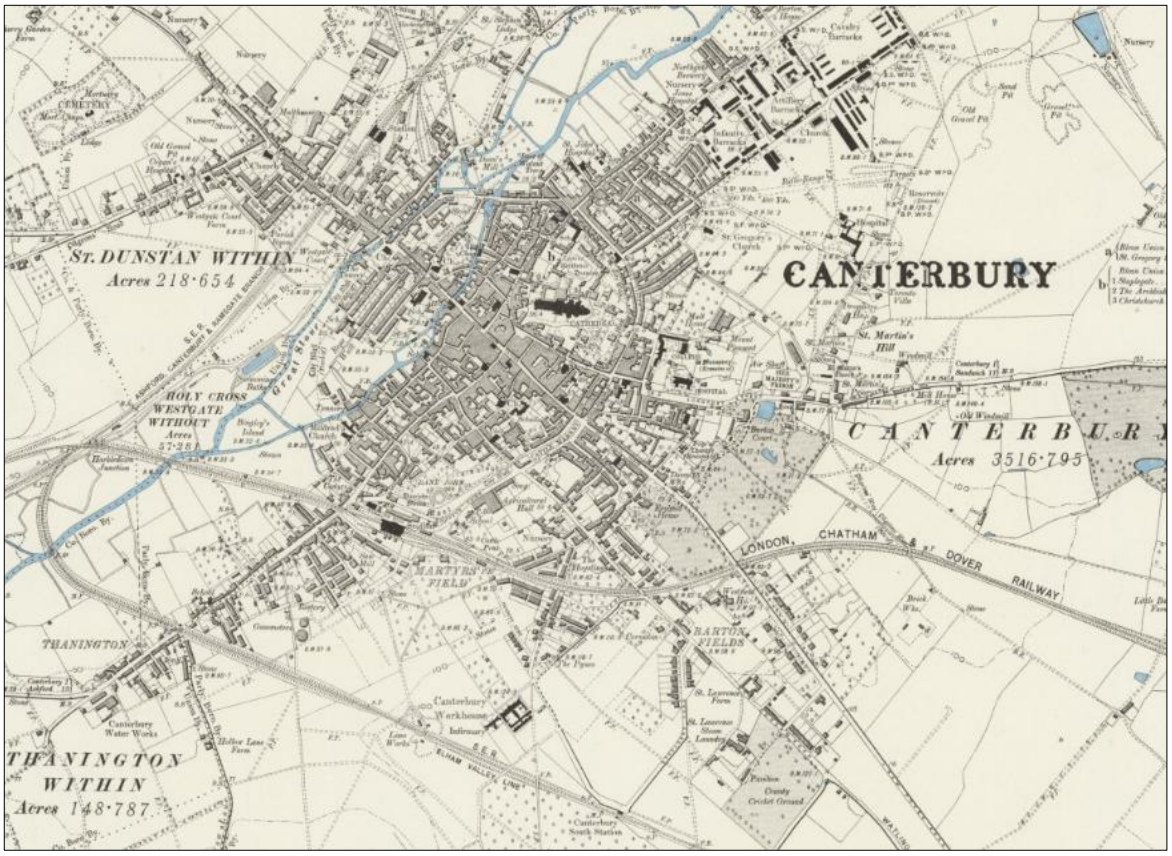
110 - The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

1.3.3 The draft Local Plan settlement hierarchy recognises Canterbury itself as the largest and most sustainable settlement in the District.

1.3.4 Canterbury has been a settlement for at least 2,000 years and for much of this time, its residents would have walked for everyday travel needs.

1.3.5 More recently the Victorian era saw widespread adoption of bicycles and passenger railways, but also some development outside the historic walled centre (including the Thanington corridor close to the Site) which would presumably have been considered walkable as shown below.

Figure 1.3: Map of Canterbury circa 1890[1]



1.3.6 It is only in around the last 50 years that motor vehicles have become a dominant transport mode in the city, which is reflected in the construction of the Ring Road in the 1960s and the A2 western bypass of the city in the 1980s.

1.3.7 Today, Canterbury and development in its immediate proximity is well placed to maximise sustainable travel for a number of reasons below, most of which are identified explicitly in the draft Local Plan:

- Three universities and the potential to grow knowledge-based, high-wage sectors in the local economy;
- A walkable city centre with limited access for motor vehicles and well-established Park and Ride provision;
- Distinctive historic townscape which generates tourism and provides an attractive environment for its residents;
- Some of the highest levels of sustainable travel in Kent, with around 50% of residents in the city centre already commuting by sustainable modes;

[1] Image credit: Ordnance Survey / National Libraries of Scotland

- Good connectivity to neighbouring towns and Greater London, which enables residents to commute out of the city if they need to;
- Residents with progressive politics and awareness of environmental issues.

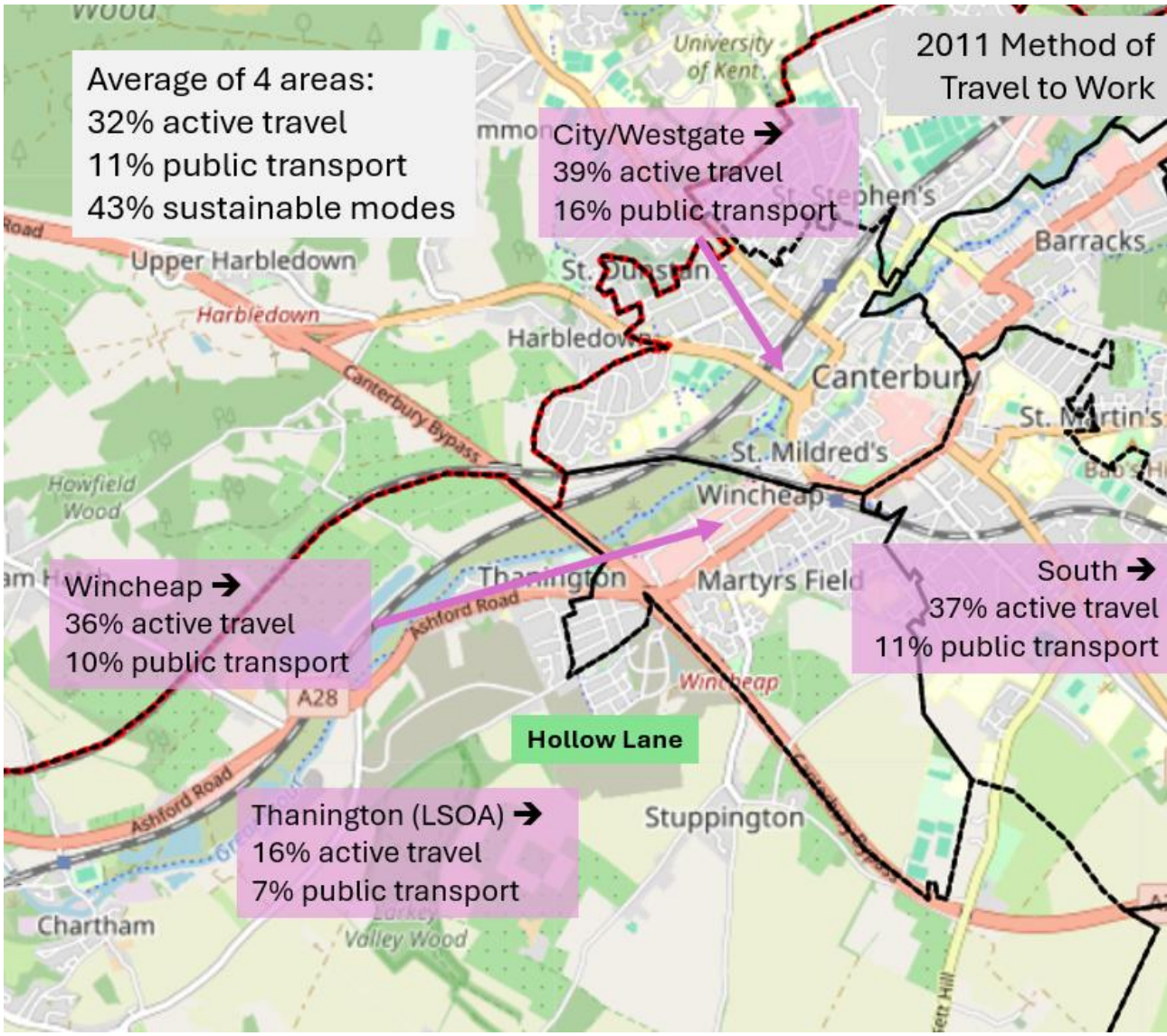
Figure 1.4: Car-free Townscape in Central Canterbury[2]

1.3.8 Data has been extracted from the 2011 Census for how residents travel to work. While people also travel for other purposes, this is a good proxy for overall trends as the majority of adults are in work and commuting typically accounts for the majority of trips in peak periods when transport networks are often more constrained.

1.3.9 The summary below shows that in the areas in and around the site , a substantial proportion of residents already use sustainable modes to travel to work. This compares to 29% using sustainable modes across the Canterbury district (including some more rural areas) and 31% for the whole of England.

Figure 1.5: Modal Share Around Hollow Lane

[2] Image credit: Wikimedia Commons



1.3.10 In the 2022 iteration of the draft Local Plan, CCC promoted a "Canterbury Circulation Plan" (CCP) to further promote active travel and significantly limit private vehicle movements. While the specific infrastructure proposals of the CCP are no longer being pursued, the latest draft of the Local Plan retains a strong focus on sustainable transport modes[3]: In summarising the main proposals in the Regulation 18 draft plan on their website, CCC stated that it is supported by:

"a transport strategy that now focuses on better bus services as well as the promotion of walking and cycling to help to persuade people to leave their cars at home, rather than building additional road capacity"

1.3.11 This is supported by the draft Local Plan itself, which at end of page 3 notes:

[3] CCC https://news.canterbury.gov.uk/consultations/canterbury-district-local-plan-to-2040/

"The revised draft plan now responds to the concerns raised by our communities by shifting the emphasis of the transport strategy away from road building and towards a public transport-led approach, advocated by national policy."

1.3.12 This Sustainable Transport Strategy sets out the outcomes the development and wider community seek to achieve in terms of movement and access to, from, and within the development. It sets the aims and objectives against which the transport solutions are to be developed and delivered.

1.4 Why 'Vision-Led'?

1.4.1 Historically, development and infrastructure planning has endeavoured to predict the anticipated outcome of development, using historical trends and patterns, and thereafter provide interventions to support those predictions. This approach has failed. It was based on an unjustified confidence in the predictability of the future, lacking cognisance of an increasingly uncertain outlook – and it has failed to acknowledge the propensity for the provision of such interventions to facilitate and encourage those predicted outcomes, which are often unwanted.

1.4.2 A 'Vision-led' approach represents a new paradigm. It asks the question 'what do we, as a community, want?' and goes on to provide the infrastructure and means to achieve that – maximising the opportunity to realise those outcomes. Again, this document sets out to provide the answer to the question of what 'we' want, grounding that in the prevailing local and national policy context, as well as other current and emerging challenges.

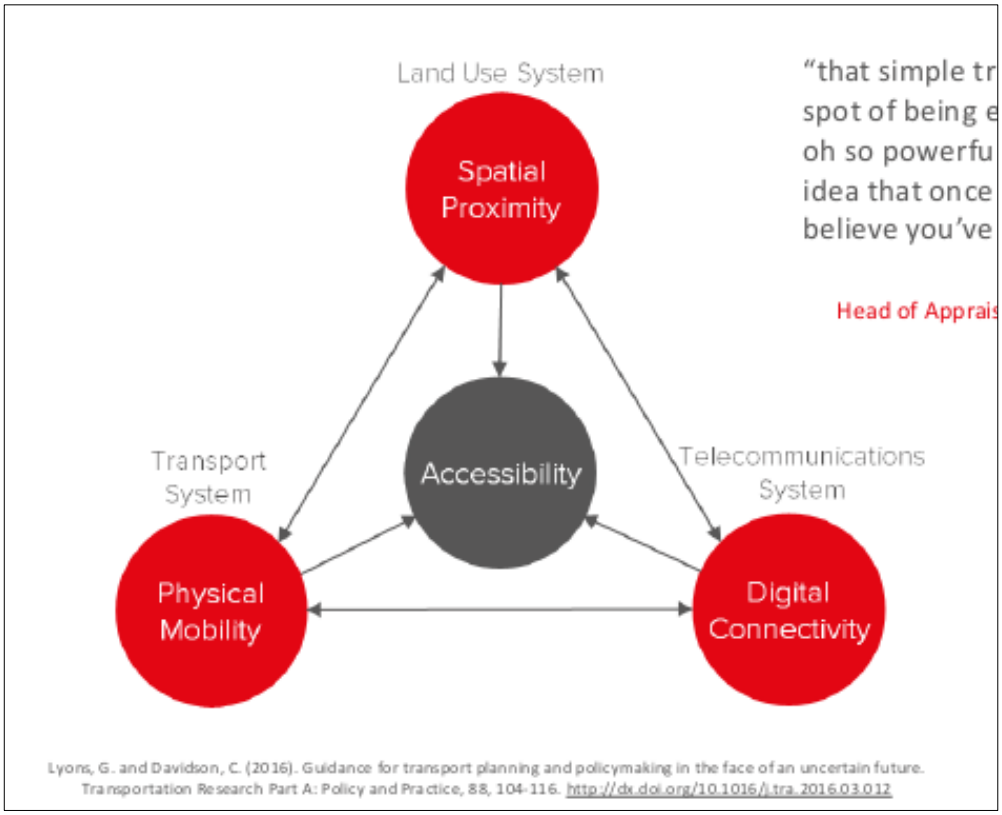
1.4.3 The context for this 'vision-led' approach to development can be found in the recent Government publications, including the DfT's 'Decarbonising Transport: A Better, Green Britain' (2021), the updated National Planning Policy Framework (December 2023) and the DfT Circular 01/2022 'The Strategic Road Network and Delivery of Sustainable Development'.

1.4.4 In addition to embracing the principles of vision-led development, they provide clarity on what outcomes decision makers should strive for. Sustainable development has been a theme of UK planning for over two decades; as the NPPF continues to explain, there is a multi-faceted basis for striving for more sustainable development, including but not limited to working within environmental constraints. More recently, the environmental need for sustainable development has becoming more important still, with the legally binding objective of achieving Net Zero carbon emissions, to tackle the climate change agenda. In short, achieving sustainably accessible development is no longer simply desirable or preferrable – it is essential.

1.4.5 These objectives will never be achieved by continuing to build development that depends on road building, which simply perpetuates historical trends. Put simply – development must ensure that people need to travel less and when they do travel, it should be over the shortest distances possible and by the most sustainable and healthy travel modes.

1.5 Accessibility v Mobility

1.5.1 Taking forward that objective and as will be clear from this vision document, contrast is drawn between sustainable 'mobility', the means by which people move; and sustainable 'accessibility', which is a broader topic that embraces access to services that do not necessarily involve movement.



1.5.2 The diagram above illustrates the 'Triple Access System', representing the world we live in. Mobility, the process of physical movement through the transport system plays only one part in the axis of factors that influence accessibility. Historically, accessibility has been principally defined by the means and modes by which we move – leading to a focus on interventions to the transport system to facilitate or, optimistically to encourage, sustainable travel. All too often the result of this focus has been on highway network interventions and facilitating the anticipated demand in the manner that minimises severity of residual impact.

1.5.3 As will be evident from this vision document, this development will embrace all facets of the triple access system to maximise the outcomes.

2 Policy Context

2.1 National Policy

2.1.1 As shown in the previous chapter, the NPPF gives clear support for active travel modes. More recently this has been boosted by the 2023 establishment of Active Travel England (ATE) to "achieve a step-change in walking, wheeling and cycling". ATE are a statutory consultee on major planning applications to ensure that opportunities for active travel are fully exploited, and this document has been prepared in line with ATE guidance.

2.1.2 DfT Circular 01/2022 states that a TA "should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision." On this basis, the vision for the Merton Park development seeks strong active travel and public transport connections so that the development is well-integrated with Canterbury as a whole.

2.1.3 The CIHT issued guidance on the likely uptake of active travel modes. *Planning for Walking* guidance reports that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. Similarly, *Planning for Cycling* guidance reports that majority of the cycling trips made are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3.2km).

2.2 Kent Policy

2.2.1 Kent County Council adopted their Local Transport Plan 5 in late 2024, titled '*Striking the Balance'.* This superseded LTP4 and emerges in the new transport planning context set out in the NPPF. It sets out its ambition for transport in the County to shown in the extract below.

6. OUR AMBITION FOR TRANSPORT IN THE COUNTY

Our ambition for what our Plan will achieve and how we intend to do that is:

- **We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.**
- **We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highway network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs.**

2.2.2 In

2.3 Canterbury District Policy

2.3.1 The adopted 2017 Canterbury Local Plan includes the following policy.

Policy T1 Transport Strategy
In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:
a. Controlling the level and environmental impact of vehicular traffic including air quality;
b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;
c. Reducing cross-town traffic movements in the historic centre of Canterbury;
d. Providing public car parking and controlling parking having regard to the Parking Strategy;
e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and

f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.
5.22 In support of Policy T1, this plan proposes a hierarchy of transport modes. They will be considered in the following order: walking, cycling, public transport, park and ride, private car.

5.26 Canterbury's urban areas are particularly suited to walking being mainly flat and compact and as such the potential to shift journeys currently made by car to walking is extremely high which would help in reducing peak hour congestion. One example of this is the Riverside pedestrian and cycle routes through the City.

2.3.2 The emerging Local Plan builds on these themes and includes the following transport-related documents as part of the evidence base.

Draft Canterbury District Transport Strategy (CDTS)

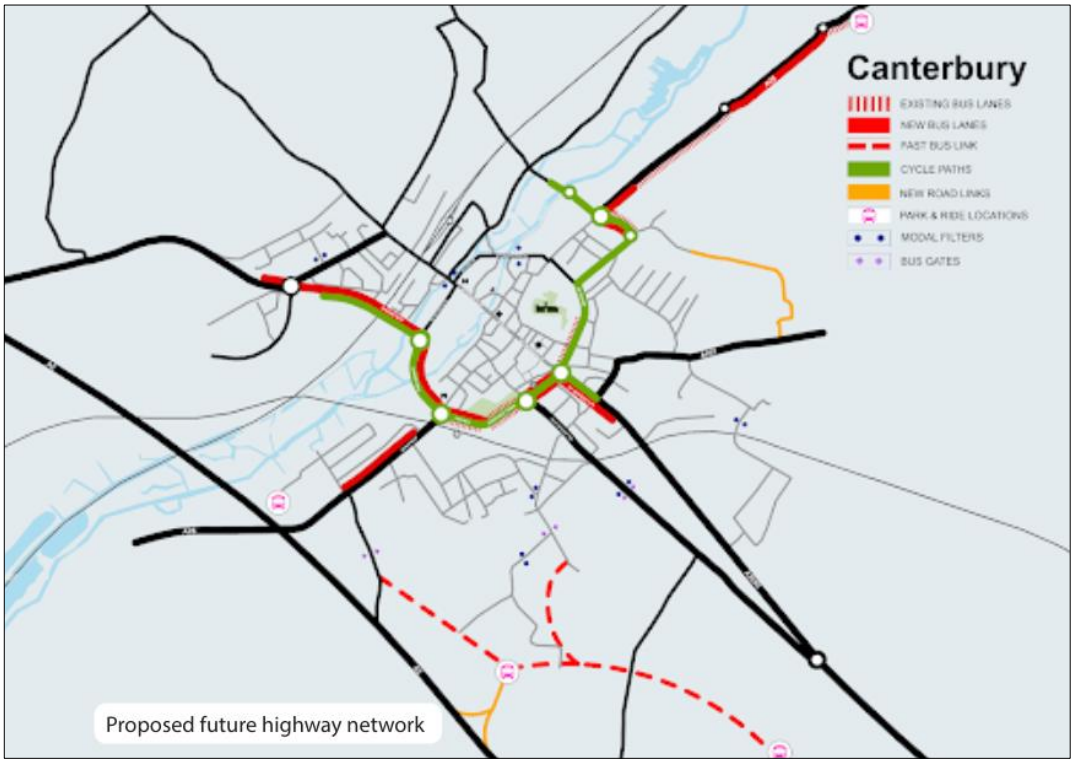
2.3.3 The draft CDTS provides high-level ideas for how the Local Plan growth can come forward in a way that supports decarbonisation and sustainable travel. It sets out a hierarchy of transport modes in which active travel is prioritised, followed by public transport (including emerging technologies), and lastly the use of private vehicles.

2.3.4 For active travel, the CDTS states that "Active travel includes walking and cycling and is the most efficient way of travelling short distances bringing health benefits and not impacting on air quality or climate change", and notes the benefits of electric cycles for longer journeys.

2.3.5 The CDTS notes that major roads around the city centre act as a barrier to active travel, particularly the Ring Road roundabouts as shown in the example below. These roundabouts mostly have underpasses which are unwelcoming to pedestrians and do not allow cyclists; these are proposed to be replaced with traffic signal layouts which can incorporate at-grade pedestrian and cycle crossings.

Figure 2.1: A28 Wincheap Roundabout - No Formal Active Travel Provision

Figure 2.2: CDTS Overview Map



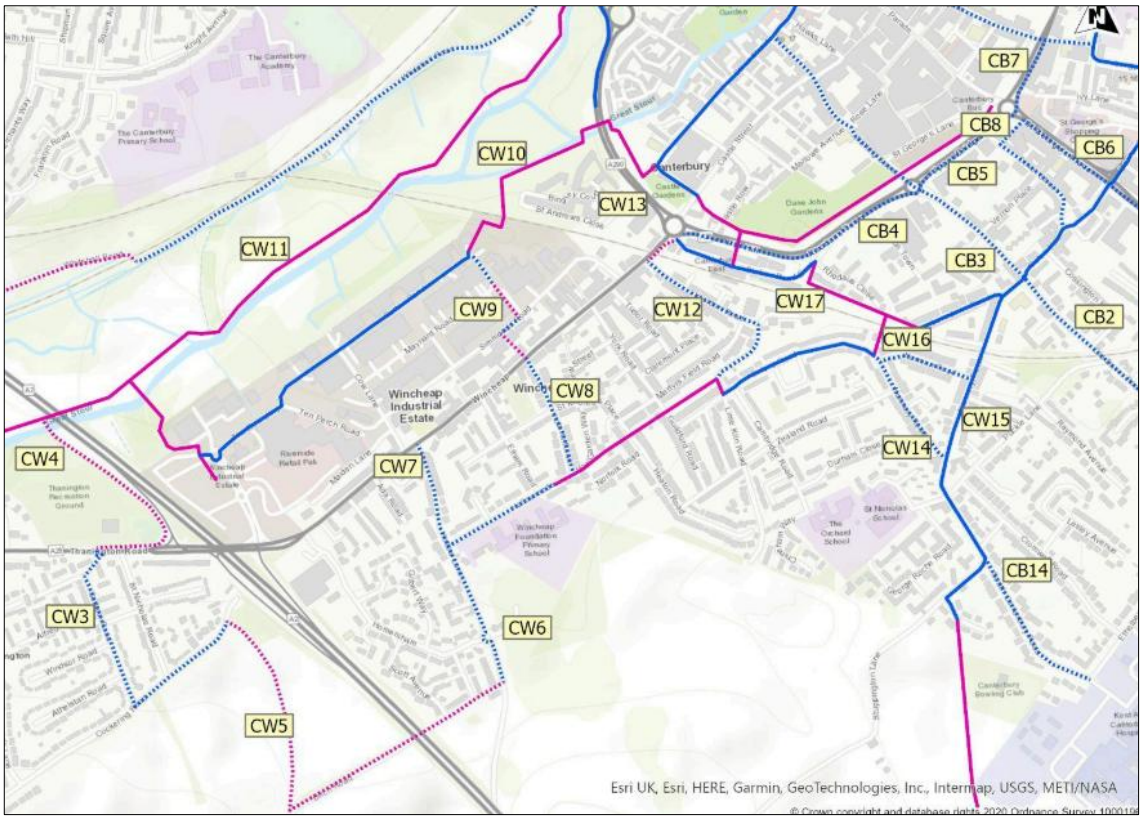
2.3.6 Some corridors have been identified in more detail in the accompanying Local Cycling and Walking Infrastructure Plan (LCWIP) which is discussed separately below.

2.3.7 In relation to public transport, buses will be "a key pillar of the local transport network" building on the growth in bus patronage during the 2010s. More specific proposals are given in the accompanying Bus Strategy which is also discussed below. The CDTS also identifies improvements at both of the railway stations in Canterbury including 12-car platform extensions and a new entrance at West station, and a new entrance to East station from Gordon Road.

Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

2.3.8 The LCWIP aims to develop "a coherent network for everyday safe and convenient walking and cycling that promotes the modal hierarchy and identifies and delivers enhancements." In support of this aim, the document has identified a series of routes around the District and the existing shortcomings. Each route also has an estimated cost and proposed funding source.

Figure 2.3: LCWIP Proposals – Wincheap / South West



Draft Bus Strategy

2.3.9 The Bus Strategy notes that Canterbury District already has some well-used bus routes including those between the "big three" settlements of Canterbury, Whitstable and Herne Bay. However, some services are limited in evenings and Sundays, resulting in a service which does not provide a comprehensive offer to residents. The Strategy has an "ambitious but achievable" target to increase bus mode share across the district from 4.9% in 2011 to 7.0% by the 2040 end year of the Local Plan.

2.3.10 The Bus Strategy also summarises the infrastructure schemes proposed in Canterbury as shown below.

Figure 2.4: Summary of bus infrastructure schemes

Table 4.1: Proposed transport infrastructure schemes relevant to bus

Canterbury
Proposed schemes
Wincheap: Proposed eastbound contraflow bus lane (between Hollow Lane and Simmonds Road)
New Dover Road (at St Lawrence Road): Bus priority measure associated with South Canterbury development (no detail)
Sturry Road: Proposed extension to existing bus lane between Starle Close and Tourtel Road; Proposed extension to bus lane Vauxhall Road to South Street
Nunnery Fields/South Canterbury Road/New fastbus route from Mountfield Park to South Canterbury crossing B2068 and continuing to city centre on carriageway around Kent and Canterbury Hospital crossing B2068: Proposed fastbus on existing highway

2.3.11 Of these schemes, the Wincheap contra flow would separate buses from general traffic on the A28 corridor into the city centre, although there is not yet a confirmed timetable for its delivery.

2.4 Site 11 Allocation – Cockering Farm

2.4.1 Some policies are carried forward from the adopted Canterbury Local Plan, including CF1. This includes Site 11 - 'Land at and adjacent to Cockering Farm Thanington' which is allocated for 1,150 residential dwellings with the following commitments:

"Provision of public open space within the site; Allotments; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community and local facilities to meet local need; Play areas; Multi-use games area; health care provision, new additional woodland planting to enhance the Larkey Valley Local Nature Reserve".

2.4.2 This allocation comprises two development sites[4] - the eastern Pentland Homes 'Saxon Fields' site and the western Redrow Homes 'Larchwood' site. Both of these are required to make transport improvements via their Section 106 Agreements, including financial contributions to KCC to provide local bus services.

2.5 Summary

2.5.1 The above policies and planning context clearly establish that a range of sustainable transport modes, and in particular active travel modes, should be provided for large-scale development sites. The historic approach of 'predicting and providing' for private vehicle trips has been relegated in favour of more energy and space efficient transport modes.

[4] CCC https://www.canterbury.gov.uk/planning-and-building/local-planning-policies/adopted-local-plan-major-developments

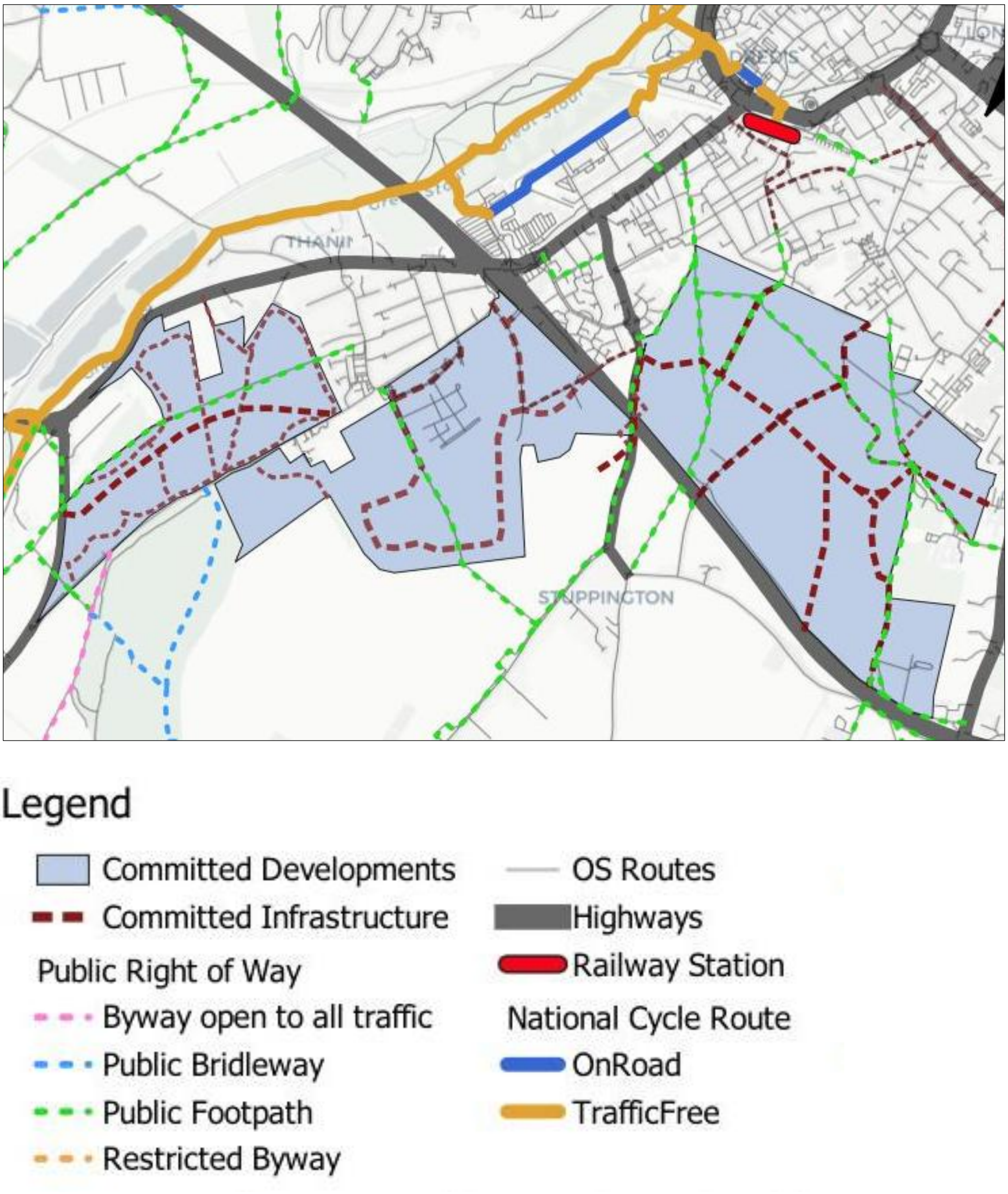
3 Site Location Context

3.1 Overview

3.1.1 The site is well-placed to benefit from the three strands of accessibility as described earlier. In the context of the Local Plan, it is expected that Site N1 would be delivered in the Local Plan period, as well as the committed Cockering Farm (allocated site 11). These sites would bring forward transport infrastructure which this site would be able to connect into as illustrated overleaf. Accordingly, for this strategy the baseline context assumes that these neighbouring sites have been completed.

3.1.2 For the avoidance of doubt, this section focuses on the baseline context, taking into considered the existing situation, in addition to the committed situation and the emerging LP aspects.

Figure 3.1: Neighbouring Sites – Committed Infrastructure



3.2 Active Travel Routes

3.2.1 "Active travel" broadly refers to human-powered modes of transport including walking, cycling, scooting and wheelchair travel - these modes combine the health benefits of movement with a minimal per-journey cost to the user. With appropriate and attractive provision, these modes of transport will become the natural choice for localised journeys.

3.2.1 CIHT guidance[5] reports that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. Similarly, the majority of cycling trips are over relatively short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3.2km).

3.2.2 Most roads in Canterbury have footways and street lighting, with crossings at major roads, allowing walking or wheeling for everyday travel. There are also some designated on-road or traffic-free cycle routes as shown below and in the "Explore Kent" map in **Appendix B1**.

3.2.3 This chapter sets out the 'future baseline' active travel routes to key destinations within Canterbury and surrounding local area, including both existing provision and the additional infrastructure which the surrounding sites are expected to provide. The key routes described below are shown within the maps in **Appendix C**.

Thanington and Wincheap

3.2.4 Wincheap is a suburban area along the A28 corridor southwest of the city centre and includes a significant cluster of employment and 'out of town' and uses, including the Morrisons food store.

3.2.5 The primary route to this site leads directly north along Strangers Lane out of Thanington and through the new residential development of Saxon Fields, and then east along the A28. Overall, the existing surfaces are well lit and of a high quality for both walking and cycling. The PROW towards Strangers Lane has already been partially upgraded as part of the Saxon Fields development which is under construction.

3.2.6 The route requires navigating the A28/Ten Perch Road/A2 signalised junction, which would involve a number of separate crossings, which could discourage walking on this route, or encourage unsafe crossing behaviours outside of the pedestrian green time.

[5] CIHT Planning for Walking and Planning for Cycling, 2015

Figure 3.2: A28/A2 Signalised Crossing Point to Wincheap

City Centre

3.2.7 The most direct route through to the city centre is either along the A28 Wincheap, or through the Merton Park development and then northwest along Lime Kiln Road. Residents would be able to take advantage of the Stuppington Lane active travel filter proposed by the Merton Park site, followed by the high-quality routes within Merton Park. The filtered route would offer a direct and traffic free route either to Lime Kiln Road or east to the Kent & Canterbury Hospital. Alternatively, the A28 has footways on both sides of the road of a suitable quality which are well lit and overlooked on both sides. The city centre is accessed through the underpasses under the Wincheap roundabout, but it is considered that these could act as a barrier to active travel.

3.2.8 Lime Kiln Road also provides access to the rear of Canterbury East Station and is not accessible to vehicles. Upgrades to the route are proposed as part of the Site C6 proposals, which will improve the existing lighting and surfacing.

3.2.9 From Thanington, the route through to Lime Kiln Road leads onto Hollow Lane, from which there is an existing footway along the western bank and beneath the A2. The majority of the path is a track which is unlit and mostly isolated. This route will be upgraded as part of the Merton Park development, which will improve natural surveillance and surfacing of the route and improve access to the proposed primary school and community hub for residents of New House Lane. This would also form part of the route leading east towards the Simon Langton Grammar Schools and Kent & Canterbury Hospital.

Figure 3.3: Footway Along Hollow Lane Beneath A2

Canterbury Academy

3.2.10 The Canterbury Academy secondary school would be a key destination, located in the Chaucer Estate to the north of the River Great Stour and the two railway lines.

3.2.11 From the Wincheap Estate, a footpath is available that leads through to the Hambrook Marshes. This can be followed north to Whitehall Road and across the railway bridge to the existing housing estate to the north and the Canterbury Academy, or further north to the University of Canterbury. National Cycle Routes through Canterbury provide routes through the park and through to the city and University that are well sign posted and paved.

3.2.12 The footway quality is good although the park itself lacks natural surveillance and lighting. The walking route over the railway is also steep, and there is evidence of antisocial behaviour on the railway bridge. This can be circumvented by bicycle by using the paved route to the east and under Rheims Way to access the London Road Roundabout and Knight Avenue. This route would be attractive for leisure walks/cycles.

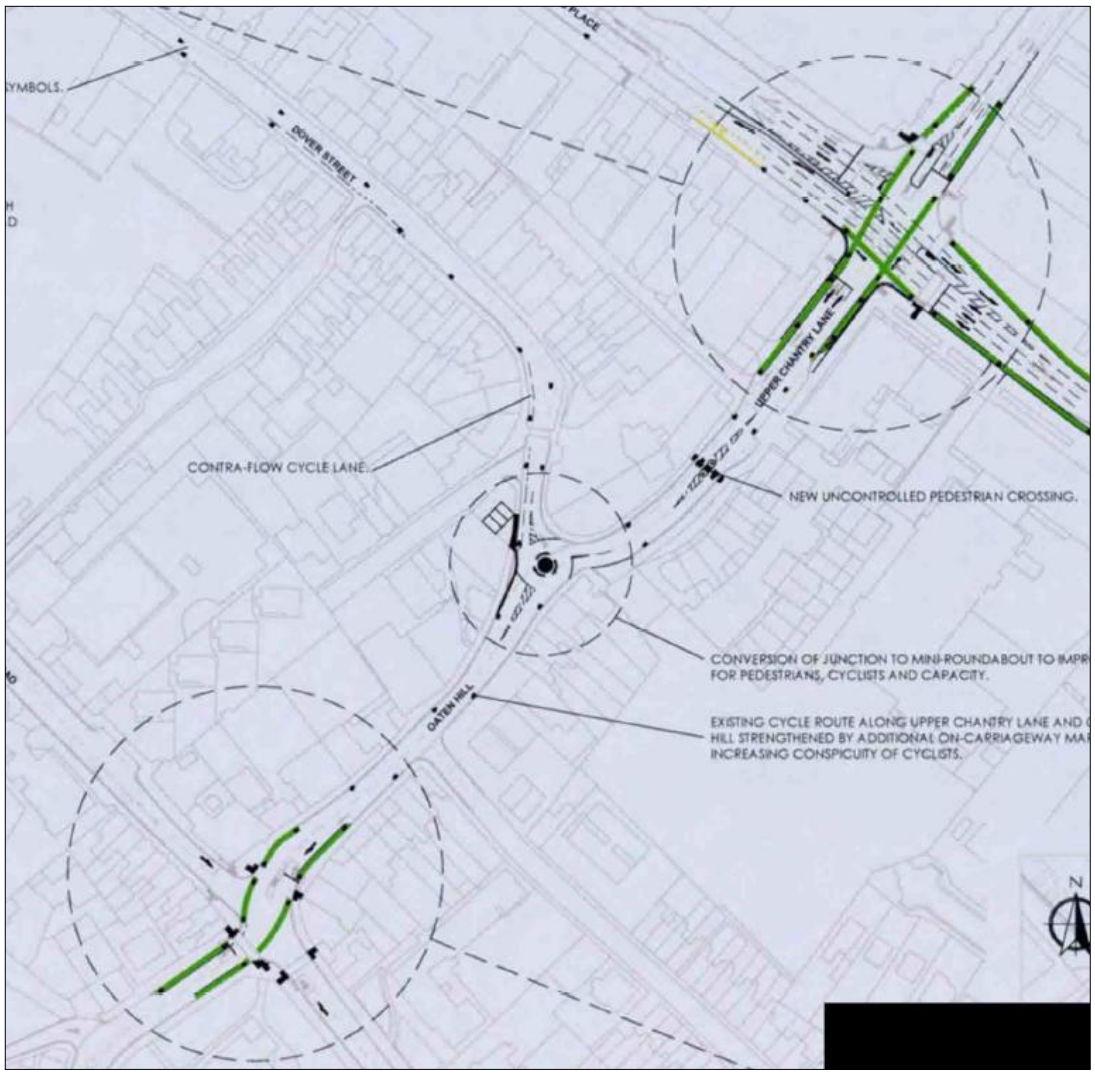
Figure 3.4: Route to Canterbury Academy from Wincheap

Abbey Area

3.2.13 The Abbey Area includes several educational establishments such as the University for the Creative Arts and Barton Court Grammar School, which are expected to generate pedestrian demand, and St Augustine's Abbey. This would be accessed from the eastern extent of the site via Stuppington Lane.

3.2.14 The Mountfield Park committed development will provide an improvement scheme for Nunnery Fields, Oaten Hill, Upper Chantry Lane and their junctions with Old Dover Road and New Dover Road as shown below.

Figure 3.5: Mountfield Park Scheme Around Oaten Hill



3.2.15 As set out in the Site N1 representations, the Merton Park development would take these improvements further to complete an orbital active travel corridor towards the Abbey area. This could include wider footways and a give-way system on the carriageway through the Nunnery Fields bridge pinch point as shown in the example below, and upgrades to the Nunnery Fields / Old Dover Road junction consistent with the above drawing.

Hospital Area

3.2.16 The secondary schools in this area would generate pupil demand from the site, and secondary age pupils typically can and want to travel to school independently. Furthermore, the Kent & Canterbury Hospital would be a significant employer and a general healthcare destination for residents.

3.2.17 The South Canterbury Road gateway will provide access to the Hospital while the Langton Lane gateway is already a popular route to the schools and will remain so for the proposed development. As set out in the Site N1 representations, the Merton Park proposals would introduce improvements such as natural surveillance and controls over the existing vegetation which becomes overgrown, as well as the potential for lighting. The surfacing of the route is already adequate and would form part of a high-quality cohesive route with the Thanington infrastructure combined with that of the surrounding developments.

Chartham and Rural Area

3.2.18 Chartham lies to the west of the site and can be accessed via three distinct routes from Thanington. The first of these is along the A28, which offers footways for the entire length and approaches Chartham from the north. The footways are narrow in places due to overgrown vegetation but otherwise consistent and high quality.

Figure 3.6: A28 Route to Chartham

3.2.19 The second route is along Brett's Path, a PRoW and part of National Cycle Route 18 that enters Chartham adjacent to the village hall. Both routes provide direct access to Chartham Station. This route is entirely separated from traffic and visually attractive, offering a scenic alternative.

3.2.20 The third route leads through Larkey Valley Wood through to the southern residential parcel of Chartham. This route is isolated, but as a designated Nature Reserve, offers an excellent leisure walk of a moderate difficulty. The development proposals will facilitate improved access to Larkey Valley Woods and public engagement with Local Nature Reserves in consideration of Policy LB6 Sites of Special Scientific Interest, that states *"Enhancement measures are required to accompany any development proposal in order to ensure ongoing benefits for biodiversity"* and "*Local Nature Reserves….are designed to increase the public enjoyment and understanding of nature"*.

Figure 3.7: Route through Larkey Valley Wood

3.2.21 The routes to Chartham offer attractive rural scenery contrasting with the urban routes to the east into the city.

3.3 Public Transport Services

3.3.1 Public transport allows people to travel further afield than active modes, in a way that makes efficient use of energy and network capacity.

3.3.2 Canterbury already has high quality bus and/or rail connections to all neighbouring towns including Faversham, Whitstable, Herne Bay, Sandwich, Dover, Folkestone and Ashford. It has two separate rail routes to Central London which also serve other towns in Mid and West Kent.

Bus Services

3.3.3 Local buses are mostly run by Stagecoach, a leading bus operator in the UK. As well as providing comprehensive and regular services, Stagecoach also has a high-quality website and app to access timetable and route information, purchase tickets, track live buses, and route plan. Stagecoach is currently opted in to the nationwide £3 bus fare cap, which is due to operate until December 2025 and may be extended further.

3.3.4 The closest bus stop to the site is the 'Strangers Lane' stop on Cockering Road opposite Fairbrass Way. This is a flagpole type stop with timetable information. The road is street lit, with good pedestrian and cycle connections from the development site to the stop.

Table 3.1: Cockering Road – Strangers Lane Bus Stop

Bus No.	Service Provider	Routes	Weekdays			Weekends	
			Frequency	First Bus	Last Bus	Sat	Sun
1A	Stagecoach	Chartham – Canterbury	Hourly	09:00	18:42	Hourly	-
1X	Stagecoach	Ashford – Chilham - Canterbury	Hourly	08:35	16:35	Hourly	-

3.3.5 Together, these key services provide around 15 daily services to Canterbury bus station in the city centre, and westbound services to either Chartham (1A) or Chilham and Ashford town centre (1X). There are also dedicated services from this stop to local secondary schools.

3.3.6 As discussed later in Chapter 7, the Saxon Fields site also has a commitment to deliver a bus service and this would be available to residents of the Hollow Lane site via the proposed connections between the two sites.

3.3.7 The 'Tonford Lane' bus stop is on the A28 corridor, approximately 11 minutes' walk along Stranger's Lane. This is served by the above 1A/1X services and a limited service to Challock.

3.3.8 Overall, there are a significant range of regular and low-cost bus services operating within 800m of the site from which residents can access services across much of east Kent. The Stagecoach bus map for Canterbury is included in **Appendix B2**.

Rail Services

3.3.9 There are two train stations within Canterbury that provide access to an array of services to locations across Kent and London, as well as Chartham Station that lies to the west of the site. Services include High Speed services to London St. Pancras, Stratford International, Ebbsfleet International, and Ashford International, as the only High-Speed service in the country. A map of the Southeastern railway routes is included in **Appendix B3.**

3.3.10 Canterbury West Station is located north of the town centre region, approximately 3.8km from the northern boundary of the site, equating to around a 50-minute walk.

3.3.11 There are 134 cycle stands provided and step-free access to all platforms with lifts available, as well as a taxi rank at the front of the station. The services available from the station are provided in the table below.

Table 3.2: Canterbury West Train Services

Services	Frequency	Journey Time
Ramsgate	Hourly	24 minutes
Margate	Hourly	35 minutes
London St Pancras	Hourly	56 minutes
London Charing Cross	30 – 60 minutes	1 hour 30 minutes

3.3.12 Canterbury East is 2.7km north of the site with a main access on Station Road East, approximately a 35-minute walk. A taxi rank is provided at the front of the station, and 46 bicycle stands are provided at Platform 2. The services available are shown in the table below.

Table 3.3: Canterbury East Train Services

Services	Frequency	Journey Time
London Victoria	Hourly	1 hour 34 minutes
Chatham	Hourly	47 minutes
Dover Priory	Hourly	27 minutes

3.3.13 Chartham Station lies 4.3km to the west of the site, a similar distance as from Canterbury West and on the same line. There are 8 cycle stands at the station. The station is unstaffed but there is step-free access to both platforms via the level crossing.

3.4 Summary

3.4.1 As recognised in the former draft policy and described in this chapter, the site already benefits from a range of active travel and public transport connections. Improvements to the local connectivity will be delivered via the development of the neighbouring sites to the north and east of the site.

4 Mobility Demand Context

4.1 Overview

4.1.1 With reference to the previously discussed 'Triple Access System' we can see that measures to increase sustainable accessibility that substantially eliminate the need for travel (mobility) are to be encouraged. However, it remains clear that there will be a substantial residual need for mobility. As reflected in both national and local policies, the context for new developments has changed in recent years. Instead of facilitating this residual mobility demand by providing first and foremost for the motorised road users, the focus should be on improving quality for pedestrians and cyclists and enhancing sustainable travel between new developments and key destinations.

4.1.2 This section of the report forecasts this residual mobility demand in a manner which allows a detailed understanding of the likely pattern of the mobility, and thus the opportunities for a shift to more sustainable modes. This evidence base both allows effective and efficient targeting of interventions to the routes most people travel, and the identification of a maximum potential for non-motorised movements.

4.1.3 The exercise presented below is distinct from a conventional forecast of person trip generation by mode, as far as it focuses on the plausible 'potential' for travel by sustainable means. However, it lays the foundations for a series of forecasts of likely trip generation outcomes that can inform assessment of residual traffic impact, as part of a wider scenario testing.

Summary Methodology

4.1.4 While more detail is provided below, the methodology adopted for this exercise can be summarised as follows. Firstly, traditionally derived forecast traffic generation has been extracted from the current KCC Strategic Transport Model for Canterbury, looking specifically at the demand associated with the proposed allocation of the site on an 'origin-destination' (OD) basis. Secondly, this data is correlated to the current sustainable travel context discussed above to determine the potential for this demand to utilise alternative modes. Finally, by applying appropriate and reasonable constraint to the potential for people to use alternative modes, such as not assuming that journeys on foot will take place beyond 1 mile, the maximum potential for mode shift can be derived. Again, this should not be confused with a forecast of what would happen, rather it provides a context of what could occur.

4.2 Source Demand Data

4.2.1 As is often the case; CCC in coordination with KCC have developed a strategic level transport model to allow forecasting of the implications and impacts of the Local Plan and Transport Strategy on the transport network. The current model is a cordon of the Kent Strategic Transport Model, for the Canterbury area. Initially, runs of this model have been undertaken that include the proposed development of this site and its forecast travel demand.

4.2.2 It is beyond the scope of this report to discuss the full detail of that model. However, in summary the model is fundamentally a highway assignment model that uses a prior demand modelling exercise to determine where and by what means travel is forecast to take place. This demand is then applied to the highway network by means of a series of 'origin-destination' (OD) matrices of the residual traffic demand.

4.2.3 The distribution of demand across the network is based on conventional principles, using relevant data including from the national census and other sources. It represents a sound basis for understanding the anticipated movement of people across the transport network.

4.2.4 The forecasting of mode of travel is similarly based on empirical data but at a relatively aggregated level with net vehicle trip rates broadly consistent across the existing and proposed development areas, albeit with some generalised assumption of mode shift potential. The resultant vehicle trips applied to the highway assignment model therefore already assume an element of non-car travel, but not one derived entirely site specifically. They are also largely constrained to the empirical data and are unlikely to be aspirational.

4.2.5 With the above in mind, C&A have engaged with KCC's term strategic modelling consultant to extract this forecast traffic demand, in the form of the OD matrices specific to the site.

4.2.6 The strategic model differentiates vehicle trips in user classes based on trip purpose. The user classes for cars, when excluding HGVs and LGVs are:

1. User Class 1 (UC1) – car commute,
2. User Class 2 (UC2) – car employer's business,
3. User Class 3 (UC3) – car other.

4.2.7 It was considered that the trips that could be made by sustainable mode instead of car involved only User Classes 1 and 3, while trips in User Class 2 were more difficult to influence.

4.2.8 As would be anticipated, the strategic model demand data forecasts vehicle trips taking place between a wide range of OD pairs associated with the site, including for instance car-based trips for journeys between the development and the City Centre.

4.3 Criteria for Assumed Potential Sustainable Travel

4.3.1 As should be apparent for a development in a sustainable location, significant car-based trips on this route would be considered undesirable and, in the majority of cases, unnecessary. It is accepted that some residual car-based travel on even the shortest and most well served routes is inevitably required, such as for those who are car dependant due to, for instance, mobility impairment. Such aspects are appropriate to be accounted for in any actual forecast of likely residual traffic demand which is not a part of this current exercise.

4.3.2 However, for current purposes the objective is to derive the maximum potential for sustainable and in particular non-car travel. Accordingly, the OD data extracted from the strategic model was analysed by means of cross-reference to the development locational context discussed above. In summary, each OD pair was evaluated on the basis of its potential to be served by a non-car mode route, applying reasonable constraints applicable to the modes. For example, while theoretically it would be possible to travel anywhere without use of the car, in some cases doing so would incur significant journey penalties, including cost, time and inconvenience, so as to be highly unrealistic. Therefore, while the objective here is to derive the 'maximum' potential use of sustainable travel for the forecast travel demand, it is appropriate that this remains grounded in reasonable assumptions of what is plausible. As will be clear from the following paragraphs, it is important to again draw a clear distinction between the plausible potential for mode use and likely propensity for this to take place. This exercise considers 'potential' and is therefore not focused on the quality of a route, which would instead influence the 'propensity' for its use, an exercise to be conducted later when seeking to forecast likely travel patterns, which will also take account of the interventions to improve factors such as quality, presented in this report.

Potential for Walking

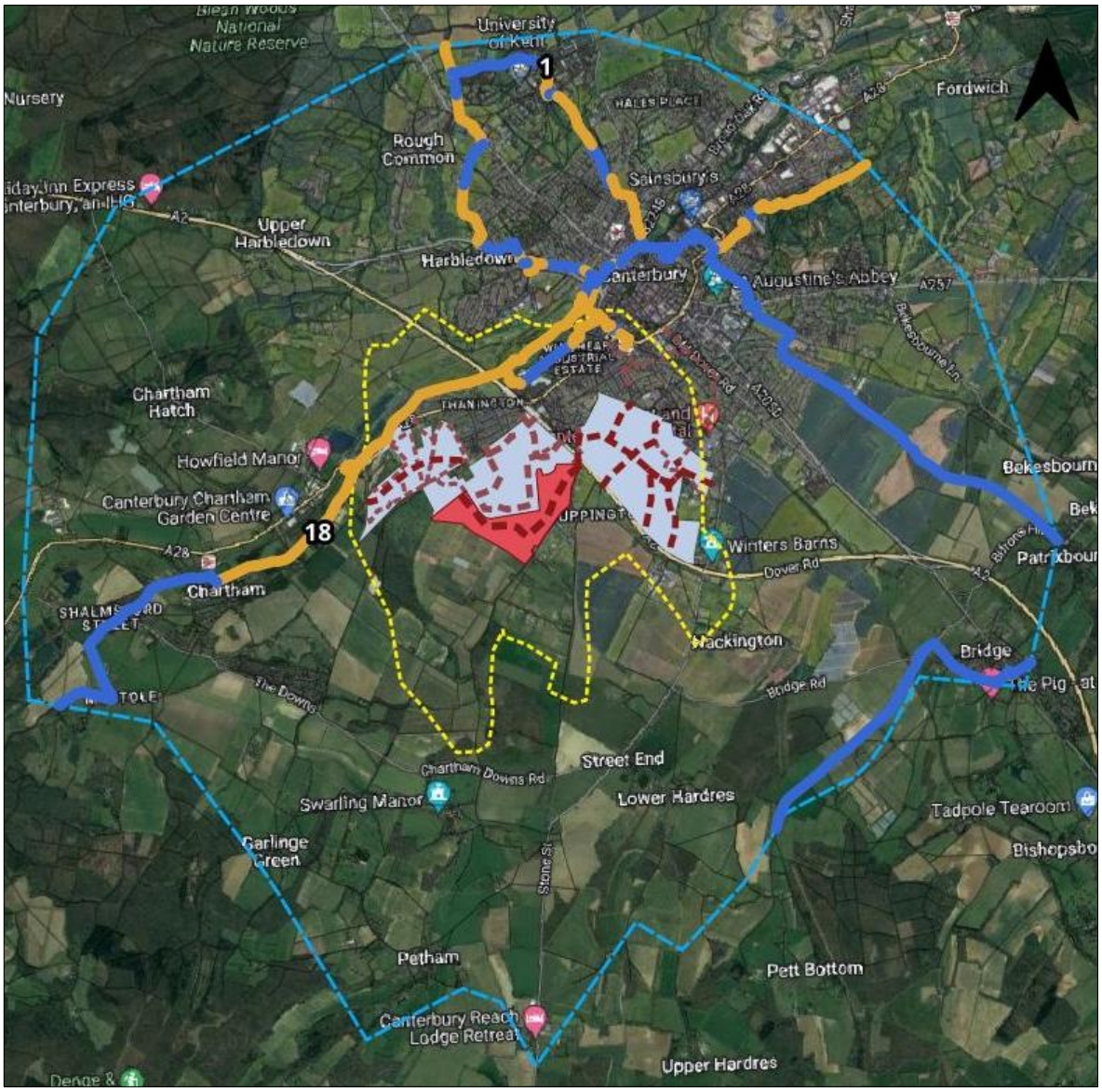
4.3.3 When considering a route as being viably undertaken by walking; two main criteria were applied: 1) the availability of a route; and 2) the acceptability of a distance.

4.3.4 For this initial exercise of maximum potential, a route was considered to be available if it exists now or could be reasonably assumed to be inherently established with the advent of development (for instance, a basic pedestrian access to the development). Therefore, any practically and legally available route was included, disregarding at this stage any qualitative assessment of it. Information from the audit contained in Section 3 of this report was utilised for this purpose.

4.3.5 For the distance criterion, any route of total distance up to 1.6km (1 mile) was considered to be viable as a walking route, based on the CIHT *Planning for Walking* guidance. This distance was measured along the practical walk route derived above, not simply 'as the crow flies' and broadly from the centroids of the zones within the OD pairs.

4.3.6 The map below shows that the walking potential catchment from the site includes the Wincheap employment and retail area, Thanington, the southwest part of the city centre, Canterbury East railway station and part of the Canterbury Hospital site

Figure 3.8: Walking potential catchment from the site



Potential for Cycling

4.3.7 A similar approach to that applied for walking was adopted for cycling. When considering the availability of routes for cycling, these again needed to be legal and practical now or that could be established as a basic component of development. Again, quality of the route was not a factor, such that cycling could be assumed to potentially take place on any street or on an appropriately designated PROW (bridleway, byway etc. but not a footpath – except where the access strategy to development can and would redesignate this).

4.3.8 The distance criterion for cycling has been based on based on the CIHT *Planning for Cycling* to give a maximum potential route distance of 5km. As shown on the above map, the cycling potential catchment includes the remainder of the city centre, West station and the University of Kent campus.

Potential for Public Transport Use

4.3.9 Determining whether public transport presents a realistic potential alternative to the car for any OD pair associated with the development requires a broader consideration of criteria. A public transport trip necessarily includes an additional first mode of travel to reach the PT access point - the obvious example being a walk to the bus stop. However, this could also include cycling to the station or potentially even a short car-based journey that might be considered as part of an otherwise overall sustainable journey. It is also quite common for a wider combination of modes to be reasonably employed, such as a short walk to the bus stop, followed by a bus ride to the railway station for onwards travel – or the use of two, connecting bus journeys.

4.3.10 It might generally be assumed that a bus stop would be easily accessible if within 400m of the individual dwellings. For a development of this scale, the centroid of the development is greater than 400m from the site boundary. It is therefore assumed that some form of bus provision will therefore be delivered on site, through new and/or diverted services, bringing the proposed dwellings within 400m of a bus stop, and this is set out later in this report. However, no assumptions have been made regarding new or improved services in a wider context - it has simply been assumed that access to existing services will be supported and the routes/destinations provided by these.

4.3.11 Similarly for rail, the current baseline service is assumed, accessed via the current stations. Conventionally it is assumed that 800m represents a reasonable assumption for walk access to a rail station. However, this ignores the inherent potential referred to earlier of combined bus/rail and cycle/rail journeys.

4.3.12 It would of course be unreasonable to assume that combined mode journeys can be anticipated to occur without constraint as an alternative to car journeys – particularly for regular trips such as commuting in the peak period. Combined mode journeys include increased potential for unreliability and overall travel time due to the delays incurred during mode transfer. To provide a reasonable constraint, the current method has capped the overall journey time by public transport primary trip to 1 hour for any OD pair. This includes the combination of travel by each component mode, including, for instance, the walk to/from the local access point. Clearly, travel by public transport for journeys over 1 hour are possible; but the current method is focused on the typical peak hour journeys that future occupiers would take regularly, such as the commute, where a 1 hour limit is reasonable.

4.4 Maximum Potential for Sustainable Travel

4.4.1 The aforementioned traffic demand data provides insight into the anticipated origins and destinations of car trips associated with the proposed development, when forecast using conventional methods. For each of those OD pairs, it has been possible to examine the reasonable potential alternatives that could be adopted for those journeys. In some cases, journeys are predicted to take place to/from locations for which there are currently no reasonable alternatives to the car. However, in many cases entirely practical and reasonable sustainable alternatives were identified to exist, yet the forecasting assumes that they would take place by car. In a local and national policy context that seeks to maximise sustainable travel, these journeys represent potentially unnecessary car-based trips that should be discouraged and arguably not facilitated. Understanding the extent of this provides invaluable insight into the inherent potential within the proposed allocation.

4.4.2 As shown in **Appendix D**, the above analysis determines that 70-75% of the forecast residual car trips within the strategic highway assignment model are anticipated to take place between OD pairs for which there are reasonably practical, sustainable alternatives. This is hugely significant and highlights the inherent latent potential for sustainable travel in a site such as this. Setting aside for a moment that some residual car use would be required by those dependant on it for all journeys, such as those with mobility impairment, it can be seen that **only 25-30% of conventionally forecast vehicle trips need to take place by car**.

4.4.3 As an example, the data indicates that around 15% of the forecast residual car-based trips in the strategic highway assignment model take place between the site and locations which are served by existing walk routes and have an overall distance of less than 1 mile. This is unsurprising given the proposed development allocation's location.

4.4.4 To provide some context to the implications; reference can be made to the resultant car trips in the peak hour. The underlying model forecasts some 250 - 280 vehicle trips being generated by the development in the peak hours and then assigned to the local network. Were it possible to encourage all of those who could, to use alternative non-car modes readily available, this additional traffic demand could be reduced to some 170 – 190 vehicle trips in the peak hours.

4.4.5 It is important to highlight that this is not presented here as a reasonable forecast of what is considered likely to happen. Such a forecast would necessarily need to consider the likely propensity for users to adopt alternative modes, which is inherently uncertain. However, the analysis of 'maximum potential' does provide a very useful indication of the inherent sustainability of the site. The scope for around 70-75% of conventionally forecast development trip generation to feasibility take place by sustainable travel modes represent a huge opportunity. It reflects the site proximity to key transport corridors and the City Centre more generally – with access to the range of services. This can be contrasted with other potential locations which, regardless of interventions, will be necessarily more limited in sustainable potential.

4.5 Implications for Infrastructure Planning

4.5.1 Understanding the demand for mobility arising from the development is critical in shaping the vision for the development. As NPPF paragraph 114a makes clear, the opportunities to promote sustainable transport should take into consideration both the type and location of the development. A vision for development must be aspirational and therefore it is critically important to understand the inherent potential of the site and its location.

4.5.2 Furthermore, knowledge of how the mobility demand manifests itself across the geography of the study area and allows the interventions to be more effectively and efficiently targeted to maximise returns on investment.

4.5.3 By extension to the above, such information on inherent potential within the forecast demand can inform decisions that avoid misguided or counterproductive infrastructure investment. Taking the example cited above, around 15% of conventionally forecast traffic demand would take place to/from locations within 1 mile of the site. Conventional 'predict and provide' assessment techniques would generally carry forward such forecasting to a highway network infrastructure delivery exercise aiming to 'mitigate' the impact of the development. This report reinforces how this is now considered misguided.

4.5.4 As the data in this chapter shows, around 70-75% of generated car trips would conventionally be forecast to take place to/from destinations which are already well provided for by other means. As is the case for much of the network, these trips are not forecast to take place by car because of a lack of alternative options, it is the relative attractiveness of the alternative that influences the travel decision. This 'attractiveness' is a summation of a wide range of factors, including actual/perceived cost, awareness, perceived reliability etc. In all cases however, the evaluation is relative between the alternative mode(s) and the car. Conventionally, Travel Plan measures focus on improving the non-car modes – yet often such plans have failed to achieve the objectives. It is now clear that this is, in part, a result of the counterproductive exercise of mitigating and thus improving the traffic/highway network through development delivery alongside aspirations to discourage use of that mode.

4.5.5 This report focuses on those sustainable travel interventions and therefore embraces the fundamental principles of vision-led planning. In the following section, that vision is presented in the context of the inherent potential of the site, followed in subsequent sections by the measures proposed to realise the vision.

5 Transport Vision

5.1 The Vision

5.1.1 As discussed previously, NPPF paragraph 114a makes clear that opportunities to promote sustainable transport modes should be relevant and proportionate to the type and location of development. It is considered that the overarching transport vision should be defined in the opportunity context outlined above.

5.1.2 The above assessments shows that development of this site would be very sustainable, particularly in the context of other sites which are expected to come forward in the Local Plan period. The proposed development would embrace the following core principles.

Dive into digital

- Link up with public services – education, healthcare, local businesses - to make these available to residents by digital means, so that residents do not need to make short, single purpose trips (by any mode).

Make the most of the walkable neighbourhood

- Develop high quality pedestrian and cycle links between the site and Canterbury city centre and elsewhere such that they become the simple, obvious, and therefore default choice for the majority of short to medium distance trips.

Public Transport first for medium to long distance travel.

- Maximise access to public transport, linking to and enhancing existing bus provision and connections to the already high-quality rail services such that public transport becomes the first preference for medium to long distance travel.

Embrace the constraints

- Use the context of the constrained vehicle network in Canterbury to encourage residents towards sustainable modes – saving them time and money on short trips.

Relegate motor vehicles

- Recognise that in this location and market residents will likely retain a car, but they will not be the mode of choice for a significant proportion of trips.

6 Interventions for Promoting Active Travel

6.1 Introduction

6.1.1 Active travel interventions focus on facilitating and encouraging walking, cycling and wheeling as primary modes of transport or as part of combined mode journeys (such as to reach rail stations for onward journeys).

6.1.2 It is critical to note that the Site N1 allocation would come forward first and deliver some interventions as per its draft policy, so these can be considered as 'committed' infrastructure. The Hollow Lane site will then bring forward further interventions so that there is a comprehensive network of high quality routes to support active travel to and from the site.

6.2 Draft Policy

6.2.1 The former draft policy for the Hollow Lane site included strong policies on the requirements for active travel as follows:

> *4 - Access and transportation*
> *The access and transport strategy for the site should:*
> *(a) Provide safe and convenient pedestrian and cycle connectivity including:*
> *(i) New and improved cycle connections to A28 Wincheap and Great Stour Way via Hollow Lane, Birch Road and Victoria Road;*
> *(ii) New and improved cycle connections to city centre, Site 11 in Policy CF1 and Site C6;*
> *(iii) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;*
> *(iv) New and improved walking and cycling connections to the wider countryside to the south and east including to Larkey Valley Woods; and*
> *(v) Improvements to the PRoW network crossing and around the site as required.*
> *…*
> *(f) Provide improvements to New House Lane, including footways and crossings as appropriate.*

6.3 On-Site Connections

6.3.1 The former draft policy for the Hollow Lane site stated in relation to site design and layout:

> *2. Design and layout*
> *The design and layout of the site should:*
> *(a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship. Masterplans should coordinate with proposals for neighbouring sites where appropriate, including Site C6 and Site 11 in Policy CF1;*
> *(b) Together with the remainder of Site 11 in Policy CF1, create a complete, compact and well-connected neighbourhood, where everyday needs can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;*
> *…*
> *(d) Create a new mixed use community hub as an easily accessible focal point of the development in the format of a high street or village/town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised. A "Changing Places" facility and accessible kitchen should be provided within the community facilities;*

6.3.2 Some everyday needs will be met by on-site facilities such as the primary school and community hub, while others will be met in the surrounding areas. To reach these off-site areas, the layout includes several access 'gateways' of which some would serve all modes and others would be dedicated to pedestrian, cyclist and/or bus connections – particularly those orientated towards the city centre, which would coordinate with Site N1 as required by the draft policy.

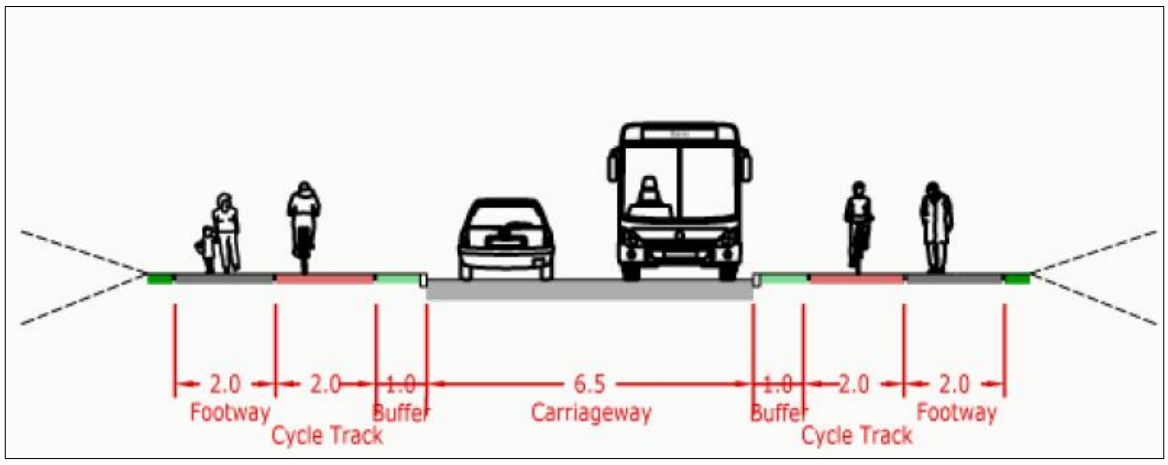
6.3.3 These are shown on the key diagram in **Appendix E**.

6.3.4 In order for active travel routes to be the natural choice for residents, the layout will include direct and attractive walking, wheeling and cycling routes criss-crossing the site on the desire lines from all development plots to the access gateways, as in the example below.

Figure 6.1: Active travel provision on key desire line (Rochester Riverside)

6.3.5 In addition to direct active travel routes, the local distributor routes within the site would incorporate separate footways, cycleways and carriageways (to allow bus penetration) as shown below. For roads which serve more of a place than a movement function, a shared-space environment would be more appropriate.

Figure 6.2: Example local distributor road



6.3.6 At ‘side road’ junctions the active travel connections would be prioritised over motor vehicles using ‘Copenhagen crossings’ as illustrated below.

Figure 6.3: Example treatment of side road junctions

6.3.7 The objective of the masterplan and connectivity infrastructure will be to ensure that active travel routes to the gateways will be as direct and as short as possible, where necessary at the expense of vehicular modes.

6.3.8 From these gateway points the onward routes to key destinations have been considered in the following section.

6.4 Off-Site Connections

6.4.1 The active travel audit, draft policy requirements and the levels of potential demand have informed the likely routes for active travel between the site and the surrounding areas, as well as the most effective improvements which the site could support.

6.4.2 C&A previously set out some improvements on key corridors as part of the evidence for the Merton Park and Thanington sites which have now been incorporated as policy requirements for Site N1. These are explained below with more detailed drawings in **Appendix F**.

Thanington and Wincheap

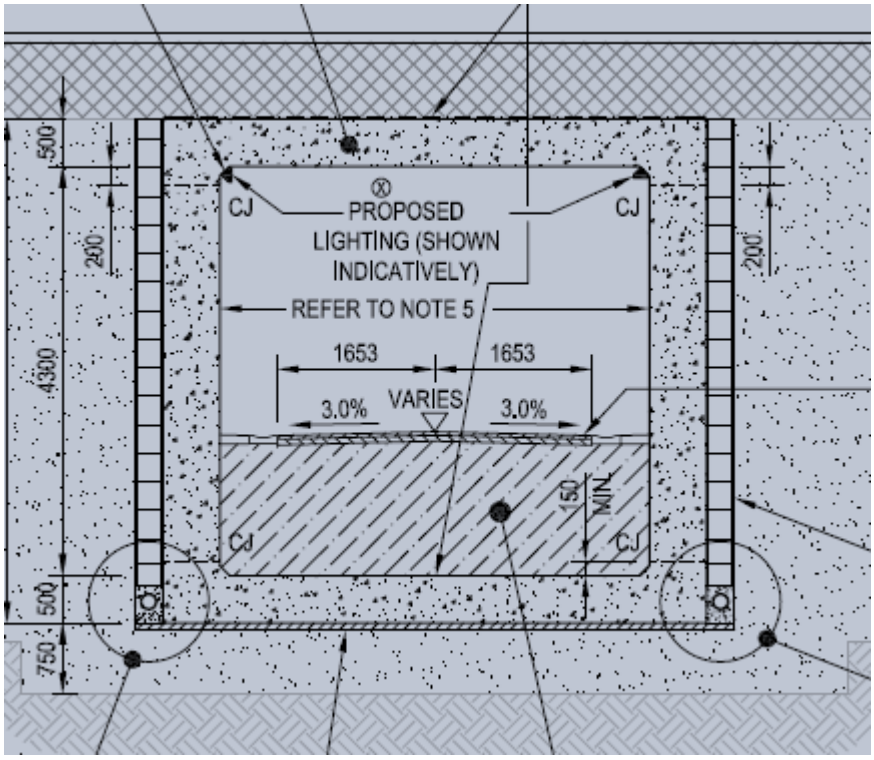
6.4.3 The draft policy suggests that the development would improve active travel links towards Thanington and Wincheap. However as set out earlier in this report, it is expected that the site would be delivered later in the Local Plan period following the completion of Sites 11 and generally after the main delivery of Site N1. Both of these sites will provide active travel improvements, as set out in the Site N1 representations, and so the site will be able to take advantage of these improvements.

6.4.4 The Saxon Fields development includes pedestrian and cycle routes which lead into a dedicated footway/cycleway alongside the A2 slip road, providing access to the west part of the Wincheap area including Morrisons foodstore.

Figure 6.4: Footway/cycleway towards Wincheap

6.4.5 The Saxon Fields application also includes an upgrade of the A2 underpass towards Birch Road as shown below, providing a circa 3m width shared footway/cycleway with lighting to increase the safety and attractiveness of the route. It is understood from liaison with KCC that this upgrade has been substantially completed, with the approach footpaths and lighting to be provided alongside the adjoining residential phase to ensure that there is natural surveillance on the route.

Figure 6.5: Saxon Fields - A2 underpass upgrade (PBA)



City Centre

6.4.6 Around two thirds of the forecast residential walking demand and around one quarter of the forecast residential cycling demand would route into or via the city centre including those accessing East station and the Canterbury Academy area. The City Centre provides a significant cluster of employment, retail and leisure facilities including Whitefriars shopping centre.

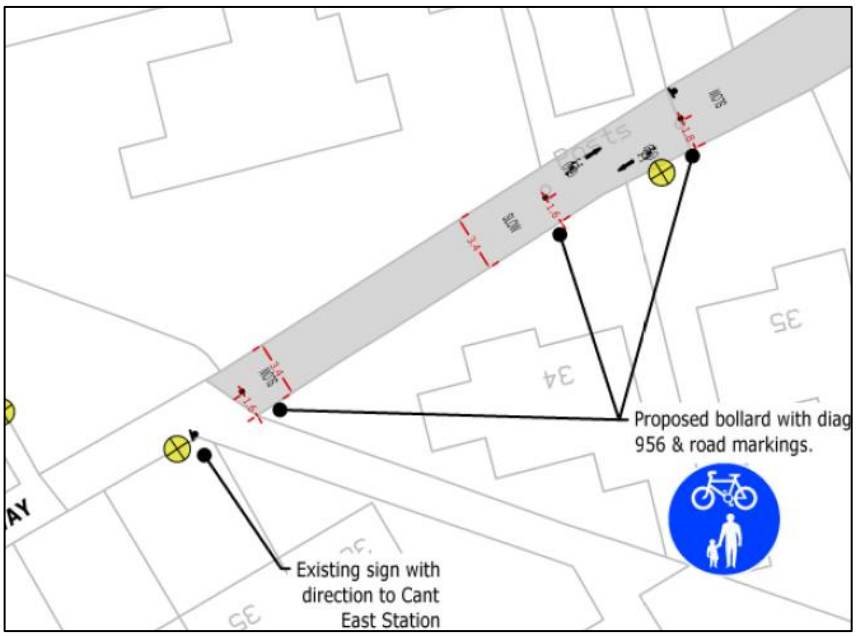
6.4.7 Canterbury East will be a key destination for residents of the site, providing an alternative for car-based travel on the A2 corridor northwest and southeast of Canterbury. While the demand analysis superficially shows a low level of walking trips to this area as a destination in its own right, it will be a key route to access onward journeys by rail from the East station.

6.4.8 To access East station a substantial proportion of residents are expected to use the route via Hop Garden Way. This is already a designated pedestrian and cycling route but it has some shortcomings such as chicane barriers which are not supported by current design guidance.

Figure 6.6: Barriers and cycle signage on Hop Garden Way

6.4.9 Therefore, the route would be upgraded as shown in **Drawing 22-022-047**. The barrier would be replaced with bollards to allow continuous cycling while preventing motor vehicles, and the crossings at Heaton Road and Guildford Road would be upgraded to current standards. Suitable lighting, markings and signage would be provided along the route.

Figure 6.7: Detail of proposed changes at the west end of Hop Garden Way



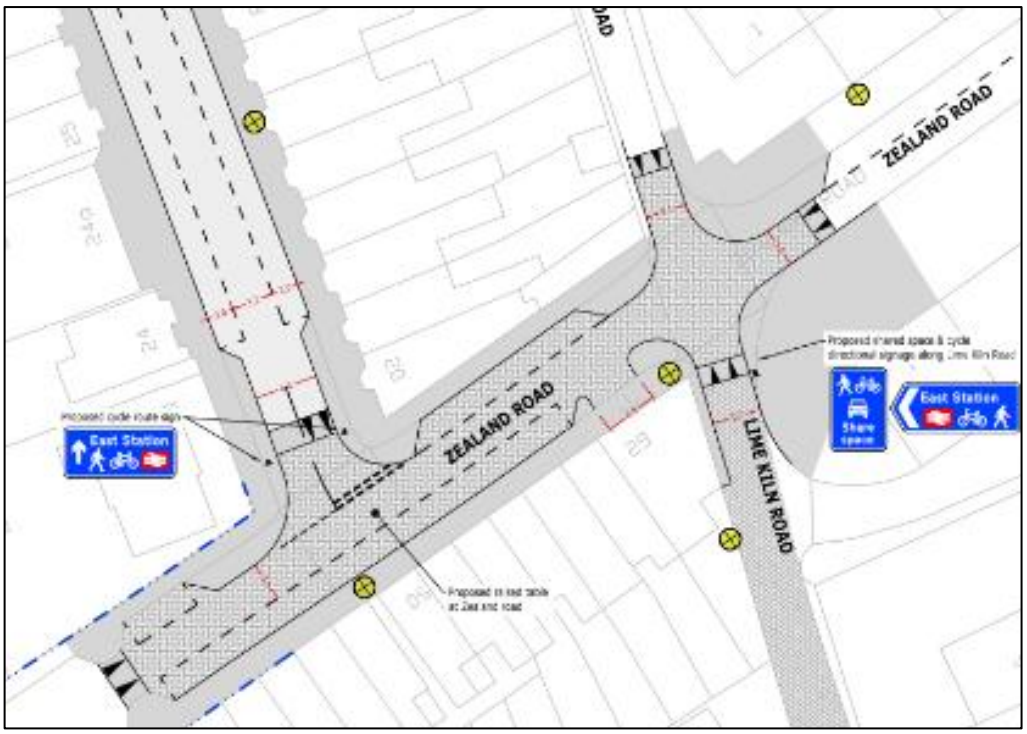
6.4.10 As outlined in draft Policy N1, improvements would also be provided along Lime Kiln Road as shown in **Drawings 22-022-043, 044 and 045** and explained below. Suitable signage would be provided along this corridor to direct users to East station and the west part of the city centre.

6.4.11 There is already a public footpath running north from the Merton Park site between Heaton Road and Chineham Way, which benefits from surfacing and street lighting. As above, this route currently sees limited use but the development would create a critical mass of use.

6.4.12 KCC could upgrade this section under the Cycle Tracks Act 1984 so that cycling is also permitted; this would transition into a shared space arrangement on the adopted highway at 1-7 Lime Kiln Road, which has minimal vehicle use.

6.4.13 The junction of Lime Kiln Road / Zealand Road is a focal point with local shops. This would benefit from placemaking improvements including a raised table arrangement.

Figure 6.8: Improvements at Zealand Road



6.4.14 To the north the Lime Kiln Road continues as a 'back of house' route between Lancaster Road and Cambridge Road. This section needs to retain vehicle access to garages and CCC have confirmed that it is used by their refuse collection vehicles, so it cannot be converted to a completely traffic-free route. It would be possible to improve the surface and install Class P5 lighting[6], and potentially fund bin stores for residents to improve the general ambience.

6.4.15 However, users could also make a minimal diversion of circa 25 metres onto the parallel Lancaster Road. This route already has street lighting and better natural surveillance from dwellings so this would probably be more popular than the 'back of house' route in any event.

6.4.16 Continuing north across Oxford Road, a further raised table improvement would guide pedestrians to the existing route along Martyr's Field Road and cyclists to the final section of Lime Kiln Road, both of which already benefit from street lighting.

6.4.17 Finally, a similar improvement around Gordon Road would create a strong destination around Canterbury East station for onward travel. The above work would integrate with the draft site policy requirements to include cycle parking and passenger environment upgrades at East station.

Figure 6.9: Example of quality public realm at Greenwich station, London

[6] British Standards BS 5489 - Road lighting

Crossing the Ring Road

6.4.18 Further east, the site audit and the draft CDTS both identify the Ring Road as a significant barrier to active travel into the city centre and that key junctions would need to be reconfigured to overcome this. This is an issue that affects a number of proposed allocations and so the development would contribute to relevant works once identified through the wider Local Plan.

6.4.19 As outlined in draft Policy N1, the Wincheap and Riding Gate roundabouts would be improved to facilitate active travel into the city centre. The examples below show urban settings where active travel users are given safe and direct routes rather than being 'subservient' to motor traffic.

Figure 6.10: High levels of active travel at Oxford Circus, London

Figure 6.11: Clear and direct active travel route at Dampoort Junction, Ghent

6.4.20 The City Centre is also part of the onward route to the University of Kent, which represents around one-fifth of potential cycling demand from the above analysis. Improvements to the Ring Road would go a significant way to improving the attractiveness of cycling to the University area, despite the topographical challenges to the north of the city centre.

Canterbury Academy

6.4.21 Around one fifth of the cycling demand and a small level of pedestrian demand would route towards the Chaucer Estate where the Canterbury Academy and Primary School are located. As shown in the audit, the cycling route to this area has been scored highly and so further improvements are not required here.

Abbey Area

6.4.22 Around one fifth of cycling demand and a small level of pedestrian demand would route to this area, so the measures below are focused particularly on strengthening cycling. To reach this area residents are most likely to route via Site N1 – Merton Park.

6.4.23 As described in Chapter 3, the Mountfield Park committed development will provide an improvement scheme for the route along Nunnery Fields, Oaten Hill, Upper Chantry Lane and their junctions with Old Dover Road and New Dover Road.

6.4.24 As set out in the Site N1 representations, the Merton Park development would build on these improvements to complete an orbital active travel corridor between Merton Park and the Abbey area. This could include wider footways and a give-way system on the carriageway through the Nunnery Fields bridge pinch point as shown in the example below, and upgrades to the Nunnery Fields / Old Dover Road junction consistent with the above drawing.

6.4.25 Again, the Hollow Lane site would take advantage of these improvements to be delivered by sites coming forward earlier in the Local Plan period.

Hospital Area

6.4.26 The secondary schools in this area would generate pupil demand from the site, and secondary age pupils typically can and want to travel to school independently; furthermore, the Hospital would be a significant employer and a general healthcare destination for residents. Demand analysis shows that around one fifth of pedestrian demand and a small level of cycling demand would route to this area.

6.4.27 Residents in the Hollow Lane site would route via the Merton Park site to reach this area. The transition between the two sites would need environmental improvements in the A2 underpass would as illustrated below.

Figure 6.12: Example for improvement of underpass (Edinburgh)

6.4.28 Once entering the Merton Park site, residents would take advantage of a network of dedicated high-quality active travel links.

6.4.29 Beyond Merton Park, while there is a designated pedestrian and cycle connection from Stuppington Lane (north) to Langton Lane, this route is currently unlit, isolated and can be overgrown with vegetation. However, the Merton Park development would be expected to upgrade this route, for example with appropriate lighting to encourage year-round use. It is also noted that natural surveillance of the route would increase with residential development located closer than now.

6.4.30 On this basis, the future baseline scenario will include a high-quality route for active travel between the Hollow Lane site and the Hospital area so further upgrades would not be required.

Chartham and Rural Area

6.4.31 Around one quarter of cycling demand and a small level of pedestrian demand would route into the rural areas south and west of the site, including Chartham.

6.4.32 As set out in the draft policy, the site would provide improvements such as footways, crossings and street lighting on New House Lane. While this would have limited benefit to residents of the Hollow Lane site, it would encourage residents around New House Lane to walk into the site to access the proposed school and community hub.

6.4.33 The site would provide appropriate connections into Larkey Valley Wood so that residents could access this area for recreational walks.

6.4.34 It would also be appropriate for the Hollow Lane site to make changes such as a segregated cycleway and/or traffic calming on Cockering Road to facilitate a safe and attractive cycling route to Chartham, as illustrated below. This would allow residents to cycle to facilities in Chartham village and the railway station for onward car-free travel.

Figure 6.13: Example of Semi-Rural Shared Footway / Cycleway – Capel le Ferne

6.5 Other Measures

6.5.1 The CDTS refers to the establishment of a cycle hire scheme in Canterbury during the first five years of the Local Plan period. Assuming that this becomes operational, a hire station would be installed in the Hollow Lane site so that residents who do not own their own cycle can still benefit from cycling to the city centre or University of Kent.

7 Measures to Promote Public Transport

7.1 Introduction

7.1.1 As shown in Chapter 3, Canterbury has comprehensive bus and rail links to many of the surrounding towns and to Greater London, and so it is clear that some residents already use non-car modes to travel beyond the city itself.

7.2 Draft Policy

7.2.1 The former draft policy for the Hollow Lane site included the following requirements for public transport:

> *4 - Access and transportation*
> *The access and transport strategy for the site should:*
> *(b) Provide improvements to Canterbury East station to include facilities for cycle parking and passenger flows;*
> *(c) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and the city centre;*

7.2.2 There are similar requirements for the neighbouring Policy N1.

7.3 Proposed Measures

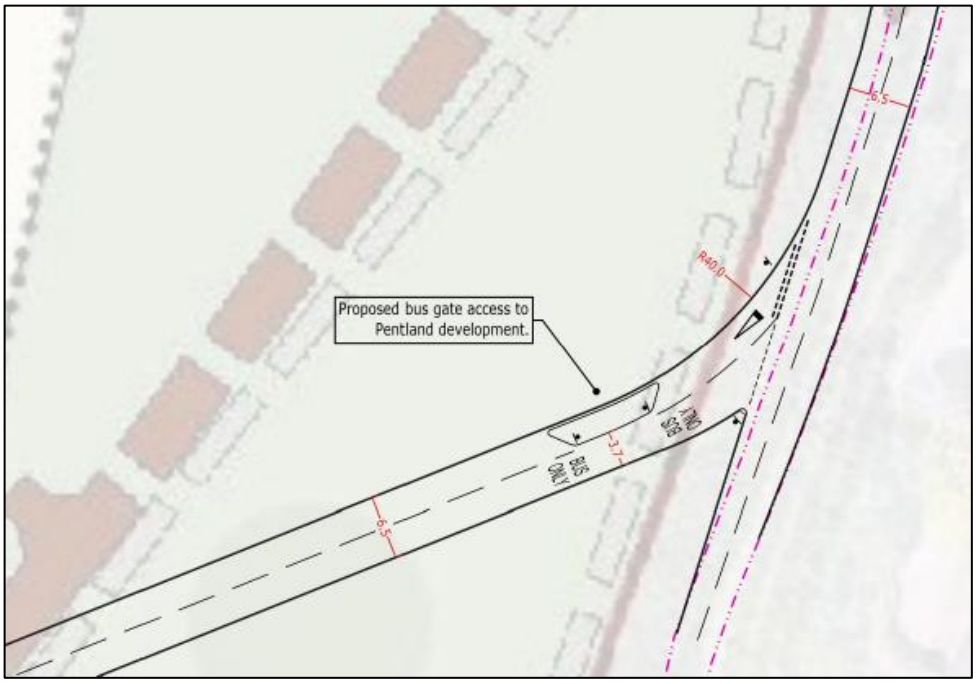
Bus Improvements

7.3.2 It is noted that both the developments within adopted Site 11 have an obligation to provide bus services via the Section 106 Agreements. This service will be available to residents of Hollow Lane and is therefore part of the baseline scenario, but the above requirement for this site to provide a bus route provides the opportunity for a holistic approach to serve all three sites.

7.3.3 Drawing the above considerations together, **Appendix G** shows an overall bus route between Ashford and Canterbury which could serve Cockering Farm, Saxon Fields, Merton Park and this site. An indicative timetabling exercise shows that this diversion could be accommodated with relatively minor timing changes, using four vehicles to provide a 30 minutes frequency.

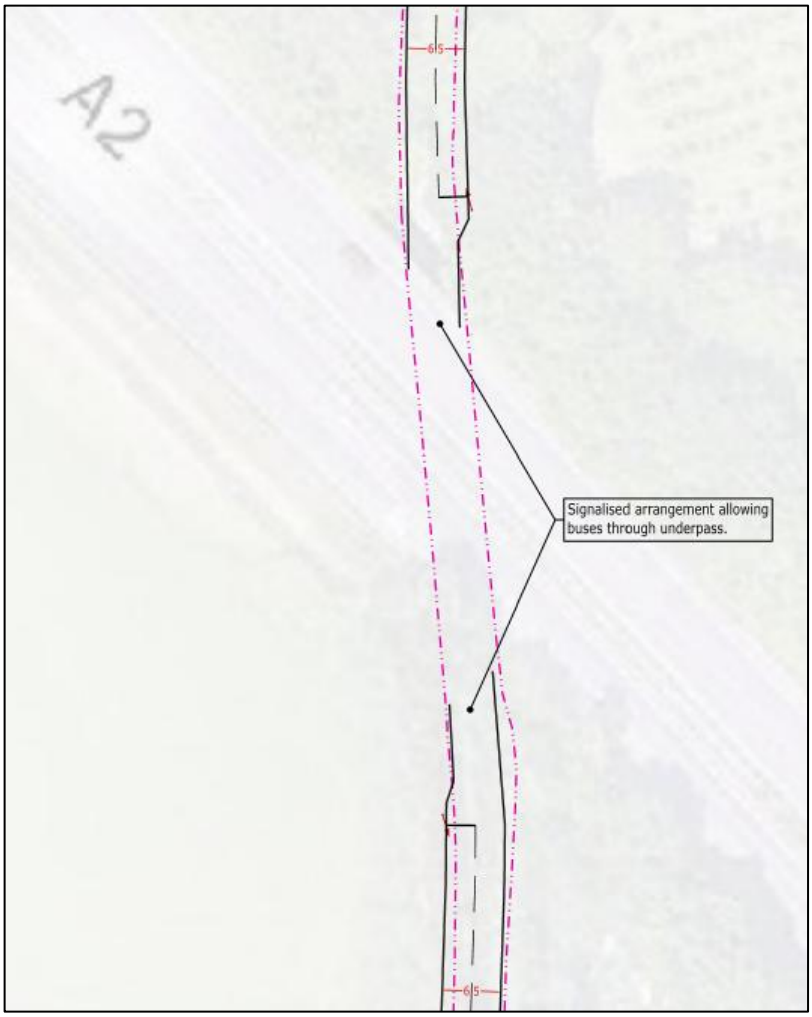
7.3.4 In terms of infrastructure, this route would use the existing adopted highway plus the internal road networks through Site 11 and Merton Park. This site would provide a ‘bus gate’ connection onto Hollow Lane as shown below.

Figure 7.1: Indicative Bus Gate onto Hollow Lane



7.3.5 To facilitate bus movements along Hollow Lane, some localised widening would be required to the north and south of the A2, which can be achieved within the promoter's land ownership. For the underpass of the A2 dual carriageway there is limited carriageway width so a shuttle signals arrangement could be provided here.

Figure 7.2: Indicative Traffic Signals at A2 Underpass



7.3.6 It should be possible to locate all of the dwellings in the Larchwood site and the Hollow Lane site within 400m of a bus stop, as well as most of the dwellings in the Saxon Fields site. In addition, the existing linear settlement along New House Lane would benefit from this proposal as this area currently has no bus services.

Rail Improvements

7.3.7 Due to its proximity to Canterbury East railway station, the development would generate additional passenger demand via the station and so as per the draft policy, the site would contribute towards improvements which would be agreed with CCC and Network Rail.

7.3.8 It is noted that other draft allocations in the Local Plan are expected to contribute towards platform extensions at Canterbury West station to accommodate 12-car trains.

7.3.9 Both of these proposed improvements will ensure that there is no suppression of demand for rail travel from Merton Park, which could limit the potential for modal shift.

7.3.10 Furthermore the proposed improvements to encourage cycling towards Chartham would enable some residents to cycle to Chartham Station to access rail services.

7.4 Longer Term Transport Innovation

7.4.1 Any prediction of future transport trends, both patterns of movement and the technology and solutions that support it, is challenging. However, it remains the case that the Local Plan period will coincide with apparent evolution in transport technology and opportunities to maximise sustainable travel will be missed if this is not embraced.

7.4.2 To do this, it is useful to set a hypothesis of how public transport may change, which is broadly considered to follow the following trends:

- **Digital services** – Contemporary buses benefit from real-time information, contactless payment and mobile ticketing which did not exist at the start of the 21st century - it is likely that further digital shifts will take place;
- Sustainable **propulsion –** There will be an increasing shift away from internal combustion engine (ICE) propulsion towards alternative fuels, most likely Battery Electric Vehicles (BEV) for local routes;
- **Smaller vehicles, more frequent** – To respond to the more granular needs of users and to challenge the dominance of the private car, the physical size and passenger capacity of public transport vehicles will reduce, coupled with an increase in frequency and flexibility on routing. In part, this will be facilitated by fleet opportunities offered by the aforementioned switch to BEV, but the full potential will be released by:
- **Vehicle Automation** – Driver costs represent a notable part of any public transport service and a constraint to smaller more frequent and flexible services. Automation will release this constraint and the technology is rapidly evolving. Such technology will further extend beyond public transport to home delivery services.

7.4.3 In the Canterbury context, the CDTS anticipates in the short term (by 2030) the “establishment of a Mobility as a Service platform. This is a digital service that allows for a variety of sustainable transportation modes to be paid for in one transaction.” The strategy also acknowledges the recent e-scooter trial in Canterbury and allows for the possibility that similar small powered vehicles will be legalised in the future.

7.4.4 Looking to the long term (by 2040), the CDTS mentions “A modular electric connected autonomous vehicle to reach smaller villages and settlements that cannot sustain a commercial bus service”. While this does not reflect the location of this site, it is likely that its residents will want to explore the attractive countryside which surrounds Canterbury and the proposal described here would easily facilitate this sort of journey.

8 Managing Residual Vehicle Trips

8.1 Overview

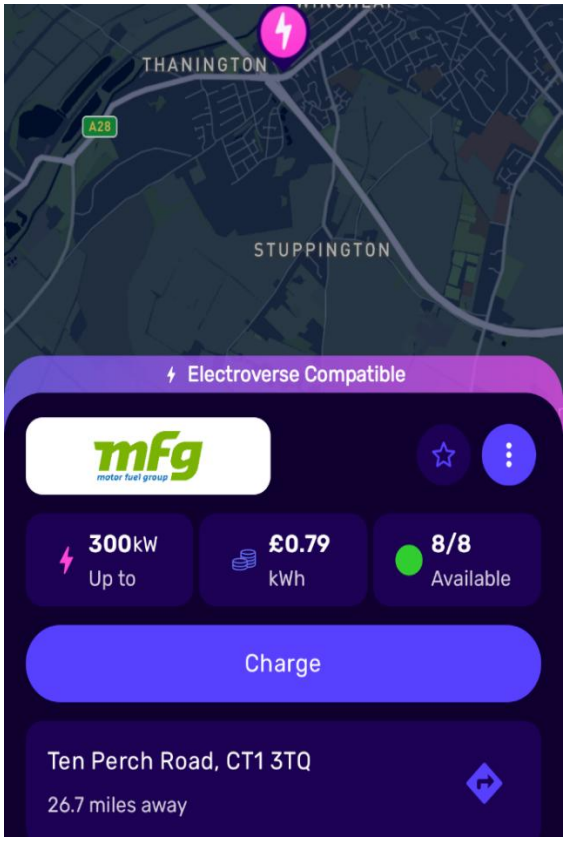
8.1.1 The measures in the preceding chapters aim to maximise the use of active travel and public transport modes in accordance with the NPPF and the draft Local Plan. However, the promoter appreciates that these modes will not cover all possible trips to all possible destinations at all possible times, and so private vehicles will remain part of the transport mix for the Hollow Lane site.

8.2 Parking and Electric Vehicles

8.2.1 The proposals will include EV charging points for all dwellings to support the continuing uptake of electric and hybrid vehicles, which now comprise 50% of new car registrations.[7]

8.2.2 Rapid chargers have the ability to charge a vehicle in as little as 20 minutes. There is already an ultra-rapid charger at Morrisons Wincheap as shown below, and further similar chargers could be provided within the Hollow Lane site.

Figure 8.1: Wincheap ultra-rapid charger



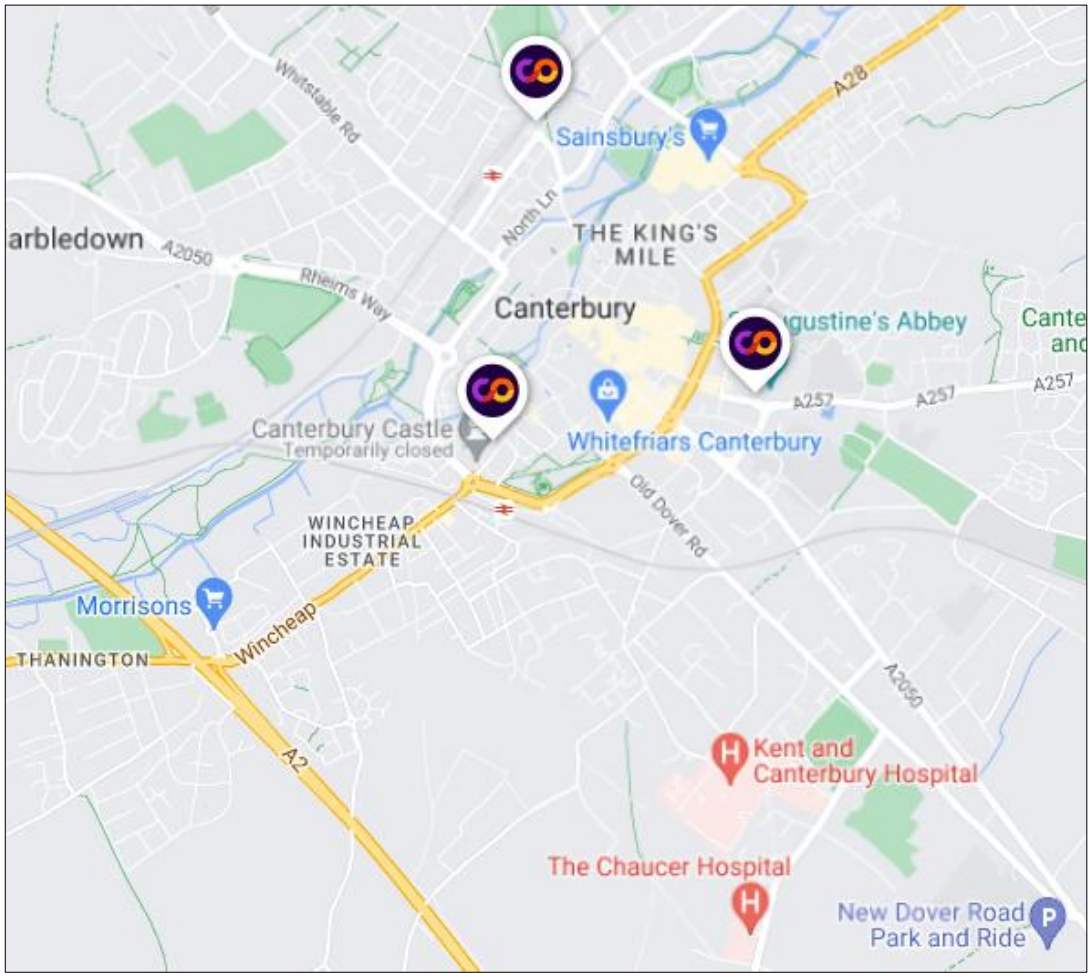
[7] SMMT https://www.smmt.co.uk/vehicle-data/car-registrations/

8.3 Car Club

8.3.1 A car club is a small group or organisation that agree to share one vehicle to reduce the individual and environmental costs of maintaining and running multiple personal cars. These can run on multiple scales, from a 'unofficial' neighbourhood agreement to large scale, nationwide businesses that provide and maintain one or more vehicles in a particular area for rental on a one-time or regular basis.

8.3.2 Co-Wheels is one such car club that maintains multiple vehicles across the country, for a rental cost per hour plus mileage and a monthly membership fee. Co-Wheels currently have 4 hybrid vehicles in Canterbury and further development such as this site would provide the economy of scale to support additional vehicles.

Figure 8.2: Co-Wheels Vehicles in Canterbury



8.4 Monitor and Manage

8.4.1 The scale of the site provides an opportunity to influence travel behaviour from the outset. The site will be covered by a comprehensive Framework Travel Plan (FTP) as is required by the NPPF which aligns with the "Monitor and Manage" approach used for Mountfield Park.

8.4.2 In the first instance, as set out within the Mountfield Park Section 106 Agreement, a Travel Plan Coordinator must be appointed prior to occupation of the first unit, who is responsible for implementing and promoting the Travel Plan, commissioning annual surveys, and providing up-to-date travel information, as well as being the main point of contact for travel related queries.

8.4.3 Travel Plan targets would be reviewed within 3 months of occupation of the 100th dwelling and then annually based on the baseline data collected. Targets, if met, would then be modified to be further challenging, in consultation with KCC and CCC, to ensure they are 'realistic and achievable'.

8.4.4 Annual Travel Surveys should be obtained from residents to monitor travel patterns, as well as the collection of traffic data through annual ATC surveys to 'establish trends in the level of vehicular traffic associated with Mountfield Park'.

8.4.5 The Travel Plan should be updated annually with an Annual Monitoring Report produced and distributed KCC, and the results shared with residents through, for example, noticeboards, websites, and social media. An annual launch of the Travel Plan is also recommended for new residents and to provide updates and travel support.

8.4.6 A budget would be decided and reviewed annually to assess the level of investment required to meet targets. Any on-going measures and management would be the responsibility of the Travel Plan Coordinator and the developer.

8.4.7 Sanctions for unmet targets would need to be discussed with CCC and KCC. The Planning Practice Guidance (PPG) states that these would "need to be reasonable and proportionate", and that non-financial sanctions may be more appropriate in some instances, such as increased marketing of sustainable modes.

8.4.8 The lifetime of the Mountfield Park TP was over 15 years, and it is likely that the Hollow Lane site TP would cover a similar period. The TPC should consider revised travel plan initiatives if it is deemed at an early stage that targets will not be met, and these should be "guided by the outcomes of the annual monitoring of the Travel Plan" before financial sanctions are adopted.

8.4.9 The proposed primary school on the site would have a bespoke TP in line with the Jambusters management process promoted by KCC Transport Innovations.[8]

8.4.10 The Travel Plan would aim to:

- Encourage all users (residents, employees, school pupils and visitors) to use active travel and public transport where possible;
- Make users of all the sustainable transport options available for their everyday journeys; and thereby
- Minimise single-occupancy private car trips associated with the site.

8.4.11 The developer or a management company would take on the role of Travel Plan Coordinator and this would include the following responsibilities:

- Promoting sustainable travel among residents and employees;
- Liaising with bus and rail operators;
- Acting as a contact point for travel queries from residents and employees;
- Monitoring travel patterns via surveys and reporting back to CCC and KCC;
- Agreeing modal share targets with CCC and KCC.

[8] KCC Jambusters https://jambusterstpms.co.uk/x.jsp?ano=86&category=school&topic=p2

9 Summary

9.1.1 This report provides a site-specific Sustainable Transport Strategy in support of the Land north of Hollow Lane site in the emerging Canterbury City Council Local Plan (2040). This follows a similar report which was produced for the adjoining Merton Park site, now Policy N1.

9.1.2 Set out herein is a comprehensive appraisal of the baseline context in which development of the site would come forward, including the current and emerging policy with regards to sustainable travel; the locational aspects of the site and its immediate surroundings; and finally a bespoke appraisal of the potential sustainable mobility demand. The latter provides a contemporary approach to assessing sustainable travel which seeks to quantify the demand for travel and provides the basis for an efficient and effective set of sustainable travel interventions that can most appropriately secure the policy objectives.

9.1.3 Those policy objectives are clear, both at a national and local level, that there should be a reemphasis on promoting highly sustainable development and a shift from conventional practices of predicting traffic demand and providing highway infrastructure accordingly. This policy context invites developments in highly sustainable locations to maximise the opportunities to use non-car modes and to reduce focus on addressing potential vehicle traffic implications. Such traffic constraints are typically inherent in the most sustainable locations, simply because they include a wide range of key services which attract demand from a wider area. So in this respect it would be counterproductive to avoid placing development in these most sustainable locations due to perceived traffic constraints.

9.1.4 Development of this site would be a clear example of this. As detailed in this report, the site has an exceptionally sustainable location, within walking distance of Canterbury city centre with access to the extensive ranges of services this entails, including education (from primary through to higher), health care, retail, employment and leisure. A detailed audit identifies localised constraints and opportunities for improvement, but these do not detract materially from the exceptional opportunity provided by the site.

9.1.5 It is expected that the neighbouring site N1 would come forward earlier in the Local Plan period and deliver a number of sustainable transport interventions, which this site would then be able to connect into to ensure high levels of sustainable transport.

9.1.6 It is the context of this opportunity that this report sets a highly aspirational transport ‘vision’. Key to that vision is taking advantage of the inherent potential in the location and a development of this site to make active travel and other sustainable modes of travel the natural first choices for residents, thus relegating car use.

9.1.7 To help achieve this vision, this report builds on the contextual review to provide targeted and efficient sustainable travel interventions for the Land north of Hollow Lane site, on corridors that have the opportunity to make a significant difference, particularly following the precedent from the allocation of the neighbouring Merton Park site.

9.1.8 It is concluded that allocation of this site would represent exemplary sustainable development, supporting the aims of the Canterbury District Transport Strategy and the latest National Planning Policy Framework. This has been used to inform traffic modelling of the proposals as set out in the accompanying Volume 2.

Appendix A KCC Guidance on Planning Applications

To: Members of the Joint Transportation Board.

From: David Brazier, Cabinet Member for Highways & Transport, Kent County Council

Subject: Involvement in the highway aspects of planning applications

Summary: KCC receives many requests from local Members asking to be kept informed and involved in the highways aspects of planning applications. Whilst KCC recognises Members intent is to understand the impacts and mitigations for planning applications to support their local communities, it is not possible for direct involvement for several reasons which are outlined in this report.

Recommendation: The JTB is asked to note the report.

1. Involvement in highways aspects of planning applications advisory note

1.1 Any pre-application advice is confidential and cannot be disclosed even under a Freedom Of Information request as it can affect the commercial viability of the site.

1.2 Once an application is submitted and KCC Highways are consulted officers have a 21-day turnaround time to submit the statutory response. The level of scrutiny that needs to take place on each application and the number of applications received would make any further consultation within this time period untenable.

1.3 Any correspondence on the application **must** be made via the Local Planning Authority (LPA). It is not possible for KCC Highways to have external discussions with developers/members of the public/Members or Parish Council's and other local organisations outside of this process.

1.4 KCC Highways, as a statutory consultee, need to give a response to the plans that are submitted before them based on the supporting evidence and **unbiased** technical opinion of the Highway Officer.

1.5 It is not the position of the Highway Authority to come up with better ideas, suggest alterations or to attempt to change the mindset of a developer who has presented a workable solution whether or not that solution is popular with local residents and businesses. Our response must be based on fact and cannot take account of assumptions or opinions of the local community.

1.6 Our responses cannot be influenced by political persuasion.

1.7 Our responses to the applications already set out the key impacts and any mitigation proposed, and this response is uploaded to the LPA website for all to see, in advance of the planning committee meeting.

1.8 Parish councils and Town councils are consulted at the same time as KCC Highways and all the details are available on the LPA website. Any comments from us can be viewed publicly.

1.9 In accordance with the National Planning Policy Framework there is **a presumption in favour of development** and it is the duty of KCC Highways to work with the developers to try to ensure that development can proceed.

1.10 KCC Highways ensure that development proposals align with both National and KCC Policies and Standards in all highway associated areas.

1.11 KCC Highways seek to promote sustainable travel options above that of the private car to offer a mode choice whenever possible.

1.12 KCC Highways offer update meetings to KCC Members at least twice per year to discuss the District/Borough Local Plan growth and associated highway infrastructure and any external funding bids.

1.13 KCC Highways ensure that any Transport Models used to support a proposal are validated, current and suitable.

1.14 KCC Highways will always determine the extent of the area to be covered by a Transport Assessment by scoping out the specific links and junctions on the network that are necessary in order for us to make an informed appraisal.

1.15 Mitigation is proposed by the developer for the scrutiny of KCC Highways. The only time a developer might be told what mitigation or contribution **must** be delivered is when the mitigation has been previously agreed as part of a wider District or Borough Transport Strategy and a policy has been attached to an allocated site setting out the infrastructure requirements required for the site to come forward. Such transport strategies and subsequent Infrastructure Delivery Plans will have been previously consulted upon and approved by the District and County Council Members.

1.16 KCC Highways Officers are fully aware that most of the allocated sites within a Local Plan, particularly the larger ones, are likely to be unpopular with neighbouring residents, particularly when being built on green space and impacting on views and amenity. Many people hinge their objections on highway impacts because we all use the road network on a daily basis, albeit walking, cycling, driving, by public transport etc. and are familiar with the local junctions and how they operate in peak traffic conditions. What they are often not aware of is that in the vast majority of cases the junctions that they report to be operating above capacity and causing extended queuing are not unusual traffic conditions and these same queues are replicated in exactly the same way in the majority of towns and also some villages across most of Kent and indeed across the country. Most of our network is historic and is constrained by frontage development, conservation and environmental constraints and listed building protection. In view of this it is not always possible to make physical improvements by expanding the road space to create more room to allow cars to travel through junctions more quickly. Often when these improvements are

carried out and the network operates better in a particular area, other traffic then assigns to the improved route and the former scenario quickly resumes.

1.17 KCC Highways, where possible, are not now looking to amend the network to accommodate more cars. Instead, they are looking to see how people could travel more sustainably from new development sites and are asking developers to provide the infrastructure to make this happen. This is known as "Vision and validate" or "decide and provide" as opposed to the former use of "predict and provide" which always looked at the worst-case future year scenario and tried to adjust the network to cope with it. The hope is that in the future it will be more inviting and easier to walk and cycle short trips than to use the private car and that public transport will be more accessible with reliable journey times.

1.18 KCC Highways officers appreciate that Members are trying hard to support their constituents by trying to change or prevent certain development proposals and its associated network changes but ultimately if a site has been allocated it needs to happen and KCC Highways will always work hard to ensure that the best possible outcome is achieved in terms of minimising highway impacts, promoting sustainability, and creating a sense of place. Inspectors are routinely approving appeals in favour of development. Congestion, journey time reliability and extended queuing are not often being upheld as reasons to refuse development. The only realistic chance of an appeal being upheld on highway grounds is if highway safety is directly compromised and this has to be robustly evidenced.

2. Recommendation

2.1 The JTB is asked to note the report.

3. Contract Details

David Brazier
Kent County Council
Cabinet Member, Highways & Transport

Appendix B Existing Sustainable Travel Networks

KEY

- Signed on-road cycle route
- Traffic-free - Surfaced
  Includes Bridleways, Restricted Byways and Byways Open to All Traffic
- Traffic-free - Unsurfaced
  Includes Bridleways, Restricted Byways and Byways Open to All Traffic.
- Unsigned routes –
  useful to link up your cycle journey
- Promoted route – on-road *
- Promoted route off-road – surfaced *

* Guides available for download from **explorekent.org**

- Pedestrianised roads
  Cycling permitted outside the hours of 10.30-16:00
- Footpath
- North Downs Way
  National Trail
- S1 School
  Named and numbered
- 1 Place of interest
  Named and numbered
- Bus stop
- H Hospital
- Visitor Information
- Bus Station
- Railway with station
- LC Level crossing
- Toucan crossing
- Pelican crossing
- Zebra crossing
- Bike shop
- EV Electric Vehicle Charging Point
- 1 16 National / Regional Cycle Network route number
- Step-free access to both platforms at railway stations
- Toilets
- P Cycle parking
- L Cycle lockers

In the city centre area cycle parking and toilet facilities are only shown on inset map overleaf

15 minutes walking will take you this far

15 minutes cycling will take you this far

15 minutes cycling will take you this far

N

Kilometres 0 0.5 1

Miles 0 0.5

CYCLE TO SCHOOL

- S1 Blean Primary School
- S2 The Archbishops School
- S3 St Stephens Junior School
- S4 St Stephens Infant School
- S5 Parkside Community Primary School
- S6 St Johns C of E Primary School
- S7 St Thomas Catholic Primary School, Canterbury
- S8 St Peters Methodist Primary School, Canterbury
- S9 Barton Court Grammar School
- S10 Pilgrims Way Primary School
- S11 Simon Langton Girls Grammar School
- S12 St Anselms Catholic School, Canterbury
- S13 Simon Langton Grammar School for Boys
- S14 St Nicholas School
- S15 The Orchard School
- S16 Wincheap Foundation Primary School
- S17 East Kent Health Needs Education Service
- S18 The Canterbury Primary School
- S19 The Canterbury Academy

Main Bus Routes in Canterbury

unibus The University of Kent is served by frequent buses.

uni 1 Direct between the Uni and City Centre.

uni 2 Between Hales Place, Uni, St Dunstan's West Station and City Centre.

5 to/from Whitstable & Seasalter

400 401 to/from Whitstable

600 601 602 to/from Herne Bay

8 to/from Thanet

3 X3 to/from Faversham, Sittingbourne & Maidstone

1A 1X to/from Chartham & Ashford

43 to/from Sandwich

12 to/from Whitfield, Deal

15 to/from Dover

16 to/from Folkestone

17 to/from Elham Valley, Cheriton & Folkestone

89 to/from Aylesham

18 to/from Hythe

P&R

University of Kent

Park Wood

Darwin College

Keynes College

The Archbishop's School

Canterbury Innovation Centre

Hales Place

Vauxhall Lakes

ASDA

Civic Centre

Sainsbury's

St Stephen's

Canterbury West

Canterbury East

St Dunstan's

Harbledown

London Road Estate

The Canterbury Academy

Whitefriars Shopping Centre & TESCO

Bus Station

Canterbury Cathedral

St Augustine's Abbey

North Canterbury Christ Church University

Barton Court Grammar School

Canterbury College

Spring Lane Estate

Barton Estate

Martyrs Field

Thanington

Wincheap Retail Park

Kent County Cricket Club

Kent and Canterbury Hospital

Simon Langton Girls' Grammar School

Simon Langton Grammar School for Boys

St. Anselm's School

Giles Lane

St. Stephens Hill

Downs Road

Bawden Cl.

Long Meadow Way

Tenterden Drive

Headcorn Drive

Manwood Ave.

The Terrace

Hales Drive

Farleigh Road

St. Stephens Road

Broad Oak Road

Beaconsfield Rd

University Road

St. Thomas Hill

Whitstable Road

Cherry Garden Road

Westgate Court Avenue

Harbledown By-Pass

A2050

Church Hill

Summer Hill

Mill Lane

Knight Avenue

Wife of Bath Hill

Priest's Ave.

Merchants Way

Whitehall Road

Rheims Way

London Road

St Dunstan's St

Station Rd West

North Lane

Pound Lane

Broad St.

Canterbury By-Pass

Great Stour

Cotton Road

Simmonds Road

Cow Lane

Wincheap

Ashford Road

Thanington Road

Strangers Lane

St. Nicholas Road

Cockering Road

A2(T)

Oxford Road

Nunnery Road

Nunnery Fields

Puckle Lane

St. Canterbury Rd.

Ethelbert Road

Old Dover Road

New Dover Road

Nackington Road

Rhodaus Town

Pin Hill

Castle St.

Bridge St.

Upp. Bridge St. Place

St. Georges Lane

St. Georges Street

High St.

St.Peter's St.

St.Peter's Pl.

Burgate

Broad Street

Longport

Holmes Road

Chantry Lane

Lower Chantry Lane

St. Augustines Rd.

Mount Road

Barton Road

Pilgrims Way

Spring Lane

Sussex Avenue

Hampshire Road

Kent Avenue

Warwick Road

St. Martin's Hill

Littlebourne Road

Vauxhall Ave.

Sturry Road

Old Park Ave.

Reed Avenue

Kingsmead Road

Great Stour

Chaucer Road

Military Road

Northgate

Broad St.

Stagecoach

Canterbury Network Map 050524

KEY

Main Bus Service Routes

- 1A 1X about every hour (every 30 mins to Chartham)
- 3 X3 every 30 minutes
- 21 21A up to every 20 minutes
- 22 up to every 15 minutes
- 23 every 20 minutes
- 23A every 60 minutes
- 25 up to every 10 minutes (Mon - Fri)
- 400 401 every 30 minutes
- 600 601 every 30 minutes
- 602 every 60 minutes

Other / Combined Routes

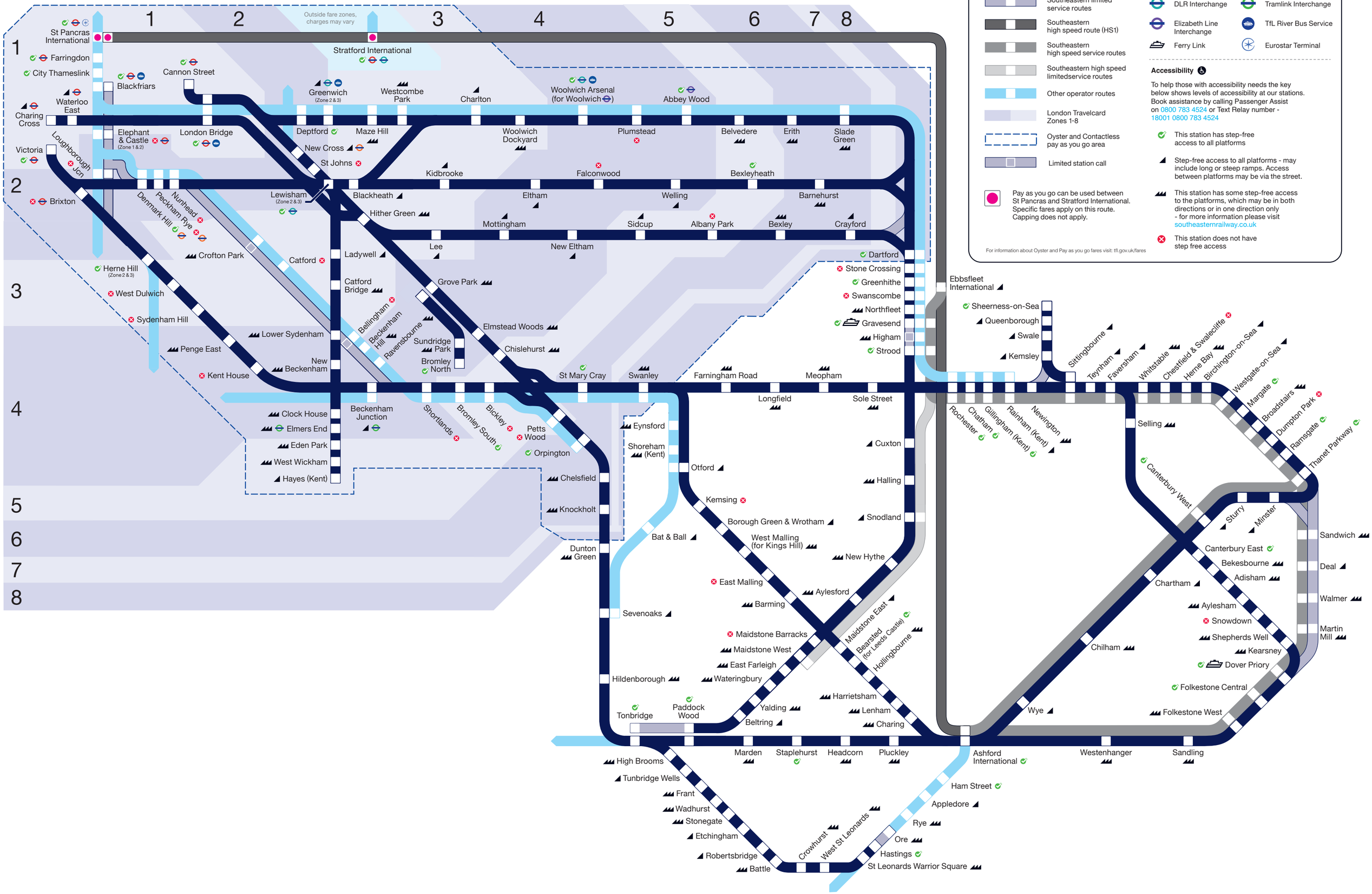
P&R Park & Ride site

Railway line and Station

Hospital

An approximate guide to Mon - Sat daytime frequencies which may vary particularly at school peak time.

Southeastern network map



Southeastern routes

Southeastern limited service routes

Southeastern high speed route (HS1)

Southeastern high speed service routes

Southeastern high speed limitedservice routes

Other operator routes

London Travelcard Zones 1-8

Oyster and Contactless pay as you go area

Limited station call

Pay as you go can be used between St Pancras and Stratford International. Specific fares apply on this route. Capping does not apply.

For information about Oyster and Pay as you go fares visit: tfl.gov.uk/fares

Underground Interchange

Overground Interchange

DLR Interchange

Tramlink Interchange

Elizabeth Line Interchange

TfL River Bus Service

Ferry Link

Eurostar Terminal

Accessibility

To help those with accessibility needs the key below shows levels of accessibility at our stations. Book assistance by calling Passenger Assist on 0800 783 4524 or Text Relay number - 18001 0800 783 4524

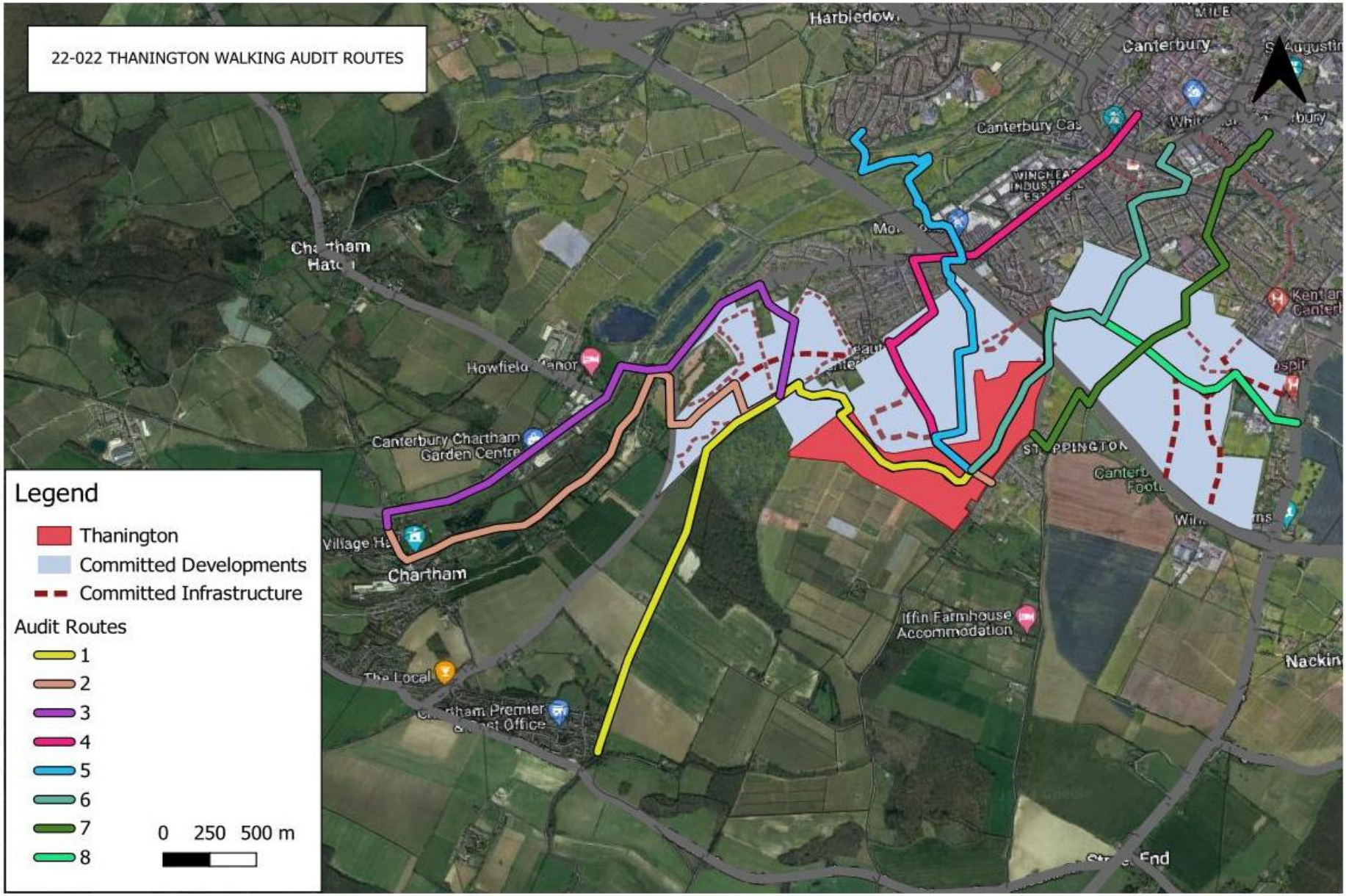
This station has step-free access to all platforms

Step-free access to all platforms - may include long or steep ramps. Access between platforms may be via the street.

This station has some step-free access to the platforms, which may be in both directions or in one direction only - for more information please visit southeasternrailway.co.uk

This station does not have step free access

Appendix C Active Travel Audit


22-022 THANINGTON WALKING AUDIT ROUTES
Legend
Thanington
Committed Developments
Committed Infrastructure
Audit Routes
1
2
3
4
5
6
7
8
0 250 500 m
Harbledown
Canterbury
Canterbury Cas
Howfield Manor
Canterbury Chartham Garden Centre
Chartham
Iffin Farmhouse Accommodation
The Local
Nackin
End

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**0**	Route completely rural through woodland and farmland	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**0**	Route completely isolated	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**0**	No streetlighting/lighting of any kind, very isolated	
ATTRACTIVENESS				**2**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	Surface very uneven and some parts blocked by trees requiring climbing over roots etc.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**0**	Footways towards Chartham (south) are narrow/surounded on both sides by hedges	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**2**	The crossings either end of the route are of high quality	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**	No vehicles as route not along a road	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**0**	Very steep gradient on southern portion of route	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**0**		
COMFORT				**4**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**1**	Most direct route to south Chartham	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**	Crossings at either end of route of a high quality	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**	Crossings either end do not cause delay as very low road traffic	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**	No signalised crossings on this route	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**0**	Completely inaccessible for wheelchairs, prams etc. Good route for dog walkers	
DIRECTNESS				**9**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**	Route nowhere near roads and only residential roads either end	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**		
SAFETY				**6**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**2**		
COHERENCE				**2**		
			Total Score	**23**		

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Overgrown entrance to stile that crosses Milton Manor Rd	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	0	Route is isolated - through fields	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Have to cross Milton Manor Rd	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			0	No lighting through fields	
ATTRACTIVENESS				2		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Footway is mud track for majority of route	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	Footways narrow and would require walking single file	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0	No formal crossing points	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	Steep slope into Stuppington Site but residents can use	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			0	Stiles are not accessible	
COMFORT				6		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0		Train crossing to Chartham Station associated with significant delays
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No signalised crossings	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	Could be confusion finding the footway through hedges etc. Footway leads through several different fields	
DIRECTNESS				9		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Traffic volumes on Milton Manor Rd relatively low but need to cross directly, and there is no crossing	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	No dropped kerbs	
COHERENCE				0		
			Total Score	22		

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1		Overgrown vegetation obstructs path
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1		Large stretches without natural surveillance despite being roadside
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0		Footpath narrow in places requiring waiting on wider sections, if people have dogs etc.
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				10		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1		Road is busy so there is some delay
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		Crossing not signalised
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		Crossing not signalised
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	0		Footway is narrow and traffic extremely close
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	0		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1		
SAFETY				1		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1		Dropped kerbs could be improved in quality
COHERENCE				1		
			Total Score	28		

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions	Proposed Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2			2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1			1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2			2
ATTRACTIVENESS				7			7
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Occasional crossovers particularly closer to the city centre and business park, but unlikely to cause a trip hazard		1
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2			2
COMFORT				11			11
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	1			1
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	Significant delays for pedestrians leading to walking on the red man		0
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	Crossings are in multiple - sometimes up to 4 stages and each takes sometimes over a minute to change		0
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	Crossings do create severance issues, including the underpasses towards city centre	Replace ring road crossing with at-grade crossing	2
DIRECTNESS				6			7
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1			1
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1			1
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Visibility at crossings could be better - traffic from all directions		1
SAFETY				3			3
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2			2
COHERENCE				2			2
			Total Score	29			30

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions	Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some overgrown areas past the marshes, Whitehall Road up the steep bank		1
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	0	Some vandalism over the railway bridge - isolated and dodgy looking/feeling		0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2			2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			0	Lighting deficient in the park		0
ATTRACTIVENESS				3			3
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	0	Path through the park is of good quality, particularly around the perimeter, but Whitehall Road onwards through to Franklyn Road has hazardous sections		0
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	The inudstrial estate has good quality paths until Whitehall Road, some sections from here are narrow		1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	The railway crossing to Whitehall Road is difficult to navigate with people coming from different directions - if this were to become a busier route this could become problematic		1
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	0	Incredibly steep bank from Whitehall Road to Franklyn		0
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Train crossing acts as a barrier, as well as steep stairs, railway bridge, the surface of the most direct path through the park…		1
COMFORT				5			5
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	0	Significant delays for pedestrians leading to walking on the red man. Also a train crossing		0
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	0	Crossings are in multiple - sometimes up to 4 stages and each takes sometimes over a minute to change		0
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	Crossings do create severance issues, including the underpasses towards city centre	Replace ring road crossing with at-grade crossing	2
DIRECTNESS				7			8
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2			2
SAFETY				6			6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2			2
COHERENCE				2			2
			Total Score	23			24

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions	Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some littering/disrepair in Lime Kiln Rd		1
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	0			0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1	Wincheap Roundabout is extremely busy and difficult to		1
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Lack of lighting rear entrance of Station/Lime Kiln Rd. Short section on Hollow Lane where footpath is isolated	Add lighting to this section	2
ATTRACTIVENESS				3			4
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	0	Large puddles, uneven footways to rear of Canterbury East Station	Improve substandards footway	2
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Lime Kiln Rd narrow		1
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			0			0
COMFORT				7			9
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2			2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2			2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2			2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	Crossings do create severance issues, including the underpasses towards city centre	Replace ring road crossing with at-grade crossing	2
DIRECTNESS				11			12
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2			2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2			2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2			2
SAFETY				6			6
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2			2
COHERENCE				2			2
			Total Score	29			33

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

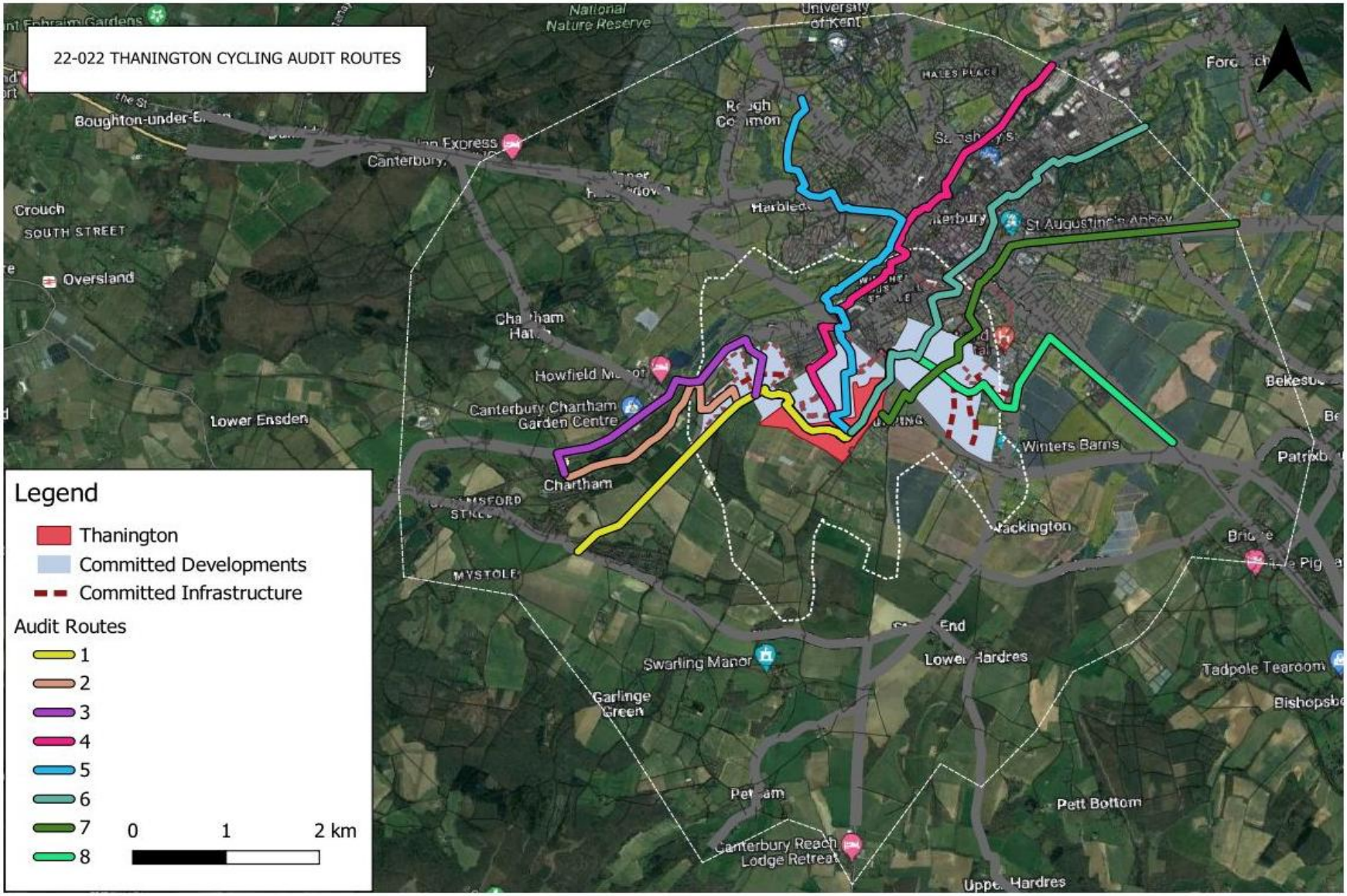
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Some overgrown vegetation on footpath between Thanington and Merton (adjacent to Stuppington Rd)	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	Bollards and bins/refuse sacks Entrance to the footpath through to Merton is not	
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Paving cracked and uneven in places (Upper Chantry Lane). Section of route between Thanington and Merton that is overgrown footpath (off Iffin Lane)	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Occasional narrowing due to bollards and bridge on Nunnery Fields	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Bins causing obstruction on footways	
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Short stretch of Iffin Lane requires walking in road to access footpath through to	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				5		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1	Stuppington Lane would benefit from crossing at junction with S Canterbury Rd	
COHERENCE				1		
			Total Score	31		

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Route overlooked by Merton overall - short section on Hollow Lane where footpath is isolated and goes	
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	Footway along Hollow Lane is dirt path (on the bank)	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				12		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				12		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2		
COHERENCE				2		
			Total Score	40		


22-022 THANINGTON CYCLING AUDIT ROUTES
Legend
Thanington
Committed Developments
Committed Infrastructure
Audit Routes
1
2
3
4
5
6
7
8
0
1
2 km
National Nature Reserve
University of Kent
Boughton-under-E
Canterbury
Crouch
SOUTH STREET
Oversland
Lower Ensden
Howfield
Canterbury Chartham Garden Centre
Chartham
MYSTOLE
Swarling Manor
Garlinge Green
Pett Bottom
Canterbury Reach Lodge Retreat
St Augustine's Abbey
Winters Barns
Jackington
Tadpole Tearoom

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Route is primarily straight with few disruptions/interruptions - cyclists would use the same route as vehicles and face similar delays - connections are not dedicated		1
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2			2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			1
Directness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			2
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			1

	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Cyclists subject to same delays as vehicles meaning cyclists may not always be able to pass slow vehicles		1
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	0	Route steep in sections on Cockering Road		0
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Subject to national speed limit	Could be reduced/traffic calmed	1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Little to no traffic on northern section (east of Milton Manor Road)		1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	Most of route is on road	Cycle lane should be extended along Cockering Road to Chartham	0

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Infrequent side road	Treatments could be improved to separate cycle and vehicle traffic entirely	1
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			2
omfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles	2			2

C	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	Cycles are on road		0
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	0	Lighting would be beneficial	Add lighting	0
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1			1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	0			0
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	1			1
							Audit Score	28			30

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The section leading south and then crossing Milton Manor Road is a barrier and need to cross stiles		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
Directness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2			

	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Milton Manor Rd 60mph		
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2			
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2			
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			

	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	Sometimes there are sheep in field, again requires crossing stile / road and the route isn't continuous from Milton Manor - it cuts across grass before resuming in Brett Park.		
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	There are sections where the route/surface could be improved in Brett Park		
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles	2			
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2			
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Signage in Chartham could be improved and within Brett Park		
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	0	No lights within Brett Park		

Attractiveness			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	36			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Routes aren't continuous with dedicated cycle infrastructure		
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	Requires crossing junctions and waiting - route would go from dedicated cycle route within site to residential road (Strangers Lane) to A28 route		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
ness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	Semi-direct to Chartham - not as direct as R1 and R2		
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1			

Directn	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	As route is on road, cyclists can pass slow traffic but depending on whether vehicle is coming the other way		
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	1	A28 is steep on some sections		
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0			

Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	Cyclists on road		
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0			
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	More potential for kerbside conflict to the east towards residentila part of city		
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			

Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	No dedicated cycle route		
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			

	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	28			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2	No dedicated connections - would need to cycle on road or share footways		
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	Continuous route would be on road - footway/cycleway route would require waiting at signalised crossings		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
ness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1			

Directn	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Due to volume of traffic on road routes, possible that cyclists may not be able to pass slow moving traffic		
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Traffic volumes moderate on road		

Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	Cyclists on road for large portion of route		
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0			
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	Vehicles parked on kerbs and roadside, bus stops, delivery vehicles etc.		
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	Guardrails, fences etc present with little evasion room		

Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2	Most of route is national cycle route		
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	Widths meet minimum where cyclists are separated		
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			

	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	34			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	No dedicated routes across junctions but sections can be navigated between across signalised crossings etc. The walking route is too steep and inappropriate for bicycles so it is recommended that bicycles use the NCR to travel north where there is a cycle path, to access the schools/university etc.		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
Directness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			

	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	Some routes are narrow and shared with pedestrians - not always possible to pass them unless they move out the way		
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	The walking route is too steep and inappropriate for bicycles so it is recommended that bicycles use the NCR to travel east along Whitehall Road and then north where there is a cycle path, to access the schools etc.		
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2			
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2	Majority of route is away from motor traffic		

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	2			
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	2			
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			
omfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2			
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	0	NCR and route within park is not lit		
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0	NCR is not overlooked		
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	40			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1			
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	No dedicated cycle provision through junctions - cyclists have to stop at junctions along Lime Kiln Road for cars		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
ness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			

Directn	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	0	Cars have priority at junctions with Lime Kiln Road		
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1			
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0			

Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0			
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0			
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1			
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			

Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1			
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			

	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	33			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	2			
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1			
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
Directness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0			
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			

	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1			
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0			
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0			
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0			

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	0	Many side roads along Nunnery Fields, Oaten Hill etc. to the A2050 that are not separated from cycle movements.		
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Cycle lane markings are present but are 'messy' with the adjacent road markings, yellow lines etc. Could be made clearer. Road markings in the area faded in some places. Also goes from bus/taxi lane to cycle lane for short confusing stretches on A257 .		
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Parked vehicles, jutting kerbs, narrowed sections and many junctions etc that pose obstacles to cyclists		
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	As above		
omfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			

C	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Cycle lanes narrow where present		
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	29			0

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1			
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	No cycle lane intergration from school to Nackington		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1			
ness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2			
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2			

Directn	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1			
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2			
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2			
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1			
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Within site speeds approx 30mph?		
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1			

Safety	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	No cycle lane on Nackington/Old Dover Rd		
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1			
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2			
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	Kerb side activity e.g. parked cars on Old Dover Road		
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2			

Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2			
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2			
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	Approx half of the route is dedicated cycle route of appropriate width		
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2			
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2			
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2			
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			

	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	2			
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2			
							Audit Score	39			0

Appendix D Modal Share Summary

22-022-EXL-033 Merton Park - Site C7

*Information as found in 22-022-023 Rev A

Table 1

Bus 2	BS Triangle
	BS 3
	BS 5
	BS 6
	BS 8A/ 8 Breeze
	BS 12/15/16
	BS 43
	various
Bus 1	BS 1A
	BS 1X
Rail 1	Cant E - London Victoria
	Cant E - Dover Priory
Rail 2	Cant W - Lnd St Pancras
	Cant W - Lnd Charing Cross
	Cant W - Ramsgate
	Cant W - Margate

Train Services and Stations				
Cant E - London Victoria	**Cant E - Dover Priory**	**Cant W - Lnd St Pancras**	**Cant W - Lnd Charing Cross**	**Cant W - Margate**
Selling	Bekesbourne	Ashford International	Chartham	Sturry
Faversham	Adisham	Ebbsfleet International	Chilham	Minster
Teynham	Aylesham	Stratford International	Wye	Thanet Parkway
Sittingbourne	Snowdown	London St Pancras	Ashford International	Ramsgate
Newington	Shepherds Well		etc	Broadstairs
etc	Kearsney (Kent)		London Bridge	Margate
London Victoria	Dover Priory			

Table 2

Routes Audited

Route No	Route Name
1	Chartham village - east
2	Chartham village - west
3	Chartham village - via A28
4	City Centre via A28
5	Harbledown
6	City Centre via Lime Kiln Road
7	City Centre via Nunnery Fields
8	Hospital and Simon Langton

22-022-EXL-033 Site C7

Zone Location	Zone ID	Name	Sustainable Alternative	Most Attractive Route	Mode Shift Maximum Potential	Site C7 All Arrivals AM Peak Hour	Site C7 All Arrivals PM Peak Hour	Site C7 All Departures AM Peak Hour	Site C7 All Departures PM Peak Hour	Total Flows in Both Peak Hours Absolute	Total Flows in Both Peak Hours %	Site C7 Sust. Arrivals AM Peak Hour	Site C7 Sust. Arrivals PM Peak Hour	Site C7 Sust. Departures AM Peak Hour	Site C7 Sust. Departures PM Peak Hour	Site C7 Veh. Arrivals AM Peak Hour	Site C7 Veh. Arrivals PM Peak Hour	Site C7 Veh. Departures AM Peak Hour	Site C7 Veh. Departures PM Peak Hour
						80	156	139	97	472	100.0%	17	40	37	28	62	115	102	70
Chilham/ Godmersham	101001	Ashford 001B	Y	BS 1X	100%	0.78	0.97	0.69	0.89	3.32	0.01	0.25	0.31	0.22	0.29	0.53	0.66	0.47	0.61
Chilham/ Godmersham	101002	Ashford 001C	Y	BS 1X	100%	1.06	2.40	2.04	1.92	7.42	0.02	0.15	0.34	0.29	0.27	0.91	2.07	1.76	1.65
Herne Bay Centre	102001	Canterbury 001A	Y	-	100%	0.15	0.17	0.33	0.22	0.88	0.00	0.00	0.00	0.00	0.00	0.15	0.17	0.33	0.22
Herne Bay Centre	102002	Canterbury 001B	Y	-	100%	0.15	0.10	0.10	0.10	0.45	0.00	0.00	0.00	0.00	0.00	0.15	0.10	0.10	0.10
Herne Bay Centre	102003	Canterbury 001C	Y	-	100%	0.09	0.08	0.15	0.12	0.43	0.00	0.00	0.00	0.00	0.00	0.09	0.08	0.15	0.12
Herne Bay Centre	102004	Canterbury 001D	Y	-	100%	0.14	0.09	0.10	0.10	0.42	0.00	0.00	0.00	0.00	0.00	0.14	0.09	0.10	0.10
Herne Bay Centre	102005	Canterbury 001E	Y	-	100%	0.15	0.14	0.14	0.12	0.55	0.00	0.00	0.00	0.00	0.00	0.15	0.14	0.14	0.12
Herne Bay East	102006	Canterbury 002A	Y	-	100%	0.18	0.12	0.12	0.15	0.56	0.00	0.00	0.00	0.00	0.00	0.18	0.12	0.12	0.15
Herne Bay East	102007	Canterbury 002B	Y	-	100%	0.11	0.09	0.08	0.09	0.37	0.00	0.00	0.00	0.00	0.00	0.11	0.09	0.08	0.09
Herne Bay East	102008	Canterbury 002C	Y	-	100%	0.12	0.10	0.09	0.10	0.41	0.00	0.00	0.00	0.00	0.00	0.12	0.10	0.09	0.10
Herne Bay East	102009	Canterbury 002D	Y	-	100%	0.12	0.10	0.10	0.10	0.42	0.00	0.00	0.00	0.00	0.00	0.12	0.10	0.10	0.10
Herne Bay Centre-west	102010	Canterbury 003A	Y	-	100%	0.16	0.29	0.71	0.25	1.41	0.00	0.00	0.00	0.00	0.00	0.16	0.29	0.71	0.25
Herne Bay Centre-west	102011	Canterbury 003B	Y	-	100%	0.10	0.06	0.09	0.15	0.39	0.00	0.00	0.00	0.00	0.00	0.10	0.06	0.09	0.15
Herne Bay Centre-west	102012	Canterbury 003C	Y	-	100%	0.08	0.06	0.07	0.09	0.30	0.00	0.00	0.00	0.00	0.00	0.08	0.06	0.07	0.09
Herne Bay Centre-west	102013	Canterbury 003D	Y	-	100%	0.11	0.10	0.11	0.08	0.39	0.00	0.00	0.00	0.00	0.00	0.11	0.10	0.11	0.08
Herne Bay Centre-west	102014	Canterbury 003E	Y	-	100%	0.10	0.08	0.11	0.13	0.41	0.00	0.00	0.00	0.00	0.00	0.10	0.08	0.11	0.13
Whitstable East	102015	Canterbury 004A	Y	-	100%	0.09	0.05	0.08	0.12	0.34	0.00	0.00	0.00	0.00	0.00	0.09	0.05	0.08	0.12
Herne Bay West	102016	Canterbury 004B	Y	-	100%	0.16	0.13	0.13	0.31	0.74	0.00	0.00	0.00	0.00	0.00	0.16	0.13	0.13	0.31
Herne Bay West	102017	Canterbury 004C	Y	-	100%	0.08	0.05	0.06	0.12	0.31	0.00	0.00	0.00	0.00	0.00	0.08	0.05	0.06	0.12
Herne Bay West	102018	Canterbury 004D	Y	-	100%	0.09	0.07	0.12	0.11	0.40	0.00	0.00	0.00	0.00	0.00	0.09	0.07	0.12	0.11
Herne Bay West	102019	Canterbury 004E	Y	-	100%	0.10	0.09	0.08	0.16	0.42	0.00	0.00	0.00	0.00	0.00	0.10	0.09	0.08	0.16
Whitstable East	102020	Canterbury 005A	Y	-	100%	0.13	0.12	0.14	0.30	0.69	0.00	0.00	0.00	0.00	0.00	0.13	0.12	0.14	0.30
Whitstable East	102021	Canterbury 005B	Y	-	100%	0.12	0.13	0.21	0.25	0.72	0.00	0.00	0.00	0.00	0.00	0.12	0.13	0.21	0.25
Whitstable East	102022	Canterbury 005C	Y	-	100%	0.20	0.66	1.51	0.34	2.71	0.01	0.00	0.00	0.00	0.00	0.20	0.66	1.51	0.34
Whitstable East	102023	Canterbury 005D	Y	-	100%	0.07	0.06	0.07	0.12	0.31	0.00	0.00	0.00	0.00	0.00	0.07	0.06	0.07	0.12
Whitstable East	102024	Canterbury 005E	Y	-	100%	0.09	0.08	0.16	0.12	0.46	0.00	0.00	0.00	0.00	0.00	0.09	0.08	0.16	0.12
Herne Bay South	102025	Canterbury 006A	Y	-	100%	0.21	0.27	0.25	0.22	0.95	0.00	0.00	0.00	0.00	0.00	0.21	0.27	0.25	0.22
Herne Bay South	102026	Canterbury 006B	Y	-	100%	0.13	0.07	0.08	0.14	0.42	0.00	0.00	0.00	0.00	0.00	0.13	0.07	0.08	0.14
Herne Bay South	102027	Canterbury 006C	Y	-	100%	0.21	0.16	0.15	0.27	0.78	0.00	0.00	0.00	0.00	0.00	0.21	0.16	0.15	0.27
Herne Bay South	102028	Canterbury 006D	Y	-	100%	0.18	0.17	0.15	0.17	0.67	0.00	0.00	0.00	0.00	0.00	0.18	0.17	0.15	0.17
Herne Bay South	102029	Canterbury 006E	Y	-	100%	0.17	0.14	0.15	0.27	0.74	0.00	0.00	0.00	0.00	0.00	0.17	0.14	0.15	0.27
Whitstable Centre	102030	Canterbury 007A	Y		100%	0.09	0.09	0.08	0.18	0.44	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.08	0.18
Whitstable Centre	102031	Canterbury 007B	Y	-	100%	0.08	0.08	0.05	0.18	0.39	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.05	0.18
Whitstable Centre	102032	Canterbury 007C	Y	-	100%	0.06	0.05	0.05	0.10	0.26	0.00	0.00	0.00	0.00	0.00	0.06	0.05	0.05	0.10
Whitstable Centre	102033	Canterbury 007D	Y	-	100%	0.06	0.07	0.07	0.14	0.34	0.00	0.00	0.00	0.00	0.00	0.06	0.07	0.07	0.14
Whitstable Centre	102034	Canterbury 007E	Y	-	100%	0.08	0.13	0.12	0.19	0.52	0.00	0.00	0.00	0.00	0.00	0.08	0.13	0.12	0.19
Whitstable Centre-West	102035	Canterbury 008A	Y	-	100%	0.08	0.10	0.10	0.14	0.42	0.00	0.00	0.00	0.00	0.00	0.08	0.10	0.10	0.14
Whitstable Centre-West	102036	Canterbury 008B	Y	-	100%	0.07	0.06	0.10	0.10	0.33	0.00	0.00	0.00	0.00	0.00	0.07	0.06	0.10	0.10
Whitstable Centre-West	102037	Canterbury 008C	Y	-	100%	0.07	0.09	0.14	0.11	0.41	0.00	0.00	0.00	0.00	0.00	0.07	0.09	0.14	0.11
Whitstable Centre-West	102038	Canterbury 008D	Y	-	100%	0.06	0.07	0.11	0.10	0.33	0.00	0.00	0.00	0.00	0.00	0.06	0.07	0.11	0.10
Whitstable Centre-West	102039	Canterbury 008E	Y	-	100%	0.08	0.05	0.13	0.12	0.38	0.00	0.00	0.00	0.00	0.00	0.08	0.05	0.13	0.12
Whitstable West	102040	Canterbury 009A	Y	-	100%	0.17	0.46	0.73	0.45	1.80	0.00	0.00	0.00	0.00	0.00	0.17	0.46	0.73	0.45
Whitstable West	102041	Canterbury 009B	Y	-	100%	0.08	0.05	0.11	0.11	0.34	0.00	0.00	0.00	0.00	0.00	0.08	0.05	0.11	0.11
Whitstable West	102042	Canterbury 009C	Y	-	100%	0.12	0.39	0.92	0.29	1.72	0.00	0.00	0.00	0.00	0.00	0.12	0.39	0.92	0.29
Whitstable West	102043	Canterbury 009D	Y	-	100%	0.06	0.05	0.10	0.10	0.31	0.00	0.00	0.00	0.00	0.00	0.06	0.05	0.10	0.10
Whitstable West	102044	Canterbury 009E	Y	-	100%	0.11	0.11	0.24	0.20	0.66	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.24	0.20
East of Sturry_Littlebourne/Wi	102046	Canterbury 010B	Y		100%	0.50	0.78	0.45	0.51	2.25	0.00	0.00	0.00	0.00	0.00	0.50	0.78	0.45	0.51
East of Sturry	102047	Canterbury 010C	Y	-	100%	0.44	0.34	0.58	0.39	1.75	0.00	0.00	0.00	0.00	0.00	0.44	0.34	0.58	0.39
East of Sturry	102048	Canterbury 010D	Y		100%	0.26	0.93	1.00	0.53	2.73	0.01	0.00	0.00	0.00	0.00	0.26	0.93	1.00	0.53
South West limit_Chartham S	102073	Canterbury 017A	Y	1	100%	1.85	1.83	1.32	1.91	6.91	0.01	0.27	0.27	0.19	0.28	1.58	1.56	1.12	1.63
South West limit_Chartham S	102075	Canterbury 017C	Y	1	100%	0.72	0.76	0.55	0.72	2.74	0.01	0.05	0.06	0.04	0.05	0.66	0.70	0.51	0.67

	102077	Canterbury 018A	Y	anterbury - Dov	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
South East limit	102078	Canterbury 018B	Y		100%	0.44	0.47	0.30	0.36	1.57	0.00	0.00	0.00	0.00	0.00	0.44	0.47	0.30	0.36
South East limit_Bridge/Bishop	102080	Canterbury 018D	Y	8	100%	0.95	1.91	1.21	0.98	5.04	0.01	0.05	0.10	0.06	0.05	0.89	1.81	1.14	0.92
Southeast off Faversham_Sell	108082	Swale 017A	Y	-	100%	0.16	0.26	0.32	0.19	0.93	0.00	0.00	0.00	0.00	0.00	0.16	0.26	0.32	0.19
Southeast off Faversham_Gra	108083	Swale 017B	Y	-	100%	0.18	0.52	0.46	0.26	1.43	0.00	0.00	0.00	0.00	0.00	0.18	0.52	0.46	0.26
Southeast off Faversham_Bou	108084	Swale 017C	Y	-	100%	0.37	0.36	0.34	0.30	1.37	0.00	0.00	0.00	0.00	0.00	0.37	0.36	0.34	0.30
Southeast off Faversham_Dun	108085	Swale 017D	Y	3	100%	0.79	2.25	1.81	1.46	6.31	0.01	0.00	0.00	0.00	0.00	0.79	2.25	1.81	1.46
New Dover Road	118747	E00122074	Y	8	100%	0.00	0.57	0.00	0.14	0.71	0.00	0.00	0.16	0.00	0.04	0.00	0.41	0.00	0.10
St Martin's	118748	E00122075	Y	7	100%	0.00	0.15	0.00	0.01	0.16	0.00	0.00	0.03	0.00	0.00	0.00	0.12	0.00	0.01
Ivy Lane	118749	E00122076	Y	7	100%	0.45	1.71	0.00	0.24	2.40	0.01	0.24	0.91	0.00	0.13	0.21	0.80	0.00	0.11
East of Broad Street	118750	E00122077	Y	6	100%	0.21	0.54	2.11	1.08	3.94	0.01	0.11	0.29	1.13	0.58	0.10	0.25	0.99	0.50
Barton Manor School	118751	E00122078	Y	7	100%	0.00	0.34	0.00	0.54	0.89	0.00	0.00	0.09	0.00	0.14	0.00	0.26	0.00	0.40
Canterbury College	118752	E00122080	Y	7	100%	0.47	1.46	1.68	1.61	5.22	0.01	0.25	0.78	0.89	0.86	0.22	0.68	0.78	0.75
Littlebourne Rd N/ Stormash R	118753	E00122082	Y	7	100%	0.00	0.11	0.00	0.53	0.63	0.00	0.00	0.02	0.00	0.12	0.00	0.08	0.00	0.41
Warwick Road	118754	E00122083	Y	7	100%	0.09	0.12	0.11	0.04	0.34	0.00	0.02	0.03	0.03	0.01	0.06	0.09	0.08	0.03
Sussex Avenue	118755	E00122084	Y	7	100%	0.08	0.10	0.09	0.03	0.31	0.00	0.02	0.03	0.02	0.01	0.06	0.08	0.07	0.03
New Dover Road	118756	E00122085	Y	7	100%	0.31	1.06	0.00	0.52	1.89	0.00	0.17	0.58	0.00	0.28	0.14	0.48	0.00	0.24
Russet Rd	118757	E00122086	Y	7	100%	0.08	0.10	0.10	0.03	0.32	0.00	0.02	0.03	0.03	0.01	0.06	0.08	0.08	0.02
St Augustine's Rd	118758	E00122087	Y	7	100%	0.49	1.60	0.00	0.27	2.36	0.00	0.13	0.42	0.00	0.07	0.36	1.18	0.00	0.20
Old Dover Rd North	118759	E00122088	Y	7	100%	0.32	1.02	10.42	0.98	12.75	0.03	0.18	0.56	5.71	0.54	0.15	0.46	4.72	0.44
Old Dover Rd/Cossington Rd	118760	E00122089	Y	7	100%	0.47	1.59	0.00	0.04	2.10	0.00	0.26	0.87	0.00	0.02	0.21	0.72	0.00	0.02
Pilgrims Way Primary School	118761	E00122090	Y	8	100%	0.00	0.26	0.00	0.15	0.41	0.00	0.00	0.08	0.00	0.04	0.00	0.18	0.00	0.10
Rochester Ave	118762	E00122091	Y	8	100%	0.00	0.15	0.00	0.05	0.20	0.00	0.00	0.05	0.00	0.02	0.00	0.10	0.00	0.04
The Spitfire Ground, St Lawrer	118763	E00122092	Y	8	100%	0.00	0.20	0.00	0.09	0.29	0.00	0.00	0.06	0.00	0.03	0.00	0.13	0.00	0.06
Milton Cl	118764	E00122093	Y	8	100%	0.00	0.25	0.00	0.02	0.27	0.00	0.00	0.08	0.00	0.01	0.00	0.17	0.00	0.01
Simon Langton Girls'	118765	E00122094	Y	8	100%	0.00	0.48	0.00	0.00	0.49	0.00	0.00	0.15	0.00	0.00	0.00	0.33	0.00	0.00
Hospital	118766	E00122095	Y	8	100%	0.00	0.63	6.27	2.49	9.39	0.02	0.00	0.48	4.77	1.89	0.00	0.15	1.51	0.60
New Dover Rd P&R	118767	E00122096	Y	8	100%	0.00	0.46	0.00	0.35	0.81	0.00	0.00	0.14	0.00	0.11	0.00	0.31	0.00	0.24
Bekesbourne Ln	118768	E00122097	Y	7	100%	0.00	0.23	0.00	0.31	0.54	0.00	0.00	0.05	0.00	0.07	0.00	0.18	0.00	0.24
Legacy Park Viewpoint	118769	E00122098	Y	6	100%	0.00	0.13	0.00	0.04	0.18	0.00	0.00	0.03	0.00	0.01	0.00	0.10	0.00	0.03
	118770	E00122099	Y	6	100%	0.32	0.71	0.00	0.00	1.02	0.00	0.08	0.18	0.00	0.00	0.23	0.52	0.00	0.00
	118771	E00122100	Y	7	100%	2.07	3.09	0.00	0.00	5.16	0.01	0.44	0.65	0.00	0.00	1.63	2.44	0.00	0.00
	118772	E00122101	Y	7	100%	0.27	0.74	0.00	0.00	1.01	0.00	0.07	0.19	0.00	0.00	0.20	0.55	0.00	0.00
	118773	E00122102	Y		100%	0.38	0.65	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	0.38	0.65	0.00	0.00
	118774	E00122103	Y		100%	0.34	0.67	0.00	0.03	1.04	0.00	0.00	0.00	0.00	0.00	0.34	0.67	0.00	0.03
	118775	E00122105	Y		100%	0.27	0.45	0.00	0.04	0.76	0.00	0.00	0.00	0.00	0.00	0.27	0.45	0.00	0.04
	118776	E00122106	Y		100%	0.32	0.61	0.00	0.03	0.96	0.00	0.00	0.00	0.00	0.00	0.32	0.61	0.00	0.03
	118777	E00122107	Y		100%	0.25	0.48	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.25	0.48	0.00	0.00
	118778	E00122110	Y		100%	0.22	0.33	0.00	0.04	0.60	0.00	0.00	0.00	0.00	0.00	0.22	0.33	0.00	0.04
	118779	E00122111	Y		100%	0.21	0.30	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.21	0.30	0.00	0.00
Shalmsford Street	118780	E00122112	Y	1	100%	0.85	1.00	0.00	0.21	2.06	0.00	0.45	0.53	0.00	0.11	0.40	0.47	0.00	0.10
Shalmsford Street	118781	E00122114	Y	2	100%	0.35	0.66	0.00	0.15	1.16	0.00	0.16	0.30	0.00	0.07	0.19	0.36	0.00	0.08
Beech Ave	118785	E00122118	Y	1	100%	0.39	0.73	0.00	0.02	1.13	0.00	0.17	0.32	0.00	0.01	0.22	0.41	0.00	0.01
	118786	E00122119	Y	1	100%	0.40	0.52	1.15	0.92	3.00	0.01	0.19	0.25	0.55	0.44	0.21	0.28	0.61	0.48
	118787	E00122120	Y	2	100%	0.40	0.58	0.00	0.10	1.08	0.00	0.19	0.28	0.00	0.05	0.20	0.30	0.00	0.05
	118788	E00122121	Y	3	100%	0.39	0.69	1.61	0.78	3.47	0.01	0.17	0.30	0.70	0.34	0.22	0.39	0.90	0.44
	118790	E00122123	Y	7	100%	0.18	0.21	0.00	0.24	0.63	0.00	0.03	0.03	0.00	0.04	0.15	0.18	0.00	0.20
	118857	E00122192	Y	1	100%	0.35	1.68	0.00	0.01	2.03	0.00	0.04	0.19	0.00	0.00	0.31	1.49	0.00	0.01
	118858	E00122193	Y	1	100%	0.34	1.77	15.55	1.61	19.27	0.04	0.04	0.20	1.74	0.18	0.31	1.57	13.80	1.43
	118859	E00122194	Y	5	100%	0.00	0.12	0.00	0.00	0.12	0.00	0.00	0.03	0.00	0.00	0.00	0.10	0.00	0.00
	118860	E00122195	Y	5	100%	0.31	1.67	0.00	0.44	2.42	0.01	0.06	0.34	0.00	0.09	0.25	1.33	0.00	0.35
	118861	E00122196	Y	5	100%	0.00	0.16	0.00	0.40	0.55	0.00	0.00	0.04	0.00	0.11	0.00	0.11	0.00	0.29
	118862	E00122197	Y	5	100%	0.00	0.11	0.00	0.04	0.15	0.00	0.00	0.03	0.00	0.01	0.00	0.08	0.00	0.03
	118863	E00122198	Y	5	100%	0.00	0.15	0.00	0.01	0.16	0.00	0.00	0.04	0.00	0.00	0.00	0.11	0.00	0.01
	118864	E00122199	Y	5	100%	0.31	1.44	0.00	0.11	1.86	0.00	0.08	0.39	0.00	0.03	0.22	1.05	0.00	0.08
	118865	E00122200	Y	5	100%	0.00	0.13	0.00	0.15	0.29	0.00	0.00	0.03	0.00	0.04	0.00	0.10	0.00	0.12
	118942	E00122277	Y	7	100%	0.00	0.05	0.00	0.14	0.19	0.00	0.00	0.01	0.00	0.02	0.00	0.04	0.00	0.12

Littlebourne	118945	E00122280	Y		100%	0.00	0.11	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Littlebourne	118946	E00122281	Y		100%	0.00	0.15	0.00	0.08	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.08
Littlebourne centre	118948	E00122283	Y		100%	0.00	0.09	0.00	0.02	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Bekesbourne	118960	E00122296	Y	anterbury - Dov	100%	0.00	0.23	0.00	0.17	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.17
Patrixbourne	118961	E00122297	Y	anterbury - Dov	100%	0.00	0.28	0.00	0.03	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.03
	118965	E00122301	Y	8	100%	0.00	0.21	0.73	0.35	1.30	0.00	0.00	0.01	0.04	0.02	0.00	0.20	0.69	0.33
	118966	E00122302	Y	8	100%	0.00	0.23	0.00	0.02	0.25	0.00	0.00	0.01	0.00	0.00	0.00	0.21	0.00	0.02
Bridge	118967	E00122303	Y	8	100%	0.00	0.23	0.00	0.09	0.32	0.00	0.00	0.01	0.00	0.00	0.00	0.22	0.00	0.09
	118968	E00122305	Y	6	100%	0.12	0.27	0.00	0.00	0.39	0.00	0.04	0.08	0.00	0.00	0.08	0.18	0.00	0.00
	118969	E00122306	Y	6	100%	0.15	0.32	0.00	0.00	0.47	0.00	0.04	0.09	0.00	0.00	0.11	0.22	0.00	0.00
	118970	E00122307	Y	6	100%	0.09	0.08	0.00	0.00	0.17	0.00	0.03	0.02	0.00	0.00	0.06	0.06	0.00	0.00
	118971	E00122308	Y	6	100%	0.08	0.11	0.16	0.13	0.48	0.00	0.02	0.03	0.05	0.04	0.06	0.08	0.11	0.09
	118972	E00122309	Y	4	100%	0.13	0.41	0.00	0.05	0.60	0.00	0.04	0.13	0.00	0.02	0.09	0.29	0.00	0.03
	118973	E00122310	Y	6	100%	0.11	0.21	0.31	0.07	0.71	0.00	0.03	0.06	0.09	0.02	0.08	0.15	0.22	0.05
	118974	E00122311	Y	6	100%	0.12	0.27	0.00	0.34	0.72	0.00	0.04	0.08	0.00	0.10	0.08	0.18	0.00	0.24
	118975	E00122312	Y	6	100%	0.08	0.19	0.00	0.02	0.30	0.00	0.03	0.06	0.00	0.01	0.06	0.13	0.00	0.01
	118976	E00122313	Y	6	100%	0.11	0.28	0.00	0.12	0.51	0.00	0.03	0.08	0.00	0.04	0.08	0.19	0.00	0.08
	118977	E00122314	Y	6	100%	0.09	0.17	0.00	0.16	0.41	0.00	0.03	0.05	0.00	0.05	0.06	0.12	0.00	0.11
	118978	E00122315	Y	4	100%	0.08	0.10	0.00	0.13	0.31	0.00	0.03	0.03	0.00	0.04	0.06	0.07	0.00	0.09
	118979	E00122316	Y	6	100%	0.09	0.18	0.00	0.01	0.28	0.00	0.05	0.10	0.00	0.00	0.04	0.08	0.00	0.00
	118980	E00122317	Y	6	100%	0.08	0.23	0.00	0.10	0.40	0.00	0.04	0.13	0.00	0.05	0.03	0.10	0.00	0.04
	118981	E00122318	Y	6	100%	0.20	0.42	0.00	0.25	0.87	0.00	0.06	0.12	0.00	0.07	0.14	0.30	0.00	0.18
	118982	E00122319	Y	6	100%	0.14	0.21	0.71	0.55	1.61	0.00	0.04	0.06	0.21	0.16	0.10	0.15	0.50	0.39
	118983	E00122320	Y	6	100%	0.16	0.31	0.00	0.05	0.52	0.00	0.05	0.09	0.00	0.01	0.11	0.22	0.00	0.03
	118984	E00122321	Y	6	100%	0.09	0.09	0.00	0.03	0.21	0.00	0.03	0.03	0.00	0.01	0.07	0.07	0.00	0.02
	118985	E00122322	Y	6	100%	0.08	0.09	0.00	0.02	0.19	0.00	0.02	0.03	0.00	0.00	0.06	0.06	0.00	0.01
	119012	E00122350	Y	4	100%	0.00	0.17	0.00	0.12	0.29	0.00	0.00	0.05	0.00	0.04	0.00	0.12	0.00	0.08
	119013	E00122351	Y	4	100%	0.12	0.18	0.00	0.01	0.31	0.00	0.04	0.05	0.00	0.00	0.08	0.13	0.00	0.01
	119014	E00122352	Y	4	100%	0.13	0.23	0.00	0.22	0.58	0.00	0.04	0.07	0.00	0.07	0.09	0.16	0.00	0.15
	119015	E00122353	Y	4	100%	0.00	0.06	0.05	0.09	0.20	0.00	0.00	0.02	0.01	0.03	0.00	0.04	0.03	0.07
	119016	E00122354	Y	4	100%	0.12	0.23	0.00	0.02	0.37	0.00	0.04	0.07	0.00	0.00	0.09	0.16	0.00	0.01
	119017	E00122355	Y	4	100%	0.12	0.18	1.07	0.29	1.66	0.00	0.04	0.05	0.33	0.09	0.08	0.12	0.74	0.20
	119018	E00122356	Y	4	100%	0.10	0.14	1.57	0.52	2.33	0.00	0.03	0.04	0.48	0.16	0.07	0.10	1.09	0.36
	119019	E00122357	Y	4	100%	0.08	0.06	0.06	0.02	0.21	0.00	0.02	0.02	0.02	0.01	0.05	0.04	0.04	0.01
	119020	E00122358	Y	4	100%	0.08	0.08	0.06	0.28	0.50	0.00	0.02	0.02	0.02	0.08	0.05	0.06	0.04	0.19
	119021	E00122359	Y	4	100%	0.12	0.20	0.00	0.32	0.65	0.00	0.04	0.06	0.00	0.10	0.09	0.14	0.00	0.22
	119022	E00122360	Y	4	100%	0.09	0.12	0.00	0.13	0.35	0.00	0.03	0.04	0.00	0.04	0.06	0.08	0.00	0.09
	119023	E00122361	Y	4	100%	0.00	0.16	0.00	0.52	0.68	0.00	0.00	0.05	0.00	0.15	0.00	0.11	0.00	0.37
	119024	E00122362	Y	4	100%	0.00	0.03	0.04	0.03	0.10	0.00	0.00	0.01	0.01	0.01	0.00	0.02	0.03	0.02
	119025	E00122363	Y	4	100%	0.11	0.08	0.00	0.00	0.19	0.00	0.03	0.02	0.00	0.00	0.08	0.06	0.00	0.00
	119026	E00122364	Y	4	100%	0.11	0.15	0.00	0.13	0.39	0.00	0.03	0.04	0.00	0.04	0.08	0.11	0.00	0.10
	119027	E00122365	Y	4	100%	0.12	0.23	0.00	0.00	0.35	0.00	0.04	0.07	0.00	0.00	0.09	0.16	0.00	0.00
	119028	E00122366	Y	4	100%	0.00	0.04	0.04	0.03	0.11	0.00	0.00	0.01	0.01	0.01	0.00	0.03	0.03	0.02
	119029	E00122367	Y	4	100%	0.00	0.06	0.05	0.09	0.19	0.00	0.00	0.02	0.01	0.03	0.00	0.04	0.03	0.07
	119030	E00122368	Y	4	100%	0.00	0.16	0.00	0.15	0.31	0.00	0.00	0.05	0.00	0.05	0.00	0.11	0.00	0.10
	119031	E00122369	Y	4	100%	0.00	0.09	0.00	0.00	0.09	0.00	0.00	0.03	0.00	0.00	0.00	0.06	0.00	0.00
	119032	E00122370	Y	4	100%	0.09	0.10	0.00	0.04	0.22	0.00	0.03	0.03	0.00	0.01	0.06	0.07	0.00	0.03
	119033	E00122371	Y	4	100%	0.00	0.16	0.00	0.03	0.19	0.00	0.00	0.05	0.00	0.01	0.00	0.12	0.00	0.02
	119034	E00122372	Y	4	100%	0.10	0.13	0.00	0.18	0.41	0.00	0.03	0.04	0.00	0.05	0.07	0.09	0.00	0.13
	119035	E00122373	Y	4	100%	0.11	0.19	0.00	0.26	0.56	0.00	0.03	0.06	0.00	0.08	0.08	0.13	0.00	0.18
	119036	E00122374	Y	4	100%	0.08	0.11	0.00	0.01	0.20	0.00	0.03	0.03	0.00	0.00	0.06	0.08	0.00	0.01
	119037	E00122375	Y	4	100%	0.08	0.11	0.00	0.01	0.20	0.00	0.03	0.03	0.00	0.00	0.06	0.08	0.00	0.01
	119038	E00122376	Y	4	100%	0.08	0.10	0.06	0.02	0.25	0.00	0.02	0.03	0.02	0.01	0.05	0.07	0.04	0.01
	119039	E00122377	Y	4	100%	0.08	0.10	0.06	0.10	0.34	0.00	0.02	0.03	0.02	0.03	0.06	0.07	0.04	0.07
	119040	E00122378	Y	4	100%	0.07	0.05	0.06	0.02	0.20	0.00	0.02	0.01	0.02	0.01	0.05	0.03	0.04	0.01
	119064	E00122403	Y		100%	0.00	0.20	2.13	1.41	3.75	0.01	0.00	0.00	0.00	0.00	0.00	0.20	2.13	1.41
Broad Oak	119065	E00122404	Y		100%	0.00	0.44	0.00	0.02	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.02

	119066	E00122406	Y		100%	0.18	0.09	0.00	0.03	0.29	0.00	0.00	0.00	0.00	0.00	0.18	0.09	0.00	0.03
Broad Oak	119067	E00122407	Y		100%	0.19	0.14	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.00	0.19	0.14	0.00	0.00
Broad Oak	119068	E00122409	Y		100%	0.18	0.10	0.00	0.02	0.30	0.00	0.00	0.00	0.00	0.00	0.18	0.10	0.00	0.02
Broad Oak	119069	E00122410	Y		100%	0.00	0.53	0.00	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.04
Broad Oak	119070	E00122411	Y		100%	0.18	0.08	0.00	0.37	0.64	0.00	0.00	0.00	0.00	0.00	0.18	0.08	0.00	0.37
Broad Oak	119071	E00122412	Y		100%	0.18	0.12	0.00	0.13	0.43	0.00	0.00	0.00	0.00	0.00	0.18	0.12	0.00	0.13
Fordwich	119072	E00122413	Y		100%	0.00	0.09	0.00	0.03	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Sturry	119073	E00122414	Y		100%	0.00	0.05	0.02	0.09	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.02	0.09
Fordwich/ Sturry	119074	E00122415	Y		100%	0.00	0.12	0.00	0.12	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Sturry	119075	E00122416	Y		100%	0.00	0.03	0.80	0.29	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.80	0.29
Sturry	119076	E00122417	Y		100%	0.00	0.05	0.04	0.04	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.04
Sturry	119077	E00122418	Y		100%	0.00	0.04	0.03	0.04	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.03	0.04
Sturry	119078	E00122419	Y		100%	0.00	0.04	0.04	0.05	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.05
Sturry	119079	E00122420	Y		100%	0.00	0.04	0.04	0.06	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.06
Sturry	119080	E00122421	Y		100%	0.00	0.12	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
	119119	E00122460	Y	5	100%	0.00	0.20	0.00	1.21	1.41	0.00	0.00	0.04	0.00	0.27	0.00	0.15	0.00	0.94
	119120	E00122461	Y	4	100%	0.00	0.16	0.00	0.22	0.38	0.00	0.00	0.05	0.00	0.07	0.00	0.11	0.00	0.15
	119121	E00122462	Y	6	100%	0.35	1.19	2.24	2.25	6.03	0.01	0.20	0.68	1.27	1.28	0.15	0.51	0.96	0.97
	119122	E00122463	Y	5	100%	0.00	0.19	0.00	0.06	0.24	0.00	0.00	0.04	0.00	0.01	0.00	0.14	0.00	0.05
	119123	E00122464	Y	4	100%	0.10	0.11	0.00	0.07	0.29	0.00	0.03	0.03	0.00	0.02	0.08	0.08	0.00	0.06
	119124	E00122465	Y	5	100%	2.18	1.83	0.00	0.01	4.03	0.01	0.57	0.48	0.00	0.00	1.62	1.35	0.00	0.01
	119125	E00122466	Y	5	100%	2.27	1.43	0.00	0.00	3.69	0.01	0.69	0.43	0.00	0.00	1.58	0.99	0.00	0.00
	119126	E00122467	Y	5	100%	0.50	1.56	0.00	0.00	2.07	0.00	0.15	0.48	0.00	0.00	0.35	1.08	0.00	0.00
	119127	E00122468	Y	5	100%	0.10	0.13	0.00	0.01	0.23	0.00	0.03	0.03	0.00	0.00	0.07	0.09	0.00	0.01
	119128	E00122469	Y	4	100%	0.51	1.22	0.00	0.12	1.85	0.00	0.15	0.37	0.00	0.04	0.35	0.85	0.00	0.08
	119129	E00122470	Y	4	100%	0.10	0.13	0.00	0.11	0.35	0.00	0.03	0.04	0.00	0.03	0.07	0.10	0.00	0.08
	119130	E00122471	Y	5	100%	0.53	1.16	0.00	1.38	3.08	0.01	0.16	0.35	0.00	0.42	0.37	0.81	0.00	0.96
	119131	E00122472	Y	5	100%	0.00	0.17	0.00	0.01	0.19	0.00	0.00	0.05	0.00	0.00	0.00	0.12	0.00	0.01
	119132	E00122473	Y	4	100%	0.15	0.31	0.00	0.03	0.49	0.00	0.05	0.10	0.00	0.01	0.10	0.21	0.00	0.02
	119133	E00122474	Y	4	100%	0.10	0.11	0.00	0.18	0.39	0.00	0.03	0.04	0.00	0.06	0.07	0.08	0.00	0.13
	119134	E00122476	Y	5	100%	0.10	0.13	0.00	0.01	0.24	0.00	0.03	0.04	0.00	0.00	0.07	0.09	0.00	0.01
	119135	E00122477	Y	6	100%	0.15	0.38	1.09	0.27	1.89	0.00	0.08	0.22	0.63	0.16	0.06	0.16	0.46	0.12
	119136	E00122478	Y	4	100%	0.15	0.28	0.37	0.30	1.10	0.00	0.09	0.16	0.21	0.17	0.06	0.12	0.16	0.13
	119137	E00122479	Y	5	100%	0.47	1.26	0.00	0.07	1.81	0.00	0.15	0.39	0.00	0.02	0.32	0.86	0.00	0.05
	119138	E00122482	Y	5	100%	0.50	1.48	2.48	1.61	6.07	0.01	0.16	0.46	0.78	0.51	0.34	1.02	1.70	1.11
	119139	E00122483	Y	4	100%	0.37	0.91	0.00	0.29	1.57	0.00	0.17	0.43	0.00	0.14	0.19	0.48	0.00	0.15
	119140	E00122484	Y	5	100%	0.16	0.16	0.00	0.02	0.34	0.00	0.04	0.04	0.00	0.01	0.12	0.11	0.00	0.02
	119141	E00122485	Y	5	100%	0.17	0.20	0.00	0.04	0.41	0.00	0.05	0.05	0.00	0.01	0.12	0.14	0.00	0.03
	119142	E00122486	Y	5	100%	0.16	0.15	0.00	0.06	0.37	0.00	0.04	0.04	0.00	0.02	0.11	0.11	0.00	0.05
	119143	E00122487	Y	4	100%	0.37	0.94	0.00	0.09	1.40	0.00	0.18	0.45	0.00	0.04	0.20	0.50	0.00	0.05
	119144	E00122488	Y	5	100%	0.17	0.15	0.00	0.42	0.75	0.00	0.03	0.03	0.00	0.08	0.14	0.12	0.00	0.34
	119145	E00122489	Y	7	100%	0.00	0.38	0.00	0.08	0.45	0.00	0.00	0.30	0.00	0.06	0.00	0.08	0.00	0.02
	119146	E00122490	Y	6	100%	0.36	0.49	0.00	0.01	0.85	0.00	0.30	0.41	0.00	0.01	0.06	0.08	0.00	0.00
	119147	E00122491	Y	6	100%	0.00	0.39	0.00	0.13	0.51	0.00	0.00	0.19	0.00	0.06	0.00	0.20	0.00	0.07
	119148	E00122493	Y	7	100%	0.00	0.66	0.00	1.27	1.92	0.00	0.00	0.51	0.00	0.99	0.00	0.14	0.00	0.27
	119149	E00122494	Y	6	100%	0.00	0.67	0.00	0.03	0.70	0.00	0.00	0.57	0.00	0.02	0.00	0.10	0.00	0.00
	119150	E00122495	Y	4	100%	0.00	0.35	0.00	0.03	0.37	0.00	0.00	0.35	0.00	0.03	0.00	0.00	0.00	0.00
	119151	E00122496	Y	4	100%	0.00	1.32	5.41	1.82	8.55	0.02	0.00	1.32	5.41	1.82	0.00	0.00	0.00	0.00
	119152	E00122497	Y	7	100%	0.00	0.35	0.00	0.76	1.12	0.00	0.00	0.33	0.00	0.71	0.00	0.03	0.00	0.06
	119153	E00122498	Y	8	100%	0.00	0.82	0.00	1.81	2.62	0.01	0.00	0.82	0.00	1.81	0.00	0.00	0.00	0.00
	119154	E00122499	Y	4	100%	0.57	0.94	2.67	1.08	5.26	0.01	0.57	0.94	2.67	1.08	0.00	0.00	0.00	0.00
	119155	E00122500	Y	6	100%	0.41	0.63	0.00	0.81	1.86	0.00	0.41	0.63	0.00	0.81	0.00	0.00	0.00	0.00
	119156	E00122501	Y	6	100%	0.00	0.54	0.00	1.16	1.70	0.00	0.00	0.54	0.00	1.16	0.00	0.00	0.00	0.00
	119157	E00122502	Y	6	100%	0.39	0.58	0.00	0.03	0.99	0.00	0.39	0.58	0.00	0.03	0.00	0.00	0.00	0.00
	119158	E00122503	Y	6	100%	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00
	119159	E00122504	Y	4	100%	0.00	0.82	0.81	0.89	2.52	0.01	0.00	0.77	0.76	0.84	0.00	0.05	0.05	0.05
	119160	E00122505	Y	7	100%	0.00	0.44	0.00	0.08	0.51	0.00	0.00	0.34	0.00	0.06	0.00	0.09	0.00	0.02

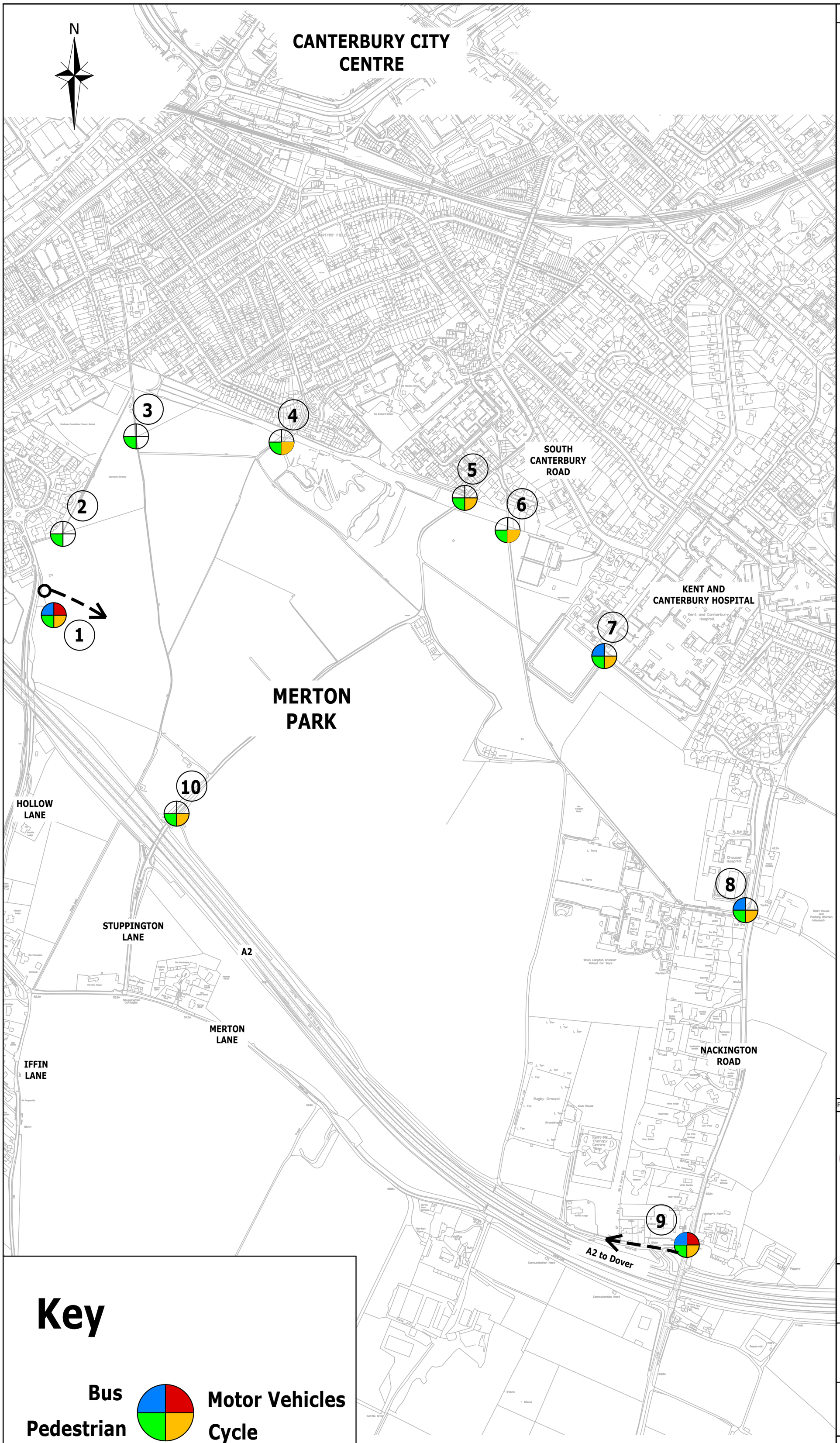
	119161 E00122506	Y	6	100%	0.39	0.49	0.00	0.01	0.88	0.00	0.33	0.41	0.00	0.01	0.06	0.08	0.00	0.00
	119162 E00122507	Y	3	100%	0.81	0.52	0.78	0.39	2.49	0.01	0.48	0.31	0.46	0.23	0.33	0.21	0.32	0.16
	119163 E00122508	Y	4	100%	0.00	0.31	0.79	0.47	1.57	0.00	0.00	0.22	0.58	0.35	0.00	0.08	0.21	0.13
	119164 E00122509	Y	4	100%	1.65	2.28	0.00	0.01	3.94	0.01	1.21	1.66	0.00	0.01	0.45	0.61	0.00	0.00
	119165 E00122510	Y	4	100%	1.63	1.75	0.00	0.00	3.38	0.01	1.19	1.28	0.00	0.00	0.44	0.47	0.00	0.00
	119166 E00122511	Y	3	100%	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.25	0.00	0.00	0.00	0.18	0.00	0.00
	119167 E00122512	Y	4	100%	1.58	1.95	0.00	0.00	3.53	0.01	1.15	1.42	0.00	0.00	0.43	0.53	0.00	0.00
	119168 E00122513	Y	3	100%	0.00	0.40	0.00	0.48	0.88	0.00	0.00	0.31	0.00	0.38	0.00	0.08	0.00	0.10
	119169 E00122514	Y	6	100%	0.00	0.10	0.00	0.18	0.28	0.00	0.00	0.08	0.00	0.14	0.00	0.02	0.00	0.04
	162907 E00167523	Y	6	100%	0.00	0.43	3.18	1.77	5.38	0.01	0.00	0.31	2.32	1.29	0.00	0.12	0.86	0.48
	162908 E00167524	Y	7	100%	0.09	0.26	0.07	0.29	0.72	0.00	0.02	0.07	0.02	0.08	0.07	0.20	0.05	0.22
	162909 E00167525	Y	7	100%	0.30	0.59	0.00	0.23	1.12	0.00	0.08	0.15	0.00	0.06	0.22	0.43	0.00	0.17
	162910 E00167526	Y	4	100%	0.36	0.73	0.00	0.03	1.12	0.00	0.19	0.40	0.00	0.02	0.16	0.33	0.00	0.01
	162911 E00167527	Y	4	100%	0.00	0.26	0.00	0.59	0.85	0.00	0.00	0.14	0.00	0.32	0.00	0.12	0.00	0.26
	162912 E00167528	Y	4	100%	0.35	0.81	0.00	0.00	1.16	0.00	0.19	0.45	0.00	0.00	0.16	0.37	0.00	0.00
	162915 E00167531	Y	5	100%	0.00	0.32	2.33	0.85	3.51	0.01	0.00	0.11	0.79	0.29	0.00	0.21	1.54	0.56
	162916 E00167532	Y	6	100%	0.00	0.36	0.00	0.09	0.45	0.00	0.00	0.25	0.00	0.06	0.00	0.11	0.00	0.03
	162917 E00167533	Y	7	100%	0.31	0.56	0.00	0.00	0.87	0.00	0.08	0.15	0.00	0.00	0.23	0.42	0.00	0.00
	162918 E00167534	Y	4	100%	0.00	0.12	0.00	0.24	0.36	0.00	0.00	0.07	0.00	0.13	0.00	0.05	0.00	0.11
	162920 E00167536	Y	4	100%	0.14	0.20	0.00	0.01	0.35	0.00	0.05	0.06	0.00	0.00	0.10	0.14	0.00	0.00
	162921 E00167537	Y	4	100%	0.00	0.19	0.00	0.00	0.19	0.00	0.00	0.10	0.00	0.00	0.00	0.09	0.00	0.00
	162922 E00167538	Y	4	100%	0.00	0.14	0.00	0.00	0.14	0.00	0.00	0.08	0.00	0.00	0.00	0.06	0.00	0.00
	162923 E00167539	Y	4	100%	0.00	0.14	0.00	0.00	0.14	0.00	0.00	0.07	0.00	0.00	0.00	0.06	0.00	0.00
	162924 E00167540	Y	4	100%	0.38	0.91	0.00	0.00	1.29	0.00	0.21	0.50	0.00	0.00	0.17	0.41	0.00	0.00
	162925 E00167541	Y	6	100%	0.09	0.11	0.00	0.04	0.23	0.00	0.02	0.03	0.00	0.01	0.06	0.08	0.00	0.03
	162926 E00167542	Y	4	100%	0.08	0.10	0.54	0.47	1.18	0.00	0.02	0.02	0.13	0.12	0.06	0.07	0.40	0.35
	162938 E00167554	Y	6	100%	0.16	0.29	0.00	0.17	0.62	0.00	0.08	0.14	0.00	0.08	0.08	0.15	0.00	0.09
	162939 E00167555	Y	7	100%	0.09	0.08	0.11	0.03	0.30	0.00	0.02	0.02	0.03	0.01	0.07	0.06	0.08	0.02
Broad Oak	162940 E00167556	Y		100%	0.00	0.30	0.00	0.26	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.26
University	162941 E00167557	Y	5	100%	0.37	1.33	2.58	2.51	6.79	0.01	0.06	0.21	0.40	0.39	0.31	1.12	2.18	2.11
	200001 Broad Oak	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200002 Cockering Farm	Y	2	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200003 Duncan Down	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200004 Chestfield Lidl	Y	6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200005 Grassmere Gardens	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200006 Greenhill	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200007 Herne Bay Golf Club	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200008 Hoplands Farm, Hersde	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200009 Howe Barracks	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200010 South Canterbury	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200011 Sturry	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200012 Hillborough	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200013 Thanington Park	Y	4	100%					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200014 Station Road West Multi	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200015 Strode Farm	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200101 Broad Oak (added jobs)	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200108 Hersden (added jobs)	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200110 Mountfield Park (SC ad	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200112 Hillborough (added jobs)	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	200210 SC Schools	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310001 NW 1	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310002 NW 2	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310003 NW 3	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310004 NW 4	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310005 NW 5	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310006 NW 6	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	310007 NW 7	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

310008	NW 8	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
310009	NW 9	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
310010	NW 10	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
310011	NW 11	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
310012	NW 12	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320001	S/SE 1	Y	7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320002	S/SE 2	Y	1	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320003	S/SE 3	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320004	S/SE 4	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320005	S/SE 5	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320006	S/SE 6	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320007	S/SE 7	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320008	S/SE 8	Y	6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320009	S/SE 9	Y	3	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320010	S/SE 10	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320011	S/SE 11	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320012	S/SE 12	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320013	S/SE 13	Y	3	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320014	S/SE 14	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320015	S/SE 15	Y	2	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
320016	S/SE 16	Y	6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330001	HB 1	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330002	HB 2	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330003	HB 3	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330004	HB 4	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330005	HB 5	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340000	Whitstable	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340001	SecSchool	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340002	Whit2	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340003	Whit3	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340004	Whit4	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340005	Whit5	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340006	Whit6	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
350000	Sturry	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
360000	Hersden	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
370001	Little 1	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
370002	Little 2	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
380001	Bridge 1	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
380002	Bridge 2	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390001	Chart 1	Y	2	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390002	Chart 2	Y	3	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390003	Chart 3	Y	1	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
390004	Chart 4	Y	2	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
400000	Blean	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
500000	Broad Oak Reservoir	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550001	New car park at Simmor	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550002	Castle Street MSCP	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550003	Harbledown P&R	Y	5	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550004	Station Road West MSC	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550005	St Radigunds	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550006	Millers Field	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550007	Riverside at Kingsmead	Y	4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550008	Sturry Road P&R	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550009	Holmans Meadow (new	Y	6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550010	New Dover Road P&R	Y	8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550011	Longport	Y	7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
550012	Wincheap P&R (relocate	Y	6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	550013	St Johns Nursery	Y		6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	550014	dummy2	Y		6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	550015	dummy3	Y		7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	550016	dummy4	Y		7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600000	Hospital	Y		8	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600001	Merton Park	Y		6	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600002	Land on the West Side o	Y		4	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600004	Milton Manor House	Y		2	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600005	Land South of Littlebourn	Y		7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600006	Land to the north of the r	Y		7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600007	Land on Bekesbourne La	Y		7	100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600009	Brooklands Farm, Whits	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600010	Land South of Thanet W	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600011	Land at Golden Hill	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600012	Land on western side of	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600013	Land at Cooting Farm	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600014	Land West and East of (	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600015	Land On the South East	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600016	Aylesham South	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600017	Bekesbourne Farm	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	600018	Land off the Hill, Littlebo	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700000	Canterbury Business Pa	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700001	Bodkin Farm	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700002	Land at Greenhill adjace	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700003	Altira	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700004	Hawthorn Corner	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	700005	Broad Oak Reservoir	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1407335	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1433839	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1438293	External	Y			100%	1.58	3.28	2.43	1.15	8.45	0.02	0.00	0.00	0.00	0.00	1.58	3.28	2.43	1.15	
	1438916	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1438920	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dover bound	1439001	External	Y	terbury East - D		100%	0.00	0.00	6.60	5.06	11.66	0.02	0.00	0.00	0.86	0.66	0.00	0.00	5.74	4.41	
	1439299	External	Y			100%	0.07	0.00	0.08	0.05	0.20	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.08	0.05	
	1441044	External	Y			100%	0.15	0.16	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.15	0.16	0.00	0.00	
Olantigh Rd - towards Wye	1451862	External	Y			100%	0.15	0.41	0.54	0.38	1.48	0.00	0.00	0.00	0.00	0.00	0.15	0.41	0.54	0.38	
	1465813	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
A2 West	1465833	External	Y	ry East - Londo		100%	2.74	4.53	4.35	2.42	14.04	0.03	0.36	0.59	0.57	0.32	2.38	3.94	3.79	2.11	
	1465954	External	Y			100%	0.35	0.76	0.67	0.30	2.09	0.00	0.00	0.00	0.00	0.00	0.35	0.76	0.67	0.30	
	1466119	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Dover originated	1474111	External	Y	terbury East - D		100%	4.63	7.93	0.00	0.00	12.56	0.03	0.60	1.03	0.00	0.00	4.03	6.90	0.00	0.00	
	1474323	External	Y			100%	1.79	1.38	1.75	1.36	6.28	0.01	0.00	0.00	0.00	0.00	1.79	1.38	1.75	1.36	
	1482214	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1495636	External	Y			100%	0.16	0.11	0.14	0.15	0.55	0.00	0.00	0.00	0.00	0.00	0.16	0.11	0.14	0.15	
	1495703	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1497985	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1500279	External	Y			100%	0.77	1.12	1.93	1.34	5.16	0.01	0.00	0.00	0.00	0.00	0.77	1.12	1.93	1.34	
	1502864	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1510157	External	Y			100%	2.94	4.21	4.79	2.33	14.27	0.03	0.00	0.00	0.00	0.00	2.94	4.21	4.79	2.33	
	1510363	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1514647	External	Y			100%	0.57	1.76	1.40	0.71	4.44	0.01	0.00	0.00	0.00	0.00	0.57	1.76	1.40	0.71	
	1524898	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1524972	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1525107	External	Y			100%	0.35	0.23	0.20	0.22	1.00	0.00	0.00	0.00	0.00	0.00	0.35	0.23	0.20	0.22	
	1532329	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	1533355	External	Y			100%	0.39	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	
	1536819	External	Y			100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

	1536900	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1536903	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1572893	External	Y		100%	0.21	0.22	0.20	0.16	0.79	0.00	0.00	0.00	0.00	0.00	0.21	0.22	0.20	0.16
	1572984	External	Y		100%	0.29	0.43	0.25	0.23	1.20	0.00	0.00	0.00	0.00	0.00	0.29	0.43	0.25	0.23
	1572986	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1573023	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1573031	External	Y		100%	3.12	4.31	3.67	2.23	13.33	0.03	0.00	0.00	0.00	0.00	3.12	4.31	3.67	2.23
	1574989	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1579423	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A28 towards Ashford	1584102	External	Y	1A/1X	100%	4.45	6.97	7.96	4.60	23.98	0.05	0.76	1.18	1.35	0.78	3.69	5.78	6.61	3.82
	1584103	External	Y		100%	0.21	0.39	0.26	0.20	1.06	0.00	0.00	0.00	0.00	0.00	0.21	0.39	0.26	0.20
	1600173	External	Y		100%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
London Bound	1600178	External	Y		100%	4.54	11.60	0.00	0.00	16.14	0.03	0.00	0.00	0.00	0.00	4.54	11.60	0.00	0.00
Coming from London	1600179	External	Y		100%	0.00	0.00	9.38	4.50	13.87	0.03	0.00	0.00	0.00	0.00	0.00	0.00	9.38	4.50

Appendix E Site Access Gateways



NOTES

List of Access Points

1. Hollow Lane
2. Footpath by Hollow Lane
3. Footpath to Victoria Road
4. Lime Kiln Road
5. Stuppington Lane (north)
6. Cycleway
7. Bus Gate
8. Langton Lane
9. Nackington Road
10. Stuppington Lane (south)

Key

Bus

Pedestrian

Motor Vehicles

Cycle

0m 100m 200m 300m

Scale 1:5000

Rev	Amendments	Drn	Chk	App	Date
C	Latest Reg 18	CG	CG	JW	Oct 25
B	Updated the labels and drawing title	DA	CG	JW	May 24
A	Updated to suite latest design	GW	AT	JW	May 23

Charles & Associates

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Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120

Job Title

Merton Park, Canterbury

Drawing Title

Multimodal Access

Client

Quinn Estates

Scale	Date	Designed
1:5000 @ A1	March 2023	DA
Drawn	**Checked**	**Approved**
DA	SW	JW
Job No	**Drawing No**	**Rev**
22-022	22-022/015	C

Appendix F Active Travel Improvements

SEE INSET DRAWING 22-022-044 FOR CONTINUATION

N

LIME KILN ROAD

Proposed shared space

6.6

Existing PRoW
Code CC55

Proposed transition from shared footway cycleway to shared space signage along Lime Kiln Road

Proposed shared footway/cycleway sign

Proposed shared space & cycle directional signs

Share space

City Centre

3.0

Proposed shared footway/cycleway

Proposed shared footway/cycleway sign with connection to Heaton Road

HEATON ROAD

Proposed shared footway/cycleway sign with connection to Chineham Way

CHINEHAM WAY

Potential to upgrade footpath to allow cycling via Cycle Tracks Act 1984

B

B

Proposed shared footway/cycleway

Transition from cycletrack to shared footway cycleway along Kiln Lime Road

A

A

Proposed cycletrack & footway within development boundary

4.0

2.0

Cycle directional sign

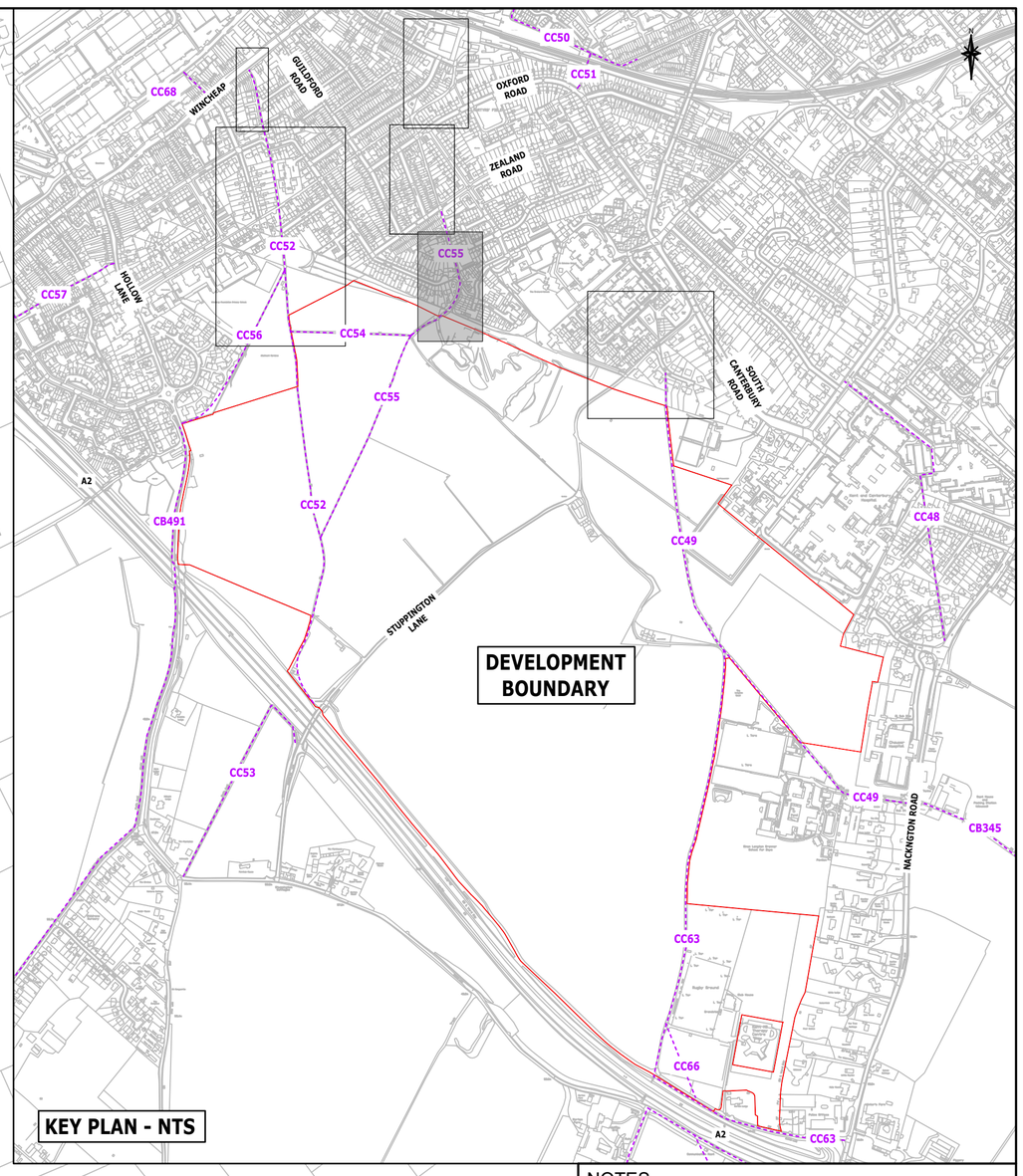
City Centre

Existing PRoW
Code CC55

Track

0m 5m 10m 15m

Scale 1:250



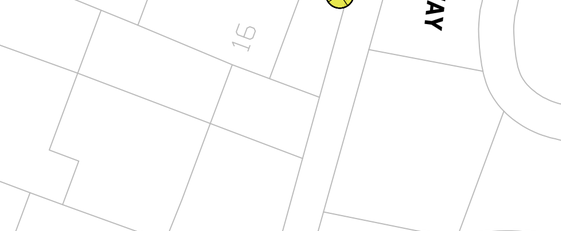
KEY PLAN - NTS

NOTES

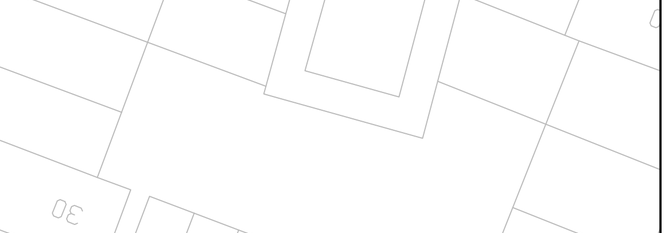
KEY:

- HIGHWAY BOUNDARY AS PER KCC RECORDS
- SITE BOUNDARY
- EXISTING PRoW PATHS
- EXISTING STREET LIGHTING COLUMN

INSET A - SECTION A-A -1:50



INSET B - SECTION B-B -1:50



Rev	Amendments	Drn	Chk	App	Date

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Job Title

Merton Park,
Canterbury

Drawing Title

Proposed Lime Kiln Road
Mixed Use Scheme - Sh 1 of 3

Client

Quinn Estates

Scale	Date	Designed
1:250 @ A1	Jan 2025	DH
Drawn	**Checked**	**Approved**
DH	CG	JW
Job No	**Drawing No**	**Rev**
22-022	22-022-043	-

SEE INSET DRAWING 22-022-045 FOR CONTINUATION

LIME KILN ROAD

OXFORD ROAD

LANCASTER ROAD

ZEALAND ROAD

LIME KILN ROAD

East Station

Proposed cycle route sign

Proposed raised table at Oxford road

Proposed raised table at Oxford road

Proposed cycle route sign

East Station

Potential to upgrade surfacing and add Class P5 lighting

Potential to upgrade surfacing and add Class P5 lighting

Proposed raised table at Zealand road

Proposed shared space & cycle directional signage along Lime Kiln Road

Share space

East Station

Proposed cycle route sign

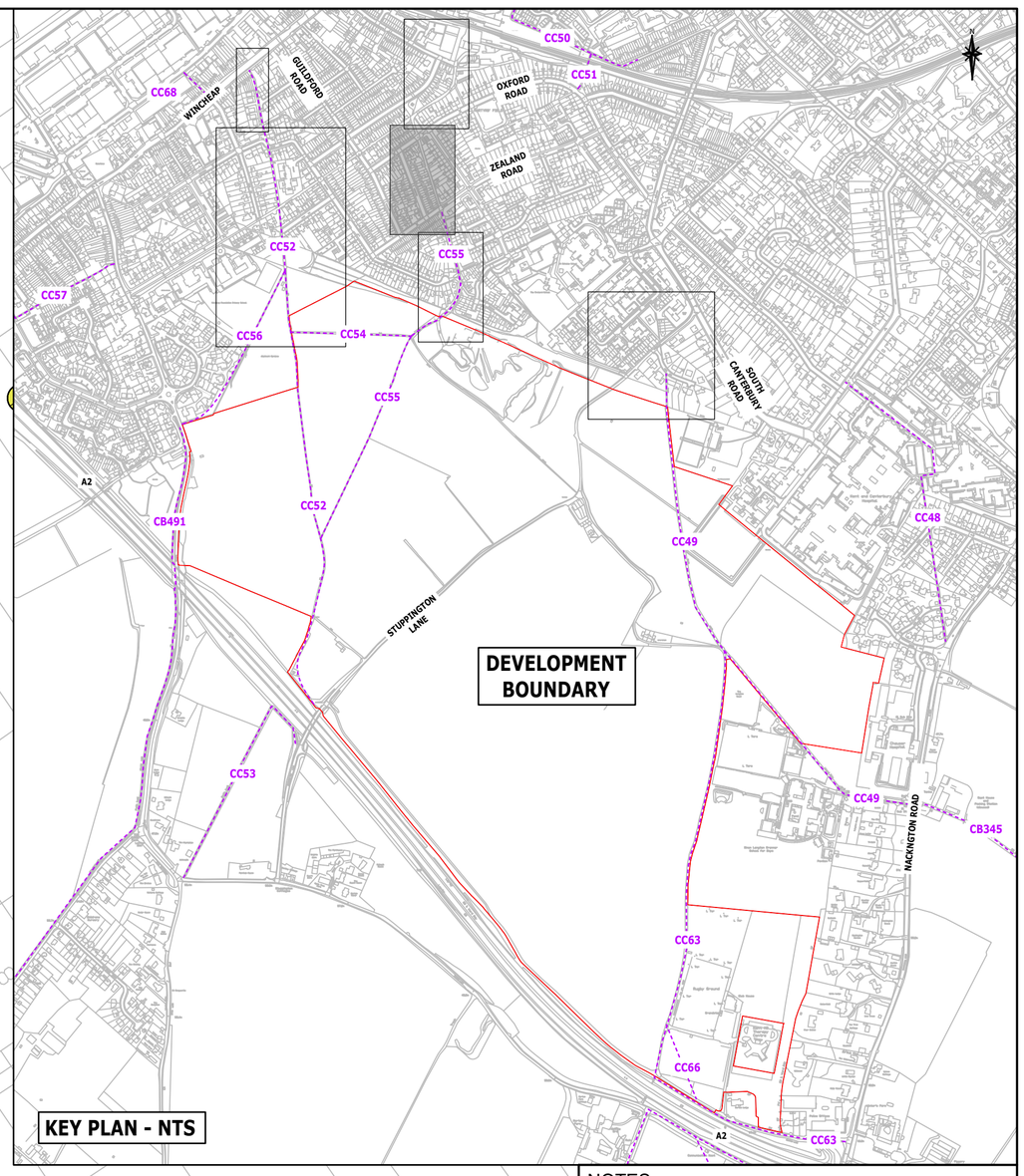
East Station

3.7
3.1
2.1
3.0
2.1
4.4
4.8
2.0
3.1
2.0
2.0
3.2
2.0
4.8
3.1
4.0
4.0
3.7
4.2

0m 5m 10m 15m

Scale 1:250

SEE INSET DRAWING 22-022-043 FOR CONTINUATION



NOTES

Rev	Amendments		Drn	Chk	App	Date
A	Further enhancements to Lime Kiln Road		CG	CG	JW	Mar 25

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Job Title

Merton Park, Canterbury

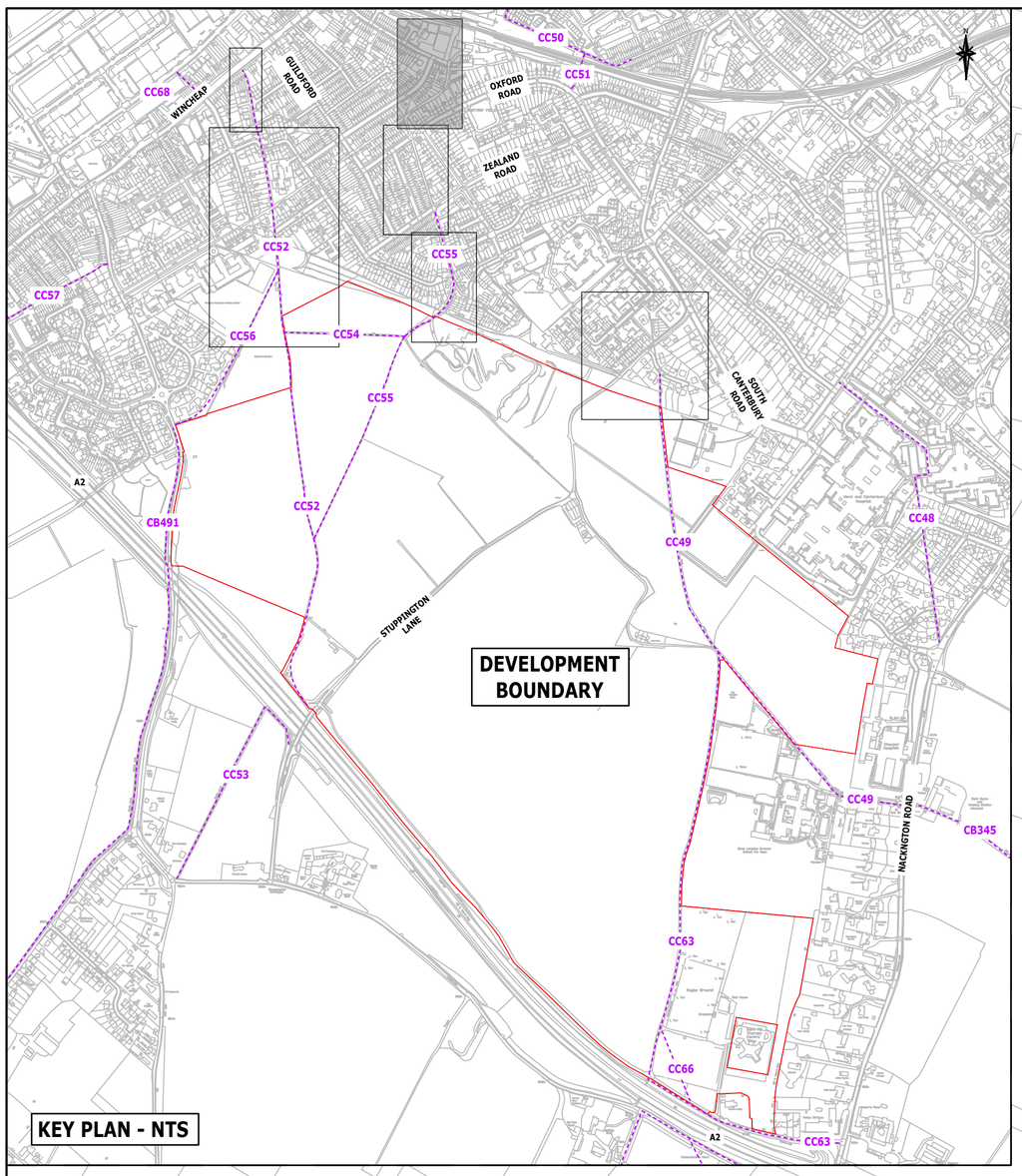
Drawing Title

Proposed Lime Kiln Road Mixed Use Scheme - Sh 2 of 3

Client

Quinn Estates

Scale	Date	Designed
1:250 @ A1	Jan 2025	DH
Drawn	**Checked**	**Approved**
DH	CG	JW
Job No	**Drawing No**	**Rev**
22-022	22-022-044	A



Footbridge connection to Canterbury East Station

Proposed access to railway station with improved parking and pedestrian facilities

Station

Proposed signage to railway station

2.0 3.7 2.5

1.5

3.7

3.7

2.0

GORDON ROAD

GORDON ROAD

Proposed raised table with access to railway station

Pedestrian route towards proposed development

Cycle directional signs to City Centre provided

City Centre

MARTYRS FIELD ROAD

LIME KILN ROAD

Proposed environmental improvements to route to station

Pedestrian route through War Memorial towards Station

LIME KILN ROAD

East Station

Proposed signage & road marking indicating cycle route to railway station.

HOP GARDEN WAY

OXFORD ROAD

0m 10m 20m 30m

Scale 1:500

SEE INSET DRAWING 22-022-044 FOR CONTINUATION

NOTES

KEY:

- HIGHWAY BOUNDARY AS PER KCC RECORDS
- SITE BOUNDARY
- EXISTING PRoW PATHS
- EXISTING STREET LIGHTING COLUMN

Rev	Amendments	Drn	Chk	App	Date

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Job Title

Merton Park, Canterbury

Drawing Title

Proposed Lime Kiln Road Mixed Use Scheme - Sh 3 of 3

Client

Quinn Estates

Scale	Date	Designed
1:500 @ A1	Jan 2025	DH
Drawn	**Checked**	**Approved**
DH	CG	JW

Job No	Drawing No	Rev
22-022	22-022-045	-

SEE INSET A FOR CONTINUATION NORTH TOWARDS WINCHEAP

Existing PRoW Code CC52. See image above for connection to Wincheap.

Existing PRoW Code CC52. See image below for connection to south.

Existing PRoW Code CC52

VICTORIA ROAD

ST MILDREDS PLACE

PERI COURT

HOP GAREN WAY

NORFOLK ROAD

HOLLOWMEDE

ELHAM ROAD

Hopgarden Cottages

Wincheap

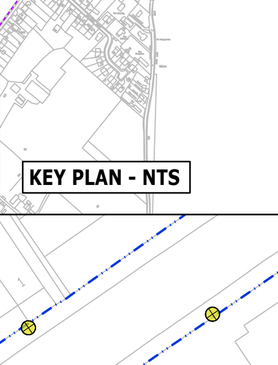
Signage for pedestrian route connecting to Wincheap.

Wincheap

Proposed signage for pedestrian route connecting to Wincheap. See image below for existing facilities.

See image below for existing ped/cycle facilities along Hope Garden Way.

Existing PRoW Code CC52 to be upgraded with environmental improvements. See image below for existing PRoW facilities & Image to right for potential lighting & surfacing improvements.



Existing PRoW Code CC52 to be upgraded with improved surfacing and lighting features

WINCHEAP ALLOTMENTS

WINCHEAP ALLOTMENTS

WINCHEAP ALLOTMENTS

Existing PRoW Code CC56 to be upgraded with improved surfacing and lighting features

Existing PRoW Code CC52 to be upgraded with improved surfacing and lighting features. See image below for existing PRoW facilities

Connection / Internal Layout TBC

Existing PRoW Code CC54

Footpath

Pond

0m 10m 20m 30m

Scale 1:500

INSET A - PED/CYCLE CONNECTION TO WINCHEAP

WINCHEAP

See image below for existing ped/cycle facilities from Wincheap to the south.

0m 10m 20m 30m

Scale 1:500

KEY PLAN - NTS

NOTES

KEY:

- HIGHWAY BOUNDARY AS PER KCC RECORDS
- SITE BOUNDARY
- EXISTING PRoW PATHS
- EXISTING STREET LIGHTING COLUMN

Rev	Amendments	Drn	Chk	App	Date

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Job Title

Merton Park, Canterbury

Drawing Title

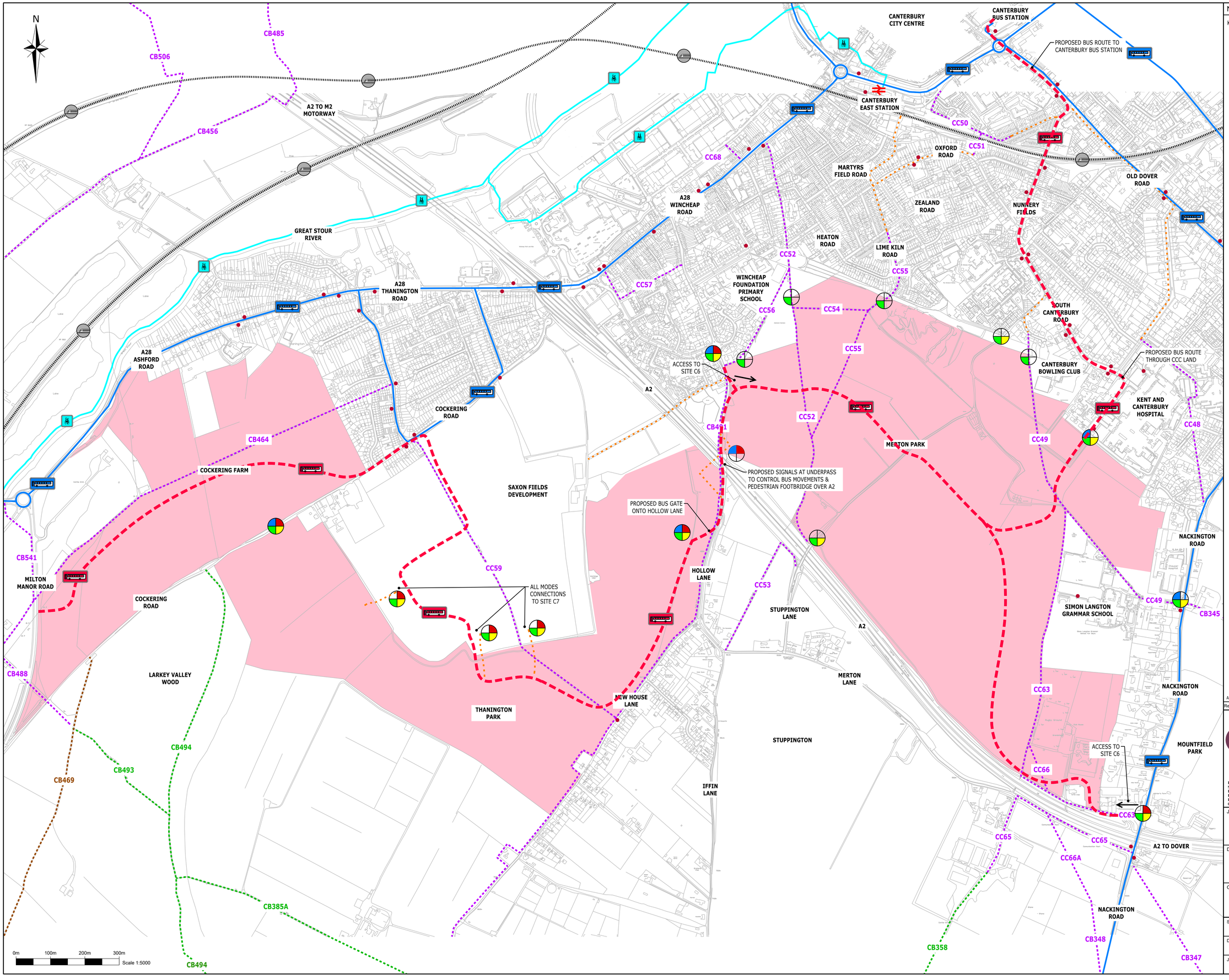
Victoria Road
Proposed Pedestrian Improvements

Client

Quinn Estates

Scale	Date	Designed
1:250 @ A1	Jan 2025	DH
Drawn	**Checked**	**Approved**
DH	CG	JW
Job No	**Drawing No**	**Rev**
22-022	22-022-046	-

Appendix G Overall Bus Strategy



NOTES

KEY:

- DEVELOPMENT BOUNDARIES
- PROPOSED BUS ROUTE
- PROPOSED ACTIVE TRAVEL CONNECTIONS
- EXISTING PRoW - FOOTPATH
- EXISTING PRoW - BRIDLEWAY
- EXISTING PRoW - BYWAY
- EXISTING CYCLE ROUTES
- EXISTING RAILWAY LINE
- EXISTING BUS ROUTES
- EXISTING BUS STOPS

MODES OF TRANSPORT AT ACCESS POINTS TO SITE

Bus, Motor Vehicles, Pedestrian, Cycle

Rev	Amendments	Dm	Chk	App	Date
A	Latest Pentland schemes	DH	CG	CG	July 25

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Job Title

Merton Park, Canterbury

Drawing Title

Bus Provision

Client

Quinn Estates

Scale	Date	Designed
1:5000 @ A1	May 2025	DH
Drawn	**Checked**	**Approved**
DH	CG	CG
Job No	**Drawing No**	**Rev**
22-022	22-022/048	A

Indicative Timetable for Ashford - Canterbury via Sites C6 and C7

		Intermediate time	Veh 1	Veh 2	Veh 3	Veh 4	Veh 1
Ashford Park Street	Existing		07:00	07:30	08:00	08:30	09:00
Kennington Post Office	Existing	00:08	07:08	07:38	08:08	08:38	09:08
Chilham Felborough Cl	Existing	00:16	07:24	07:54	08:24	08:54	09:24
Chartham Hatch Howfield Lane	Existing	00:11	07:35	08:05	08:35	09:05	09:35
Milton Manor Rbt	Proposed	00:01	07:36	08:06	08:36	09:06	09:36
Cockering Farm	Proposed	00:02	07:38	08:08	08:38	09:08	09:38
Saxon Fields	Proposed	00:04	07:42	08:12	08:42	09:12	09:42
Site C7	Proposed	00:06	07:48	08:18	08:48	09:18	09:48
Site C6	Proposed	00:02	07:50	08:20	08:50	09:20	09:50
Canterbury Bus Station	Existing	00:04	07:54	08:24	08:54	09:24	09:54
Turnaround time - 6 minutes							
Canterbury Bus Station	Existing		08:00	08:30	09:00	09:30	10:00
Site C6	Proposed	00:04	08:04	08:34	09:04	09:34	10:04
Site C7	Proposed	00:02	08:06	08:36	09:06	09:36	10:06
Saxon Fields	Proposed	00:06	08:12	08:42	09:12	09:42	10:12
Cockering Farm	Proposed	00:04	08:16	08:46	09:16	09:46	10:16
Milton Manor Rbt	Proposed	00:02	08:18	08:48	09:18	09:48	10:18
Chartham Hatch Howfield Lane	Existing	00:01	08:19	08:49	09:19	09:49	10:19
Chilham Felborough Cl	Existing	00:11	08:30	09:00	09:30	10:00	10:30
Kennington Post Office	Existing	00:16	08:46	09:16	09:46	10:16	10:46
Ashford Park Street	Existing	00:08	08:54	09:24	09:54	10:24	10:54

Four vehicles provides 30 minutes frequency