

TRANSPORT POSITION STATEMENT

DATE:	07 April 2026	CONFIDENTIALITY:	Public
SUBJECT:	University of Kent – Sites BCD - Transport Position Statement		
PROJECT:	UK-70080896	AUTHOR:	Philip Moss
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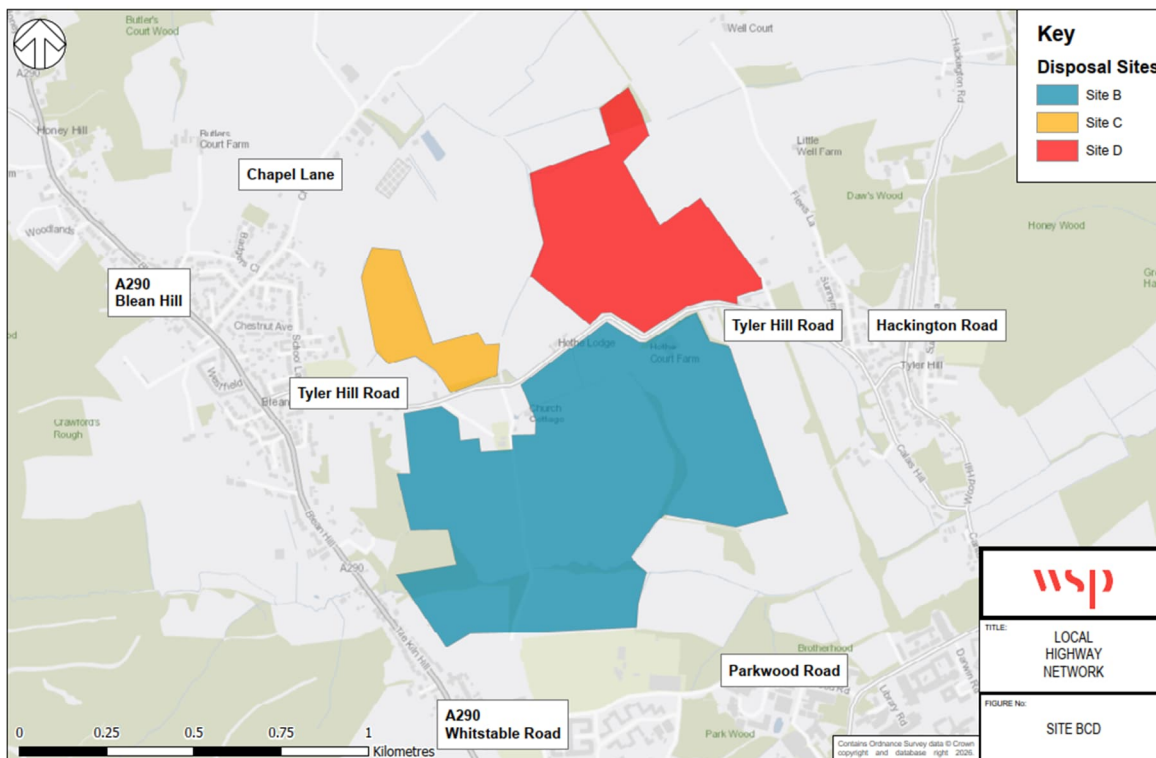
1. INTRODUCTION

- 1.1 This Transport Position Statement (TPS) has been prepared in respect of land to the north of the University of Kent (UoK), referred to as Sites BCD, being promoted by UoK within the Canterbury City Council (CCC) Local Plan process.
- 1.2 The TPS presents a summary of the position reached to date with agreeing the Transport Strategy and transport network impacts of the proposals with Kent County Council (KCC) and areas of further work identified. A table within the summary at the end of this document provides a summary of all matters.

2. SITE LOCATION AND ACCESS STRATEGY

- 2.1 The Site is located to the north of the UoK Canterbury Campus and is split into three main land areas as shown in **Figure 2.1**. Site B is the largest land parcel and located to the south of Tyler Hill Road. To the north are further land parcels, Site C and Site D. Owing to the limited frontage that Site C has to the adopted highway of Tyler Hill Road built development is concentrated on Sites B and D only. Site C is proposed as public open space and other supporting recreational uses.

Figure 2.1 – Site Location

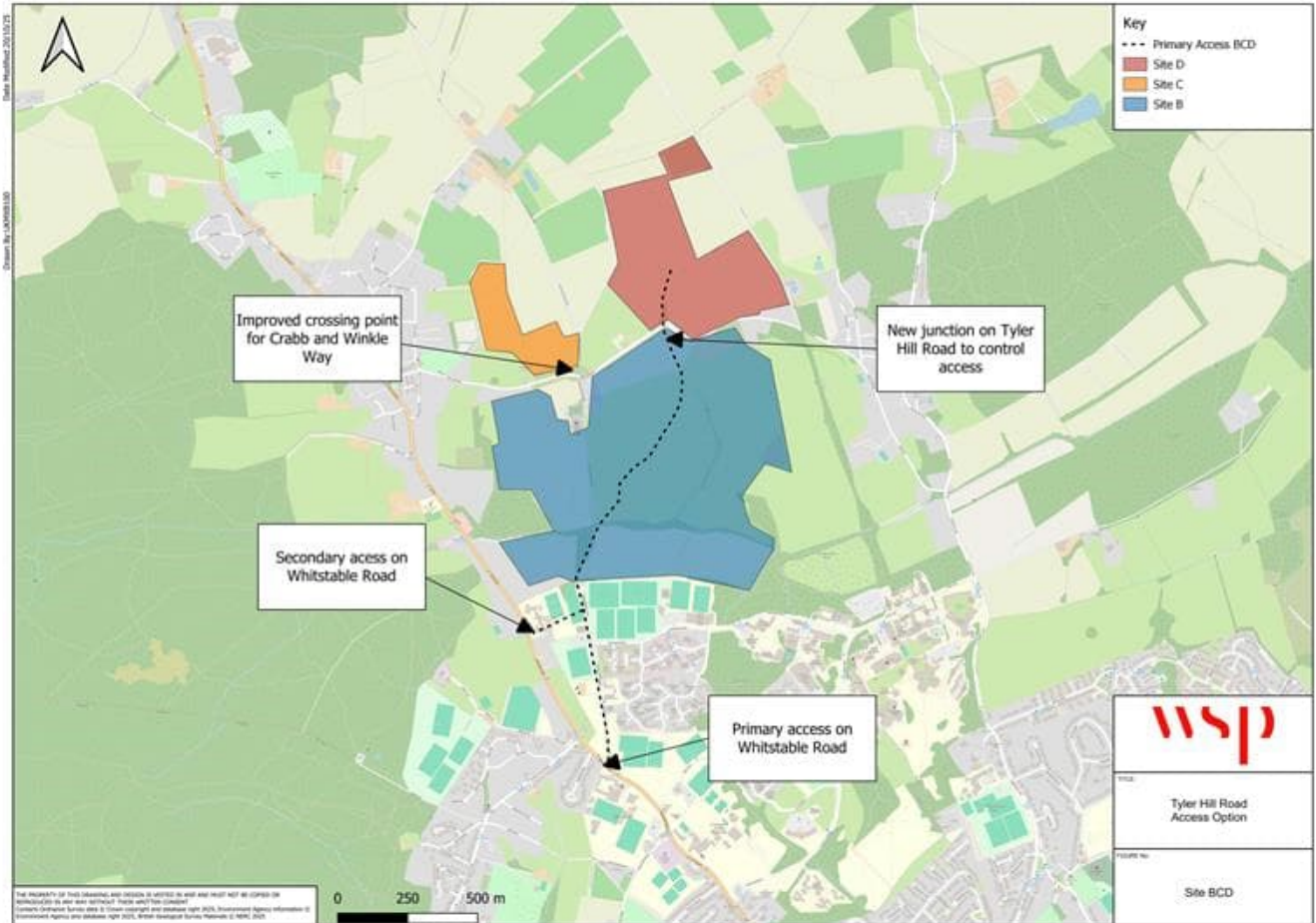


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- 2.2 Tyler Hill Road is a single carriageway road that connects the A290 Whitstable Road in the west with the village of Tyler Hill and Hackington Road in the east. In the vicinity of Sites BCD Tyler Hill Road is subject to national speed limit (60mph), varies in width between approximately 4m and 6m, is subject to a 7.5t weight restriction and in places features limited forward visibility.
- 2.3 In its current form, Tyler Hill Road is not considered suitable to accommodate a significant increase in volumes of traffic. Due to the University's limited frontage onto Tyler Hill Road, constrained highway boundary extents and multiple land ownerships fronting the highway, the University has limited potential within its own land ownership to improve the existing Tyler Hill Road.
- 2.4 On the basis of the above, the access strategy for Sites BCD proposes a new north-south highway corridor through the University Campus achieving access onto Whitstable Road at two locations. Access onto Whitstable Road would be phased with initial access taking the form of a priority junction in the south near Highfield Close. A second point of access would be delivered at an appropriate point in the build out of the development by relocating the existing Blean Primary School to within land owned by the University and providing a roundabout type junction onto Whitstable Road. The general form of access points onto Whitstable Road have been agreed with KCC and are shown in **Appendix A** on drawings 70080896-XX-XX-TP-016 and 70080896-XX-XX-TP-024.
- 2.5 To discourage increased usage of Tyler Hill Road it is proposed that a traffic signal junction with limited turning movements is implemented to connect land parcels B and D. The general form of access point on Tyler Hill Road has been agreed with KCC and is shown in **Appendix A** on drawing 70080896-XX-XX-TP-032.
- 2.6 A further restriction is proposed at the new site access road junction with Park Wood Road (located within the University Campus). Turning movements would be restricted to buses only to prevent general traffic routing through the University Campus, this will be enforced by ANPR cameras. The general form of access point on Park Wood Road has been agreed with KCC and is shown in **Appendix A** on drawing 70080896-XX-XX-TP-031.
- 2.7 The overarching access strategy agreed with KCC is summarised by **Figure 2.2** and shows the two points of access proposed onto Whitstable Road, the new highway corridor proposed through the University Campus (alignment indicative), the alignment of the main highway corridor through Sites B and D and the location of the proposed restricted movement junction on Tyler Hill Road.

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Figure 2.2 – Sites BCD Access Strategy



- 2.8 Pedestrian and cycle access to Sites BCD would be provided on the alignment of the proposed highway corridor through the University Campus and from Tyler Hill Road.
- 2.9 The Crabb and Winkle Way (National Cycle Route 1) runs through the University Campus and Site B on a north-south alignment connecting the Site with Canterbury City Centre in the South and Whitstable to the north. Where it passes through the University Campus and Site B, and either abuts or crosses the proposed highway corridor it will be integrated into the wider transport infrastructure proposed to ensure that the route is maintained and where appropriate enhanced through provision of off-carriageway segregated pedestrian and cycle infrastructure.
- 2.10 Public transport access will be provided along the proposed new highway corridor and connect with a mobility hub at the local centre. This is discussed in more detail in the section on Public Transport Strategy below.

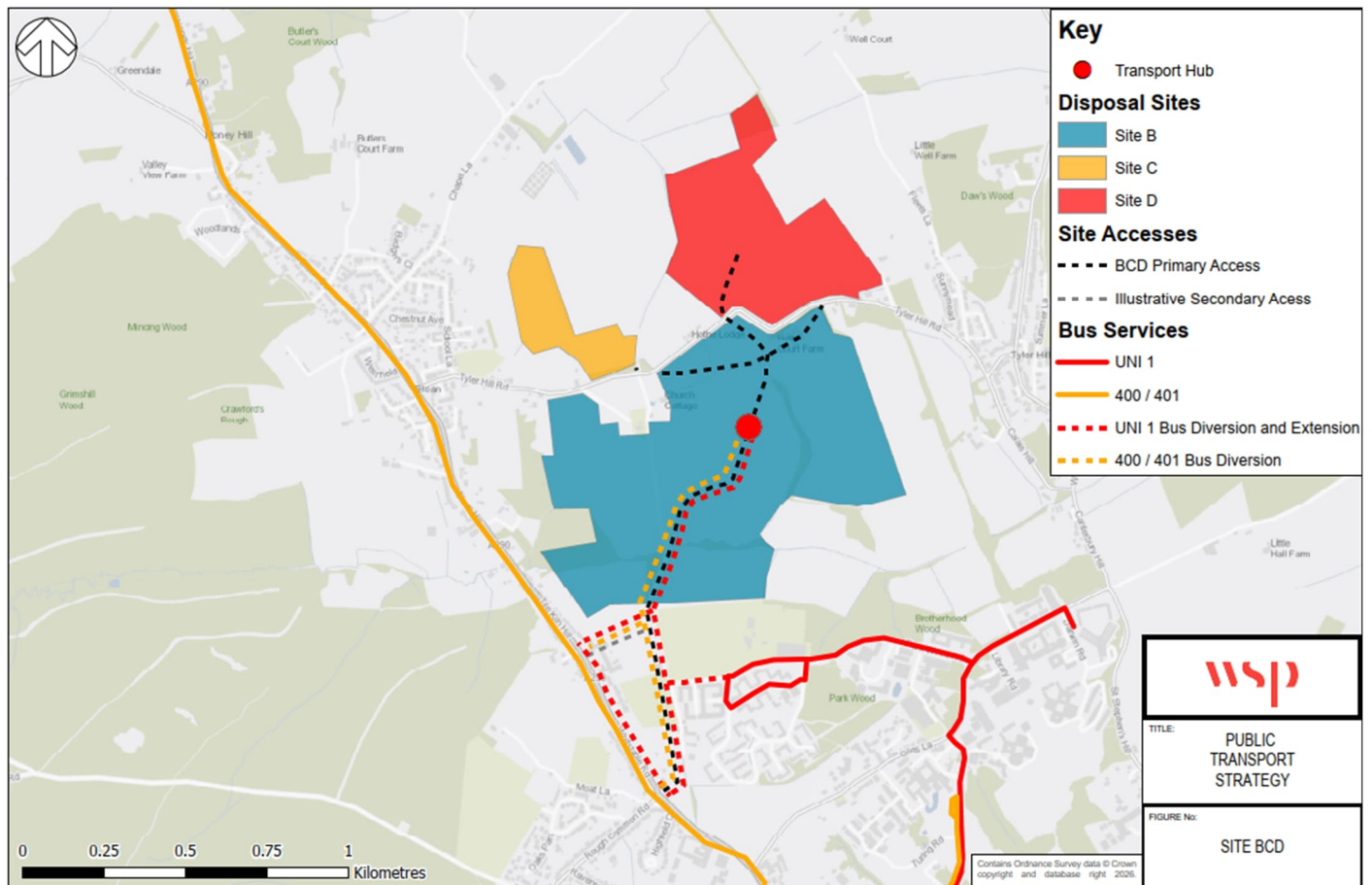
3. PUBLIC TRANSPORT STRATEGY

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

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- 3.2 The UoK already has an established and well used bus network between the city centre and the university which the site will be able to support and further enhance.
- 3.3 The public transport strategy proposes to extend Route Uni 1 and Route 400/401 into a central transport hub for the site. This will widen the patronage of the existing services and further strengthen the financial models of both bus services. The public transport strategy is shown indicatively in **Figure 3.1**.

Figure 3.1 – Sites BCD Public Transport Strategy



- 3.4 Preliminary discussions have been held with Stagecoach regarding the public transport strategy¹. It was noted during these discussions that currently the bus services to and from the university and city centre are tidal, with a significant number of users travelling in the morning peak to the university and back towards the city centre in the evening peak. The residential led site offers the opportunity for the reverse in terms of patronage with full buses taking residents from the university area in the morning peak to the city centre and back to the university in the evening peak. This would therefore enable the proposed site allocation to enhance the viability of these existing bus services without reducing the capacity of existing services or requiring the need to deliver new public transport services.
- 3.5 Stagecoach have indicated that contributions will be required to extend the existing services into the site and to ensure that they are provided across the day (for example the Uni 1 would need to commence earlier in the morning from around 6am when it currently doesn't commence until 08:30) and on a sufficient frequency to meet the demand of the Proposed Development. Initial analysis suggests that to achieve a significant shift towards bus based public transport a service frequency of up to six buses per hour would be required. Stagecoach have indicated this would require an additional four buses and cost approximately £1m per year

¹ Meeting with Stagecoach and WSP on 12th December 2025

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for four additional buses. The length of time that this subsidy is required will be determined through further discussions. Such a contribution would be aligned with the scale of development proposed and could be secured via S106 agreement.

- 3.6 Contributions and bus service provision could be phased with the Uni 1 extension being the most logical initial service with the introduction of the 400 service later. The 400 service would not be diverted in its entirety to prevent reducing the service significantly for existing residents within Blean. Instead, every other service could be diverted providing a 30-minute frequency.
- 3.7 **Table 3.1** sets out anticipated bus service frequencies to serve the Site.

Table 3.1 – Proposed Bus Service Frequencies (hourly)

Route	Early Morning Frequency (06:00-07:00)	Daytime Frequency (07:00-19:00)	Evening Frequency (19:00-22:00)
Uni 1	2	6	2
400/401	1	2	1

Next Steps

- 3.8 Confirmation is required on the level of bus subsidy required to provide a frequency of service that would enable the mode share targets set out in the Transport Strategy to be achieved along with an agreement in principle that such a service could be delivered.

4. WALKING AND CYCLING STRATEGY

- 4.1 Walking and cycling infrastructure is one element of delivering a sustainable development, alongside good access to facilities (being on or off-site), access to public transport and the ability to undertake daily tasks within close proximity (such as working from home / hub, local shops, gyms etc).
- 4.2 Walking and cycling present significant potential as primary modes of transportation to both on-site amenities and the neighbouring university, with new and improved pedestrian and cycling routes integrated into the masterplan. A significant proportion of journeys within the site could be made on foot or by bicycle, facilitating access to a range of facilities that are not impacted by existing gradients, including:
- Mobility hub/bus stop
 - Primary school
 - Gym / sports centre
 - Sports pitches
 - Pharmacy
 - Local shops
 - University
 - Potential work hub
 - Leisure based trips using the Public Rights of Way network
- 4.3 Importantly, the University is a key employer within the city, with this development being an attractive proposition to workers, further supporting the sustainability of the development and ability to utilise walking and cycling to work.

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- 4.4 Walking and cycling also present potential for movements further afield. Existing infrastructure provided on Site in the form of the Crabb and Winkle Way (to be enhanced through delivery of the site's access road) connect the Site with the university campus to the south and existing pedestrian and cycle infrastructure on the A290 towards the city centre.
- 4.5 To encourage travel by active modes the on-site mobility hub will include provision for shared and micro-mobility. The provision of shared and micro-mobility as a rental facility could either be provided by the development or as part of a city-wide strategy and form part of the longer-term strategy within the Draft Canterbury District Transport Strategy. The provision of these facilities, alongside traditional models of bicycle ownership and cycle parking within the development enable trips to/from local destinations within Canterbury. In particular, the use of e-bikes can contribute towards overcoming the topographic challenges faced by the location of the site relative to the city centre.
- 4.6 In addition, a review of existing walking and cycling routes to/from the City Centre was undertaken as part of previous studies². This review identified a series of potential improvements which could be secured at the planning application stage through the S106 agreement. Measures included:
- Route 1 – Whitstable Road to City Centre
 - o Review of parking in close proximity to St Dunstan's level crossing alongside signage and an advanced cycle stop line and widening of designated pedestrian space across the crossing
 - o Improved signage and advisory cycle lanes on Whitstable Road/St Thomas Hill
 - o Review of tactile paving at crossing points
 - Route 2 – St Michael's Road to City Centre
 - o Signage and lighting for the railway underpass along with CCTV provision
 - o Introduction of resting point on Eliot Hill to assist with taking breaks due to the gradient of the route
 - o Removal of vegetation to ensure sufficient street lighting is provided

Next steps

- 4.7 The measures to be secured through the S106 agreement and that would be introduced in addition to those identified in the Local Cycling and Walking Implementation Plan (LCWIP) would be subject to discussion and agreement at the planning application stage.

5. TRIP GENERATION

- 5.1 An initial trip generation for Sites BCD was developed to enable testing within the Canterbury Transport Model, a strategic highway model being developed by Jacobs on behalf of KCC for the purposes of Local Plan testing.
- 5.2 This trip generation was based on a 'predict and provide' methodology and agreed with both National Highways and KCC Highways prior to its application within the Canterbury Transport Model in 2024 and 2025. This 'predict and provide' based trip generation is summarised in **Table 5.1**.

² WSP – University of Kent – Regulation 18 – Transport Appraisal – May 2024

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Table 5.1 – ‘Predict and Provide’ Vehicular Trip Generation³

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential – Private Housing (1,800 Dwellings)	126	571	697	608	304	912
Residential – Senior Living (200 units)	17	23	40	20	15	35
Office (4000sqm)	50	3	53	0	44	45
Education – 3FE Primary School	50	0	50	0	35	35
Vehicular Total	242	598	840	628	398	1,026

- 5.3 Subsequent to initial testing of the Site within the Canterbury Transport Model a ‘vision-led’ approach to the transport strategy and trip generation was prepared and submitted to KCC for review and comment aligned with the requirements of National Policy⁴.
- 5.4 The ‘vision-led’ approach proposes two complementary strategies to reducing the impacts of the Proposed Development on the transport network:
1. A census travel to work based assessment of the ability for trips to transfer to public transport and active modes based upon their anticipated destination
 2. Strategies that the University could implement, secured through the S106 agreement to reduce trip making associated with the neighbouring University Campus which could offset the additional trips associated with Sites BCD and therefore enable the proposed site allocation to be accommodated on the highway network
- 5.5 WSP propose to adopt a monitor and manage strategy to review the transport impacts arising from Sites BCD and subsequently, implement appropriate highway mitigation as required, to address the residual highway network impacts in accordance with national policy requirements⁶. The scope of the monitor and manage strategy would be agreed as part of any planning submission and secured within a S106 agreement. A series of scenarios will be agreed for assessment and any highway mitigation measures arising will need to be agreed to. This package of measures will then form part of the monitoring strategy.
- 5.6 Feedback on the initial vision led strategy from KCC⁷ requested:
- a review of the mode shift assumptions
 - an assessment based on low uptake of sustainable modes
 - a tested and committed highway mitigation package to demonstrate the proposals do not result in a severe highway impacts

³ WSP University of Kent – Strategic Modelling Assumptions Technical Note – Revision 2 – 27th November 2024

⁴ National Planning Policy Framework (NPPF) (December 2024) – Paragraph 109 and NPPF draft text for consultation(December 2025) Policy TR6

⁶ NPPF (December 2024) – Paragraph 118 and NPPF draft text for consultation (December 2025) Policy TR6

⁷ KCC Feedback dated 28th January 2026

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- commitment from Stagecoach South East to run the bus services required to deliver the public transport strategy
- commitment from the University to implementing the measures set out in the 'vision-led' strategy

Next steps

- 5.7 It is understood that KCC are supportive of the above strategies as a method to reduce impacts upon the highway network, however the level of highway trip reduction to be applied supported by the reasons outlined above needs to be reviewed and agreed with KCC.

6. HIGHWAY IMPACTS

- 6.1 Three primary highway network assessments have been undertaken as part of promotion of the Site within the Local Plan process:
- Initially a spreadsheet-based model was utilised with the resulting assessment presented within the February 2022 Preliminary Highway Assessment⁸
 - Following feedback from KCC a micro-simulation model was then developed to better understand distribution at a more detailed level around the Site. The results of the micro-simulation based modelling and resulting highway network assessment were presented within the January 2023 Preliminary Transport Appraisal⁹.
 - The Canterbury Transport Model (CTM) was then used to distribute traffic associated with Sites BCD using the trip generation set out within Section 5. Two separate runs of the model were undertaken with the most recent run being reported within the Highway Assessment – August 2025¹⁰.
- 6.2 Through the various highway network assessments undertaken as part of promotion of the Site within the Local Plan process a package of highway mitigation at a number of locations surrounding the Site has been developed. This highway mitigation package has focused on a study area agreed with KCC as part of the initial Preliminary Transport Appraisal¹¹. This study area is replicated in **Figure 6.1**.

⁸ WSP University of Kent, Canterbury Campus Preliminary Transport Appraisal: Disposal Sites BCD – February 2022

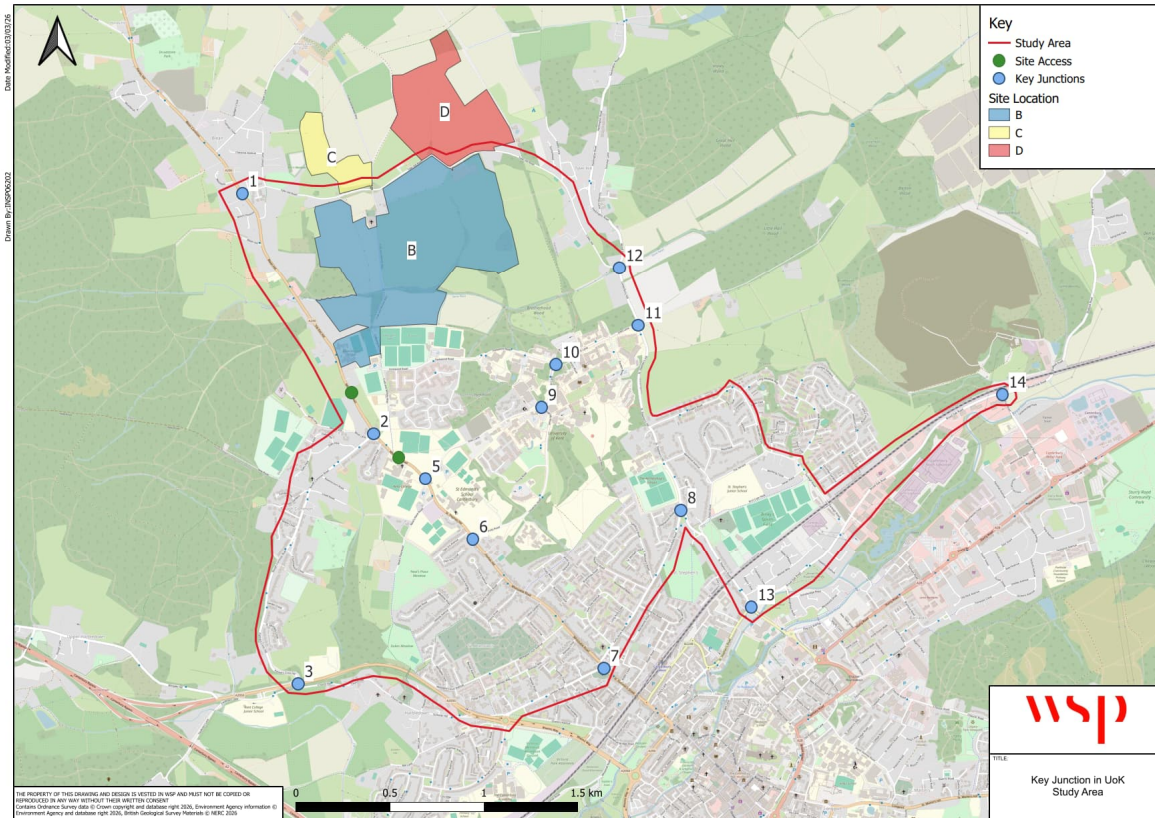
⁹ WSP University of Kent, Canterbury Campus Preliminary Transport Appraisal: Disposal Sites BCD – January 2023

¹⁰ WSP University of Kent, Disposal Sites – BCD – Highway Assessment – August 2025

¹¹ WSP University of Kent, Canterbury Campus Preliminary Transport Appraisal: Disposal Sites BCD – February 2022

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Figure 6.1 – Highway Network Study Area



- 6.3 It is agreed with KCC that the modelling undertaken to date has only assessed a 'worst case' predict and provide scenario which is not aligned with the current or draft NPPF which requires a 'vision-led' approach to be adopted. It is also agreed that the modelling undertaken to date does not take account of the Local Plan Transport Strategy which aims to reduce background traffic within the city, including reducing vehicle movements along the Whitstable Road corridor.
- 6.4 Whilst the precise package of mitigation required will depend on the overarching level of trip making by private car and the vision led approach to be adopted and agreed, the current locations have been identified and agreed as not requiring mitigation:
- Junction 1 – A290 Whitstable Road/Tyler Hill Road
 - Junction 3 – A2050/Palmars Cross Hill
 - Junction 8 – St Stephens Hill/Beaconsfield Road
 - Junction 9 – Giles Lane/University Road
 - Junction 10 – Giles Lane/Park Wood Road
 - Junction 12 – Calais Hill/Canterbury Hill
 - Junction 14 - Broad Oak Road/Vauxhall Road
- 6.5 At the following location a mitigation scheme has been agreed in principle:
- Junction 13 – Kingsmead Road/Broad Oak Road
- 6.6 The following locations remain the subject of ongoing discussions with KCC regarding the scope of mitigation:
- Junction 2 – A290 Whitstable Road/Rough Common Road – a mitigation scheme consisting of widening to the entry arms of the mini-roundabout was put forwards. This mitigation, consisting of widening the arms to provide two lane entries to the mini-roundabout is not supported by KCC on highway safety

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grounds. Investigation into the ability to accommodate a larger 'normal' roundabout in this location is ongoing noting the constraints of the highway boundary in this location.

- Junction 5 – Whitstable Road/Giles Lane – no mitigation has been identified at this location due to the constraints of the highway boundary. WSP will review this junction to determine what mitigation might be possible.
- Junction 6 – Whitstable Road/University Road – no mitigation has been identified at this location currently. This priority junction features a ghost island right turn lane. Sufficient space exists either within the public highway or within land owned by the University to enable a mitigation scheme to be developed. This could include a traffic signal junction or a roundabout, acknowledging that the junction is located on a hill.
- Junction 7 – Whitstable Road/London Road - limited options are available to mitigate impacts at this location owing to the constraints of the highway boundary. The latest modelling utilising the CTM does not indicate a severe impact at this location. However, the CTM shows an increase in traffic using the residential streets of Harcourt Drive and Temple Road to access London Road and avoid this junction. WSP have proposed a traffic calming scheme to address this which could be delivered as part of a mitigation package for the Site, acknowledging that the strategic modelling indicates that this is an existing issue. Any traffic calming scheme would need to be developed in due course. Further testing has been requested to understand where these trips would ultimately route.
- Junction 11 - St Stephens Hill/Giles Lane – a mitigation scheme is identified as being required at this location in all the modelling undertaken. Mitigation, consisting of widening the arms to provide two lane entries to the mini-roundabout is not supported by KCC on highway safety grounds. Investigation into the ability to accommodate a larger 'normal' roundabout in this location are ongoing noting the constraints of the highway boundary in this location.
- A package of measures to improve parking conditions on Rough Common Road was proposed previously. Any changes to parking would be subject to a separate process led by CCC and therefore UoK as developer would only be able to make a S106 contribution to such a change secured through a planning consent.

6.7 It should be noted that the introduction of the vision led strategy, alongside the CCC Transport Strategy once approved by KCC are likely to reduce the level of impacts identified at the above junctions.

SUMMARY

6.8 This TPS summarises the position reached to date regarding the Transport Strategy and outlines areas of further work required to reach agreement on the impacts of the development on the transport network.

6.9 **Table 7.1** sets out a summary of the position reached with KCC Highways to date. The items in the summary table have been colour coded as follows:

- **Green** – items agreed
- **Amber** – further work is required to reach a position of agreement

Table 7.1 – Summary of TPS

TPS Section	Item	Status
Access Strategy	Principle of access strategy, taking access from Whitstable Road with restricted vehicular access to/from Tyler Hill Road	Agreed
	Phased delivery of access onto Whitstable Road with initial access in south and secondary access provided through the relocation of Blean Primary School at an appropriate trigger	Agreed
	Trigger for provision of secondary point of access	To be agreed at the planning application stage

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TPS Section	Item	Status
Public Transport Strategy	Delivery of a mobility hub on site to act as a focal point for accessing a range of mobility services including bus	Agreed
	Extension of existing services Uni 1 and 400 to serve Sites BCD	Agreed
	Bus service routing and frequency required to deliver mode share targets set out within the 'vision-led' trip generation	To be agreed
	Agreement from Stagecoach to deliver the service extension required to serve Sites BCD and confirmation of funding requirement	To be agreed
Walking and cycling strategy	Provision of a range of land uses on site to bring amenities within walking distance of residents of the development and therefore reduce external trip making.	Agreed
	Micro-mobility facilities within central mobility hub to enhance active travel connectivity between Sites BCD and city centre	Agreed
	Findings of walking and cycle audit	Agreed
	Agreement to package of measures to improve walking and cycling connectivity between the city centre and Sites BCD	To be agreed
Trip Generation	Predict and provide trip generation	Agreed
	Mode share targets within the vision-led trip generation	To be agreed
	Commitment from University to deliver the measures set out within the 'vision-led' strategy	To be agreed
Highway Impacts	Updated highway network assessment following agreement of 'vision-led' trip generation	To be undertaken and agreed
	Subject to confirmation through updated highway network assessment, no mitigation is required at: - Junction 1 - A290 Whitstable Road/Tyler Hill Road - Junction 3 – A2050/Palmars Cross Hill - Junction 8 – St Stephens Hill/Beaconsfield Road - Junction 9 – Giles Lane/University Road - Junction 10 – Giles Lane/Park Wood Road - Junction 12 – Calais Hill/Canterbury Hill - Junction 14 - Broad Oak Road/Vauxhall Road	Agreed
	The mitigation scheme for Junction 13 - Kingsmead Road/Broad Oak Road	Agreed

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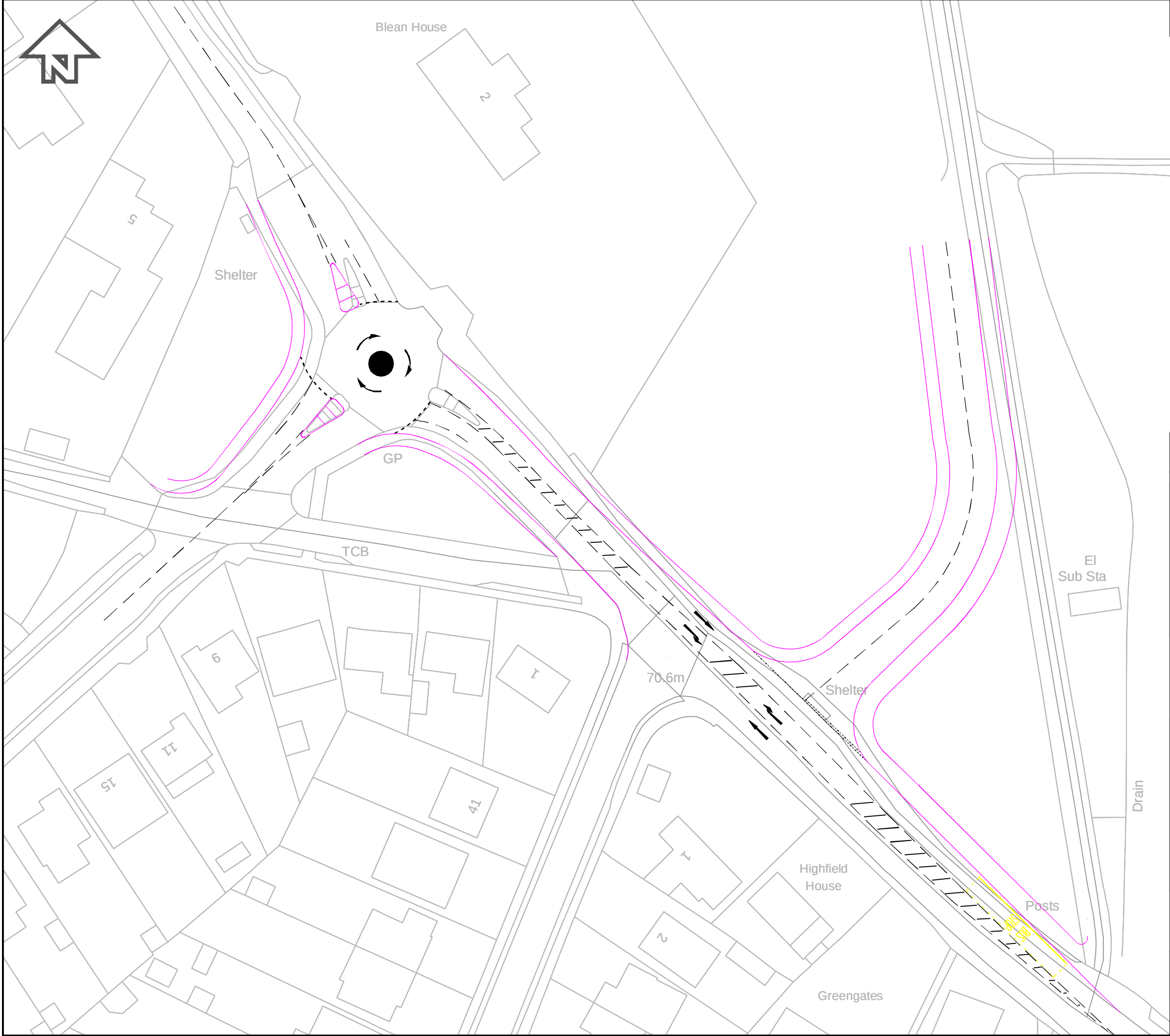
TPS Section	Item	Status
	The mitigation scheme for Junction 2 - A290 Whitstable Road/Rough Common Road	To be further developed and agreed
	Junction 5 - A290 Whitstable Road/Giles Lane	To be assessed in more detail before agreement can be reached
	The mitigation scheme for Junction 6 – A290 Whitstable Road/University Road	To be assessed in more detail before agreement can be reached
	Junction 7 – Whitstable Road/London Road	To be assessed in more detail before agreement can be reached
Highway Impacts continued	Impacts on Harcourt Drive and Temple Road	To be assessed in more detail and any traffic calming measures developed before agreement can be reached
	The mitigation scheme for Junction 11 - St Stephens Hill/Giles Lane	To be assessed in more detail before agreement can be reached
	Rough Common Road	Confirmation required from CCC regarding their support for the changes to parking provision proposed



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Appendix A – Site Access Drawings

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- KEY
- Proposed Kerb Line
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DRAWING STATUS:



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CLIENT: University of Kent

ARCHITECT: PRP

PROJECT: University of Kent, Canterbury

TITLE: Preliminary Transport Appraisal
Staggered Priority Junction Mitigation
Junction Geometry Measurements

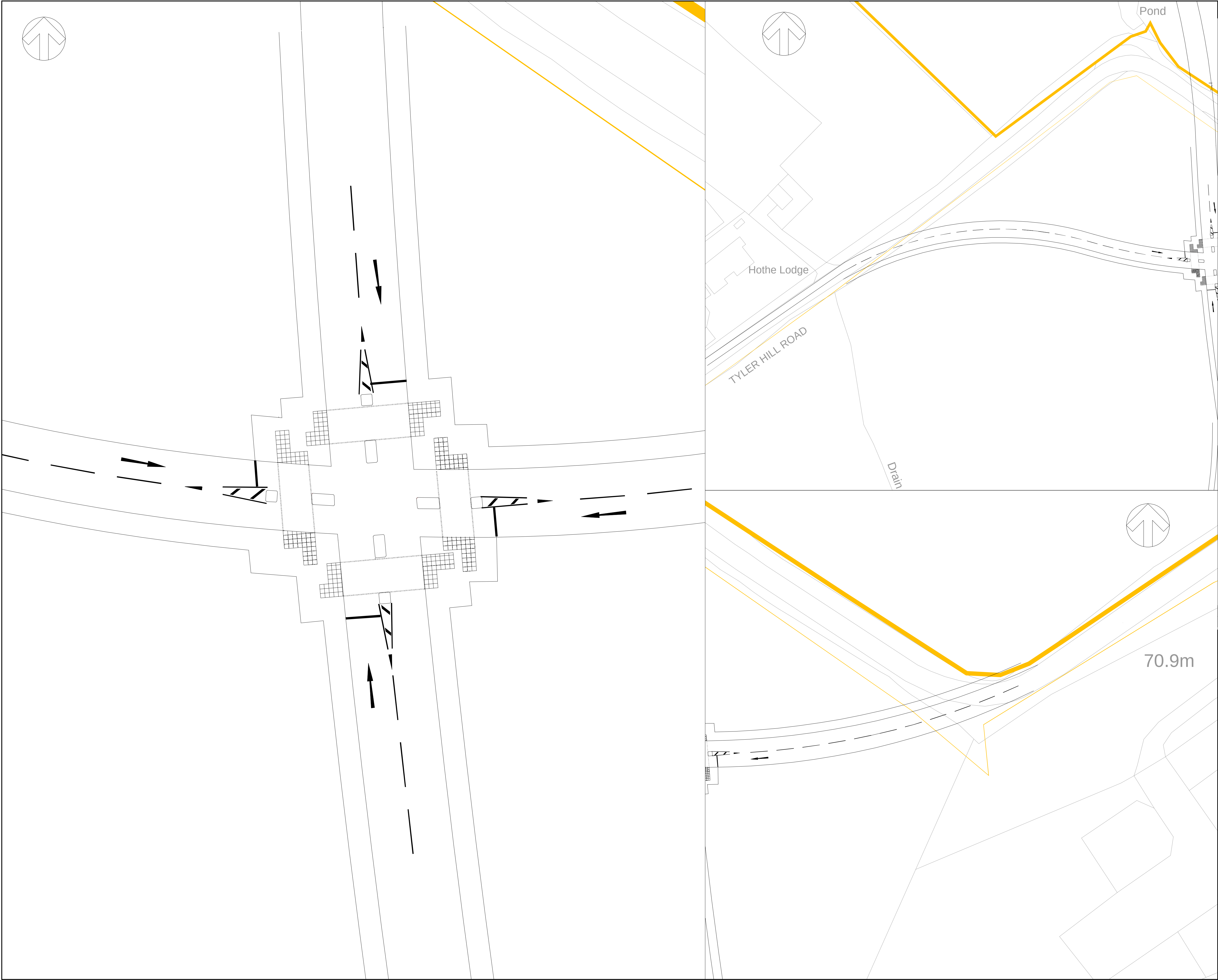
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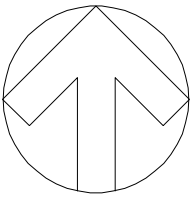
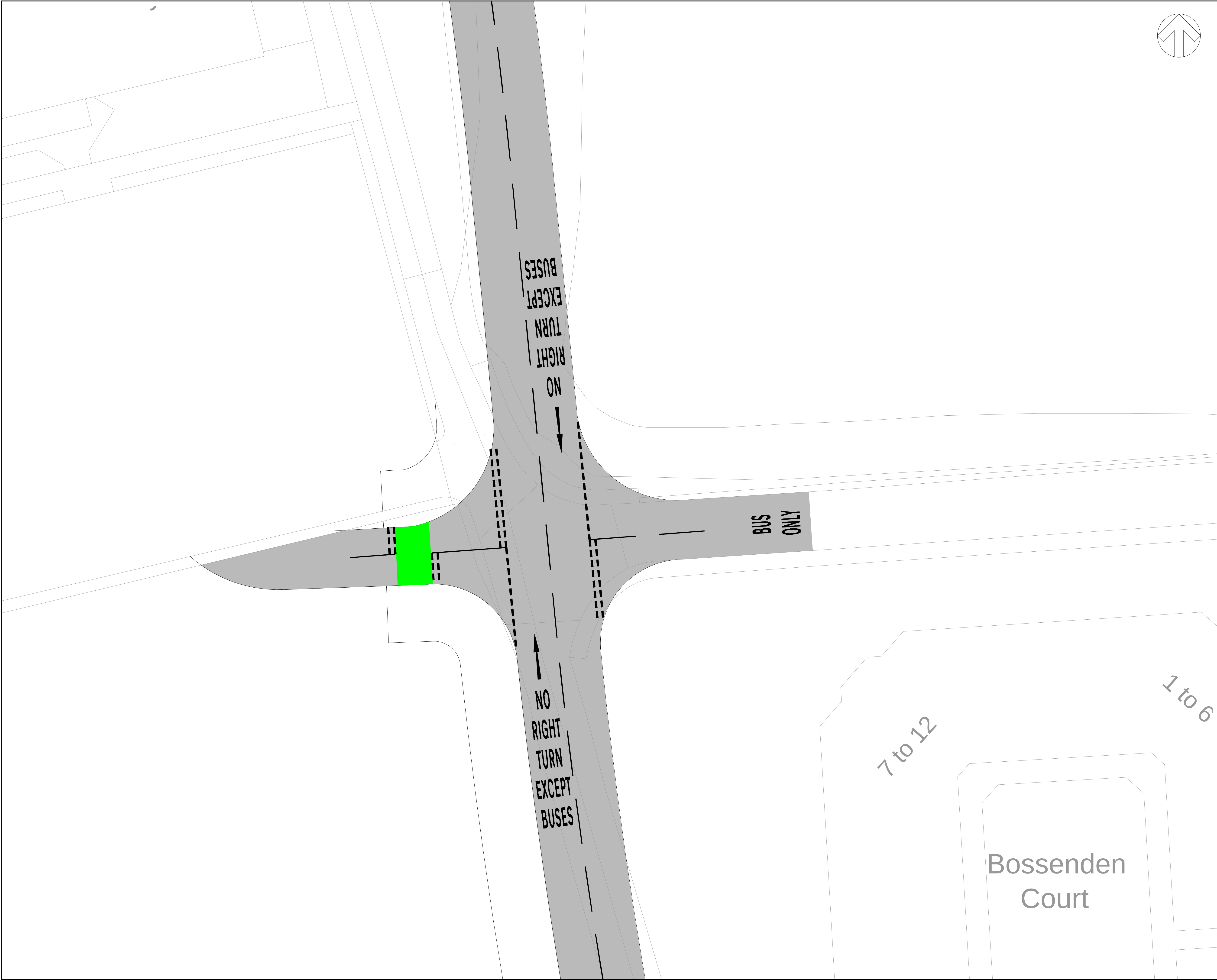
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PROJECT NO:	70080896	DESIGNED:	SP	DRAWN:	SP
				DATE:	August 25

DRAWING No:	70080896-XX-XX-TP-032	REV:	P01
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TITLE:	ACCESS ROAD ALIGNMENT/ WOOD PARK ROAD PRIORITY JUNCTIONS
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PROJECT NO:	70080896	DESIGNED:	SP	DRAWN:	SP
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