

## Draft Canterbury District Local Plan: Focused consultation 2025

Consultation comments: Stephen Allen (Resident CT2)

October 2025

## **Draft Canterbury District Local Plan: Focused consultation 2025 - Comments:**

### **1. Provision for an Eastern Link Road (Sites South Canterbury, N4, N5, N6 & Sturry Wetland Site C20)**

Canterbury's existing ring road is already described as "at breaking point", and therefore it is too great a risk not to provide a contingency in these new allocations. Safeguarding land now would ensure a "Plan B" option exists should the current strategy fail (see Figure 1).

A reduction in traffic pressure on the ring road would also enable an ambitious reinvention of this corridor, unlocking opportunities for active travel infrastructure and a potential road-based e-tram network (see Figures 2 & 3).

While National Highways' "Vision and Validate" approach is a positive step away from "Predict and Provide" model, it still requires a realistic foundation. There is a significant risk that if the Local Plan commits fully to this model without safeguarding strategic corridors — such as the potential for an Eastern Link Road — it will be too late to retrofit such infrastructure if the transport vision does not deliver as intended.

The Local Plan should therefore include spatial safeguarding within key site allocations (South Canterbury, N4–N6, and the Sturry Wetland site C20) to preserve the option for an Eastern Link Road or future Sturry bypass connection. This would ensure that, should future monitoring reveal the transport strategy is not achieving its objectives, a contingency remains to alleviate pressure on Canterbury's already overburdened ring road.

In short, the Plan must balance the Vision and Validate approach with practical resilience and long-term adaptability.

### **2. Concerns with the Transport Strategy**

The transport strategy for the new allocations appears heavily reliant on short-term bus subsidies framed as modal shift. Reliance on subsidised bus services is not a sustainable long-term solution and does not constitute investment in lasting transport infrastructure. This approach risks missing a once-in-a-generation opportunity to deliver transformational, permanent improvements to the district's transport network.

### **3. Need for Updated Traffic Data and Modelling**

All new and existing site allocations must be supported by a new ANPR-based origin/destination survey and updated city-wide traffic modelling to properly assess impacts on the ring road. There seems to be a reliance on an outdated 2017 VISUM model.

A proposed signalisation of the ring road will likely worsen congestion, especially when combined with thousands of additional residents needing to cross the city from the proposed new allocations to routes on the other side of the city. The resulting network pressures could undermine the city's regeneration ambitions and overall movement strategy.

#### **4. Wincheap Regeneration and A28 Alignment**

The Wincheap regeneration should be bold and ambitious, relocating the A28 towards the rear of the site to allow Wincheap High Street to thrive as part of a residential-led regeneration.

There seems to be conflicts between the proposed A2 slip, gyratory, park and ride location and regeneration goals, with no integration to the active-travel network.

The proposed Wincheap junction and gyratory should be paused and redesigned to align with a more ambitious masterplan for the allocation. The Park & Ride should be located within the new Wincheap regeneration area, not in Thanington, to avoid harm to valued neighbourhood green space.

#### **5. Inclusion of further City Centre Brownfield Sites**

The Local Plan should include a broader range of city centre brownfield sites, such as Castle Street Multi-Storey and Castle Row Car Park, to ensure flexibility for future regeneration projects.

All city centre surface car parks should be identified as potential development allocations, allowing maximum flexibility as regeneration opportunities arise.

In particular, North Lane and Queningate Car Parks should be considered as transport interchange sites for a road-based e-tram network connecting to the new Park & Ride sites (see Figure 2).

**Note:** See wider *Canterbury Gateways Masterplan Vision* for further context.

**Figure 1**



Sittingbourne,  
Chatham,  
Gravesend,  
Dartford,  
London

M2

Faversham

A299

A290

Canterbury

A2

Whitstable  
& Herne Bay

A291

A28

A299

Margate,  
Broadstairs,  
Ramsgate

A256

A257

Deal

Ashford &  
Tenterden

A28

A2

A258

Dover

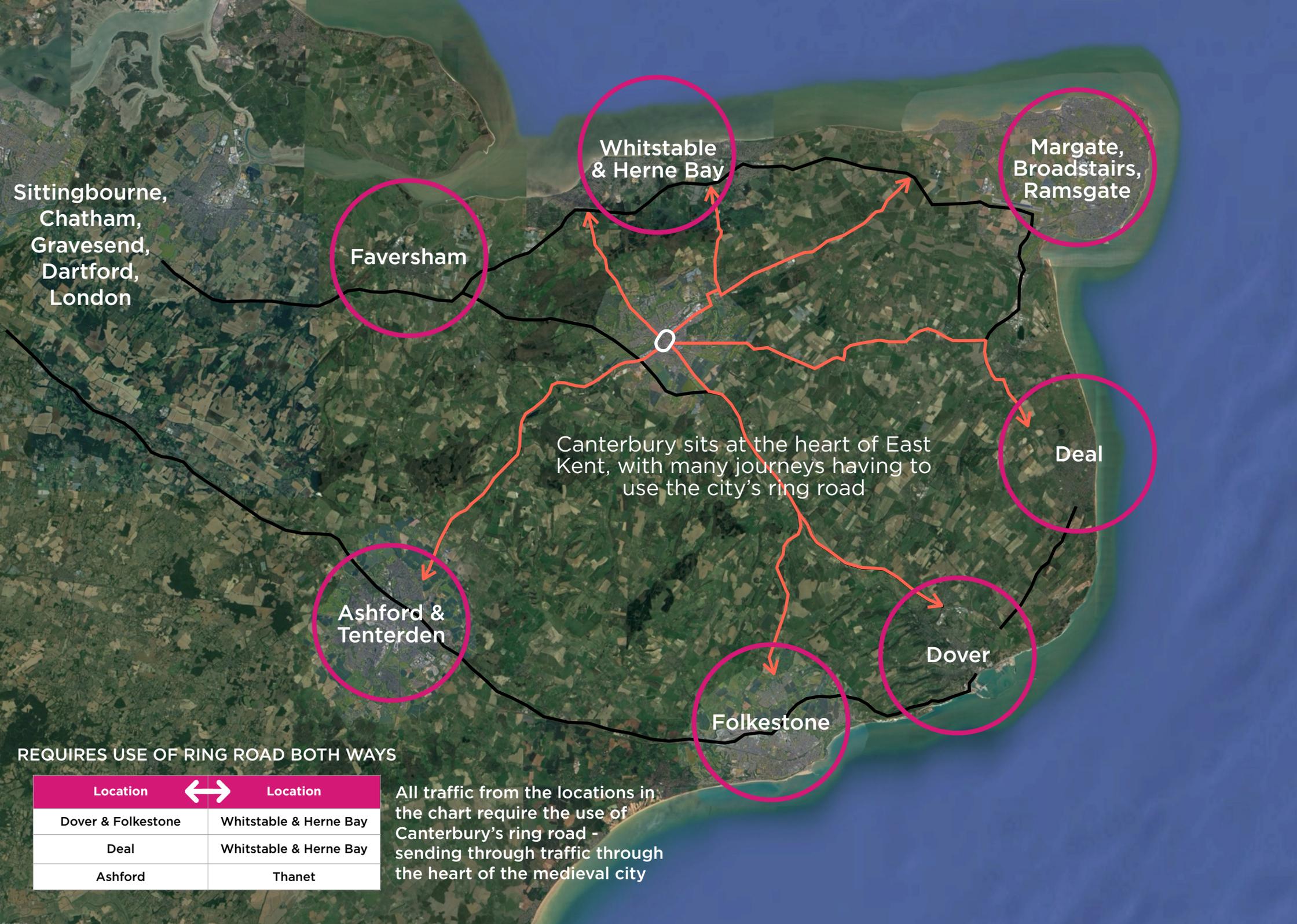
Folkestone

A260

A20

M20

The current East Kent road network

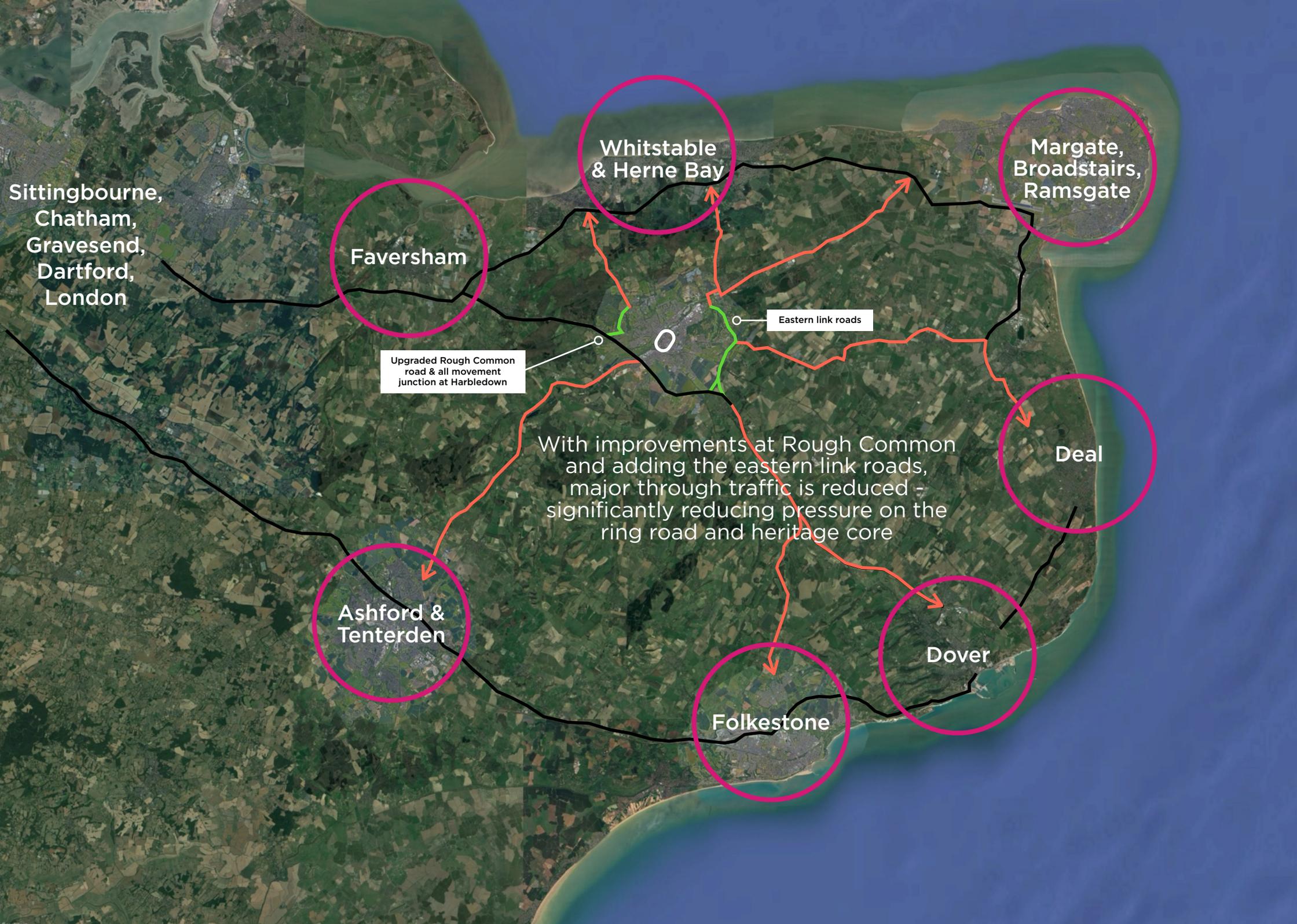


Canterbury sits at the heart of East Kent, with many journeys having to use the city's ring road

**REQUIRES USE OF RING ROAD BOTH WAYS**

Location	↔	Location
Dover & Folkestone		Whitstable & Herne Bay
Deal		Whitstable & Herne Bay
Ashford		Thanet

All traffic from the locations in the chart require the use of Canterbury's ring road - sending through traffic through the heart of the medieval city



Sittingbourne,  
Chatham,  
Gravesend,  
Dartford,  
London

Faversham

Whitstable  
& Herne Bay

Margate,  
Broadstairs,  
Ramsgate

Upgraded Rough Common  
road & all movement  
junction at Harbledown

Eastern link roads

With improvements at Rough Common  
and adding the eastern link roads,  
major through traffic is reduced -  
significantly reducing pressure on the  
ring road and heritage core

Deal

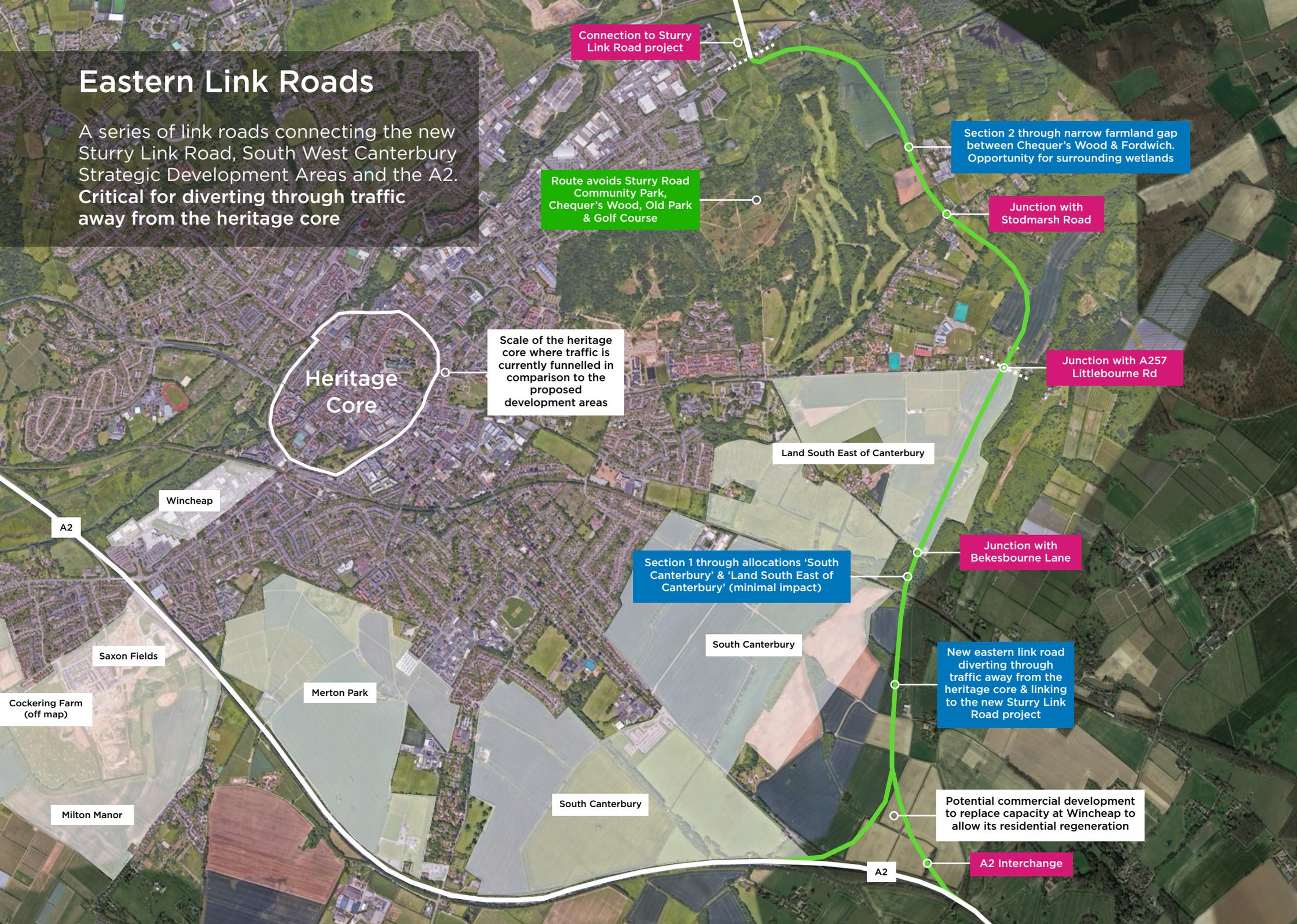
Ashford &  
Tenterden

Dover

Folkestone

# Eastern Link Roads

A series of link roads connecting the new Sturry Link Road, South West Canterbury Strategic Development Areas and the A2. Critical for diverting through traffic away from the heritage core



Connection to Sturry Link Road project

Route avoids Sturry Road Community Park, Chequer's Wood, Old Park & Golf Course

Section 2 through narrow farmland gap between Chequer's Wood & Fordwich. Opportunity for surrounding wetlands

Junction with Stodmarsh Road

Scale of the heritage core where traffic is currently funnelled in comparison to the proposed development areas

Junction with A257 Littlebourne Rd

Heritage Core

Land South East of Canterbury

Section 1 through allocations 'South Canterbury' & 'Land South East of Canterbury' (minimal impact)

Junction with Bokesbourne Lane

Wincheap

A2

Saxon Fields

South Canterbury

New eastern link road diverting through traffic away from the heritage core & linking to the new Sturry Link Road project

Merton Park

Cockering Farm (off map)

South Canterbury

Potential commercial development to replace capacity at Wincheap to allow its residential regeneration

Milton Manor

A2

A2 Interchange

# Figure 2

# Canterbury E-Tram Network

Park & Ride

City Loop

WiFi & Charging

Tap to Ride

Late Night Service

Road Based

Calling at...

Westgate Interchange

Castle Interchange

Cathedral Interchange

Northgate Interchange

Loop Service & All Park & Ride Sites



# E-Tram Links to Park & Ride

A network of six Park & Ride sites will link directly to a road based e-tram loop encircling the city centre, offering seamless, car-free access to the heart of the city



From Herne Bay & Thanet



Sturry Road Park & Ride

From Whitstable



Westgate Interchange



Northgate Interchange

E-Tram Loop



Cathedral Interchange

From Littlebourne, Wingham, Ash & Sandwich



Littlebourne Road Park & Ride



Parkway / Wincheap Interchange and Park & Ride

From Ashford, Faversham & London

Proposed Developments



South Canterbury Park & Ride

From Dover, Folkestone & Deal

# Figure 3

# Green Ring Active Travel Corridors

Dedicated cycle  
& pedestrian loops  
connecting all  
corners of the city



Green Ring 1

Green Ring 2

**Green Ring 1**

Following the line of the city wall

**Green Ring 2**

Connecting a future parkway station and a new Wincheap village to the heritage core