



University of Kent Transport Strategy Summary

DATE:	20 November 2023	CONFIDENTIALITY:	Public
SUBJECT:	University of Kent Canterbury Disposal Sites BCD: Transport Strategy Summary		
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1. INTRODUCTION

1.1 INTRODUCTION

WSP has been commissioned by the University of Kent (UoK) to provide transport and environmental advice for the development of proposals at various sites in and around their Canterbury Campus.

This Transport Strategy Note (TSN) has been prepared to provide a summary of the transport strategy for the Proposed Allocation site referred to as Sites BCD and how this aligns with the work that is understood to have been commissioned by Canterbury City Council (CCC) to deliver a public transport led transport strategy for the Local Plan.

1.2 BACKGROUND

UoK originally submitted representations in support of an allocation for Sites BCD to (CCC) in August 2021 as part of the preferred options Local Plan Consultation. Included as part of this submission was a Transport Strategy¹ that identified how land to the north of the University's Campus could be unlocked to facilitate a residential led new community.

Kent County Council (KCC), as highway authority reviewed the Transport Strategy and requested further information regarding the likely impacts of the Proposed Development on the transport network with a focus on likely highway impacts.

To understand the deliverability of the Proposed Development a Preliminary Transport Appraisal (PTA)² was prepared and submitted to KCC in February 2022. Following feedback from KCC the PTA was updated to include the outputs from a micro-simulation model developed for the road network immediately surrounding the site which was submitted in January 2023³.

The PTA demonstrated that the Proposed Development sites benefit from access by a range of modes of transport and provisional strategies for access by sustainable modes would deliver a sustainable development which would benefit from the critical mass afforded by the neighbouring University Campus.

¹ University of Kent, Canterbury Campus: Transport Strategy August 2021

² University of Kent, Preliminary Transport Appraisal: Disposal Sites BCD, February 2022

³ University of Kent, Preliminary Transport Appraisal: Disposal Site BCD, January 2023

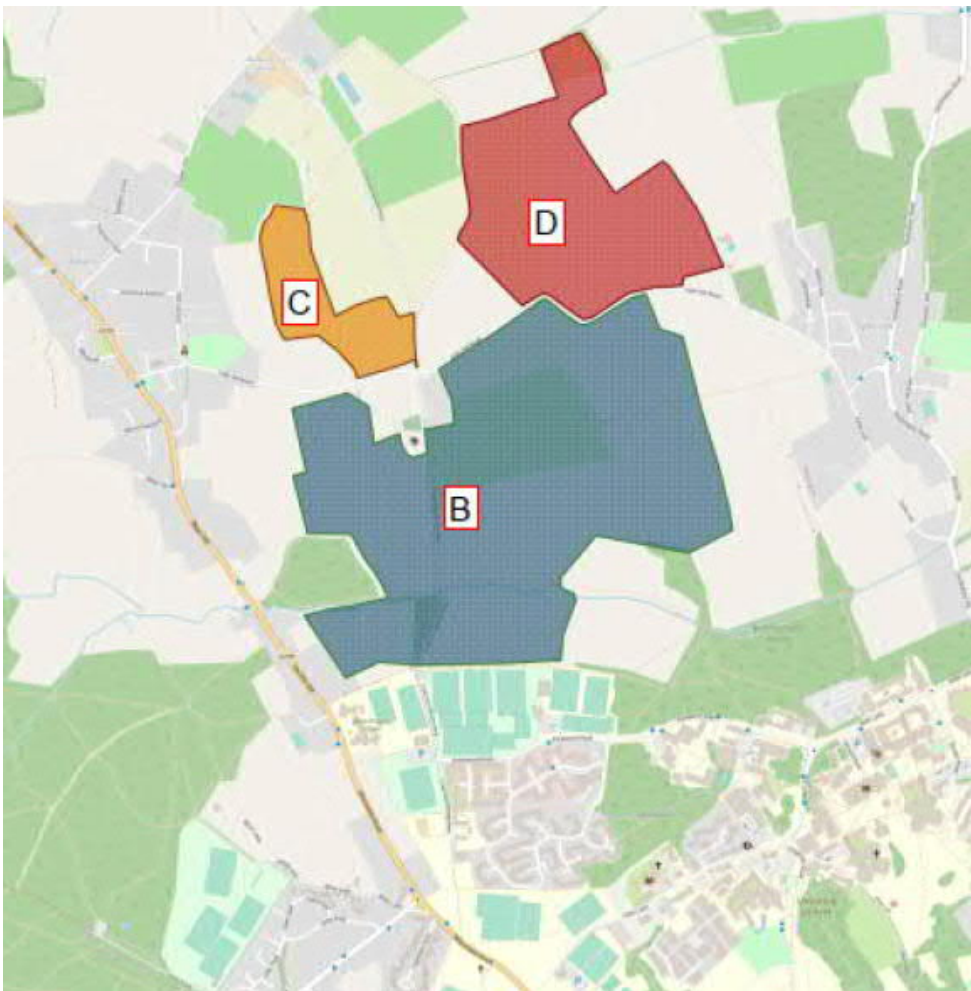
2 THE DEVELOPMENT SITES

2.1 SITE LOCATION

The UoK Canterbury Campus is located to the north of the centre of Canterbury on the urban fringe of the City, covering an area of approximately 92 hectares.

The location of Sites BCD in the context of the wider transport network is shown in **Figure2-1**.

Figure 2-1 - UoK Disposal Sites BCD Site Location



2.2 ACCESSIBILITY APPRAISAL

PEDESTRIAN CONNECTIVITY

The area benefits from a network of footways, bridleways, byways and shared use routes which provide pedestrian connectivity to the University and across the wider area.

Footpath CB24A (The Crab and Winkle Way) provides a strategic walking connection between Canterbury in the south and Whitstable in the north via the University campus. In the vicinity of Sites BCD the Crab and Winkle Way consists of a dedicated off-road shared use pedestrian and cycle route. To the south the

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route joins with Whitstable Road where an off-road pedestrian/cycle route is provided adjacent to the carriageway before it joins the main carriageway and footway provision into the City Centre. To the north the route continues via farmland to Site B before reaching Tyler Hill Road and connecting with the boundary of Site C via a byway and footpath.

Site D is bound in the west by byway CB27 and in the north by bridleway CB24.

Between the Campus and the Sites are further connections to the wider area via various footpaths and byways including CB12 (follows the alignment of the watercourse and connects to Blean in the west), CB13 (connects into the University Campus and Giles Lane), CB14 (runs east west between Tyler Hill Road and Tyler Hill), CB27 and CB16 (which form part of the Crab and Winkle Way) and CB18A (boards Site C to the north and connects with Blean in the west).

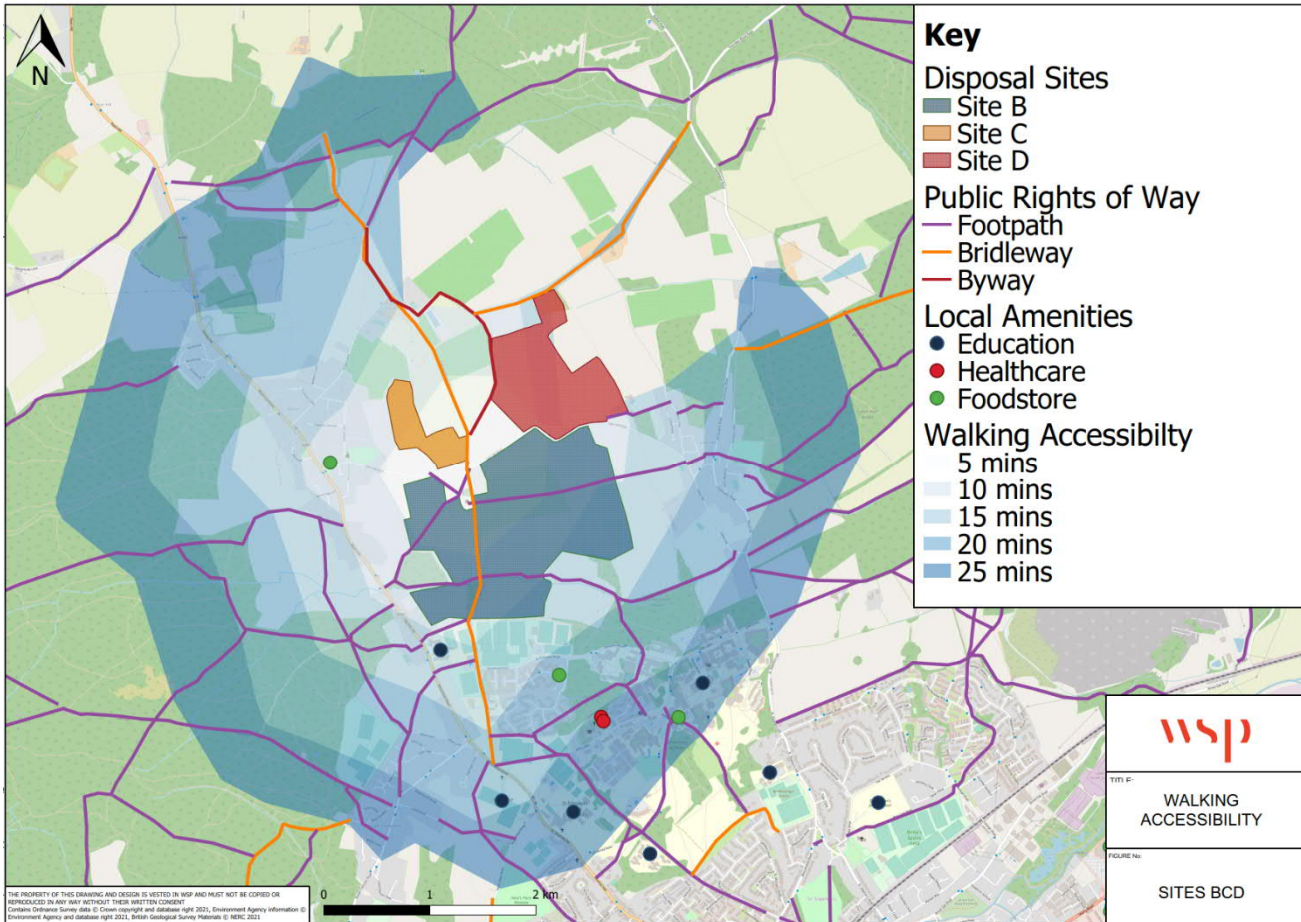
The location of the site, within a rural area means that a number of the PROWs connecting with the site are off-road and unsurfaced however the Crab and Winkle Way provides a high-quality paved route for both pedestrians and cyclists which connects with the University Campus and wider City.

The pedestrian network in the vicinity of the site along with local amenities are shown in **Figure 2-2**.

Regarding amenities accessible by walking, Tyler Hill, Blean, the University Campus and much of northern Canterbury is accessible within a two-kilometre distance (equivalent to a 25 minute walk) where a range of amenities are accessible.

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Figure 2-2 - Sites BCD Pedestrian Isochrone



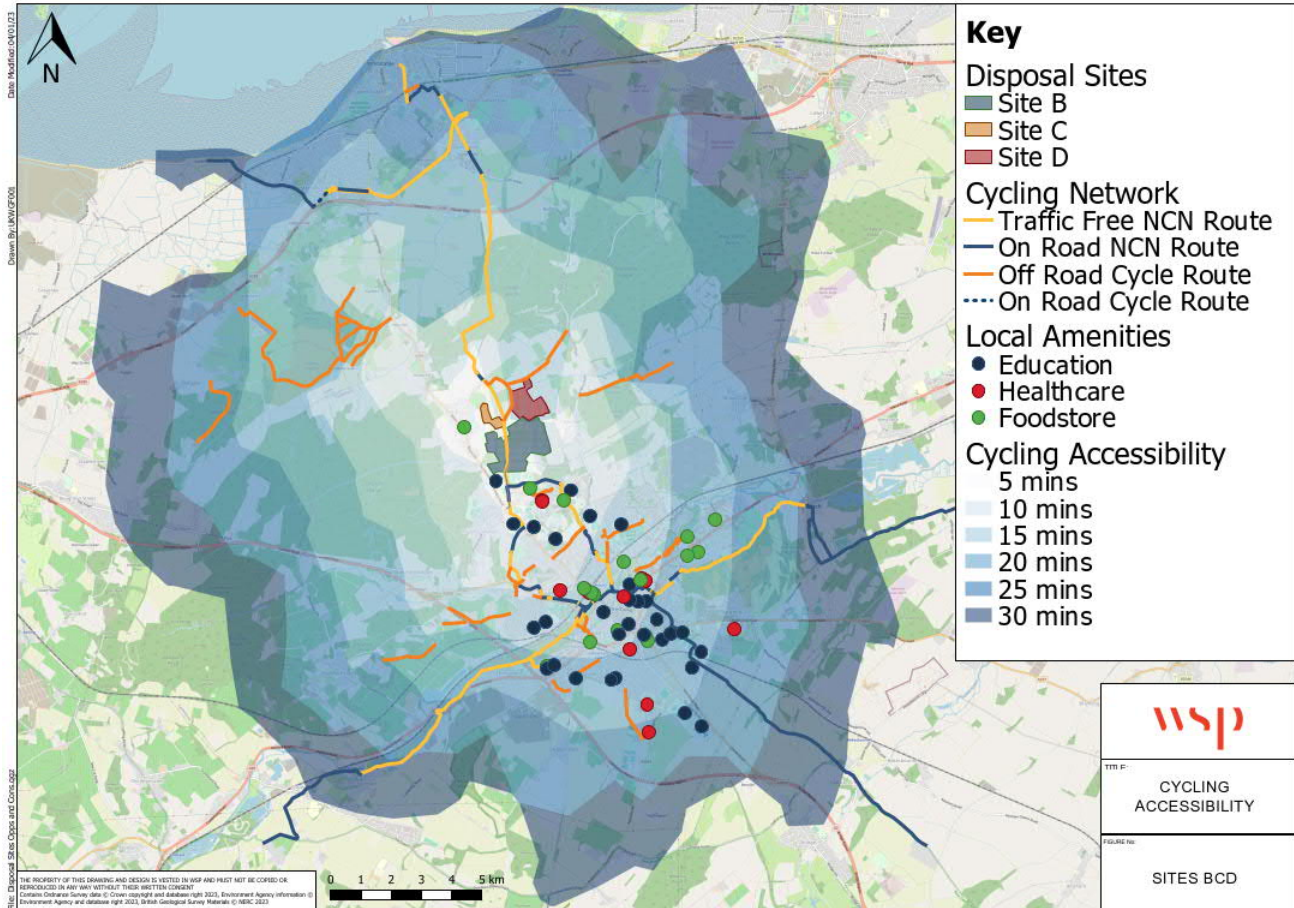
CYCLE CONNECTIVITY

The National Cycle Network (NCN) Route 1 runs along the Crab and Winkle Way and provides a north-south connection part on carriageway and part traffic free through the University Campus and Site B, and bounds Site C to the east. In addition to the NCN route, there are several off-road cycle routes that run through the University Campus east to west.

The cycle network in the vicinity of the site along with isochrones measured from the edge of the site are shown in **Figure 2-3**.

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Figure 2-3 - Sites BCD Cycling Isochrone



As demonstrated in **Figure 2-3**, the connectivity of the cycle network is such that the whole of Canterbury and areas to the north including Whitstable are all accessible within a five-mile (30 minute) cycle of Sites BCD.

The sites are located within a maximum 25 minutes cycling of a range of amenities and facilities including schools, convenience retail and healthcare.

PUBLIC TRANSPORT

The University Campus and surrounding land benefits from access to a range of public transport services that primarily connect the University with wider Canterbury and destinations further afield.

BUS SERVICES

Figure 2-4 illustrates the bus stops and bus routes that are accessible from the bus stops in the vicinity of the University Campus and surrounding area.

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Figure 2-4 – Local Bus Stops and Routes

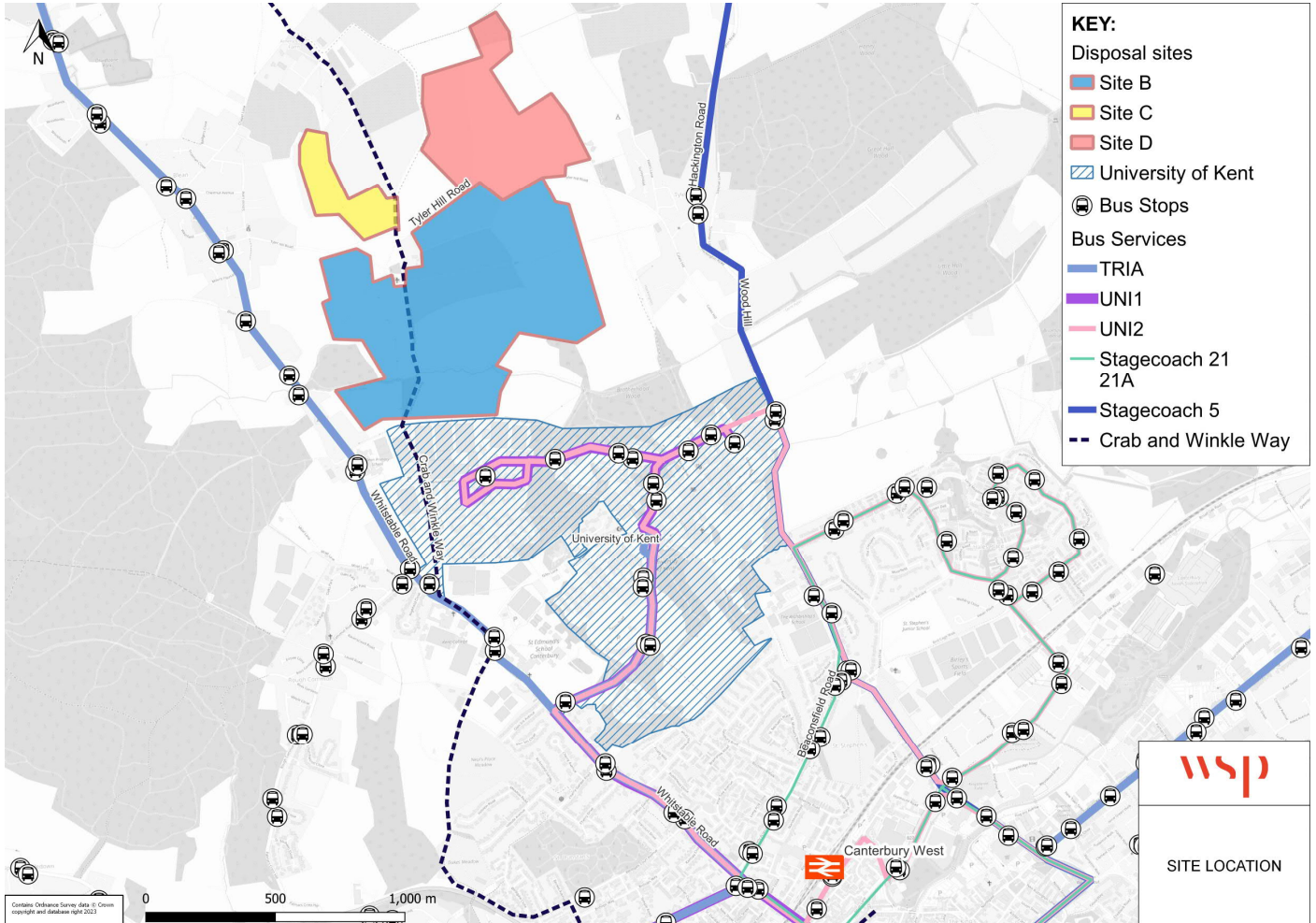


Figure 2-4 demonstrates that the University is served directly by four bus services whilst further services are accessible from both Whitstable Road in the west and St Stephen's Hill in the east.

Table 2-1 provides a summary of the bus services accessible from the University Campus, Whitstable Road and St Stephen's Hill that could be utilised by users of Sites BCD.

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Table 2-1 - Bus Services in the Vicinity of the Sites

Bus Service	Route	First Bus	Last Bus	Frequency			Nearest Bus Bus Stop
				Mon - Fri	Sat	Sun	
5	Canterbury – Chestfield – Whitstable - Seasalter	06:33	20:09	Hourly	Hourly	2 hours	University of Kent Alcroft Grange
21/21A	City Centre - St. Dunstan's - Hales Place - City Centre	07:10	22:35	20 minutes	20 minutes	Hourly	Hales Place, Downs Road
UNI1	University of Kent – Westgate Towers - Canterbury- City Centre	08:27	18:27	10 minutes	20 minutes	Hourly	University of Kent, Keynes College (Stop A)
UNI2	Canterbury – Westgate Towers - University of Kent – Hales Palace	09:05	04:10	Hourly	Hourly	N/A	University of Kent, Park Wood
TRIA	Canterbury – Whitstable – Herne Bay	05:20	23:15	15 minutes	20 minutes	20 minutes	University of Kent, Keynes College (Stop A)

Table 2-1 demonstrates that a range of services are available in the area surrounding the sites that operate on a range of frequencies up to every 15 minutes. Key destinations served include Canterbury City Centre, Canterbury West Railway Station, Sittingbourne, Whitstable and Herne Bay.

RAIL SERVICES

Canterbury West Railway Station is located approximately 3.7 km from the centre of Sites BCD. Canterbury West Railway Station is located beyond a reasonable walking distance but could reasonably be accessed by bicycle.

Tables 2-2, Table 2-3 and **Table 2-4** provide details of the rail services from Canterbury West Station from Monday to Friday and Saturday and Sunday respectively. All timings are from Canterbury West Station.

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Table 2-2- Rail Services (Monday – Friday)

Direct Service	First Train	Last Train	Frequency	Journey Time
Ramsgate – Canterbury West – London Charing Cross	06:29	20:37	30 minutes	108 minutes
Margate – Canterbury West – London St Pancras	05:17	22:23	Hourly	54 minutes
Canterbury to Ashford International	05:17	23:23	Hourly	15 minutes

Table 2-3- Rail Services (Saturday)

Direct Service	First Train	Last Train	Frequency	Journey Time
Ramsgate – Canterbury West – London Charing Cross	06:12	21:37	30 minutes	108 minutes
Margate – Canterbury West – London St Pancras	05:20	22:23	Hourly	55 minutes
Canterbury to Ashford International	05:20	23:23	Hourly	15 minutes

Table 2-4- Rail Services (Sunday)

Direct Service	First Train	Last Train	Frequency	Journey Time
Ramsgate – Canterbury West – London Charing Cross	08:37	21:37	30 minutes	111 minutes
Margate – Canterbury West – London St Pancras	07:24	22:23	Hourly	55 minutes
Canterbury to Ashford International	07:24	23:23	Hourly	15 minutes

Tables 2-2, Table 2-3 and Table 2-4 demonstrate that Canterbury West Station provides train services to a range of locations including Margate, Ramsgate, London Charing Cross, London St Pancras and Ashford International.

Though Canterbury West Railway Station is located beyond a reasonable walking distance it could reasonably be accessed by bicycle. Space for 134 cycles is provided at the station. The railway station is also accessible by bus from the University Campus.

HIGHWAY NETWORK

The highway network surrounding Sites BCD comprises of a series of radial routes that converge on Canterbury City Centre located to the south.

The radial routes comprise of the following key links:

- West: A290 follows a north-south alignment providing direct connections to the settlements of Herne Bay and Whitstable in the north via Blean and Honey Hill and the City Centre in the south.

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- East St Stephen's Hill/Canterbury Hill/Hackington Road also follows a north-south alignment providing direct connections to Chestfield, Herne Bay and Whitstable in the north via Tyler Hill and Radfall and the City Centre in the south.
- South-west, Rough Common Road follows an east-west alignment providing connections to the A2 (which links the M2 at the north and Temple Ewell and Dover at the south) and A 28 (connects to the M20 at the west and Birchington-on-Sea and Margate to the east).
- South-east the A28 provides links to Birchington-on-Sea and Margate to the east.
- To the south the A2050 connects to the A2 which provides connections further south.

As demonstrated above the proposed Sites are well placed to enjoy ample opportunities via local and strategic routes to key destinations near and further afield.

3. DEVELOPMENT PROPOSALS

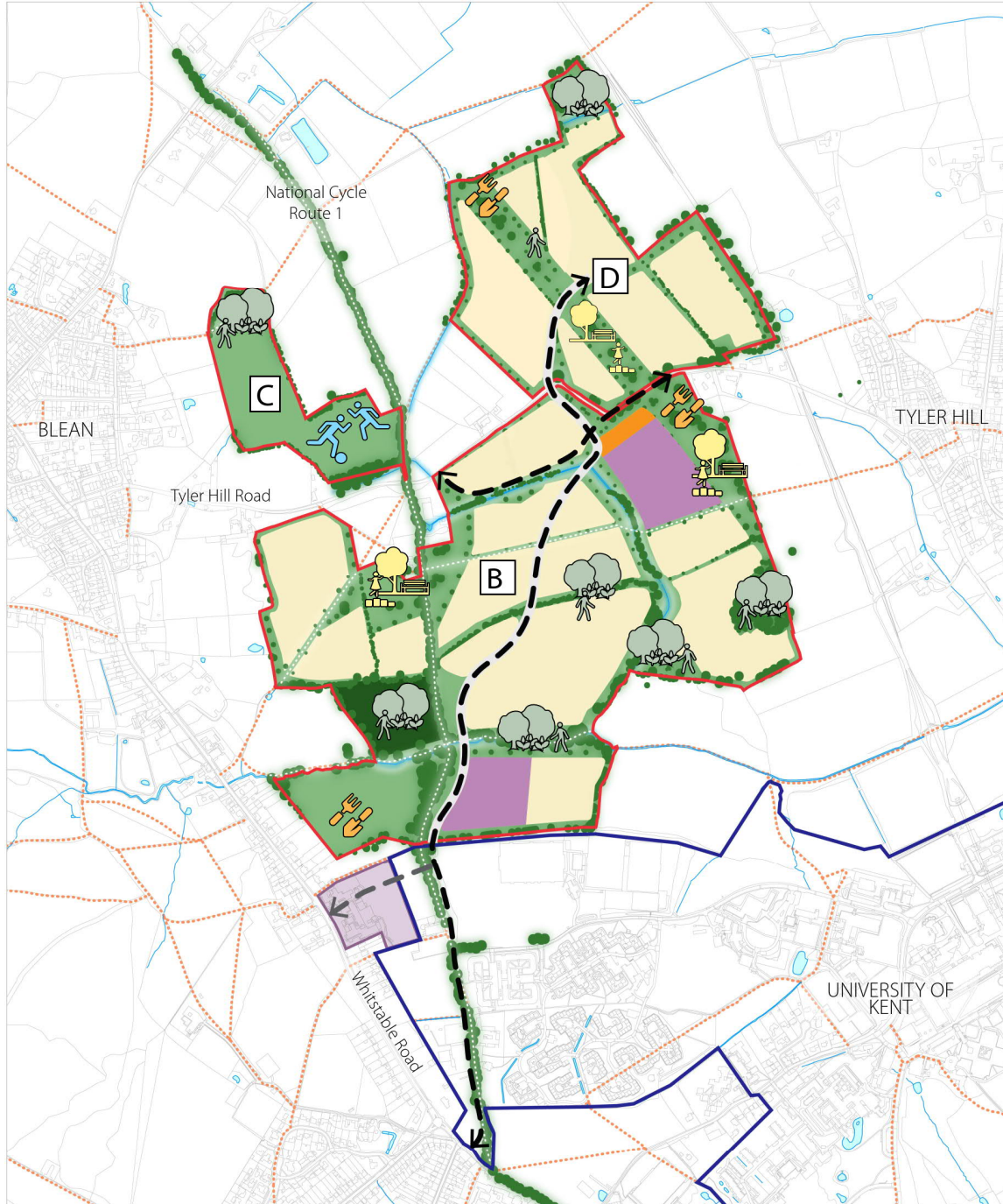
Overview

Initial masterplanning optioneering indicated potential for approximately 2000 homes supported by a local centre (incorporating transport hub) and primary school to serve the new population on Sites BCD.

Figure 3-1 outlines the current emerging masterplan for Sites BCD.

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Figure 3-1 - Emerging Masterplan Option (Source: PRP)



Key

- Site boundary
- Site ownership boundary
- Public Rights of Way
- > Primary Access Route
- .-> Illustrative Secondary Access
- Developable land parcels
- Trees and hedgerows
- Existing tree planting and mitigation area
- Green, open space providing amenity space, natural and semi natural open space, green corridors, parks, play and allotments
- Outdoor sport facilities
- Amenity parks and play facilities
- Natural and Semi natural open space
- Allotments
- Potential new Primary School location
NOTE: Size of site for relocated school is TBC (land will be dependent on the size of the school(s) ultimately delivered). At this stage, noting KCC's requirements, we envisage a school site of up to 3 Ha being delivered within the masterplan – the shape/design of which will be subject to discussions with KCC moving forward.
- Potential new Local Centre location
- Existing school location



0m 100m 200m 300m 400m

Designed with reference to 'University of Kent: A Vision for Development' (August 2021)

Rev: Date Description
D 25/04/23 Added schools and local centre
P 10/01/23 Amendments to key
E 28/01/23 Alternative Concept Masterplan
D 28/01/23 Amended Concept Plan from Vision Document

Des: JF
MG
MG
MG
MG

Chd: JF
MG
MG
MG
MG

Drawn: JF
Checked: MG
Date: 28-04-2023
Scale: @ A2 1:8000

University of Kent
Concept Masterplan

BA0368 - 1001
REV - G
Draft for revision

PRP

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ACCESS STRATEGY

Vehicular Access

Tyler Hill Road

Tyler Hill Road is a key route connecting the sites with the wider highway network however it is currently not considered suitable to accommodate a significant increase in volumes of traffic due to its constrained width, land available within the highway boundary for improvement and multiple land ownerships fronting the highway which also limit potential for improvement.

Given the potential impact of locating a large-scale residential development either side of Tyler Hill Road, the access strategy for unlocking Sites BCD has focused on delivery of a new north-south route through the University Campus. Further proposals to downgrade Tyler Hill Road to manage and reduce movements from the proposed development or re-prioritising Tyler Hill Road as a sustainable transport link with improved crossing points are being considered.

A290

The initial primary point of access would be delivered onto Whitstable Road in the far south of the University Campus with a second point of access proposed via the Blean Primary School, which would be delivered at an appropriate point in the development's build out to provide additional permeability to the site.

PEDESTRIANS AND CYCLISTS

The following are proposed to ensure alternative routes for shorter distance trips than the private car can be achieved:

- Provision of local centre and primary school on site offering a range of amenities and facilities which will reduce the need to travel
- Provision of footways and cycleways on the key movement corridors into and out of the site
- Integration of the on-site provision with the Crab and Winkle Way and surrounding infrastructure
- Improvements to Public Rights of Way in the local area to enhance connectivity with local destinations such as Blean and Tyler Hill Road

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EMERGING TRANSPORT STRATEGY

The last few years has witnessed a significant change to the transport environment. Changing travel trends have emerged, accelerated by the Covid Pandemic, which has resulted in a shift in the way people live and work. From a work perspective a more hybrid approach has emerged, mixing home and office type working. In addition, there has been significant growth in online retail.

The emergence of new technology is offering new opportunities for alternatives to the private car. Micro-mobility schemes, which offer a range of lightweight vehicles, such as e-scooters and e-bikes, overcome some of the traditional barriers to cycling by reducing the hindrance created by topography and distance and provide an alternative to the car and traditional public transport for shorter journeys.

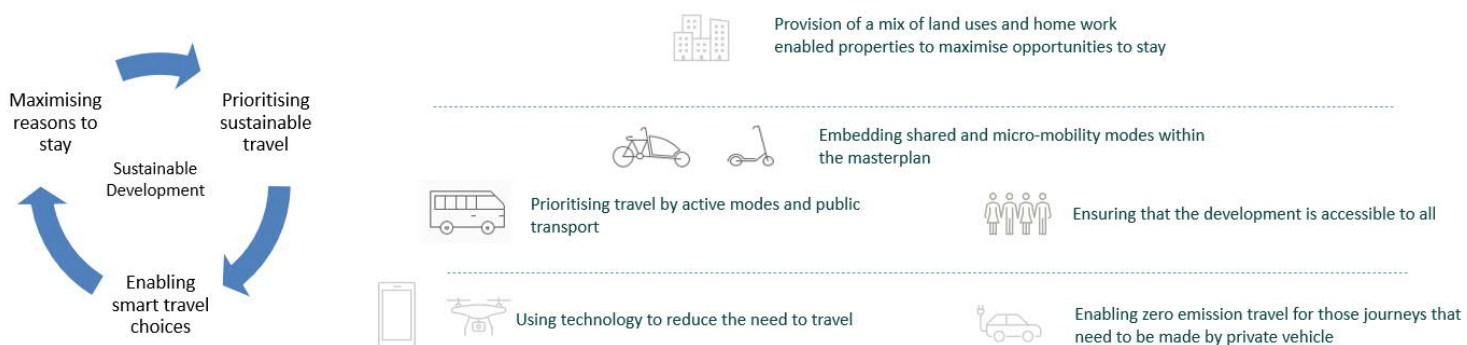
There has also been a relative shift towards low and zero emission vehicles, which has been further stimulated by changes within the new Building Regulations Part S.

As well as the above wider changes that have occurred, there are opportunities to explore other key areas which could facilitate a reduction in car ownership and private car usage. This includes, but is not limited to, the emergence of ride hailing services such as Uber and increasing development of autonomous vehicles and consolidation of deliveries.

The masterplan that has been developed for the UoK has sought to fully embrace these emerging technologies to create a sustainable development that is able to adapt to a changing environment and respond to a societal shift towards net zero. This approach is reflected in the transport strategy for the sites.

The Transport Strategy summarised in **Figure 3-2**, sets out some of the key transport principles that the masterplan will seek to achieve.

Figure 3-2 – Transport Priorities



PUBLIC TRANSPORT STRATEGY

A key principle of the transport strategy is the delivery of a transport hub on the development site to focus and provide access to a range of transport options, with the overarching aim of reducing reliance on the private car (**Figure 3-3**). A mobility hub can be understood as a 'place' or interchange providing different and connected transport modes supplemented with enhanced facilities to both attract and benefit the traveller. They are usually focussed around mass public transport (e.g. bus stops or rail station) and last

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mile mobility solutions (e.g. cycles). The transport hub would be located adjacent to the local centre and be complimentary to the uses within the local centre itself. Whilst the principle of a mobility hub (transport hub) is still evolving the key transport components of the facility would include:

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

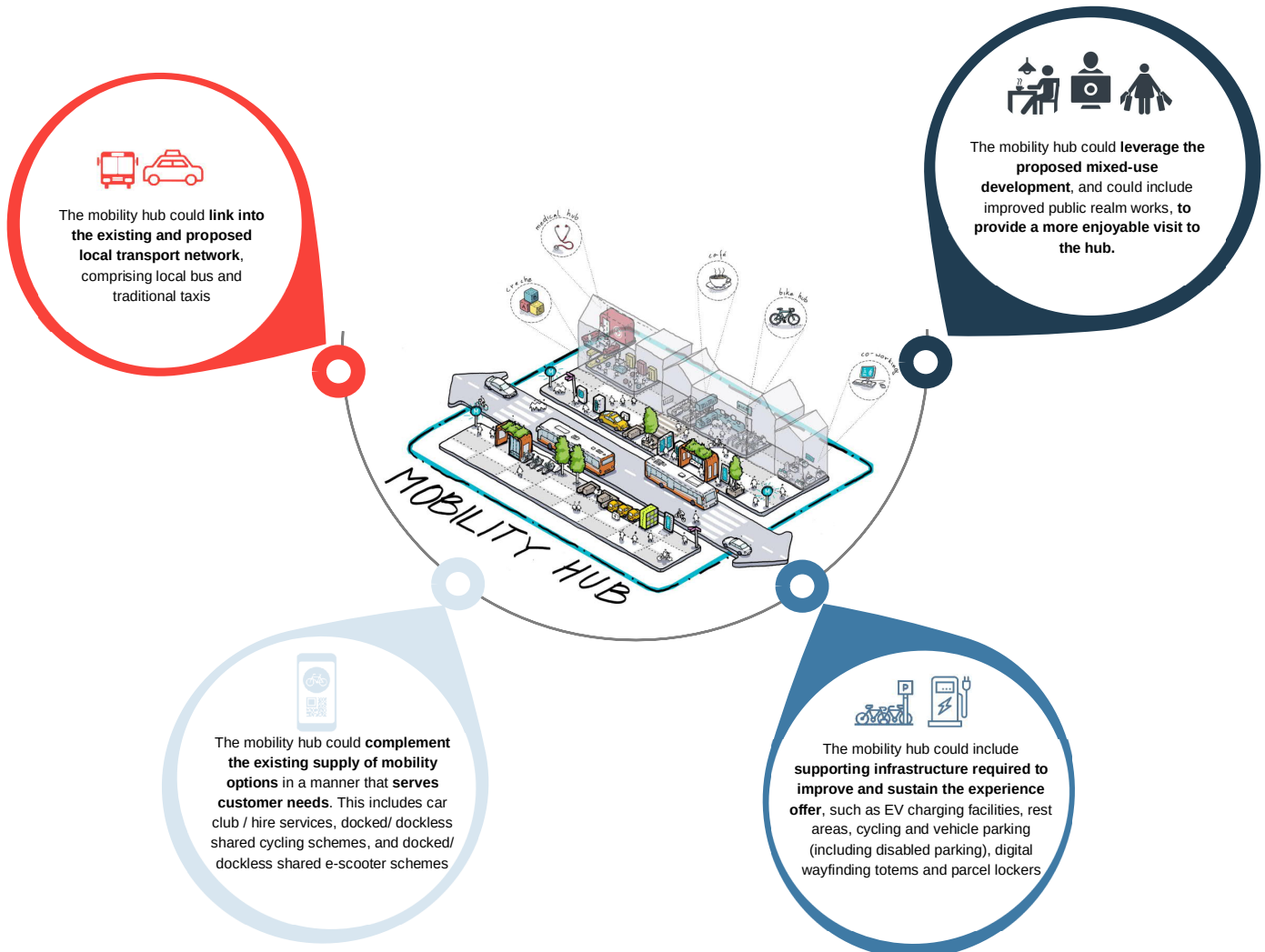
Complimentary facilities may include:

- Micro-consolidation facilities such as parcel lockers (e.g. Amazon lockers)
- Retail
- Digital services (real time public transport information, community news etc)

The deployment of mobility hubs has already started across the UK with proposals emerging in Manchester (Ancoates and New Islington) and incorporation within the new garden settlement at Otterpool near Folkestone in Kent.

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Figure 3-3 – Illustration of Transport Hub



Alongside the emergence of mobility hubs, technology has facilitated the development of personalised journey planning platforms. When combined across modes these are known as Mobility as a Service (MaaS).

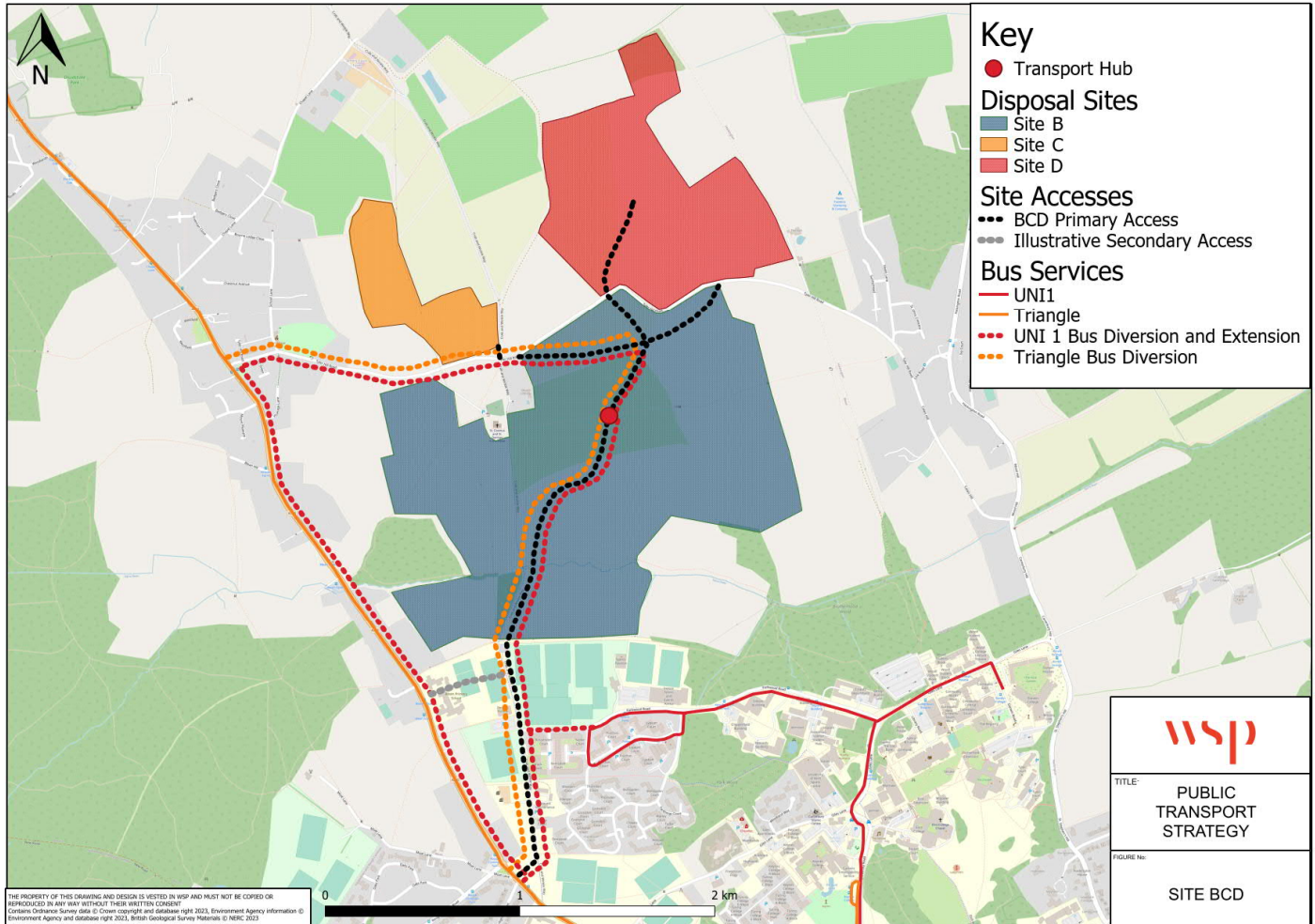
This app-based platform enables access to a wide range of mobility services (traditional bus, rail and taxi services) as well as emerging technologies such as car clubs and e-scooter and cycle hire. By providing access to information about all the services in one place people can make informed decisions about the most appropriate mode or multiple modes for their entire journey. Deployment of this platform could be done on a regional basis or on a development specific basis (Enterprise Car Club for instance have developed their own platform which is being deployed in parts of Scotland).

The use of a MaaS is considered a key element of future developments alongside the provision of the Transport Hub to offer a range of services to residents and visitors of the site.

The Sites benefit from the adjacency of the University Campus where high frequency bus routes can be accessed. The public transport strategy will seek to build on the existing network of bus routes by extension of existing services to serve the on-site public transport hub. **Figure 3-4** indicates how existing bus routes could be extended to serve the development's on-site transport hub.

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Figure 3-4: Public Transport Strategy

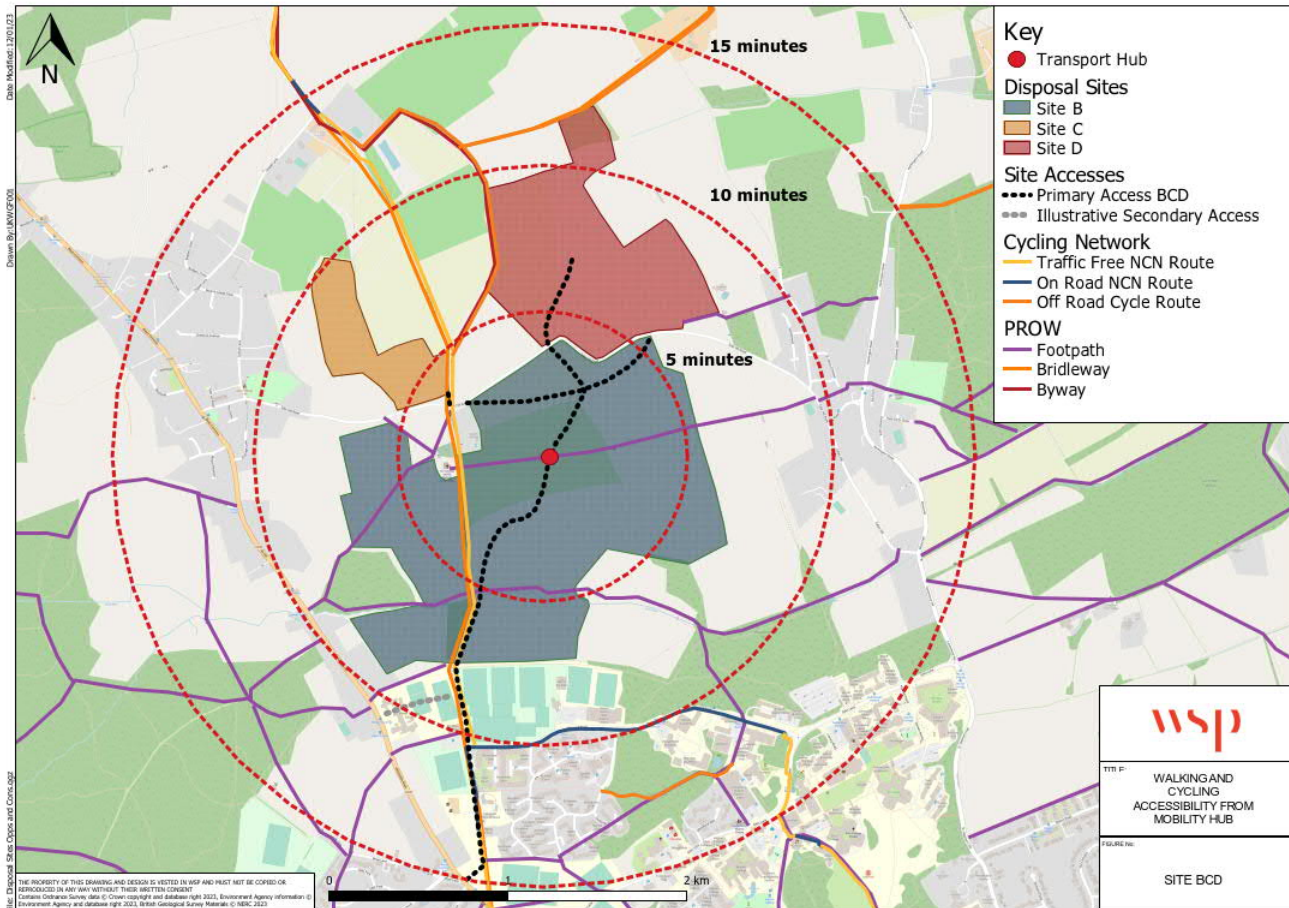


The strategy currently assumes an extension to Uni1 to serve the on-site transport hub. This would provide a weekday daytime frequency of up to every 10 minutes. This would be further enhanced with the diversion of the Triangle Route southbound through the site to increase connectivity to the City Centre. However, further discussions would be held with the University and Stagecoach as local bus operator to ensure integration of the site with the public transport network.

Figure 3-5 provides indicative walking times from the transport hub to all parts of the development site. These walking times would be further reduced through development of the on-site infrastructure and final siting of the public transport hub.

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Figure 3-5: Public Transport Hub Walking Distances



The proposed public transport strategy is understood to align with CCC's emerging transport strategy in terms of prioritising bus-based transport to/from the site, however, we would welcome any opportunity to discuss how we can fully align our strategies.

WSP have been working with UoK to develop new Travel Plans for their Canterbury and Medway Campuses.

As part of development of the Travel Plans⁴ local public transport service providers were contacted in order to get their opinion on the existing operation of their services in relation to the University.

Stagecoach responded explaining that they work very closely with the University on meeting student transport requirements. The routes currently on offer, the Uni1 and Uni2, best serve the present student population. These routes provide a 24/7 service connecting the University, town centre, railway station and Hales Place – a popular student residential area. Potential modifications to the route are frequently discussed. Local bus routes are also diverted into campus to supplement the university services and travel discounts are available.

Views were also sought from National Express regarding their routes to the Canterbury campus. They noted that additional coaches have recently been implemented due to passenger uptake being high.

⁴ University of Kent Canterbury Campus Travel Plan, March 2023

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The proposed bus strategy which assumes an extension to Uni1 and diversion of the Triangle route to serve the on-site transport hub is consistent with Stagecoach's approach to serving the University.

WALKING, CYCLING AND MICRO-MOBILITY STRATEGY

Personal mobility (e-scooters, e-bikes, cargo bikes, electric skateboards, shared bicycles and scooters) are collectively referred to as Micro-mobility. Whilst some of these modes may be personal (owned by the user) there is a growing trend towards shared usage (Santander cycle hire in London for instance). Through the MaaS platform mentioned previously residents and visitors of the site would have access to a range of mobility services to facilitate travel to and from the development.

The development site benefits from access to the Crab and Winkle Way and the site benefits from access to the whole of Canterbury within a 30-minute cycle distance. The proximity of Canterbury to the site and available infrastructure alongside any enhancements that may be identified make travel by micro-mobility an attractive option for future residents and visitors to the site.

The development proposals will provide enhanced connections to the University and will provide natural surveillance of the Crab and Winkle Way where it passes through the site which will promote safety of the route.

The proposed mobility hub will also provide cycle parking and micro-mobility stations to encourage short journeys to be made sustainably between the development and surrounding areas.

It is acknowledged that other connections in the area are largely PROWs which are unpaved. As part of the development of the masterplan, improvements in the wider area would be considered and secured through any planning consent.

4. SUMMARY AND CONCLUSION

This TSN has been prepared to provide a summary of the Transport Strategy developed for Sites BCD being promoted within the Canterbury Local Plan. The Note draws on information presented in the Preliminary Transport Appraisal (PTA) prepared to supplement the Transport Strategy (which was developed in accordance with a scope agreed with Kent County Council (KCC) as highway authority) and Travel Plans for the UoK Campus.

This Note has demonstrated that the Proposed Development sites benefit from access by a range of modes of transport and provisional strategies have been developed to ensure that access by sustainable modes are prioritised and align with the emerging Transport Strategy for Canterbury.