

TECHNICAL NOTE

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SUBJECT:	University of Kent - Sites BCD Canterbury City Council Transport Briefing Note		
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INTRODUCTION

This briefing note has been prepared to provide Canterbury City Council (CCC), as part of the pre-application discussions relating to the University of Kent's Sites BCD with additional information regarding the outstanding items that are yet to be agreed with Kent County Council (KCC) as highway authority.

This note should be read in conjunction with the Transport Position Statement (dated 7th April 2026) which has been agreed with KCC Highways.

WHITSTABLE ROAD IMPACTS

Modelling of the impacts of the Proposed Development on the highway network has been undertaken in three separate assessments:

- Initially a spreadsheet-based model was utilised with the resulting assessment presented within the February 2022 Preliminary Highway Assessment
- 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 Appraisal.
- The Canterbury Transport Model (CTM) was then used to distribute traffic using an updated trip generation that was agreed with KCC Highways and National Highways. Two separate runs of the model were undertaken with the most recent run being reported within the Highway Assessment – August 2025

All three assessments show slightly different impacts on the highway network. However, a common trend is exhibited which is that there are impacts on the Whitstable Road corridor to the south of the site.

The identification of mitigation requirements in the three models utilised, the provisional mitigation developed and position reached with KCC Highways is summarised in **Table 1**.

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Table 1 – Whitstable Road Highway Mitigation Summary

Location (see Transport Position Statement Figure 6.1 for location)	Mitigation identified as being required through the following highway network assessment approaches			Mitigation Proposal	Position reached with KCC ¹
	Spreadsheet-based modelling	Micro-simulation modelling	Strategic modelling		
Junction 2 – A290 Whitstable Road/Rough Common Road	✓	✓	✓	Mini-roundabout proposal	KCC are not supportive of a mitigation scheme that incorporates two-lane entries and have requested the design of a normal roundabout
Junction 5 – Whitstable Road/Giles Lane	✗	✓	✓	No mitigation identified	No mitigation identified. Vision-led transport strategy to be adopted to reduce impacts in this location
Junction 6 – Whitstable Road/University Road	✗	✗	✓	No mitigation identified	No mitigation specifically identified at this stage. Vision-led transport strategy to be adopted to reduce impacts in this location
Junction 7 – Whitstable Road/London Road	✓	✓	✗	No mitigation identified	The ability to deliver mitigation in this location is limited. The latest modelling utilising the strategic model indicates negligible impacts (i.e. traffic is likely re-routing to avoid this junction)

Junction 2 - Whitstable Road / Rough Common Road mini-roundabout

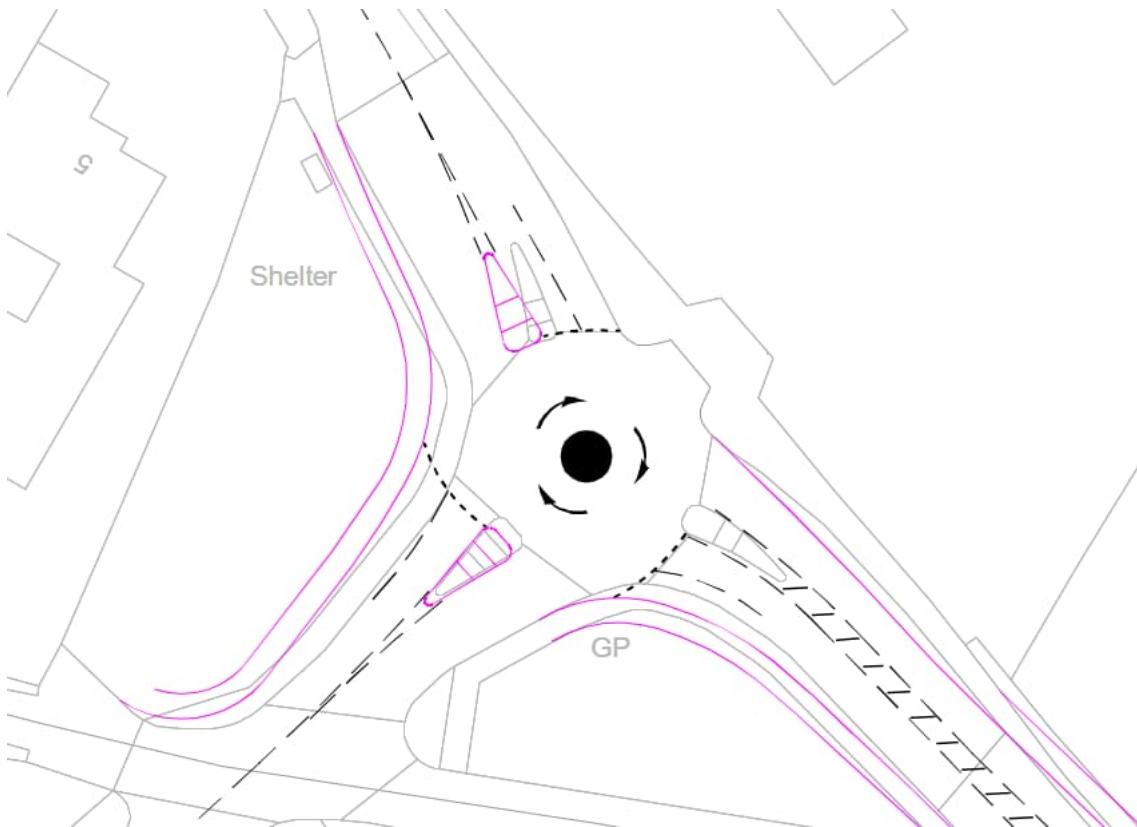
WSP has proposed a potential mitigation solution for the Whitstable Road / Rough Common Road mini roundabout, which involves adding two-lane approaches to the junction, as shown in **Figure 1**. However,

¹ KCC Highways Feedback 26th September 2025 and KCC Feedback dated 28th January 2026

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KCC has raised safety concerns and does not support this idea, a position that WSP disputes. KCC would prefer a full-sized roundabout, which WSP would support, however from initial investigations undertaken by WSP there is insufficient land available to deliver a suitable full-sized junction in this location.

Figure 1 – Whitstable Road/Rough Common Road Mini-roundabout Mitigation Proposal



Source: WSP Drawing 70080896-XX-XX-TP-016

The primary issues for KCC with implementing two-lane approaches appear to be the reduced deflection and the potential impact on driver's visibility of turning traffic at the junction.

Guidance for designing mini roundabouts with two-lane approaches is included in the Design Manual for Roads and Bridges (DMRB), the technical reference for highway design. According to CD 116 'Geometric Design for roundabouts', the following recommendations are provided:

5.14.1 For a two-lane approach on a mini-roundabout, the minimum lane width at the give way line may be reduced to 2.5 metres, provided heavy goods vehicles and buses do not frequently use the entry.

5.15 At an entry with multiple lanes on a mini-roundabout, no more than one lane shall be marked as being for a given exit arm.

NOTE Markings are provided such that traffic going ahead or turning proceeds in single file for each movement.

5.15.1 Three lane entries should not be used for mini-roundabouts.

NOTE 1 The presence of two or more approach lanes encourages two abreast flow through the mini-roundabout, increasing the number of potential conflicts. Additional signing and marking can be used where entries are divided into multiple lanes to ensure safe and efficient operation.

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6.18 Deflection or **other means of slowing vehicles** on approach to the give way stop line shall be provided on a mini roundabout.

Note Other means of slowing vehicles include additional signage or narrowing of approach.

The inclusion of two-lane approaches within DMRB indicates that the application of such a measure is acceptable in principle. It is WSPs opinion that whilst the delivery of a full-sized roundabout would be the preferred option, and whilst KCC may not see a mini-roundabout improvement as being the most 'optimal' solution, this should not be a reason to determine that a development is unacceptable on transport grounds, especially at the local plan stage. It is clear from DMRB that the use of two-lane approaches to mini-roundabouts is acceptable.

The main concern raised by KCC Highways is that two-lane approaches to mini-roundabouts do not operate safely. WSP have undertaken a review of other mini-roundabouts featuring two-lane approaches. This review has identified six mini-roundabouts within the south of England where two lane approaches have been adopted. A review of the accident record at these six locations for the five-year study period ending 31st December 2024 found that all exhibited very low accident rates. The six examples are included within **Appendix A**.

Whilst it is acknowledged that a review of six locations only represents a high-level indication of the accident record of such a junction type, and the accident data study period includes the Covid Pandemic (when traffic volumes were low and therefore may not be entirely representative of normal conditions), the examples do demonstrate:

1. That such a junction type is used elsewhere in the south of England
2. That this junction form can operate safely

It is WSPs view that the mitigation proposed is appropriate for the stage of the proposals (local plan promotion). This matter can be revisited in more detail at the planning application stage.

Junctions 5 and 6 - Whitstable Road / Giles Lane and University Road

The modelling undertaken to date does not demonstrate that mitigation is required at both of these junctions in all the model runs.

The most recent traffic modelling undertaken using the strategic model has shown that the Proposed Development may have impacts upon these two junctions. However, the strategic model runs include a significant amount of traffic growth which creates additional pressures along these roads.

The ability for traffic to utilise Giles Lane is limited by the capacity of the link (i.e. there is a width restriction further to the east, within the University Campus which limits the attractiveness of this route). It is therefore likely that a 'balancing' of traffic flows will take place between these two junctions. The strategic nature of the modelling undertaken is unable to replicate these finer points of detail and therefore this cannot be fully represented in the modelling. However, if traffic does not use Giles Lane then logically it would divert to use University Road. Whilst no specific mitigation scheme has at this time been prepared, there is space either within the highway boundary (**Figure 3**) or within land surrounding the junction owned by the University of Kent to deliver a mitigation scheme in this location, if required. This could be secured through

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the monitor and manage approach which forms part of the Transport Strategy² by way of a contingency fund.

Furthermore, measures to reduce impacts on the Whitstable Road corridor are proposed which would aim to reduce the need for such a mitigation scheme.

Figure 3 – Whitstable Road/University Road Highway Extents



Source: KCC

Junction 7 - Whitstable Road / London Road mini-roundabout

The modelling undertaken to date has shown that there is likely to be an impact at the Whitstable Road/London Road mini-roundabout. Whilst the strategic modelling only indicates small impacts as a result of the Proposed Development, it was evident from the wider modelling results (**Figure 4**) that traffic was re-routing along Clifton Gardens, Harcourt Drive, Westgate Court Avenue and Temple Road to avoid this junction. Whilst the strategic modelling is unlikely to be able to replicate the constrained nature of these routes a mitigation proposal to address this in the form of traffic calming on Harcourt Drive and Temple Road was proposed (if considered necessary). However, KCC wanted to understand the impacts of traffic that had re-routed (when placed back on the Whitstable Road corridor) and the potential knock-on effects this would have on the junctions discussed above. This analysis was set out by WSP³ but the conclusions have not been supported by KCC Highways.

It is WSP's view that with the additional measures set out below, impacts could be minimised and therefore this issue will not materialise.

² University of Kent Sites BCD Transport Strategy (December 2025)

³ Disposal Sites – BCD – Highway Assessment (August 2025)

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Figure 4 – Whitstable Road Traffic Re-routing in Strategic Model



ADDITIONAL UNIVERSITY MITIGATION

Within the Transport Strategy⁴ a set of measures aimed at reducing both background traffic originating from the operations of the University and wider traffic using the Whitstable Road corridor has been proposed. KCC acknowledges these measures in principle; however, agreement has not been reached regarding the anticipated level of benefit that could be achieved.

The package of measures focuses on two key proposals:

1. Changes to the parking charges for staff, students and visitors of the University to reduce the overall demand for parking and in turn reduce trip making by car.
2. Provision of a park and bus facility within the University Campus to capture trips being made to/from the City Centre, therefore reducing the number of vehicular trips on the Whitstable Road corridor to the south of the University Campus.

Within the Transport Strategy a modest 10% reduction in trips to/from the University has been assumed alongside a 10% transfer of existing trips to use the Park and Bus facility.

To achieve the 10% reduction in trips to/from the University it is acknowledged that a step change in parking charges would be required (an increase of 200% is referenced as being required to achieve a reduction of 10-12% in parking demand) but this is supported by the University. KCC Highways have questioned the ability for the University to deliver this level of reduction in parking demand. However, this

⁴ University of Kent Sites BCD Transport Strategy (December 2025)

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would be reviewed as part of the monitor and manage approach to be adopted and is within the University's control to do so.

The provision of a park and bus facility was supported in principle by KCC. However, they wanted further information on the operating model. WSP consider that the level of detail provided to date within the Transport Strategy is sufficient for the stage of the proposals (local plan promotion).

VISION LED SCENARIOS

The Transport Strategy seeks to take a vision-led approach to the Proposed Development's trip generation in accordance with National Planning Policy Framework requirements.

The 'predict and provide' based trip generation, which has been utilised within the transport modelling undertaken to date has been reviewed and a series of alternative trip generation scenarios have been derived based around the bus based public transport strategy for the Site.

These vision led scenarios seek the following mode shift targets away from the private car and on to bus based public transport:

- Transport Vision Max – 23% reduction in the AM Peak (840 trips reducing to 644 trips) and 34% in the PM peak (1026 trips reducing to 674 trips).
- Transport Vision Average – 15% reduction in the AM Peak (840 trips reducing to 717 trips) and 21% in the PM peak (1026 trips reducing to 806 trips).
- Transport Vision Low – 3% reduction in the AM Peak (840 trips reducing to 813 trips) and 4% in the PM peak (1026 trips reducing to 980 trips).

KCC's feedback was that these targets are too ambitious and should be reduced. To provide a comparison the draft Canterbury Transport Strategy proposes a 43% increase in bus-based travel within the District across the Local Plan period. The targets established for the site, adjacent to the University, which already has excellent access to bus based public transport, whilst ambitious, are, in the context of the Local Plan much lower and therefore considered to be more readily achievable.

To support the mode shift assumptions, a public transport strategy has been developed and discussed in principle with Stagecoach. The level of funding anticipated to be required to achieve this level of mode-shift is expected to be in the order of £1m a year. KCC have requested that confirmation is provided by Stagecoach of the funding requirement and that they would be willing to operate the level of service required. Despite several attempts to date, Stagecoach have not provided this confirmation.

NEXT STEPS

It is acknowledged that a number of items remain outstanding with KCC Highways that require further work to be able for KCC to be able to support the Site. These are set out in order below:

1. The vision led mode shift targets
2. The public transport strategy that supports the vision led mode shift targets
3. The package of other measures that the University have control over delivery to support reducing levels of traffic on the Whitstable Road corridor



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Only once the above have been agreed can any further assessment of the Proposed Development on the highway network be undertaken to refine the package of mitigation required to deliver the Site. At this stage, it is considered that a comprehensive transport strategy has been developed to support the delivery of the site, accompanied by a package of highway mitigation measures to address residual highway impacts.



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Appendix A – Two-lane approaches to Mini-roundabouts Examples

Mini Roundabouts with two-lane approaches

Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Hailsham, North of Eastbourne
Postcode	BN27 3JE

Site Location Plan



Accident Location Plan



Number of collisions	1		
Severity	Fatal	Serious	Slight
	0	0	1

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	2	0	0	0	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	1	1	0	0	0	0	0
Light Conditions	Day	Dark	Accident data source: Road Safety Data - data.gov.uk				
	1	0					
Road Surface Conditions	Dry	Wet					
	1	0					

Accident data source:
[Road Safety Data - data.gov.uk](https://data.gov.uk)

Mini Roundabouts with two-lane approaches

Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Eastbourne
Postcode	BN21 2UT

Site Location Plan



Accident Location Plan



Number of collisions	1		
Severity	Fatal	Serious	Slight
	0	0	1

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	2	0	0	0	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	1	1	0	0	0	0	0
Light Conditions	Day	Dark					
	1	0					
Road Surface Conditions	Dry	Wet					
	1	0					

Accident data source:
[Road Safety Data - data.gov.uk](https://data.gov.uk)

Mini Roundabouts with two-lane approaches

Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Leatherhead
Postcode	KT22 9AW

Site Location Plan



Accident Location Plan



Number of collisions	1		
Severity	Fatal	Serious	Slight
	0	0	1

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	1	1	0	0	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	0	2	0	0	0	0	0
Light Conditions	Day	Dark					
	1	0					
Road Surface Conditions	Dry	Wet					
	1	0					

Accident data source:
[Road Safety Data - data.gov.uk](https://data.gov.uk)

Mini Roundabouts with two-lane approaches

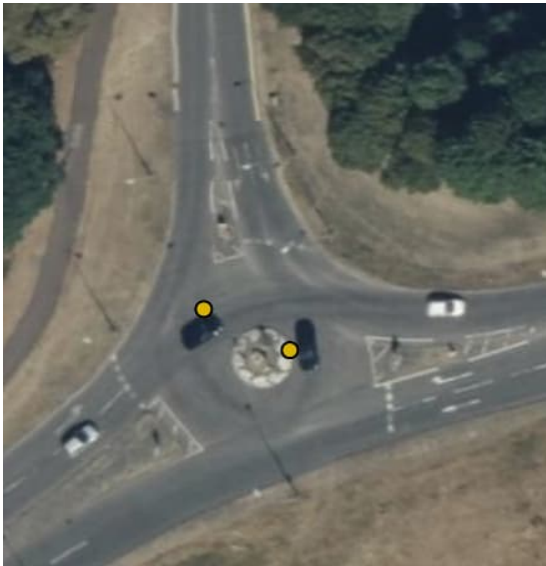
Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Bletchley, Milton Keynes
Postcode	MK1 1JQ

Site Location Plan



Accident Location Plan



Number of collisions	2		
Severity	Fatal	Serious	Slight
	0	0	2

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	3	0	0	1	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	2	2	0	0	0	0	0
Light Conditions	Day	Dark					
	0	2					
Road Surface Conditions	Dry	Wet					
	1	1					

Accident data source:
[Road Safety Data - data.gov.uk](https://data.gov.uk)

Mini Roundabouts with two-lane approaches

Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Bletchley, Milton Keynes
Postcode	MK3 5JB

Site Location Plan



Number of collisions	0		
Severity	Fatal	Serious	Slight
	0	0	0

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	0	0	0	0	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	0	0	0	0	0	0	0
Light Conditions	Day	Dark					
	0	0					
Road Surface Conditions	Dry	Wet					
	0	0					

Accident data source:
[Road Safety Data - data.gov.uk](https://data.gov.uk)

Mini Roundabouts with two-lane approaches
Accident Record - 5 Years to 31st December 2024 (source: WSP UK Collision Dashboard, DfT Road Accidents Safety Data)

Site	Woodham, West Byfleet
Postcode	KT15 3QR

Site Location Plan



Accident Location Plan



Number of collisions	1		
Severity	Fatal	Serious	Slight
	0	0	1

Vehicle Type	Car	Pedal Cycle	Goods Veh	Powered 2 wheeler	Bus/Coach	Taxi	Unknown
	1	0	1	0	0	0	0
Vehicle Manoeuvre	Turning	Ahead	Moving off	Stopping	U-turn	Reverse	Unknown
	2	0	0	0	0	0	0
Light Conditions	Day	Dark	Both vehicles travelling same direction (East to South East)				
	1	0					
Road Surface Conditions	Dry	Wet	Accident data source: Road Safety Data - data.gov.uk				
	0	1					